

MAINTENANCE/TUNE UP

Track Maintenance/Alignment

⚠ WARNING

When performing the following checks and adjustments, stay clear of all moving parts to avoid serious personal injury.

Track Maintenance

⚠ WARNING

Never make this maintenance check with the engine running as serious personal injury can result.

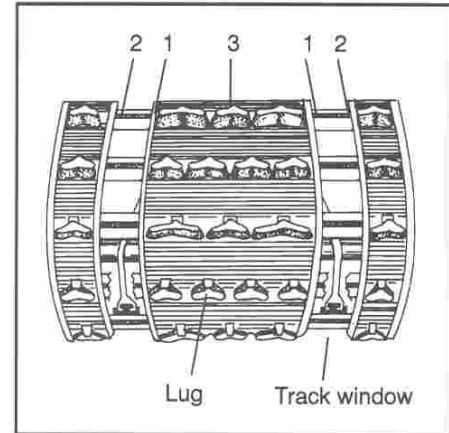
Using a hoist, safely lift and support the rear of the snowmobile off the ground. Rotate the track by hand to check for any possible damage.

To inspect track rods, carefully examine the track along the entire length of each rod, bending the track and inspecting for breakage. The three most common places where breakage occurs are shown in the illustration.

If any rod damage is found, the track should be replaced.

⚠ WARNING

Broken track rods are a serious hazard, since they can cause a rotating track to come off the machine. Never operate or rotate a torn or damaged track under power. Serious personal injury or death may occur.

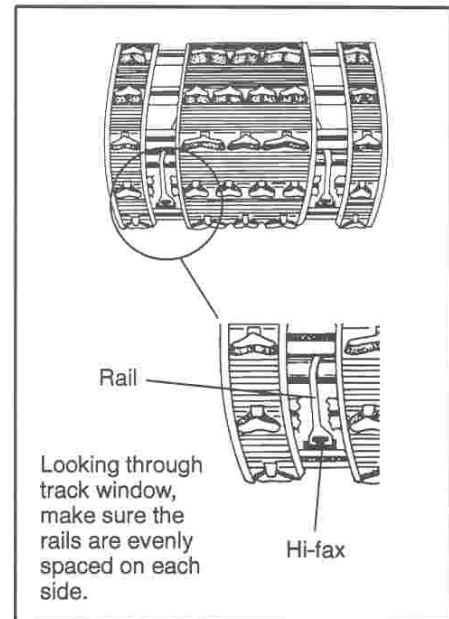


Track Alignment

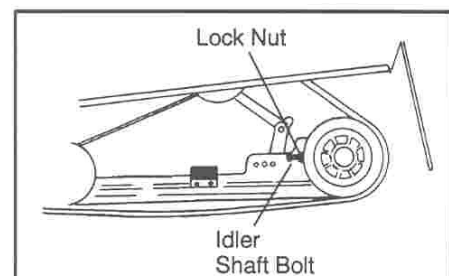
Track alignment affects track tension. Misalignment will cause excessive wear to the track and slide rail.

A periodic check should be made to see that the track is centered and running evenly on the slide rails. Misalignment will cause excessive wear to the track and slide rail. **NOTE:** If excessive hi-fax wear occurs due to poor snow conditions, additional wheel kits are available.

1. Safely support the rear of the machine with the track off the ground.
2. Start the engine and apply a small amount of throttle until the track turns *slowly* at least five complete revolutions. Stop the engine.
3. Inspect track alignment by looking through the track window to make sure the rails are evenly spaced on each side. If the track runs to the left, loosen left locknut and tighten the left adjusting bolt. If the track runs to the right, loosen right locknut and tighten the right adjusting bolt.
4. After adjustments are complete, be sure to tighten locknuts and idler shaft bolts. Torque to specification.



