

**2005**  
***Touring and WideTrak***  
***Snowmobiles***

***Owner's Manual***  
***for Maintenance and Safety***



**POLARIS®**  
The Way Out.



*The first Polaris snowmobile (1955)*



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## **WARNING**

Read, understand, and follow all of the instructions and safety precautions in this manual and on all product labels.

Failure to follow the safety precautions could result in serious injury or death.

## **PROPOSITION 65 WARNING**

Snowmobile engines discharge fuel and exhaust, which contain chemicals known to the State of California to cause cancer and birth defects or other reproductive harm, onto the snow on which they operate. Keep this engine properly tuned and avoid unnecessary idling and spillage during fueling.

## **WARNING**

The engine exhaust from this product contains chemicals known to cause cancer, birth defects or other reproductive harm.



**POLARIS**

*For 50 years we've been  
helping Polaris customers  
find The Way Out.*

*It's been a fun ride.  
But then, after all these years,  
That's what we're all about.*

*Visit our Web site at  
[www.polarisindustries.com](http://www.polarisindustries.com)*



**POLARIS®**  
The Way Out.

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Printed in U.S.A.

2005 Edge Touring Owner's Manual P/N 9919078

# WELCOME

Thank you for purchasing a Polaris vehicle, and welcome to our world-wide family of Polaris owners. We proudly produce an exciting line of utility and recreational products.

## **Polaris Recreational Vehicles**

- Snowmobiles
- All-terrain vehicles (ATVs)
- Personal Watercraft
- Sport Boats
- *RANGER* utility vehicles
- Victory motorcycles

## **Polaris Professional Series Workmobiles™**

- Utility Task Vehicles™ (UTVs)
- Personal Task Vehicles™ (PTVs)
- All-Surface Loaders (ASLs)

We believe Polaris sets a standard of excellence for all utility and recreational vehicles manufactured in the world today. Many years of experience have gone into the engineering, design, and development of your Polaris vehicle, making it the finest machine we've ever produced.

For safe and enjoyable operation of your vehicle, be sure to follow the instructions and recommendations in this owner's manual. Your manual contains instructions for minor maintenance, but information about major repairs is outlined in the Polaris Service Manual and should be performed only by a Factory Certified Master Service Dealer (MSD) Technician.

Your Polaris dealer knows your vehicle best and is interested in your total satisfaction. Be sure to return to your dealership for all of your service needs during, and after, the warranty period.

We also take great pride in our Parts Apparel and Accessories (PAA) products, available through our online store at [www.purepolaris.com](http://www.purepolaris.com). Have your accessories and clothing delivered right to your door!

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# INTRODUCTION

## Important Notes for Owners and Drivers

- ✓ After reading this manual, store it in the snowmobile for convenient reference. It should remain with the snowmobile when sold.
- ✓ The illustrations and photos used in this manual are general representations. Your model may differ.
- ✓ Follow the maintenance program outlined in this manual. Preventive maintenance ensures that critical components of the snowmobile are inspected by your dealer at specific mileage intervals.
- ✓ You and your dealer must complete the registration form included with your snowmobile and forward it to us. This completed form is necessary to ensure warranty coverage.
- ✓ Protect and preserve your right to ride by joining your local trail riding clubs.

# INTRODUCTION

## Preservation of the Environment

Polaris is committed to supporting an environmental education campaign. We encourage state and provincial governments across the snowbelt to adopt rigorous safety training programs that encourage protection of our environment, including wildlife and vegetation.

Snowmobile clubs and other organizations are working together to protect our environment. Please support their efforts and operate your snowmobile with consideration for the protection and preservation of our environment.

**Respect your snowmobile;  
respect the environment;  
and you will earn  
the respect of everyone.**

## Noise Level

One of the most publicized issues about snowmobiles is noise. The Society of Automotive Engineers (SAE), the standard-setting body for snowmobile development, recommends that snowmobiles conform to prescribed sound levels.

Polaris snowmobiles are engineered to conform to these SAE standards. Our muffler systems are designed to reduce noise levels and must not be altered or removed. The sound of your snowmobile may not be welcome to non-snowmobilers, so you have a responsibility to operate your snowmobile with concern for others. We do our part by manufacturing quieter machines; we ask your help to further reduce the impact of noise by operating your snowmobile safely and responsibly.

## Air Pollution

Polaris engineers continuously investigate ways to reduce emission levels of two-stroke engines. We expect our efforts to lead to the reduction of potential air pollution.

In addition to our technological research, we encourage government agencies, manufacturers, distributors, dealers, ecologists, and other interested parties to work together to develop data on environmental topics.

# INTRODUCTION

## Vehicle Identification Numbers

The tunnel vehicle identification number (VIN) and engine serial number are important for model identification when registering your snowmobile, when obtaining insurance, and when ordering replacement parts. In the event your snowmobile is stolen, these numbers are essential to its recovery and identification.

Remove the spare key and store it in a safe place. Your key can be duplicated only by mating a Polaris key blank with one of your existing keys. If both keys are lost, the ignition switch must be replaced. See your Polaris dealer.

**NOTE:** Record your snowmobile's ID numbers and key number in the spaces provided.

Tunnel VIN (lower right side of the tunnel) :

Vehicle Model Number:

Engine Serial Number (right front side of engine crankcase):

Key Number:

# SAFETY

## Operator Safety

The following signal words and symbols appear throughout this manual and on your vehicle. Your safety is involved when these words and symbols are used. Become familiar with their meanings before reading the manual.



The *safety alert symbol*, on your vehicle or in this manual, alerts you to the potential for personal injury.



### **WARNING**

The *safety alert warning* indicates a potential hazard that may result in serious injury or death.



### **CAUTION**

The *safety alert caution* indicates a potential hazard that may result in minor personal injury or damage to the vehicle.

### **CAUTION**

A *caution* indicates a situation that may result in damage to the vehicle.

### **NOTE:**

A *note* will alert you to important information or instructions.

## Operator Safety

### WARNING

Driving a snowmobile requires your full attention. DO NOT drink alcohol or use drugs or medications before or while driving. They will reduce your alertness and slow your reaction time. In most states and provinces, it's prohibited by law to drive while intoxicated or under the influence of drugs.

Polaris produces high performance snowmobiles capable of traveling at high speeds. Extra caution must be observed to ensure operator safety. Make sure your snowmobile is in excellent operating condition at all times. We strongly recommend that the operator check major and vital safety components before every ride.

All Polaris snowmobiles are designed and tested to provide safe operation when used as directed. Failure of critical machine components may result from operation with any modifications, especially those that increase speed or power. DO NOT MODIFY YOUR MACHINE. The snowmobile may become aerodynamically unstable at speeds higher than those for which it is designed. Loss of control may occur at higher speeds. Modifications may also create a safety hazard and lead to bodily injury.

**The warranty on your entire machine is terminated** if any equipment has been added, or any modifications have been made, to increase the speed or power of the snowmobile.

# SAFETY

## Operator Safety

### Stay Away From Moving Parts

#### **WARNING**

Never hold the snowmobile up or stand behind it while warming up the track. A loose track or flying debris could cause serious personal injury or death.

We recommend having your dealer perform track service and alignment procedures.



Be alert when riding, and remain properly seated to stay clear of the track. Your snowmobile is propelled by a revolving track that must be partially exposed for proper operation. Serious injuries may result if hands, feet, or clothing become entangled in the track.

#### **WARNING**

If fingers or clothing contact the moving parts of an engine, serious injury can result. Always stop the engine before attempting adjustments.

*Never* attempt adjustments with the engine running. Turn off the ignition, raise the hood, make the adjustment, secure shields and guards, secure the hood, and then restart the engine to check its operation.

### Riding Position

#### **WARNING**

Improper riding position may seriously reduce your ability to control the machine and may result in serious injury or death. Always be properly seated and in position to control your vehicle.

Operating a snowmobile requires skill and balance for proper control. Rider positions may vary from person to person as each becomes more skilled; but under most conditions, the proper position is to be seated with feet on the running boards, and comfortably positioned for proper throttle, brake, and steering control.

#### **WARNING**

Use of a backrest may hinder your weight shifting ability. This could affect your ability to control this rider-active vehicle in certain extreme driving situations.

## Operator Safety

### Survival Preparation

For your safety, always ride in a group of other snowmobilers. Always tell someone where you're going and how long you expect to be gone. If it isn't possible to ride with others, and you must travel into remote areas, always carry survival equipment that's appropriate to the conditions you may encounter. Such equipment may include, but is not limited to: extra clothing, a sleeping bag, a flashlight, food and water, a signaling mirror, a means of building a fire, and a two-way radio or cellular telephone.

For added protection, carry the following items on your snowmobile at all times:

- Spare Drive Belt
- Extra Set of Spark Plugs
- Tow Rope
- Extra Oil
- Fuel Deicer
- Winter Survival Kit
- Trail Map
- Owner's Manual
- First Aid Kit

### Riding Apparel

Be aware of the weather forecast and especially the wind chill. A wind chill table is provided on page 22 for your reference. To better enjoy your ride, be prepared, be warm and be comfortable.



### WARNING

Loose clothing or long scarves may easily become entangled in moving parts and cause serious personal injury.

Always wear an approved helmet and eye protection.

# SAFETY

## Operator Safety

### Disabled Operators

Safe operation of this rider-active vehicle requires good judgement and physical skills. Operators with cognitive or physical disabilities have an increased risk of loss of control, which could result in serious injury or death.

### Cargo Overload

Too much weight on the rear of the machine may reduce your ability to steer. Do not exceed carrier and rack weight limits, and do not allow a passenger to sit on the seat back or the cargo carrier.

## WARNING

Control becomes more difficult with two people on board. More space is required to make turns, and longer distances are needed for stopping. Make sure the passenger remains seated behind the driver, facing forward, with both feet placed firmly on the running boards. Slow down and avoid “jumping” your snowmobile.

### Rider Capacities

**Driving 1-Up** - Some Polaris snowmobiles are designed for a single rider only. A decal on the *console* of these models indicates single rider operation.

**Driving 2-Up** - Some Polaris snowmobiles are designed for up to two riders. A decal on the *hood* of these models indicates that the vehicle is designed for one operator and one passenger only. See page 24 for decal location.

Machines designed for two riders should never be operated with more than two people on board. When traveling with a passenger, it's the driver's responsibility to operate the machine safely.

**Slow down!** Control becomes more difficult with two people on board. More space is required to make turns, and longer distances are necessary for stopping.

## **Operator Safety** **Excessive Speed**

### **WARNING**

High speed driving, especially at night, could result in serious personal injury or death. Always reduce speed when driving at night or in inclement weather.

Observe all state and local laws governing snowmobile operation. They've been established for your protection.

Always be alert and pay attention to the trail ahead. Multiplying speed (MPH) by 1.5 will equal the approximate number of feet per second your machine travels. If your speed is 40 MPH, your machine is traveling about 60 feet per second. If you look back for only two seconds, your machine will travel about 120 feet. If your speed is 60 MPH, your machine will travel about 180 feet in two seconds.

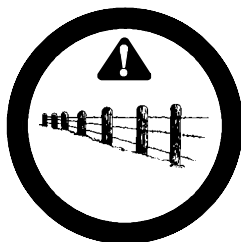
Traveling at night requires extra caution. Check headlight and taillight to ensure proper operation, and don't over-drive your headlight beam. Always be able to bring your machine to a stop in the distance illuminated by the headlight.

# SAFETY

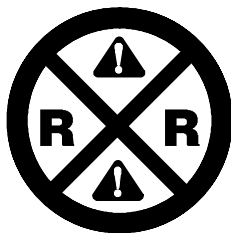
## Operator Safety

### Driver Awareness

Slow down when traveling near poles, posts, or other obstacles. Be especially alert if you're snowmobiling after dark. Always be on the alert for wire fences. Single strands are especially dangerous, since there may be a great distance between posts. Guy wires on utility poles are also difficult to distinguish.



Make sure the way is clear before crossing railroads and other roads and highways. The noise of your machine will drown out the sound of approaching vehicles. Look ahead, behind, and to both sides before turning or crossing railroad tracks or highways. Steep embankments may also hide your view. Always leave yourself a way out.



Variances in snow depth and/or water currents may result in uneven ice thickness. Always check with local residents or authorities for general information on conditions when traveling on lakes and streams that are strange to you. Before riding your machine on a frozen body of water, be sure the ice is thick enough to support the machine and its operator, as well as the force created by a moving vehicle. You may drown if you and the snowmobile break through the ice.

When teaching inexperienced operators to ride, set up a predetermined course for practice. Make sure they know how to drive and control the snowmobile before allowing them to make longer trips. Teach them proper snowmobile courtesy, and enroll them in driver's training and safety courses sponsored by local or state organizations.

## Operator Safety

### Avalanches

Snowmobilers should always be properly trained and equipped before traveling in mountainous terrain:

- Take an avalanche class
- Travel with experienced people
- Travel on designated trails
- Make sure each person is equipped with a shovel, probe and avalanche beacon.



You don't have to be snowmobiling on a slope for an avalanche to occur. Be aware that all of the snow is connected. You may be riding on a flat slope or snow covered road, but if the snowpack above is unstable enough you can trigger an avalanche on a steeper slope above you. Always be aware of snow conditions above you as you travel in mountainous terrain.

Before riding in mountainous terrain, call or log on to your local avalanche advisory to get current weather and snow stability information.

For more information about avalanche training and avalanche conditions, contact local law enforcement in your area, or visit either the American Avalanche Association online at [www.americanavalancheassociation.org](http://www.americanavalancheassociation.org) or the U.S. Forest Service National Avalanche Center at [www.avalanche.org](http://www.avalanche.org).

# **SAFETY**

## **Operator Safety**

### **Ice and Snow Build-up**

#### **WARNING**

Ice and snow build-up may interfere with the steering of your machine, resulting in serious injury or death. Keep the underhood area free of snow and ice.

Before driving, manually turn the skis to the left and right to be sure ice and snow are not interfering with full left and right steering. If difficulty is encountered, check for ice and snow build-up that may be obstructing the steering linkage. Snow screens and bib kits are available through your dealer to help reduce snow and ice build-up.

### **Driving on Slippery Surfaces**

#### **WARNING**

Driving on ice or hard-packed snow reduces steering and braking control, which may result in serious injury or death. Slow down and use caution.

Excessive shifting of operator body weight when turning on hard-packed snow or ice may lead to loss of vehicle control and result in serious injury or death. Slow down to maintain control under these conditions.

It's dangerous to drive on ice or other slippery surfaces. If it's unavoidable, use extreme caution and operate at speeds no faster than a walk. Never attempt an abrupt change of direction. The chance of "spin-out" increases under these conditions.

## Operator Safety

### Driving in Hilly Terrain

#### **WARNING**

Climbing a hill or crossing the face of a slope may result in loss of balance and machine roll-over, causing serious injury or death. Use caution and good judgement when driving in hilly terrain.

Operating in hilly terrain requires extreme caution to maintain balance and avoid roll-over. If climbing a hill is unavoidable, keep all your weight low and forward.

If you must cross the face of a slope, keep your weight on the uphill side of the machine to maintain proper balance and avoid possible roll-over.

Slow down when reaching the crest of a hill. Be prepared to react to obstacles, sharp drops, or other people or vehicles that may be on the other side of the hill.

If you're unable to continue up a hill, turn the machine downhill before it loses momentum. If this isn't possible, spin the track just enough to dig in to prevent it from rolling back down the hill. Stop the engine and set the parking brake (if equipped). Keeping away from the downhill side of the machine, pull the rear of the snowmobile around and point the front end and skis downhill. Remount the machine, restart the engine, release the parking brake, and descend the hill carefully.

# **SAFETY**

## **Operator Safety**

### **Driving Downhill**

When riding downhill, shift your weight to the rear of the machine and reduce your speed to a minimum. Apply just enough throttle to keep the clutch engaged, allowing the engine's compression to help slow the machine and keep it from rolling freely downhill.

### **WARNING**

When driving on long downhill stretches, pump the brakes. Riding the brakes may cause the brake system to overheat, which may result in brake failure.

Excessive or repetitive use of the brakes for high speed stops will also cause an overheated brake system. This condition may lead to a sudden loss of brakes and/or fire and may result in serious injury or death.

### **Clutch Guard**

**Do not operate the engine with the clutch guard removed.**

The clutch guard is designed to protect the operator from metal parts if the clutch should fail. Although the chance of failure is extremely remote, don't defeat the purpose of the guard by removing it. It's provided for your safety.

### **Drive Belt**

**Do not operate the engine with the drive belt removed.**

Any servicing that requires operation without a belt must be performed by your dealer. Operation of the engine with the belt removed may result in personal injury or damage to the engine.

## Operator Safety

### Intake Silencer

**Do not operate the engine with the intake silencer or filter removed.**

Damage to the engine may occur if the intake silencer or filter are removed.

### Clutches

**Do not attempt to service the clutches.**

All clutch service must be performed by your dealer. The clutch is a complex mechanism that rotates at high speeds. Each clutch is dynamically balanced before installation. Any tampering may disrupt this precision balancing and create an unstable condition.

### Cold Weather Drive-Away

Whenever your snowmobile has been parked for a length of time, especially overnight, always make sure the skis and track are loosened from ice and snow before attempting to drive. Apply the throttle with enough authority to put the machine into motion, but always operate within safety limits and, on 2-Up machines, with respect for a passenger. See Starting a Cold Engine on page 58.

### Maneuverability

Control and maneuverability comes not only through the steering and skis, maximum control is achieved by shifting of body weight. Maneuverability will change for lighter operators or machines designed to carry a load or a passenger.

### Maintenance

Your Polaris snowmobile is a well-engineered and well-constructed recreational vehicle. Follow the recommended maintenance program outlined beginning on page 76 of this manual to ensure that all critical components on the snowmobile are thoroughly inspected by your dealer at specific mileage intervals.

# **SAFETY**

## **Operator Safety**

### **Powder Snow Operation**

Moveable hood closures are included on some Polaris snowmobiles. They are normally left open and are located on the front upper and lower hood openings. If operating in deep snow or in extreme cold conditions (below -20°F), Polaris recommends closing the upper hood closure.

#### **WARNING**

Do not drive for prolonged periods on blacktop, gravel, or ice. Doing so could cause irreversible track damage and lead to serious personal injury.

Since snow provides the only lubrication for the power slide suspension and, on liquid cooled models, cooling for the engine, adequate snow cover is a requirement for operation of your machine. Driving in too little snow will result in excessive wear and damage to the slide rail, track and/or engine.

If the machine becomes stuck in snow, clear the running board area of snow, then step down the snow in front of the machine so that when the throttle is opened, the snowmobile will be able to climb up and over. You may then mount the machine and continue riding.

#### **CAUTION**

When operating on icy surfaces or hard-packed snow, avoid overheating the slide rail and track. Lack of lubrication and cooling will cause overheating of the slide rail and track, resulting in premature wear and failure. If frequently operating in low cooling conditions, see your dealer for an optional wheel kit that will reduce the wear from overheating.

## **Operator Safety**

### **Driving Responsibly**

Every snowmobile handles differently, and even the most docile conditions may become dangerous if operators drive improperly. If you're new to snowmobiling, acquaint yourself with the machine and with what it will and won't do under various conditions. Even seasoned drivers should spend some time getting the feel for a machine before attempting ambitious maneuvers.

- A snowmobile depends on the rider's body position for proper balance in executing turns, traversing hills, etc. Always start on a smooth, level area to begin building your operating experience.
- Before allowing someone else use your snowmobile, know the extent of their operating skills. Check to see if they've taken a snowmobile safety course and have an operator's certificate. For their protection, as well as yours, make sure they take a snowmobile safety course. Everyone can benefit from the course.
- Don't "jump" your snowmobile. Jumping may injure your back because of spinal compression. The seat and suspension of your snowmobile have been designed to provide protection under normal riding conditions. Your snowmobile is not intended for this kind of use.
- Be courteous to oncoming traffic by dimming your headlights and reducing your speed. Your snowmobile is equipped with a high output headlamp system that may cause discomfort to operators of oncoming vehicles when on high beam.
- When traveling in a group of snowmobiles, don't tailgate (follow too closely). Allow ample stopping distances, and keep track of those following you. Drive defensively to avoid accidents.
- Remove the key from the ignition.

# SAFETY

## Operator Safety

### Windchill/Temperature Charts

The following information is provided to help you determine when temperatures become dangerous for riding.

#### WIND CHILL CHART (°F)

| Estimated Wind Speed in MPH                              | Actual Thermometer Reading (°F)             |    |    |     |                                       |     |     |              |      |      |      |      |
|----------------------------------------------------------|---------------------------------------------|----|----|-----|---------------------------------------|-----|-----|--------------|------|------|------|------|
|                                                          | 50                                          | 40 | 30 | 20  | 10                                    | 0   | -10 | -20          | -30  | -40  | -50  | -60  |
|                                                          | Equivalent Temperature (°F)                 |    |    |     |                                       |     |     |              |      |      |      |      |
| Calm                                                     | 50                                          | 40 | 30 | 20  | 10                                    | 0   | -10 | -20          | -30  | -40  | -50  | -60  |
| 5                                                        | 48                                          | 37 | 27 | 16  | 6                                     | -5  | -15 | -26          | -36  | -47  | -57  | -68  |
| 10                                                       | 40                                          | 28 | 16 | 4   | -9                                    | -21 | -33 | -46          | -58  | -70  | -83  | -95  |
| 15                                                       | 36                                          | 22 | 9  | -5  | -18                                   | -36 | -45 | -58          | -72  | -85  | -99  | -112 |
| 20                                                       | 32                                          | 18 | 4  | -10 | -25                                   | -39 | -53 | -67          | -82  | -96  | -110 | -124 |
| 25                                                       | 30                                          | 16 | 0  | -15 | -29                                   | -44 | -59 | -74          | -88  | -104 | -118 | -133 |
| 30                                                       | 28                                          | 13 | -2 | -18 | -33                                   | -48 | -63 | -79          | -94  | -109 | -125 | -140 |
| 35                                                       | 27                                          | 11 | -4 | -20 | -35                                   | -49 | -67 | -82          | -98  | -113 | -129 | -145 |
| 40                                                       | 26                                          | 10 | -6 | -21 | -37                                   | -53 | -69 | -85          | -100 | -116 | -132 | -148 |
| Wind Speeds Greater Than 40 MPH Have Little Added Effect | Little Danger (For Properly Clothed Person) |    |    |     | Increasing Danger                     |     |     | Great Danger |      |      |      |      |
|                                                          |                                             |    |    |     | Danger From Freezing of Exposed Flesh |     |     |              |      |      |      |      |

#### WIND CHILL CHART (°C)

| Estimated Wind Speed<br>in KPH                                 | Actual Thermometer Reading (°C)                   |     |     |                                       |     |     |                 |     |     |     |
|----------------------------------------------------------------|---------------------------------------------------|-----|-----|---------------------------------------|-----|-----|-----------------|-----|-----|-----|
|                                                                | 5                                                 | 0   | -5  | -10                                   | -15 | -20 | -25             | -30 | -35 | -40 |
|                                                                | Equivalent Temperature (°C)                       |     |     |                                       |     |     |                 |     |     |     |
| 0                                                              | 5                                                 | 0   | -5  | -10                                   | -15 | -20 | -25             | -30 | -35 | -40 |
| 10                                                             | 1                                                 | -4  | -11 | -16                                   | -22 | -27 | -33             | -38 | -45 | -50 |
| 20                                                             | -4                                                | -9  | -17 | -23                                   | -29 | -36 | -42             | -48 | -54 | -61 |
| 30                                                             | -7                                                | -13 | -21 | -28                                   | -35 | -42 | -48             | -55 | -63 | -69 |
| 40                                                             | -9                                                | -16 | -24 | -32                                   | -39 | -47 | -53             | -61 | -69 | -76 |
| 50                                                             | -11                                               | -18 | -26 | -34                                   | -41 | -49 | -57             | -64 | -73 | -80 |
| 60                                                             | -12                                               | -19 | -27 | -35                                   | -43 | -51 | -59             | -66 | -75 | -82 |
| 70                                                             | -13                                               | -20 | -28 | -36                                   | -44 | -52 | -60             | -68 | -76 | -84 |
| Wind Speeds Greater<br>Than 70 KPH Have Little<br>Added Effect | Little Danger<br>(For Properly<br>Clothed Person) |     |     | Increasing<br>Danger                  |     |     | Great<br>Danger |     |     |     |
|                                                                |                                                   |     |     | Danger From Freezing of Exposed Flesh |     |     |                 |     |     |     |

## Safety Decals and Locations

Warning decals have been placed on the snowmobile for your protection. Read and follow the instructions of the decals and other warnings on the snowmobile carefully. If any of the decals depicted in this manual differ from the decals on your snowmobile, always read and follow the instructions of the decals *on the snowmobile*.

If any decal becomes illegible or comes off, contact your Polaris dealer to purchase a replacement. Replacement *safety* decals are provided by Polaris at no charge. The part number is printed on the decal.

### Clutch Cover Warning

This warning decal is found *under the hood* on the clutch cover:

**Do not operate engine with hood open.**

**Do not attempt adjustment with engine running.**

**Do not operate engine with this guard open.**

**Never run engine with drive belt removed.**

**Never service clutches yourself - see your dealer.**

### Air Box Warning

This warning decal is found *under the hood* on applicable models:

#### **CAUTION**

**Do not operate above 40 mph with hood-to-airbox foam removed or engine failure will result.**

### Pressure Cap Warning

This warning decal is found on the coolant bottle cover of liquid cooled models:

#### **WARNING**

**Do not open hot.**

**Test or replace when changing coolant.**

**Press down and turn to release cap.**

**13 PSI**

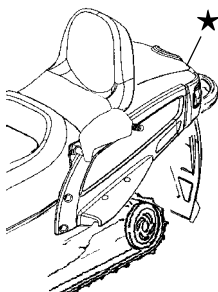


# SAFETY

## Safety Decals and Locations

### Track Warning

The track warning decal is located on the rear of the tunnel:



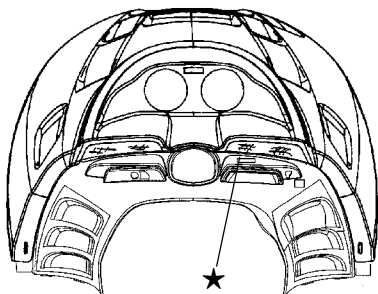
### Cargo Carrier Warnings

Machines with a cargo carrier have a cargo weight decal at the rear of the snowmobile. The decal specifies the maximum recommended weight capacity for the carrier. Never exceed the maximum recommended weight capacity for your machine.

