

2022



For Maintenance and Safety

OWNER'S MANUAL

INDY XC
INDY VR1
INDY XCR
INDY ADVENTURE

SWITCHBACK ASSAULT
SWITCHBACK XC
VOYAGEUR
NORDIC PRO

POLARIS
Think Outside



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.



WARNING

Operating, servicing, and maintaining a passenger vehicle or off-road vehicle can expose you to chemicals including engine exhaust, carbon monoxide, phthalates, and lead, which are known to the State of California to cause cancer and birth defects or other reproductive harm. To minimize exposure, avoid breathing exhaust, do not idle the engine except as necessary, service your vehicle in a well-ventilated area and wear gloves or wash your hands frequently when servicing your vehicle.

For more information go to www.P65Warnings.ca.gov/passenger-vehicle.



***For videos and more information
about a safe riding experience with
your Polaris vehicle, scan this QR
code® with your smartphone.***



2022 Owner's Manual

Matryx Platform

Indy VR1 129 / 137

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The original instructions for this vehicle are in English. Other languages are provided as translations of the original instructions.

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Thank you for purchasing a POLARIS vehicle, and welcome to our world-wide family of POLARIS enthusiasts. Be sure to visit us online at www.polaris.com for the latest news, new product introductions, upcoming events, career opportunities and more.

Here at POLARIS we proudly produce an exciting line of utility and recreational products. 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 can be performed by a factory certified Master Service Dealer (MSD) technician.

Your POLARIS dealer knows your vehicle best and is interested in your total satisfaction. Your POLARIS dealership can perform all of your service needs during and after the warranty period.

For the most up-to-date owner's manual visit <https://www.polaris.com/en-us/owners-manuals>.

SAFETY SYMBOLS AND SIGNAL WORDS

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.

DANGER

DANGER indicates a hazardous situation which, if not avoided, WILL result in death or serious injury.

WARNING

WARNING indicates a hazardous situation which, if not avoided, COULD result in death or serious injury.

CAUTION

CAUTION indicates a hazardous situation which, if not avoided, COULD result in minor to moderate injury.

NOTICE

NOTICE provides key information by clarifying instructions.

IMPORTANT

IMPORTANT provides key reminders during disassembly, assembly, and inspection of components.

The Prohibition Safety Sign indicates an action NOT to take in order to avoid a hazard.



The Mandatory Action Sign indicates an action that NEEDS to be taken to avoid a hazard.



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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 the snowmobile is sold.

Some of 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 at specific mileage intervals. This service can be performed by your authorized POLARIS dealer.

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.

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.

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.

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.

INTRODUCTION

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.

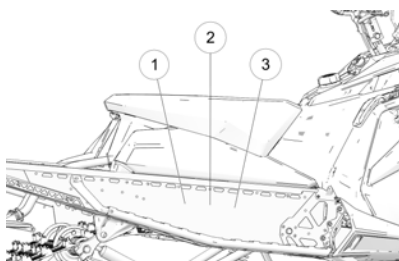
VEHICLE IDENTIFICATION NUMBERS

Record your snowmobile's identification numbers and key number in the spaces provided.

NOTICE

If installing an aftermarket tunnel wrap, do not cover the tunnel certification, tunnel VIN or emissions certification labels with the wrap. If the tunnel wrap doesn't provide an opening for these labels, remove the section of wrap where the labels are located.

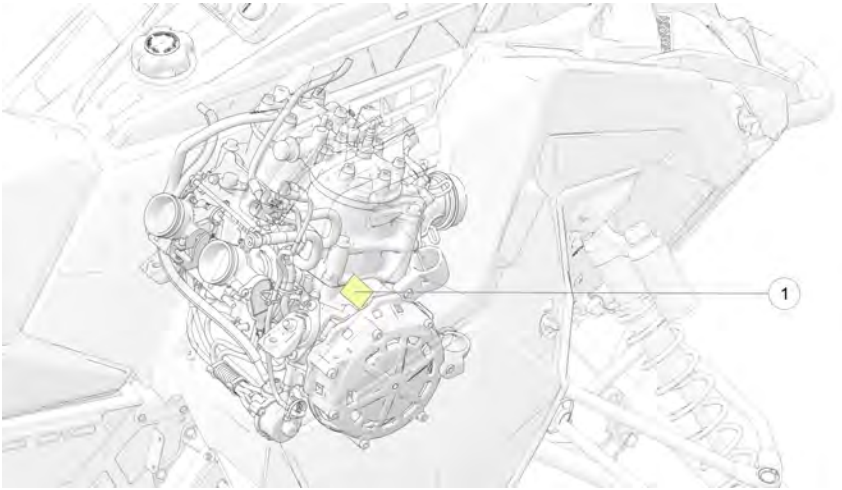
- ① Certification Label
- ② Tunnel VIN
- ③ Emission Certification Label



VEHICLE MODEL NUMBER:	
TUNNEL VIN (RIGHT SIDE OF TUNNEL):	
ENGINE SERIAL NUMBER (ON RECOIL HOUSING):	
KEY NUMBER:	

ENGINE SERIAL NUMBER

The engine serial number ① is located on the identification label on the engine recoil cover.



KEY IDENTIFICATION

The ignition keys are etched with an identification number. Remove the spare key and store it in a safe place. Your key can be duplicated only by mating a POLARIS key blank using the same identification number with one of your existing keys, so if both keys are lost, the ignition switch assembly must be replaced.



INTRODUCTION

NEAR-FIELD COMMUNICATION (NFC) (IF EQUIPPED)

Some Polaris vehicles come equipped with a near-field communication (NFC) chip. The NFC chip is embedded in the Polaris emblem located at the front of the vehicle and seamlessly connects you to a digital platform of vehicle information and tools. See your dealer for more information.

IMPORTANT

Not all devices are equipped with an NFC reader. Additionally, some devices require third party applications to access NFC content. For questions regarding the NFC reader on your device, refer to the device's user manual.

On models equipped with NFC, place your smartphone directly over the Polaris emblem to do the following:

- View vehicle-specific information
- Access your Polaris Garage
- Download and view the owner's manual
- View accessory instructions
- Watch how-to videos
- Access warranty information
- Check for service notifications



RIDE COMMAND WITH NFC

Additional NFC features are available when using the Ride Command mobile app. To access these features, do the following:

1. Download the Ride Command mobile app from the Apple App Store® or Google Play® store.
2. Create or log in to an existing account.
3. From the Ride Command mobile app home screen, select **Add Vehicle**.
4. On the vehicle, tap the NFC-enabled badge with the phone to scan the vehicle.
5. Confirm information, name your vehicle, and tap add to garage.

SYSTEM REQUIREMENTS

Refer to device manufacturer's instructions to verify NFC read capability, and/or NFC-capable add-ons.

RADIO COMPLIANCE STATEMENTS

USA RADIO COMPLIANCE

This vehicle contains the following radio equipment or components that contain radio equipment:

COMPONENT	COMPONENT ID	MANUFACTURER
B1 Gauge Bluetooth® LE	CYBLE-222014-01	Cypress Semiconductor®
9200 Series Display	RC-7W	Polaris Industries Inc.

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.



Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

CANADA RADIO COMPLIANCE

This vehicle contains the following radio equipment or components that contain radio equipment:

COMPONENT	COMPONENT ID	MANUFACTURER
B1 Gauge Bluetooth® LE	CYBLE-222014-01	Cypress Semiconductor®
9200 Series Display	RC-7W	Polaris Industries Inc.

This device contains license-exempt transmitter(s)/receiver(s) that comply with Innovation, Science and Economic Development Canada's license-exempt RSS (s). Operation is subject to the following two conditions:

1. This device may not cause interference.
2. This device must accept any interference, including interference that may cause undesired operation of the device.

INTRODUCTION

IMPORTANT

For applications that use vehicle-to-vehicle (V2V) communication, radio transmitter IC 5966A-RC7W has been approved by Innovation, Science and Economic Development Canada (ISED) to operate with Polaris antenna (part number 4019211) with gain of 3 dBi. Any antenna that has a gain greater than 3 dBi is prohibited for use with this device.

EUROPEAN UNION (EU) RADIO COMPLIANCE

This vehicle contains the following radio equipment or components that contain radio equipment:

COMPONENT	B1 Gauge Bluetooth® LE	9200 Series Display
COMPONENT ID	CYBLE-222014-01	RC-7W
MANUFACTURER	Cypress Semiconductor	Polaris Industries Inc.
TRANSMITTING FREQUENCY*	2402–2480 MHz	2402–2480 MHz
MAX RF TRANSMITTING PWR	0.00078 W	0.2432 W
* Other transmitting radio frequencies may exist outside of EU markets.		

