

I'm not robot!



Adjustment Handlebar Centering Toe Adjustment... Page 240 BODY AND STEERING Camber Adjustment -XTRA CRC and XC-10 CRC. (Cont.) 8. Using a 3/8" drive 11/16" (1.7 cm) crow foot wrench and 20" (51 cm) long 3/8" (1 cm) drive extension, loosen the radius rod end jam nut and remove the lower radius rod bolt from the spindle requiring the most camber correction. Page 241 BODY AND STEERING Ski Placement A good starting point for placement of carbide is 50/50 (50% forward and 50% behind the ski mounting boot). This can be varied depending on the aggressiveness of the car-bide and the strength of the driver. Make sure the leading edge of the carbide has a small chamfer. Page 242 BODY AND STEERING Ski Spindle Bushing Removal 1. Using a scribe, center punch, oil saine, mark the spindle and steering arm for reference during reassembly. Note direction of steering arm bolt and remove. 2. Remove steering arm. 3. Slide spindle and ski assembly out bottom of trailing arm. Page 243 BODY AND STEERING Ski Spindle Bushing Installation 5. Grease spindle shaft and new bushings with Polaris All Season Grease. All Season Grease PN 2871322 (3 oz.) PN 2871423 (14 oz.) 6. Install spindle into trailing arm with grease fitting facing rearward. Page 244 BODY AND STEERING Steering Arm Orientation WARNING Steering arm orientation is important to ensure proper steering tie rod end thread engagement and steering perfor- mance. Always mark steering arms and spindles before removal for reference upon reassembly. When installing new parts or after steering arm installation, refer to the illustrations and text below. Always verify proper steering operation after completing adjustments or repairs. BODY AND STEERING When performing normal maintenance or tune-up, check the ski skags for wear. To prevent damage to the skis, and for greater steering control, replace all skags which are half worn or greater. Ski Skag Removal 1. Remove retaining nuts as shown. 2. BODY AND STEERING Ski Installation METAL SKI INSTALLATION Ski Spindle Front of - Install ski over spindle, slightly in front of ski saddle with ski pointing outside. - Slide ski forward until spindle is just behind ski saddle and turn to the forward position. 5. Remove support and torsion bar. 6. Repeat procedure for second torsion bar. Torsion Bar Installation 1. Rivet support in place using Polaris PN 7621449 rivets. NOTE: These high strength QV rivets are the only replacement rivets recommended for this application. Page 248 BODY AND STEERING Handlebar Torque and Sequence 1. Remove handlebar cover. 2. Using a 7/16" (11 mm) wrench, loosen four nuts on bottom of adjuster block. NOTE: Turn handlebar to left or right for access to back nuts. 3. Adjust handlebar to the desired height. Be sure that handlebars, brake lever and throttle lever operate smoothly and do not hit the fuel tank, windshield or any other part of the machine when turned fully to... Page 249 BODY AND STEERING WARNING Gasoline is extremely flammable and explosive under certain conditions. Do not smoke or allow open flames or sparks in or near the area where work is being performed. If you should get gasoline in your eyes or if you should swallow gasoline, see your doctor immediately. If you should spill gasoline on your skin or clothing, immediately wash it off with soap and water and change clothing. BODY AND STEERING Seat Cover Replacement 1. Remove seat assembly as outlined on page 6.26. 2. Remove seat and seat covering to be replaced. Carefully remove staples by loosening with a small flat blade screwdriver. Pull each staple straight out with a pliers. Page 251 If this happens you must replace the entire seat base assembly. 8. Using a staple gun, tack each side of the vinyl cover in place using two staples. If cover has a Polaris emblem carefully align emblem with bottom edge of seat. Page 252 Hood Repair Currently there is no procedures or materials recommended by Polaris for repairing hoods. Hoods for 2001 model snowmobiles are made of Thermoplastic Olefin (TPO) and cannot be repaired. If a hood is broken it must be replaced. Page 253 BODY AND STEERING Taillight Assembly Replacement 1. After removal of seat cover, drill out three rivets from top of taillight. 2. Remove taillight assembly and wire harness. 3. Install new taillight assembly and rivet into place. 