

Trail Full Clutch Weight Recommended Setup

ELEVATION	RECOMMENDED MAGNET PLACEMENT BASED ON ENGINE SIZE AND ELEVATION START WITH HOLE 1 (CLOSEST TO THE PIN)			
	600	800	850	9R (P-85 CLUTCH CONVERSION)
0 - 3000 FT	66 GRAMS 2-1-0-0	70 GRAMS 3-2-1-2	74 GRAMS 3-3-3-2	76 GRAMS 3-3-3-3
3000 - 6000 FT	63 GRAMS 1-0-0-0	68 GRAMS 2-1-1-1	72 GRAMS 3-3-2-2	74 GRAMS 3-3-3-2
6000 - 9000 FT		64 GRAMS 2-0-0-0	68 GRAMS 2-1-1-1	70 GRAMS 3-2-1-2
9000 - 11,000 FT			64 GRAMS 2-0-0-0	68 GRAMS 2-1-1-1

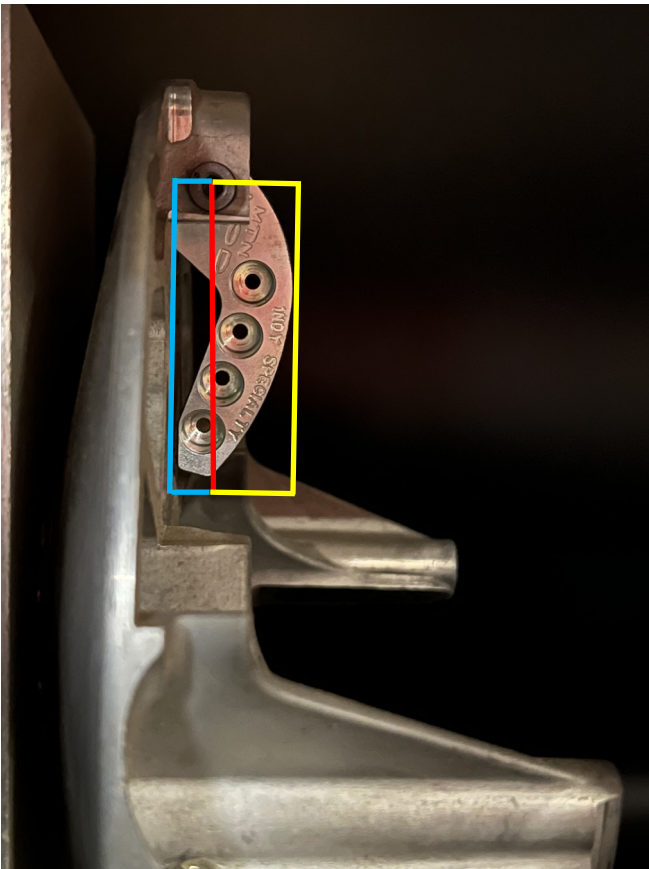
These are base line recommendations

You may need to add or subtract weight depending on your target RPM, snow conditions and any modifications you may have done to the sled.

The base weight of a Trail Full Clutch Weight is 62 Grams

Magnets are approximately 1 gram Adding or subtracting 1 magnet in holes 1 or 2 will lower/raise peak rpm roughly 100 RPM

Adding or subtracting 1 magnet in holes 3 or 4 will raise/lower peak rpm roughly 200 RPM



This cut-away of a Polaris clutch with Indy Specialty Clutch Master weights is to you understand the dynamics of our adjustable weights

The weight pin centerline (shown in red) is a fulcrum point in which the weight rotates around

The mass of the weight that rests below that centerline (shown in blue) acts against the centrifugal force of the clutch rotatating to hold the weight in that pocket at low RPM.

Whent the weight and clutch is shifted out at higher RPM's this mass also helps to apply force on the sheaves to grip the belt tighter and prevent belt slip

The mass of the weight above the centerline (shown in yellow) acts with the centrifugal force of the clutch to pull the weight out of the pocket at lower RPM's. This mass also helps to provide force on the sheeves at lower RPM's to grip the belt.

Hole 1 : Weight can be added here to either lower engagement RPM or to get better belt bite at lower RPM

Hole 2 : Weight adjusted here will effect belt bite through the full RPM range and also effect peak enging RPM

Hole 3: Adding weight here will slightly increase engagement RPM as well as provide belt clamping force at high RPM, removing weight will do the opposite

Hole 4: Adding weight here will noticeably increase engagement RPM and provide clamping force at high rpm, removing weight here will do the opposite.