Hereby, Polaris Industries Inc. declares that the above radio equipment is in compliance with Directive 2014/53/EU.

The full text of the EU declaration of conformity is available at the following internet address:

<https://www.polaris.com/en-us/radio-conformity/>

REPORTING SAFETY DEFECTS (CANADA)

To report a safety defect to Transport Canada, you may either fill out an online defect complaint form at their website (English: <http://www.tc.gc.ca/recalls>, French: <http://www.tc.gc.ca/rappels>) or contact their Defect Investigations and Recalls Division by calling toll-free 1-800-333-0510 (Canada) or 819-994-3328 (Ottawa-Gatineau area / International).

SAFETY

OPERATOR SAFETY

Follow the recommended maintenance program in the Maintenance chapter of this manual to ensure that all critical components on the snowmobile are thoroughly inspected at specific mileage intervals. Your dealer can perform this service.

WARNING

Driving a snowmobile requires your full attention. **DO NOT** drink alcohol or use drugs or medications before or while driving or riding as a passenger. They will reduce your alertness and slow your reaction time.

Snowmobiles are capable of traveling at high speeds. Use extra caution to ensure operator safety. Make sure your snowmobile is in excellent operating condition at all times. Always 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.

STAY CLEAR OF TRACK

Your snowmobile is propelled by a revolving track that must be partially exposed for proper operation. Do not stand on the plastic flap.

WARNING

Serious injuries may result if hands, feet, or clothing become entangled in the track. Be alert when riding, and remain properly seated to stay clear of the track. Never hold the snowmobile up or stand behind it while warming up the track. A loose track or flying debris could cause serious injury or death. We recommend having your dealer perform all track service and alignment procedures.

SAFETY

STAY CLEAR OF ENGINE

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



Serious injury can occur if fingers or clothing contact the moving parts of an engine. Always stop the engine before attempting adjustments.

RIDING POSITION

Operating a snowmobile requires skill and balance for proper control. Rider positions may vary with experience and the features available on some snowmobiles, but under many conditions, the proper position is to be seated with both feet on the running boards and both hands on the handlebar grips for proper throttle, brake and steering control.



Improper riding position may reduce control and could result in serious injury or death. Always ride in a position that allows for control of your vehicle.

RIDER CAPACITY

This snowmobile is designed for a single rider only. Never carry a passenger on this snowmobile.

RIDING APPAREL

HELMET

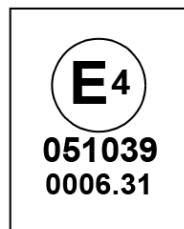
Wearing a helmet can prevent a severe head injury. Whenever riding this POLARIS vehicle, always wear a helmet that meets or exceeds established safety standards. Clasp the buckle and pull each strap tight to ensure the helmet is properly secured to the head.

Parents should verify that young operators have a helmet that fits, and should obtain one of proper size if it does not fit before allowing operation.

Approved helmets in the USA and Canada bear a U.S. Department of Transportation (DOT) label.



Approved helmets in Europe, Asia and Oceania bear the ECE 22.05 label. The ECE mark consists of a circle surrounding the letter E, followed by the distinguishing number of the country which has granted approval. The approval number and serial number will also be displayed on the label.



EYE PROTECTION

Do not depend on eyeglasses or sunglasses for eye protection. Whenever riding a POLARIS vehicle, always wear shatterproof goggles or use a shatterproof helmet face shield. POLARIS recommends wearing approved Personal Protective Equipment (PPE) bearing markings such as VESC 8, V-8, Z87.1, or CE. Make sure protective eye wear is kept clean.

SAFETY

CLOTHING

WARNING

Avoid wearing loose clothing or long scarves, which can become entangled in moving parts and cause serious injury. Always wear an approved helmet and eye protection.

Be prepared, be warm and be comfortable when riding. Be aware of the weather forecast, especially the windchill, and dress accordingly. See page 28.



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.

Always carry the owner's manual on your snowmobile. For added protection, purchase and carry the following items on your snowmobile as well:

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

EXCESSIVE SPEED

WARNING

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

Always observe all state and local laws governing snowmobile operation and speed limits. Always be alert and pay attention to the trail ahead. If your speed is 40 MPH (64 km/h), your snowmobile is traveling about 60 feet (18 m) per second. If you look back for only two seconds, your snowmobile will travel about 120 feet (36 m). If your speed is 60 MPH (96 km/h), your snowmobile will travel about 180 feet (55 m) 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 snowmobile to a stop in the distance illuminated by the headlight.

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 snowmobile 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. You may drown if you break through the ice. Never travel on frozen bodies of water unless you have first verified that the ice is sufficiently thick to support the weight and moving force of the snowmobile, you and your cargo, together with any other vehicles in your party. Always check with local authorities and residents to confirm ice conditions and thickness over your entire route. Snowmobile operators assume all risk associated with ice conditions on frozen bodies of water.

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.

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.

MOUNTAINOUS TERRAIN RIDING

Mountainous terrain operation, even for experienced riders, can present conditions and situations that could result in serious injury or death. Please review all of the information about riding in mountainous terrain on the following pages of this manual.



An avalanche can occur at any time, in any conditions and on any slope.

The avalanche information provided in this manual should be considered basic information and is not intended to replace your participation in an avalanche safety training course. After reviewing the avalanche information in this manual, be sure to participate in an avalanche safety training course before riding in mountainous terrain. The training course will provide more information as well as the opportunity to practice riding and using proper search and recovery techniques.

For more information, education, training courses, and links to additional resources, visit:

- www.avalanche.org for North American riders.
- www.avalanche.ca for Canadian riders.
- www.lavinprognoser.se for Swedish riders.
- www.avalanches.org for European riders.

GET THE SAFETY GEAR

In addition to carrying a spare belt, spark plugs and tools on each snowmobile, each person in your riding group should wear the recommended snowmobile riding apparel and carry (on their person) the following survival items when riding in mountainous terrain:

- A digital avalanche beacon with new “fresh” alkaline batteries
- An avalanche probe
- A compact shovel and hand saw
- A backpack (preferably an avalanche air bag backpack)
- Emergency provisions, including the following items:
 - Small first aid kit
 - Extra pair of gloves
 - Extra dry socks
 - Tow rope, map, compass/GPS
 - Lighter or waterproof matches
 - Signal mirror and whistle
 - Bottled water
 - High calorie snack food
 - Compact emergency blanket



GET TO KNOW YOUR SAFETY GEAR

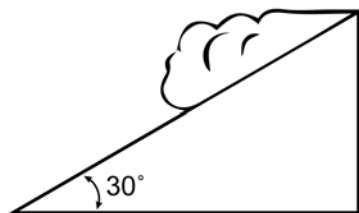
Following the safety gear and apparel recommendations will increase your chances of survival if you encounter an avalanche or become stranded in the backcountry, but even experienced and properly-equipped snowmobilers, hikers and skiers perish in avalanches or succumb to hypothermia. Using a beacon or probe for the first time during an avalanche recovery operation, or not knowing how to deploy your avalanche air bag backpack during a slide, should be considered UNACCEPTABLE to you and all members of your riding group. It's critical that you *and all members of your riding group* know how to use the safety gear.

While you may know how to use your gear, you may have to rely on your riding group to find you in an avalanche. Make sure they know how to use their gear.

- Dress in layers. Multiple layers of clothing provide the best barrier to cold and wind. Layers can be removed, but if you start out without enough layers, they cannot be added later. Avoid cotton materials, which will freeze if they get wet.
- Wear highly visible gear.
- Try on all gear and equipment to make sure it fits and doesn't interfere with your riding capabilities. Place all survival aids in your backpack and wear the backpack at all times. Non-essential items can be stored on the snowmobile in an accessory bag.
- Read and follow the manufacturer's user and maintenance instructions for all gear. If you have questions about how your gear works, contact the manufacturer for more information.
- Practice using your beacons, shovels and probes with your riding group in real-world conditions wearing all of your gear. Have someone hide an active "transmitting" beacon by throwing it (not walking it) into a snowbank and timing your group's search for it.
- Test deploying your gear. If you own an avalanche air bag backpack, check with the manufacturer's test deployment guidelines and bottle weight replacement specifications. Most air bag backpack manufacturers recommend testing the pack once a year so you know it works and feel comfortable with the bag and deployment time.
- Make sure your probe and shovel are in good condition and that you know how to assemble them.

GET THE PICTURE

Slopes steeper than 30° are more prone to avalanches, but any slope should be considered avalanche terrain, even small slopes with trees. Low-angle slopes are also avalanche terrain if they have steeper slopes above them.



