



2026 Indy Matryx Cross Country Factory 600 Terrain Racing settings

All part numbers listed are Polaris part numbers unless otherwise noted.

Fuel: Use **non-ethanol** 91 octane premium pump gas with Polaris Anti-Static fuel treatment, select 91-NON-fuel curve on vehicles digital dash display

Oil Injection: Use Polaris VES-Extreme synthetic 2-cycle oil (#2883733 -quart) or (#2883732 -gallon)

Clutching Spec: 10-64 weights (stock), 150/290 primary spring (stock), 160/240 secondary spring (stock), 58/44/.36 helix (stock) and #3212338 belt (stock). Target RPM is 8300 to 8400

Optional Clutching parts: 165/310 primary spring (#7041988). ***For long distance racing/Iron Dog race, use a Non-Reverse Helix for durability**

Gearing: 22 tooth top gear (Stock), 41 tooth bottom gear (Stock)

Controls: Order the #RR-001-SGL Race Rubber from www.race-rubber.com and install over the kill switch knob

Tracks: Camso 136" Cobra (#5413655*Stock) or Camso 136" Ripsaw2 (#2839216)

Traction Products: Contact Stud Boy Traction products at www.studboytraction.com .

Sway Bar: stock sway bar (.438") or no sway bar depending on course conditions

Brakes: Custom heated angled brake lever for stealth 88 master cylinder (#0818067 *Order from Race Dept)

Suspension spring preloads:

IFS springs: .500" preload on stock 150lb IFS spring

*Optional softer IFS Springs are available: #7045096-458 – 125lb

FT spring: .125" preload on stock race dual rate 135/185lb front track spring

RT springs: Medium/Medium on stock 18lb@95 degree torsion spring preload blocks

*Optional rear torsion springs are available:

#7046419-329 – LH 20lb@95 degree and #7046420-329 – RH 20lb@95 degree

#7046150-329 – LH 16lb@87 degree and #7046151-329 – RH 16lb@87 degree

WER Shocks: The Walker Evans Racing shocks are calibrated for Terrain Racing. Below are the stock shock settings.

IFS shocks: Gas Pressure: 150-PSI, High Speed Comp: 6, Low Speed Comp: 11, Rebound: 6

FT shock: Gas Pressure: 200-PSI, High Speed Comp: 5, Low Speed Comp: 8, Rebound: 4

RT shock: Gas Pressure: 200-PSI, High Speed Comp: 5, Low Speed Comp: 5, Rebound: 5

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RACING

Venting: Permitted Cross Country Factory 600 Venting: Additional venting is allowed on the 2026 Indy Cross Country sled. You must follow the Polaris Racing templates/directions exactly! No deviations will be allowed. To download the venting templates and directions visit the Polaris Snowmobile Racing website at <https://snowmobiles.polaris.com/en-us/team-polaris/racer-resources/>. Go to the **Cross-Country** section.

The Polaris Race Dept. has IFS shock covers available to protect the IFS shocks from roost (#0818049). Contact Scott Wilczek at Scott.Wilczek@polaris.com to order.

The Polaris Race Dept. has service manuals available for the MY26 Cross Country sled (#9860040). Contact Scott Wilczek at Scott.Wilczek@polaris.com to order.

Data Acquisition: Order SnoPro Kompact from Precision Auto Research (www.precisionautoresearch.com)

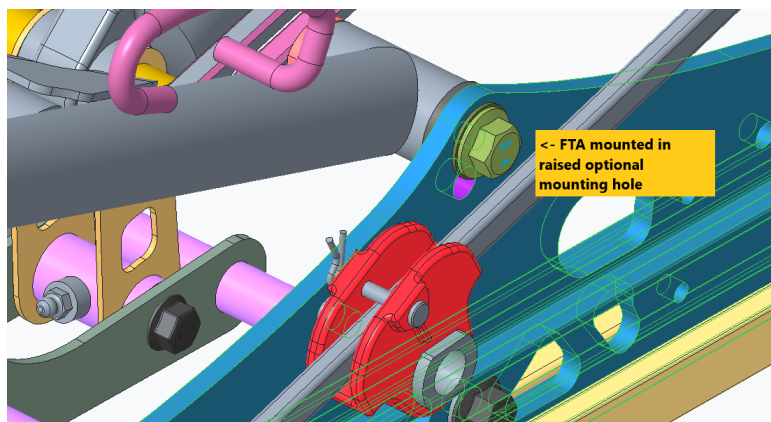
Rules: for the rules pertaining to this class go to the International Snowmobile Racing website, www.isrracing.org

The suspension settings listed here are the starting point. Adjust suspension calibrations to course/snow conditions to maximize the vehicles handling.

