INDY EVO™ RMK® UPGRADE KIT

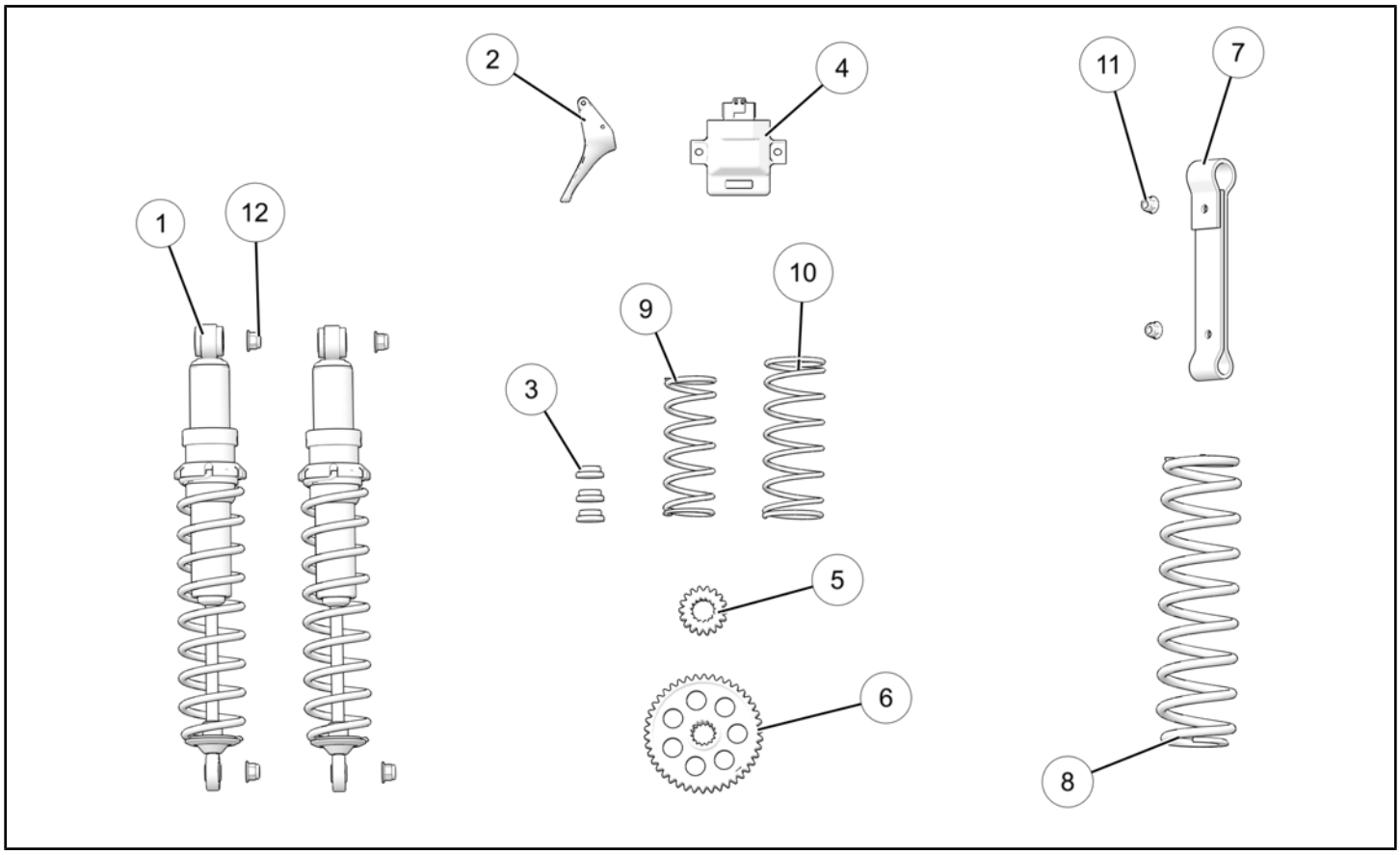
P/N 2884251

BEFORE YOU BEGIN

Read these instructions and check to be sure all parts and tools are accounted for. Please retain these installation instructions for future reference and parts ordering information.

KIT CONTENTS

This Kit includes:



REF	QTY	PART DESCRIPTION	PART NUMBER
1	2	ASM-SHOCK, IFS, NARROW	1824011
2	1	ASM-LEVER,HTR,HI/LO 35.5MM	2010431
3	3	SLUG-43 GR,CVT,135-1083	2205307
4	1	EC55 CDI, INDY	3090428
5	1	SPROCKET-18T, 3/4W, 15 SPL, HV, PM	3221094
6	1	SPROCKET-42T, 3/4W, LWT, HYVO, PM	3222192
7	1	STRAP, LIMITER	5414031
8	1	SPRING-COMP, REAR TRACK	7044022
9	1	SPRING-DRIVE	7044154

REF	QTY	PART DESCRIPTION	PART NUMBER
10	1	SPRING-DRIVEN	7044155
11	2	LOCK NUT, M8 X 1.25, FLG	7547332
12	4	LOCK NUT, M10 X 1.5, HFN	7547423
	1	INSTRUCTIONS	9930729

TOOLS REQUIRED

- Safety Glasses
- Drain Pan
- E-Clip Tool
- Pliers, Side Cutting
- Socket Set, Metric
- Tie-Down Straps (or equivalent)
- Torque Wrench
- Wrench Set, Metric
- Vehicle Lift/Support Equipment
- **Special Service Tools:**
  - **Alignment Bar (PN: 5333508)**
  - **PB50 Drive Clutch Holding Wrench (PN: PS-51184)**
  - **Drive Clutch Puller (PN: PS-51183)**
  - **Drive Clutch Holding Fixture (PN: 2871358-1)**
  - **Universal Clutch Compressor, PN: PU-50518–A**
  - **29 mm Short Drive Reamer (PN: 2870576)**

CONSUMABLES REQUIRED

- Polaris Premium Grease (or equivalent)
- Polaris Synthetic Chaincase Lubricant (or equivalent)
- LOCTITE® Threadlocker Blue 243® (or equivalent)

IMPORTANT

Your Indy EVO™ RMK® Upgrade Kit is exclusively designed for your vehicle. Please read the installation instructions thoroughly before beginning. Installation is easier if the vehicle is clean and free of debris. For your safety, and to ensure a satisfactory installation, perform all installation steps correctly in the sequence shown.

ASSEMBLY TIME

Approximately 6 hours

NOTE
Installation time varies depending on experience level, optional steps and accessories installed.

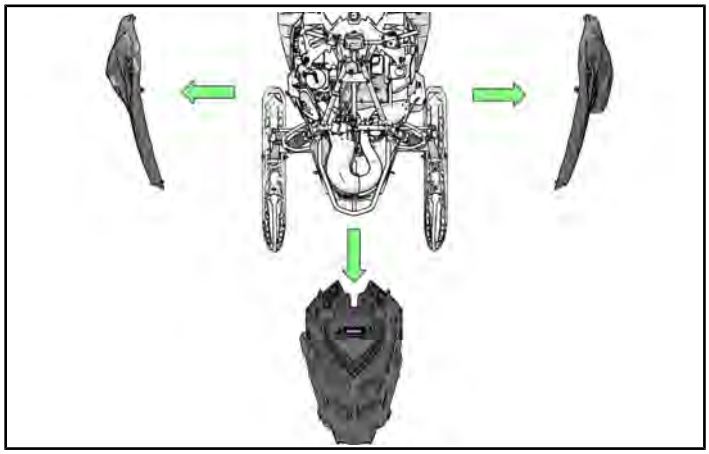
INSTALLATION INSTRUCTIONS

IMPORTANT
The clutching and gearing components supplied with this kit are elevation specific and intended for low elevations of 0-4000 feet (0-1200 meters). Reference the 2020 550 144 snowmobile owner's manual for clutching and gearing specifications for elevations above 4000 feet (1200 meters). See your **Authorized Polaris Dealer** for additional parts if required.

VEHICLE PREPARATION

CAUTION
BEFORE STARTING INSTALLATION, always ensure vehicle is properly secured on a flat stable surface to avoid accidental tipping, unwanted movement and to prevent personal injury and/or damage to equipment. Turn key to "OFF" position and remove from vehicle.

1. **REMOVE HOOD AND SIDE PANELS**.



2. **DISCONNECT BATTERY***(If Equipped)*.

⚠ WARNING
ALWAYS disconnect black negative (-) cable from battery **FIRST**. Failure to do so will result in a high current electrical arc, and may result in battery explosion, if tool touches grounded frame. Death or serious personal injury may occur.

   a. Disconnect black negative (-) cable from battery **FIRST**.

   b. Next, disconnect red positive (+) cable from battery.

3. **RAISE FRONT OF VEHICLE**.

⚠ WARNING
ALWAYS properly block and secure vehicle to avoid accidental tipping. Failure to comply could result in death or severe personal injury.

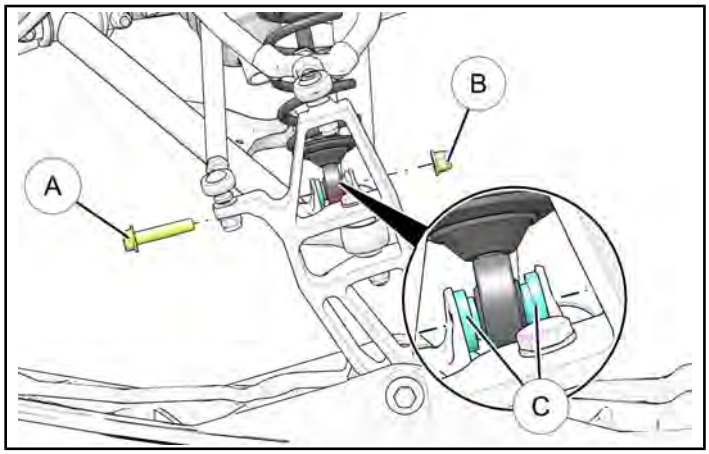
   a. Raise front of vehicle so the skis are no longer in contact with the working surface.

FRONT SUSPENSION

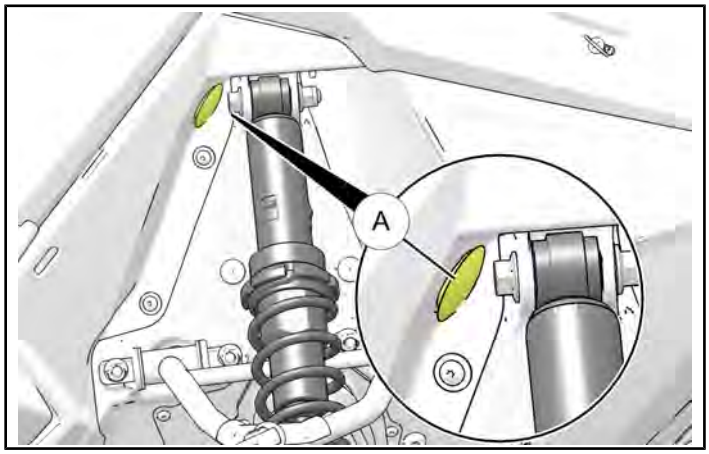
1. **REMOVE EXISTING IFS SHOCK ASSEMBLIES.**

   a. Remove locking nut Ⓑ from lower shock bolt Ⓐ. Remove bolt, being sure to keep track of lower shock spacers Ⓒ for later reinstallation.

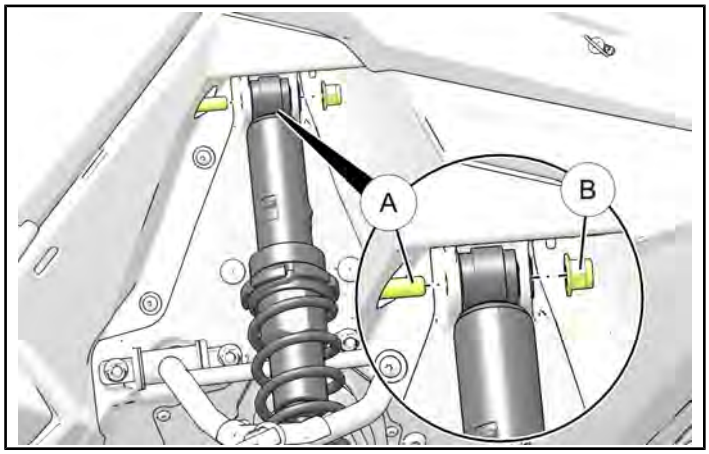
CAUTION
PINCH POINT DANGER! Removing lower shock bolt may allow the IFS assembly to fall, creating a pinch points between the upper an lower control arms and the underlying components. It is recommended to hold the spindle up with one hand while removing the bolt with the other. **Keep ALL body parts away from all pinch point areas. Failure to comply may cause serious personal injury.**



   b. Next, remove the rubber plug Ⓐ in the fender to allow upper shock bolt removal.



   c. Remove upper locking nut Ⓑ and slide upper bolt Ⓐ out through the access hole in the fender while firmly holding shock.

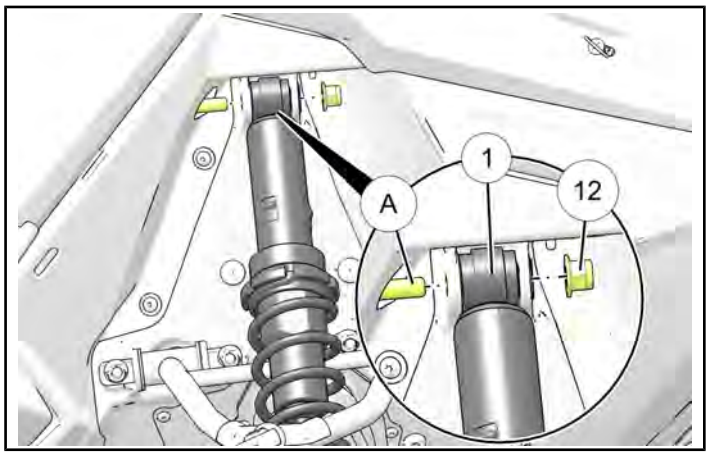


   d. Repeat step 1a-1c for opposite side.

2. **INSTALL PROVIDED IFS SHOCK ASSEMBLIES.**

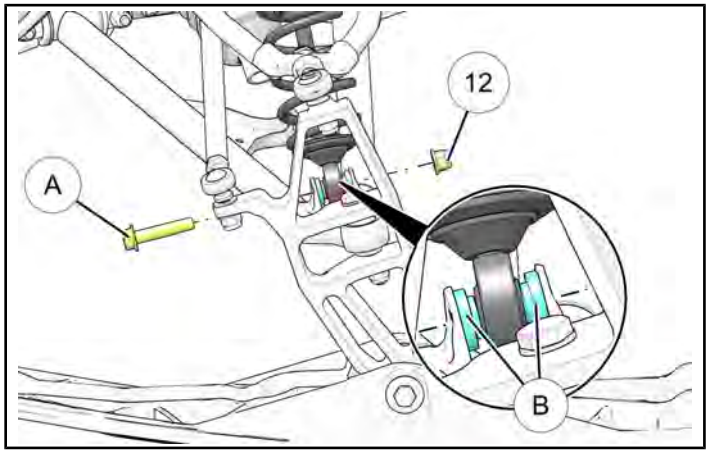
   a. Place upper end of new shock ① into position and reinstall previously removed upper mounting bolt. Secure with supplied locking nut ⑫. Torque to specification.