NOTICE

The 30° slope graphic is for illustration purposes only. The risk of an avalanche is always present in mountainous terrain, regardless of slope angle.

Always look for the following warning signs of unstable snow. If you see or hear any of these signs, riding on or below any slope is dangerous and should be avoided:

- Recent avalanches
- A recent heavy snowfall
- A “whumpfung” sound under a snowpack
- Blowing snow
- Rain
- Cracks across the top of a snowpack
- Rapid warming

GET OUT OF HARM’S WAY

- Before riding, always tell a responsible person (i.e. at the lodge or gas station) where your group is going.
- Never ride alone. Always ride in a small, manageable group. Riding in a large group makes it more difficult to track riders or find missing members.
- Go “one at a time”. Only one snowmobile at a time should cross, ascend or highmark a slope. Other riders should watch from a safe location until the previous rider exits the slope.
- Never park at the base of a slope or at the bottom of a gully or valley. When parking to take a break or watch other riders, park at the sides of the slope with the front of your snowmobile pointed away from the slope.

GET THE FORECAST

Make a riding plan based on the current avalanche and weather forecast. It is important to remember that overnight weather conditions may have created unsafe riding terrain that was considered safe the day before.

Follow the page links below to locate current avalanche reports and conditions for your area of operation.

- www.avalanche.org for North American riders.
- www.avalanche.ca for Canadian riders.
- www.lavinprognoser.se for Swedish riders.
- www.avalanches.org for European riders.

GET AVALANCHE SAFETY TRAINING

POLARIS recommends you and all members of your riding group participate in an avalanche safety course. Visit the education section of the Avalanche website for your region.

AVALANCHE AWARENESS

Avalanches are a matter of timing. A steep slope can be safe one day, but unsafe the next day due to changing weather and wind conditions.

- Always review the user instructions provided with your safety equipment and follow the recommendations for maintenance, testing and use. Always test your safety equipment to ensure it works properly before riding in mountainous terrain.
- Always store your survival gear in your backpack and wear the backpack. Do not store your survival gear on the snowmobile.
- Always research current avalanche conditions in your area of operation before riding. Check with local law enforcement, resort or lodging personnel, gas station attendants and other riders to learn about current conditions and any advisories in the area.
- Read and understand the avalanche danger scale. Pay attention to any danger level warnings issued for your area of operation.
- Always remain alert while riding in mountainous terrain. Be aware of snowpack conditions above you as you ride. Avalanches can occur at any time regardless of current condition reports.

North American Public Avalanche Danger Scale

Avalanche danger is determined by the likelihood, size and distribution of avalanches.

DANGER LEVEL		TRAVEL ADVICE	LIKELIHOOD OF AVALANCHES	AVALANCHE SIZE AND DISTRIBUTION
5 Extreme		Avoid all avalanche terrain.	Natural and human-triggered avalanches certain.	Large to very large avalanches in many areas.
4 High		Very dangerous avalanche conditions. Travel in avalanche terrain <u>not</u> recommended.	Natural avalanches likely; human-triggered avalanches very likely.	Large avalanches in many areas; or very large avalanches in specific areas.
3 Considerable		Dangerous avalanche conditions. Careful snowpack evaluation, cautious route-finding and conservative decision-making essential.	Natural avalanches possible; human-triggered avalanches likely.	Small avalanches in many areas; or large avalanches in specific areas; or very large avalanches in isolated areas.
2 Moderate		Heightened avalanche conditions on specific terrain features. Evaluate snow and terrain carefully; identify features of concern.	Natural avalanches unlikely; human-triggered avalanches possible.	Small avalanches in specific areas; or large avalanches in isolated areas.
1 Low		Generally safe avalanche conditions. Watch for unstable snow on isolated terrain features.	Natural and human-triggered avalanches unlikely.	Small avalanches in isolated areas or extreme terrain.
Safe backcountry travel requires training and experience. You control your own risk by choosing where, when and how you travel.				

SAFETY

ICE AND SNOW BUILD-UP

WARNING

Ice and snow build-up may interfere with the steering of your snowmobile, 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, remove ice and snow build-up that may be obstructing the steering linkage.

DRIVING ON SLIPPERY SURFACES

WARNING

Never attempt an abrupt change of direction when operating on slippery surfaces. Proceed slowly and use extra caution. Driving on ice or hard-packed snow reduces steering and braking control, which may result in loss of control and serious injury or death. Slow down and use extra caution when operating on slippery surfaces.

INADEQUATE SNOW CONDITIONS

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 snowmobile.

NOTICE

Driving in too little snow will result in excessive wear and damage to the slide rail, track and/or engine.

WARNING

Inadequate cooling and lubrication will lead to overheating of the slide rail and track, causing premature wear, damage and failure, which can result in serious injury. Reduce speeds and frequently drive into fresh snow to allow adequate cooling and polishing of the slide rail and track surfaces. Avoid operating for prolonged periods on ice, hard-packed surfaces or roads.

OPERATING IN DEEP SNOW

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

HIDDEN OBSTRUCTIONS

Always be aware of surroundings and terrain when riding your snowmobile. Hazardous obstructions may be hidden beneath the snow. Reduce speed and use extra caution whenever riding off established trails. Striking a hidden obstacle could cause loss of control of your vehicle and lead to severe injury or death. Remain on established trails whenever possible to reduce exposure to hazards.

DRIVING DOWNHILL

When riding downhill, shift your weight to the rear of the snowmobile 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 snowmobile 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.

DRIVING IN HILLY TERRAIN

WARNING

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

Use extra caution when operating in hilly terrain. If climbing a hill is unavoidable, keep your weight low and forward. If you must cross the face of a slope, keep your weight on the uphill side of the snowmobile 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 snowmobile 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 snowmobile, pull the rear of the snowmobile around and point the front end and skis downhill. Remount the snowmobile, restart the engine, release the parking brake, and descend the hill carefully.

SAFETY

DRIVE BELT

Do not operate the engine with the drive belt removed.

Any servicing that requires operation without a belt can be performed by your dealer.



Operation of the engine with the belt removed may result in injury or damage to the engine.

INTAKE SILENCER

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

NOTICE

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 can 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 snowmobile into motion, but always operate within safety limits.

On 2-up machines, always operate with respect for a passenger.

MANEUVERABILITY

While much control and maneuverability is achieved through the steering system and skis, maximum control is achieved by the shifting of your body weight. Maneuverability will change based on rider weight and foot position on running boards.

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 snowmobile and with what it will and won't do under various conditions. Even seasoned drivers should spend some time getting the feel for a snowmobile 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 to 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 over large drifts or similar terrain. Jumping may injure your back because of spinal compression that could occur when the snowmobile impacts the ground. 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.
- When traveling in a group of snowmobiles, don't tailgate (follow too closely). Leave enough distance between snowmobiles to provide ample stopping room and to provide protection from flying snow and debris. Allow even more distance when driving on slippery surfaces or when driving in darkness or other low visibility conditions. Be aware of any snowmobile traffic around your vehicle. Drive defensively to avoid accidents.
- Remove the key from the ignition when you leave the snowmobile unattended.

SAFETY

WINDCHILL/TEMPERATURE CHARTS

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

WINDCHILL CHART (°F)

Wind Speed in MPH	Actual Thermometer Reading (°F)																		
	40	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45	
	Equivalent Temperature (°F)																		
Calm	40	35	30	25	20	15	10	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45	
5	36	31	25	19	13	7	1	-5	-11	-16	-22	-28	-34	-40	-46	-52	-57	-63	
10	34	27	21	15	9	3	-4	-10	-16	-22	-28	-35	-41	-47	-53	-59	-66	-72	
15	32	25	19	13	6	0	-7	-13	-19	-26	-32	-39	-45	-51	-58	-64	-71	-77	
20	30	24	17	11	4	-2	-9	-15	-22	-29	-35	-42	-48	-55	-61	-68	-74	-81	
25	29	23	16	9	3	-4	-11	-17	-24	-31	-37	-44	-51	-58	-64	-71	-78	-84	
30	28	22	15	8	1	-5	-12	-19	-26	-33	-39	-46	-53	-60	-67	-73	-80	-87	
35	28	21	14	7	0	-7	-14	-21	-27	-34	-41	-48	-55	-62	-69	-76	-82	-89	
40	27	20	13	6	-1	-8	-15	-22	-29	-36	-43	-50	-57	-64	-71	-78	-84	-91	
45	26	19	12	5	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-79	-86	-93	
50	26	19	12	4	-3	-10	-17	-24	-31	-38	-45	-52	-60	-67	-74	-81	-88	-95	
55	25	18	11	4	-3	-11	-18	-25	-32	-39	-46	-54	-61	-68	-75	-82	-89	-97	
60	25	17	10	3	-4	-11	-19	-26	-33	-40	-48	-55	-62	-69	-76	-84	-91	-98	
Frostbite in >>								30 min.	10 min.	5 min.									

