2012 - 2014 Arctic Cat Belt Drive

Packing List

_____Top Gear
Ratio _____

_____Spare Gear (if ordered)
Ratio _____

_____Bottom Gear
_____Belt
_____Spare Belt (if ordered)
_____Bottom Cover w/
speed sensor
_____Oil Tank (if ordered)
_____ Oil Tank Brackets (if ordered)
_____Instructions

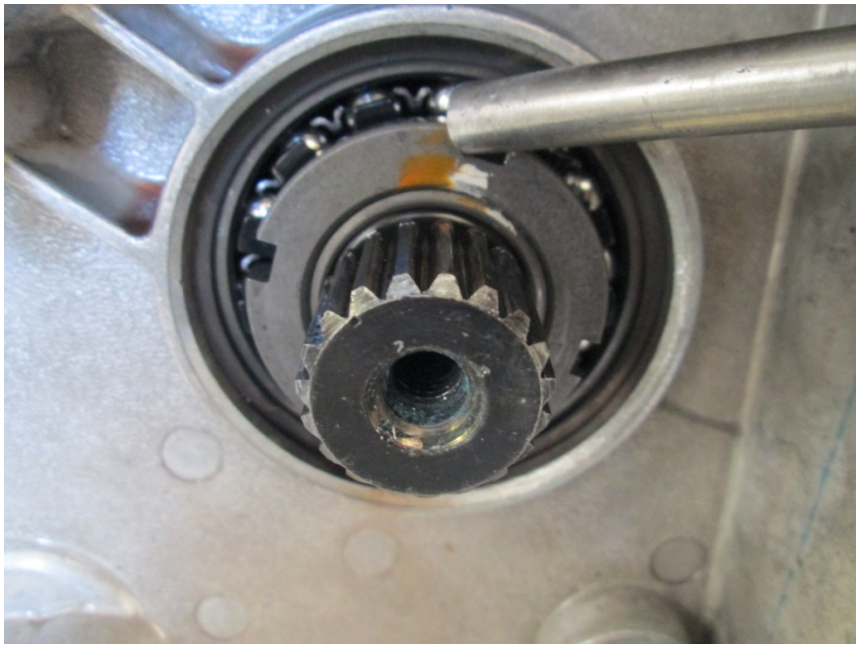
_____Hardware Kit

Arctic Cat Proclimb M 2012-2014

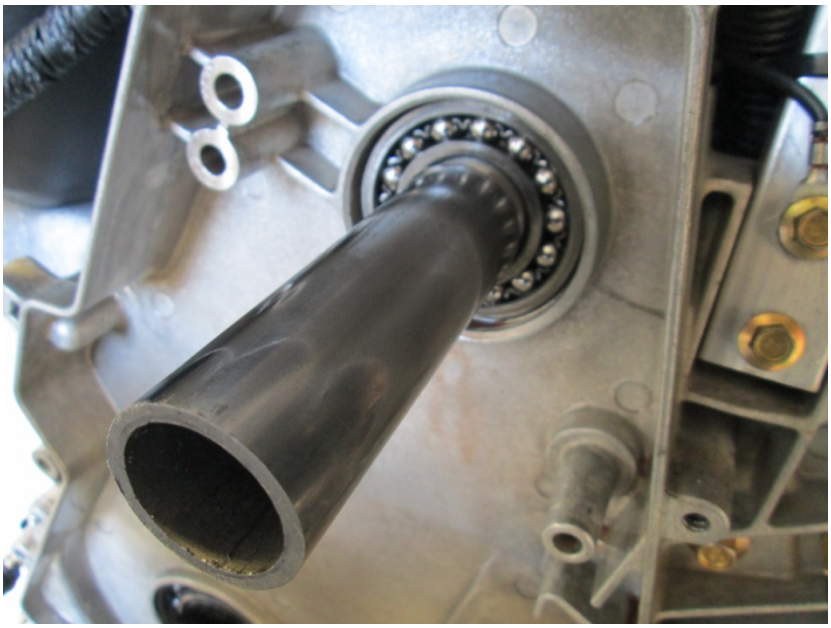
With oil injection

1. Remove the right hand body panel for access to factory chain case and oil resivoir. (Throttle side) You may also choose to remove the factory exhaust or aftermarket turbo from this area.
2. To remove the oil reservoir (If reservoir hasn't already been removed) the easiest way is to leave the oil tank connected to the chain case and remove the 11 bolts that hold the cover to the case attached to the sled. You will need a T30 torque bit. Also disconnect the speed sensor connector from the factory harness, the bottom oil line will also need to be disconnected. Place a clamp on the line to make sure oil does not drain from the hose. When you remove the hose, oil from the tank will drain so make sure to have some rags available for cleanup. After the oil tank and case are removed you can easily drain the oil from the tank. Only the bolts removed will be reused from these parts.
3. Remove the factory gears, chain, and tensioner.
4. Remove the small snap ring on the jack shaft. Be sure to place the snap ring and shims in a safe place they will be reused.