TORQUE
37 ft. lbs. (50 Nm)

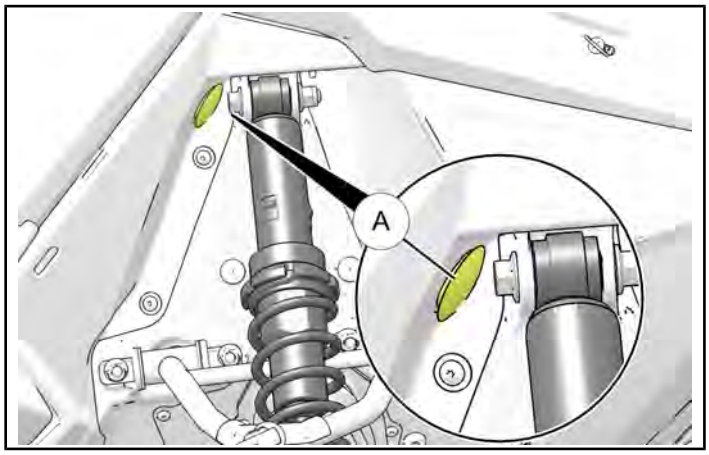


b. Place lower end of shock into position using previously removed spacers Ⓑ and bolt Ⓐ. Secure with provided locking nut ⑫ and torque to specification.

TORQUE
37 ft. lbs. (50 Nm)



c. Reinstall rubber plug Ⓐ into fender.



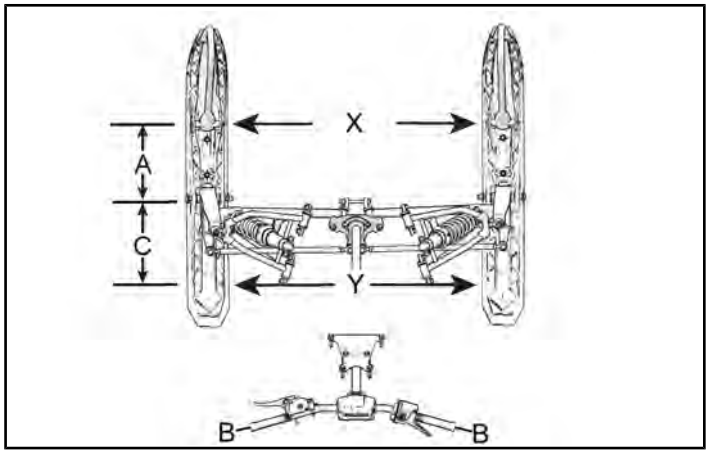
d. Repeat steps 2a-2c for opposite side.

SKI ALIGNMENT/TOE ADJUSTMENT

⚠ WARNING
Improper ski alignment or adjustment may cause loss of steering control, resulting in serious injury or death.

IMPORTANT
Track alignment must be correct prior to starting this procedure. Ski alignment is measured with skis off the ground.

1. Rock the front end of the snowmobile up and down and then set it down gently.
2. Place the handlebars in a straight-ahead position. Measure from each end Ⓑ of the handlebar to a common center point at the rear of the snowmobile to verify.
3. Measure 10 inches (25.4 cm) forward from the center of the ski mounting bolt on both skis, preferably on the center line of the skags as indicated by measurement Ⓐ. The measurement between these two points will be measurement X.
4. Perform the same measurement rearward from the center of the ski mounting bolt as indicated by measurement Ⓒ. The measurement between these two points will be measurement Y.
5. Place a straight edge along side the one side of the track. Make sure that the straight edge is touching along the length of the track.
6. Record the measurements from the edge of the straight edge to the X and Y marks. Adjust the tie rods so both measurements are the same.
7. Repeat steps 5 and 6 on the opposite side.
8. These steps will align the skis with the track. At this point, verify the handlebars are still centered with the skis.
9. To set ski toe, raise the front of the snowmobile until the skis are off the ground.
10. Turn both steering tie rods equally to set ski toe. When finished, the overall measurement (X) should be 0 - 1/8 inches (0 - 3 mm) wider than the overall measurement (Y).



11. Once the proper measurement is obtained ensure the tie rod ends have equal thread engagement. Both inner and outer rod ends should also be parallel to allow the steering to be turned fully in both directions with no binding on the tie rod ends. Once you have verified there is no binding and there is equal thread engagement torque both inner and outer jam nuts on each tie rod to specification.

TORQUE
11 ft. lbs. (15 Nm)

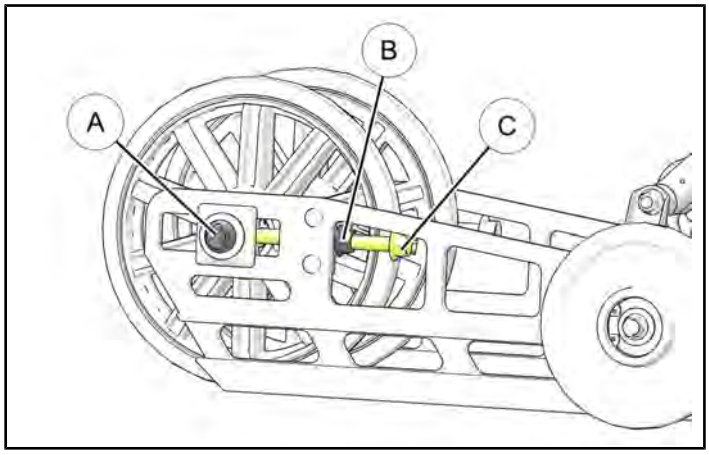
12. Verify all steering fasteners have been torqued to proper specification.

⚠ WARNING

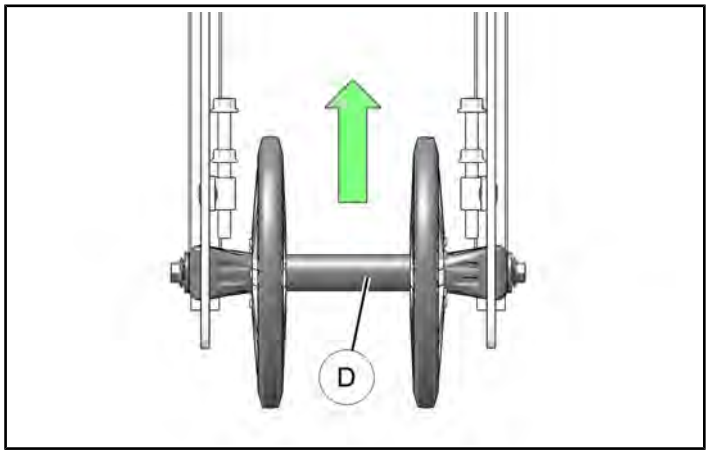
You **MUST VERIFY** all steering fasteners have been torqued to proper specification. Failure to comply may result in death or serious personal injury.

REAR SUSPENSION

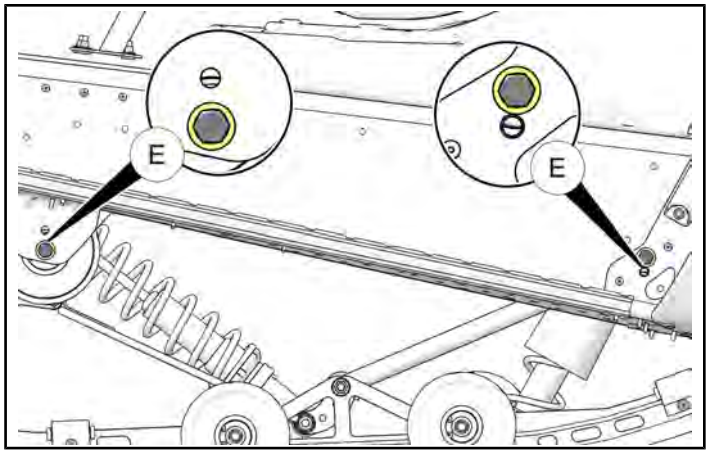
1. **REMOVE REAR SUSPENSION ASSEMBLY.**
   a. Support the rear of the machine so that the track is off the floor.
   b. Loosen the rear idler bolts Ⓐ. Loosen the rear idler adjuster jam nuts Ⓑ, and then retract the adjuster bolts Ⓒ. Repeat for opposite side.



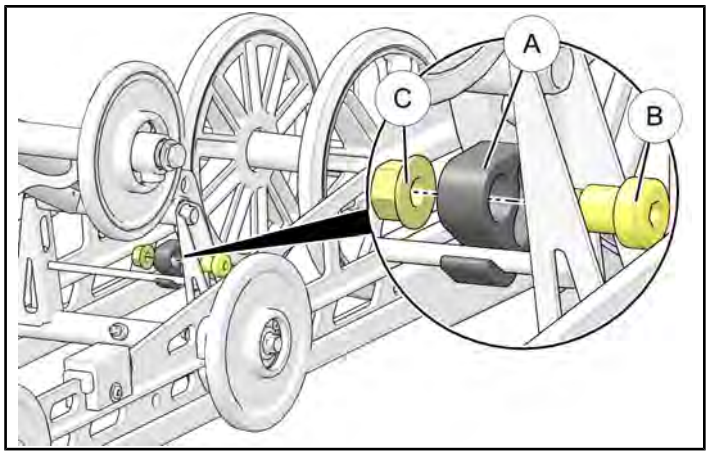
   c. Once the adjuster bolts are fully retracted, push the rear idler assembly Ⓓ forward.



   d. Remove the support from the tunnel letting the suspension carry the weight of the machine.
   e. Remove the fasteners Ⓔ, along with washer and lock washer on each bolt from each side securing the skid to the tunnel.



   f. Place a protective mat on the floor and slowly roll the unit over on the left side, supporting the sled on the end of the handlebar.
   g. Remove the suspension from the tunnel.
2. **REMOVE REAR LIMITER ASSEMBLY.**
   a. Remove locking nut Ⓒ, bolt Ⓑ and rear limiter block Ⓐ.

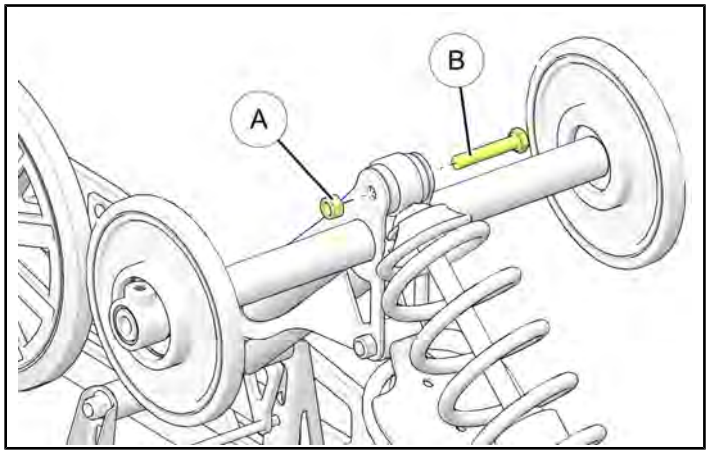


3. **INSTALL NEW REAR TRACK SHOCK SPRING.**

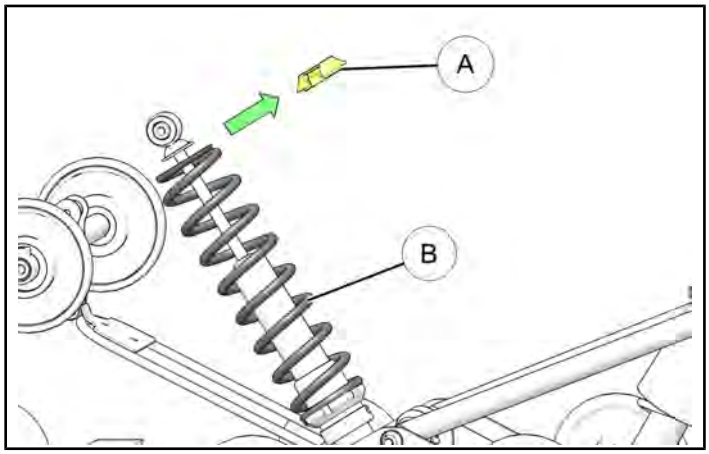
CAUTION
PINCH POINT DANGER! Removing upper shock bolt may allow the rear torque arm to fall, creating a pinch points between components. It is recommended to hold the torque arm up with one hand while removing the bolt with the other. Keep ALL body parts away from all pinch point areas. Failure to comply may cause serious personal injury.

NOTE
When removing upper shock mounting bolt, make note of all bushings and spacers as they will need to be reinstalled in the same order as originally installed.

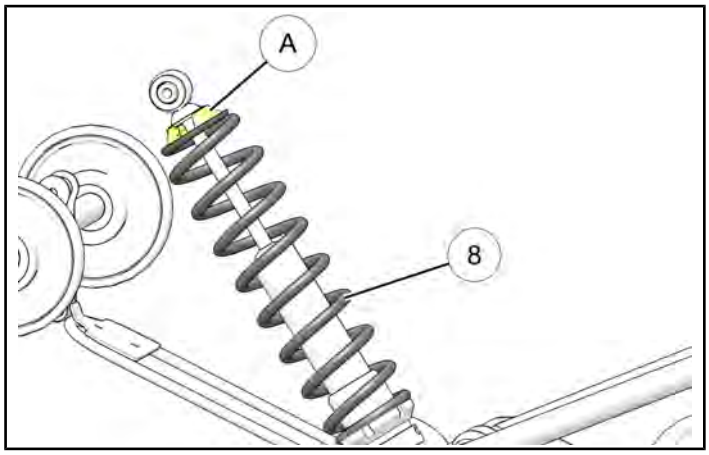
a. Remove upper shock mounting bolt Ⓐ and locking nut Ⓑ.



b. Using a spring compression tool, compress spring and remove spring retaining collar Ⓐ. Remove spring compression tool and then remove spring Ⓑ.

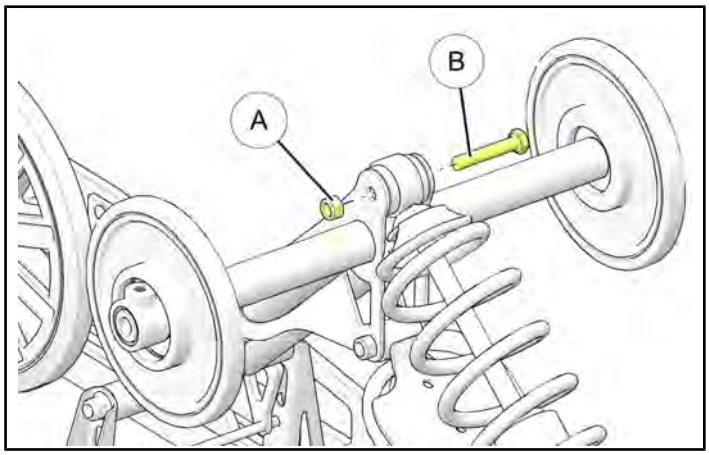


c. Install provided spring Ⓑ. Using the spring compression tool, compress the spring and reinstall the spring retaining collar Ⓐ. Then remove spring retaining tool.



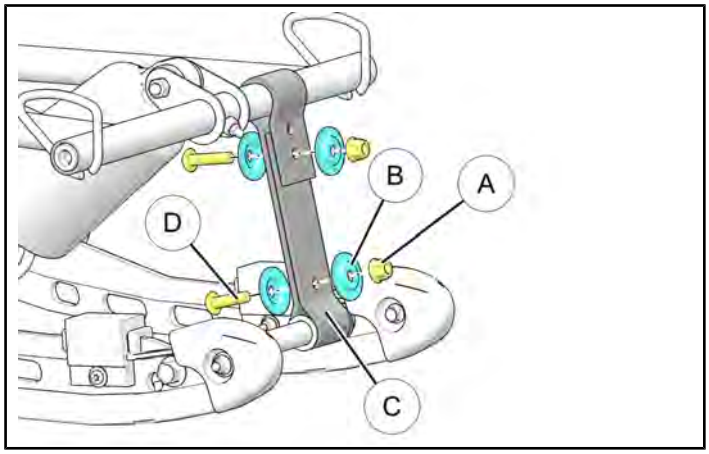
d. Reinstall upper shock mounting bolt Ⓑ and nut Ⓐ. Torque to specification.