WINDCHILL CHART (°C)

Wind Speed in Km/h	Actual Thermometer Reading (°C)																	
	5	2	-1	-4	-7	-10	-13	-16	-19	-22	-25	-28	-31	-34	-37	-40	-43	-46
	Equivalent Temperature (°C)																	
Calm	5	2	-1	-4	-7	-10	-13	-16	-19	-22	-25	-28	-31	-34	-37	-40	-43	-46
8	3	0	-4	-7	-11	-14	-18	-22	-25	-29	-32	-36	-39	-43	-46	-50	-53	-57
16	2	-2	-6	-10	-13	-17	-21	-24	-28	-32	-36	-39	-43	-47	-50	-54	-58	-62
24	1	-3	-7	-11	-15	-19	-22	-26	-30	-34	-38	-42	-45	-49	-53	-57	-61	-65
32	0	-4	-8	-12	-16	-20	-24	-28	-32	-36	-39	-43	-47	-51	-55	-59	-63	-67
40	-1	-5	-9	-13	-17	-21	-25	-29	-33	-37	-41	-45	-49	-53	-57	-61	-65	-69
48	-1	-5	-9	-13	-18	-22	-26	-30	-34	-38	-42	-46	-50	-54	-58	-62	-66	-70
56	-2	-6	-10	-14	-18	-22	-26	-31	-35	-39	-43	-47	-51	-55	-59	-64	-68	-72
64	-2	-6	-10	-15	-19	-23	-27	-31	-35	-40	-44	-48	-52	-56	-61	-65	-69	-73
72	-2	-7	-11	-15	-19	-23	-28	-32	-36	-40	-45	-49	-53	-57	-61	-66	-70	-74
80	-3	-7	-11	-15	-20	-24	-28	-33	-37	-41	-45	-50	-54	-58	-62	-67	-71	-75
88	-3	-7	-12	-16	-20	-24	-29	-33	-37	-42	-46	-50	-55	-59	-63	-67	-72	-76

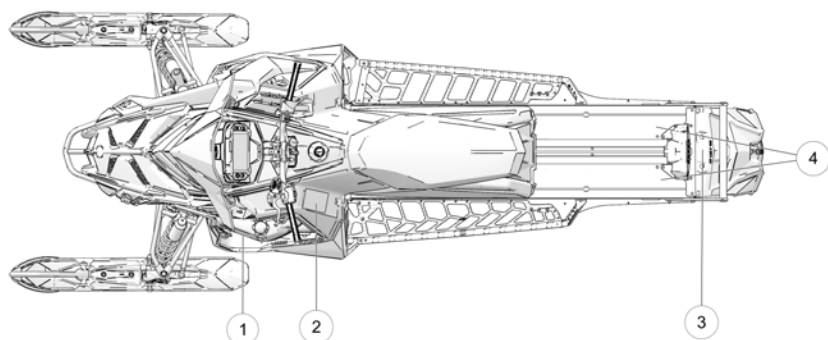
96	-3	-8	-12	-16	-21	-25	-29	-34	-38	-42	-47	-51	-55	-60	-64	-68	-73	-77
Frostbite in >>								30 min.	10 min.	5 min.								

SAFETY LABELS AND LOCATIONS

Warning labels are placed on the snowmobile for your protection. Read and follow the instructions of the labels and warnings on the snowmobile carefully. If any of the labels depicted in this manual differ from the labels on your snowmobile, always read and follow the instructions of the labels on the snowmobile.

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

INDY SWITCHBACK VOYAGEUR NORDIC PRO



- ① Clutch Warning
- ② General Warning
- ③ Moving Parts Warning
- ④ Hot Surface Warning

SAFETY

CLUTCH WARNING

WARNING

Belt Removal – All Units

1. For electric reverse models, engine must be stopped in forward to allow clutch opening.
2. Install L-wrench from fender into the open threaded hole in the driven clutch.
3. Turn the L-wrench clockwise to open the sheaves and replace the belt. Return the L-wrench to the fender.

See Owner's Manual for sheave width adjustment procedure.

Recommended oil: VES Full Synthetic 2-Cycle Engine Oil or VES Extreme Full Synthetic 2-Cycle Engine Oil.

Part Number: 7300329.

GENERAL WARNING

WARNING

This snowmobile is designed for one (1) operator and as many passengers as there are seats with handgrips installed on the snowmobile.

- Read and understand all warnings and Owner's Manual before operation.
- Never consume alcohol or drugs before or while operating this vehicle.
- Sharp turns could destabilize vehicle.
- Always wear DOT approved helmet and proper riding gear while operating this vehicle.
- Set parking brake before removing key from ignition.
- Do not attempt adjustment with engine running.

Part Number: 7300286.

MOVING PARTS WARNING

WARNING

- Read owner's manual.
- Moving parts can crush and cut.
- Keep hands clear.
- Do not operate with guards or side panels removed.

Part Number: 7300297.

HOT SURFACE CAUTION

** WARNING**

Hot Surface. DO NOT touch. Burns may result.

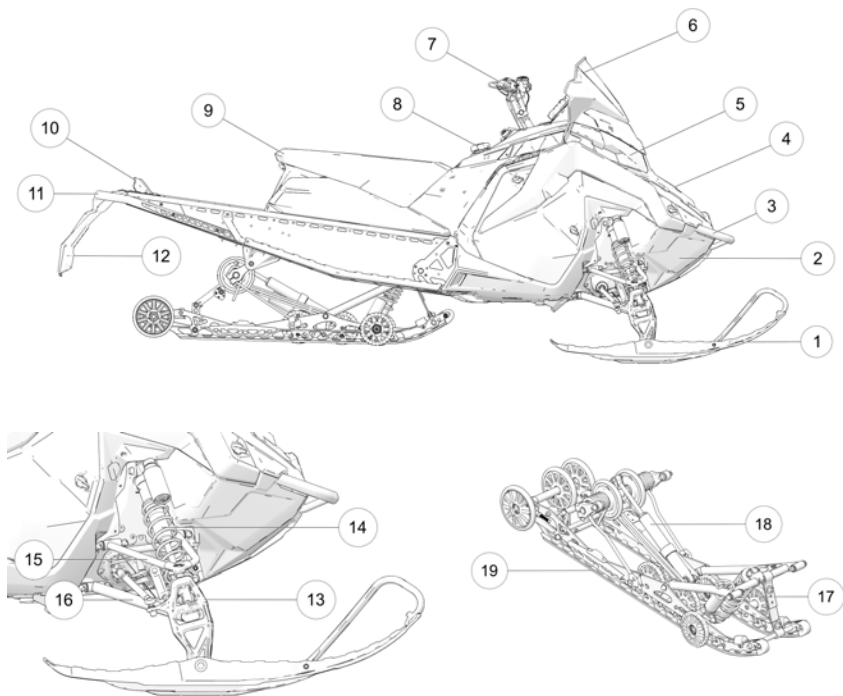
Part Number: 7300117.

FEATURES

COMPONENT LOCATIONS

NOTICE

The figures below are for reference only. Your model may differ slightly.