### Passenger Warning

Polaris touring models and the WideTrak are designed for the operator and one passenger. For more information on operating with a passenger, see page 12.

The passenger warning decal is located at the right side of the steering post:



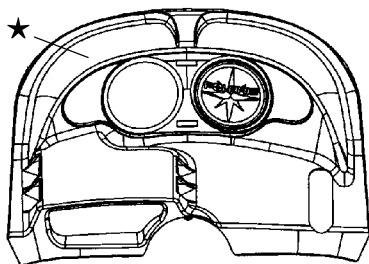
**This vehicle is designed for operator and “ONE” passenger only.**

## Safety Decals and Locations

### Standard Reverse Warning

The Polaris WideTrak snowmobile is equipped with standard reverse.

The reverse warning decal is located above the instrument housing.



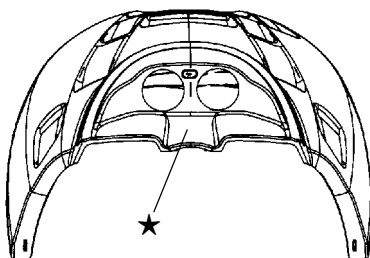
|  <b>WARNING</b>                                                                                                                                                                                                                                                                                                                     |  <b>AVERTISSEMENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Reverse operation, even at low speeds, can cause loss of control resulting in serious injury or death. To avoid loss of control, always:</p> <ul style="list-style-type: none"> <li>• Look behind before and while backing up.</li> <li>• Avoid sharp turns.</li> <li>• Shift to or from reverse only when stopped.</li> <li>• Apply throttle slowly.</li> </ul> <p>For more information, see Owner's Manual.</p> | <p>La conduite en marche arrière, même à basse vitesse, peut causer la perte de contrôle et entraîner des blessures graves ou mortelles. Pour éviter la perte de contrôle, il faut toujours :</p> <ul style="list-style-type: none"> <li>• Regarder derrière le véhicule avant et durant la conduite en marche arrière;</li> <li>• Éviter les virages serrés;</li> <li>• Passer en marche arrière ou de la marche arrière à la marche avant seulement une fois le véhicule complètement arrêté;</li> <li>• Appuyer lentement sur la manette des gaz.</li> </ul> <p>Consulter le manuel d'utilisation pour plus de détails.</p> <p style="text-align: right;">7079429</p> |

# SAFETY

## Safety Decals and Locations

### Electronic Reverse Warning

Polaris snowmobiles equipped with electronic reverse will have the electronic reverse warning decal.



#### **⚠ WARNING**

Reverse operation, even at low speeds, can cause loss of control resulting in serious injury or death. To avoid loss of control, always:

- Look behind before and while backing up.
- Avoid sharp turns.
- Shift to or from reverse only when stopped.
- Apply throttle slowly.

NOTE: For more information, see Owner's Manual.

If electric reverse:

- Machine stopped and engine at idle, push yellow button on LH control to reverse. Flashing light on dash indicates reverse operation.
- Push button again to return to forward.
- Elevation setting (above 6000 feet): push and hold for longer than 5 seconds to set. Let go of button at desired setting-fast flash for high elevation, slower flash for low. Setting will remain until changed.

#### **⚠ AVERTISSEMENT**

La conduite en marche arrière, même à basse vitesse, peut causer la perte de contrôle et entraîner des blessures graves ou mortelles. Pour éviter la perte de contrôle, il faut toujours :

- Regarder derrière le véhicule avant et durant la conduite en marche arrière.
- Éviter les virages serrés.
- Passer en marche arrière ou de la marche arrière à la marche avant seulement une fois le véhicule complètement arrêté.
- Appuyer lentement sur la manette des gaz.

NOTA : Consulter le manuel d'utilisation pour plus de détails.

Avec marche arrière électrique :

- La machine étant arrêtée et le moteur tournant au ralenti, appuyer sur le bouton jaune de la commande de gauche pour passer en marche arrière. Le témoin clignotant indique le fonctionnement en marche arrière.
- Appuyer de nouveau sur le bouton pour retourner en marche avant.
- Pour le fonctionnement en haute altitude (plus de 1830 m [6000 pi]), maintenir le bouton enfoncé pendant plus de 5 secondes pour établir le réglage. Relâcher le bouton lorsque la valeur désirée est obtenue - clignotement rapide pour haute altitude et lent pour basse altitude. Le réglage demeure jusqu'à ce qu'il soit changé.

7170112

## Safety Decals and Locations

### Operation Warning

Operation warning decals are present on the console of all Polaris snowmobiles, in both French and English.

#### ▲ WARNING

To avoid serious injury or death, read and understand all warnings and the Owner's Manual before operation. If manual is missing, contact a Polaris dealer for a replacement.

- This vehicle is capable of high speeds. Buried objects or uneven terrain can cause loss of control. Reduce speed and use extreme caution when operating in unfamiliar terrain.
- Excessive speed, especially at night or with limited visibility, can result in insufficient time for you to react to terrain changes, to avoid unexpected obstacles, or to stop safely.
- Never consume alcohol or drugs before or while operating this vehicle.
- In an emergency, push down the Auxiliary Shut-Off Switch, located on the top of the throttle control assembly, to stop the engine. Then pull the brake lever to stop.
- Always wear an approved helmet, eye protection, and adequate clothing while operating this vehicle.
- This vehicle is designed for adult use only. Check local laws for age requirements.
- When operating with a passenger (on approved models only), reduce speed and allow extra space for steering and stopping. A passenger reduces your ability to control the vehicle.
- When operating on hard-packed snow, ice, or when crossing roads, steering and braking ability are greatly reduced. Reduce speed and allow extra space to turn or stop.
- To maintain vehicle control on ice or hard-packed surfaces, you should have a proper balance of ski carbides to track studs. See Owner's Manual for proper use of traction products.
- Repeated stops from high speed may cause fading or sudden loss of braking ability.
- Parking brake may relax when used for long periods. Do not leave brake engaged for more than five minutes.
- Before starting engine, check throttle, brake, and steering for proper operation. Make sure hood is latched. Be seated and in position to control the vehicle.

Oil injection system: Use unmixed fuel only. Check oil level when refueling.

7079886

### Touring Models

#### ▲ WARNING

To avoid serious injury or death, read and understand all warnings and the Owner's Manual before operation. If manual is missing, contact a Polaris dealer for a replacement.

- This vehicle is capable of high speeds. Buried objects or uneven terrain can cause loss of control. Reduce speed and use extreme caution when operating in unfamiliar terrain.
- Excessive speed, especially at night or with limited visibility, can result in insufficient time for you to react to terrain changes, to avoid unexpected obstacles, or to stop safely.
- Never consume alcohol or drugs before or while operating this vehicle.
- In an emergency, push down the Auxiliary Shut-Off Switch, located on the top of the throttle control assembly, to stop the engine. Then pull the brake lever to stop.
- Always wear an approved helmet, eye protection, and adequate clothing while operating this vehicle.
- This vehicle is designed for adult use only. Check local laws for age requirements.
- When operating with a passenger (on approved models only), reduce speed and allow extra space for steering and stopping. A passenger reduces your ability to control the vehicle.
- When operating on hard-packed snow, ice, or when crossing roads, steering and braking ability are greatly reduced. Reduce speed and allow extra space to turn or stop.
- To maintain vehicle control on ice or hard-packed surfaces, you should have a proper balance of ski carbides to track studs. See Owner's Manual for proper use of traction products.
- Repeated stops from high speed may cause fading or sudden loss of braking ability.
- Parking brake may relax when used for long periods. Do not leave brake engaged for more than five minutes.
- Before starting engine, check throttle, brake, and steering for proper operation. Make sure hood is latched. Be seated and in position to control the vehicle.

Oil injection system: Use unmixed fuel only. Check oil level when refueling.

7170363

### WideTrak

# SAFETY

## Safety Decals and Locations

### Operation Warning

#### ▲ AVERTISSEMENT

Pour éviter des blessures graves ou mortelles, lire et veiller à bien comprendre tous les avertissements, ainsi que le manuel d'utilisation avant d'utiliser la machine. Si le manuel est manquant, contacter un concessionnaire Polaris pour obtenir un exemplaire de rechange. • Ce véhicule peut atteindre des vitesses élevées. Des objets enterrés ou les inégalités du terrain peuvent causer une perte de contrôle. Ralentir et faire preuve de la plus grande prudence lors de la conduite sur terrains accidentés. • Une vitesse excessive, particulièrement la nuit ou lorsque la visibilité est réduite, peut ne pas laisser le temps de réagir en présence d'un terrain accidenté, d'éviter un obstacle ou d'arrêter en toute sécurité. • Ne jamais consommer d'alcool ou de drogue avant ou pendant la conduite de ce véhicule. • En cas d'urgence, appuyer sur le bouton d'arrêt auxiliaire se trouvant sur le dessus de l'ensemble de commande des gaz pour arrêter le moteur. Ensuite, tirer le levier de frein pour immobiliser le véhicule. • Toujours porter un casque homologué, des lunettes de protection et les vêtements appropriés pendant la conduite de ce véhicule. • Ce véhicule est conçu pour être utilisé par des adultes exclusivement. Consulter les réglementations locales concernant les limites d'âge. • Lors du transport d'un passager (modèles approuvés seulement), ralentir et prévoir une plus grande distance pour diriger et arrêter la machine. Le transport d'un passager réduit la manœuvrabilité du véhicule. • Lors de la conduite sur la neige durcie, la glace ou de la traversée de routes, les capacités de braquage et de freinage sont considérablement réduites. Ralentir et prévoir une plus grande distance pour virer ou arrêter. • Pour conserver le contrôle du véhicule sur la glace ou la neige durcie, utiliser une combinaison adéquate de patins de skis en carbu et crampons de chenilles. Consulter le manuel d'utilisation pour l'usage correct des dispositifs d'adhérence. • Des arrêts répétés lors de la conduite à haute vitesse peuvent causer la détérioration ou la défaillance du système de freinage. • Le frein de stationnement peut se détendre lorsqu'il est serré pendant une période prolongée. Ne pas laisser le frein stationnement serré pendant plus de 5 minutes. • Avant de démarrer le moteur, vérifier le bon fonctionnement de la commande des gaz, des freins et de la direction. S'assurer que le capot est verrouillé. Demeurez assis et en position pour contrôler le véhicule. Système d'injection d'huile: utiliser exclusivement du carburant non mélangé. Vérifier le niveau d'huile lors de l'approvisionnement en carburant.

7079887

## Touring Models

#### ▲ AVERTISSEMENT

Pour éviter des blessures graves ou mortelles, lire et veiller à bien comprendre tous les avertissements, ainsi que le manuel d'utilisation avant d'utiliser la machine. Si le manuel est manquant, contacter un concessionnaire Polaris pour obtenir un exemplaire de rechange.

- Ce véhicule peut atteindre des vitesses élevées. Des objets enterrés ou les inégalités du terrain peuvent causer une perte de contrôle. Ralentir et faire preuve de la plus grande prudence lors de la conduite sur terrains accidentés.
- Une vitesse excessive, particulièrement la nuit ou lorsque la visibilité est réduite, peut ne pas laisser le temps de réagir en présence d'un terrain accidenté, d'éviter un obstacle ou d'arrêter en toute sécurité.
- Ne jamais consommer d'alcool ou de drogue avant ou pendant la conduite de ce véhicule.
- En cas d'urgence, appuyer sur le bouton d'arrêt auxiliaire se trouvant sur le dessus de l'ensemble de commande des gaz pour arrêter le moteur. Ensuite, tirer le levier de frein pour immobiliser le véhicule.
- Toujours porter un casque homologué, des lunettes de protection et les vêtements appropriés pendant la conduite de ce véhicule.
- Ce véhicule est conçu pour être utilisé par des adultes exclusivement. Consulter les réglementations locales concernant les limites d'âge.
- Lors du transport d'un passager (modèles approuvés seulement), ralentir et prévoir une plus grande distance pour diriger et arrêter la machine. Le transport d'un passager réduit la manœuvrabilité du véhicule.
- Lors de la conduite sur la neige durcie, la glace ou de la traversée de routes, les capacités de braquage et de freinage sont considérablement réduites. Ralentir et prévoir une plus grande distance pour virer ou arrêter.
- Pour conserver le contrôle du véhicule sur la glace ou la neige durcie, utiliser une combinaison adéquate de patins de skis en carbu et crampons de chenilles. Consulter le manuel d'utilisation pour l'usage correct des dispositifs d'adhérence.
- Des arrêts répétés lors de la conduite à haute vitesse peuvent causer la détérioration ou la défaillance du système de freinage.
- Le frein de stationnement peut se détendre lorsqu'il est serré pendant une période prolongée. Ne pas laisser le frein stationnement serré pendant plus de 5 minutes.
- Avant de démarrer le moteur, vérifier le bon fonctionnement de la commande des gaz, des freins et de la direction. S'assurer que le capot est verrouillé. Demeurez assis et en position pour contrôler le véhicule.

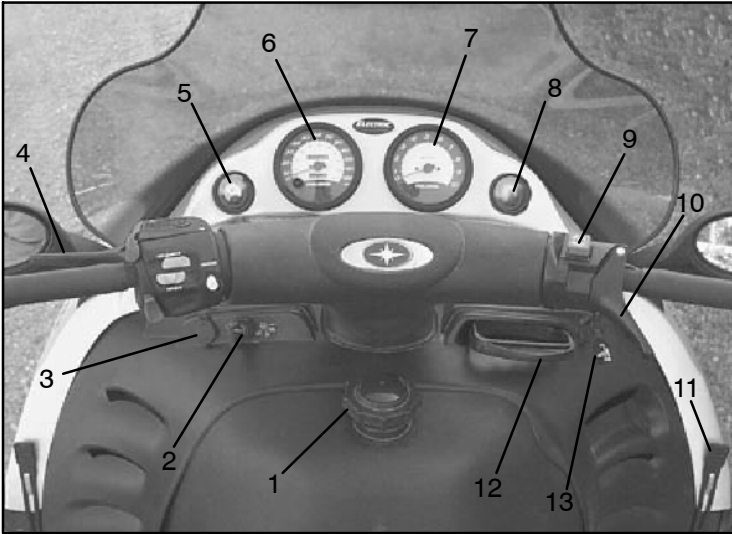
Système d'injection d'huile: utiliser exclusivement du carburant non mélangé. Vérifier le niveau d'huile lors de l'approvisionnement en carburant.

7170364

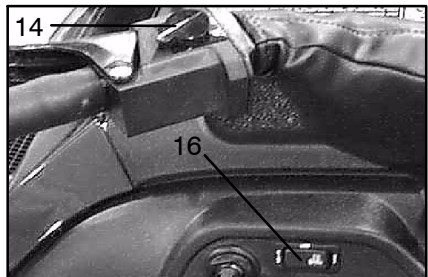
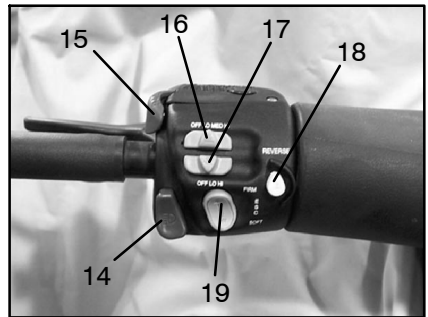
## WideTrak

# FEATURES

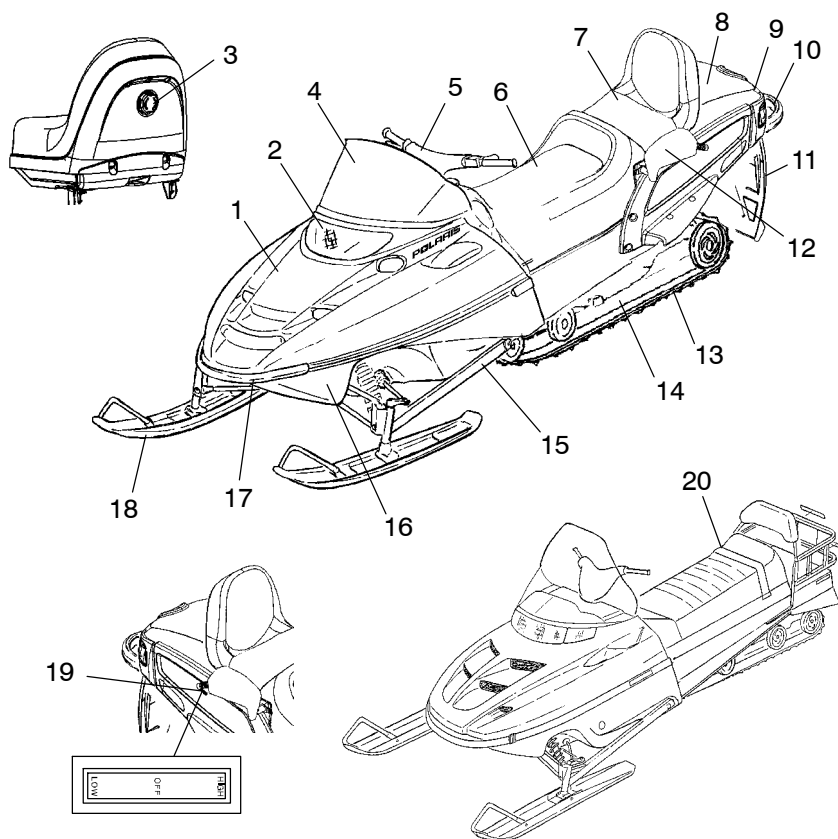
Some Polaris snowmobiles are equipped with special features. Operating controls and special feature controls are illustrated on this page. *Not all models come with all special features.* Refer to your Owner's Manual Supplement for the features on your machine.



1. Fuel Filler Cap
2. Ignition Switch
3. Accessory Plug
4. Brake Lever
5. Electronic Fuel Gauge
6. Speedometer
7. Tachometer
8. Electric Shock Control Gauge
9. Engine Stop Switch
10. Throttle Control
11. Hood Hold Down Straps
12. Recoil Starter Handle
13. Choke
14. Headlight Dimmer Switch
15. Park Brake Lock
16. Handlebar Grip Warmer Switch
17. Thumbwarmer Switch
18. Electronic Reverse Button
19. Electronic Shock Control Button



# FEATURES



1. Hood
2. Headlight
3. Passenger Lumbar Adjuster  
(Touring models)
4. Windshield
5. Handlebar
6. Operator Seat
7. Passenger Seat
8. Trunk Cover
9. Taillights
10. Rear Bumper

11. Snow Flap
12. Passenger Grab Handle
13. Track
14. Suspension
15. Trailing Arm
16. Nosepan
17. Front Bumper
18. Skis
19. Grab Handle Heater Switch
20. Passenger Hand Hold Strap  
(WideTrak)

# THE PERFECT FIT

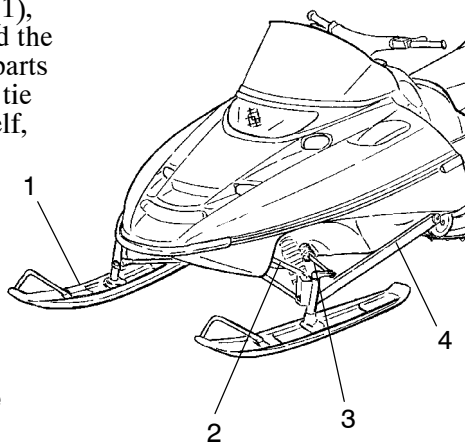
## Front Suspension Adjustments

Break in the suspension for approximately 150 miles (240 km) and re-grease all suspension parts before making any fine-tuning adjustments.

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 preference. The machine should be methodically tested, one change at a time, under the same conditions (trail and snow conditions, vehicle speed, riding position, etc.) after each adjustment until the best ride is achieved.

## Independent Front Suspension (IFS)

The IFS is made up of the skis (1), front shocks and springs (2), and the components that connect these parts to both the steering, such as the tie rods (3), and to the machine itself, such as the trailing arms (4). Front suspension adjustments include shocks, springs, toe, and camber.



**NOTE:** Although the front suspension on your machine may not look exactly like the illustration, it will have the same parts and functions as those illustrated.

## IFS Adjustment Options

- Shock damping (if equipped with Indy Select or RydeFX SOLO shocks)
- Front shock spring preload
- Optional springs
- Optional shock valving (if equipped with RydeFX shocks)
- Toe (ski alignment) (see page 120)
- Camber (see your dealer)

# THE PERFECT FIT

## Front Suspension Adjustments

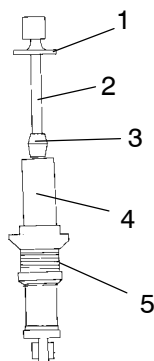
### **⚠ WARNING**

Always verify ski alignment before making adjustments to the IFS. See page 120 to check alignment. If the skis are misaligned, see your dealer, as the camber adjustment may also be affected.

For the best ride, the suspension should be adjusted to use the full travel of the shocks with occasional *light* bottoming. To determine if your machine is using full travel, push the jounce bumper down on the shock rod until it contacts the body and test ride the machine. The bumper will move up on the rod in relation to the amount of travel that was used during the ride. If the travel is full, the bumper will be seated at the top of the rod.

### Shock Absorber Components

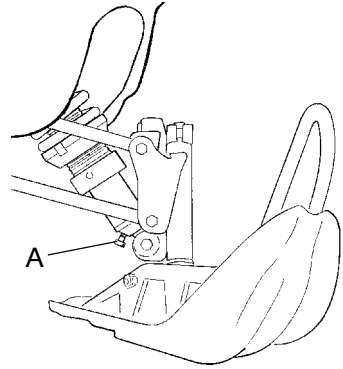
1. Retainer
2. Shock Rod
3. Jounce Bumper
4. Body
5. Threaded Spring Preload Adjuster Nut



## Front Suspension Adjustments

### Shock Damping

Adjustments to the compression stiffness of Indy Select or RydeFX SOLO shocks can be made by turning the adjustment screw (Select) or actuator (SOLO), located near the base of the shock (A). This adjustment is the easiest to perform and it should be considered first. A clockwise adjustment will increase stiffness in both styles of shock, but there are some differences.

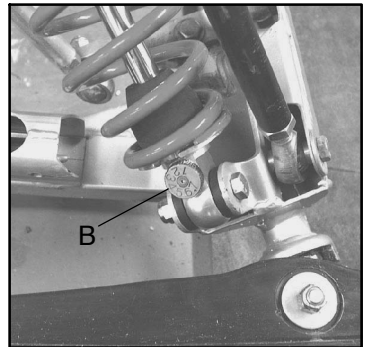


### Indy Select Shock

The factory setting for this shock is the softest position, with the adjusting screw all the way out (counterclockwise). If bottoming occurs, the Indy Select feature should be used to achieve the desired ride. The shocks have a wide range of adjustment capability. By turning the screw clockwise, the compression of the shock increases, stiffening the ride. When adjusting these shocks, we recommend that you turn the screw only 1/4 turn at a time, then test ride. Always adjust both shocks equally.

### RydeFX SOLO Shock

The factory setting for this shock is at medium stiffness, with the clicker knob (B) set at position 4. The clicker can be actuated with the thumb and forefinger. If bottoming occurs, rotate the clicker clockwise to the next higher number. If full shock travel isn't being used, rotate the clicker counterclockwise to the next lower number. When adjusting these shocks, we recommend that you turn the clicker only one click at a time, then test ride. Always adjust both shocks equally.



# THE PERFECT FIT

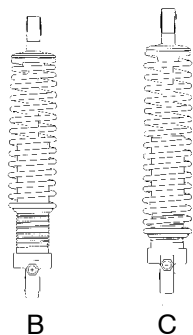
## Front Suspension Adjustments

### Adjusting Front Shock Spring Preload

Increasing spring preload will increase ski-to-ground pressure. Decreasing spring preload will decrease ski-to-ground pressure. When adjusting, be sure the springs on both the left and right sides of the machine are at the same adjustment.

To increase front shock spring preload, grasp the spring and turn it to the right. Turn it to the left to decrease preload.

Illustration B indicates high preload and illustration C indicates low preload.



Increasing the spring preload too much may adversely affect the handling of the snowmobile and the performance of the suspension. Never exceed one inch of preload beyond the factory settings, and ensure that both sides are adjusted the same. When decreasing preload, make sure at least two turns of preload are holding the spring between the retainer on top of the shock and the threaded spring preload adjuster nut on the shock body.

**NOTE:** Not all models have shocks with thread adjustable spring preload. See your dealer for more information.

### CAUTION

Always leave one thread showing above the adjuster nut. On models equipped with a plastic adjuster nut, if the nut is unscrewed from the threaded body, the nut will break.

# THE PERFECT FIT

## Front Suspension Adjustments

### Shock Valving

RydeFX or RydeFX SOLO shocks can be revalved if spring preload alone isn't sufficient and further adjustment is desired to control suspension stiffness.

### **WARNING**

Changing shock valving on RydeFX and RydeFX SOLO shocks requires special tools and a sound knowledge of mechanical theory, tool use, and shop procedures to perform the work safely and correctly. Shocks contain high-pressure nitrogen gas. Use extreme caution when handling high-pressure service equipment. We recommend that this work be performed by a Polaris dealer.

### Front Springs

For models without externally adjustable or revalvable shocks, the front springs can be changed if spring preload alone isn't sufficient and further adjustment is desired to control suspension stiffness. See your Polaris dealer for more information.

# THE PERFECT FIT

## Rear Suspension Adjustments

Rider weight, riding style, trail conditions, and vehicle speed all affect suspension action.

Each rear suspension can be adjusted to suit rider preference and deliver excellent performance for a given set of conditions. However, all suspension designs and adjustments involve a compromise, or trade-off. For example, a suspension set up for snow-cross racing would provide a very stiff ride on the trail. A suspension set up for trail riding would bottom out harshly on a snow-cross course.

A decal outlining rear suspension set-up options is located either under the hood or on the clutch cover. It provides a guideline for initial suspension set-up. Additional adjustments can be made from this point. Make adjustments to one area at a time so you can evaluate the change. For further assistance, see your dealer.

## Suspension Performance Tips

- Rider weight usually determines the position at which the spring pre-load should be set. However, this may vary with riding style. With a little experimentation, each rider can find a preferred set-up. These adjustments are easy to make, involve very little time or effort, and greatly affect the ride.
- In deep snow, a new Hi-fax will offer improved performance over worn Hi-fax. It can also improve top speed.
- When riding on ice or hard-packed snow, adding a set of bogie wheels to the rail may enhance the machine's performance. Bogie wheel kits are available from your dealer.
- Polaris offers track kits for improved flotation in deep snow. See your dealer for assistance.