4. Connect taillight wire harness. NOTE: Taillight harness wires must be routed away from any possible contact with seat cover staples to prevent electrical shorts. Page 254 BODY AND STEERING Nosepan Replacement Procedure - Gen II XTRA-10 IMPORTANT: When installing a replacement nosepan, the open circles represent rivets installed from inside the nosepan through the bottom. The filled in circles represent rivets installed from the under side of nosepan through to the top. Page 255 BODY AND STEERING Nosepan Replacement Procedure - Gen II XC-10 IMPORTANT: When installing a replacement nosepan, the open circles represent rivets installed from inside the nosepan through the bottom. The filled in circles represent rivets installed from the under side of nosepan through to the top. Page 256 BODY AND STEERING Nosepan Replacement Procedure - EDGE RMK IMPORTANT: When installing a replacement nosepan, the open circles represent rivets installed from inside the nosepan through the bottom. The filled in circles represent rivets installed from the under side of nosepan through to the top. BODY AND STEERING Decal Removal 1. Before removing old decal, it is important to note its position by marking it in several locations. 2. Remove old decal completely. NOTE: A small amount of solvent will aid in removing the old decal. 3. Page 258 BODY AND STEERING Problem Possible Cause Solution \*Machine darts from side to side -Incorriect ski toe alignment -Adjust to correct toe alignment -Incorriect camber -Adjust to correct camber -Loose or worn steering compo- -Tighten or replace nuts or fasteners -Cracked or broken skis, skags, or -Replace if necessary carbides Tie rod kits trailing arm... Page 260 CHAPTER 7 SUSPENSIONS Rear Suspension Theory of Operation ...7.1 7.2 Suspension Overview and Setup ..... Shock Tuning... Page 262 SUSPENSIONS Refer to Specifications Section in Chapter 1 for Suspension Type / Model Application Rear Suspension Operation The primary function of the rear suspension is to provide a comfortable ride in all types of riding conditions. It separates the rider from the ground, while allowing for complete vehicle control. The rear suspension also must provide weight transfer and maintain track tension. Page 263 SUSPENSIONS Springs Two types of springs are employed in Polaris suspen- sions, coil springs and torsion springs. Following is some of the terminology used when referring to coil springs. Coil Spring Free length - the length of a coil spring with no load ap-... Page 264 SUSPENSIONS Suspension Overview Many factors influence the overall handling characteristics of snowmobile suspensions. Rider weight, riding style, course conditions, and the condition of suspension components are some of the things that you have to consider when tuning a suspension. On new machines, or whenever new suspension parts are installed, the sled should be ridden for at least one tank of fuel to allow moving parts in the shocks and suspension to wear in. SUSPENSIONS Shock Tuning The shocks work in two directions. Compression damping prevents the shock from bottoming hard while rebound damping keeps the shock from springing back too fast. Both compression and rebound damping can be adjusted for high and low speed damping characteristics. On Indy Select shocks, the compression damping can be changed by turning the adjuster screw. Page 266 SUSPENSIONS Overall Suspension Setup for Optimal Performance Set Up Recommendations for Optimum Performance\* Deep Powder Snow Powder- Hardpack Hardpack n Front Torque Arm -n Front Torque Arm -n Front Torque Arm - low position for maximum standard position for overall high position for increased lift and floatation. Page 267 SUSPENSIONS Hi-Fax Replacement - All Models Hi-Fax replacement on all Polaris models is similar. Hi-Fax Wear Limit When any area of the Hi-Fax is worn to 1/8" (.3 cm), it should be replaced. This will save wear on other vital components. Page 268 SUSPENSIONS Xtra 10/Xtra Lite - Torque Specifications, Suspension Mounting and Lubrication Points 3/8" top shock mounting bolts ..... 