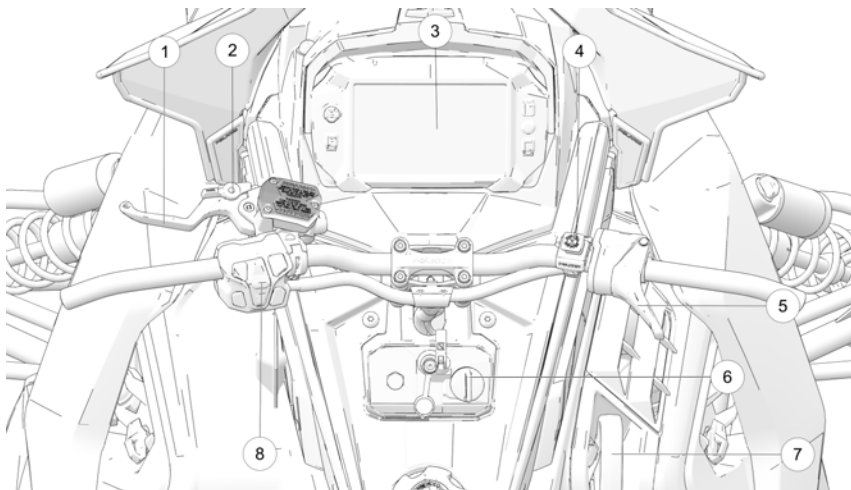
- | | | |
|----------------|--------------------|---------------------|
| ① Skis | ⑧ Fuel Cap | ⑮ Upper Control Arm |
| ② Nosepan | ⑨ Operator Seat | ⑯ Lower Control Arm |
| ③ Front Bumper | ⑩ Taillight | ⑰ Front Track Shock |
| ④ Hood | ⑪ Rear Bumper | ⑱ Rear Track Shock |
| ⑤ Headlight | ⑫ Snow Flap | ⑲ Rail |
| ⑥ Windshield | ⑬ Spindle | |
| ⑦ Handlebar | ⑭ Front Suspension | |

FEATURES

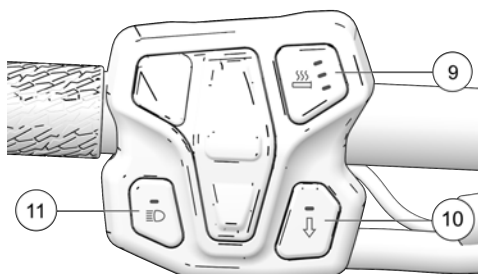
CONTROLS

NOTICE

The figures below are for reference only. Your model may differ slightly.



- ① Brake Lever
- ② Parking Brake Lock
- ③ 7S Display (if equipped)
- ④ Engine Stop Switch
- ⑤ Throttle Control
- ⑥ Ignition Switch
- ⑦ Recoil Starter Handle
- ⑧ Hand Controls
- ⑨ Heated Grips Button
- ⑩ Polaris Electronic Reverse Control (PERC)
- ⑪ Headlight Dimmer Button



NOTICE

For information about the Ride Command hand controls, see page 72.

IGNITION SWITCH

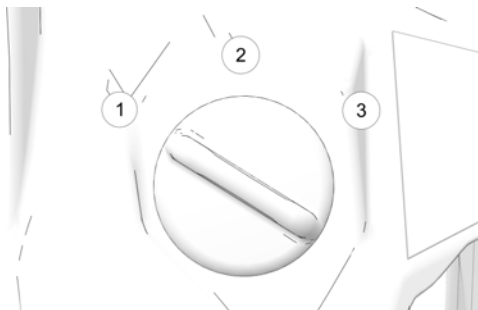
The ignition switch has three positions: OFF, RUN, and START.

OFF Vehicle / Display power off

RUN Vehicle / Display power on

START Activates starter motor
(if equipped)

If equipped with electric start, turn the key to START to crank the engine. When released, the key automatically returns to the RUN position.



NOTICE

If the key remains in the RUN position after using the engine stop switch to stop the engine, the 7S Display will remain active. The screen will turn off after several minutes of inactivity, but if a battery is installed, the display will continue to draw a small amount of current from the battery until the key is turned off. This feature is useful for accessing Ride Command without starting the engine, but turn the key off when the display is not in use.

The 7S Display is not dependent on a battery while the engine is running. This allows the 7S to remain fully powered and retain GPS lock during a successful PERC event (forward/reverse transition). When the engine is shut off, the display will immediately power down.

For vehicles equipped with a battery, the 7S Display will remain fully powered (battery installed) for 60 seconds when the key remains in the RUN position after Engine Stop Switch is depressed. The display will power off automatically after 10 minutes of inactivity.

FEATURES

12-VOLT DC POWER RECEPTACLE

NOTICE

The 12-volt DC power receptacle and the jumper harness required to connect the receptacle to the hood wiring harness can be purchased from your POLARIS dealer.

If equipped, the 12-volt DC power receptacle is located on the hood next to the instrument cluster. The 12-volt power receptacle is protected by a 2 amp mini blade fuse located the fuse block, or in a protective bag above the clutch cover. Use of the 12-volt DC power receptacle is recommended for connecting power-sensitive devices such as GPS units and cell phones.

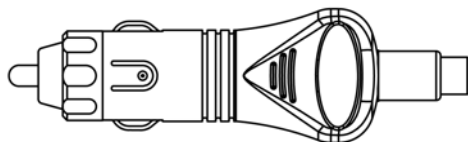


12-VOLT RCA POWER SOURCES

Some rider accessories require the use of an RCA power adapter. If your model is not equipped with an RCA power plug, an accessory 12-volt RCA adapter or RCA power plug can be purchased from your POLARIS dealer.

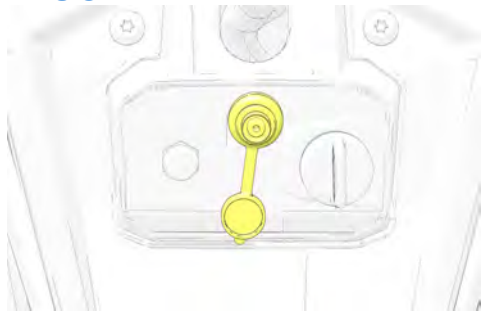
12-VOLT RCA ADAPTER

The RCA adapter can be used if your model is equipped with the 12-volt DC power receptacle. Plug the adapter into the receptacle to convert it to a 12-volt RCA power outlet.



12-VOLT RCA POWER PLUG

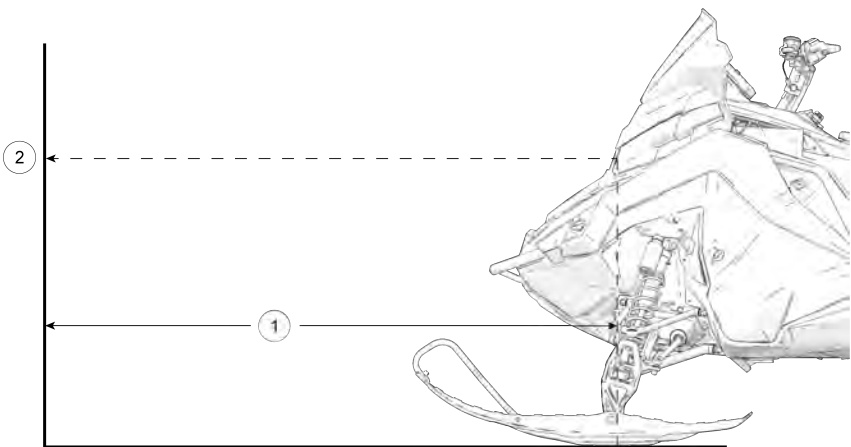
The RCA power plug (with cover) mounts next to the key switch and is plugged into the main vehicle wire harness. Installation instructions are provided with the accessory. This power point is powered by the load shed relay and is not fuse protected. POLARIS recommends using this power point for electric helmet shields.



ADJUSTABLE HEADLIGHT

NOTICE

The image below is for reference only. Your model may differ slightly.



INSPECTION

It is very crucial to correctly complete the steps below in order to achieve optimal headlight performance. The headlight can be inspected for vertical aim using the following procedure.

1. In a well-ventilated area, position the snowmobile on a level surface with the headlight approximately 25 feet (7.6 m) from a wall ①.
2. Place the rider or the approximate weight of the rider on the seat or tunnel floorboards.

FEATURES

3. Measure the distance from the floor to the center of the headlight and make a mark on the wall at the same height ②.
4. Start the engine. Move the headlight switch to low beam.
5. Observe the headlight aim on the wall. There should be a distinct horizontal line on the wall from the low beam. That line should align with the mark on the wall ②.

ADJUSTMENT

1. Shut off engine.

WARNING

To prevent serious injury, NEVER attempt to adjust the headlight while the engine is running.

2. If adjustment is necessary, an adjuster knob is located on the back of the headlight, which can be accessed by removing the vehicle's left side panel.

NOTICE

The adjuster knob is located at the rear of the light above the plug.

3. To LOWER the beam, turn the adjuster knob CLOCKWISE.
4. To RAISE the beam, turn the adjuster knob COUNTERCLOCKWISE.

TOOLS

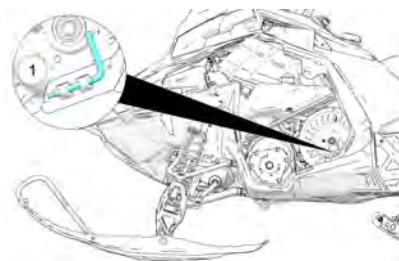
The belt removal L-wrench tool, spare belt, spark plug, and spark plug tool container are located behind the left engine compartment panel.

NOTICE

Spare belt and spark plugs are not provided with the snowmobile.