**NOTE:** Keep the suspension pivot points lubricated. This will reduce moisture and rust build-up and ensure proper function of the suspension components. Grease rear suspension pivots before adjusting the rear suspension. Refer to Suspension Maintenance beginning on page 124.

# THE PERFECT FIT

## Edge 136 Rear Suspension Adjustments

(Indy 340 Touring)

### Initial Spring Preload Setting (Sag Method)

To set up the EDGE rear suspension torsion spring preload, measure the distance between the ground and rear bumper. This is measurement X.

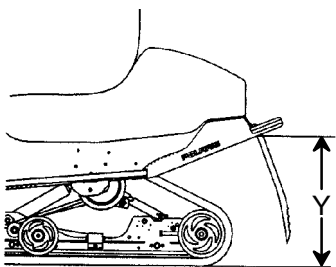
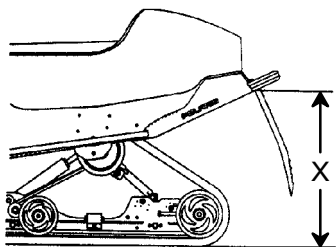
Take the first measurement with no rider and with the rear suspension at full extension.

**NOTE:** The rear bumper may need to be lifted upward slightly to fully extend the rear suspension.

Next, have the rider drop down **hard** on the seat and bounce up and down several times, collapsing the rear suspension. With the rider seated, measure the distance between the ground and the rear bumper at the exact location used for measurement X. This is measurement Y.

To determine sag, commonly referred to as ride-in, subtract measurement Y from X ( $\text{Sag} = X - Y$ ). Adjust sag by rotating the torsion spring preload cams located on the rear torque arm. Use the illustration or the decal found under the hood for reference. The ideal amount of Sag for the EDGE rear suspension is four inches ( $X - Y = 4$ ).

If the rear suspension rides in less than three inches or more than five inches with the torsion spring preload cams at their maximum range of adjustment, optional torsion springs (softer or stiffer, respectively) may be required. This is only an initial set-up, and final spring preload may vary based on rider preference and riding conditions.



# THE PERFECT FIT

## Edge 136 Rear Suspension Adjustments

(Indy 340 Touring)

### Rear Spring Tension

To adjust rear torsion spring tension, rotate the three-position cam using the engine spark plug tool.

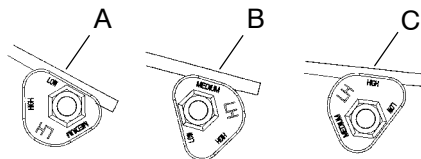
Different rate torsion springs are available if a firmer ride is desired. Contact your dealer for more information.

The following information is provided only as a guideline to be used for initial suspension set-up. Your set-up may vary based on your desired riding style.

A - Low tension

B - Medium tension

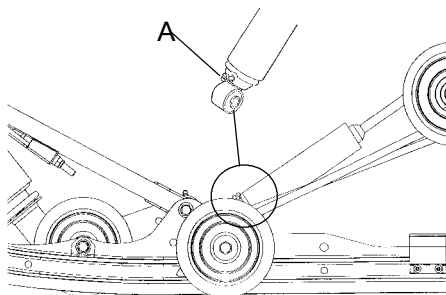
C - High tension



### Indy Select Rear Shock

The Indy Select rear shock allows for adjustments to the compression valving. Locate the adjustment screw (A) near the base of the shock. In half-turn increments, turn the screw clockwise to increase compression valving and stiffen the ride, or counterclockwise to reduce compression and soften the ride. There are approximately three full turns of adjustment available.

If bottoming continues after the screw has been turned fully clockwise, the torsion spring should be adjusted (see page 38). Return the screw to its original starting position after the torsion spring has been tightened.



# THE PERFECT FIT

## Edge 136 Rear Suspension Adjustments

(Indy 340 Touring)

### Optional Coil Springs

Different rate coil springs are available for some shocks if a firmer ride is desired. Contact your dealer for more information.

### Suspension Coupling

On all Polaris snowmobile rear suspensions, there are two torque arms that control the movement of the rail beam. Prior to the advent of suspension coupling, these torque arms could move independently of each other. Rear suspension coupling links the movement of the front and rear torque arms to each other. There are two types of rear suspension coupling.

### Front To Rear Coupling and the Front Rear Scissor Stop (FRSS)

The front rear scissor stop (FRSS) couples the movement of the front torque arm with the rear torque arm and limits the amount of independence between the movement of the front torque arm and the rear torque arm.

When hitting a bump, the front torque arm starts to compress. The FRSS links that movement to the rear torque arm, causing it to compress and raise the rear suspension up as one, allowing the suspension to hit the bump only once and eliminating kickback. Your FRSS is preset at the factory.

# THE PERFECT FIT

## Edge 136 Rear Suspension Adjustments

(Indy 340 Touring)

### Rear To Front Coupling and the Rear Rear Scissor Stop (RRSS)

The rear rear scissor stop couples the movement of the rear torque arm with the front torque arm and limits the amount of independent movement between the rear torque and the front torque arm.

Adjusting the RRSS either allows more weight to transfer to the rear for more traction, or allows less weight to transfer to the rear, resulting in improved cornering performance. An adjustment dot is located on the RRSS. This dot is on the longest end of the scissor stop.

#### RRSS Attributes

Moving the RRSS to a higher position, or forward hole, will have the following effects on the suspension:

- Reduced weight transfer
- Improved chatter bump ride
- Improved cornering performance

# THE PERFECT FIT

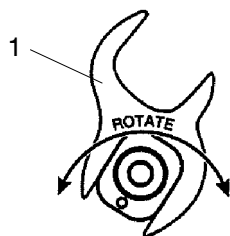
## Edge 136 Rear Suspension Adjustments

(Indy 340 Touring)

### Weight Transfer During Acceleration

#### Rear Rear Scissor Stop (RRSS)

The preferred method for controlling weight transfer during acceleration of the EDGE rear suspension is by adjusting the RRSS. The RRSS is located in the best overall trail riding position when delivered from the factory.



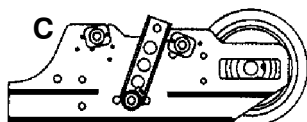
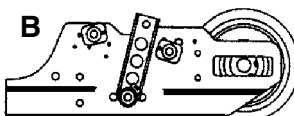
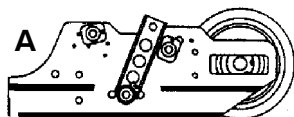
To decrease weight transfer under acceleration (for improved cornering), rotate the RRSS to a higher position with the scissor stop tool (1) located in your tool kit.

To increase weight transfer or ski lift during acceleration, move the RRSS to the rearward hole on high position. The RRSS may also be rotated to a lower position for even more weight transfer if desired.

A - Stock Position - This setting is most desirable for trail riding.

B - Medium or High Position (standard hole location) - This setting will decrease weight transfer.

C - Rearward Upper Position (optional hole location) - This setting will increase weight transfer.



**NOTE:** Your dealer can help you with initial set-up and additional set-up instructions to help you achieve your optimum ride.

# THE PERFECT FIT

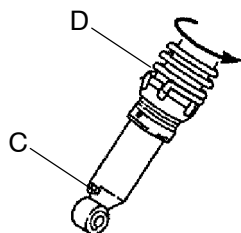
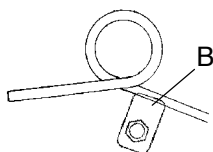
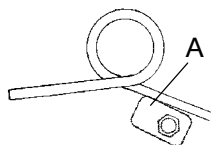
## Edge Touring Suspension (ETS) Adjustments Torsion Springs

Two torsion springs are used on the rear arm of the ETS. Preload adjustments can be made by turning the rectangular adjusters with a spark plug wrench.

The firm torsion spring should be used if frequent bottoming is encountered during two up riding on rough trails.

The soft torsion spring should be used for frequent one up riding on smooth trails.

For soft tension, position the long end of the cam to the front (A). For firm tension, position the long end of the cam up (B).



## Front Track Spring and Preload

Front track spring and preload can also be adjusted. Turn the screw (C) clockwise to tighten compression (stiffen). Turn the spring (D) clockwise to tighten preload.

## Initial Setup Reference Chart

This chart is only a guideline for initial suspension setup. Your setup may vary based on your desired riding style.

|          |      | Torsion Spring & Block Setting | RCA Position | Front Track Spring Preload (Inches) | Front Track Indy Select - Turns From Full Open |
|----------|------|--------------------------------|--------------|-------------------------------------|------------------------------------------------|
| 1 Rider  | Soft | Low                            | 1-2          | 0.25                                | 0-1                                            |
|          | Firm | Med                            | 2-3          | 0.50                                | 1-2                                            |
| 2 Riders | Soft | Med                            | 3-4          | 0.75                                | 1-3                                            |
|          | Firm | High                           | 4-5          | 1.00 max                            | 2-3                                            |

|      | Optional Torsion Spring |             | Optional Front Track Spring |
|------|-------------------------|-------------|-----------------------------|
|      | Left Hand               | Right Hand  |                             |
| Soft | 7042139-067             | 7042140-067 | 7041351-067                 |
| Firm | 7042282-067             | 7042283-067 | -----                       |

# THE PERFECT FIT

## Edge Touring Suspension (ETS) Adjustments Initial Setup and Calibration

The following information has been compiled to assist you in tuning your ETS to its maximum potential.

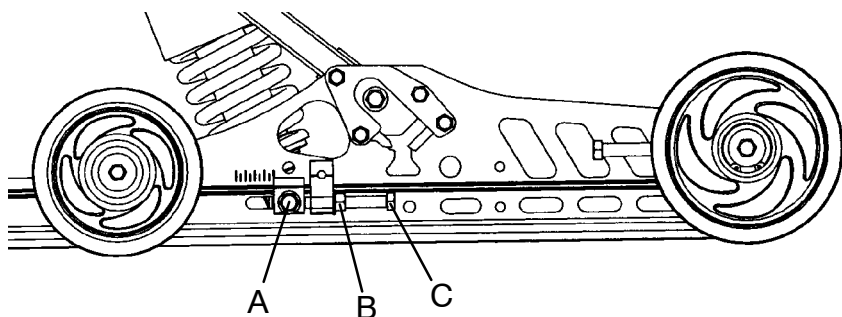
### The Ride Control Adjuster (RCA)

1. Refer to the initial setup reference chart (located under the hood of your snowmobile and on page 42) to determine the desired RCA position.
2. To adjust, loosen the hex bolts (A) attaching the rear lower shock cross shaft to the rail beam.
3. Using a 9/16" wrench, loosen the jam nuts (B) on the preload bolts.
4. Adjust the preload bolts (C) to the desired RCA position.
5. Tighten the jam nuts (B).

**NOTE:** Make sure the preload bolt contacts the slide block before tightening the jam nut.

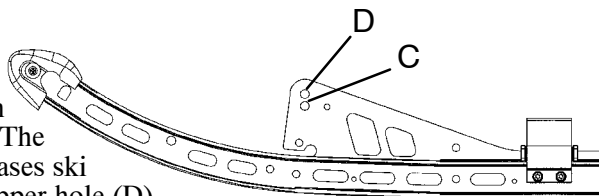
6. Tighten the hex bolts (A) and torque to 35 ft. lbs. (47 Nm).

**NOTE:** The RCA setting is the primary rear suspension adjustment. It will have the MOST effect on rear suspension performance.



### Front Arm Mounting Holes

There are also two front arm mounting holes in the slide rail that can adjust ski pressure. The lower hole (C) increases ski pressure while the upper hole (D) decreases ski pressure.



# THE PERFECT FIT

## ETS ACE Adjustments

The ETS ACE (Adjustable Control Electronics) is a new feature available for some ETS rear suspensions. It enables a rider to easily adjust the suspension for weight and riding style.

The ETS ACE is an electronically controlled module that replaces the standard ETS RCA. The ACE changes the rear shock motion ratio by moving the lower shock pivot point a total of 1 1/4 inches, the same amount of adjustment as the standard RCA. A gauge on the console displays the current position of the shock, from soft to firm or somewhere in between.

## ETS ACE Settings

A switch labeled “ESC” on the left-hand control assembly is used to adjust the position of the ACE module. The following instructions describe all the features programmed into the ACE module.

1. By pressing the left hand control switch up (firm) or down (soft) one time, the lower pivot moves .14 inch, giving the operator a total of nine distinct positions. The console gauge will show the current ACE position.
2. If the soft or firm switch is pressed more than one time in succession, it will adjust as many increments as the switch is pressed. The electronics will “do the math” for the user to minimize travel time. For example, if the rider pushes “firm” twice, and then “soft” three times, the unit will move to one position softer than the current position.
3. If the soft or firm switch is held for five seconds or more, the ACE will adjust to the far end of the travel, corresponding to which button was pressed.
4. A fail-safe mode has been programmed into the controller to protect the electronics and to notify the operator of a system malfunction. If the module cannot adjust the suspension after one of the switches has been pressed (most likely due to an obstruction or heavy ice buildup), the controller will enter a failure mode, which is indicated by the gauge needle moving rapidly between soft and firm. This mode will continue indefinitely and is reset when the engine is turned off and restarted. If this mode is encountered, we recommend that the operator turn off the engine and inspect the unit for any obstruction or ice buildup on the shock or module.

## ETS ACE Adjustments

### ETS ACE Settings

#### IMPORTANT NOTES:

The time to move one position can take up to 12 seconds depending on the rear shock loads.

Due to alternator limitations, the ACE module will operate only at engine speeds above 3500 RPM.

Similar to the RCA on the standard ETS, the ACE module will have the *MOST* effect on rear suspension performance.

# THE PERFECT FIT

## WideTrak Rear Suspension Adjustments

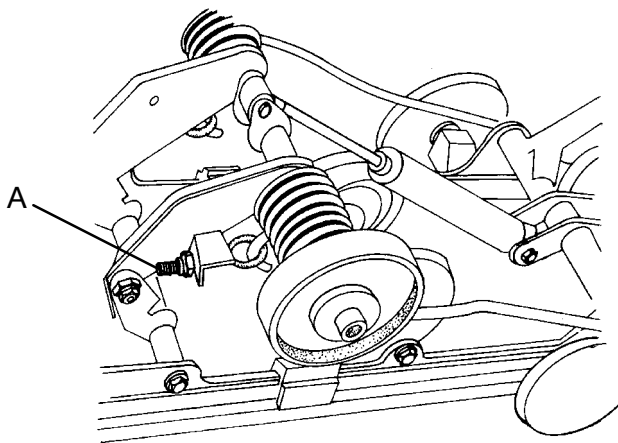
### Rear Spring Settings

Rear spring adjustment is primarily a control for riding comfort. To check for the recommended settings:

1. Lift the rear of the machine to relieve the rear springs.
2. Slowly lower the machine and measure the distance between the ground and the running board.
3. Without letting the suspension settle, the rider should carefully mount the snowmobile.
4. Measure the distance between the ground and the same spot on the running board.

The difference between the two readings should be approximately 1 1/2" (3.8 cm). If the difference is greater than 1 1/2", the rear spring should be adjusted equally on both sides until the desired 1 1/2" drop is obtained.

Compensating adjustments for heavy or light drivers or cargo loads can be made by adjusting the rear spring eye bolt (A) length. Adjust spring tension so there is equal tension on the long leg of each spring.



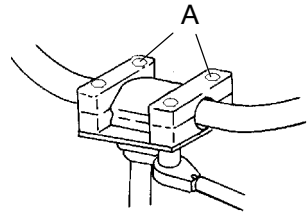
**NOTE:** Rear spring settings will affect ski-to-ground pressure. If ski pressure is too light it may be desirable to tighten the rear springs for an increase in ski-to-ground pressure.

# THE PERFECT FIT

## Handlebar Adjustment

Follow these steps to adjust the handlebars for a personal fit.

1. Remove the handlebar cover to expose the handlebar and the four adjuster block bolts (A).
2. Using a 7/16" (11 mm) wrench, loosen the four nuts on the bottom of the adjuster block (turn handlebar to left or right for access to back nuts).



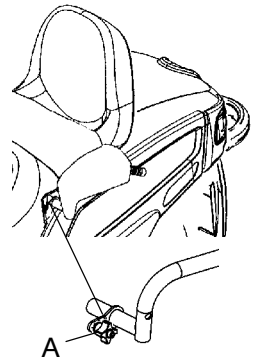
**NOTE:** It may be necessary to pry the adjuster blocks apart with a screwdriver.

3. Adjust the handlebar to the desired height. Be sure handlebars, brake lever and throttle lever operate smoothly and do not hit the gas tank, windshield or any other part of the machine when turned fully to the left or right.
4. Torque the handlebar adjuster block bolts to 11-13 ft. lbs. (15-17.5 Nm).
5. Replace the handlebar cover.

## Passenger Grab Handle Adjustment

On some Touring models the position of the passenger grab handles can be adjusted for rider preference. To make an adjustment:

1. Unscrew and remove the knob assemblies (A) that secure the grab handles.
2. Reposition the grab handles to one of the three available positions on the grab handle tube between the operator seat and the passenger seat.
3. Reinstall the knob assemblies and tighten securely.



# THE PERFECT FIT

## Accessories

Polaris offers a wide range of accessories for your snowmobile. From map light to electric start, Polaris has the accessories that will help make each ride more enjoyable. See your dealer for a list of accessories.

**NOTE:** The accessory tether switch is available for all models. Order PN 2870668.

Use only Polaris parts and accessories on your Polaris snowmobile. Use of unapproved parts and accessories may result in:

- Non-compliance with government/industry requirements
- Voiding of warranty
- Personal injury to self or others

This applies to, but is not limited to the following areas: brakes, clutches, fuel systems, and exhaust systems.

**NOTE:** Exhaust systems are critical safety areas that *must* use approved Polaris parts. Please see your Polaris dealer for service.

## Accessories

### Traction Products

Another way to tailor your machine is to install traction products. See your dealer about installing studs and/or carbides. Many tracks with deep lug designs cannot be studded, but your dealer will be able to offer advice and assistance.

**NOTE:** Polaris does *not* recommend the use of traction products on WideTrak snowmobiles.

**NOTE:** Before equipping your machine with traction products, be aware of the laws in your area pertaining to the use of traction products.

Track studding will enhance braking control on hard-packed snow or ice, but extreme caution is still required on such surfaces. Steering ability may be reduced on hard-packed snow or ice.

A skag is a replaceable bar attached to the underside of the ski to assist in turning the snowmobile and to prevent ski wear caused by contact with roads and other bare terrain. The addition of carbide skags is recommended with studded tracks to help maintain proper vehicle steering and control. Similarly, if your machine is equipped with carbide skags or you're adding them, it may be necessary to add track studs to maintain proper vehicle control. Proper balance must be maintained between the number of studs and the length of carbide on skags. The more studs used, the longer the carbide on the skags should be. See your dealer's track studding chart for recommended studding and skags.

✓ Inspect skags and studs frequently. Worn studs or skags may reduce steering and braking control on hard-packed snow and ice. Replace worn studs and skags to maintain proper balance and vehicle control.

When studded tracks are used, increased wear to the brake pads will result from increased braking. Extended-wear brake pad kits are available. See your dealer for more information.

# THE PERFECT FIT

## Accessories

Use only Polaris traction products on your snowmobile. Track warranties are void if track damage or failure results from improper or excessive stud installation or the use of non-Polaris traction products.

### CAUTION

Aggressive studding patterns may require grinding protruding stud bolts flush to prevent idler wheel damage. Maintain track tension on studded tracks on the tight side of the spec to prevent heat exchanger damage. Center of stud must be at least 1 1/8" (2.86 cm) from the outside edge of the track.

### CAUTION

If traction products are added to the track, wear strips must be installed in the tunnel to avoid excessive wear.

Never add shims to the wear strip. Track damage will result because of lack of clearance between upper carrier wheels and track.

Use of studs longer than the recommended length on machines equipped with center coolers will result in center cooler damage or damage to the tunnel.



### WARNING

Loss of control can result in serious personal injury or death. Proper balance of traction products on the skis and track must be maintained to obtain proper vehicle control on hard-packed snow or ice. See your dealer for assistance.

## Accessories

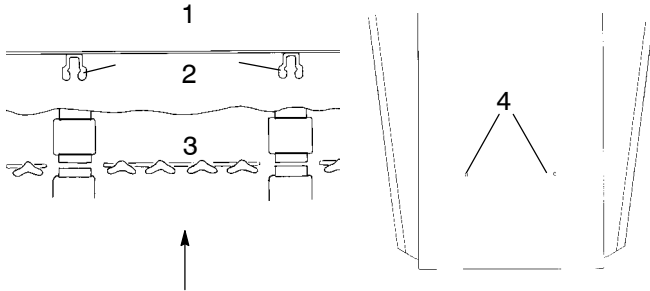
### Wear Strips

To avoid excessive tunnel wear, tunnel wear strips *must* be installed whenever track studding is used. Several wear strips are available. See your dealer for more information.

Some models are manufactured with tunnel wear strips or wear strip coolers installed. Wear strips are designed for a specific stud length. See your dealer's studding chart for recommended traction accessories.

Components as viewed from the rear of the track:

1. Top of tunnel
2. Wear strip
3. Track
4. Wearstrip mounting holes



## CAUTION

Whenever wear strips are relocated, be sure there's adequate stud clearance to the heat exchangers. Lack of clearance may result in damage to heat exchangers.

# PRE-RIDE INSPECTIONS

## Pre-Ride Checklist

Inspect all items on the checklist for proper operation or condition before each use of the snowmobile. Procedures are outlined on the referenced pages. Look for a checkmark (✓) on the referenced pages to locate the pre-ride inspection items.

| Item                                           | See Page    |
|------------------------------------------------|-------------|
| Drive Belt Condition                           | 111, 113    |
| Recoil Rope                                    | 56          |
| Coolant Level                                  | 98          |
| Park Brake Lock/Brake Lever/Brake System       | 54, 55, 102 |
| Auxiliary Shut-Off Switch (Engine Stop Switch) | 57          |
| Ignition Switch                                | 57          |
| Taillight/Brakelight/Headlight                 | 57          |
| Suspension Mounting Bolts                      | 125         |
| Skags (Wear Bars)                              | 49, 123     |
| Ski Saddle and Spindle Bolts                   | 125         |
| Steering System                                | 56          |
| Hood Straps/Latches                            | 56          |
| Seat Latches (if equipped)                     | 56          |
| Throttle Lever/Safety Switch                   | 53, 68, 69  |
| Rear Wheel Idler Bolts                         | 118, 125    |
| Tether Switch/Strap                            | 57          |
| Track Alignment/Condition                      | 56, 119     |
| Hi-Fax Condition                               | 124         |
| Chaincase/Gearcase Oil                         | 88, 89      |
| Injection Oil Level                            | 66          |

# PRE-RIDE INSPECTIONS

## Before Starting the Engine

### **WARNING**

Worn, damaged, or malfunctioning components may cause serious injury or death. Before starting the engine, check all components to be sure of proper operation.

### **Read and Understand Your Owner's Manual**

Read the Owner's Manual completely and refer to it often. We've attempted to provide as much information as possible to alert you to the safety requirements of snowmobiling.

### **Check Throttle and Brake for Proper Operation**

The throttle and brake are the primary controls of your snowmobile. If either should malfunction, loss of control could result.

Make sure the throttle lever compresses evenly and smoothly. The lever should immediately return to the idle position without binding or hesitation. If the throttle does not function smoothly, or if you discover excessive lever freeplay, DO NOT start the engine. Have the throttle serviced immediately.

The need for a properly functioning brake is critical. Your snowmobile is equipped with the highest quality brake system available. Check the brakes for correct operation before starting the engine. See page 102.

### **Throttle Safety Switch**

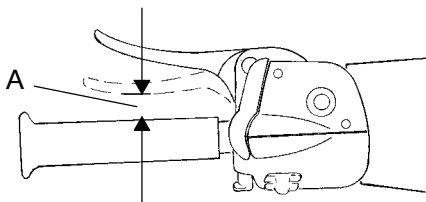
Test the throttle safety switch system before the machine is operated. See page 68 for procedure.

# PRE-RIDE INSPECTIONS

## Before Starting the Engine

### ✓ Hydraulic Brakes

Properly functioning brakes are critical to your safety. Always check the following items to assure proper operation before starting the engine.



### Brake Lever Travel

When the brake lever is squeezed, it should move no closer to the handgrip than 1/2" (1.3 cm) (A). A distance less than this indicates low brake fluid level or air in the hydraulic system. Refer to the brake bleeding information on page 105.

### Lever Feel

A hydraulic system multiplies the force of your hand squeezing the brake lever. Proper operation depends on an adequate supply of air and moisture-free hydraulic brake fluid in the system. If the brake lever feels “spongy” when squeezed, check the level and condition of the fluid. Also check for the presence of air in the fluid system. Refer to page 105 for more information, or see your dealer for service.

Replace brake fluid at least every two years with Polaris DOT 3 high temperature brake fluid. All DOT 3 brake fluid is not alike. Use only Polaris brake fluid. See page 132 for the part numbers of Polaris products.

### ⚠ WARNING

Continued use of “spongy” brakes may cause a complete loss of brakes, which could result in serious injury or death. Always have the brakes serviced at the first sign of sponginess.

# PRE-RIDE INSPECTIONS

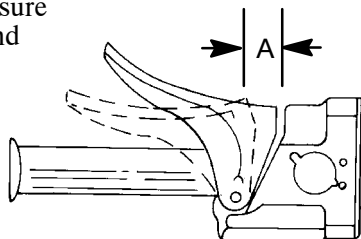
## Before Starting the Engine

### Mechanical Brakes

#### Brake Lever Travel

Firmly depress the brake lever. Measure the distance (A) between the lever and brake block. The distance should be no more than 3/4" (1.9 cm).

If the distance is greater than this recommendation, the brake cable must be adjusted. Refer to mechanical brake adjustment information on page 106.



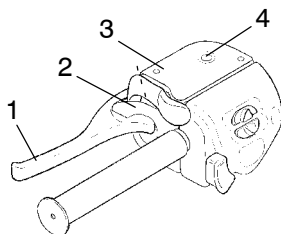
#### ✓ Park Brake Lever Lock

The park brake lock, on equipped models, is located over the brake lever. Use the brake lever lock only when you want the machine to remain stationary; for example, when parked on an incline for a period of five minutes or less.

To apply the lock, squeeze the brake handle and push forward on the brake lever lock. Hold the lock forward and release the brake handle.