Idler Shaft Bolt Torque -
35 - 40 ft. lbs. (4.8 - 5.5 kgm)



Track Tension Data

Suspension (Refer to Suspension Chapter for type)	Weight	Measurement Location	Measurement
XTRA 12 121"	none	2" behind rail bumper	1/2" (1.27 cm) free hanging
XTRA 12 133"	none	16" ahead of rear idler shaft	1-1 1/8" (2.54 - 2.86 cm) free hanging
XTRA 10 121", 133", 136"	10 lbs. (4.54 kg)	16" ahead of rear idler shaft	3/8 - 1/2" (1 - 1.3 cm)
Standard 121" (Sport & Lite)	10 lbs. (4.54 kg)	16" ahead of rear idler shaft	3/8 - 1/2" (1 - 1.3 cm)
Lite GT	10 lbs. (4.54 kg)	16" ahead of rear idler shaft	1 1/4 - 1 1/2" (3.2 - 3.8 cm)
WideTrak GT / LX and Transport	10 lbs. (4.54 kg)	16" ahead of rear idler shaft	3/4 - 1" (1.9 - 2.5 cm)
XTRA Lite	10 lbs. (4.54 kg)	16" ahead of rear idler shaft	3/8 - 1/2" (1 - 1.3 cm)

⚠ WARNING

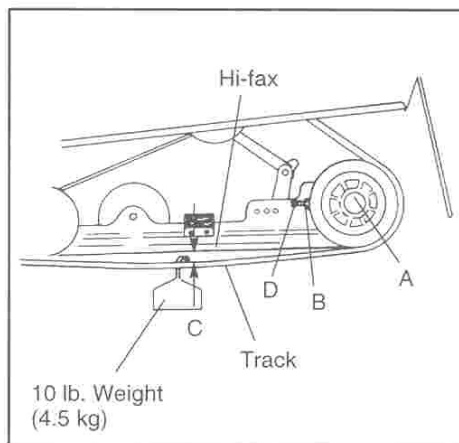
When performing the following checks and adjustments, stay clear of all moving parts to avoid serious personal injury.

Track Tension - Sport and XTRA Lite Style

1. Turn the machine off.
2. Lift the rear of the machine and safely support it off the ground.
3. Place a 10 lb. (4.5 kg) downward pressure on the track at a point approximately 16" (40.6 cm) ahead of the center of the rear idler wheel.

All Models Except Lite GT

4. Check for 3/8-1/2" (1-1.3 cm) slack between the inside of the track clip and the hi-fax (C). **NOTE:** Measure at the point where the weight is hanging.



Sport & XTRA Lite Style Track Tension -
3/8 - 1/2" slack (1 - 1.3 cm)
w/10 lb. (4.54 kg) weight

Indy Lite GT

5. Check for 1 1/4-1 1/2" (3.2-3.8 cm) slack between the inside of the track clip and the hi-fax (C). **NOTE:** Measure at the point where the weight is hanging.

Indy Lite GT Track Tension -
1 1/4 - 1 1/2" slack (3.2 - 3.8 cm)
w/10 lb. (4.54 kg) weight

If the track needs adjustment:

6. Loosen rear idler shaft bolts (A) on both sides of the machine.
7. Loosen track adjusting bolt locknuts (B).
8. Tighten or loosen the track adjusting bolts (D) evenly as necessary to obtain proper track tension.
9. Tighten idler shaft bolts and adjuster bolt locknuts.

NOTE: Track alignment affects track tension. Misalignment will cause excessive wear to the track and slide rail. Excessive Hi Fax wear will appear on units with track tension set too tight. Refer to page 2.12 for alignment procedure.

CLUTCHES

Clutch Bushing P-90

P-90 Drive Clutch Cover - Bushing Installation

8. On Garmax™ style bushings (PN 3576516) apply Loctite 680 retaining compound (PN 2870584) to the outer surface of the bushing. Retaining compound is not required on bronze / Teflon™ type bushings (PN 3576510). **Do not lubricate bushings, or premature wear will result.** Working from inside of cover, insert bushing and bushing installation tool into center of clutch cover.



9. With main adapter on puller, insert cover onto puller rod, placing outside of cover toward vise.
10. Install nut on rod and hand tighten. Turn puller barrel to apply more tension if needed.
11. Turn clutch cover and barrel together counterclockwise on puller rod until bushing is seated.
12. Remove nut from puller rod and take installation tool and clutch cover off rod.

