

Polaris Axys 2.6 Belt Drive Packing List

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___ Top Gear
Ratio _____

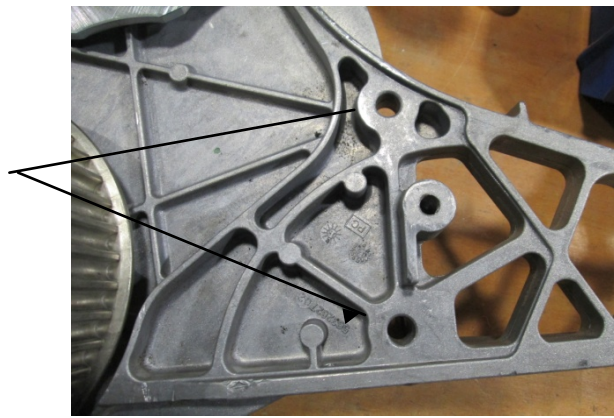
___ Spare Gear (if ordered)
Ratio _____

___ Top Gear Assembly
___ Tensioner Assembly
___ Bottom Gear
___ Hardware Kit
___ Belt
___ Spare Belt (if ordered)
___ Instructions



Polaris 2.6 Belt Drive Conversion Instructions

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 factory bolts that hold on the factory gears.(apply the brake)
3. Remove the factory gears and belt, in the case of the chain case version you will need to remove one of the bolts holding the break caliper on. The other can be loosened and then rotated out of the way. You will then be able to remove the break rotor. Remove the factory chain case cover, along with chain and gears. Remember to clean the inside of the chain case with a break cleaner and a rag to remove any oil residue.
4. 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.



5. Take the mounting bracket and attach with the 2 M8 socket head cap screws. Tighten the bolts to 25ft lbs. Make sure to use Loctite to keep bolts from coming loose with vibration.



6. You will use the 3 inch long supplied bolt to tension the arm. You may need to trim the bolt to clear an exhaust can or turbo.

7. Place the top gear flange (one with the largest hole in the center) onto the top brake rotor shoulder.



8. Place small top gear onto the jackshaft, engraving should face out, there is only 1 way the gear will fit.
9. Place large bottom gear onto the bottom drive shaft. Make sure to replace bottom bolt with the new supplied bolt. Remember to use Loctite on all threads.
10. Remove belt from packaging and install over the gears and the idler. Now install outer flange onto top gear.



11. You will need to loosen bolts (9/16 wrench) holding the adjuster arm, and “by hand” push arm to the left to take up slack in belt. You may need to turn top jackshaft slightly to make sure belt falls into grooves on belt. Snug bolts back up using same 9/16 wrench. Making sure to apply blue Loctite to the threads. Use the supplied 3 inch bolt that is threaded into the side of mounting block. Adjust the bolt so that it pushes the tensioner arm over and tightens the belt.
12. Make sure parking brake is still applied. Torque bolts holding top and bottom pulleys to 45 ft. lbs.
13. The belt should have between 1/8 and 3/16 of an inch of deflection. Then use your 9/16 wrench to tighten the top bolt and bottom bolt to 25 ft lbs.
14. 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.