



INDY SPECIALTY

IMPORTANT UPDATES FOR TOP END KITS

1. ALL (EFI) TOP END KITS MUST BE ASSEMBLED WITH A THIN COAT OF LOW TEMP GREASE APPLIED TO THE FRONT AND BACK SKIRTS FROM BELOW THE LOWER RING ALL THE WAY TO THE BOTTOM. (USE A THIN COAT OF LOW TEMP GREASE)
2. DO **NOT** APPLY GREASE TO THE CYLINDER *(PISTON ONLY)*
3. ALL **INDY SPECIALTY** CYLINDER KITS AND COMPLETE MOTORS MUST USE POLARIS VES GOLD OR POLARIS RACING OIL ONLY. **ABSOLUTELY NO SUBSTITUTES !**
4. EXTENSIVE TESTING HAS PROVEN THESE STEPS TO BE VITAL FOR EXTENDED MOTOR LIFE.
5. A STRANGE SMELL AND PLUG FOULING IS POSSIBLE WITH THESE STEPS.
6. **INDY SPECIALTY** CHECKS RING END GAP AND ADJUSTS IF NEEDED ON TOP END KITS AND COMPLETE MOTORS (IF YOU BUY PISTON AND RINGS SEPERATELY - IT IS YOUR RESPONSIBILITY TO CHECK RING END GAP).
7. WARNING - ABSOLUTELY NO OIL SUBSTITUES OF ANY KIND. NO OLD FASHIONED THICK HEAVY OILS OF ANY KIND IN ANY **INDY SPECIALTY** EFI MOTORS.
8. MAKE SURE TO DOUBLE CHECK YOUR THROTTLE BODY INTAKE ADAPTOR RUBBER AND MAKE SURE IT HAS NOT SEPERATED FROM ITS BASE. (OTHERWISE CALLED REED BOOT ADAPTORS)
9. PLEASE UNDERSTAND THAT PREMIX DOES NOT PROTECT POLARIS EFI MOTORS PAST 1/2 THROTTLE - YOU MUST VERIFY OIL TANK LEVEL IS DECREASING BEFORE YOU DRIVE PAST 1/2 THROTTLE - WITH INJECTORS MOUNTED IN THE CYLINDER, PREMIX IS SUCKED UP THE REAR TRANSFER AND DOES LITTLE TO NO GOOD PAST 1/2 THROTTLE. THIS IS WHY GREASED SKIRTS ARE VITAL TO PREVENTING PREMATURE PISTON SCUFFING.
10. THANK YOU FOR FOLLOWING THESE STEPS. EXTENDED MOTOR LIFE WILL BE YOUR REWARD!