



DRIVEN CLUTCH ADJUSTMENT FOR PEAK PERFORMANCE

1. THE #1 MOST OVERLOOKED AND MISUNDERSTOOD ADJUSTMENT= BELT WIDTH ADJUSTMENT

2. TO ADJUST THE SHEAVES FOR A NEW BELT, FIRST INSTALL YOUR BELT REMOVAL TOOL AND SLIGHTLY SEPERATE THE SHEAVES TO MAKE THIS ADJUSTMENT EASIER.

3. THE TIED DRIVEN HAS 2 SEPERATE SCREWS UNLIKE THE OTHER TEAMS THAT ONLY USE 1.... (2 IS BETTER) BUT MAKE ALL YOUR ADJUSTMENTS USING ONLY 1 SCREW UNTIL YOU ARE DONE. USE A BLACK SHARPIE TO KEEP TRACK OF WHAT YOU ARE DOING. (FOR NOW, SCREW THE OTHER ONE WAY OUT SO IT DOES NOT GET IN THE WAY OF THE ADJUSTING PROCEDURE.

4. IT IS BEST TO START OUT WITH YOUR 1 ADJUSTER SCREW IN TOO FAR (AND THE SHEAVES TOO WIDE, RATHER THAN TOO NARROW).

5. NOW LETS ASSUME YOU HAVE A BRAND NEW BELT AND YOU HAVE THE SHEAVES WIDE ENOUGH.... SCREW SEPERATER TOOL IN FAR ENOUGH TO INSTALL BELT, THEN INSTALL THE BELT.....REMOVE ALL TOOLS FROM CLUTCH.

6. PUT SLED ON STAND AND MAKE SURE TRACK IS COMPLETELY OFF THE GROUND, START MOTOR AND ENGAGE CLUTCH UNTIL TRACK SPINS SLOWLY FOR A FEW SECONDS..... THEN LET GO OF THROTTLE AND LET IT IDLE..... THE TRACK SHOULD STOP COMPLETELY DEAD WITH NO CREEP.

7. NOW IT'S TIME TO GO BACK TO THE ADJUSTMENT SCREW YOU MARKED WITH THE SHARPIE. INSTALL THE ALLEN WRENCH ADJUSTER TOOL INTO THE ADJUSTER.....HOLD FIRMLY WHILE LOOSENING THE JAM NUT.....NOW TURN THE ADJUSTER (OUT OR COUNTER-CLOCKWISE) 1/2 TURN AND THEN HOLD ALLEN WRENCH FIRMLY AND RE-JAM THE LOCKNUT.

8. REPEAT STEP #6..... DO #6 & #7 PROCEDURE UNTIL THE TRACK FAILS TO STOP SPINNING OR JUST CREEPS.

9. WHAT YOU ARE LOOKING FOR IS IT TO BE AS CLOSE TO CREEPING AS POSSIBLE WITHOUT CREEPING.

10. ONCE IT CREEPS OR SPINS..... YOU NEED TO REVERSE THE ADJUSTER SCREW DIRECTION AND TURN IT CLOCKWISE AND RE-JAM UNTIL YOU HAVE IT PERFECT.

(NOW ITS TIME TO ATTEND TO THE OTHER ADJUSTMENT SCREW) LOOSEN THE JAM NUT AND SCREW IT IN UNTIL IT JUST TOUCHES AND DOESN'T MOVE THE SHEAVE.

11. THIS IS THE SINGLE MOST IMPORTANT PERFORMANCE ADJUSTMENT YOU CAN MAKE..... AND SHOULD BE CHECKED AND RE-SET EVERY CHANCE YOU GET. AS THE BELT WEARS AND STRETCHES LOW-END PERFORMANCE & BACKSHAFT FEEL SUFFERS.

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