TORQUE
35 ft. lbs. (47.5 Nm)



4. **REMOVE FRONT LIMITER STRAP.**

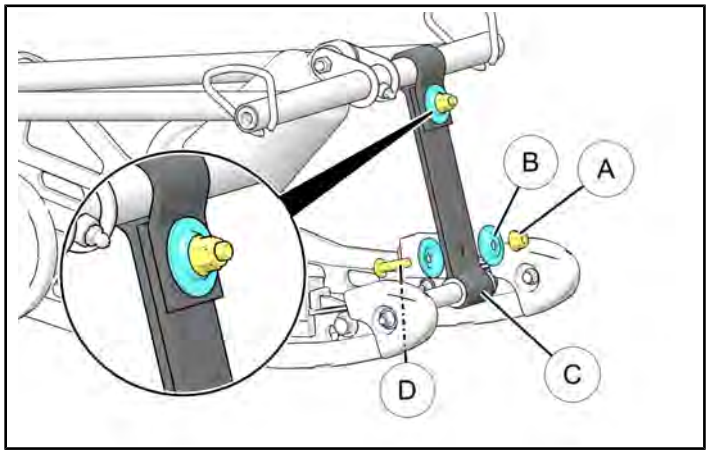
a. Remove bolts Ⓓ, washers Ⓑ, nuts Ⓐ and remove limiter strap Ⓒ.



5. **INSTALL NEW LIMITER STRAP.**

   a. Wrap upper and lower ends of new limiter strap ㉒ around upper torque arm mounting tube and lower cross shaft as shown. Secure into position using provided mounting hardware as shown. Torque nuts ㉞ to specification.

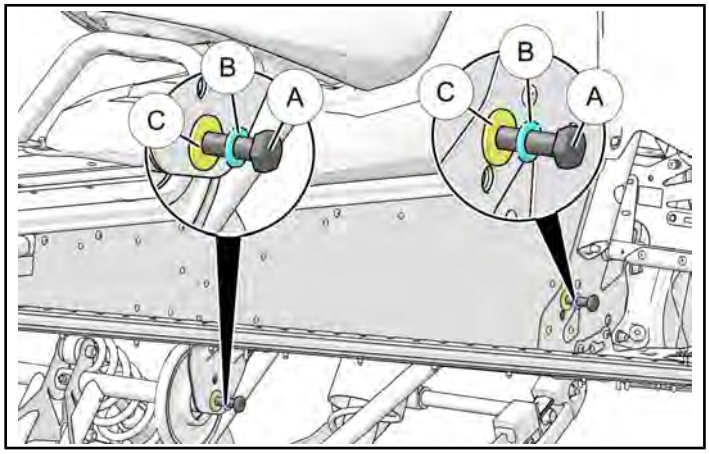
TORQUE
12 ft. lbs. (16 Nm)



6. **REINSTALL REAR SUSPENSION ASSEMBLY.**

   a. With the unit on its left side, place the suspension in the tunnel and align the front and rear torque arms with the tunnel mounting holes.

   b. Ensure you have the proper washers Ⓑ/Ⓒ installed onto the mounting bolts Ⓐ as shown. Apply LOCTITE® Threadlocker Blue 243® on all four mounting bolts and loosely install the two right side previously removed mounting fasteners.



   c. Next, set the snowmobile on the opposite side. Install the two remaining rear suspension mounting fasteners and related hardware.

   d. Slowly roll the snowmobile back to the upright position so the skis and track on the ground.

   e. Torque all four rail mounting fasteners to specification.

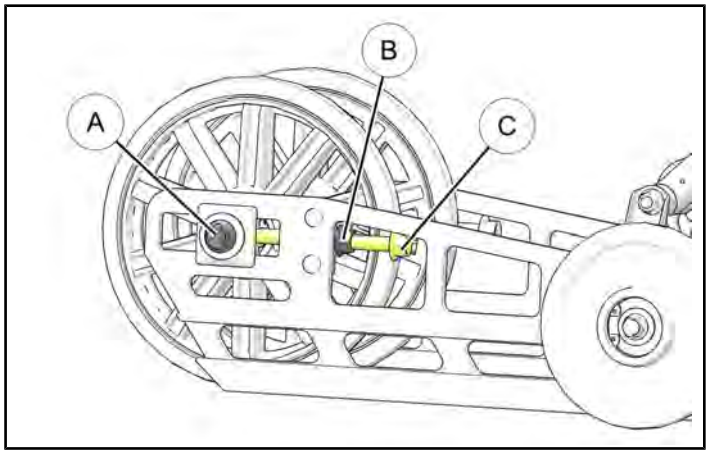
TORQUE
60 ft. lbs. (81 Nm)

7. **REALIGN AND TENSION TRACK.**

NOTE
Refer to your vehicle's service manual for proper track tension and alignment procedures and specifications.

   a. Support the rear of the machine so that the track is off the floor.

   b. Evenly tighten the adjuster bolt Ⓒ on each side until proper tension is achieved. Once properly tensioned tighten each jam nut Ⓑ then tighten the rear idler bolts Ⓐ.



   c. Check to ensure proper track alignment. Adjust as necessary.

CLUTCHING

IMPORTANT

- The clutching and gearing components supplied with this kit are elevation specific and intended for low elevations of 0-4000 feet (0-1200 meters).
- Reference the 2020 550 144 snowmobile owner's manual for clutching and gearing specifications for elevations above 4000 feet (1200 meters).
- See your **Authorized Polaris Dealer** for additional parts if required.

1. **REMOVE DRIVE BELT.**

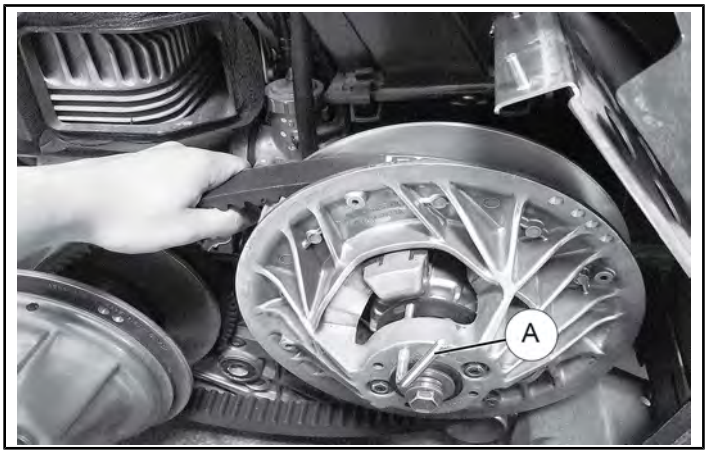
CAUTION

Verify the driven clutch is not in reverse. Damage to the driven clutch or L Wrench will occur when attempting to open the driven clutch with the clutch in the reverse position

a. Install the **L Wrench (PN: 2875911)** Ⓐ into the threaded hole on the face of the clutch. Screw the L Wrench into the clutch.

NOTE

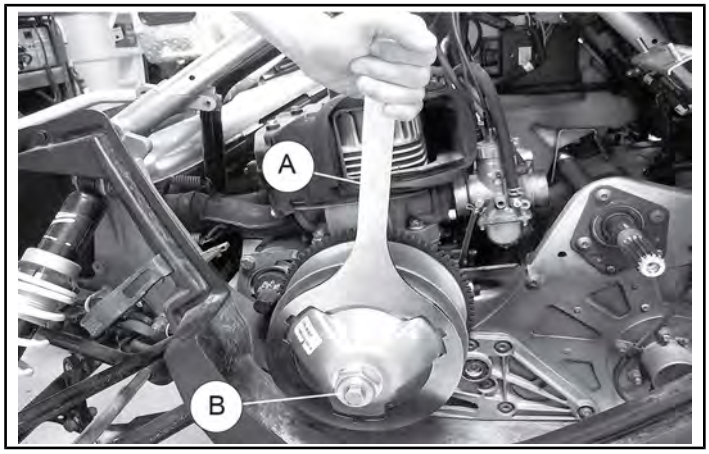
Do not bottom-out the L Wrench in the clutch.



b. When the clutch sheaves are opened, remove the drive belt from the driven and then drive clutch.

2. **REMOVE DRIVE CLUTCH.**

a. Place the **PB50 Drive Clutch Holding Wrench (PN: PS-51184)** Ⓐ onto the drive clutch.

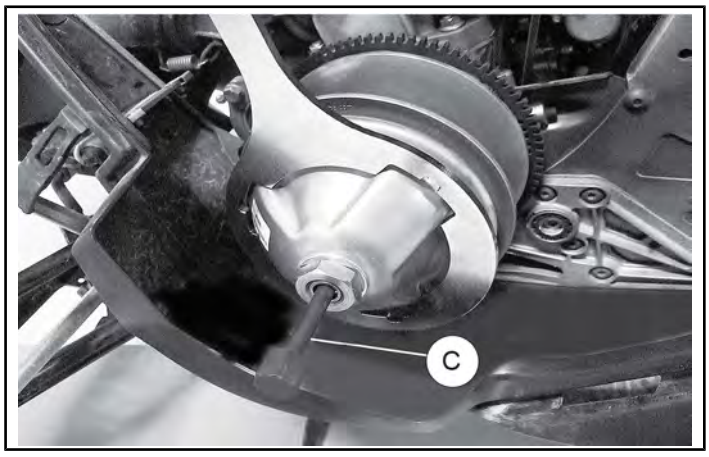


b. Remove the drive clutch retaining bolt, collar and star washer Ⓑ.

c. Insert **Drive Clutch Puller (PN: PS-51183)** Ⓒ into the retaining bolt hole.

CAUTION

Do not use an impact wrench to remove or install the clutch bolt or clutch puller. Damage to the clutch and/or crankshaft can occur.



d. Tighten the puller into the clutch. If the clutch does not come off, strike the clutch puller head with a hammer. If the clutch does not "pop" off, continue to tighten the clutch puller, and repeat this step.

3. **REMOVE EXISTING DRIVE CLUTCH SPRING.**

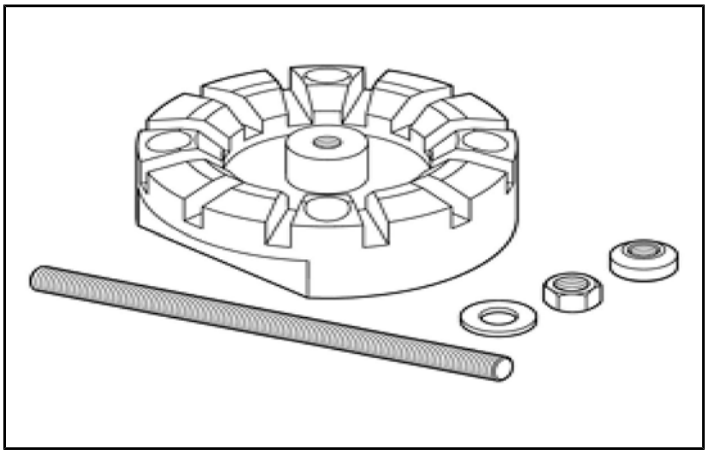
CAUTION

Drive clutch spring is under extreme tension. Wear eye protection when servicing the driven clutch.

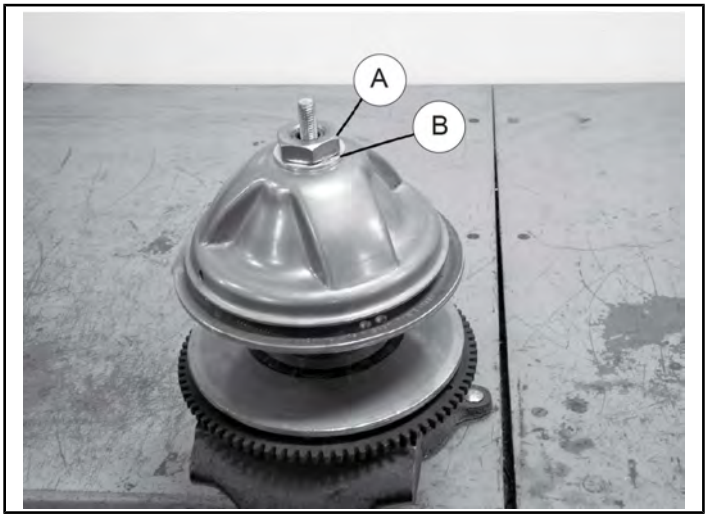
NOTE

Prior to disassembling the drive clutch, mark the cover, moveable sheave, and stationary sheave with a permanent marker.

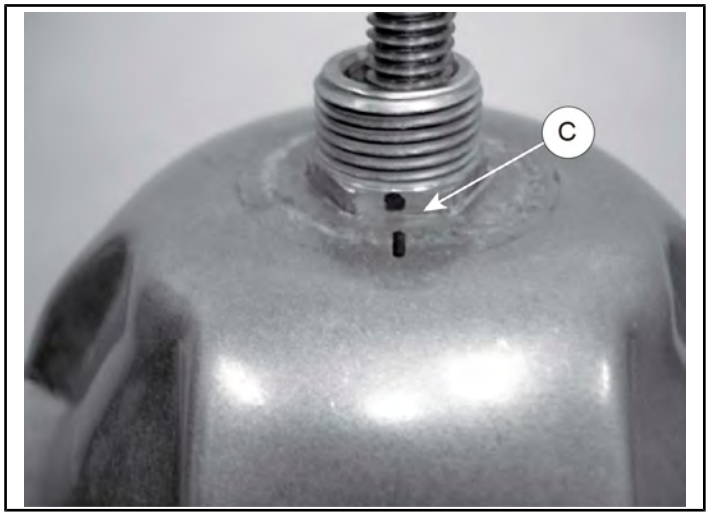
a. Place the **Drive Clutch Holding Fixture (PN: 2871358-1)** in a bench vise.



b. Place the drive clutch assembly onto the fixture tool and secure to base. Remove the nut Ⓐ and flat washer Ⓑ from the clutch assembly.



c. Mark Ⓒ the stationary shaft and cover with a permanent marker as shown .

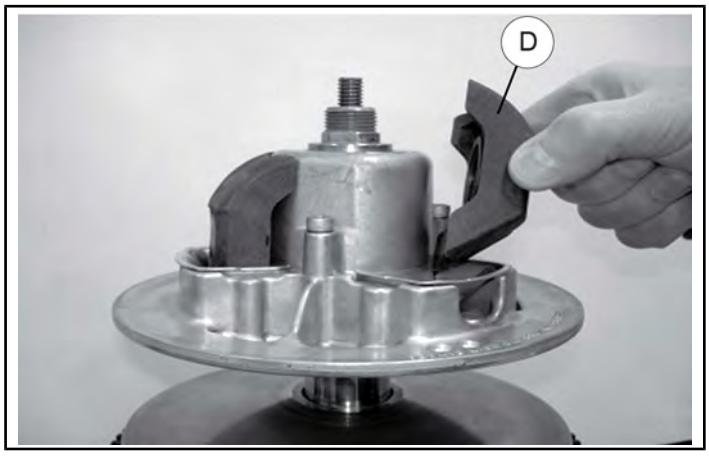


d. Remove cover.

e. Remove the three sliding blocks Ⓓ from the sheave.

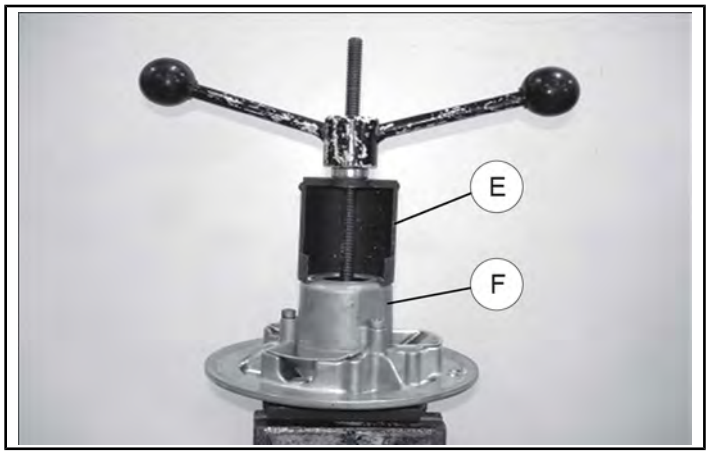
NOTE

Note the orientations of the sliding blocks. The curved side should be up and the straight side down.