If the brake handle is squeezed tightly enough, the lock will move freely into place. Do not force the lock or it may break. To release the lock, squeeze the brake handle until the lever returns to the unlock position. The park brake light on the console will light up when the park brake lever lock is set and the engine is running. It will also be lit when the service brake is in use. If the park brake light does not come on when the park brake or service brake is in use, have it serviced by your dealer.

1. Brake Handle
2. Park Brake Lever Lock (not all models have a park brake)
3. Master Cylinder Reservoir / Cover
4. Fluid Level Indicator



## WARNING

If the park brake lever lock is partially or entirely engaged while riding, overheating of the brakes could occur, resulting in brake damage. In extreme cases it could cause a fire, which could result in serious injury or death.

# PRE-RIDE INSPECTIONS

## Before Starting the Engine

### ✓ Check for Proper Operation of Steering System

Manually turn the skis completely to the right and to the left. If any difficulty is encountered, check for ice and snow build-up that may be obstructing the steering linkage. Make sure all greasable components are properly lubricated.

### ✓ Track Inspection

#### **WARNING**

Always inspect the track for damage before using the vehicle. Operating the snowmobile with a damaged track increases the possibility of track failure, which could cause loss of control resulting in serious injury or death.

Use of traction products such as studs increases the possibility of track damage and/or failure. Driving at high speeds for extended periods of time in marginal lubrication could severely damage track rods, break track edges, and cause other track damage. Examples of marginal lubrication would include frozen bodies of water without snow cover, icy trails, and no-snow conditions.

**NOTE:** Track damage or failure caused by operation on ice or poor lubrication conditions voids the track warranty.

### ✓ Check Hood Latches

The hood of the snowmobile protects the operator from moving parts as well as aiding in sound emission control and other functions. *Under no circumstances* should your snowmobile be operated with the hood open or removed. Always ensure that the hood straps are in good condition and that the latches are securely in place before operating the snowmobile.

### ✓ Check Recoil Rope

Inspect the recoil rope and handle for excessive wear, and make sure the knot securing the rope inside the handle is secure. If excessive wear is found, see your Polaris dealer for replacement.

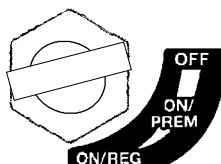
### ✓ Check Seat Latches

If your snowmobile is equipped with a removeable seat, ensure that the seat latches are securely in place before every use of the snowmobile.

# PRE-RIDE INSPECTIONS

## Start the Engine and Check

- ✓ **Transmission:** Make sure the reverse is not engaged before starting your machine.
- ✓ **Engine Stop Switch:** Check the auxiliary shut-off switch for proper operation. Push down to stop the engine. Pull up to release and start the engine.
- ✓ **Tether Switch:** If your machine has a tether switch, remove the tether from the switch to ensure the engine stops immediately. Make sure the tether strap is in good condition.
- ✓ **Lighting:** Check the headlight (high and low beam), taillight, and brake light for normal operation.
- ✓ **Mirror Adjustment:** If equipped, adjust your mirrors so they can be used to their full advantage.
- ✓ **Check Surroundings to Verify Clear Operating Area:** Make sure you have a clear area all around your snowmobile, including an area clear of bystanders. There's always the possibility of some sideways vehicle movement, of applying a little more throttle than intended, or of debris being thrown by the track. If the surrounding area is clear you before you start, you can devote your full attention to operating the snowmobile.
- ✓ **Ignition Switch:** Make sure the engine stops when the ignition switch is turned to *OFF*.



# OPERATION

## Starting the Engine

### **WARNING**

Before starting the engine, always refer to all safety warnings pertaining to snowmobile operation. Never start your snowmobile without checking all components to be sure of proper operation. See *Check Before Starting the Engine* beginning on page 53.

### **Starting a Cold Engine (Manual Start)**

Do not depress the throttle until the engine starts.

1. Turn key to *ON*.
2. Pull kill switch (shut-off switch) up to *RUN*.
3. Flip choke toggle to *FULL ON*.
4. Grasp starter handle and pull slowly until recoil engages; then pull abruptly to start the engine.

### **CAUTION**

Don't pull the starter rope to full extended position or allow it to snap back into the housing. Damage may result.

To avoid personal injury and/or engine damage, do not operate the electric starter or pull-rope starter while the engine is running.

5. After the engine starts, flip the choke toggle to the *OFF* position. If the engine slows or wants to stop, use intermittent choking to the *HALF ON* position.

## Starting the Engine

### Starting a Cold Engine (Electric Start)

Do not depress the throttle until the engine starts.

1. Flip choke toggle to *FULL ON*.
2. Pull kill switch (shut-off switch) up to *RUN*.
3. Turn key to *START* and crank engine.
4. After the engine starts, release the key to *ON* and flip the choke toggle to *OFF*. If the engine slows or wants to stop, use intermittent choking to *HALF ON*.

| CHOKE TOGGLE POSITIONS |                                                                                                                                                                        |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Off                    |  or  |
| Half On                |  or  |
| On                     |  or  |

**NOTE:** WideTrak models may also be warmed up with the transmission in neutral and the brake engaged. This will allow the engine to warm without engaging the drive system. Don't leave the machine in this position for more than five minutes. Engine RPM must be at idle before shifting the transmission.

### Starting a Warm Engine

1. Turn the key to *ON*.
2. Pull the kill switch (shut-off switch) up to *RUN*.
3. Grasp starter handle and pull slowly until recoil engages; then pull to start.

If the engine does not start on the first pull, slightly depress the throttle with your left hand (no more than 1/4" open), and pull the rope with your right hand. When the engine starts, immediately release the throttle.

## CAUTION

Operating the electric starter or the recoil while the engine is running can result in personal injury and/or engine damage. Do not operate the electric or pull-rope starter while the engine is running.

## **OPERATION**

### **Engine Break-In**

No single action on your part is as important to long, trouble-free machine life as proper break-in of a new or rebuilt engine. Premix the first tank of gasoline with one pint of Polaris injection oil for each five gallons of fuel. This, in addition to the lubrication supplied by the injection system, will assure proper engine break-in.

## **CAUTION**

Excessive heat build-up during the first three hours of operation will damage close-fitted engine parts. Do not operate at full throttle or high speeds for extended periods during the first three hours of use. Vary the throttle openings and machine speeds to reduce friction on all close-fitting machined parts, allowing them to break in slowly without damage.

Use of any lubricants other than those recommended by Polaris may cause serious engine damage. We recommend the use of Polaris lubricants for your vehicle.

Drive with extra caution during the break-in period. Perform regular checks on fluid levels, lines, and all other important areas of the machine.

## Engine Break-In Oil Injection System

### CAUTION

Serious engine damage can occur without the proper lubrication. Check the oil tank level often during the first tankful of fuel. If the oil level doesn't go down, contact your dealer immediately.

Always fill the oil reservoir when refueling. Fuel-to-oil mix ratios are controlled by the oil pump and correspond to the engine's RPM and throttle valve opening.

### Variable Exhaust System

We recommend the use of Polaris VES II 2-cycle oil in all snowmobile engines equipped with variable exhaust valves (see chart below).

### Oil Recommendations

The only source of engine lubrication for your engine comes from lubrication added to the fuel and oil injection systems. We highly recommend the use of only Polaris products. We're continuously testing lubricants and provide the highest performance products available for your snowmobile's engine. Refer to the table below to determine the recommended oils for use in your Polaris snowmobile.

Never mix brands of oil. Serious chemical reactions can cause injection system blockage, resulting in serious engine damage. They may also be incompatible and the result could be sludge formation, filter blockage, and reduced cold weather flow rates. All Polaris oils are compatible with each other.

| Engine Style        | Premium 2-Cycle | Premium Gold 2-Cycle | VES II 2-Cycle |
|---------------------|-----------------|----------------------|----------------|
| Fan Cooled          | Good            | Better               | N/A            |
| Liquid Cooled       | Good            | Better               | N/A            |
| Liquid Cooled w/VES | Good            | Better               | Best           |

# OPERATION

## Track Warm-Up

### WARNING

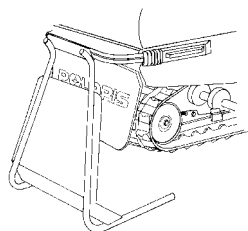
A loose track or flying debris could cause serious personal injury or death. Stand clear of the front of the machine and the moving track. Never hold the snowmobile up or stand behind it while warming up the track. Do not use excessive throttle during warm-up or when the track is free-hanging. Be sure the rear support is stable.

### WARNING

Use of traction products such as studs, ice growlers, etc. will increase the possibility of track damage and/or failure. This could cause loss of control, resulting in serious injury or death. Always inspect for track damage before operating the snowmobile.

Follow these steps to ensure proper warm-up of the engine, drive train and track.

1. Use an appropriate stand to securely support the rear of the snowmobile at the rear bumper. The track should be approximately 4" (10 cm) off the ground.
2. Start the engine and allow it to warm up two to three minutes.
3. Depress the throttle abruptly and allow the track to rotate several revolutions.



**NOTE:** It will take longer to warm up the track sufficiently during colder outdoor temperatures.

4. Release the throttle, apply the brakes, shut off the engine and lower the machine to the ground.
5. Grasp the skis by their front loops and move them from side to side. This will loosen frozen snow from the ski bottoms, allowing the machine to move forward more easily.
6. The engine, drive system and track are now properly warmed up and the machine may be driven following normal safety practices.

## Slide Rail and Track Cooling

### CAUTION

Inadequate cooling and lubrication will lead to overheating of the slide rail and track, resulting in premature wear and failure. Reduce speeds and frequently drive into fresh snow to allow adequate cooling and polishing of the slide rail and track surfaces. Avoid operating on ice, hard-packed surfaces or roads.

## Fuel

### WARNING

Gasoline is highly flammable and explosive under certain conditions.

- Always exercise extreme caution whenever handling gasoline.
- Always refuel with the engine stopped, and outdoors or in a well ventilated area.
- Do not overfill the tank. Do not fill the tank neck.
- Do not smoke or allow open flames or sparks in or near the area where refueling is performed or where gasoline is stored.
- If gasoline spills on your skin or clothing, immediately wash it off with soap and water and change clothing.
- Never start the engine or let it run in an enclosed area. Engine exhaust fumes are poisonous and can cause loss of consciousness or death in a short time.
- Turn the fuel valve off whenever the snowmobile is stored or parked.

### WARNING

The engine exhaust from this product contains chemicals known to cause cancer, birth defects or other reproductive harm.

Operate this vehicle only outdoors or in well-ventilated areas.

# OPERATION

## Fuel

The fuel used in your Polaris engine is as important to engine life and performance as the lubricant used.

Your Polaris engine is designed to run on 87 octane non-oxygenated or 89 octane oxygenated pump gasoline. There's a great deal of variability in the quality of the 87 octane gasoline available across the country, so we encourage the use of premium fuel when possible. Always use the premium fuel switch when using premium fuel.

### Premium Fuel Switch

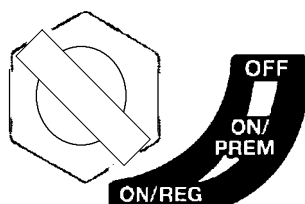
If your Polaris snowmobile is equipped with a key function to adjust the timing on the machine as you change fuels, it's very important to the life of your engine that you use this feature.

When using fuels with a pump-posted octane rating of 91 or higher, turn the key switch to *ON/PREM*. When the engine is started, a yellow *Premium Fuel* light illuminates on the instrument panel. When the key is in this position, the fuel *must* be a minimum of 91 octane. Return the key switch to the *ON/REG* position when not using premium fuel.

If you're uncertain about the quality or octane rating of the fuel you use, turn your key switch to *ON/REG*. The *Premium Fuel* light will go out. This setting will adjust the timing of your engine to run on fuels with 87 octane or higher. Polaris does not recommend using fuel with lower than 87 octane. Running your machine on *ON/REG* will help protect your engine from damage caused by low octane fuels.



Premium Fuel Setting



Regular Fuel Setting

## CAUTION

Using fuels with a lower than recommended octane or operating with obstructed fuel systems will result in serious and costly engine damage. Always use the recommended fuels for your machine.

## Fuel

### Fuel Reserve Capacity (Mechanical Gauge)

There are approximately two gallons of fuel left in the tank when the mechanical fuel gauge reads *RES*.

### Fuel System Deicers

If you use non-oxygenated fuel, Polaris recommends the regular use of isopropyl-based fuel system deicer. Add one to two ounces per gallon (8-16 milliliters per liter) of gasoline to prevent engine damage resulting from fuel system icing and lean fuel mixtures. *Never use deicers or additives containing methanol.* See page 132 for the part numbers of Polaris products.

If you use oxygenated fuel containing ethanol, additional alcohol deicers or water absorbing additives are not required and should not be used.

## CAUTION

Prolonged exposure to petroleum based products may damage paint. Always protect painted surfaces when handling fuel.

# OPERATION

## Oil

### ✓ Low Oil Indicator Light

The low oil indicator light will indicate when to add oil. See page 61 for oil recommendations.

When the low oil indicator light is on, oil should be added before further operation of the snowmobile. Visually check the oil level in the bottle. The engine may be operated as long as oil is visible in the oil tank. If oil is not visible, continued operation may cause serious engine damage.

Never mix brands of oil. Serious chemical reactions can cause injection system blockage, resulting in serious engine damage. They may also be incompatible and the result could be sludge formation, filter blockage, and reduced cold weather flow rates. All Polaris oils are compatible with each other.

Always maintain the oil level above the tank's low level line, especially when the machine is operated in mountainous terrain. Maintaining the proper oil level will prevent system aeration and possible loss of pumping action, which could result in engine damage.

## CAUTION

Mixing brands or using a non-recommended oil may cause serious engine damage. We recommend the use of Polaris 2-cycle oils for your snowmobile. Never mix brands.

## CAUTION

Operating the snowmobile without proper engine lubrication can result in serious engine damage. Always check the oil level when refueling.

### ✓ Low Oil Level

Always do a visual check of the oil level when refueling. When the oil reaches the low level mark, add one U.S. quart of recommended oil.

The Polaris oil cap on the oil tank may be vented to allow proper oil flow. See your Polaris dealer for recommended replacement parts.

## Carburetion

Proper carburetor adjustment is critical. A lean mixture (too much air, too little fuel) may result in piston burning, bearing failure, or complete engine failure. A rich mixture (too much fuel, too little air) may foul plugs and cause generally poor engine performance.

A lean mixture may be caused by things like fuel line restrictions, foreign matter in the carburetor or clogged fuel filters. A rich mixture may be caused by snow build-up on the pre-filter in the air intake system. Either condition may be caused by improper carburetor adjustment.

## WARNING

Improper carburetor adjustments may result in operator safety hazards as well as serious engine damage. Always have your Polaris dealer perform any carburetor adjustments.

## Jetting Guidelines

Changes in altitude and temperature affect air density, which is the amount of oxygen available for combustion. In low elevations and cold temperatures, the air has more oxygen. In higher elevations and higher temperatures, the air is less dense.

Carburetors on most Polaris models are calibrated for an altitude of 0-2000 ft. (0-600 meters) and ambient temperatures between -10 to +10 F. (-23 to -12 C.). All carburetors must be re-calibrated if operated outside this range. The main jet installed in production is not correct for all altitudes and/or temperatures.

## CAUTION

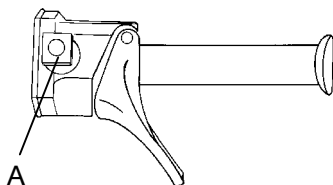
A main jet that's too small will cause a lean operating condition and may cause serious engine damage. Jet the carburetors carefully for elevation and temperature according to the jetting charts in your Owner's Manual Supplement.

**NOTE:** Always ensure that the correct jets are installed in the machine for your geographical area. Use care when jetting down in warm weather. As the weather turns colder you must re-jet upward to prevent engine damage. When selecting the proper main jet, always use the lowest elevation and temperature likely to be encountered.

# OPERATION

## ✓ Engine Stop Switch

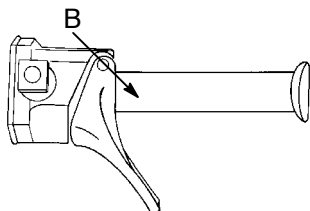
Push down on the engine stop switch (A) to stop the engine in an emergency. This will ground out the ignition and bring the engine to a quick stop. To restart the engine, the switch must be pulled up to the *ON* position.



## ✓ Throttle Safety Switch

Test the throttle safety switch system daily before operation.

While seated in a normal riding position, and with the engine idling, hold the throttle lever pin stationary by exerting pressure on the pivot pin in the direction shown in the illustration (B). Apply a slight amount of throttle. A properly functioning switch *must* shut down the engine.



The throttle safety switch is designed to stop the engine whenever all pressure is removed from the throttle lever and the throttle cable or valves do not return to the normal closed position.

## ⚠ WARNING

Operating the snowmobile with a faulty throttle safety switch can result in serious injury or death in the event of an accident. If the throttle safety switch does not shut off the engine during a carburetor/throttle system malfunction, immediately push down the engine stop switch. Do not start the engine again until the malfunction has been corrected by your dealer.

## ✓ Throttle Lever

### WARNING

An improperly functioning throttle lever may cause erratic machine behavior and loss of control, which could result in serious injury or death. If the throttle lever does not work properly, **DO NOT** start the engine.

If the engine stops abruptly when the throttle lever is released:

1. Turn the ignition switch to *OFF*.
2. Visually inspect the throttle cable and carburetor(s) to determine what caused the safety switch to activate.
3. Test the throttle lever by compressing and releasing it several times. The lever and cable must return to the idle position quickly and completely.
4. If the throttle lever operates properly, turn the ignition switch on and go through normal starting procedures.
5. If the engine doesn't start, take the snowmobile to an authorized Polaris dealer for service.

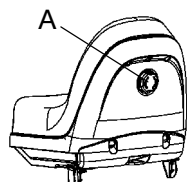
Excessive freeplay in the throttle cable may cause the safety switch to activate, preventing the engine from starting. If this occurs, return the machine to an authorized Polaris dealer for service.

If an emergency exists and it's necessary to start the engine, the throttle safety switch and engine stop switch may be disconnected from the wire harness. When these switches are disconnected, the ignition key switch must be used to shut off the engine. **DO NOT** continue to operate the machine with the throttle safety switch disconnected. Return the machine to an authorized Polaris dealer for service as soon as possible.

# OPERATION

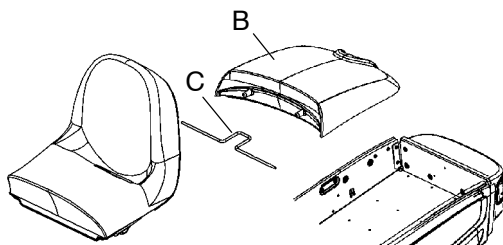
## Passenger Seat

The passenger seat features an adjustable lumbar support. To adjust for rider comfort, rotate the lumbar adjustment knob (A).



The passenger seat and trunk cover are removeable. Removing the cover and seat will provide open storage for transporting larger items.

1. Remove the trunk cover (B).
2. Push down on the seat latch lever (C), which is located at the lower rear of the passenger seat.
3. Lift up the seat and remove it from the chassis.
4. Reverse the procedure to reinstall the seat and trunk cover.



## Emergency Stopping

The following chart lists methods for stopping the snowmobile in the event of an emergency. Refer to page 68 for more information about the engine stop switch and throttle safety switch.

| SYSTEM                 | WHAT IT DOES                | THROTTLE CONDITION    |
|------------------------|-----------------------------|-----------------------|
| Ignition Switch        | Interrupts ignition circuit | All                   |
| Brake                  | Slows jackshaft             | All                   |
| Choke                  | Floods engine               | Half throttle or less |
| Engine Stop Switch     | Interrupts ignition circuit | All                   |
| Throttle Safety Switch | Interrupts ignition circuit | All                   |
| Tether Switch (Option) | Interrupts ignition circuit | All                   |

## WARNING

Excessive or repetitive use of brakes for high speed stops will cause an overheated brake system. This overheated condition could cause sudden loss of brakes and/or fire, resulting in serious injury or death.

When traveling on long downhill stretches, pump the brakes. Riding the brakes may cause the brake system to overheat and result in brake failure.

# OPERATION

## Emergency Starting

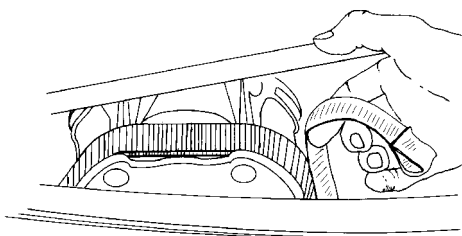
Your machine is equipped with a tool kit containing essential tools for emergency use. Machine's equipped with electric start have a recoil for emergency starting. On non-electric start models, if the recoil starter system fails, an emergency start strap is provided in the kit.

### WARNING

Serious injury can result from wrapping the start strap around your hand while using the emergency starting procedure. **DO NOT** wrap the start strap around your hand. Keep all bystanders and loose clothing away from the snowmobile when using the emergency starting procedure.

To use the emergency start strap:

1. Open the clutch guard.
2. Push on the inner sheave of the clutch and rotate clockwise slightly to relieve belt tension.
3. Starting at one of the tower struts, wind the strap counterclockwise around the clutch as shown.
4. Pull the strap abruptly so the strap comes free of the clutch while starting the engine.



## Reverse Operation

### **WARNING**

Improper reverse operation, even at low speeds, may cause loss of control, resulting in serious injury or death.

- Always look behind the vehicle before and while backing.
- Always avoid sharp turns.
- Shift to or from reverse only when stopped.
- Always apply throttle slowly.

### **Mechanical Reverse**

Make sure the shift lever is shifted completely into forward or reverse position. Some models are equipped with a reverse indicator light that will help you make that determination.

Do not force the shift lever into reverse if resistance is felt. The gears may not always be aligned for shifting into reverse, and forcing the lever may cause damage. If resistance is felt, gently apply the throttle to move the gears to a different position and try to shift again.

The transmission may not always be in the gear indicated by the shift lever. Apply the throttle slowly until you're sure which gear is engaged.

Sometimes the drive belt will drag in the drive clutch, causing slight tension in the transmission and making it hard to shift. Shutting the engine off will remove this tension and ease shifting. This should only happen during the break-in of a new belt or when the drive/driven clutch center distance is too long. If this is the case, belt tension adjustments should be made by your dealer.

# OPERATION

## Reverse Operation

### Electronic Reverse (PERC™)

Electronic reverse will activate only if the engine is below 4000 RPM (3000 RPM on fan cooled models). If your machine is running at an altitude of over 6000 feet, adjust the ignition setting as described below (Altitude Settings). Always make sure the vehicle is stopped and that the engine is running at idle before shifting to reverse.

1. Make sure the area behind your snowmobile is clear.
2. Push the yellow reverse button on the left-hand control for one second, then release. The engine will automatically reduce RPM and start a reverse rotation. A flashing reverse light on the instrument panel will indicate that the machine is in reverse.
3. Slowly apply the throttle until movement starts to ensure the machine is in reverse.

**NOTE:** If the engine stops running, the snowmobile will be in forward gear when it's restarted.

**NOTE:** The engine RPM when in reverse is limited to:

| Maximum RPM | Model                              |
|-------------|------------------------------------|
| 5000        | Trail Touring/Trail Touring Deluxe |
| 5500        | Indy 340 Touring                   |
| 6000        | All other Touring models/WideTrak  |

### Misfire Mode (Fan Cooled Models)

Air flow on fan cooled models is limited during reverse operation due to reverse operation of the fan. After 45 seconds in reverse, the engine will default into the misfire mode to prevent engine overheating.

### Disengaging Reverse

Push the yellow reverse button on the left-hand control for one second and release. The engine will slow and begin to rotate forward. The light on the instrument panel will shut off. Make sure the area around your vehicle is clear and apply throttle slowly until you're sure the machine is in forward gear.

### Altitude Settings

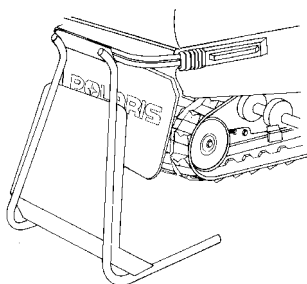
At altitudes above 6000 feet, engines require different ignition settings to improve the success of the reverse system. A new setting is stored in memory until changed, whether the machine is running or not. To set for a higher altitude, start the engine and press the reverse button until the light on the instrument panel flashes rapidly, then release. To set the reverse for lower elevations, continue pressing the button until the indicator light blinks slowly.

## Daily Storage

At the end of each ride, park the snowmobile on a level surface and support it at the rear with an appropriate track stand. The track should be suspended approximately 4" (10 cm) off the ground.

Remove the key and cover the machine.

**NOTE:** Polaris has accessory covers and track stands available to fit all models. See your dealer for more information.



## Towing

For your safety, do not attempt to using the tow hitch until you've read the following warnings and understand the proper hitch functions.

### **WARNING**

Objects towed with a rope have no braking power and can easily collide with the rear of the snowmobile or other objects, resulting in serious injury or death. **DO NOT** tow toboggans, sleds, saucers, or any type of vehicle with a rope. Only a stiff metal pole connecting the towed object and the tow hitch on the snowmobile should be used. If passengers are to be towed on a toboggan or sled, make sure the pole is at least four feet (1.2 meters) long to prevent any possibility of contact between the snowmobile's track and a person riding in the towed object.

Braking distances increase when towing loads. Slow down to maintain control of the snowmobile.

If the snowmobile becomes inoperable and must be towed, and if it isn't possible to use a rigid tow bar, attach the tow rope to the ski spindles (not to the ski loops) to prevent damage to the steering components. Remove the drive belt before towing, and have a rider on the towed snowmobile to operate the brake and steering when necessary.

### **CAUTION**

Towing a disabled snowmobile with the drive belt in place can result in serious damage to the engine and drive system. Always remove the drive belt from a disabled snowmobile before towing.

# MAINTENANCE

## Polaris Recommended Maintenance Program

To ensure many trouble-free miles of snowmobiling enjoyment, follow recommended regular maintenance and service checks outlined in this manual.

The recommended maintenance schedule on your snowmobile calls for service and maintenance inspections at 150 miles (240 km), 500 miles (800 km), and 1000 miles (1600 km). These inspections should be performed by a qualified service technician. For continued optimum performance and component life, continue maintenance checks at 1000 mile (1600 km) intervals.

