



EFI - 2005 - 2014 600/700/800 TORQUE MASTER

BREAK- IN INSTRUCTIONS

ALWAYS MIX FUEL 50:1 UNTIL YOU VERIFY THAT THE OIL PUMP IS IN FACT USING APPROXIMATELY 1 PINT PER 6 GALLONS AVERAGE DEPENDING ON RIDING STYLE. MORE FOR MOUNTAINS, A LITTLE LESS FOR TRAIL RIDING.

BLEED SMALL 8mm OR 10mm BOLT HEAD ON OIL PUMP UNTIL ALL AIR BUBBLES ARE GONE.

(BLEED PLENTY OF OIL TO MAKE SURE IT'S TRULY BLED.)

FILL AND BLEED COOLING SYSTEMS AND DO NOT DRIVE UNTIL ALL HEAT EXCHANGERS ARE WARM AND COOLANT LEVEL STABILIZES.

VERY IMPORTANT!! PLEASE CLEAN CRANKSHAFT PTO END AND CLUTCH BORE WITH SCTOCH-BRITE THEN BRAKE CLEANER OR ALCOHOL SO THEY ARE COMPLETELY DRY (AND OIL FREE). THEN INSTALL.

CLUTCH AND TORQUE TO **70 TO 80 FT LBS** AFTER RUN UP AND SHORT TEST DRIVE. RETORQUE CLUTCH - **PLEASE REPEAT AT LEAST 3 TIMES. DO NOT RUN MACHINE FOR ANY EXTENDED PERIOD OF TIME UNTIL DRIVE CLUTCH BOLT TORQUE HAS STABILIZED AND WILL NOT TAKE TORQUE.**

VERY IMPORTANT!! START MOTOR AND WARM UP TO OPERATING TEMP THEN LET IT COMPLETELY COOL. REPEAT THIS OPERATION A FEW TIMES AND THEN YOU ARE READY TO RIDE. PLEASE NOTE - HEAT SOAKING IS THE SINGLE MOST IMPORTANT THING YOU CAN DO TO PROLONG THE LIFE OF YOUR MOTOR. THE COOLER THE TEMP THE MORE IMPORTANT AND LONGER THIS WILL TAKE. START MOTOR AND LET IT WARM UP A LITTLE (NO NEED TO GET IT TO OPERATING TEMP YET). SHUT IT OFF AND LET IS HEAT SOAK FOR AT LEAST 10 MINUTES THEN START AND BRING TO OPERATING TEMP. TO PROTECT BELT FROM PRO-LONG IDLING YOU MAY WISH TO PULL THE BELT DOWN INTO DRIVEN A BIT SO IT IS NOT PULLING ON THE DRIVE CLUTCH. EXTENDED IDLING WILL OVERHEAT THE BELT IF IT IS SHIMMED CORRECTLY. MAKE SURE TRACK IS NOT FROZEN TO THE GROUND. YOU WILL FIND INCREASED BELT LIFE FROM THESE PROCEDURES ALSO. TRACK WARM-UP ON A STAND IS THE BEST WAY TO GET ALL DRIVE COMPONENTS READY TO RIDE.

* REMEMBER, POUND FOR POUND YOUR 800 SLED MOTOR IS CLOSE TO THE SAME POWER TO WEIGHT RATIO OF A NASCAR MOTOR *

(WHICH IS **NEVER** STARTED OR USED IN SUB-ZERO WEATHER AND IS TREATED LIKE ROYALTY)

BREAK-IN PROCEEDURE TIME HAS BEEN GREATLY REDUCED BY OUR NEW HG7 CYLINDER FINISH AFTER THE FIRST TANK OF PRE-MIX - IF YOU HAVE VARIFIED OIL PUMP CONSUMTION IS CORRECT.

RIDE IT LIKE A RENTAL AND ENJOY YOUR TORQUE MASTER AND MANY YEARS OF TROUBLE FREE RIDING.

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

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