L-WRENCH

When properly engaged in the bracket, the L-wrench ① secures the fender to the console. To retrieve the L-wrench, rotate it counter-clockwise and slide it upward from the bracket. Return the L-wrench to the bracket and rotate it clockwise when it's not in use.



SPARK PLUG WRENCH

The spark plug wrench secures the spare belt/spark plug tool container to the front bumper. Remove the container to add or access a spare spark plug or belt.

REPLACEMENT DRIVE BELT

To insert a replacement drive belt into the spare drive belt container, do the following:

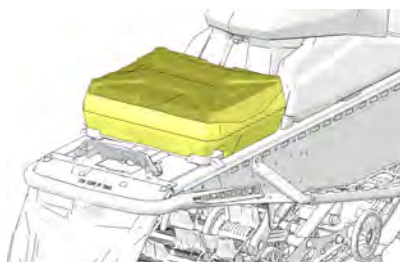
1. Rotate the spark plug wrench counter-clockwise to release it from the bracket.
2. Pull the wrench upward to remove it.
3. Tilt the container until the bracket detaches from the bumper tube.
4. Pull the container out of the compartment.
5. When placing a drive belt into the container, fold the belt as shown. Verify that the belt loop at the rear of the container is positioned slightly higher than the front loop.
6. Slide the container into the engine compartment at an angle.
7. Position the container bracket onto the bumper tube and rotate it downward.
8. Reinstall the spark plug wrench into the bracket and through the hole in the bumper tube.
9. Rotate the spark plug wrench clockwise until it locks into place.

FEATURES

CARGO STORAGE

Never hang heavy items or fuel containers from the rear of the tunnel. Cargo may be stowed only in the tunnel storage bag (if equipped) or under the seat.

The maximum weight capacity for the tunnel is 15 lbs. (7 kg). Include the weight of the cargo bag when determining cargo weight.



NOTICE

Exceeding the tunnel cargo weight capacity could result in tunnel and or suspension pad damage. Do not exceed the weight limit.

RAIL SCRATCHERS

Some models are equipped with rail scratchers to help prevent overheating when riding on ice or hard-packed snow.

NOTICE

Do not install accessory bogie wheels on the inside of the rail beams if your model is equipped with a remote reservoir rear track shock or damage will occur. The rail scratchers must be removed as they interfere with the accessory bogie wheels.

ACCESSORIES

POLARIS offers a wide range of accessories for your snowmobile to help make each ride more enjoyable.

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
- Injury to self or others

This applies to, but is not limited to the following areas: brakes, clutches, fuel systems, and exhaust systems. Exhaust systems are critical safety areas that *must* use approved POLARIS parts. Please see your POLARIS dealer for service.

DETONATION ELIMINATION TECHNOLOGY (DET)

When DET senses and takes action to reduce detonation, the driver may notice a drop in engine RPM and/or reduced performance.

The ECU will illuminate the check engine LED and display "DETONATION" on the LCD screen whenever the DET system is active.

If the ECU determines the detonation cannot be controlled by normal means, and further operation may cause engine damage, the check engine LED will flash, the instrument clusters will display "DETONATION" and the ECU will either limit the maximum engine speed or turn off the engine.

If the ECU limits RPM, the limit will remain active until the driver stops and restarts the engine.

NOTICE

The most likely causes of severe detonation are outlined in the troubleshooting table on page 244.

DETONATION PROTECTION MODES	
Check Engine LED/Gauge Display	Protection Mode
650 Models	
LED illuminated / "DETONATION" displayed	Slight drop in engine RPM/power
LED flashing / "DETONATION" displayed	Engine shut-off
850 Models	
LED illuminated / "DETONATION" displayed	Slight drop in engine RPM/power
LED flashing / "DETONATION" displayed	Exhaust valves close to reduce engine RPM/power. Restart engine to reset.

FEATURES



NOTICE

The instrument cluster alert indicates which cylinder is experiencing detonation.

OIL PUMP FAILURE PROTECTION

If the ECU determines there is a problem with the electronic oil pump control circuit, the engine management system will limit engine speed to approximately 4000 RPM and illuminate the check engine indicator light on the instrument cluster or 7S Display.

EXTENDED IDLE ENGINE SHUTOFF

The Extended Idle Engine Shutoff feature causes the ECU to shut down the engine when engine temperature reaches a specific temperature (see table below) and there is no throttle lever input for 11 minutes.

MODEL	ENGINE TEMP.
650 / 850 Models	86° F (30° C)

NOTICE

If your vehicle is equipped with electric start, the 7S display (if equipped) will remain on when the key is in the ON position. After 60 seconds, the display backlight will dim and then fully shut down after 10 minutes of inactivity.

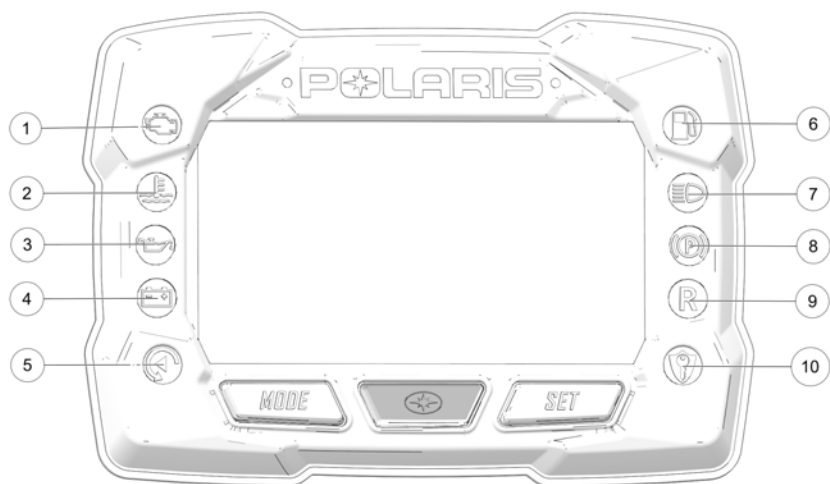
SECURITY SYSTEM (IGNITION LOCK SYSTEM)

Your snowmobile has an optional security function that can be activated by an authorized Polaris dealer. If you have this feature activated, you can lock the ignition to prevent unauthorized use when leaving the snowmobile unattended. A locked system will limit engine speed to 3000 RPM, which prevents clutch engagement, and the snowmobile will not move when throttle is applied.

FEATURES

GAUGE

STANDARD INSTRUMENT CLUSTER



① Check Engine

② Engine Hot

③ Low Oil

④ Low Battery Voltage

⑤ Playback

⑥ Low Fuel

⑦ High Beam

⑧ Parking Brake

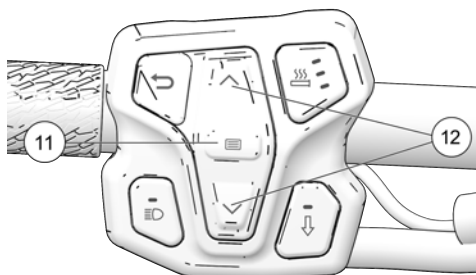
⑨ Reverse

⑩ Security

NOTICE

Certain products will damage the lens and other plastic surfaces. Do not use alcohol to clean the instrument cluster. Immediately clean off any gasoline that splashes on the instrument cluster.

The instrument cluster and gauge (if equipped) contains indicator lights and the rider information center. The information center can be controlled by the SELECT button ⑪ and ARROW buttons ⑫ on the hand controls.



INDICATOR LAMPS

INDICATOR	CONDITION
	This indicator appears if an EFI-related fault occurs. Do not operate the snowmobile if this warning appears. Serious engine damage could result. Your dealer can assist.
	The over-temperature indicator will illuminate when the engine is overheating. Take action to cool the engine. The indicator will flash when engine temperature reaches critical levels. Stop the engine immediately.
	The low oil indicator light may flicker at times due to oil movement in the bottle, but when the light comes on and remains on, add the recommended oil before further operation.
	The low battery voltage indicator illuminates when the battery voltage is low.
	The playback indicator illuminates when the gauge is in playback mode.
	The low fuel indicator illuminates when there is 2 gal (7.5 L) of fuel remaining in the tank.
	The high beam indicator illuminates when the lights are set to high beam.

FEATURES

INDICATOR	CONDITION
	The parking brake Indicator illuminates when the parking brake is engaged. It will also illuminate when the service brake is in use.
	The reverse indicator flashes when the transmission is in reverse.
	The security indicator illuminates when the security system is activated.

RIDER INFORMATION CENTER

The rider information center is located in the instrument cluster. The center displays vehicle speed, engine speed, odometer, resettable trip meters (2), total engine hours of operation, fuel level, engine temperature, and a diagnostic display mode.