*All necessary replacement parts and labor incurred, with the exception of authorized warranty repairs, become the responsibility of the registered owner.* If, during the course of the warranty period, part failures occur as a result of owner neglect in performing recommended regular maintenance, the cost of repairs are the responsibility of the owner.

Personal safety is critical when attempting to service or adjust your snowmobile. If you're not familiar with safe service or adjustment procedures and the use of tools, or if you don't feel comfortable performing these tasks yourself, contact an authorized Polaris dealer for service.

# MAINTENANCE

## Periodic Maintenance Interval Table

The following chart is a guide based on average riding conditions. You may need to increase frequency based on riding conditions. When inspection reveals the need for replacement parts, always use genuine Polaris parts, available from your Polaris dealer.

| Item                                   | See Page | Frequency           |                     |                       |                       |            |
|----------------------------------------|----------|---------------------|---------------------|-----------------------|-----------------------|------------|
|                                        |          | 150 mi.<br>(240 km) | 500 mi.<br>(800 km) | 1000 mi.<br>(1600 km) | 2000 mi.<br>(3200 km) | Pre-Season |
| Clutch                                 |          |                     |                     |                       |                       |            |
| Clutch Offset Alignment (without belt) | 110      |                     | I                   | I                     | I                     |            |
| Drive Belt Condition                   | 111      |                     | I                   | I                     | I                     | I          |
| Clutches (disassemble)                 | 110      |                     | C                   | C                     | C                     |            |
| Belt Tension                           | -        |                     | I                   | I                     | I                     | I          |
| Clutch Sheaves                         | 110      |                     | I                   | I                     | I                     | I          |
| Engine                                 |          |                     |                     |                       |                       |            |
| Engine Mounts                          | -        |                     | I                   | I                     | I                     | I          |
| Recoil Rope                            | -        |                     | I                   | I                     | I                     | I          |
| Engine Mounting Plate                  | -        |                     | I                   | I                     | I                     |            |
| Engine Torque Stop                     | 114      |                     | I                   | I                     | I                     | I          |
| Cylinder Head Bolts                    | -        |                     | I                   | I                     | I                     |            |
| Cylinder Base Nuts                     | -        | I                   | I                   | I                     | I                     |            |
| Ignition Timing BTDC                   | -        |                     | I                   | I                     | I                     |            |
| VES System                             | -        |                     | C                   | C                     | C                     | I          |
| Coolant Level                          | 98       |                     | I                   | I                     | R                     | I          |
| Water Pump Drive Belt                  | 93       |                     | I                   | I                     | I                     |            |
| Coolant Hose                           | -        |                     | I                   | I                     | I                     | I          |
| Heat Exchangers                        | 99       | I                   | I                   | I                     | I                     | I          |
| Coolant Circulation                    | -        |                     | I                   | I                     | I                     |            |
| Coolant Leaks                          | -        |                     | I                   | I                     | I                     | I          |
| Spark Plug Condition                   | 91       | I                   | I                   | I                     | I                     | I          |
| Exhaust Pipe                           | 97       |                     |                     |                       | I                     | I          |
| Exhaust Retaining Springs              | 97       |                     | I                   | I                     | I                     | I          |

I - Inspect (clean, adjust, tighten, lubricate, replace if necessary)

C - Clean

R - Replace

L - Lubricate

# MAINTENANCE

## Periodic Maintenance Interval Table

| Item                         | See Page | Frequency           |                     |                       |                       |            |
|------------------------------|----------|---------------------|---------------------|-----------------------|-----------------------|------------|
|                              |          | 150 mi.<br>(240 km) | 500 mi.<br>(800 km) | 1000 mi.<br>(1600 km) | 2000 mi.<br>(3200 km) | Pre-Season |
| Brakes                       |          |                     |                     |                       |                       |            |
| Hose Routing                 | -        |                     | I                   | I                     | I                     | I          |
| Hose Condition               | -        |                     | I                   | I                     | I                     | I          |
| Fluid Leaks                  | -        |                     | I                   | I                     | I                     | I          |
| Brake Pads                   | 102      |                     | I                   | I                     | I                     | I          |
| Brake Disc                   | -        |                     | I                   | I                     | I                     | I          |
| Parking Brakes               | 55       |                     | I                   | I                     | I                     | I          |
| Brake System                 | 53, 102  |                     |                     |                       |                       | I          |
| Brake fluid                  | 104      |                     |                     |                       | R                     |            |
| Fuel Management              |          |                     |                     |                       |                       |            |
| Pilot Air Screws             | -        |                     | I                   | I                     | I                     |            |
| Carburetor (synchronize)     | 67       |                     | I                   | I                     | I                     |            |
| Idle RPM                     | -        |                     | I                   | I                     | I                     |            |
| Throttle Lever               | 53, 69   | I                   | I                   | I                     | I                     | I          |
| Oil Pump Lever (synchronize) | -        |                     | I                   | I                     | I                     |            |
| Throttle Cable               | 87       |                     | L                   | L                     | L                     |            |
| Choke Cable                  | 87       |                     | L                   | L                     | L                     |            |
| Vent Lines                   | -        |                     | I                   | I                     | I                     | I          |
| Throttle Position Sensor     | -        |                     | I                   | I                     | I                     |            |
| Choke                        | 87       |                     | I                   | I                     | I                     |            |
| Fuel Filter                  | 95       |                     |                     | R                     | R                     |            |
| Fuel Lines                   | 95       | I                   | I                   | I                     | I                     | I          |
| Oil Filter                   | 95       |                     |                     | R                     | R                     |            |
| Oil Lines                    | 95       |                     |                     | I                     | I                     | I          |
| Oil Change                   | -        |                     |                     | R                     | R                     | I          |
| Air Box                      | -        | I                   | I                   | I                     | I                     | I          |
| Drain and Water Traps        | 94       |                     | I                   | I                     | I                     |            |

I - Inspect (clean, adjust, tighten, lubricate, replace if necessary)

C - Clean

R - Replace

L - Lubricate

# MAINTENANCE

## Periodic Maintenance Interval Table

| Item                                        | See Page | Frequency           |                     |                       |                       |            |
|---------------------------------------------|----------|---------------------|---------------------|-----------------------|-----------------------|------------|
|                                             |          | 150 mi.<br>(240 km) | 500 mi.<br>(800 km) | 1000 mi.<br>(1600 km) | 2000 mi.<br>(3200 km) | Pre-Season |
| Electrical                                  |          |                     |                     |                       |                       |            |
| Auxiliary Shut-Off Switch                   | 57       | I                   | I                   | I                     | I                     | I          |
| Throttle Safety Switch                      | 53, 68   | I                   | I                   | I                     | I                     | I          |
| Ignition Switch                             | -        | I                   | I                   | I                     | I                     | I          |
| Taillight                                   | 57       | I                   | I                   | I                     | I                     | I          |
| Brakelight                                  | 57       | I                   | I                   | I                     | I                     | I          |
| Headlight                                   | 57       | I                   | I                   | I                     | I                     | I          |
| Chassis                                     |          |                     |                     |                       |                       |            |
| Ski Toe Alignment                           | -        |                     | I                   | I                     | I                     |            |
| Suspension Mounting Bolts                   | -        | I                   | I                   | I                     | I                     | I          |
| Steering Fasteners                          | -        | I                   | I                   | I                     | I                     | C          |
| Rear Suspension Fasteners                   | -        | I                   | I                   | I                     | I                     | I          |
| Suspension Shock Oil                        | -        |                     | I                   | I                     | I                     | I          |
| Cooling Fins and Shroud                     | -        |                     | I                   | I                     | I                     | I          |
| Drive Shaft Bearings                        | 86       |                     | L                   | L                     | L                     | I          |
| Jackshaft Bearings                          | 86       |                     | L                   | L                     | L                     | I          |
| Skags (Wear Bars)                           | 49       | I                   | I                   | I                     | I                     | I          |
| Ski Saddle/Spindle Bolts                    | -        | I                   | I                   | I                     | I                     | I          |
| Ski Pivots                                  | 83       | L                   | L                   | L                     | L                     | I          |
| Ski Spindle                                 | 83       | L                   | L                   | L                     | L                     | I          |
| Steering Arm(s)                             | 83       | L                   | L                   | L                     | L                     | I          |
| Upper / Lower Steering Post Support Bracket | 83       | L                   | L                   | L                     | L                     | I          |
| Drive Chain Tension                         | 101      | I                   | I                   | I                     | I                     | I          |
| Hood Straps                                 | 56       | I                   | I                   | I                     | I                     | I          |
| Battery Fluid Level                         | 129      | I                   | I                   | I                     | I                     | I          |
| Rear Wheel Idler Bolts                      | 118      | I                   | I                   | I                     | I                     | I          |
| Idler Bolt Jam Nut                          | 118      | I                   | I                   | I                     | I                     | I          |

I - Inspect (clean, adjust, tighten, lubricate, replace if necessary)

C - Clean

R - Replace

L - Lubricate

# MAINTENANCE

## Periodic Maintenance Interval Table

| Item                         | See Page | Frequency           |                     |                       |                       |            |
|------------------------------|----------|---------------------|---------------------|-----------------------|-----------------------|------------|
|                              |          | 150 mi.<br>(240 km) | 500 mi.<br>(800 km) | 1000 mi.<br>(1600 km) | 2000 mi.<br>(3200 km) | Pre-Season |
| Chassis                      |          |                     |                     |                       |                       |            |
| Rear Suspension Pivot Shafts | 84       |                     | L                   | L                     |                       | L          |
| Camber Alignment             | -        |                     | I                   | I                     | I                     |            |
| Radius Rod Bushings          | -        |                     |                     |                       |                       | I          |
| Handlebar Centering          | -        |                     |                     |                       |                       | I          |
| Tether Switch and Strap      | 57       | I                   | I                   | I                     | I                     | I          |
| Track Alignment              | 119      | I                   | I                   | I                     | I                     | I          |
| Track Tension                | 118      | I                   | I                   | I                     | I                     | I          |
| Front Limiter Strap          | -        | I                   | I                   | I                     | I                     | I          |
| Hi-Fax Condition             | 124      |                     |                     |                       |                       | I          |
| Chaincase Oil                | 89       | I                   | I                   | I                     | R                     | I          |
| Gearcase Oil                 | 89       | I                   | I                   | I                     | R                     | I          |

I - Inspect (clean, adjust, tighten, lubricate, replace if necessary)

C - Clean

R - Replace

L - Lubricate

## Maintenance Log

Present this section of your manual to your dealer each time your snowmobile is serviced. This will provide you and future owners with an accurate log of maintenance and services performed on the snowmobile.

### 150 Mile (240 km) Initial Maintenance Inspection

Authorized Polaris Servicing Dealer \_\_\_\_\_

Servicing Technician \_\_\_\_\_

Date \_\_\_\_\_ Mileage \_\_\_\_\_

### 500 Mile (800 km) Maintenance Inspection

Authorized Polaris Servicing Dealer \_\_\_\_\_

Servicing Technician \_\_\_\_\_

Date \_\_\_\_\_ Mileage \_\_\_\_\_

### 1000 Mile (1600 km) Maintenance Inspection

Authorized Polaris Servicing Dealer \_\_\_\_\_

Servicing Technician \_\_\_\_\_

Date \_\_\_\_\_ Mileage \_\_\_\_\_

### 2000 Mile (3200 km) Maintenance Inspection

Authorized Polaris Servicing Dealer \_\_\_\_\_

Servicing Technician \_\_\_\_\_

Date \_\_\_\_\_ Mileage \_\_\_\_\_

# MAINTENANCE

## Maintenance Log

### Additional Services Performed

Authorized Polaris Servicing Dealer\_\_\_\_\_

Servicing Technician\_\_\_\_\_

Date\_\_\_\_\_Mileage\_\_\_\_\_

Type of Service\_\_\_\_\_

### Additional Services Performed

Authorized Polaris Servicing Dealer\_\_\_\_\_

Servicing Technician\_\_\_\_\_

Date\_\_\_\_\_Mileage\_\_\_\_\_

Type of Service\_\_\_\_\_

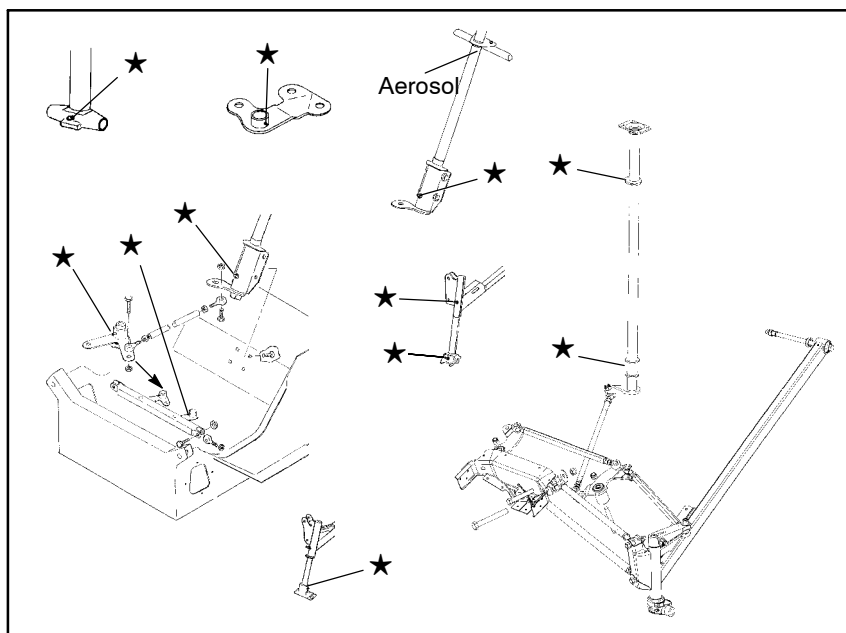
## Lubrication

Lubricate the suspension and steering components with Polaris Premium grease at 500 miles (800 km) and annually or about every 1000 miles (1600 km) thereafter. See page 132 for the part numbers of Polaris products.

The illustration shows the location of suspension and steering components. A ★ indicates a grease point or fitting.

- Grease the left and right spindles. Raise the front end of the machine to permit better grease entry into the spindle area.
- Lubricate both of the front ski pivots at the fittings as shown.
- Grease the jackshaft and driveshaft clutch side bearings.
- Use an aerosol lubricant on the steering post support bracket.
- Grease the center steering arms.
- Grease the steering post lower pivot.
- Grease the rear suspension pivot shafts (raise the rear of unit).

A grease gun kit, complete with grease and adaptors, is available to lubricate all fittings on Polaris snowmobiles. See page 132.



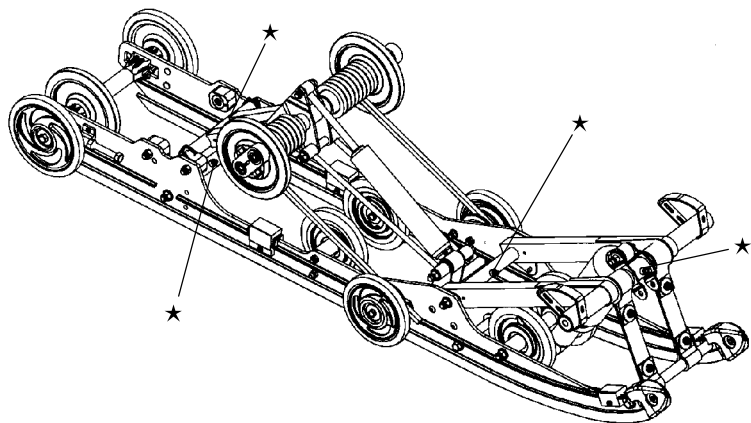
# MAINTENANCE

## Lubrication

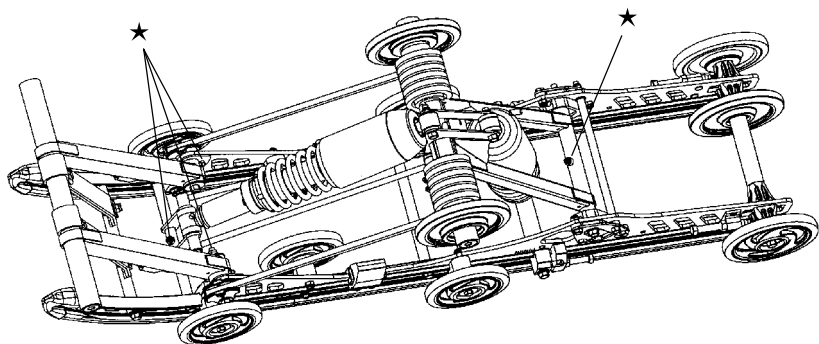
The suspension pivot shafts should be lubricated with Polaris Premium All Season Grease at 500 miles (800 km) initially, every 1000 miles (1600 km) after that, and before off-season storage each year. Lack of lubrication will adversely affect your ride and the life of the suspension. For detailed information about suspension lubrication and adjustments, see your Polaris dealer.

**NOTE:** The following illustrations are general representations. Your model may differ. Lubrication points are indicated by a ★, and forward is to the left.

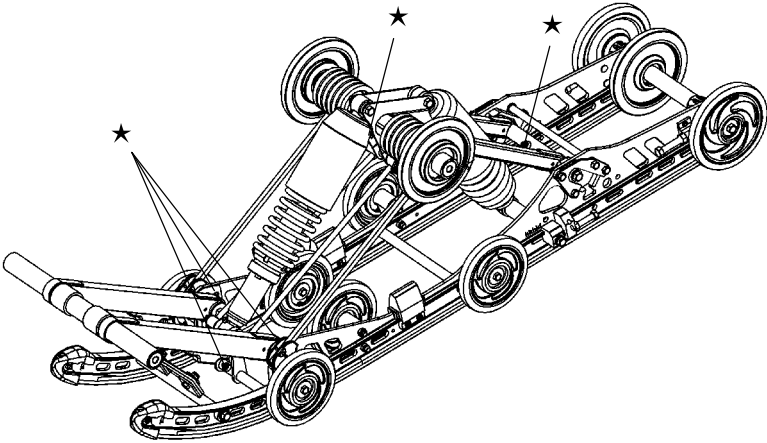
### Edge 136 Suspension (Indy 340 Touring)



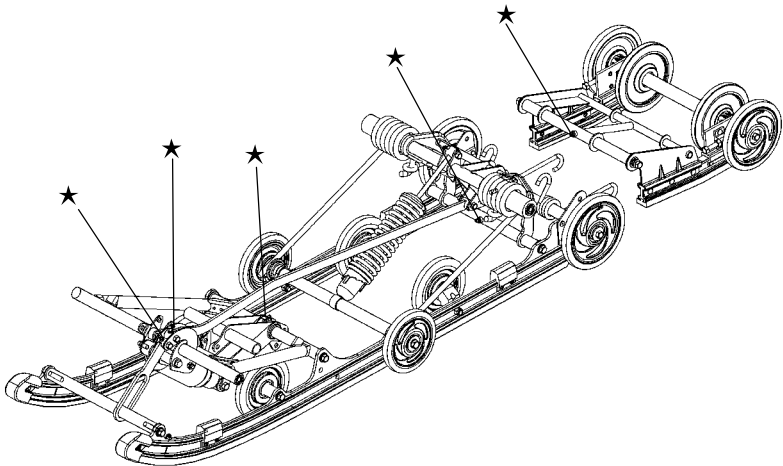
### Edge Touring Suspension



## Lubrication ETS ACE Suspension



## WideTrak Suspension

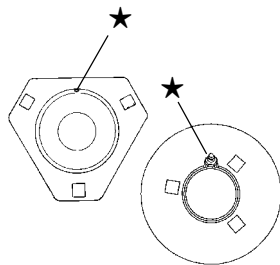


# MAINTENANCE

## Lubrication

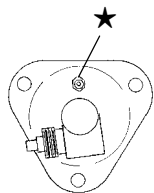
### Jackshaft Bearing Greasing

Loosen the driven clutch retaining bolt and pull the clutch outward to expose the bearing and grease fitting. Inject grease into the grease fitting in the flange until grease purges from inside or outside the bearing seal (may take only two pumps). Push the clutch back onto the shaft and replace the clutch retaining bolt. Torque to 18 ft. lbs. (24.4 Nm).



### Driveshaft Bearing Greasing

Inject grease into the fitting on the speedometer drive adaptor until grease purges from inside or outside the bearing seal (approximately two pumps).

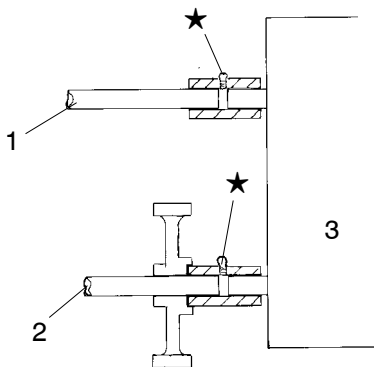


### Coupler Greasing (WideTrak)

Grease the couplers on the driveshaft and jackshaft.

Grease points are indicated by a ★.

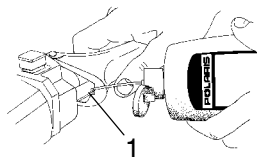
1. Jackshaft
2. Driveshaft
3. Transmission



## Lubrication

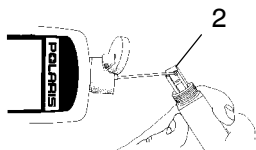
### Throttle Cable

Lubricate the throttle cable (1) lightly with grease or oil. With the engine off, turn the handlebars to the left and lubricate liberally as shown.



### Choke and Cable

Lubricate the choke slide (2) and cables lightly with oil or grease. Before turning the engine off, operate the choke intermittently to draw moisture out of the choke plunger area and reduce the possibility of the choke becoming frozen.



# MAINTENANCE

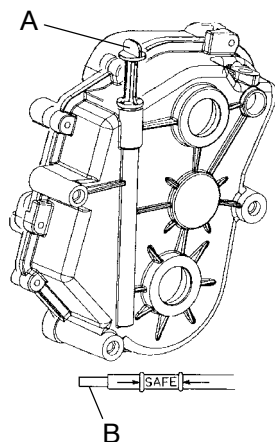
## Lubrication

### ✓ Gearcase Oil Level (WideTrak)

It's the operator's responsibility to maintain proper gearcase oil level.

To check the oil level, place the machine on a level surface. The oil level should be between the "safe" marks on the dipstick (A). See your Polaris dealer for the recommended oil for your machine. *Do not overfill.*

**NOTE:** Clean the magnetic plug (B) every 500 miles (800 km) and whenever checking or changing lubricant.



## CAUTION

Mixing brands or using non-recommended lubricants could result in excessive wear to chain, sprockets and bearings. Always use Polaris-recommended products for your vehicle.

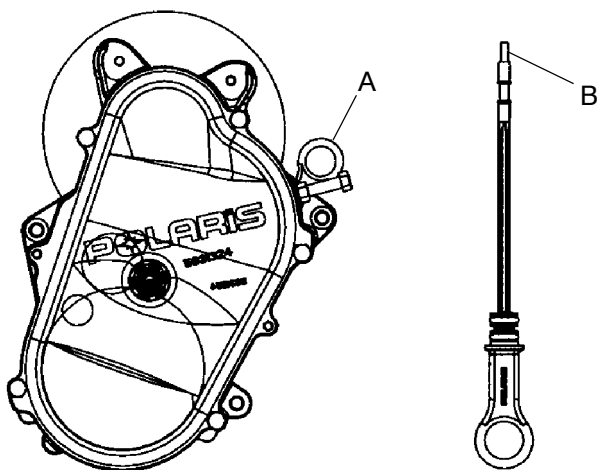
## Lubrication

### ✓ Chaincase Oil Level

It's the operator's responsibility to check and maintain the proper chaincase oil level.

To check the oil level, place the machine on a level surface. The oil level should be between the "safe" marks on the dipstick (A). Add Polaris chaincase oil (PN 2871280) through the dipstick opening. *Do not overfill.* See page 132 for the part numbers of Polaris products.

Flush the chaincase after the first 500 miles (800 km), then every 1000 miles (1600 km) or seasonally. Clean the magnetic plug (B) whenever checking or changing lubricant.



# MAINTENANCE

## General Maintenance

### Spark Plugs

It's very important to use the correct spark plug for your machine. A spark plug with a heat range too high will cause engine damage. A spark plug with a heat range too low will cause excessive fouling and engine malfunctioning.

In selecting a spark plug heat range for production, a manufacturer assumes that the engine will be operated under extreme heavy duty conditions and selects a spark plug that will protect the engine from internal damage if the purchaser actually does operate the engine in this manner. This selection could cause the customer who normally operates the engine under medium or light duty to have spark plug failure. Refer to your Owner's Manual Supplement for the specific spark plug to be used in your machine.

### CAUTION

A spark plug with a heat range too high will *always* cause engine damage if the engine is operated in conditions more severe than intended for that plug. Always use the spark plugs recommended for your snowmobile. See your Owner's Manual Supplement.

A new engine can cause temporary spark plug fouling due to the preservative added during the assembly process. Avoid prolonged idle speeds, which cause plug fouling and carbonization.

- Use recommended spark plugs with the proper gap. Refer to your Owner's Manual Supplement for specific information.
- Spark plug torque is 18-22 ft. lbs. (24.4-30 Nm).
- Always carry spare spark plugs in case of an emergency.

### CAUTION

Using non-recommended spark plugs can result in serious engine damage. Always use Polaris-recommended spark plugs.

## General Maintenance

### Spark Plugs

Spark plug condition is indicative of engine operation. The spark plug firing end condition should be read after the engine has been warmed up and the vehicle has been driven at higher speeds. Immediately check the spark plug for correct color.

### WARNING

A hot exhaust system and engine can cause serious burns. Wear protective gloves when removing a spark plug for inspection.

**NOTE:** Incorrect fuel mixture can often cause a spark plug to appear too dark or too light in color. Before changing spark plug heat ranges, be sure the correct main jet is installed in the carburetor(s). Refer to the Owner's Manual Supplement or see your dealer.

#### 1. Normal

The normal insulator tip is gray, tan or light brown. There will be few combustion deposits. The electrodes are not burned or eroded. This indicates the proper type and heat range for the engine and the service.

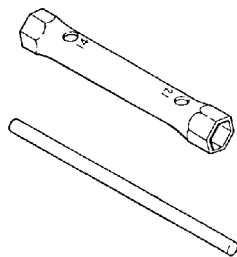
**NOTE:** The tip should not be white. A white insulator tip indicates overheating, caused by use of an improper spark plug or incorrect carburetion adjustments.

#### 2. Wet Fouled

The wet fouled insulator tip is black. A damp oil film covers the firing end. There may be a carbon layer over the entire nose. Generally, the electrodes are not worn. General causes of fouling are excessive oil, use of non-recommended injection oil, improper use of the choke, or incorrect carburetion adjustments.