5. Using a hammer and punch bend the star washer tabs out of the slots on the retaining nut so that the nut can be removed. Use same hammer and punch and back the nut off counter clockwise.



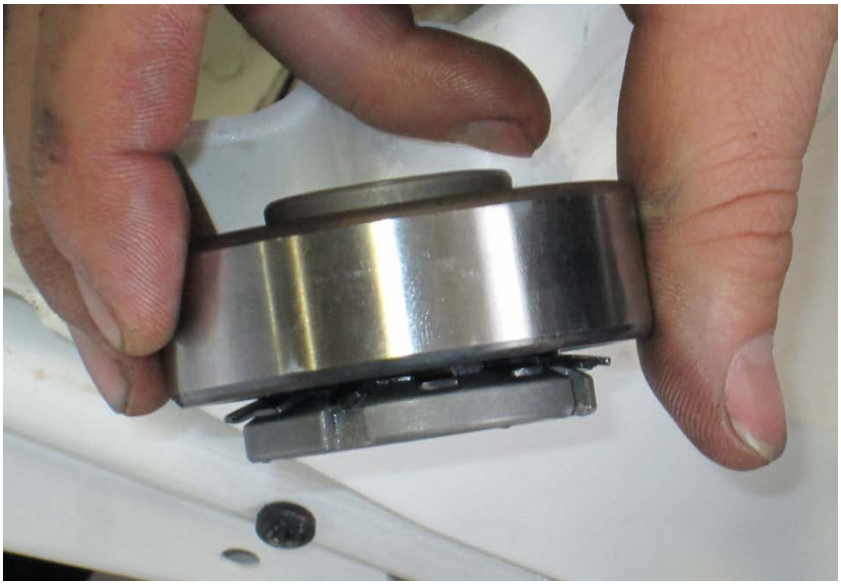
6. Place the provided piece of pipe over the end of the shaft so it securely comes in contact with the threaded sleeve.



7. Hit end of sleeve with a hammer so that the sleeve slides back and is no longer locked into the bearing. Sleeve will move approximately 1/8 of an inch.
8. Remove the retaining ring that holds the top bearing into the chain case.
9. You will need to heat the case with a hot air gun. Heat the area around the bearing not the bearing. This is done so the material will grow and the bearing will slide out. You may need to heat the case multiple times until you can get the bearing to slide out freely.

10. Use a couple screw drivers or picks to pry the bearing out. The case will be hot so proceed with caution.

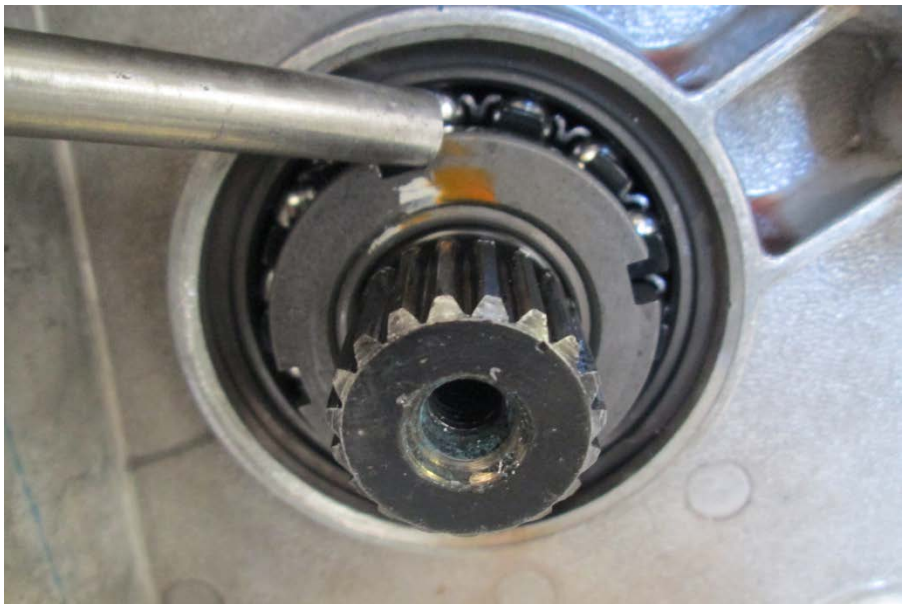
11. After the bearing is removed use a clean towel to clean the area of any oil or debris that may be left.
12. Remove the new bearing from the package and insert the tapered sleeve from the old bearing into the new bearing with seals. The sleeve will only fit one way, make sure that the assembly looks like the picture. The retaining nut needs to be started on the threads, do not over tighten make sure sleeve will still slide over the shaft.



13. The case will need to be reheated so that the bearing will easily slide into the pocket in the chain case.

14. When the chain case is hot slide the bearing assembly onto the shaft, make sure the retaining nut is to the outside. Use provided piece of pipe to tap bearing back into its home position, and reinstall the snap ring that was removed from the case.

