



INDY SPECIALTY, LLC 23503 145TH AVENUE, WELCH MN 55089

*****CLUTCH BOLT TORQUE*****

MAKE SURE THE CRANK TAPER, THE CLUTCH BORE AND YOUR HANDS ARE DRY AND FREE OF ANY OIL.

I WILL SAY IT AGAIN, MAKE SURE THE CRANK TAPER, THE CLUTCH BORE AND YOUR HANDS ARE DRY AND FREE OF OIL.

USE ELECTRIC MOTOR CLEANER, BRAKE CLEANER OR ALCOHOL.

INSTALL AND TORQUE TO 70 FT LBS, START SLED, AND TAKE ON A SHORT RIDE AROUND THE YARD OR SHOP OR PUT ON STAND AND REPEATEDLY ENGAGE AND DISENGAGE CLUTCH AND RETORQUE.

REPEAT THIS PROCESS UNTIL BOLT DOES NOT TAKE ANY MORE TORQUE.

NOTE: AFTER YOU THINK YOU HAVE THE CLUTCH TORQUE PROCESS COMPLETED, TAKE SLED ON ITS FIRST LONG RIDE. WHEN YOU RETURN, RECHECK CLUTCH BOLT TORQUE. IF IT TAKES TORQUE YOU DID NOT TORQUE IT PROPERLY BEFORE YOU RODE IT.

*****MORE CLUTCHING TIPS*****

- 1.) 1-2 SLICK SHIFT WASHER(S) PER CLUTCH SHOULD BE ALL YOU NEED UNLESS YOU WANT MORE ENGAGEMENT.
- 2.) COIL BIND IS POSSIBLE IF YOU OVER SHIM THE SPRING.
- 3.) SOME 2012 AND NEWER 600/800 FUJI CRANKSHAFT MOTORS * TYPE 2* CODE # (ON END OF CRANK) - TYPE 2 0262 MUST HAVE THE CLUTCH LIGHTLY LAPPED TO THE CRANK FOR PROPER FIT.
- 4.) IF YOUR CLUTCH COMES OFF REALLY EASY OR EXTREMELY HARD (TWISTED AND GALLED ITSELF TO THE TAPER) CHANCES ARE IT SHOULD BE LAPPED IN.
- 5.) THE CLUTCH SHOULD COME OFF FAIRLY HARD WITH A NICE CRISP POP.
- 6.) *(CLUTCH FIT TEST)* WITH CLEAN DRY TAPERS ON BOTH CRANK AND CLUTCH BORE IF YOU INSTALL YOUR CLUTCH THEN GIVE IT A FIRM HIT WITH YOUR PALM, THEN TRY AND PULL IT OFF. IF IT COMES OFF WITH LITTLE EFFORT THEN YOUR CLUTCH FIT IS INCORRECT AND IT SHOULD BE LAPPED.

THANK YOU FOR CHOOSING INDY SPECIALTY FOR ALL YOUR POLARIS MOTOR NEEDS

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