### Spark Plug Removal and Replacement

1. Remove the spark plug cap.
2. Using the special wrench provided in the tool pouch, rotate the spark plug counterclockwise to remove.
3. Reverse the procedure for spark plug installation.
4. Torque to 18-22 ft. lbs. (24-30 Nm).
5. Install spark plug cap.



# MAINTENANCE

## General Maintenance

### Intake Filter

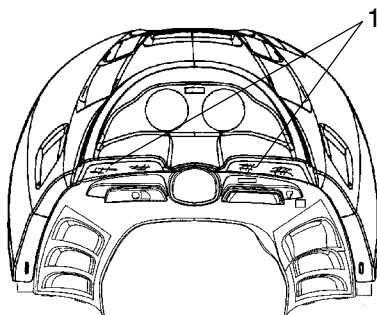
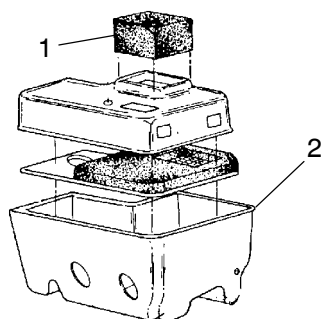
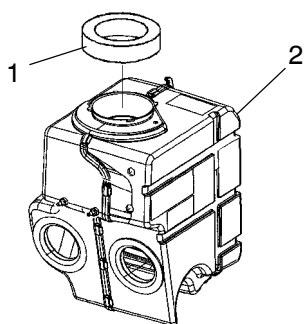
The intake foam filter limits snow ingestion into the intake system. When operating in loose powder snow, check the top of the foam filter periodically to remove any accumulation of snow.

## CAUTION

Operating the snowmobile with the intake filters removed may cause carburetor icing. The result will be poor fuel economy or carburetor malfunction. Always reinstall the intake filters before operating the snowmobile.

**NOTE:** These illustrations are general representations. Your model may differ.

1. Intake Foam Filter
2. Air Intake Box



## General Maintenance

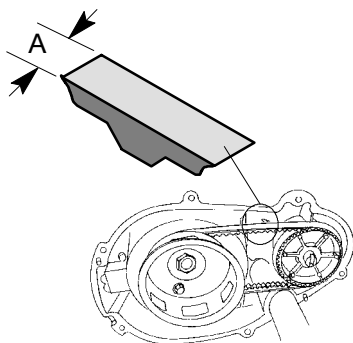
### Variable Exhaust System (VES)

Maintenance of the VES is limited to a periodic inspection and cleaning of system components. Every 1000 to 2000 miles (800-1600 km), bring the machine to an authorized Polaris dealer to have the VES disassembled, inspected, and cleaned.

**NOTE:** To ensure maximum performance and minimize required maintenance, follow the oil recommendation chart on page 61. The use of other lubricants may cause improper function of the valve mechanism and increase the frequency of required cleaning due to excessive build-up of carbon deposits.

### Water Pump Belt Inspection

Polaris Liberty 700 and 800 engines require inspection of the water pump belt at 1500 miles (2400 km). Inspect belt width (A) and condition. Replace if cracked or worn past the width service limit (.250" / 6.35mm). New belt width is approximately .345" (8.75 mm). See your Polaris dealer if the belt needs to be replaced.



# MAINTENANCE

## General Maintenance

### Water/Sediment Trap Service

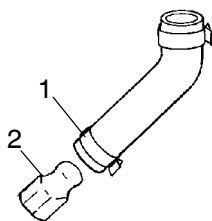
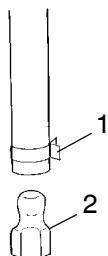
Most Polaris snowmobiles contain patented carburetor bowl water/sediment traps located at the bottom of each carburetor. The trap, consisting of a hose with a plug, should be drained about every 1000 miles (1600 km) and inspected for contamination.

## WARNING

When draining the traps, fuel spillage will occur. Always work in a well ventilated area away from anything that may cause the fuel to ignite, such as open flames, sparks, heaters, trouble lights, cigarettes, etc. Review the gasoline warnings found on page 63.

### Plug Cleaning Procedure

1. Turn the fuel tank supply valve off.
2. Position a container or shop towels to catch the contaminated gasoline.
3. Slide the clamp (1) away from the drain plug (2) and remove the drain plug from the sediment tube.
4. Wipe residue from the plug and reinstall it. Reposition and tighten the clamps. Continue until all the traps have been emptied.



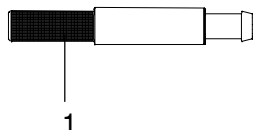
## General Maintenance

### Fuel Filter/Fuel Lines

See your Polaris dealer for replacement of the in-tank fuel filter (1) every 1000 miles (or annually).

Inspect the fuel lines regularly for signs of deterioration or damage. Always check fuel line condition after periods of storage.

Normal deterioration from weather and fuel compounds may occur. Replace worn or damaged fuel lines promptly.



## CAUTION

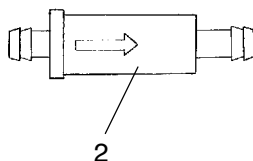
Kinking the fuel lines or using a pliers or similar tools to remove fuel lines may cause damage to the lines. If a fuel line has been damaged or kinked, replace it promptly.

### Oil Filter

The oil filter should be changed annually or every 1000 miles (1600 km). Inspect oil line condition at 1000 miles (1600 km). Polaris oil filters are specially designed for use on Polaris products. We strongly recommend the use of only Polaris replacement parts.

See page 61 for oil recommendations.

Edge models use an oil filter that's built into the oil sending unit located in the bottom of the oil tank. After changing the oil filter, bleed the oil injection system of all trapped air. See your dealer for instructions, or have your dealer perform the filter change and bleeding operation for you.



**NOTE:** The direction of the arrows indicates the direction of flow through the filters.

# **MAINTENANCE**

## **General Maintenance**

### **General Carburetor Information**

The number stamped in the end of the main jet indicates the jet size. The jet installed at the time of manufacture is not necessarily correct for your elevation. It's your dealer's responsibility to make sure the correct main jet is installed.

## **CAUTION**

Operating the snowmobile with incorrect jetting can result in serious engine damage. Have your Polaris dealer perform all carburetor adjustments to ensure all adjustments are done correctly.

### **Carburetor Adjustments**

The frequency at which the carburetors are synchronized or balanced is important. Properly adjusted carburetors can greatly improve engine performance, fuel economy, engine life, and reliability.

If you notice any of the following conditions, the carburetor may need adjustment:

- Hard starting
- Poor idle
- Overheated pistons and cylinder walls
- Plug fouling
- Poor engine response to various throttle valve openings

## General Maintenance

### Exhaust System

Check the exhaust system for wear or damage at approximately 1000 miles (1600 km). To inspect, allow the engine and exhaust system to cool completely. Open the hood and inspect the muffler and pipes for cracks or damage. Check for weak or missing retaining springs or damper/support grommets.

### **WARNING**

Hot exhaust system parts can cause serious burns. Allow adequate time for the exhaust system to cool. Never perform this procedure with the engine running.

### Engine Cooling - Liquid Cooled Models

The cooling system on liquid cooled models consists of the following major components:

- Coolant bottle
- Water pump
- Cylinders
- Heads
- Inlet and outlet manifolds
- Pressure cap
- Heat exchangers

# MAINTENANCE

## General Maintenance

### Coolant Mixture

The coolant supplied in the system is a 50/50 mixture of ethylene-glycol and distilled water. This mixture provides protection against freezing at temperatures to -34° F (-37° C). If greater protection is required, the percentage of antifreeze to water may be increased. Use Premium 60/40 anti-freeze coolant, which is already premixed and ready to use. Do not dilute with water. Never exceed a 60% antifreeze/40% water mixture. Contact your dealer if greater protection is required.

**NOTE:** Never add tap water to the cooling system. Minerals cause deposits and may react adversely with the metals in the engine and cooling system.

### Coolant High Temperature Indicator Light

The high temperature indicator light is controlled by a switch in the engine cooling system on liquid cooled models. If the engine coolant reaches a certain temperature, the switch completes a circuit that turns the light on. If you must drive your machine after the high temperature indicator light has come on, drive slowly and stop frequently to allow the engine to cool down. See your dealer.

### ✓ Coolant Level

The coolant level in the coolant bottle must be maintained at the recommended level shown on the coolant bottle to prevent overheating and serious engine damage. The level on some models must be maintained between the minimum and maximum marks. Other models require the coolant level to be maintained at the “full cold” line when the engine is cold.

## CAUTION

Operating the snowmobile with insufficient coolant will result in overheating and serious engine damage. Always maintain the coolant level as recommended.

The engine coolant level is controlled by the recovery system. The recovery system components are:

- Coolant bottle or overflow tank
- Engine filler neck
- Pressure cap (on applicable models)
- Connecting hoses

## General Maintenance

### Flushing the Cooling System

To ensure that the coolant maintains its ability to protect the engine, the system should be completely drained every two years and a fresh mixture of antifreeze and distilled water should be added. This service must be done when the engine is cold. Ask your Polaris dealer to check the coolant when he performs the fall tune-up on your snowmobile.

### Bleeding the Cooling System

Use of a non-standard pressure cap will not allow the recovery system to function properly. If the pressure cap needs replacement, contact your dealer for the correct part.

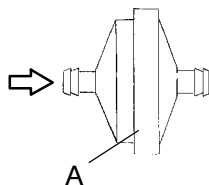
### WARNING

Steam and hot liquids will cause serious burns to your skin. Never bleed the cooling system or remove the pressure cap when the engine is warm or hot.

### Recovery System (WideTrak)

If the coolant level becomes low in the coolant bottle, bleed the system of any trapped air. Visually inspect the coolant filter (A) and replace it if it's dirty.

1. Fill the coolant bottle with coolant to the maximum mark.
2. Elevate the front end of the machine slightly to aid bleeding of the heat exchangers.
3. Remove the pressure cap and add coolant to the top of the filler neck.
4. Install the pressure cap with the lever lock up, in its release position.
5. Run the engine at various RPMs for two to three minutes to purge the system of trapped air.
6. Close the lever lock and check the coolant bottle fluid level. Add coolant if necessary to the maximum mark.



# **MAINTENANCE**

## **General Maintenance**

### **Bleeding the Cooling System**

#### **CAUTION**

If coolant flow becomes restricted or plugged, coolant loss, air lock or engine damage may result. Most cooling systems are equipped with a filter that should be periodically inspected or replaced.

#### **Surge Tank Models**

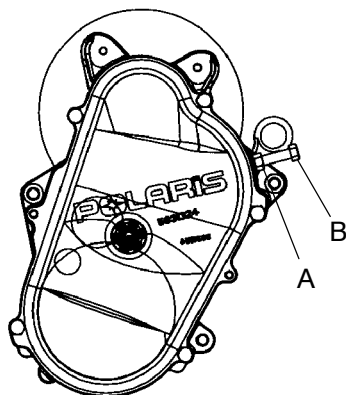
1. Remove the pressure cap and fill the coolant bottle with properly mixed coolant to the maximum mark.
2. Elevate the front end of the machine slightly to aid in bleeding of the heat exchangers.
3. Remove the bleed screw from the water outlet manifold and/or the thermostat housing. Allow the coolant to bleed through the system until it runs out the bleed holes. Reinstall the bleed screw into the manifold.
4. Add coolant to the coolant bottle to the maximum mark.
5. Start the engine and run at a fast idle for two to three minutes. Loosen the bleed screw occasionally to purge any trapped air.
6. Stop the engine and check the coolant bottle level. Fill as required.
7. Feel the heat exchangers under the running boards. If the system is bled properly, they'll be warm to the touch. If they're not, repeat step 5. Lift the front of the machine slightly to assist in the bleeding.
8. Replace the pressure cap and carefully lower the front end of the machine.

## General Maintenance

### Drive Chain Tension

To obtain correct chain tension:

1. Rotate the driven clutch counterclockwise to move all chain slack to the tensioner side. Lock the brake lever lock, or have an assistant hold the brake lever firmly.
2. Loosen the adjuster bolt jam nut (A).
3. Finger tighten the adjuster bolt (B) until it can no longer be adjusted by hand, then back off 1/4 turn.
4. Tighten the jam nut while holding the adjuster bolt.
5. The chain is now tensioned. Release the brake lever lock.

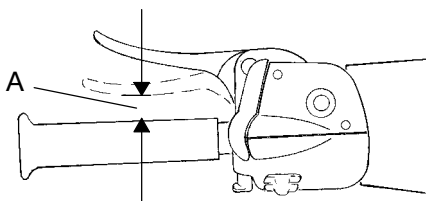


# MAINTENANCE

## General Maintenance

### ✓ Hydraulic Brake Inspection

Frequently inspect the brake lever reserve. Firmly depress the brake lever and measure the clearance between the lever and handlebar grip. This distance, called brake lever reserve (A), should be no less than 1/2" (1.3 cm).



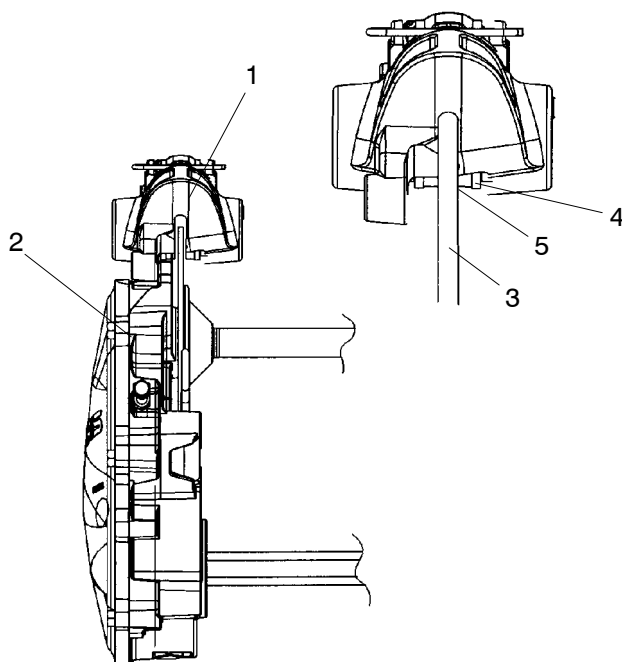
Brake pads must be replaced when the brake pad material becomes thinner than the backing plate (approximately 1/16"). A kit is available for replacing brake pads. See your dealer.

### ⚠ WARNING

Brake failure during operation can result in serious injury or death. Properly functioning brakes are vital to your safety. Be sure the brake pads do not drag on the disc and that brake lever travel is not excessive.

Always replace brake pads when the brake pad material becomes thinner than the backing plate (approximately 1/16").

## General Maintenance Brake Components



1. Brake Caliper
2. Chaincase
3. Brake Disc
4. Backing Plate
5. Brake Pad Material (Replace when thickness is less than 1/16").

### Excessive Lever Travel

Hydraulic brakes are self-adjusting, but if excessive brake pad clearance develops, as described on page 102, the machine should be returned to an authorized Polaris dealer for inspection and adjustment.

# MAINTENANCE

## General Maintenance

### Brake Fluid

#### **WARNING**

After opening a bottle of brake fluid, always discard any unused portion. Never store or use a partial bottle. Brake fluid is hygroscopic, meaning it rapidly absorbs moisture from the air. The moisture causes the boiling temperature of the brake fluid to drop, which can lead to early brake fade and the possibility of accident or severe injury.

#### **WARNING**

Keep the master cylinder cover free of dirt and debris. The vent slits allow for diaphragm movement, and if they become plugged, movement of brake fluid below the diaphragm may be restricted, altering brake function.

#### **CAUTION**

Brake fluid will damage decals, paint and some plastics. Always wipe up spills immediately.

Use only Polaris DOT 3 high temperature brake fluid. See page 132 for the part numbers of Polaris products.

On some models, the brake fluid level can be seen through a plastic sight glass in the brake reservoir. If the fluid is sufficient, the sight glass will be black. If the sight glass is any color other than black, add brake fluid.

On all other models, frequently check the reservoir to be sure it contains the correct amount of fluid. To add fluid, remove the master cylinder reservoir cover. Add Polaris brake fluid to bring the level up to the top of the fluid level mark on the inside of the reservoir.

## General Maintenance

### Bleeding the Hydraulic Brake System

Air in the hydraulic brake system will cause spongy brake lever action. Bleed the system before operating the snowmobile.

#### **WARNING**

Operating the vehicle with a spongy brake lever can result in loss of brakes, which could cause an accident and lead to serious injury or death. Never operate the vehicle with a spongy-feeling brake lever.

During the bleeding procedure, keep the brake handle as level as possible. The reservoir must be in this position to minimize the possibility of air entering the system through the reservoir vent.

1. Remove brake master cylinder reservoir cover and gasket.
2. Fill the master cylinder reservoir to between the MIN and MAX marks or 1/4-5/16" (.6-.8 cm) below the lip of the reservoir opening. Reinstall the gasket and cover.
3. Slip a rubber tube over the ball of the bleeder valve and direct the flow of fluid into an approved container.
4. Squeeze the brake lever a full stroke. Then unscrew the bleeder valve 3/4 of a turn to release air.
5. Close the bleeder valve and release the brake lever.
6. Repeat steps 4 and 5 until fluid flows from the bleeder valve in a solid stream free of air bubbles.

#### **WARNING**

Overfilling the master cylinder leaves no room for fluid expansion and may cause the brakes to lock, resulting in serious injury or death. Always add brake fluid to the fill line as recommended.

7. After bleeding is complete, refill the reservoir to the proper level. See page 104.
8. Reinstall the gasket and cover.

# MAINTENANCE

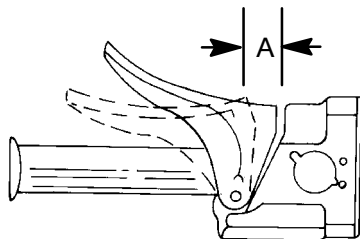
## General Maintenance

### Mechanical Brake Lever Travel

#### **WARNING**

Improper brake adjustment could result in brake failure and lead to serious injury or death. See your dealer for brake service.

Frequently inspect the brake lever reserve (A), which is the clearance between the lever and the brake block. To inspect, firmly depress the brake lever and measure the distance between the lever and the brake block. This distance should be no more than  $\frac{3}{4}$ " (1.9 cm). If brake lever reserve exceeds this amount, see your dealer for service.



## General Maintenance

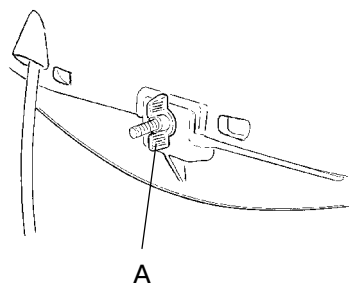
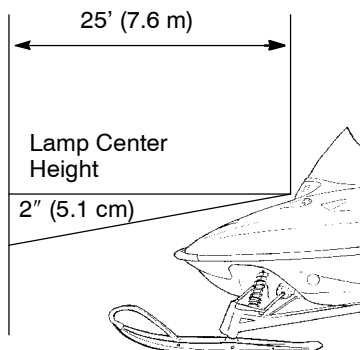
### Headlight Adjustment

The headlight may be adjusted for vertical aim using the following procedure:

1. Place the snowmobile on a level surface with the headlight approximately 25 feet (7.6m) from a wall.
2. Measure the distance from the floor to the center of the headlight and make a mark on the wall.
3. Start the engine and turn the headlight switch to high beam.
4. Observe the headlight aim. The most intense part of the headlight beam should be aimed 2" (5.1 cm) below the mark placed on the wall in step 2.

**NOTE:** Rider weight must be included on the seat.

5. Turn the adjustment nut (A), located inside the hood, just below the headlamp opening. Turn the knob in or out as needed for proper aim.



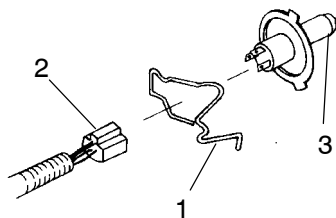
# MAINTENANCE

## General Maintenance

### Removing Halogen Bulbs - High/Low Beam

1. Pinch the ends of the spring (1) together and lift until it releases from the spring retainer.

**NOTE:** Do not touch a halogen bulb with bare fingers. Oil from skin leaves a residue, causing a hot spot that will shorten the life of the lamp.



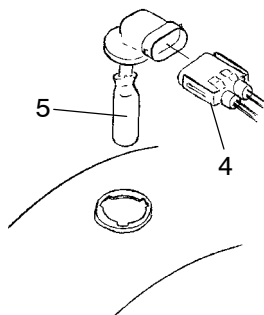
2. Lift spring carefully around wire harness (2) and flip to outside of housing.
3. With the wire harness attached to the bulb (3), withdraw bulb from housing.
4. Grasp bulb by metal base and carefully separate bulb from harness.

### Installing the Bulb

1. Hold bulb by metal base and install into wire harness.
2. Insert bulb into housing.
3. Carefully flip spring back into housing placing it around wire harness.
4. Squeeze spring together until it is over the spring retainer and release.
5. Verify headlight aim.

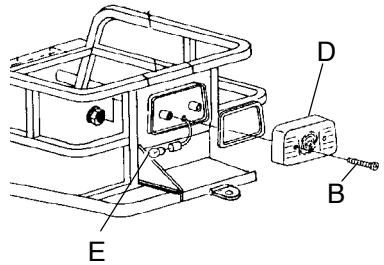
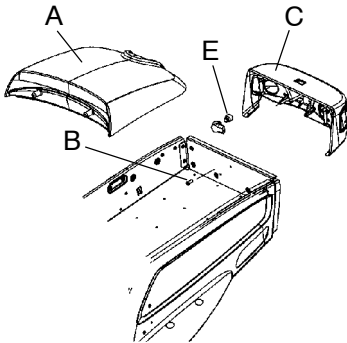
### Removing Halogen Bulbs - High Beam

1. Remove the wire harness (4).
2. Gasp the bulb (5) firmly and twist it 1/2 turn counterclockwise.
3. Remove the bulb from housing and replace with new bulb.
4. Place the bulb and housing back inside the hole and turn the housing 1/2 turn clockwise to lock into place.
5. Reinstall the wire harness to the housing.



## General Maintenance Taillight Replacement

1. Remove the rear storage cover (A) if equipped.
2. Depending on your model, remove the screws (B) securing either the taillight housing (C) or the lens cover (D).
3. Remove and replace the bulb (E).
4. Reassemble all components.



# MAINTENANCE

## General Maintenance

### Clutch System

#### **WARNING**

If you become aware of higher than normal clutch engagement or an unusual vibration or shift pattern, see your dealer immediately. Do not operate the machine until repairs have been made.

All clutch maintenance and repairs must be performed by an authorized Polaris dealer. Any unauthorized modifications to clutches, such as adding or removing weights, will void the warranty.

#### **CAUTION**

The bushings in the weights and rollers of Polaris clutches are made of a material that may be damaged if lubricated. Do not lubricate clutch bushings.

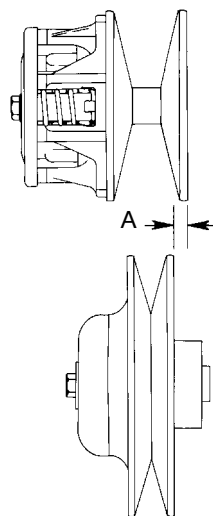
Periodically inspect the clutch sheaves for damage, wear, or belt residue. To maintain optimum performance, clean with non-oil based cleaners such as isopropyl alcohol.

#### **Clutch Alignment and Offset**

Clutch center distance and alignment (A) are crucial to maintaining optimum performance. See your Owner's Manual Supplement for the recommended offset between the drive and driven clutches with the belt removed.

The drive belt is a very important part of the drive system. Belt width and length must match the center distance of the clutches and sheave width of the drive clutch. For this reason, Polaris recommends that only O.E.M. belts be used. Other belts may match the dimensions, but can drastically change the shift pattern, resulting in poor performance. See your dealer for service and adjustments.

**NOTE:** A worn belt will continue to function, but will not deliver maximum performance. Always carry a spare belt in case of an emergency.



## General Maintenance

### ✓ Drive Belt Condition

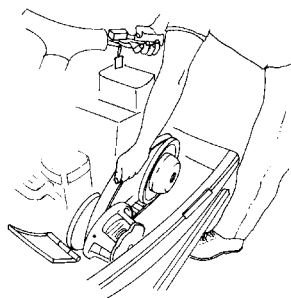
Periodically check the condition and tension of the drive belt, and always carry a spare. Inspect the belt for signs of excessive wear: frayed edges, missing cogs, cracks and excessive looseness. Replace the belt if any of these conditions exist.

For improved drive-away during extremely cold temperatures, remove the belt and warm it to room temperature. Reinstall it before starting the snowmobile.

The following procedures apply to standard, electronic reverse and TEAM driven clutches.

### Drive Belt Removal

1. Be sure the key switch is off and the engine has come to a complete stop. Apply the brake (or lock the parking brake if equipped).
2. Open the hood, remove the clutch guard retaining pin and open the clutch guard.
3. **Standard Clutch:** Skip to step 4.  
**TEAM Clutch:** Locate the L-wrench in the tool kit and install it into the open threaded hole in the outer sheave of the clutch. Rotate the wrench until the sheaves open far enough to remove the belt.
4. Firmly grasp the belt midway between the clutches and pull upward and rearward to remove. See illustration.



# MAINTENANCE

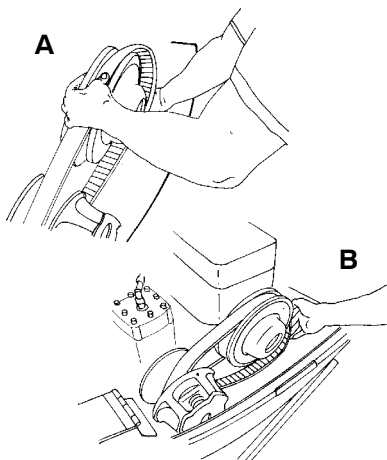
## General Maintenance

### Drive Belt Installation

1. Drop the drive belt over the drive clutch and pull back the slack (A).

**NOTE:** To ensure satisfactory belt life, install belts so they operate in the same direction of rotation by positioning the identification numbers so that you can read them. If required, separate the sheaves as outlined in the belt removal procedures.