28-30 ft. Page 269 SUSPENSIONS Rear Suspension Exploded View /XTRA Lite Front track shock spring preload washers PN 5210953. Rear Torque Arm Front Torque Arm ... Page 270 SUSPENSIONS XTRA Lite Rear Suspension Torsion Springs Rear Track Shock Carrier Wheel NO TAG Rail Bumper Front Torque Arm Front Track Shock Torsion Spring Front Track Forward Spring Bogie Wheel Rear Torque Arm Rear Pivot Arm Rail Tip Hi-fax Rail Bumper Bogie Wheel Rear Track... Page 271 SUSPENSIONS XTRA 10 Rear Suspension Rear Limiter Front Track Shock Strap Rear Track Shock Limiter Strap Pivot Arm Pivot Arm Shaft Shaft Rear Torsion Spring Forward Carrier Wheel Rear Track Shock Rear Torsion Spring Front Torque Arm Rear Strap Idler Wheel Rail Bumper Bogie... Page 272 SUSPENSIONS EDGE RMK Torque Specifications, Suspension Mounting and Lubrication Points 3/8" suspension mounting bolts ..... 35 - 40 ft. Page 273 SUSPENSIONS EDGE RMK Exploded view Rear Torque Arm Front Torque Arm 7.12... SUSPENSIONS Suspension Adjustment The EDGE RMK and XTRA Lite suspension has been designed and set up to deliver a soft ride under average riding conditions. Rider weight, riding styles, trail conditions, and vehicle speed each affect suspension action. The suspension can be adjusted to suit rider preference and deliver excellent performance for a given set of condi- tions. Page 275 SUSPENSIONS The XTRA Lite 10 suspensions have been designed and set up to deliver a soft ride under average riding conditions. Rider weight, riding styles, trail conditions, and vehicle speed each affect suspension action. The suspension can be adjusted to suit rider preference and deliver excellent performance for a given set of condi- tions. Page 275 SUSPENSIONS The XTRA Lite 10 suspensions are a good idea to have customers break the suspension in for approximately 150 miles (240 km) before fine tuning adjustments are made. All settings will vary from rider to rider, depending on rider weight, vehicle speed, riding style, and trail conditions. We recommend starting with factory settings and then customizing each adjustment individually to suit rider pref- erence. Page 277 SUSPENSIONS The RRSS controls weight transfer from the rear sus- pension to the skis. It also influences the stiffness of the ride by controlling the amount of coupling action be- RRSS - low tween the front and rear torque arms. To increase the position shown stiffness of the suspension, the RRSS should be set in the high position. Page 278 SUSPENSIONS Front Suspension Setup and Adjustments Spring preload is one of the adjustment options which affects ride. Preload is the amount of pressure at which the spring is held. The longer the installed length of the spring, the less the amount of pre-load... Page 279 SUSPENSIONS WARNING Changing shock valving on models equipped with Ryde FXt or Foxt shocks requires special tools and a sound knowledge of mechanical theory, tool use, and shop procedures in order to perform the work safely and correctly. Shocks contain high pressure nitrogen gas. Extreme caution should be observed when handling and working with high pressure service equipment. Page 280 SUSPENSIONS Compression Damping Adjustable Shocks Snowmobiles equipped with the Indy Select or Ryde FXt shocks allow the driver to make adjustments to the compression valving by turning the screw located near the base of the shock. Adjustment Locate the adjustment screw near the base of the shock. NOTE: This adjustment is easiest to make with the machine tipped on its side. Page 281 SUSPENSIONS How to Adjust Rear Suspension If the suspension is "bottoming," tighten the compression screw clockwise in 1/2 turn increments until the bottom- ing stops or on Ryde FX equipped suspensions, turn the adjusting lever towards the FRM or SOFT settings. Backing off 1/4 turn counter-clockwise at this point should give you the best possible ride ensuring use of the full travel of the suspension. Page 282 SUSPENSIONS Following is a list of all available springs for the rear suspension. These springs can be used to better suit individu- al riding preference. Xtra Lite/136" Optional Suspension Set Ups. See Suspension Tuning Decal Under Hood. Torsion Spring Part No. Wire Dia./Degrees 7041629--067 LH .359".... Page 283 SUSPENSIONS IFS Shock Springs Xtra 10 /Xtra Lite /EDGE RMK Part Total # of Active Rate (#/in) Free Wire End Dia End Dia O.D. \*Tabled Application Number Coils # of Length Dia. Coils 7041396-067 13.35 11.35 50.00 11.88" .283"... 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