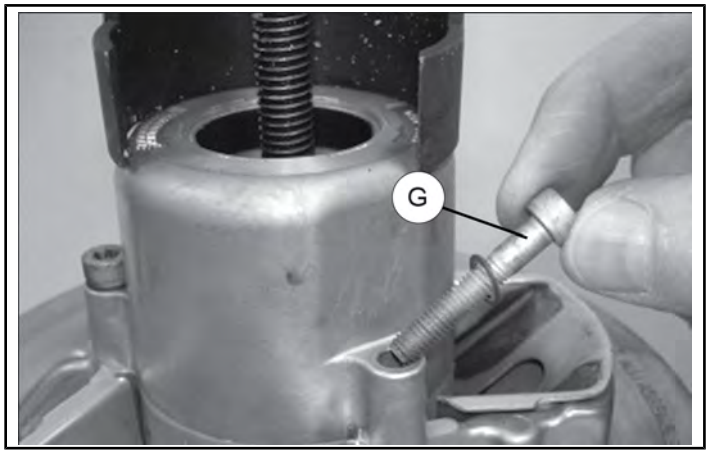
f. Remove moveable sheave and place into the **Universal Clutch Compressor, PN: PU-50518–A**

g. Tighten clutch compressor against spring cover.

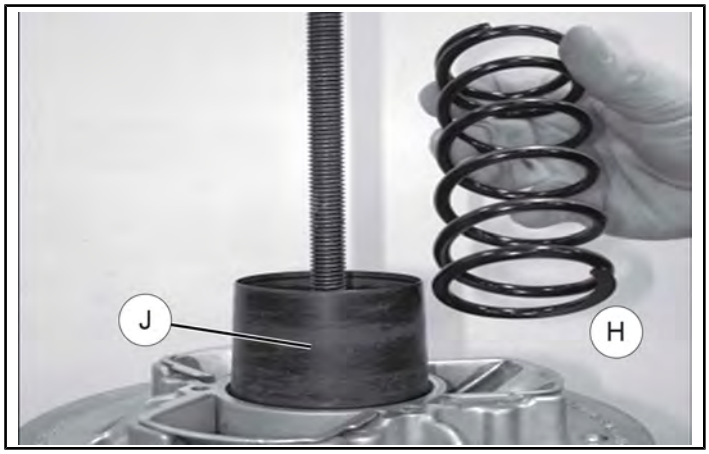


h. Mark the cover and moveable sheave with a permanent marker.

i. Remove the screws Ⓖ securing the cover to the moveable sheave. Slowly release the clutch compressor and remove the spring cover.

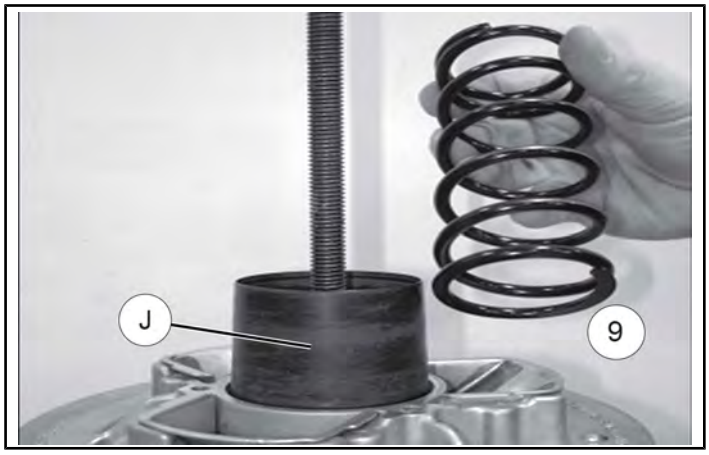


j. Remove the old spring Ⓗ from the spring guide Ⓙ.



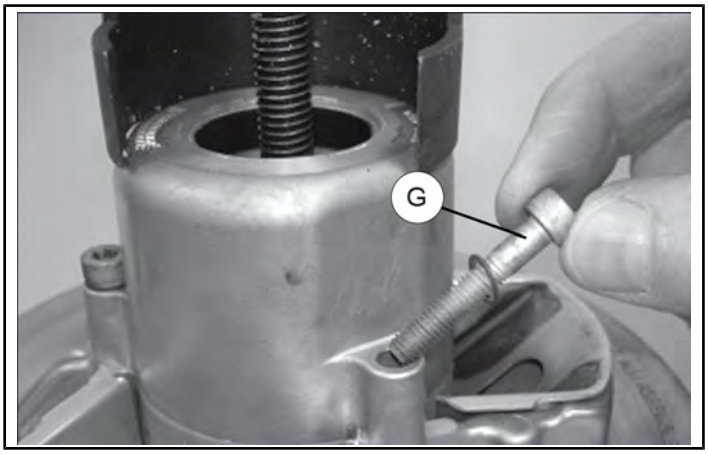
4. **INSTALL PROVIDED DRIVE CLUTCH SPRING.**

a. Place the new spring ⑨ into the spring guide Ⓙ.

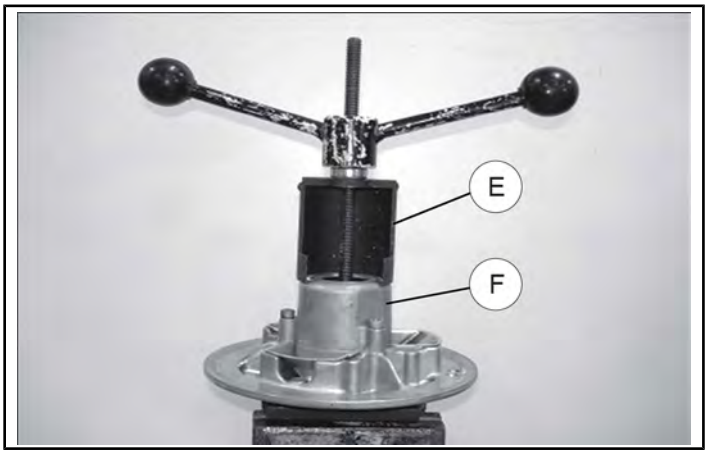


b. Install the spring cover making sure the alignment marks between the cover and moveable sheave made during disassembly are aligned. Slowly compress the spring cover down using the Universal Clutch Compressor. Reinstall the screws Ⓖ and torque to specification.

TORQUE
6 - 8.8 ft. lbs. (12 Nm)

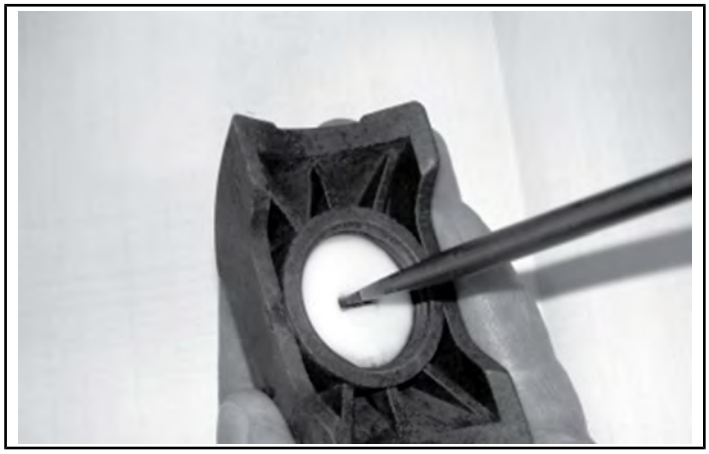


c. After tightening spring cover screws, slowly remove the clutch compressor Ⓔ from the spring cover Ⓕ.



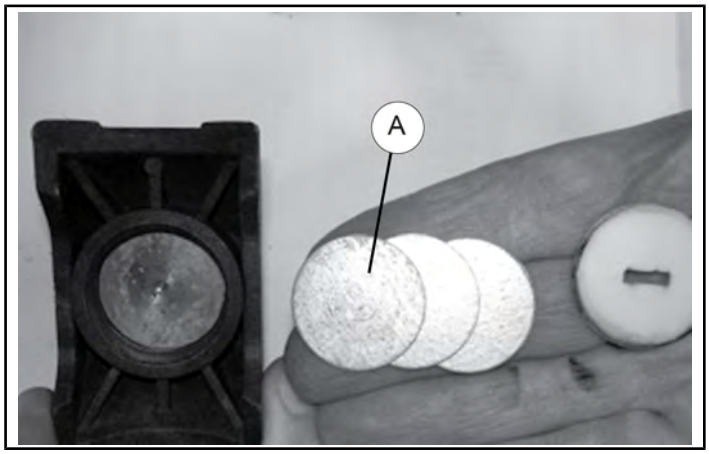
5. **INSTALL PROVIDED SLUGS INTO SLIDING BLOCKS.**

a. Remove the caps from the blocks using a flat-blade screwdriver.

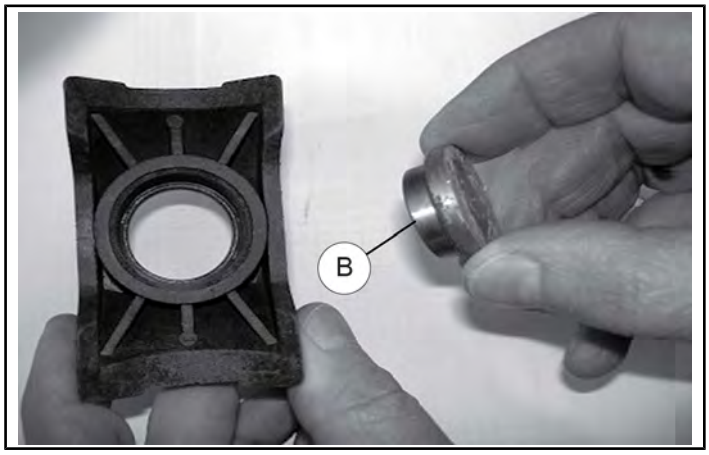


b. Remove the shims Ⓐ from the blocks.

NOTE
Note the number of shims on each block.

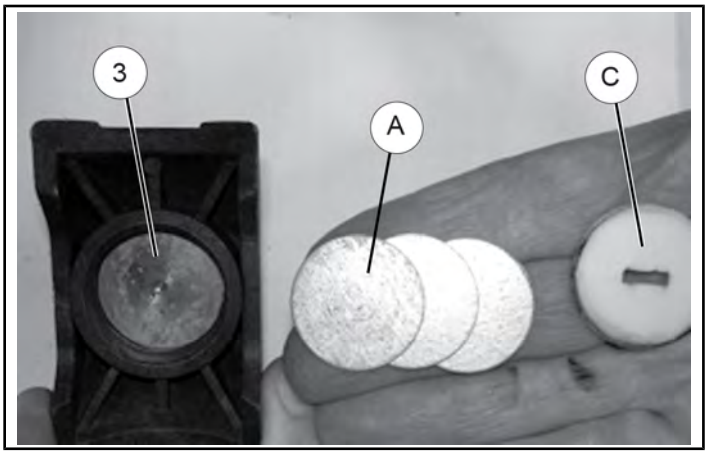


c. Remove the slugs Ⓑ from the blocks.



d. Install the new provided slugs ③ into each sliding block in the same orientation as the original.

e. Reinstall the shims Ⓐ along with cap Ⓒ into each block.

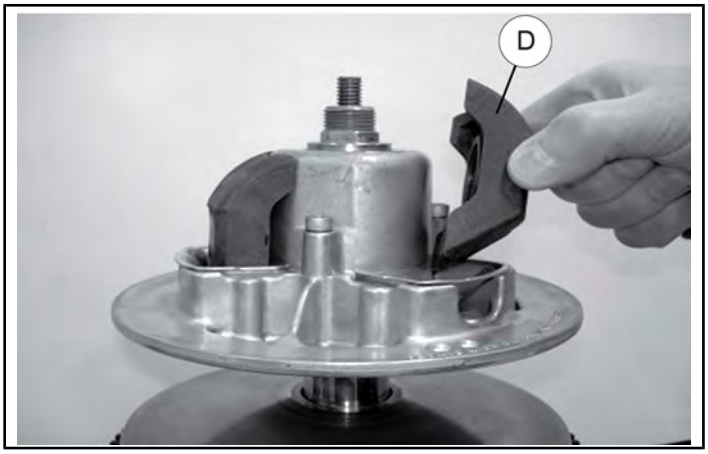


f. Secure the fixed sheave with **Drive Clutch Holding Fixture (PN: 2871358–1)**.

g. Install the moveable sheave onto the fixed sheave.

h. Install the sliding blocks Ⓓ into the moveable sheave. Verify the curved sides are upwards and the straight sides are down.

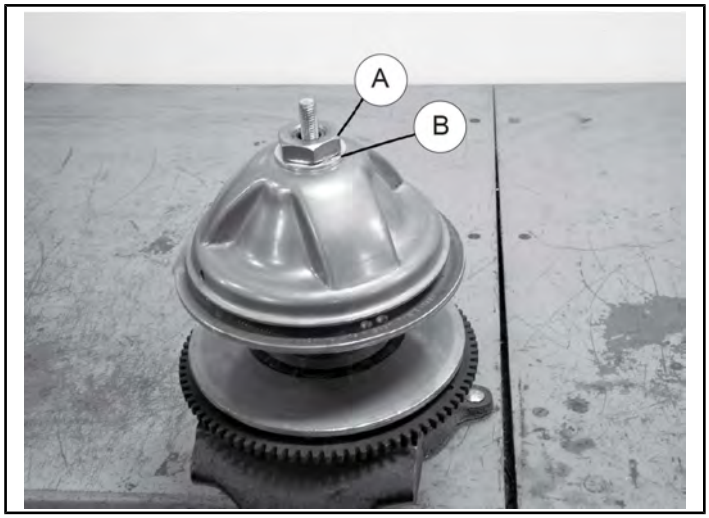
NOTE
Verify all three sliding blocks have the same slugs and shims installed.



i. Install the cover making sure the alignment marks between the cover and stationary shaft made during disassembly are aligned.

j. Install the flat washer Ⓑ with sharp edge of flat washer down for maximum engagement. Then install nut Ⓐ. Torque nut Ⓐ to specification.

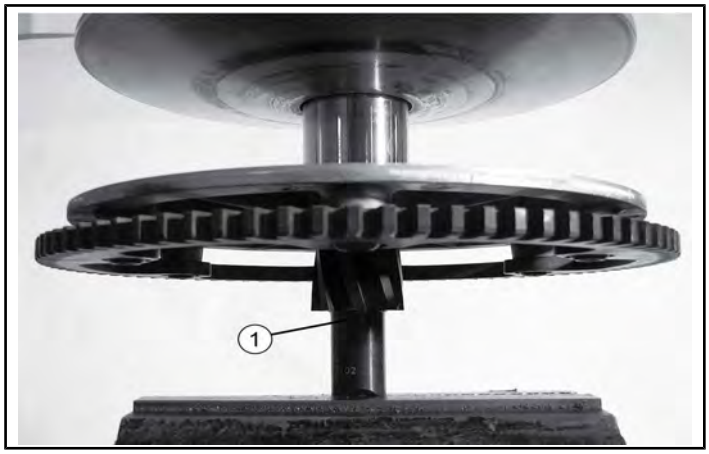
TORQUE
88.5 - 100 ft. lbs. (120 - 135 Nm)



6. **REINSTALL DRIVE CLUTCH.**

NOTE
Always clean the clutch taper with a tapered reamer and crankshaft taper with isopropyl alcohol before re-installing clutch on engine.

a. Place a **29 mm Short Drive Reamer (PN: 2870576)** Ⓐ in a bench vise. Lubricate the cutting edges with cutting oil. Clean the clutch taper by manually rotating the clutch clockwise on the reamer one or two revolutions. Only use the weight of the clutch and do not push down on the clutch while turning.



b. Check crankshaft taper for galling or scoring. If necessary clean the taper evenly with 200 grit emery cloth.

c. Clean clutch and crankshaft tapers with isopropyl alcohol. Dry completely prior to clutch installation. Do not use harsh cleaners which may cause clutch taper to corrode, or damage the crank seal.

d. Slide clutch onto crankshaft taper.

e. Install the retaining bolt with all star washers and collars that were on the bolt when it was removed.

f. Secure the drive clutch using the **PB50 Drive Clutch Holding Wrench (PN: PS-51184)**.

