



## **TEAM TIED INSTRUCTION & PROCEDURE SHEET**

**REMEMBER TO SWITCH YOUR DRIVEN CLUTCH TOOLS IN YOUR TOOL POUCH**

**THE TIED TOOLS ARE COMPLETELY DIFFERENT**

1-The TEAM TIED is a very different Driven clutch then on any other production sled built today with reverse lock.

2- It is the only Driven Clutch Manufactured under \$425.00 that upshifts & down shifts without skidding the moveable against drive rotation. This clutch runs cooler and has a much more accurate backshift and tends to repeat better then either of the Old 98 or TSS-04 Driven.

3- This clutch also tends to run much steeper angles with less belt pressure then any of its brother clutches.

4-Proper Installation & set-up is key to maximum performance & belt life.

5- Remove your old Driven clutch \*( Be CAREFUL ) \* to keep track of the shim washers behind the driven so they do not stick to the clutch and they stay on the shaft.

6- Belt 3211115 1-7/16 Using TEAM alignment bar Part # 930721 with drive clutch installed and torqued to 70 to 85 ft lbs..... With both clutches installed ( No Bolt in the Driven )&( Belt removed ) Put the long thick side of the alignment bar against the outter driven sheave with the other end of course in between the drive.....

with two hands on on each side of the driven clutch hold the alignment tool firmly against the driven slowly sliding the driven in & out ( Do not worry about the out movement )

You need to be concerned about the feel of the bar lightly touching the drive clutch inner sheave.... once you get use to this feel of the bar tapping the drive inner sheave loosen your grip on the your left hand and continue to gently slide the driven clutch in & out... what you should feel is the bar wanting to leave the front edge of the driven clutch before the driven clutch runs out of travel and bottoms out on the back side where the stock jackshaft washers are..... If it bottoms out ( or runs out of inward travel ) then you need to remove the driven clutch and remove the thinnest washers within the stack thats there. Then repeat the procedure until the driven leaves the bar on the front side. This is very important !! Example- if back of the driven was to hit the jackshaft washers, and at the exact same time the front of the bar contacted the inner sheave of the drive-( If this example happened you would need to remove a shim from behind the driven to allow for engine torque.... ( when throttle is hit the motor comes back and it also moves inward ever so slightly )

7- Now that you know what you are looking for, after you have come up with the correct shims behind the driven..... Its time to be concerned about the Bolt w/ spaces and washers. I like to put the aluminum bushing out next to the big flat washer, and then put the washers on the outside of the aluminum bushing ( which means the washes will be up against the jackshaft. (Reason - sometimes the aluminum bushing is to big and if off center at all the driven splines contact it and stop the float.) and float is what we are looking for.

8- I like to see .020 to .060 float. if the clutch does not float after you torque the driven bolt something is wrong.

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

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