Setting changes must be made with the engine running or with the vehicle powered by an external DC power supply connector. The information center is set to display standard units of measurement for distance and temperature.



① **Information Display Area** - This area displays either engine speed or vehicle speed (whichever is not displayed in the speed display), engine temperature and maximum vehicle speed.

② **Speed Display** - The speed display area displays either vehicle speed or engine speed.

③ **Fuel Gauge** - Not available on all models. The segments of the fuel gauge show the level of fuel in the fuel tank. When the last segment clears, a low fuel warning is activated. All segments including the fuel icon will flash. Refuel immediately.

NOTICE

The low fuel indicator and fuel level gauge on the Standard Instrument Cluster are not supported on models with a fuel level gauge on the fuel cap.

TIP

If the fuel icon fails to display, an open or short circuit has occurred in the fuel sensor circuit. See your dealer.

④ **Odometer/Engine Hour Display** - This area displays the odometer, Trip A, Trip B and engine hours.

INFORMATION DISPLAY AREA

This area displays either engine speed or vehicle speed (whichever is not displayed in the speed display), engine temperature, maximum vehicle speed, and speed or RPM. To change the display, *press and release* the MODE button or the MODE switch until the desired item is displayed.

SPEED DISPLAY AREA

The speed display area displays either vehicle speed or engine speed. Vehicle speed is displayed in either miles per hour (MPH) or kilometers per hour (km/h). Engine speed is displayed in revolutions per minute (RPM).

1. To change which item displays, first make sure the information display area is set to display either engine speed or vehicle speed.
2. *Press and release* the center button.

FUEL GAUGE (IF EQUIPPED)

The segments of the fuel gauge show the level of fuel in the fuel tank. When the last segment clears, a low fuel warning is activated. All segments including the fuel icon will flash. Refuel immediately.

NOTICE

The low fuel indicator and fuel level gauge on the Standard Instrument Cluster are not supported on models with a fuel level gauge on the fuel cap.

FEATURES

TIP

If the fuel icon fails to display, an open or short circuit has occurred in the fuel sensor circuit. See your dealer.

ODOMETER/ENGINE HOUR DISPLAY AREA

This area displays the odometer, Trip 1 meter, Trip 2 meter, CLOCK, and Engine Hours meter.

The odometer displays the total distance traveled by the vehicle since manufacture. Each trip meter records the distance traveled by the vehicle on a trip if the meter is reset before each trip. The CLOCK displays the time, and the engine hour meter displays the total hours the engine has been in operation since manufacture.

To change the display, *press and release* the SET button or SET switch until the desired item is displayed.

To reset a trip meter, *press and hold* the SET button or SET switch until the meter resets to zero.

PLAYBACK FUNCTION

The playback function allows the rider to record and play back engine speed, vehicle speed and throttle position sensor information for up to three minutes.

TO RECORD

1. *Press and hold* the center  button on the instrument cluster to enter the Options Menu.
2. *Press and release* the MODE button until PLAYBACK appears in the information display area.



3. *Press and release* the SET button.

RECORD will appear in the information display area.



4. To begin recording, *Press and release* the SET button.

The playback indicator will flash while recording is in progress. Recording is complete when the light stops flashing.

NOTICE

To stop recording at any time during the recording process, *press and release* the SET button.

TO PLAYBACK

1. To play back the recorded data, stop the vehicle and wait for engine speed to drop below clutch engagement.
2. *Press and hold* the center  button on the instrument cluster to enter the Options Menu.
3. *Press and release* the MODE button until **PLAYBACK** appears in the information display area.



FEATURES

4. Press and release the SET button twice.

PLAY will appear in the information display area.



5. Press and release the SET button to play the recorded data.

Once playback has concluded, REPLAY will appear in the information display area.

6. Press and release the SET button to REPLAY recorded data.
7. Press and release the MODE button to end playback and return to the Options Menu.

STANDARD/METRIC DISPLAY

The odometer and temperature displays can be viewed in either standard or metric units of measurement. Both displays change if units are changed. The new settings will remain until changed by the operator.

Change Method 1

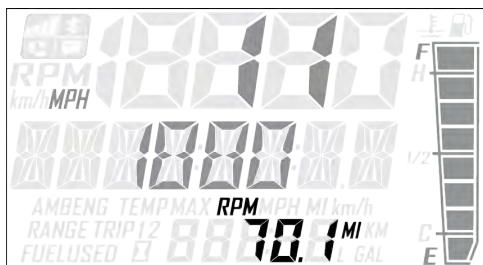
1. Press and hold the center  button on the instrument cluster to enter the Options Menu.
2. Press and release the MODE button until engine temperature appears in the information display area.



3. Press and release the SET button or SET switch to change units.

Change Method 2

1. *Press and release* the SET button or SET switch until the odometer appears in the information display area.



2. *Press and hold* the SET button or SET switch until the units change.

SECURITY SYSTEM (IGNITION LOCK SYSTEM)

This system is an optional feature and will not function until it has been activated by your authorized POLARIS dealer. If you have this feature activated, you can lock the ignition to prevent unauthorized use when leaving the snowmobile unattended. A locked system will limit engine speed to 3000 RPM, which prevents clutch engagement, and the snowmobile will not move when throttle is applied.

If you wish to use this feature, you must complete all four tasks on the following pages to have your system activated and to change the security code to one of your own choosing.

FIRST TIME USE OF YOUR SECURITY SYSTEM

Perform all tasks in the order shown if you wish to activate and use the optional security system.

TASK 1: Activate the security system

See your authorized POLARIS dealer to have the optional security system feature activated in the electronic control unit (ECU).

TASK 2: Lock the System the First Time

NOTICE

To lock the system for the first time, use code 000.

FEATURES

1. *Press and hold* the center  button on the instrument cluster to enter the Options Menu.
2. *Press and release* the MODE button until SECURITY OFF appears in the information display area.



3. *Press and release* the SET button.
ENTER CODE will appear in the information display area.



4. *Press and release* the SET button to increase the 1st digit.
5. *Press and hold* the SET button to accept the 1st digit and advance to the 2nd digit.



6. *Press and release* the SET button to increase the 2nd digit.

7. *Press and hold* the SET button to accept the 2nd digit and advance to the 3rd digit.



8. *Press and hold* the SET button to accept the 3rd digit and submit code.

If code is correct, SECURITY ON will appear in the information display area. The system is now locked. Proceed immediately to Task 3.



If code is incorrect, BAD CODE will appear in the information display area. Return to step 3 to re-enter code.



FEATURES

TASK 3: Unlock the System

NOTICE

To unlock the system for the first time, use code 000.

1. While the engine is running, *Press and release* the SET button.

ENTER CO will appear in the information display area.



2. *Press and release* the SET button to increase the 1st digit.
3. *Press and hold* the SET button to accept the 1st digit and advance to the 2nd digit.



4. *Press and release* the SET button to increase the 2nd digit.

5. Press and hold the SET button to accept the 2nd digit and advance to the 3rd digit.



6. Press and release the SET button to increase the 3rd digit.
7. Press and hold the SET button to accept the 3rd digit and submit code.
If code is correct, SECURITY OFF will appear in the information display area



NOTICE

The system is now *unlocked*.

If code is incorrect, BAD CODE will appear in the information display area.
Return to step 1 to re-enter code.



8. You must now enter a new security code. Proceed immediately to TASK 4.

FEATURES

TASK 4: Enter Your New Security Code

1. Immediately after locking and unlocking the system, and while SECURE OFF is displayed, simultaneously *press and hold* the MODE and SET buttons.

SET NEW CODE will appear on the information display area.



2. *Press and release* the SET button to increase the 1st digit.
3. *Press and hold* the SET button to accept the 1st digit and advance to the 2nd digit.



4. *Press and release* the SET button to increase the 2nd digit.
5. *Press and hold* the SET button to accept the 2nd digit and advance to the 3rd digit.



6. Press and release the SET button to increase the 3rd digit.
7. Press and hold the SET button to accept the 3rd digit.

CODE SET will appear in the information display area, and then the new code will blink three times in the information display area



NOTICE

Your new code is now set. The system is NOT locked.

8. Record your new security code in a safe place for future reference.

Record your new personal security code here: _____

TIP

If you lose your personal security code, see your dealer to have the code reset to "000". Then perform TASK 2 through TASK 4 to change the code to one of your own choosing.

FEATURES

LOCKING SYSTEM WITH PERSONAL SECURITY CODE

1. Start the engine.
2. *Press and hold* the center  button on the instrument cluster to enter the Options Menu.
3. *Press and release* the MODE button until SECURITY OFF appears in the information display area.



4. *Press and release* the SET button.