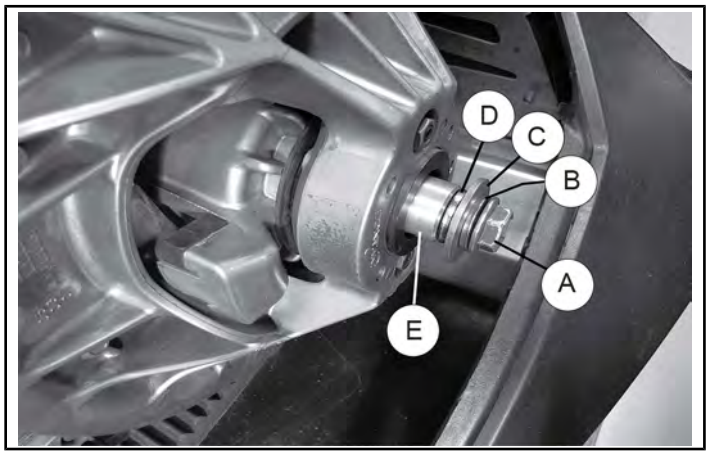
g. Torque bolt to specification.

TORQUE
40 ft. lbs. (54 Nm)

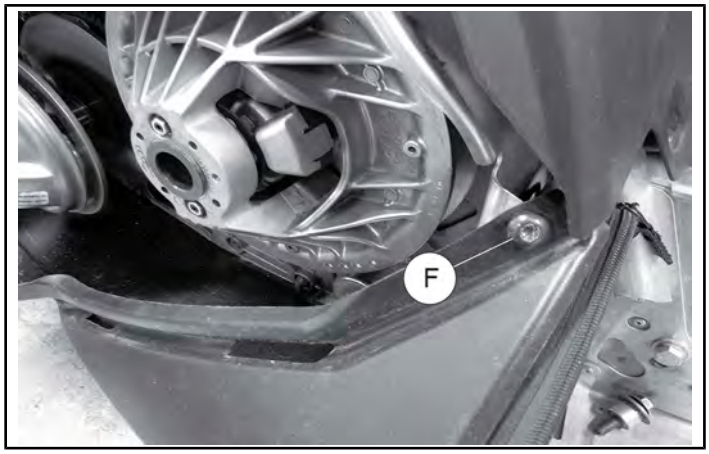
h. Run engine then re-torque the clutch bolt to specification.

7. **REMOVE DRIVEN CLUTCH.**

a. Remove the driven clutch bolt Ⓐ, .105 washer Ⓑ, large washer Ⓒ, float washers Ⓓ, and clutch spacer Ⓔ from the driven clutch. Note the number of float washers installed on the bolt.



b. Remove the screw Ⓕ securing the fender to the steering hoop tube.



c. Slide the driven clutch off of the jackshaft.

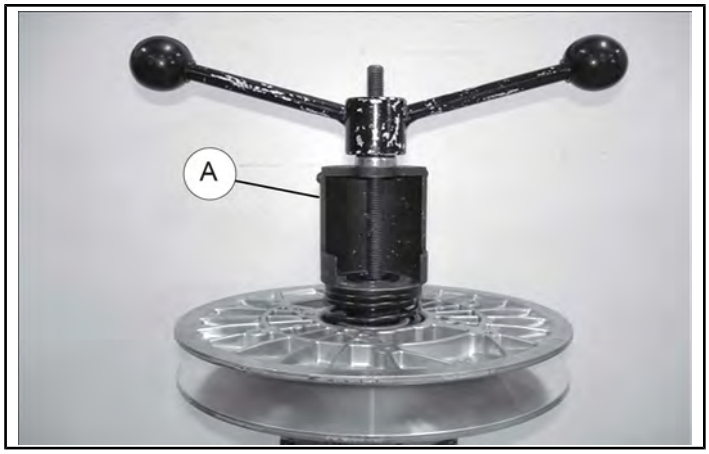
NOTE
Note the number and location of the spacer washers located behind the clutch.

8. **REMOVE EXISTING DRIVEN CLUTCH SPRING.**

CAUTION
Driven clutch spring is under extreme tension. Wear eye protection when servicing the driven clutch.

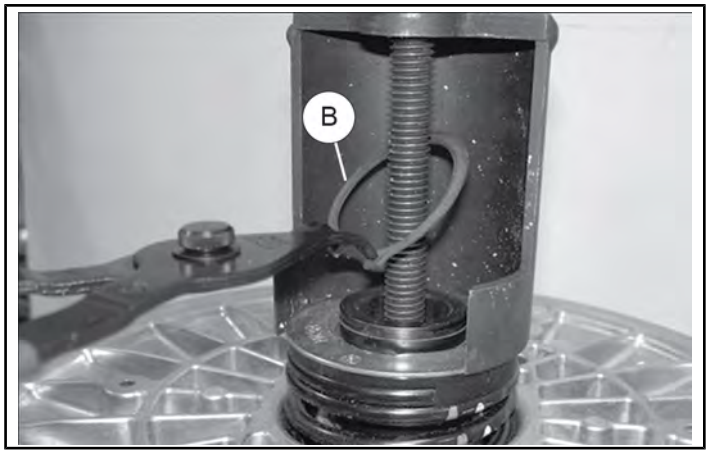
NOTE
It is recommended to mark the outer edge of both of the driven sheaves with a permanent marker to allow for proper clutch balance after reassembly.

a. Install driven clutch into **Universal Clutch Compressor (PN: PU-50518–A)** Ⓐ.



b. Compress driven spring enough to access and remove the snap ring.

NOTE
When removing snap ring, note that it sits in the recess in the spring seat.



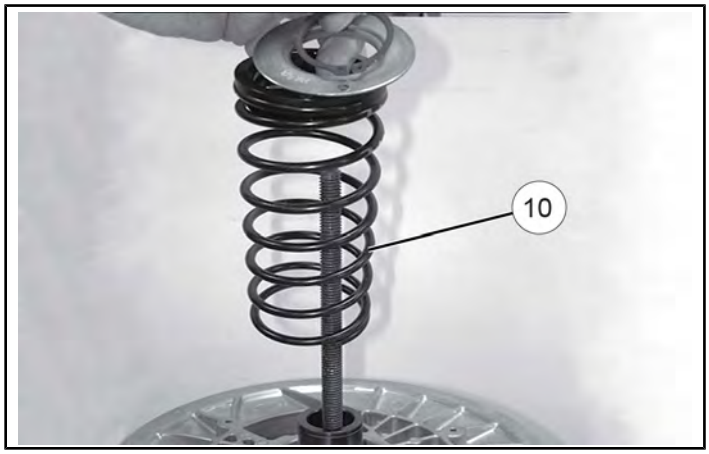
c. Slowly release the clutch compressor.

d. Remove the snap ring, spring seat, spring guide, and spring from the moveable sheave as shown.

9. **INSTALL PROVIDED DRIVEN CLUTCH SPRING.**

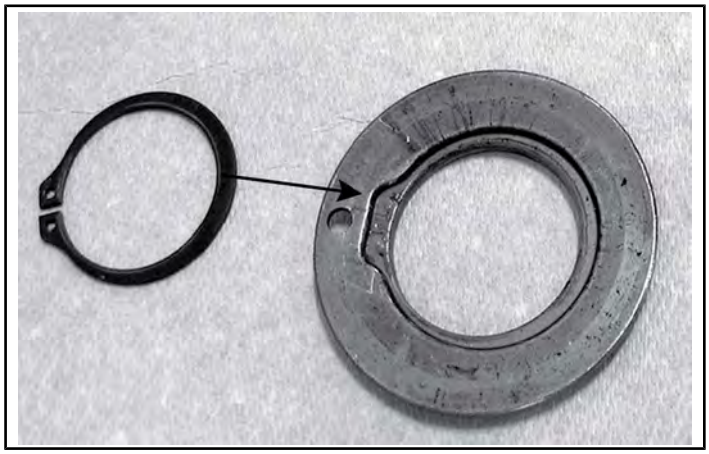
   a. Install the spring ⑩, spring guide, spring seat into the clutch.

NOTE
Verify the flat (sharp) edge of the snap ring is facing up.



   b. Compress the spring stack into the clutch using the Universal Spring Compressor. Compress stack enough to expose the snap ring groove in the fixed sheave shaft.

   c. Install the snap ring Ⓑ making sure the snap ring sits in the spring seat recess.



   d. Slowly unscrew the compressor handle and remove driven clutch from spring compressor.

10. **REINSTALL DRIVEN CLUTCH.**

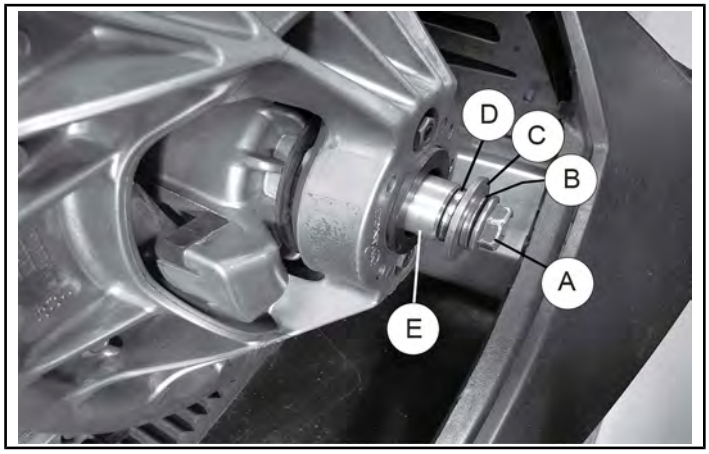
   a. Verify the same number of spacer washers are installed on the jackshaft that were present when clutch was removed.

   b. Apply a light film of Polaris Premium Grease to the jackshaft splines and shaft.

   c. Install driven clutch onto jackshaft and secure with previously removed driven clutch bolt Ⓐ, spacer Ⓔ and washers Ⓑ/Ⓒ/Ⓓ.

   d. Torque bolt Ⓐ to specification.

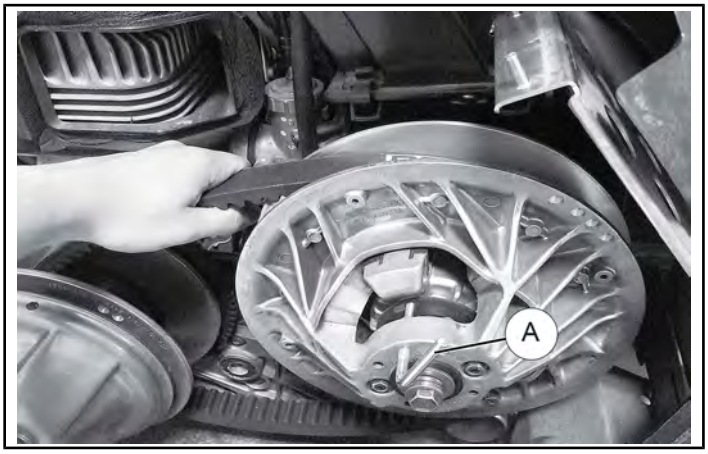
TORQUE
18 ft. lbs. (25 Nm)



11. **REINSTALL BELT.**

   a. Place the drive belt back over the drive clutch.

b. Using the L-Wrench tool, spread the driven clutch sheaves apart and install belt onto driven clutch as shown.



c. Remove the L-Wrench tool and work the belt to the top of the sheaves on the driven clutch.

GEARING

1. **DISCONNECT BATTERY***(If not already done)*.

⚠ WARNING

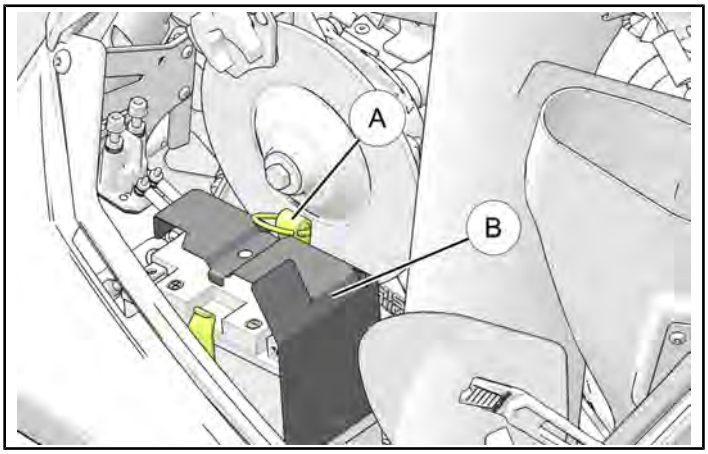
ALWAYS disconnect black negative (-) cable from battery **FIRST**. Failure to do so will result in a high current electrical arc, and may result in battery explosion, if tool touches grounded frame. Death or serious personal injury may occur.

a. Disconnect black negative (-) cable from battery **FIRST**.

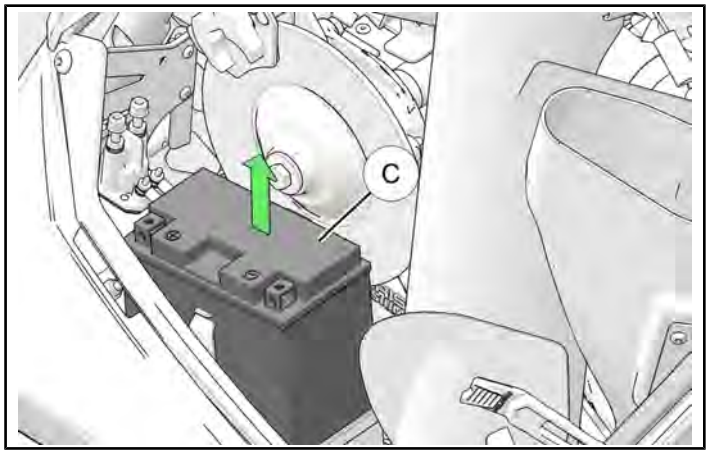
b. Next, disconnect red positive (+) cable from battery.

2. **REMOVE BATTERY AND BATTERY MOUNTING BRACKET.** *(If Equipped)*

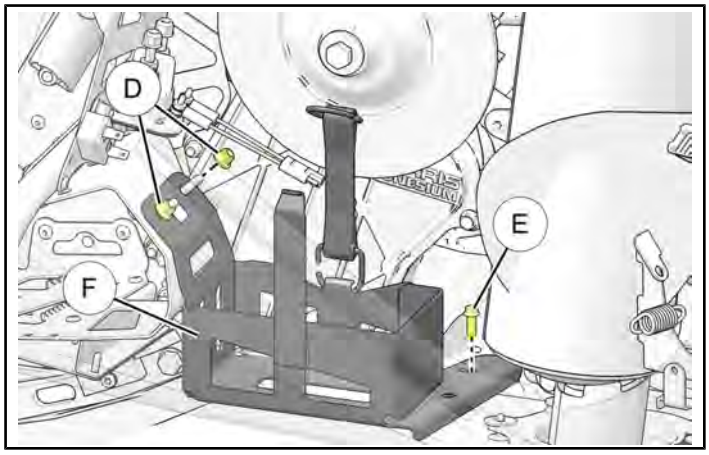
a. Unhook rubber strap Ⓐ and remove battery cover Ⓑ.



b. Remove battery.