2. Turn the driven clutch moveable sheave clockwise while pushing inward and forcing the belt down between the sheaves.
3. Hold the belt down between the sheaves and roll the bottom portion over the outer clutch sheave (B). Work the belt to the outer edge of the sheave.
4. **Standard Clutch:** Skip to step 5.  
**TEAM Clutch:** Rotate the L-wrench to tighten the sheaves. Remove the wrench and store in the tool kit.
5. Close the clutch guard and reinstall the retaining pin.
6. Close and secure the hood and release the parking brake.



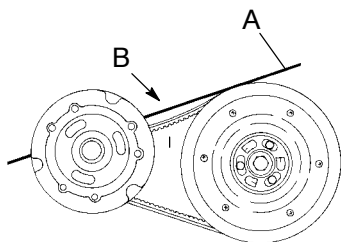
# MAINTENANCE

## General Maintenance

### ✓ Drive Belt Deflection

Measure belt deflection with both clutches at rest and in their full neutral position.

Place a straight edge on the belt (A) and apply downward pressure while measuring at point B. This measurement should be 1 1/4".



### Drive Belt Adjustment

#### Polaris Standard Reverse Clutch

Belt deflection can be adjusted without removing the clutch from the jackshaft.

1. Pull the belt into the driven clutch to slightly open the sheaves.
2. Loosen the three bolts on the adjustment cam and turn the cam counterclockwise to reduce the distance between the sheaves. *Do not rotate past the #1 position.*
3. Torque the bolts to 4-6 ft. lbs. (5.4-8 Nm).

#### TEAM Clutch

1. Loosen the 7/16" jam nut on the belt width adjuster.
2. Using a 1/8" Allen wrench, adjust the threaded set screw as needed.

**NOTE:** Turn the set screw in (clockwise) to increase the distance between the sheaves and out (counterclockwise) to decrease the distance.

3. Tighten the jam nut.

### Clutch Center Distance

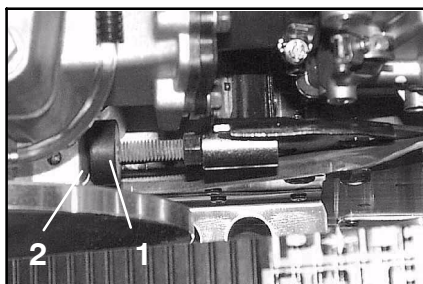
See your Owner's Manual Supplement for recommended center distance for your machine. If adjustment is necessary, see your dealer. Due to tolerances in belt length, it may be necessary for your dealer to make minor adjustments in the driven clutch to achieve correct belt tension.

# MAINTENANCE

## General Maintenance

### Torque Stop

If your snowmobile is equipped with an engine torque stop (1), periodically check torque stop clearance. With clutches in proper alignment, the torque stop clearance should be a minimum of .010" to a maximum of .030" from the engine case (2). Adjust if necessary, and lock the jam nut.



### Reverse Maintenance

If your snowmobile is equipped with reverse, or if you have a reverse kit installed, it's especially important to maintain track tension as specified on page 118.

### WARNING

Improper track tension can cause serious damage to the snowmobile, which can result in loss of vehicle control and serious injury or death. Always maintain the track tension as specified.

Allow the engine to reach idle speed before attempting to shift into or out of reverse.

### CAUTION

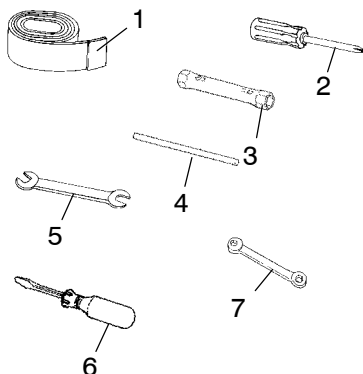
Damage will occur to chaincase or transmission if shifting is attempted before the machine has come to a complete stop. Make sure the snowmobile has completely stopped and the engine has returned to idle speed before shifting gears.

## General Maintenance

### Tool Kit

A tool kit is included with each machine for emergency and routine maintenance. Your tool kit will contain only the tools applicable to your model.

1. Emergency Start Strap (manual start models)
2. Phillips Screwdriver
3. Tubular Socket
4. Tubular Socket Handle
5. Wrench
6. Flat Screwdriver
7. Box End Wrench



**Always keep the tool kit with the snowmobile.**

If necessary, a replacement tool kit may be purchased from your Polaris dealer.

### Chain Tension

Maintain the proper chain tension as outlined on page 101.

### Oil Level

Maintain the oil level between the safe marks as indicated on the oil bottle (see page 66).

# **MAINTENANCE**

## **General Maintenance**

### **Fall Tune-Up**

For maximum performance, arrange for a fall service tune-up with your Polaris dealer. His experienced and trained service technician will keep your machine in peak operating condition.

### **Maintenance Items**

The tools and maintenance items mentioned in this book, as well as a long line of other Polaris accessories, are available at your Polaris dealer.

## Track Maintenance

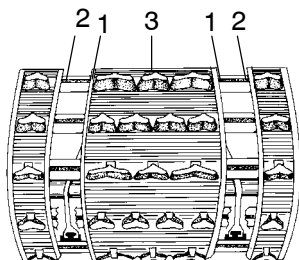
### Track Inspection

#### **⚠ WARNING**

Broken track rods are a serious safety hazard. They can cause a rotating track to come off the machine, which could cause serious injury or death. Never operate with a damaged track. Never rotate a damaged track under power.

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

Carefully examine the track along the entire length of each rod, bending the track and inspecting for breakage. The three most common damage areas are shown in the illustration.



Replace the track if any rod damage is found.

### Track Lubrication

#### **⚠ WARNING**

Operating with insufficient lubrication between the Hi-fax and track guide clips can cause track failure, loss of vehicle control and loss of braking ability, which can result in serious injury or death.

Avoid operating for extended periods on ice and other surfaces that have little or no snow for lubrication.

The slide rail requires adequate snow cover for sufficient lubrication. Excessive wear indicates insufficient lubrication. A new Hi-fax can cause faster heat build-up in limited lubrication, resulting in excessive wear.

**NOTE:** If excessive Hi-fax wear occurs due to poor snow conditions, additional wheel kits are available. See your dealer for more information.

**NOTE:** Track damage or failure caused by operation on ice or under other poor lubrication conditions will void the track warranty.

# MAINTENANCE

## Track Maintenance

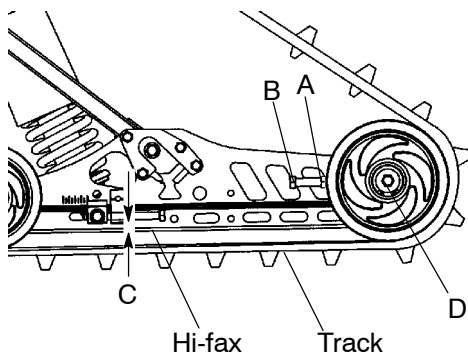
### WARNING

Moving parts can cut and crush body parts. When performing the checks and adjustments recommended on the following pages, stay clear of all moving parts. Never perform track measurement or adjustments with the engine running.

### Track Tension

Track adjustment is critical for proper handling. Always maintain correct tension and alignment. Tension adjustments should be made only after the track is warmed up and limber.

1. Turn the machine off.
2. Lift the rear of the machine and safely support it off the ground.
3. Place the recommended weight or downward pressure on the track at the specified distance ahead of the center of the rear idler wheel to slightly preload the track (see chart on page 119). Measure at the point where the weight is hanging.
4. Check for the specified slack between the wear surface of the track clip and the plastic Hi-fax (C).



### If the track needs adjustment:

5. Loosen rear idler shaft bolts (D) and locknuts (A).
6. Tighten or loosen the track adjusting screws (B) as necessary to provide equal adjustment on both sides of the track.
7. Repeat measurement on the other side of the track.

**NOTE:** Check more frequently when machine is new.

8. Start the machine and slowly rotate the track at least five revolutions. Let the track come to a stop (do not apply brakes).
9. Tighten the locknuts, then tighten the idler shaft bolts to 35 ft. lbs. (47 Nm).
10. Check track alignment and adjust as necessary. See page 119.

## Track Maintenance

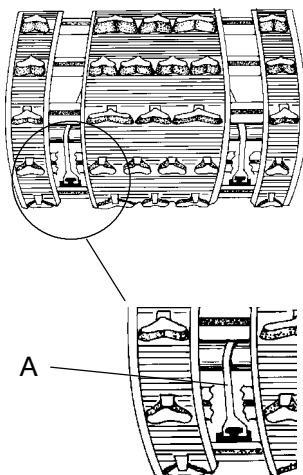
### Track Tension Data

| Suspension                     | Weight            | Measurement Location          | Slack Measurement          |
|--------------------------------|-------------------|-------------------------------|----------------------------|
| Edge 136<br>(Indy 340 Touring) | 10 lbs. (4.54 kg) | 16" ahead of rear idler shaft | 3/8 - 1/2"<br>(1 - 1.3 cm) |
| Edge Touring                   | 10 lbs. (4.54 kg) | 16" ahead of rear idler shaft | 3/4 - 1"<br>(1.9 - 2.5 cm) |
| ETS ACE                        | 10 lbs. (4.54 kg) | 16" ahead of rear idler shaft | 3/4 - 1"<br>(1.9 - 2.5 cm) |
| WideTrak                       | 10 lbs. (4.54 kg) | 16" ahead of rear idler shaft | 3/4 - 1"<br>(1.9 - 2.5 cm) |

### ✓ Track Alignment

Periodically check that the track is centered and running evenly on the slide rails. Misalignment will cause excessive wear to the track and slide rail.

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 and let the track come to a stop (do not apply brakes).
3. Inspect track alignment by looking through the track window to make sure the rails (A) 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, tighten locknuts and torque idler shaft bolts to 35 ft. lbs. (47.5 Nm).
5. Repeat steps 2 and 3 to verify proper alignment.



# MAINTENANCE

## Steering System

### Ski Alignment

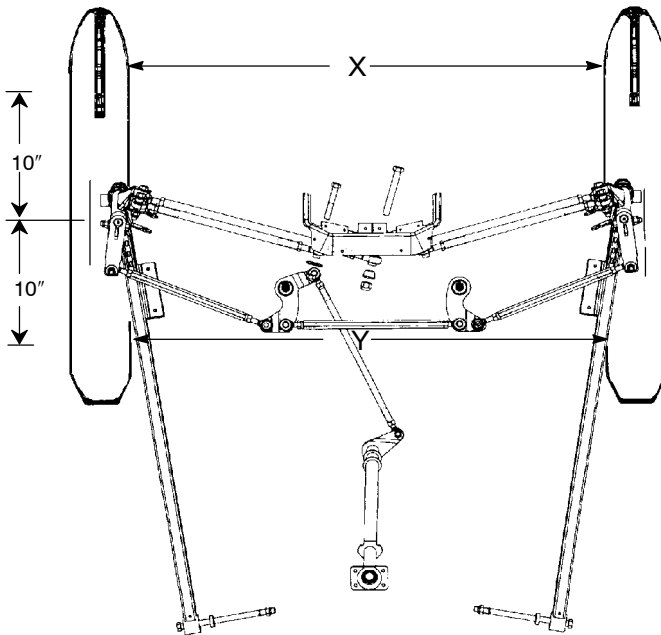
#### **WARNING**

Improper ski alignment or adjustment may cause loss of steering control, resulting in serious injury or death. Do not attempt to change the ski alignment or camber adjustment. See your Polaris dealer.

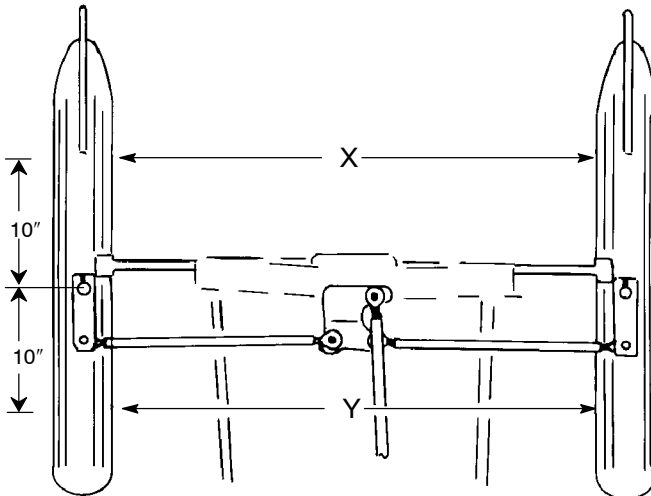
With the handlebars in a straight ahead position, and with vehicle weight compressing the suspension, measure from the straight edge of the skis at the center of the ski mounting bolt. The measurement between the skis at point X should be 1/8" to 1/4" greater than the measurement at point Y.

**NOTE:** If the skis are misaligned, we recommend that your dealer correct the alignment, since camber adjustment may also be affected.

## Steering System



**Edge IFS**



**WideTrak**

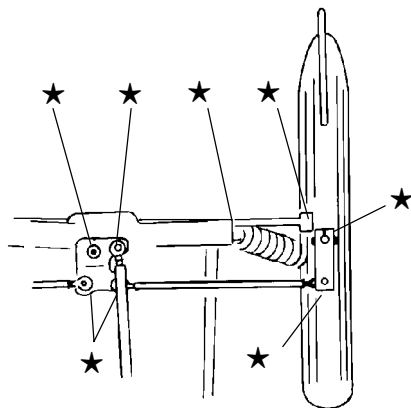
# MAINTENANCE

## Steering System

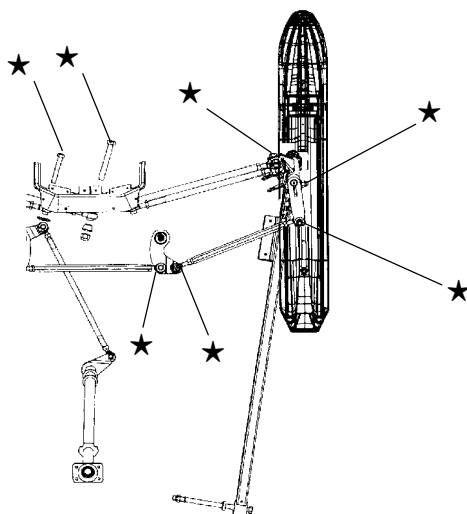
### Steering Inspection and Adjustment

Each week, or before a long ride, check fasteners and tighten if necessary. Specific fasteners that should be checked are marked with a ★ in the following illustrations.

#### All Steering Except CRC



#### Edge IFS Steering System



## Steering System

### ✓ Ski Skags

#### **⚠ WARNING**

Worn skis and/or skags will adversely affect handling. Loss of vehicle control may result, causing serious injury or death.

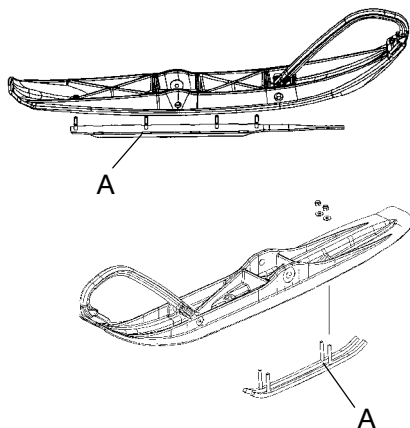
See your dealer's studding chart for recommended skags. If you install longer or more aggressive carbide skags than the original equipment, it may also be necessary to add track studs to maintain proper vehicle control while turning on hard-packed snow or ice.

Check skags weekly to maintain positive steering characteristics. Carbide skags must be replaced if *any* abnormal wear or chipping is found.

### Skag Replacement

1. Raise and support the front of the machine so the skis are approximately 6" (15.2 cm) from the ground.
2. Remove the attaching hardware and pry the skag downward.
3. Remove the forward portion of the skag.

Reverse this procedure for new skag installation.



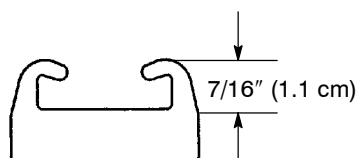
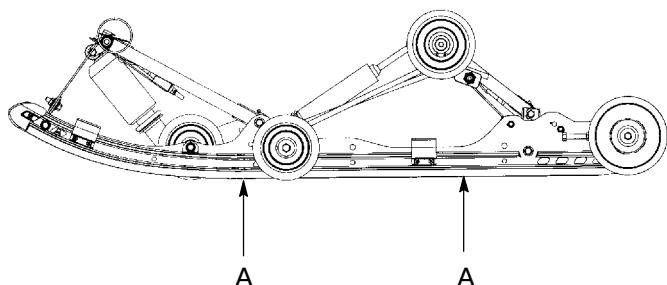
# MAINTENANCE

## Suspension Maintenance

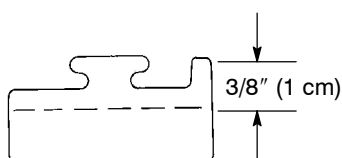
### ✓ Hi-Fax Wear

Check Hi-fax wear by measuring the thickness at several points along the rail (A). Replace Hi-fax when a thickness of  $7/16"$  is reached ( $3/8"$  on WideTrak models). See your dealer for Hi-fax replacement.

If excessive Hi-fax wear occurs due to poor snow conditions, additional wheel kits are available from your dealer.



**Minimum Thickness  
All Except WideTrak**



**Minimum Thickness  
WideTrak**

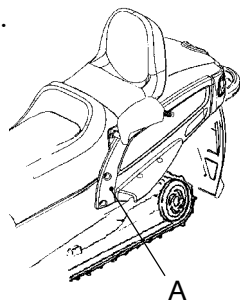
## Suspension Maintenance

Loose nuts and bolts can reduce your snowmobile's reliability and cause needless repairs and down time. Before beginning any snowmobile trip, a visual inspection will uncover potential problems. Check the following items on a weekly basis or before any long trip:

- ✓ Check suspension mounting bolts for tightness.

**NOTE:** The check the Indy 340 Touring rear suspension mounting bolts, remove the access plugs (A) in the skirt.

- ✓ Check rear idler wheel bolts for tightness. See page 118 for torque specs.
- ✓ Check rear idler adjusting bolt locknuts for tightness.
- ✓ Check front torque arm limiter strap condition.
- ✓ Check slide rail, Hi-fax condition greatly affects performance. Have your dealer replace when worn to minimum thickness.
- ✓ Check track tension (beginning on page 118).
- ✓ Lubricate/grease all suspension components (see page 83).
- ✓ Check ski runner/skid condition.
- ✓ Check ski spindle bolts for tightness.
- ✓ Check tie rod end nuts for tightness.



## Extended Storage

Off-season or extended storage of your snowmobile requires preventive measures to aid against deterioration and to prolong the useful life of many components.

## Cleaning and Preservation

Proper storage starts with cleaning, washing, and waxing the hood, chassis, and plastic parts. Wipe down remaining surfaces with a damp cloth. Clean and touch up with paint any rusted or previously painted surfaces. Be sure that corrosive salt and acids are removed from surfaces before beginning preservation with waxes and rust inhibitors (grease, oil or paint).

The machine should be stored in a dry garage or shed, out of direct sunlight, and covered with a fabric snowmobile cover. Plastic tarp may cause condensation to form and damage snowmobile components.

# MAINTENANCE

## Extended Storage

### Controls and Linkage

All bushings, spindle shafts, tie rod ends, and cables should receive a light coat of oil or grease.

### Bearings

Grease the jackshaft and drive shaft clutch side bearings with Polaris Premium All-Season Grease or a similar high quality grease to prevent corrosion. See page 132 for part numbers.

### Clutch and Drive System

Remove the drive belt and store in a cool dry location. Lubricate the sheave faces of the drive and driven clutches with a light coat of oil or Polaris Cable Lubricant. See page 132 for part numbers. Do not lubricate clutch components, except the driven clutch shaft bushing as outlined in the Master Repair Manual. See your dealer.

### Engine and Carburetor Protection

Proper preparation of the engine and fuel system is vital to the prevention of rust and corrosion on precision engine parts during storage. Whenever the machine is stored for a period of more than 60 days, the engine must be fogged with fogging oil. Follow the engine fogging instructions provided on the can. See page 132.

Always add Premium Carbon Clean or a fuel conditioner/stabilizer to the fuel tank. See page 132 for the part numbers of Polaris products. Follow the instructions on the can, running the engine for five minutes to get additives through the entire fuel system. Top off with fresh fuel.

**HINT:** For easier starting after extended storage, add lubricant to the fuel in the tank at a 40:1 ratio and run the engine for three to five minutes before storage. This will lubricate the fuel pump diaphragm to keep it flexible and help prevent loss of prime.

If stabilizer is not used, drain the carburetors by removing the water trap drain plugs (see page 94). Catch fuel in a container or shop cloth. Reinstall plugs securely. Observe all fire safety rules when draining carburetors. See gasoline warnings on page 63.

Jet restriction caused by improper storage can cause lean conditions and very poor slow speed driving quality.

## Extended Storage

### Engine and Carburetor Protection

Using a fuel stabilizer and topping off the fuel tank eliminates the need to drain the fuel system. If you prefer to drain the fuel tank, use the following procedure:

1. Transfer unused fuel from the fuel tank to an approved fuel container using a siphon pump. Do not re-use fuel after storage.
2. Securely support the front of the snowmobile with a jack stand so the machine is elevated and the engine is tilted rearward.
3. Remove the spark plug(s).
4. Rotate the engine slowly, watching the piston until it's at bottom dead center (BDC), the lowest position in the cylinder. On twin cylinder models, the opposite piston will be up.
5. Pour approximately two ounces of Polaris injector oil into the spark plug hole.
6. Wait one to two minutes and perform steps 3 to 5 on remaining cylinders.
7. Replace the spark plugs and lower the machine to the floor.

### Electrical Connections

Separate electrical connector blocks and clean corrosive build-up from connectors. Lubricate or pack connector blocks with dielectric grease and re-connect. See page 132 for the part numbers of Polaris products.

Replace worn or frayed electrical wire and connectors. Be sure wiring harness is properly secured away from sharp edges, steering linkage, moving parts, and hot exhaust parts.

### Battery

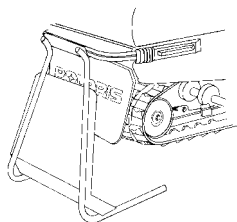
Always prepare and maintain the battery as outlined on page 129.

# MAINTENANCE

## Extended Storage

### Track and Suspension

Moderate track tension should be maintained during summer storage. The machine should be supported off the ground to allow the track to hang freely. See illustration.



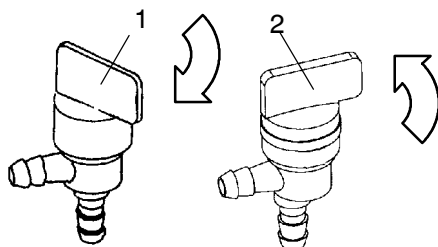
### Transporting the Snowmobile

Whenever the snowmobile is transported:

1. Turn the fuel valve clockwise to *OFF* to shut off the fuel supply  
(1). Turn the valve counter-clockwise to *ON* to turn the fuel supply on (2).

**NOTE:** The fuel valve is located under the hood of your machine.

2. Be sure the fuel cap and oil cap are installed correctly.
3. Always tie the snowmobile to the transporting unit securely using suitable straps.



## Battery Battery Fluid

### **⚠ WARNING**

Battery electrolyte is poisonous. It contains acid! Serious burns can result from contact with the skin, eyes, or clothing. If contact occurs, seek immediate medical attention.

KEEP OUT OF REACH OF CHILDREN.

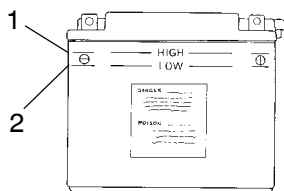
EXTERNAL: Flush with water.

INTERNAL: Drink large quantities of water or milk. Call physician immediately.

EYES: Flush with water for 15 minutes and get prompt medical attention.

Batteries produce explosive gases. Keep sparks, open flames, cigarettes, etc. away. Ventilate when charging or using in closed space. Always shield eyes when working near batteries.

A poorly maintained battery will deteriorate rapidly. Check the battery fluid level often. The fluid level should be kept between the upper (1) and lower (2) level marks.



# MAINTENANCE

## Battery

### Battery Connections

Keep battery terminals and connections free of corrosion. When cleaning is necessary, remove the corrosion with a stiff wire brush. Wash terminals and connections with a solution of one tablespoon baking soda and one cup water. Rinse well with tap water and dry with clean shop towels. Coat the terminals with dielectric grease or petroleum jelly.

## CAUTION

Tap water contains minerals that will damage a battery and shorten its life. Use only distilled water to refill your battery. Never allow cleaning solution or tap water to enter the battery.

### Battery Removal

#### WARNING

Improperly connecting or disconnecting battery cables can result in an explosion and cause serious injury or death. When removing the battery, always disconnect the negative (black) cable first. When reinstalling the battery, always connect the negative (black) cable last.

1. Disconnect battery hold down straps.
2. Remove battery vent tube from battery.
3. Disconnect black (negative) battery cable first.
4. Disconnect red (positive) battery cable second.
5. Carefully lift the battery out of the snowmobile. Do not tip it sideways or spill electrolyte.

#### CAUTION

If electrolyte spills, immediately wash it off with a solution of one tablespoon baking soda and one cup water to prevent damage to the vehicle.

## Battery

### Battery Installation

#### WARNING

Batteries contain gases that can explode. If the battery vent tube is pinched or kinked, battery gases could accumulate. Whenever removing or installing the battery, disconnect the negative (black) cable first and reinstall the negative cable last to avoid the possibility of explosion.

Battery electrolyte contains acid. Avoid skin contact with electrolyte as severe burns may result.

1. Place the battery in its holder. Attach the hold down strap.
2. Install the battery vent line. It must be free from obstructions and securely installed. Route the vent line properly to prevent kinks and to allow for proper drainage.
3. Connect and tighten the red (positive) cable first.
4. Connect and tighten the black (negative) cable last.
5. Verify that cables and vent hose are properly routed.

### Battery Storage

When your snowmobile is placed in storage for one month or more:

- Remove the battery.
- Charge it to the proper level.
- Store it in a cool dry place.
- Check and/or charge monthly.

Before using the battery, take it to your dealer for testing and recharging.

