

2013- 2015 Polaris Pro Belt Drive Packing List

2817 City Center Circle - Billings, MT - 59101 - 406-850-8091

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___ Top Gear
Ratio _____

___ Spare Gear (if ordered)
Ratio _____

___ Top Gear Assembly

___ Bottom Gear

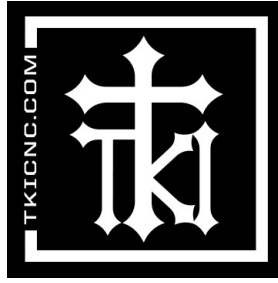
___ Hardware Kit

___ Belt

___ Spare Belt (if ordered)

___ Instructions

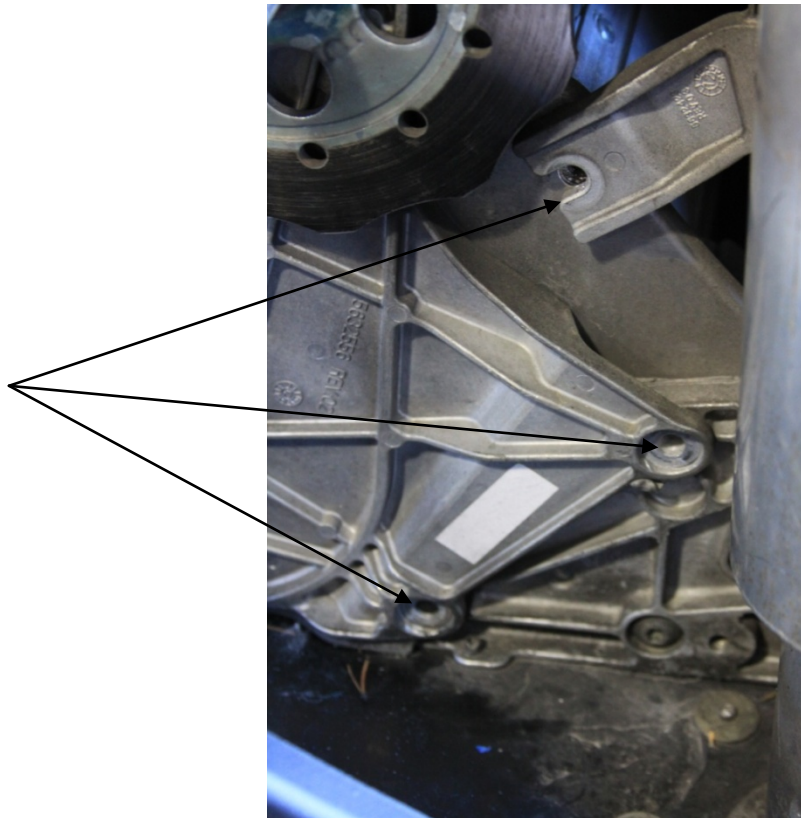




Polaris 2013-2014-2015 Belt Drive conversion

Step

1. Remove the right hand body panel for access to factory belt drive. (Throttle side) You may also choose to remove the factory exhaust or aftermarket turbo from this area.
2. Remove the factory bolts that hold on the factory gears. (apply the brake)
3. Remove the factory gears and belt.
4. Remove the 3 bulk head bolts pictured below. You will need a T40 star bit and a 13 mm wrench for bottom bolt. You will need to heat up the bulk head with a heat gun or a small propane torch to get the glue and loctite to release. Otherwise you may strip the head of the bolt.



5. Insert new button head cap screw supplied with the kit from inside of the tunnel outward and place $\frac{1}{4}$ inch spacer on bolt. Pictured below

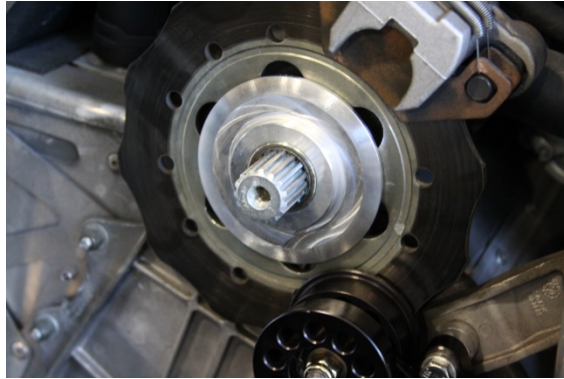


6. Place bolts with washers into the belt adjustment bracket, place $1 \frac{5}{8}$ inch thick washers on the top bolt closest to the idler pulleys and $1 \frac{1}{4}$ inch thick washer on the middle and bottom bolt. Place a small drop of blue loctite onto threads of bolts. See picture below



7. Place adjuster assembly into sled and thread bolts into the threaded bulk head.

8. Place washer and nut onto the bolt that was earlier inserted through the bulk head. See step 5.
9. Torque 3 new bolts to 25 ft. lbs. When tightening bolts push the assembly to the right to take up extra clearance on bolts and mounting bracket.
10. Place top gear flange (one with the largest hole in the center) onto the top brake rotor shoulder.



11. Place small top gear onto the jackshaft, engraving should face out, there is only 1 way the gear will fit.
12. Place large bottom gear onto the bottom drive shaft.
13. Remove belt from packaging and install over the gears and the idler. Now install outer flange onto top gear.



14. Loosen the 2 9/16 adjuster bolts again and use the adjuster bolt on the right side of the base plate, make sure to apply blue loctite to these bolts at this time. Adjust the screw so it pushes against the adjuster arm. The belt should have between 3/8 to 1/2 of an inch of deflection. (when sled is cold) Belt should have ¼ to 3/8 of deflection when it is at operating temperature. We recommend putting 10-15 miles on and then checking tension or adjust tension. Belt will be looser when it is cold. Then use your 9/16 wrench to tighten the bottom bolt and aluminum serrated washer, tighten to 25ft lbs. Then tighten the jam nut on the adjuster bolt. We recommend running the belt on the loose side and adjusting it as you ride.
15. Make sure parking brake is still applied. Torque bolts holding top and bottom pulleys to 45 ft. lbs.
16. For best results start the sled and drive it forward and then reverse the sled to make sure all brackets are properly located. You may need to re-tension the belt.