15. Once case has cooled you can tighten the top retaining nut, use the hammer and punch and rotate the nut clockwise.



16. Make sure the nut is tight. When the nut is tight fold one of the star washer tabs into a slot on the retaining nut.
17. You will NOT reuse the factory snap ring and the shims. Make sure to save them if sled is ever returned to stock.
18. Place the top gear with flanges onto the top jack shaft.

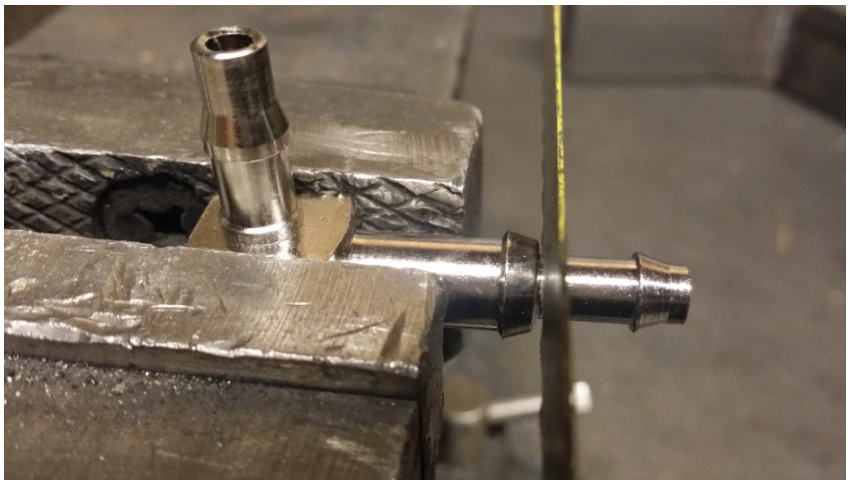
19. You will need to repack the bottom bearing with grease before installing a new seal that was supplied in the kit.

20. You will need to install the oil tank brackets onto the bottom cover. Both brackets are the same so it does not matter which one goes where.
21. Using 6 of the supplied small stainless steel bolts to attach brackets to the cover. Place a small drop of blue locktite on each of the screws, so they don't come loose.

22. Now on the front of the cover use the 2 remaining stainless screws to plug the bottom 2 holes on the brackets. This is so the tank will not slide through the bracket. Make sure to use a drop of loctite on the threads.

23. Place the belt over the top gear flanges and into the chain case.
24. Place the large gear onto the bottom drive shaft, the side of the gear with the small step in the center of the gear should go on first. The flat side of the gear (center spoke area) should face outward.
25. Now you can install the center flange and install the 6 retaining bolts. Loctite the bolts and torque to 15 ft lbs.
26. Install the new large snap ring onto the bottom drive shaft, make sure that the ring snaps securely into place.
27. Install bottom cover assembly in place of the old chain case cover. Make sure belt is pushed to the left when installing the assembly and the tensioner arm is placed over the tapered post in the chain case.
28. You can now start installing the bolts to secure the cover to the chain case attached to the sled. Torque the bolts to 15ftlbs.
29. To tension the belt tighten the adjuster screw on the right side of the bottom cover. Belt tension should be 3/8 of an inch. When belt is tensioned tighten the locking nut on the tensioner bolt. Tighten the 9/16 bolt on the cover as well. You may need to use a short screw driver and install it into the slot on the end of screw and then tighten the nut with a wrench. To make tensioning easy you can use a colored marker to make indicator marks on the top edge of the bottom cover, as a quick reference.

30. This chain case will grow as the sled gets warm. You may need to tension and or check tension multiple times after kit is installed. Make sure teeth on belt are properly aligned with the teeth on the gears.
31. Install the new longer supplied bolt and washer onto the top gear. Apply blue loctite to the threads of the bolt and torque to 30 ft lbs.
32. Remove the elbow and grommet from the plastic bag that contains the oil tank. You will need to remove the nipple that is on the end of the elbow. Use a hack saw to remove, make sure to clean any of the metal chips out of the elbow before installing into the tank.



33. You will need to drill½ inch hole slightly offset of the center of the tank. After drilling the hole make sure tank is clear of any plastic remnants.

34. You will need to lube the rubber bushing before you push and twist it into the tank. Then lube the elbow and press it firmly into the center of the bushing.
35. Slide the tank into the brackets that you earlier fastened to the bottom cover.
36. You can now attach the factory oil inject line to the elbow on the tank. Make sure to use the factory clamp to hold the hose in place. You may need to use plastic ties to hold the line away from the exhaust.
37. Supplied is a safety pin that is used to keep the tank in place, but also allows for quick removal to adjust the tension of the belt.

38. You will need to use the factory oil cap on the oil tank. The factory cap has a built in roll over valve so the tank will not leak when sled is rolled over or on its side. Now the oil tank can be filled with 2 stroke oil.
39. Put sled on a track stand, and make sure track is not touching the ground. Rotate the track by hand to make sure the belt and gears are aligned properly. If belt is loose retention.

40. Plug the new installed speed sensor connector into the factory connector.
41. Remember to check belt tension multiple times after the initial install of the belt drive. If belt is tighter than ¼ of an inch of deflection loosen the belt. If it is more tighten the belt.

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