Batteries may freeze if not fully charged, resulting in cell damage.

| Charge Condition: | Will Freeze At: |
|-------------------|-----------------|
| 100%              | -75° F (-59° C) |
| 75%               | -24° F (-31° C) |
| 50%               | 0° F (-18° C)   |
| 25%               | +13° F (-11° C) |
| 0%                | +18° F (-8° C)  |

# POLARIS PRODUCTS

| Part No.                               | Description                                          |
|----------------------------------------|------------------------------------------------------|
| <b>Engine Lubricants</b>               |                                                      |
| 2870791                                | Fogging Oil (12 oz. Aerosol)                         |
| 2871098                                | Premium 2-Cycle Engine Oil (qt.)                     |
| 2871097                                | Premium 2-Cycle Engine Oil (gal.)                    |
| 2871240                                | Premium 2-Cycle Engine Oil (2.5 gal.)                |
| 2871721                                | Premium Gold Synthetic 2-Cycle Engine Oil (qt.)      |
| 2871722                                | Premium Gold Synthetic 2-Cycle Engine Oil (gal.)     |
| 2872347                                | Premium Gold Synthetic 2-Cycle Engine Oil (2.5 gal.) |
| 2874438                                | VES II Synthetic 2-Cycle Engine Oil (qt.)            |
| 2874439                                | VES II Synthetic 2-Cycle Engine Oil (gal.)           |
| 2874443                                | VES II Synthetic 2-Cycle Engine Oil (2.5 gal.)       |
| <b>Chaincase Lubricants</b>            |                                                      |
| 2873105                                | Synthetic Chaincase Lubricant (qt.)                  |
| 2872951                                | Synthetic Chaincase Lubricant (12 oz.)               |
| <b>Grease / Specialized Lubricants</b> |                                                      |
| 2871312                                | Grease Gun Kit, Premium All Season (3 oz.)           |
| 2871322                                | Premium All Season Grease (3 oz. cartridge)          |
| 2871423                                | Premium All Season Grease (14 oz. cartridge)         |
| 2871329                                | Dielectric Grease (Nyogel™)                          |
| <b>Coolant</b>                         |                                                      |
| 2871323                                | Anitfreeze, 60/40 Premix (gal.)                      |
| 2871534                                | Anitfreeze, 60/40 Premix (qt.)                       |
| <b>Additives / Miscellaneous</b>       |                                                      |
| 2871326                                | Carbon Clean Plus (12 oz.)                           |
| 2870652                                | Fuel Stabilizer (16 oz.)                             |
| 2870990                                | DOT3 Brake Fluid (12 oz.)                            |
| 2872893                                | Engine Degreaser (12 oz.)                            |
| 2870505                                | Isopropyl                                            |
| 2872889                                | Brake and Clutch Cleaner                             |
| 2872890                                | Carb and Throttle Body Cleaner                       |

# TROUBLESHOOTING

## Engine Troubleshooting

**CAUTION:** Unless you have experience and training in two-cycle engine repair, see your dealer if technical problems arise.

| Problem                                                             | Probable Cause                               | Solution                                                                                                                                   |
|---------------------------------------------------------------------|----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| Erratic engine operating RPM during acceleration or load variations | Drive clutch binding                         | Disassemble drive clutch to inspect shift weights for wear and free operation. SEE YOUR DEALER.                                            |
|                                                                     |                                              | Clean and polish stationary shaft hub.                                                                                                     |
|                                                                     | Driven clutch malfunction                    | Replace ramp buttons and rollers. SEE YOUR DEALER.                                                                                         |
|                                                                     |                                              | Inspect movable sheaves for excessive bushing clearance and replace if necessary. SEE YOUR DEALER.                                         |
| Harsh drive clutch engagement                                       | Drive belt worn or too narrow                | Replace drive belt.                                                                                                                        |
|                                                                     | Excessive belt/sheave clearance              | SEE YOUR DEALER.                                                                                                                           |
| Drive belt turns over                                               | Wrong belt for application                   | Replace drive belt.                                                                                                                        |
|                                                                     | Clutch alignment out of spec                 | Adjust alignment offset.                                                                                                                   |
|                                                                     | Engine mount broken or loose                 | Inspect and adjust or replace. SEE YOUR DEALER.                                                                                            |
| Machine fails to move                                               | Transmission in neutral                      | Shift out of neutral.                                                                                                                      |
|                                                                     | Clutch jammed                                | Belt twisted, spring broken, weights stuck, lubricated. SEE YOUR DEALER.                                                                   |
|                                                                     | Track jammed                                 | Foreign object caught or Hi-fax melted to track clips due to lack of lubrication. Machine may be frozen to ground or track may be iced up. |
|                                                                     | Chaincase sprocket or chain jammed or broken | Chain is loose or broken, chain tightener is loose. SEE YOUR DEALER.                                                                       |

# TROUBLESHOOTING

## Engine Troubleshooting

| Problem                                      | Probable Cause                                             | Solution                                                                                                                                                                                |
|----------------------------------------------|------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Noise in drive system                        | Broken drive clutch components                             | SEE YOUR DEALER.                                                                                                                                                                        |
|                                              | Bearing failure/chaincase, jackshaft, or front drive shaft | SEE YOUR DEALER.                                                                                                                                                                        |
|                                              | Drive belt surface flat spots                              | Inspect and replace if necessary.                                                                                                                                                       |
|                                              | Drive chain loose or worn, sprocket teeth broken           | Inspect and adjust or replace.                                                                                                                                                          |
| Poor low RPM performance                     | Worn drive belt                                            | Inspect and replace if necessary.                                                                                                                                                       |
|                                              | Excessive belt/sheave clearance                            | SEE YOUR DEALER.                                                                                                                                                                        |
|                                              | Loose torque stop                                          | Inspect and adjust.                                                                                                                                                                     |
|                                              | Sticky clutch                                              | SEE YOUR DEALER.                                                                                                                                                                        |
| Engine doesn't start (electric start models) | Wire connections                                           | SEE YOUR DEALER.                                                                                                                                                                        |
| Engine doesn't turn                          | Seized engine                                              | SEE YOUR DEALER. Seizure is a result of poor lubrication, inadequate fuel supply, broken parts, or improper cooling.                                                                    |
|                                              | Hydrostatic lock                                           | Fuel may have entered crankcase while vehicle was standing or being transported. SEE YOUR DEALER to correct cause. Drain plug(s) are located on lower crankcase for emergency draining. |

# TROUBLESHOOTING

## Engine Troubleshooting

| Problem                                         | Probable Cause                                               | Solution                                                                                                                                                                                                  |
|-------------------------------------------------|--------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Engine turns but fails to start                 | Faulty ignition                                              | Remove spark plug(s) and replace with new plug(s). If engine still fails to start, check for spark; if no spark SEE YOUR DEALER.                                                                          |
|                                                 | No fuel to engine                                            | Make sure the fuel valve is "ON". Check tank level and fill up with correct fuel.                                                                                                                         |
|                                                 |                                                              | Ice in fuel line, filter, or pump. On the standard Polaris carburetor, the choke will not function with the throttle depressed. See second item under "Probable Cause" of "Engine continually backfires". |
|                                                 | Flooded engine (normal situation caused by too much choking) | Hold throttle open, crank engine several times (may be necessary to change plug(s), however, the plug(s) may operate satisfactorily when dried).                                                          |
|                                                 | Poor engine compression                                      | Running a mixture too lean (too small main jet will cause seizure resulting in loss of power). SEE YOUR DEALER. This indicates a major engine problem that must be repaired before engine is run.         |
| Engine lacks power                              | Fouled or defective spark plug(s)                            | Change plug(s).                                                                                                                                                                                           |
|                                                 | Fuel filter (loss of high RPM power)                         | Check fuel filter flow. Disconnect hose and drain about 1/2 cup. Fuel flow should be steady and encompass the entire diameter of fuel line. If not, replace filter.                                       |
|                                                 | Incorrect clutching                                          | SEE YOUR DEALER.                                                                                                                                                                                          |
|                                                 | Carburetor and fuel pump                                     | There's no adjustment to change power output. SEE YOUR DEALER.                                                                                                                                            |
| Engine continually backfires                    | Faulty plug(s)                                               | Change plug(s).                                                                                                                                                                                           |
|                                                 | Carburetor                                                   | Dirt or ice may be in fuel system. SEE YOUR DEALER. (Deicer/isopropyl should be added to non-ethanol fuel at all times for assurance against fuel line icing.)                                            |
| Engine requires more than normal pulls to start | Poor gasoline or not enough fuel getting to engine           | Replace with fresh winter fuel.                                                                                                                                                                           |

# TROUBLESHOOTING

## Suspension Troubleshooting

### Edge 136 Suspension (Indy 340 Touring)

| Problem                                       | Solution (perform only one change at a time)                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rear suspension bottoms too easily            | <ul style="list-style-type: none"> <li>- Increase torsion spring preload.</li> <li>- Increase rear track compression damping by turning screw on rear track shock clockwise (factory position full soft).</li> <li>- Increase torsion spring wire diameter. SEE YOUR DEALER.</li> </ul>                                                                                                                                                                                                                                   |
| Rides too stiff in rear                       | <ul style="list-style-type: none"> <li>- Check for binding suspension shafts and grease all pivot points.</li> <li>- Decrease torsion spring preload adjustments.</li> <li>- Decrease rear track shock compression damping by turning screw on rear track shock counterclockwise (factory position full soft).</li> </ul>                                                                                                                                                                                                 |
| Machine darts from side to side               | <ul style="list-style-type: none"> <li>- Make sure skis are aligned properly.</li> <li>- Make sure spindles and all steering components are free turning.</li> <li>- Make sure skags are straight on skis.</li> <li>- Check hi-fax and replace if worn.</li> <li>- Reduce ski pressure:               <ul style="list-style-type: none"> <li>•Increase front track spring preload.</li> <li>•Reduce IFS spring preload by adjusting threaded collar.</li> <li>•Reduce rear torsion spring preload.</li> </ul> </li> </ul> |
| Front end pushes                              | <ul style="list-style-type: none"> <li>- Check for worn skags.</li> <li>- Check binding suspension shafts and grease all pivot points.</li> <li>- Increase front IFS preload by adjusting threaded collar.</li> <li>- Adjust RRSS to a higher position.</li> </ul>                                                                                                                                                                                                                                                        |
| Steering is heavy                             | <ul style="list-style-type: none"> <li>- Check ski alignment.</li> <li>- Check skags and skis for damage.</li> <li>- Reduce ski pressure:               <ul style="list-style-type: none"> <li>•Increase front track spring preload.</li> <li>•Reduce IFS spring preload by adjusting threaded collar.</li> <li>•Reduce rear torsion spring preload.</li> </ul> </li> <li>- Make sure spindles and all steering components are free turning (elevate machine to check).</li> </ul>                                        |
| Too much weight transfer under acceleration   | <ul style="list-style-type: none"> <li>- Rotate RRSS to a higher position. See suspension setup decal located under the hood.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                  |
| Not enough weight transfer under acceleration | <ul style="list-style-type: none"> <li>- Move RRSS to the rearward upper hole on high position. See suspension setup decal located under the hood.</li> </ul>                                                                                                                                                                                                                                                                                                                                                             |

# TROUBLESHOOTING

## Suspension Troubleshooting

### Edge Touring Suspension (ETS) and ETS ACE

| Problem                            | Solution (perform only one change at a time)                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Rear suspension bottoms too easily | <ul style="list-style-type: none"> <li>- Adjust RCA forward (see setup decal under hood).</li> <li>- Adjust coil over spring on front track shock to increase preload - 1" maximum preload.</li> <li>- Adjust torsion spring blocks to highest position.</li> <li>- Increase front track compression damping by turning screw clockwise (factory position full soft).</li> <li>- Replace front track spring with optional spring.</li> </ul> |
| Rides too stiff in rear            | <ul style="list-style-type: none"> <li>- Check for binding suspension shafts and grease all pivot points.</li> <li>- Adjust RCA rearward (see setup decal under hood).</li> <li>- Decrease spring preload adjustments.</li> <li>- Decrease front track compression damping by turning screw counter clockwise (factory position full soft).</li> </ul>                                                                                       |
| Machine darts from side to side    | <ul style="list-style-type: none"> <li>- Make sure skis are aligned properly.</li> <li>- Make sure spindles and all steering components are free turning.</li> <li>- Make sure skags are straight on skis.</li> <li>- Ensure use of Accu-Trak™ dual skags.</li> </ul>                                                                                                                                                                        |
| Front end pushes                   | <ul style="list-style-type: none"> <li>- Check for worn skags</li> <li>- Increase front IFS preload by adjusting threaded preload collar.</li> <li>- Decrease front track spring preload.</li> </ul>                                                                                                                                                                                                                                         |
| Steering is heavy                  | <ul style="list-style-type: none"> <li>- Check skags and skis for damage.</li> <li>- Make sure spindles and all steering components are free turning.</li> <li>- Decrease IFS spring preload.</li> <li>- Increase front track spring preload - 1" maximum preload.</li> </ul>                                                                                                                                                                |

# TROUBLESHOOTING

## Belt Troubleshooting

| Belt Wear/Burn Diagnosis                              |                                                                                                                                                                                                     |
|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Causes                                                | Solutions                                                                                                                                                                                           |
| Driving at low RPM                                    | Drive at higher RPMs. Gear the machine down. Check belt deflection.                                                                                                                                 |
| Insufficient warm-up                                  | Warm the engine at least five minutes. Take the drive belt off the machine in extremely cold weather and warm it up. Break machine loose from the snow.                                             |
| Towing at low RPM                                     | Do not tow in deep snow. Use fast, aggressive throttle to engage clutch.                                                                                                                            |
| Riding with high RPM and slow speed (8000 RPM/10 MPH) | Lower the gear ratio. Remove windage plates from the clutch. Reduce RPM. Avoid riding in high ambient temperatures.                                                                                 |
| Ice and snow build-up between track and tunnel        | Warm the engine at least five minutes. Take the drive belt off the machine in extremely cold weather and warm it up. Break machine loose from the snow.                                             |
| Poor engine performance                               | Check for carb and choke synchronization, fouled plugs, debris in the carbs, and water, ice, or dirt in gas tank or fuel line.                                                                      |
| Loading machines onto trailers                        | Skis may gouge into trailers and prevent the drivetrain from spinning properly. Use enough speed to drive the machine completely onto the trailer. Push and pull it to finish loading if necessary. |
| Clutch malfunction                                    | Inspect clutch components. See your dealer.                                                                                                                                                         |
| Slow, easy clutch engagement                          | Use fast, aggressive throttle to engage clutch.                                                                                                                                                     |

# WARRANTY

## Service And Warranty Information

### Obtaining Service and Warranty Assistance

Read and understand the service data and the Polaris warranty information contained in this manual. Contact your Polaris dealer for replacement parts, service or warranty. Your dealer receives frequent updates on changes, modifications and tips on snowmobile maintenance, which may supersede information contained in this manual. Your dealer is also familiar with Polaris policies and procedures and will be happy to assist you.

When contacting us about parts, service, or warranty, always provide the following information:

1. Serial number
2. Model number
3. Dealer name
4. Date of purchase
5. Details of trouble experienced
6. Length of time and conditions of operation
7. Previous correspondence

Use the page provided near the front of your Owner's Manual to record the identification numbers of your snowmobile and its engine.

### Polaris Customer Service

United States: 1-763-417-8650

Canada: 1-204-925-7100

### Polaris Anti-Theft System

The Polaris anti-theft system (PATS) monitoring program is designed to aid owners of registered snowmobiles in recovery of stolen machines.

### Administration

1. Polaris snowmobile owner reports theft.
  - A. In addition to notifying the proper law enforcement officials, the owner must call Polaris Customer Service.
  - B. Owners must provide their name, address, telephone number and the model and serial number of stolen machines.
2. Polaris warranty will provide all dealerships with a monthly updated list of all stolen units to further monitor thefts.
3. Polaris warranty will aid in notifying the proper owner when a unit is recovered.

# **WARRANTY**

## **Limited Warranty**

Polaris Sales Inc., 2100 Highway 55, Medina, MN 55340, provides a ONE YEAR LIMITED WARRANTY on all components of the Polaris snowmobile against defects in material or workmanship. This warranty covers the parts and labor charges for repair or replacement of defective parts that are covered by this warranty. The warranty begins on the date of purchase. This warranty is transferrable to another consumer, during the warranty period, through a Polaris dealer.

## **Registration**

At the time of sale, the Warranty Registration Form must be completed by your dealer and submitted to Polaris within ten days. Upon receipt of this registration, Polaris will record the registration for warranty. No verification of registration will be sent to the purchaser as the copy of the Warranty Registration Form will be the warranty entitlement. If you have not signed the original registration and received the customer copy, please contact your dealer immediately. **NO WARRANTY COVERAGE WILL BE ALLOWED UNLESS THE SNOWMOBILE IS REGISTERED WITH POLARIS.**

Initial dealer preparation and set-up of your snowmobile is very important in ensuring trouble-free operation. Purchasing a snowmobile in the crate or without proper dealer set-up will void your warranty coverage.

## **Warranty Coverage and Exclusions**

### **Limitations of warranties and remedies**

This warranty excludes any failures not caused by a defect in material or workmanship. The warranty does not cover accidental damage, normal wear and tear, abuse or improper handling. The warranty also does not cover any snowmobile that has been structurally altered, neglected, improperly maintained, used for racing or used for purposes other than for which it was manufactured. The warranty does not cover any damages that occur during trailer transit or as a result of unauthorized service or parts. In addition, this warranty does not cover physical damage to paint or finish, stress cracks, tearing or puncturing of upholstery material, corrosion or defects in parts, components or the snowmobile due to fire, explosions or any other cause beyond Polaris' control.

This warranty does not cover the use of unauthorized lubricants, chemicals, or fuels that are not compatible with the snowmobile.

The exclusive remedy for breach of this warranty shall be, at Polaris' exclusive option, repair or replacement of any defective materials, or components or products. **THE REMEDIES SET FORTH IN THIS WARRANTY ARE THE ONLY REMEDIES AVAILABLE TO ANY PERSON FOR BREACH OF THIS WARRANTY. POLARIS SHALL HAVE NO LIABILITY TO ANY PERSON FOR INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES OF ANY DESCRIPTION, WHETHER ARISING OUT OF EXPRESS OR IMPLIED WARRANTY OR ANY OTHER CONTRACT, NEGLIGENCE, OR OTHER TORT OR OTHERWISE.** Some states do not permit the exclusion or limitation of incidental or consequential damages or implied warranties, so the above limitations or exclusions may not apply to you if inconsistent with controlling state law.

# WARRANTY

## Limitations of warranties and remedies

ALL IMPLIED WARRANTIES (INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE) ARE LIMITED IN DURATION TO THE ABOVE ONE YEAR WARRANTY PERIOD. POLARIS FURTHER DISCLAIMS ALL EXPRESS WARRANTIES NOT STATED IN THIS WARRANTY. Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you if inconsistent with controlling state law.

## How to Obtain Warranty Service

If your snowmobile requires warranty service, you must take it to a Polaris dealer authorized to repair Polaris snowmobiles. When requesting warranty service you must present your copy of the Warranty Registration form to the dealer. (The cost of transportation to and from the dealer is YOUR responsibility). Polaris recommends that you use your original selling dealer; however, you may use any Polaris Servicing Dealer to perform warranty service.

Please work with your dealer to resolve any warranty issues. Your dealer will contact the appropriate personnel at Polaris if additional assistance is needed.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

If any of the above terms are void because of state or federal law, all other warranty terms will remain in effect.

## Engine Oil

1. Mixing oil brands or using non-recommended oil may cause engine damage. We recommend the use of Polaris engine oil.
2. Damage resulting from the use of non-recommended lubricants may not be covered by warranty.

# WARRANTY

## Conditions and Exclusions

In order to qualify for warranty, the product must have been properly set up and tested by a Polaris Dealer (if applicable). Failure of any dealer to perform the required vehicle Pre-Delivery Inspection, perform all applicable service bulletins and have the consumer sign the PDI form prior to delivery may void the warranty. Failure to provide proof of required periodic maintenance upon request may result in denial of warranty coverage. Use of the recommended Polaris products for lubrication and maintenance as directed by the Owner's manual is highly recommended. Should a failure occur during the warranty period resulting from the use of non-recommended products, warranty coverage may be denied.

Warranty does not apply to parts exposed to friction surfaces, stresses, environmental conditions and/or contamination. The following items are excluded from warranty consideration if the failure was due to wear or not the direct result of a defect:

|                               |                                     |
|-------------------------------|-------------------------------------|
| Skis                          | Ski wear rods                       |
| Tracks                        | Slide rails                         |
| Suspension components         | Finished and unfinished surfaces    |
| Brake components              | Carburetor/Throttle body components |
| Seat components               | Engine components                   |
| Clutches and components       | Drive belts                         |
| Steering components           | Hydraulic components                |
| Batteries                     | Circuit breakers/Fuses              |
| Light bulbs/Sealed beam lamps | Electronic components               |
| Idler wheels                  |                                     |

Warranty applies to the product only and does not allow for coverage of personal loss. Some items are considered "consumable," meaning they are considered part of normal maintenance or part of completing an effective repair. The following items are excluded from warranty coverage in the event of a warranty claim:

|                             |                                      |
|-----------------------------|--------------------------------------|
| Spark Plugs                 | Lubricants such as oil, grease, etc. |
| Filters                     | Batteries (unless defective)         |
| Fuel                        | Cosmetic damage/repair               |
| Sealants                    | Coolants                             |
| Hotel fees                  | Meals                                |
| Towing charges              | Shipping/ handling fees              |
| Mileage                     | Product pick-up/delivery             |
| Rentals/Loss of product use | Loss of vacation/personal time       |

This warranty also excludes failures resulting from improper lubrication; improper engine timing; improper fuel; surface imperfections caused by external stress, heat, cold or contamination; operator error or abuse; improper component alignment, tension, adjustment or altitude compensation; failure due to snow, water, dirt or other foreign substance ingestion/contamination; improper maintenance; modified components; use of aftermarket components resulting in failure; unauthorized repairs; repairs made after the warranty period expires or by an unauthorized repair center; use of the product in competition or for commercial purposes. Warranty will not apply to any product which has been damaged by abuse, accident, fire or any other casualty not determined a defect of materials or workmanship.

# WARRANTY

## Polaris Second Year Engine Service Contract

Second Year Engine Service Contract is standard on all eligible new and unused snowmobiles that were Snow Checked through an authorized Polaris dealer during the March/April Snow Check promotion. The free Second Year Engine Service Contract is honored by all authorized Polaris snowmobile dealers in North America and is transferable 120 days after the original purchase date, free of charge, through any Polaris snowmobile dealer. Coverage on Snow Check units is automatic. Although you do not receive a warranty card, your dealership should have printed a copy of the warranty registration form. This form is your proof of warranty.

### Consumer Exclusions

- Each repair visit after the first twelve months of standard warranty coverage is subject to a \$50 deductible.
- The free Second Year Engine Service Contract applies to the first 5,000 miles or two (2) calendar years from date of purchase, whichever comes first. Tampering with the odometer shall void all warranties/service contracts. No extensions to coverage under this engine service contract can be given. Used snowmobiles are not eligible under this program.
- Snowmobiles used for commercial purposes or for racing are excluded from coverage.

### Coverage

Coverage for second year engine failures due to defects in materials and workmanship will be determined by Polaris in its sole discretion. Coverage is automatic with no additional paperwork required. The free Second Year Engine Service Contract is subject to a \$50 deductible per visit. Regular, documented service maintenance visits are required to validate this warranty.

A partial list of items excluded from coverage includes:

- Damage due to accident, fire, explosion, theft, or other causes beyond Polaris' control.
- Damage caused by the failure of other components of the snowmobile.
- Failures caused by improper fuel or oil.
- Piston seizures, unless caused by a defective engine component.
- Failures caused due to improper adjustments.
- Failure due to unauthorized service.
- Failures due to lack of service as required in the owner's manual or Polaris updates. This includes off-season storage as listed in the owner's manual.
- Failure due to use of unauthorized parts or modifications.
- Normal wear parts, including but not limited to spark plugs, hoses, batteries, controls, and recoil ropes are excluded from coverage. Gaskets are covered, as are intake and exhaust manifolds excluding paint coverage.
- Electrical coverage is limited to the ECU box, coils, stator plate, and sensors. Wiring and other electrical components are excluded from coverage.
- Cooling system coverage is limited to the water pump assembly and components, fan, fan bearings, temperature sensor, gasket and seals.
- Non wear related throttle body parts are covered. The fuel pump is covered.
- Clutches and related clutch parts, including but not limited to, the drive belt, are excluded from coverage.
- Electrical components are excluded from coverage.
- Gearcases and transmissions are excluded from coverage.

# WARRANTY

## Exported Vehicles

EXCEPT WHERE SPECIFICALLY REQUIRED BY LAW, THERE IS NO WARRANTY OR SERVICE BULLETIN COVERAGE ON THIS VEHICLE IF IT IS SOLD OUTSIDE THE COUNTRY OF THE SELLING DEALER'S AUTHORIZED LOCATION.

This policy does not apply to vehicles that have received authorization for export from Polaris Industries. Dealers may not give authorization for export. You should consult an authorized dealer to determine this vehicle's warranty or service bulletin coverage if you have any questions.

This policy does not apply to vehicles registered to government officials or military personnel on assignment outside the country of the selling dealer's authorized location.

This policy does not apply to Safety Recalls.

## How to Get Service

### *In the Country where your vehicle was purchased:*

Warranty or Service Bulletin repairs must be done by an authorized Polaris dealer. If you move or are traveling within the country where your vehicle was purchased, Warranty or Service Bulletin repairs may be requested from any authorized Polaris dealer who sells the same line as your vehicle.

### *Outside the Country where your vehicle was purchased:*

If you are traveling temporarily outside the country where your vehicle was purchased, you should take your vehicle to an authorized Polaris dealer. You must show the dealer photo identification from the country of the selling dealer's authorized location as proof of residence. Upon residence verification, the servicing dealer will be authorized to perform the warranty repair.

### *If You Move:*

If you move to another country, be sure to contact Polaris Customer Assistance and the customs department of the destination country before you move. Vehicles importation rules vary considerably from country to country. You may be required to present documentation of your move to Polaris Industries in order to continue your warranty coverage. You may also be required to obtain documentation from Polaris Industries in order to register your vehicle in your new country.

### *If Purchased From A Private Party:*

If you purchase a Polaris product from a private citizen outside of the country in which the vehicle was originally purchased, all warranty coverage will be denied.

## Notice

If your vehicle is registered outside of the country where it was purchased, and you have not followed the procedure set out above, your vehicle will no longer be eligible for warranty or service bulletin coverage of any kind. (Vehicles registered to Government officials or military personnel on assignment outside of the country where the vehicle was purchased will continue to be covered by the basic warranty.)

*For questions call Polaris Customer Assistance (see page 139).*

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