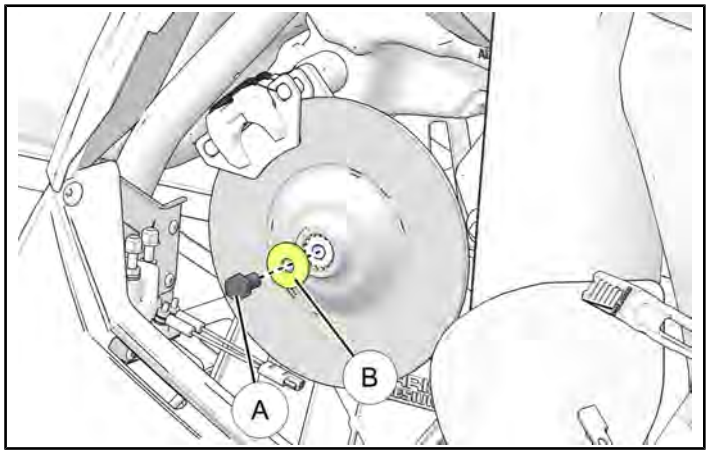


c. Remove battery mounting bracket fasteners Ⓓ/Ⓔ and remove bracket Ⓕ.



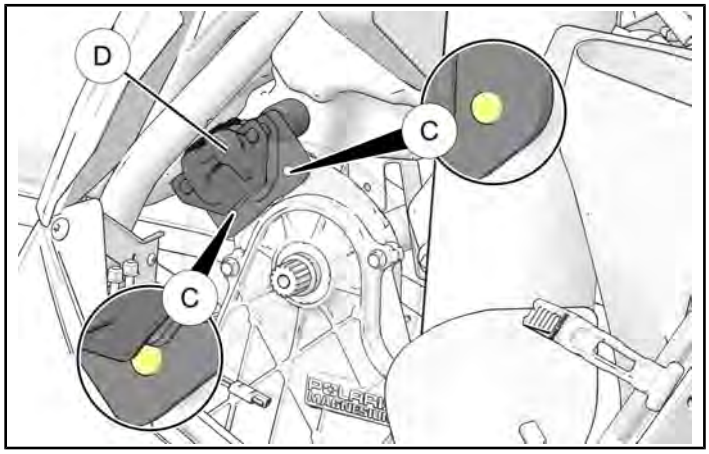
3. **REMOVE BRAKE AND BRAKE DISC.**

a. Apply the parking brake and then remove the brake disc mounting bolt Ⓐ and washer Ⓑ.

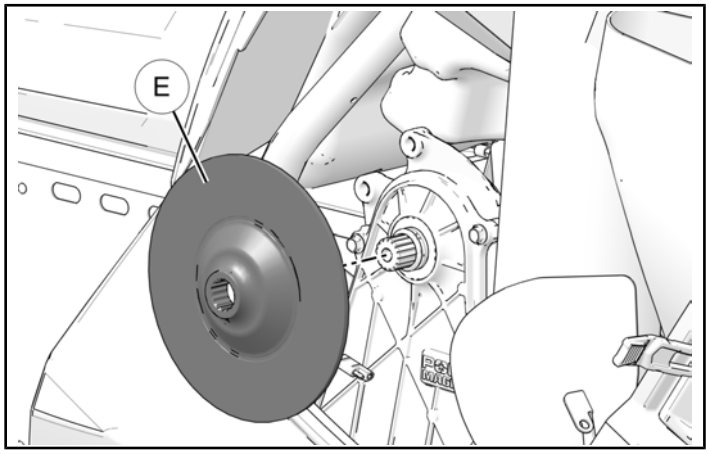


b. Release the parking brake. Remove the brake caliper mounting bolts Ⓒ. Tie the caliper Ⓓ to overstructure.

CAUTION
Do not allow the brake caliper to hang by the brake hose.



c. Remove the brake disc Ⓔ from the jackshaft.

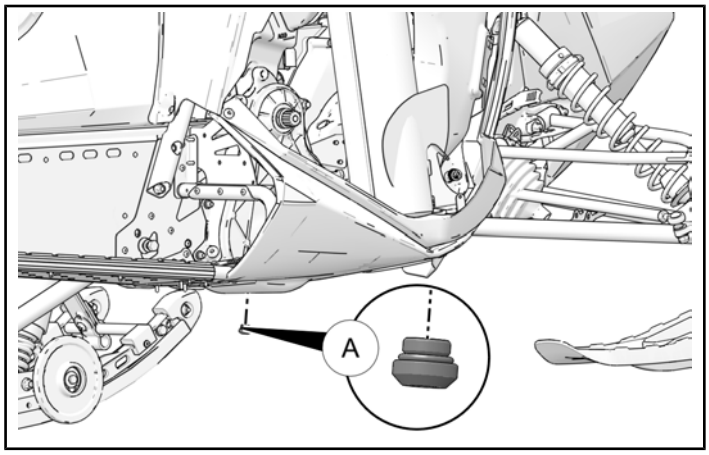


4. **DRAIN CHAINCASE.**

a. Place a drain pan under the chaincase. Remove the plug Ⓐ to drain the oil. Clean the plug threads. Verify the o-ring is not damaged.

b. Allow sufficient time for all lubricant to drain out of the chaincase then reinstall plug Ⓐ. Torque to specification.

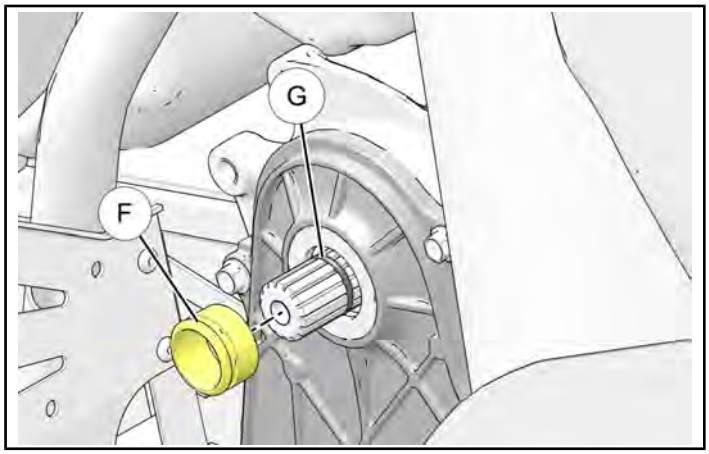
TORQUE
8 - 9.5 ft. lbs. (8 - 13 Nm)



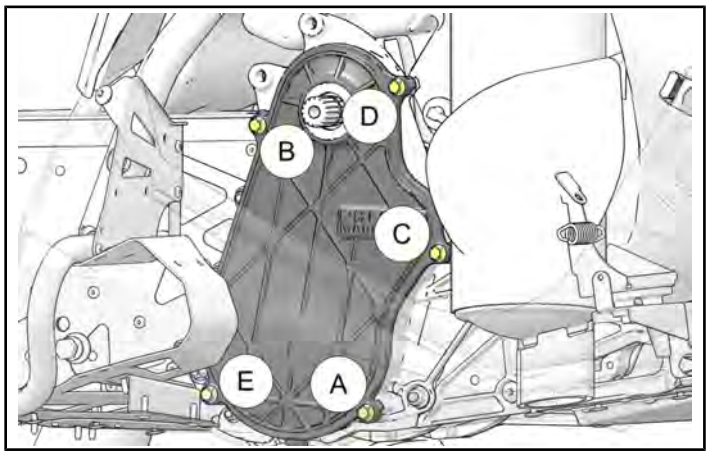
5. **REMOVE CHAINCASE COVER.**

a. Note the groove on the seal sleeve Ⓕ. Use a pair of flat blade screwdrivers or soft-jawed pliers to carefully pry the sleeve out of the cover.

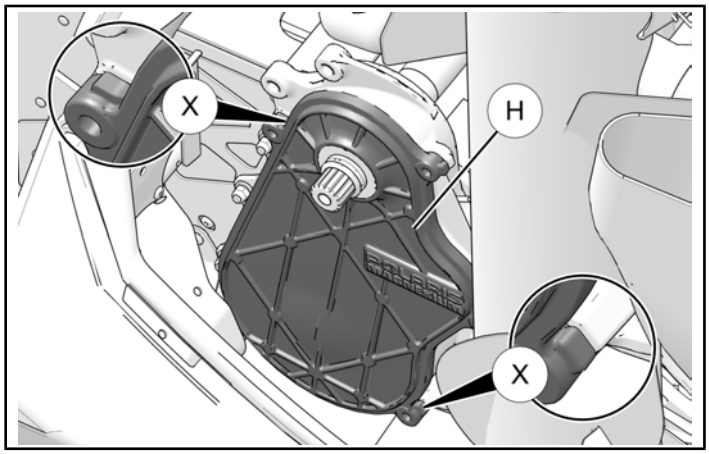
b. Locate the o-ring Ⓖ on the end of the jackshaft inside the cover. Use a pick and carefully remove the o-ring. Inspect o-ring and discard if damaged or torn.



c. Remove the five cover fasteners.



d. Carefully remove the cover Ⓗ. Use a flat blade screwdriver at the pry points Ⓧ to aid removal.



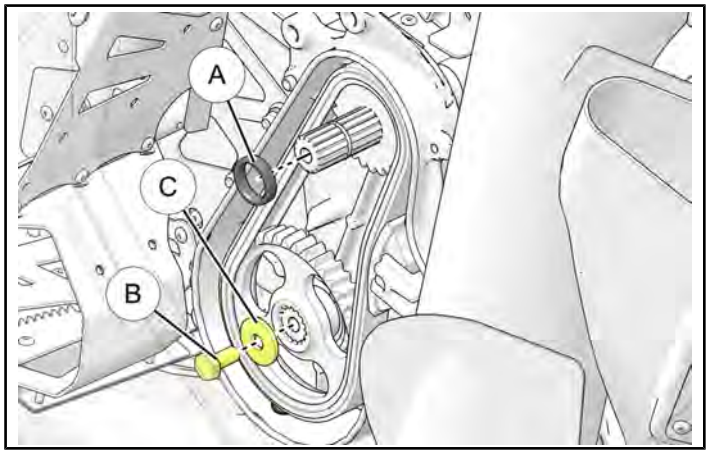
e. After removing the cover, note the two dowels in the chaincase.

NOTE
Inspect the cover gasket for damage. Inspect the bearing and seal in the cover. Replace bearing if it no longer rolls smoothly. Replace the seal if damaged.

6. **REMOVE CHAIN AND GEARS.**

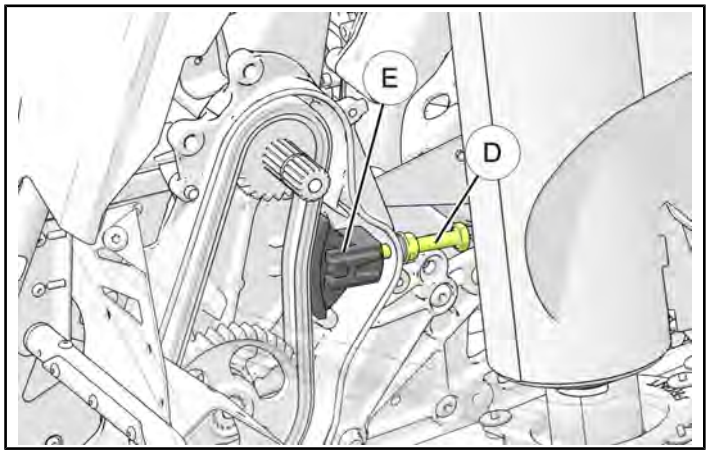
a. Remove the chaincase sleeve Ⓐ from the jackshaft.

b. Remove the lower gear screw Ⓑ and washer Ⓒ. Note the beveled washer orientation.

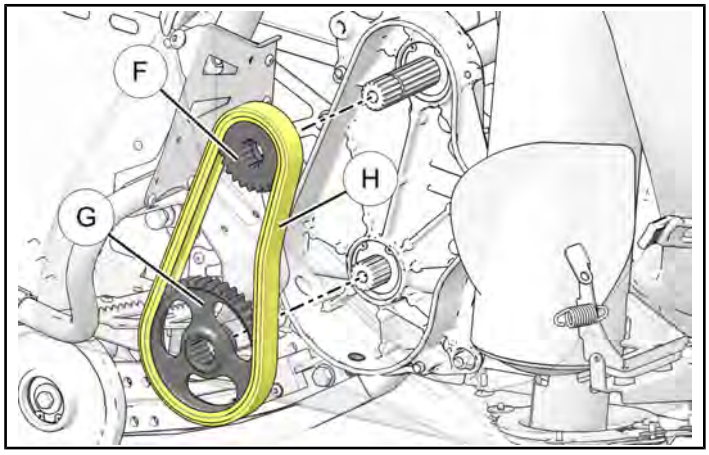


c. Loosen the chain adjuster screw and remove the tensioner pad.

NOTE
Inspect the tensioner pad for damage. Replace if excessive wear is evident.

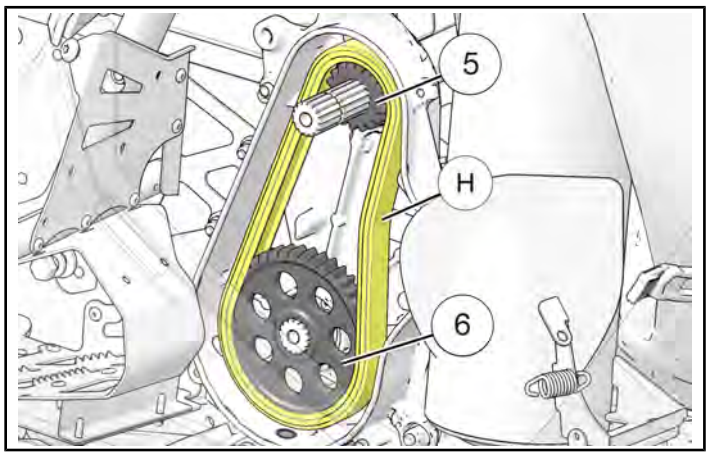


d. Remove upper Ⓕ and lower Ⓖ gears along with chain Ⓗ.



7. **INSTALL NEW GEARS.**

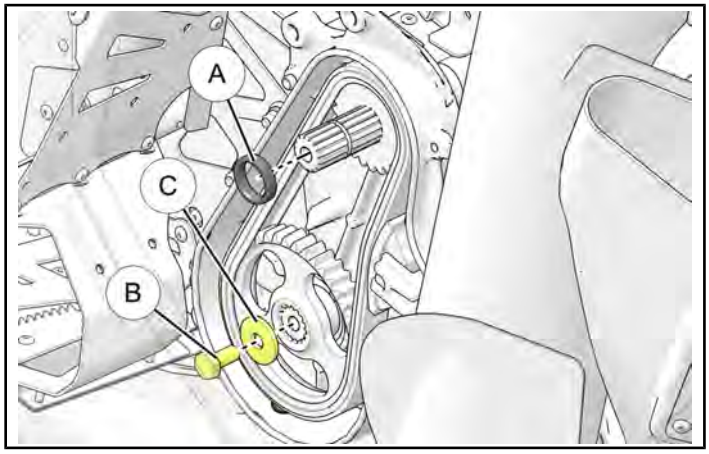
   a. Place both upper ⑤ and lower ⑥ gears into the chain Ⓗ and install the gears and chain as a set.



   b. Install the chaincase sleeve Ⓐ along with the previously removed lower gear screw Ⓑ and beveled washer Ⓒ. Verify the beveled washer is installed dome side out. Torque screw to specification.

