

2016- 2018 Axys 3.0 Belt Drive Packing List

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

www.tkicnc.com

___ Top Gear
Ratio _____

___ Spare Gear (if ordered)
Ratio _____

___ Top Gear Assembly

___ Bottom Gear

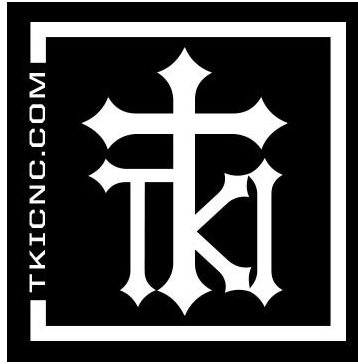
___ Hardware Kit

___ Belt

___ Spare Belt (if ordered)

___ Instructions





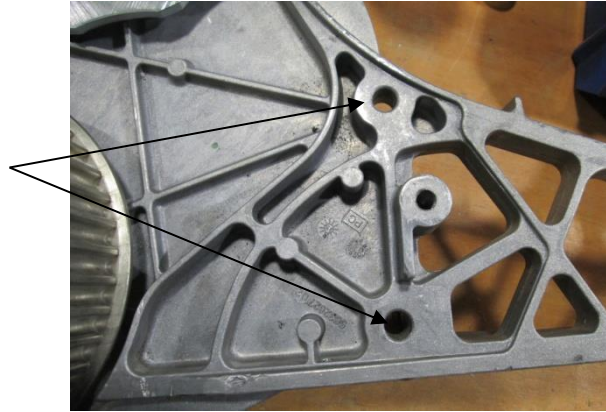
Polaris 2016 Chain Case Belt Drive Conversion

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 top bolt that holds on the brake rotor and the 2 bolts that hold the brake rotor caliper in place
3. Remove the 6 bolts that hold the factory chain case cover on. Drain oil if a chain case.
4. Remove the factory O ring and sleeve on the top shaft. See picture below. You will not reuse these, but keep them if you ever return the sled to stock.

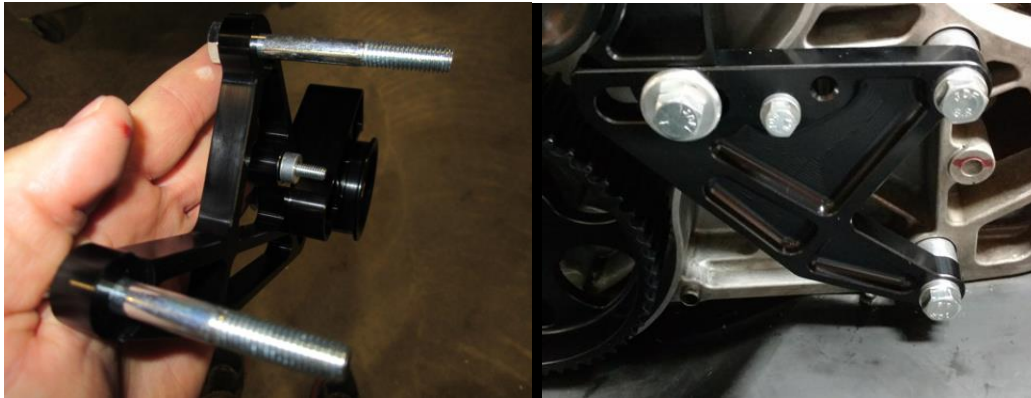


5. Remove outer cover.
6. Remove lower and upper bolts holding the gears on. You may need to set your break to hold the gears from spinning, then remove gears, chain and plastic adjuster block.
7. Make sure to clean the chain case out so it is free of excessive oil.
8. Remove the 2 bulk head bolts pictured below. You will need a T40 star bit. 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.

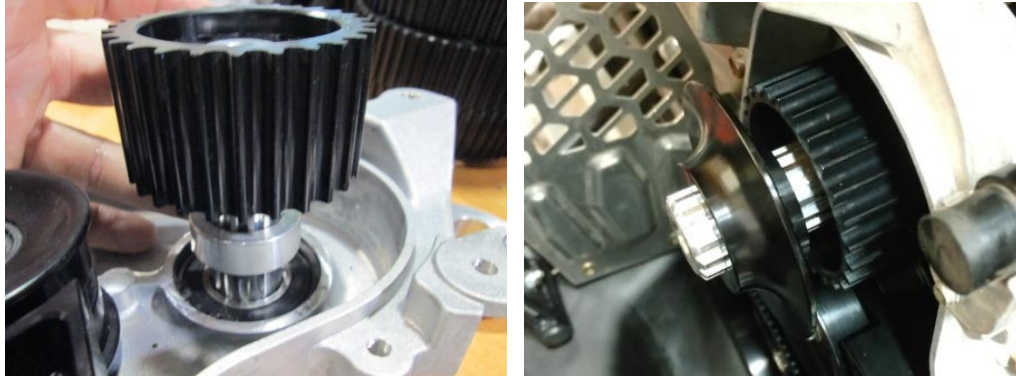
WARNING: Make sure there is nothing flammable in the area if you take a torch to the bolts. Stay clear of the belly pan plastic so you do not melt it.



9. You will need to place the 2 longer supplied spacers into the counter bores on the chassis. Insert the bolts through the mounting bracket, there are (2) M8 bolts/thick washers and (1) M6 bolt/thick washer. The M6 bolt will need the short spacer behind it to hit against the chain case. Make sure to use blue loctite to keep bolts from coming loose with vibration. Torque 8mm bolts to 25ft lbs and the 6mm to 10ft lbs. The 1/8 thick washers go under the heads of the bolts.



10. Place adjuster assembly on to sled and thread bolts into the threaded bulk head.
11. You will be using the factory adjuster screw to tension the belt.
12. Place the supplied spacer on to the jackshaft first, then the gear can go on. Lettering on gear needs to face out. Then place the flange onto the top gear, radius side facing out.



13. Place large bottom gear onto the bottom drive shaft. Use the supplied bolt to replace the factory one that was removed, reuse the flat washer.
14. Remove belt from packaging and install over the gears and the idler.
15. Use the factory adjuster screw to push the tensioner to the left and tighten the belt.
16. The belt should have between 1/8 and 3/16 of deflection. Always check/set belt tension when the sled is hot or at normal operating temperature.
17. When tensioner properly set, tighten the 3/8 bolt on tensioner and also the factory jam nut on the adjuster screw.
18. Place the brake rotor onto the top jackshaft, and rotate the caliper back onto the rotor. Replace the factory bolt removed earlier and tighten both caliper bolts.
19. Torque top and bottom bolts holding on the gears to 45ft lbs.
20. 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.