To order any of the Polaris Parts listed on this sheet contact Scott Wilczek at the Polaris Race Dept. 715-355-3008 or Scott.Wilczek@polaris.com

For any race setup questions contact Ben Hayes at the Polaris Race Dept. 715-355-5157 or Ben.hayes@polaris.com

*The MY26 CC sled has a raised optional Front Torque Arm mounting hole in the rail. As seen in the below picture with the FTA installed in the raised optional mounting hole. This raised position will change how the vehicle reacts to throttle input. The vehicle will not lift the skis as much/transfer back in this setting. This raised optional position may require you to adjust the limiter strap to a longer setting to find the desired amount of ski pressure and vehicle balance.



Details		Date												
		Location												
		Driver												
		Sled												
		Class												
		Practice			Heat 1			Heat 2			Final			
		Ambient temp F°												
		Density Alt												
		Track condition												
Engine		ECU Curve												
		Gauge setting	PREM	REG	PREM	REG	PREM	REG	PREM	REG	PREM	REG		
		Fuel Blend												
		Speed MPH												
		Spark plugs & Gap												
		EGT temp F°												
Clutching		Drive Belt												
		Belt length/Width	/			/			/			/		
		Flyweight style												
		Total flyweight												
		Added weight												
		Spider shims												
		Engage/Peak RPM	/			/			/			/		
		Primary spring												
		Secondary spring												
		Helix												
		Top/Bottom gear	/			/			/			/		
Suspension		Skis/Toe out	/ "			/ "			/ "			/ "		
		Carbides												
		SwayBar												
		IFS shock valve #												
		Clicker settings	H-	L-	R-	H-	L-	R-	H-	L-	R-	H-	L-	R-
		Spring rate												
		Preload												
		Oil side spacers												
		FT shock valve #												
		Clicker settings	H-	L-	R-	H-	L-	R-	H-	L-	R-	H-	L-	R-
		Spring rate												
		Preload												
		FT arm height												
		RT shock valve #												
		Clicker settings	H-	L-	R-	H-	L-	R-	H-	L-	R-	H-	L-	R-
		Spring rate												
		Preload	/			/			/			/		
		Oil side spacers												
		Coupling blocks												
		Stud style												
Stud count														
Stud pattern														



2026 600CC Stock Suspension settings			
Race Track Location:			
Racer of snowmobile:			
<u>IFS suspension</u>			
Valve Code:	XFB17		
Oil Side Spacer:	.200"		
Spring Rate:	150lbs		
Spring Preload:	.500"		
High speed comp:	6		
Low speed comp:	11		
Rebound:	6		
<u>FT Suspension</u>			
Valve Code:	XCG1		
Spring Rate:	135/185lbs		
Spring Preload:	.125"		
High speed comp:	5		
Low speed comp:	8		
Rebound:	4		
Front arm length:	7.065" to 7.125"		
<u>RT Suspension</u>			
Valve Code:	XRB16		
Oil Side Spacer:	.100"		
Spring Rate:	18lbs at 95 degree		
High speed comp:	5		
Low speed comp:	5		
Rebound:	5		
Front Coupling block:	radius of bar to arm		
Rear coupling block:	High		
Lower Torsion Hanger:	STK hole		
Preload torsion setting:	Med/Med		
Comments:			



****Attention Polaris 2026 600 Cross Country Racers***

The MY26 600CC Race sleds have been built with the front track shocks rebound adjuster facing up. The rebound adjuster should be facing down (see below picture), so that it can be accessed with a flat blade screwdriver when the rear suspension is installed in the chassis. Remove the FTS upper bolt and rotate the shock shaft/eyelet 180 degrees. Reinstall and torque the FTS upper bolt.