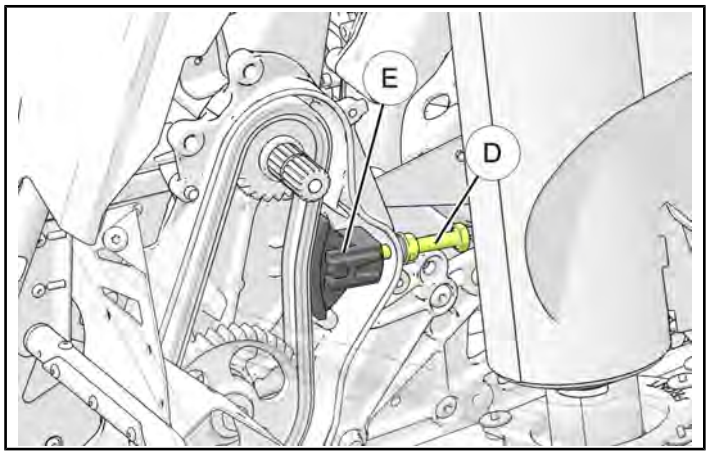
NOTE
Apply LOCTITE® Threadlocker Blue 243® (or equivalent) to lower gear screw before installing.

TORQUE
29 ft. lbs. (40 Nm)



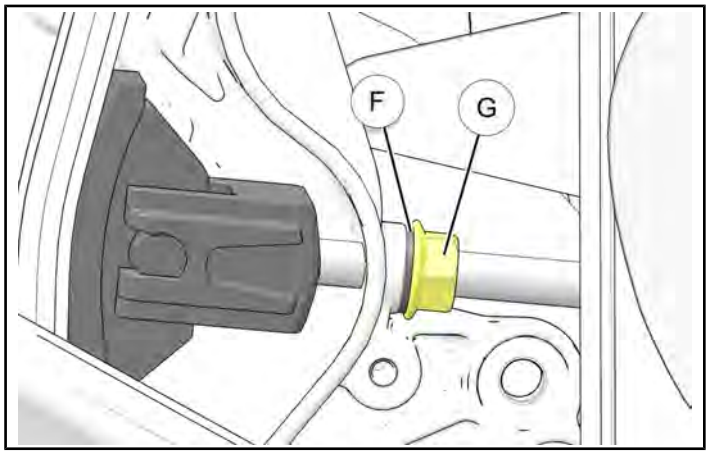
   c. Rotate the driven clutch forward to move all of the chain slack to the tensioner side.

   d. Install the chain tensioner pad. Tighten the tensioner screw until there is 1/8" (3.175 mm) chain deflection on the backside of the drive chain.



   e. Verify the tensioner screw washer Ⓕ is seated against the chaincase, and then torque the tensioner screw jam nut Ⓖ to specification.

TORQUE
21 ft. lbs. (28 Nm)



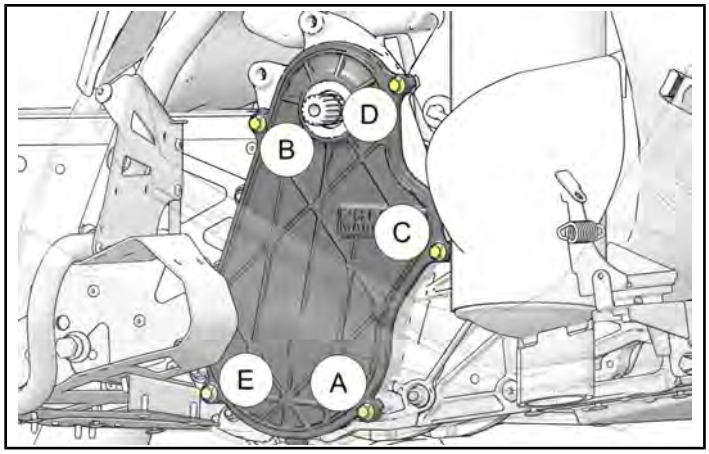
8. **REINSTALL CHAINCASE COVER.**

   a. Verify the gasket is installed flush in the cover and install the cover making sure the cover engages the two locating dowels evenly.

   b. Lightly tap on the cover with a soft-faced hammer to seat the cover.

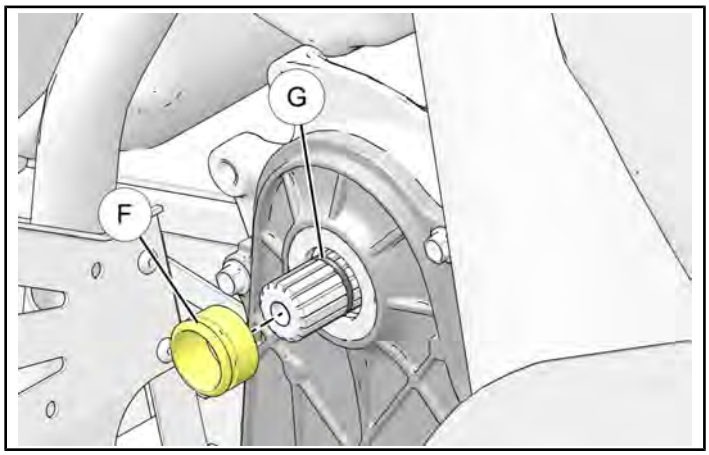
c. Install the cover screws. Torque screws to specification using the specified sequence going in order from Ⓐ to Ⓔ.

TORQUE
9.5 ft. lbs. (13 Nm)



d. Install the o-ring Ⓖ on to the jackshaft. Verify the o-ring is sitting in the groove. Install the seal sleeve Ⓕ with the groove facing out.

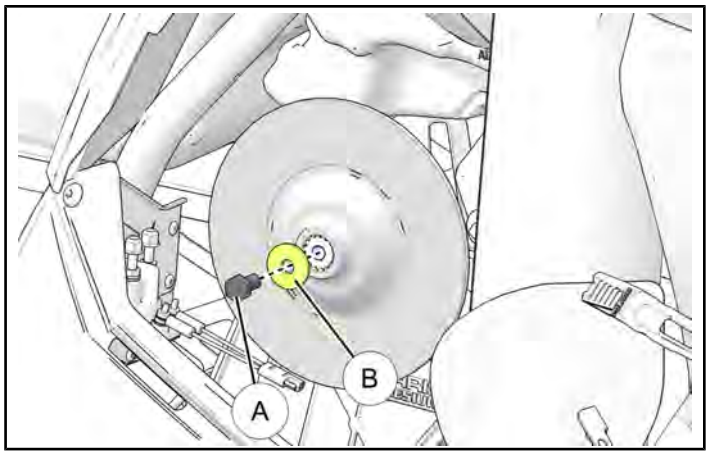
NOTE
Install a small amount of Polaris Premium Grease (or equivalent) to the O-ring before installing.



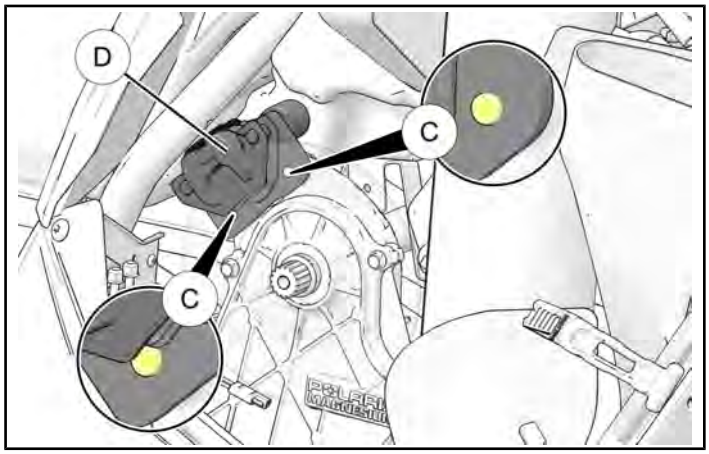
9. **REINSTALL BRAKE DISC AND CALIPER.**

a. Clean the brake disc with brake cleaner and then loosely install on to jackshaft using the previously removed screw Ⓐ and washer Ⓑ.

NOTE
Apply LOCTITE® Threadlocker Blue 243® (or equivalent) to screw Ⓐ before installing.



b. Install the brake caliper Ⓓ.

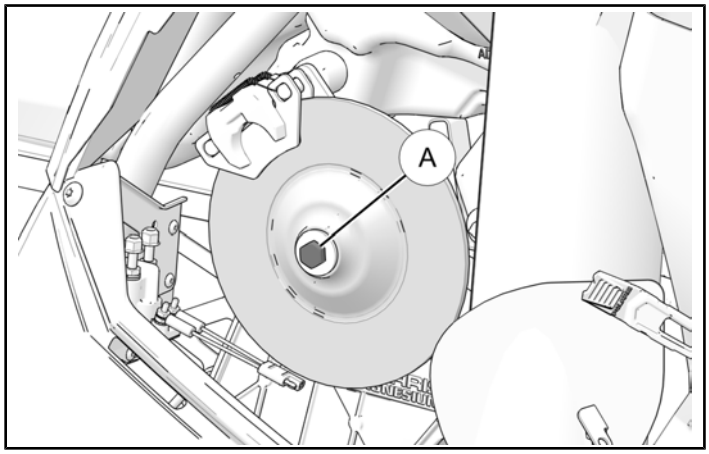


c. Torque fasteners Ⓒ to specification.

TORQUE
18.4 ft. lbs. (25 Nm)

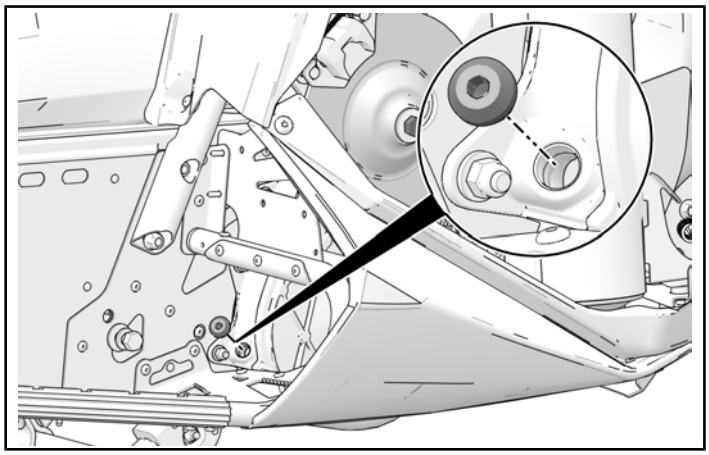
d. Set the parking brake. Torque the brake disc screw Ⓐ to specification. Release the parking brake.

TORQUE
30 ft. lbs. (40 Nm)



10. **INSTALL NEW CHAINCASE LUBRICANT.**

a. Remove chaincase fill plug as shown.



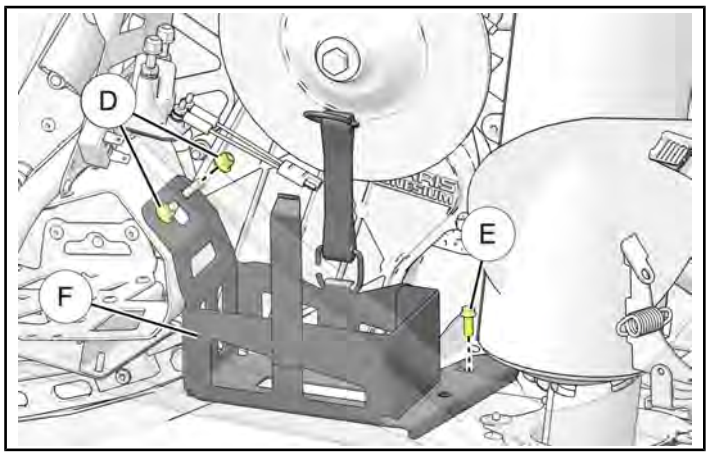
b. Refill the chaincase with synthetic 80W lubricant. Fill to specification or when lubricant reaches the fill plug bore opening.

c. Reinstall fill plug. Tighten until snug.

11. **REINSTALL BATTERY BOX.** *(If Equipped)*

a. Place battery box into position and secure with original fasteners Ⓓ and Ⓔ. Torque fasteners to specification.

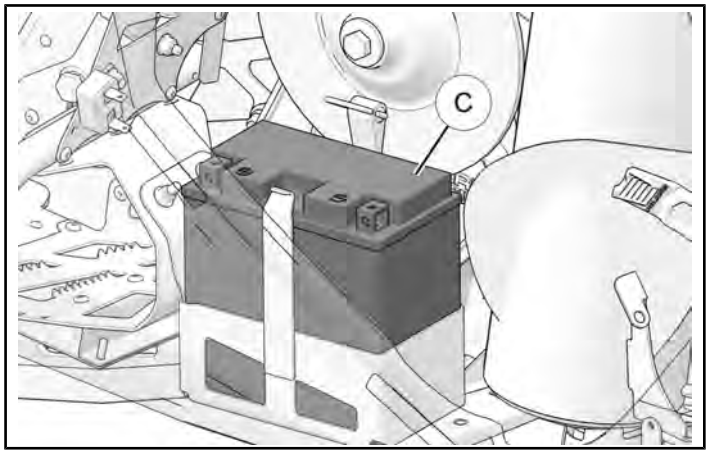
TORQUE
7.5 ft. lbs. (10 Nm)



12. **REINSTALL BATTERY.** *(If Equipped)*

⚠ WARNING
When BOTH battery cables are disconnected **ALWAYS** connect AND tighten red positive (+) battery cable **FIRST**. Failure to comply will result in a high current electrical arc, and may result in battery explosion, if tool touches grounded frame. Death or serious personal injury may occur.

a. Place battery Ⓒ into battery box as shown.



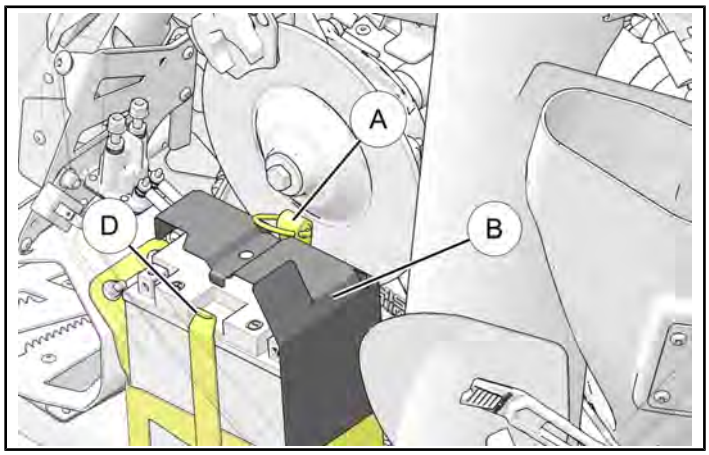
b. First connect the red positive (+) solenoid cable to the positive (+) battery terminal using the battery cable connection hardware supplied with your battery. Torque battery connection hardware to specification provided.

TORQUE
40 in. lbs. (4.5 Nm)

c. Next, connect the black negative (-) battery cable to the negative (-) battery terminal using the battery cable connection hardware supplied with your battery. Torque battery connection hardware to specification provided.

TORQUE
40 in. lbs. (4.5 Nm)

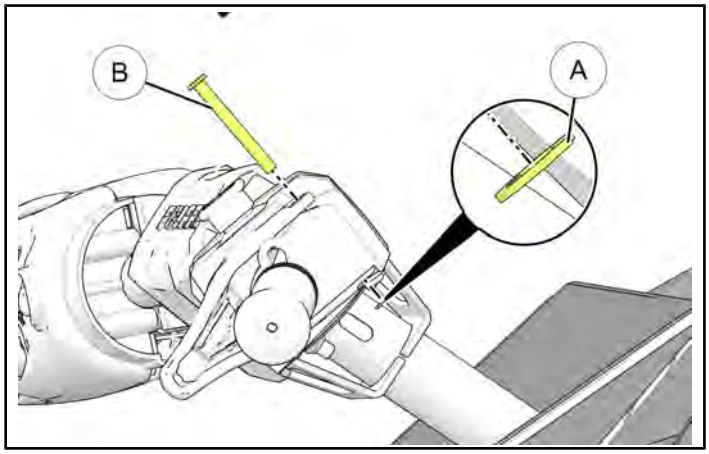
d. Reinstall battery cover Ⓑ and secure with rubber strap Ⓐ. Ensure hook on rubber strap is fully seated in the groove on the mounting tab Ⓓ.



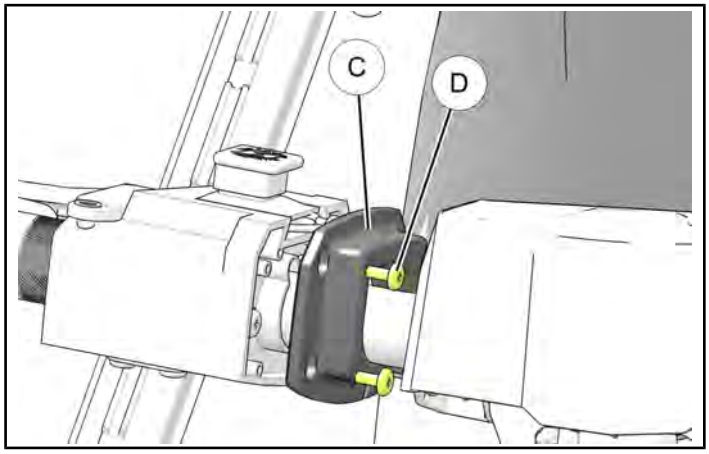
THROTTLE

IMPORTANT
Note the number and location of spacer washers on the throttle pin BEFORE removing E-clip or throttle pin. These will need to be replaced with the washer provided when installing the new throttle.

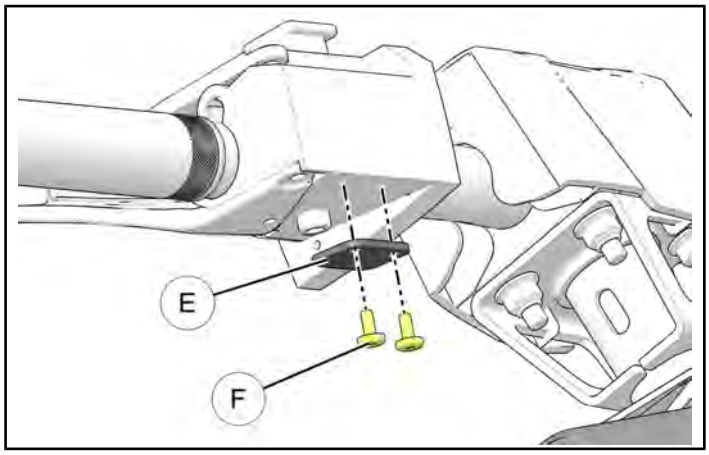
1. **REMOVE EXISTING THROTTLE LEVER.**
   a. Unseat throttle cable.
   b. Remove E-clip Ⓐ and throttle pivot pin Ⓑ.



c. Remove the four screws Ⓓ holding the throttle block coverⒸ on and remover cover.



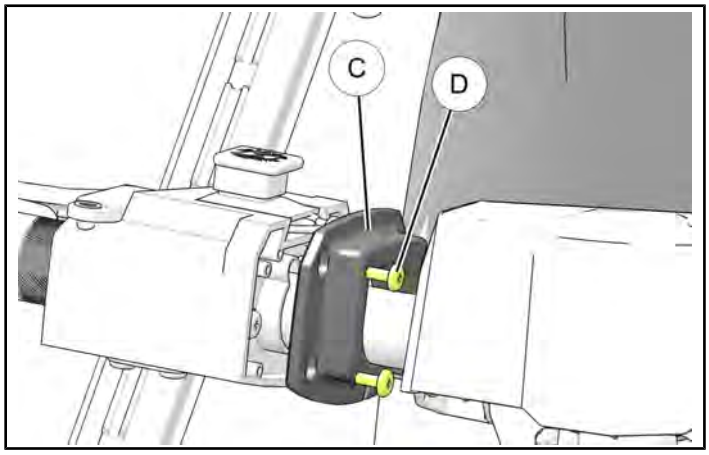
d. Remove the two screws and wire retaining cover to allow the heated throttle flipper wire and throttle flipper to be removed.



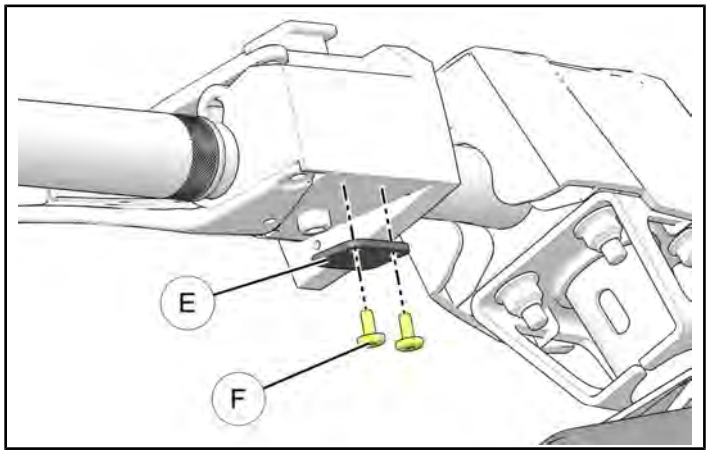
e. Follow thumb warmer wire down to the electrical bag located under the console. Unplug the thumb warmer connection and remove throttle lever.

2. **INSTALL PROVIDED THROTTLE LEVER.**
   a. Plug in the new throttle flipper heater wire into previously unplugged heater wire connection.
   b. Route heater wire back to throttle flipper and through the groove in the bottom of the throttle block.

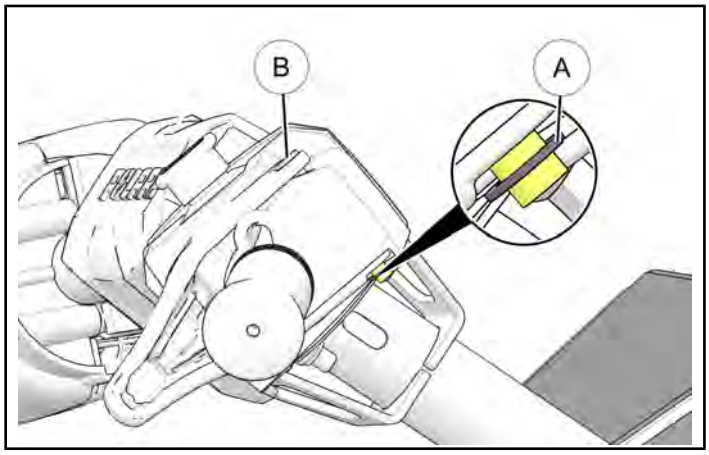
c. Place throttle block cover Ⓒ back into position and secure with previously removed fasteners Ⓓ.



d. Reinstall the wire retaining coverⒺ and secure with the two previously removed screws Ⓕ.



e. Install throttle pin Ⓑ and secure with E-clip Ⓐ being sure the supplied spacers are installed in the original locations to allow free movement of the throttle flipper.



f. Reconnect throttle cable. Be sure cable is fully seated into new throttle flipper.

3. **CHECK THROTTLE FUNCTION.**

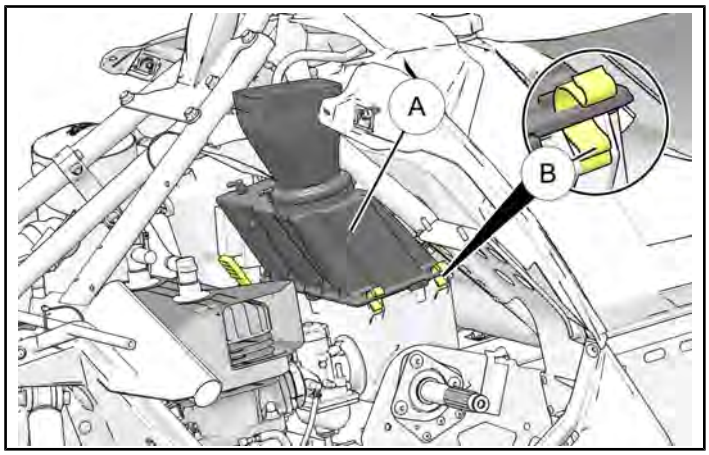
   a. With the engine off, operate throttle flipper through full range of motion and verify throttle is properly functioning.

ELECTRICAL

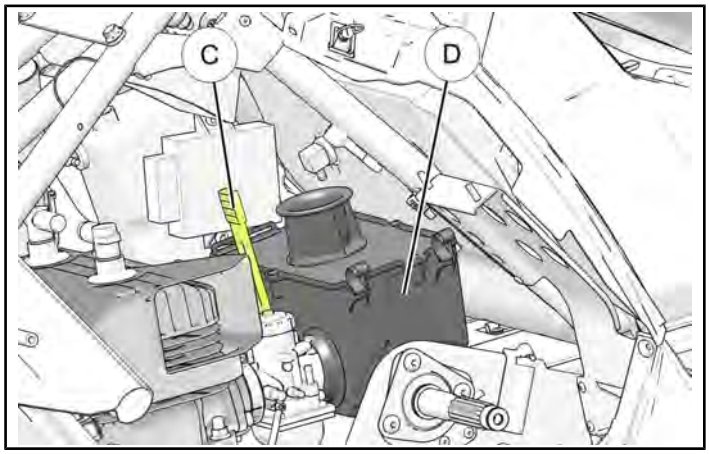
1. **REMOVE EXISTING CDI BOX.**

   a. If not already done so, remove clutch guard.

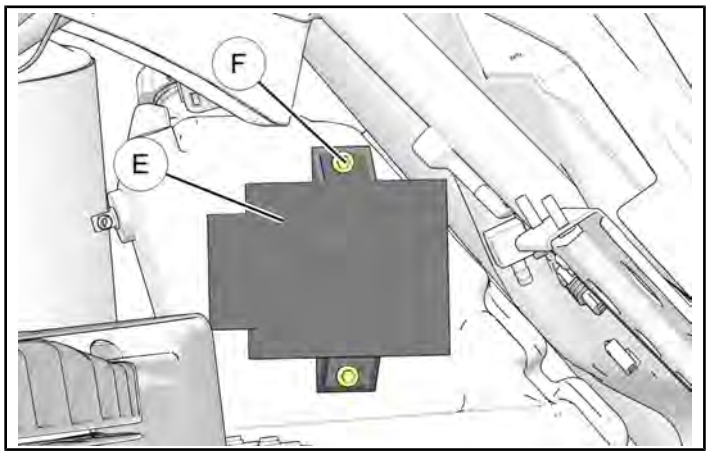
   b. Remove the upper portion Ⓐ of the airbox by rotating the two wire clips Ⓑ outward.



   c. Next, remove the lower portion Ⓓ of the airbox. To do so, unhook the rubber strap Ⓒ from the mounting tab located on the back side of the engine and rotate the lower portion of the airbox towards the rear of the machine and lift upwards.



d. Remove the two screws Ⓕ securing the CDI Ⓔ to the oil bottle assembly.



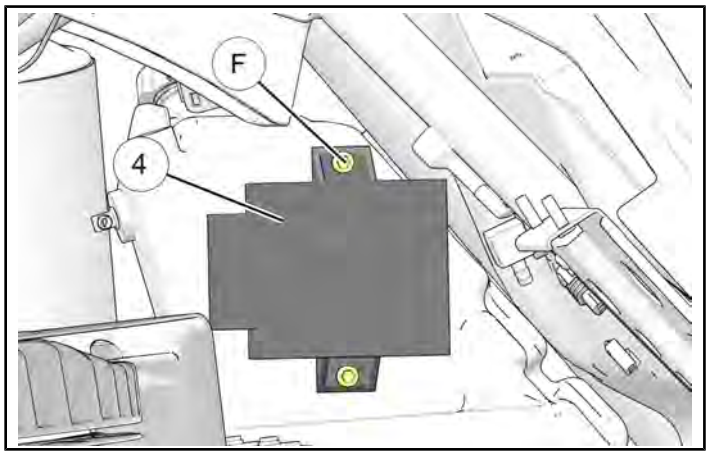
e. Unplug and remove existing CDI Ⓔ.

2. **INSTALL PROVIDED CDI BOX.**

a. Secure the new CDI box ④ into position using the previously removed screws Ⓕ. Torque to specification.

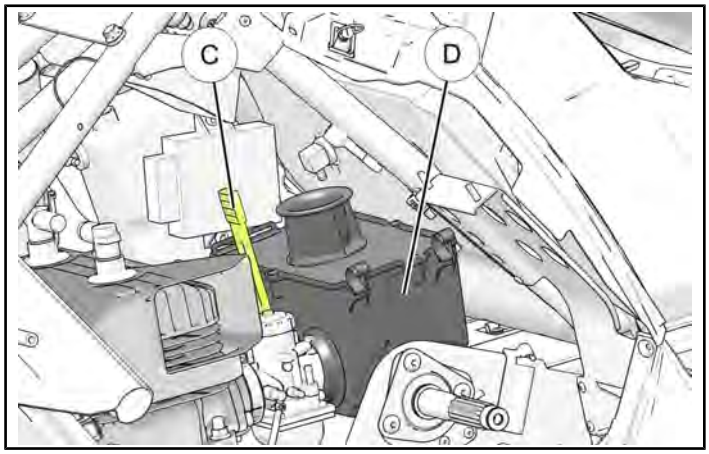
NOTE
Apply LOCTITE® Threadlocker Blue 243® (or equivalent) to both screws Ⓕ before installing.

TORQUE
7.5 ft. lbs. (10 Nm)

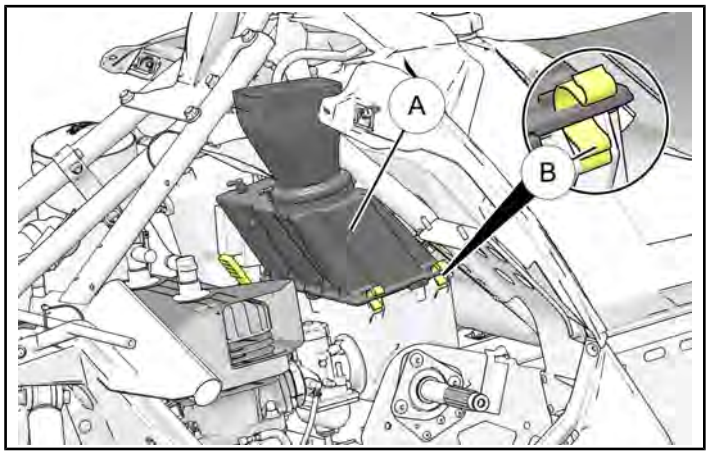


b. Reconnect previously disconnected main electrical harness connector to newly installed CDI box.

c. Reinstall lower portion Ⓓ of airbox being sure both rubber boots are fully seated around the carburetors. Secure with the rubber airbox strap Ⓒ.



d. Reinstall upper portion Ⓐ of airbox being sure the hinge mechanism on the far side is fully engaged and then securing upper portion with wire retaining clips Ⓑ.



e. Reinstall clutch guard.

3. **REINSTALL HOOD AND SIDE PANELS.**

VERIFY WORK

1. Verify all steps have been completed and all tools are accounted for.

a.

FEEDBACK FORM

A feedback form has been created for the installer to provide any comments, questions or concerns about the installation instructions. The form is viewable on mobile devices by scanning the QR code or by clicking **HERE** if viewing on a PC.

FEEDBACK FORM