ENTER CODE will appear in the information display area.



5. *Press and release* the SET button to increase the 1st digit.
6. *Press and hold* the SET button to accept the 1st digit and advance to the 2nd digit.



7. *Press and release* the SET button to increase the 2nd digit.
8. *Press and hold* the SET button to accept the 2nd digit and advance to the 3rd digit.



9. *Press and hold* the SET button to accept the 3rd digit and submit code.

If code is correct, SECURITY ON will appear in the information display area. The system is now locked. Proceed immediately to Task 3.



If code is incorrect, BAD CODE will appear in the information display area. Return to step 3 to re-enter code.



FEATURES

UNLOCKING SYSTEM WITH PERSONAL SECURITY CODE

1. While the engine is running, *Press and release* the SET button.

ENTER CODE will appear in the information display area.



2. *Press and release* the SET button to increase the 1st digit.
3. *Press and hold* the SET button to accept the 1st digit and advance to the 2nd digit.



4. *Press and release* the SET button to increase the 2nd digit.
5. *Press and hold* the SET button to accept the 2nd digit and advance to the 3rd digit.



6. Press and release the SET button to increase the 3rd digit.
7. Press and hold the SET button to accept the 3rd digit and submit code.

If code is correct, SECURITY OFF will appear in the information display area



NOTICE

The system is now *unlocked*.

If code is incorrect, BAD CODE will appear in the information display area. Return to step 1 to re-enter code.



CHANGING TO A NEW SECURITY CODE

Any time you wish to change your current security code to a new code, perform TASK 2 through TASK 4 of the First Time Use of Your Security System procedure. Instead of using the factory default code "000" in TASK 2 and TASK 3, use your current security code.

FEATURES

SECURITY SYSTEM ACCESS QUICK REFERENCE

Now that you have become familiar with the procedure for locking and unlocking the system, use the chart below as a quick reference.

SECURITY SYSTEM ACCESS QUICK REFERENCE CHART	
ACTION	RESULT
1. Start engine 2. <i>Press and hold</i> the center  button 3. <i>Press and release</i> the SET button until SECURITY appears in information display area. 4. <i>Press and release</i> SET button.	Displays ENTER CODE (to lock the system)
<i>Press and release</i> the SET button	Advances a digit on the ENTER CODE screen
<i>Press and hold</i> the SET button	Accepts a digit and displays the next digit position (if any remain) on the ENTER CODE screen
While SECURITY OFF is shown on the information display area, simultaneously <i>Press and hold</i> the MODE and SET button.	Allows user to change security code.

DIAGNOSTIC DISPLAY MODE

The diagnostic display mode is for informational purposes only. Your POLARIS dealer can perform all major repairs.

The diagnostic mode is accessible only when the check engine warning indicator is illuminated *and* a diagnostic code is active.

Do not stop the engine if you want to view the active code (failure code). Active codes cannot be retrieved if power is interrupted to the instrument cluster. The codes will become inactive codes if power is interrupted. Inactive codes are stored in the history of the unit. Please see your POLARIS dealer can help retrieve inactive codes.

Use the following procedure to view active codes.



1. Do not stop the engine.
2. *Press and hold* the center  button on the instrument cluster to enter the Options Menu.
3. *Press and release* the MODE button until DIAGCODE appears in the information display area. The Diagnostic display mode will appear in the Options Menu if there is an active trouble code.

TIP

When the diagnostic mode is displayed, the check engine warning indicator will begin to flash.

4. A set of two numbers will appear in the display.
 - The 2-6 digit suspect parameter number (SPN) in the information display area indicates which component is generating the fault code.
 - The 1-2 digit failure mode indicator (FMI) number in the odometer area indicates the fault mode, such as open or short circuit.
5. More than one fault may be active. Press and hold the SET button or SET switch for two seconds to toggle to the next active code. Repeat until all codes are retrieved.
6. See Diagnostic Trouble Codes for code definitions and failure descriptions.

FUEL TYPE SELECTION

When using the recommended 91 non-ethanol gasoline, always select the 91 NON-ETHANOL setting. When using ethanol, MTBE, or other forms of oxygenated gasoline, the fuel type must be changed to NON-PREMIUM/ETHANOL in the gauge.



IMPORTANT

Whenever in doubt of your fuel purchase, use the NON-PREMIUM / ETHANOL mode.

Use the following procedure to change the fuel type designation in the gauge. Refer to the fuel type selection label located inside the left side panel.

FEATURES

1. Start the engine.
2. *Press and hold* the center  button to enter the Options Menu.
3. *Press and release* the MODE button until FUEL TYPE is displayed in the information display area.
4. *Press and release* the SET button to toggle through available options until the desired fuel type is displayed in the information display area.
5. To exit Options Menu, *Press and release* the MODE button until EXIT appears in the information display area.
6. *Press and release* the SET button to exit. The fuel type being displayed is the active fuel type.

HEATED GRIPS

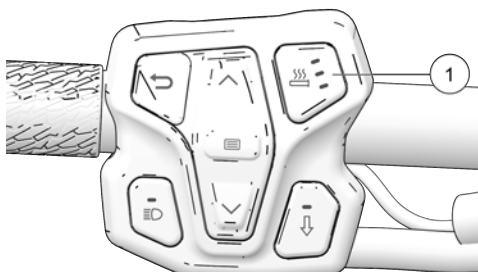
The heated handlebar grips can be operated using the left hand controls. To customize the temperature of the grips, follow the procedure below.



ACTIVATE HEATED GRIPS

To activate the SmartWarmer system in the handlebars, press the Heated Grips button ① on the left hand controls. There are four heat levels to choose from:

- Low
- Medium
- High
- Off



SET GRIP TEMPERATURE

The temperature of each heat level can be customized using your gauge or hand controls. Use the following procedure to adjust the temperature of your heated hand grips.

1. Start the engine.
2. *Press and hold* the center  button to enter the Options Menu.
3. *Press and release* the MODE button until HEATERS is displayed in the information display area.

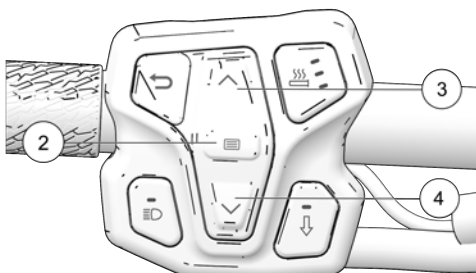
Using the Gauge Buttons

1. *Press and release* the MODE button to select which SmartWarmer element to customize: grips or thumb. Press the SET button to select.
2. *Press and release* the MODE button to choose a heat level: low, medium, or high. Press the SET button to select.
3. Use the SET and MODE buttons to increase/decrease the temperature to desired setting.
 - MODE decreases the temperature.
 - SET increases the temperature.
4. Press the Polaris button to lock in temperature.
5. Press the MODE button to advance to the next heat setting.
6. Repeat steps 3-5 for each setting: low, medium, and high.
7. Press the Polaris button to exit.
8. *Press and release* the SET or Polaris button to exit. The grips will adjust to the temperatures of the new settings when the hand grip warmers are enabled.

FEATURES

Using the Left Hand Controls

1. **Press and release** the Select button ② to select which SmartWarmer element to customize: grips or thumb. Press the Select button to select.
2. **Press and release** the Down Arrow ④ to choose a heat level: low, medium, or high. Press the Select button to select.
3. Use the Up arrow and Down arrows to increase/decrease the temperature to desired setting.
 - UP increases ③ the temperature.
 - DOWN arrow ④ decreases the temperature.
4. Press the Select button to lock in temperature.
5. Press the Down arrow to advance to the next heat setting.
6. Repeat steps 3-5 for each setting: low, medium, and high.
7. Press the Select button to exit.
8. Press the SET or Polaris button on the gauge to exit. The grips will adjust to the temperatures of the new settings when the hand grip warmers are enabled.



ENGINE OVERHEAT INDICATOR

The over-temperature indicator on the standard instrument cluster will *illuminate* when the engine is overheating. Take action to cool the engine. See page 67. The indicator will *flash* when engine temperature reaches critical levels. **Stop the engine immediately.**



FLASHING INDICATOR

Flashing indicators indicate continued operation could result in serious engine damage. The engine management system will automatically reduce engine power and create a misfire condition. **Stop the engine immediately.** Allow the engine to cool down.

NOTICE

If engine overheating seems to be caused by something other than poor cooling conditions, your dealer can perform this service.

ENGINE-COOLING ACTIONS

If the engine is overheating, promptly take action to cool the engine.

- Drive in loose snow.
- Stop the engine and allow it to cool down.
- View the coolant level. *Do not open the pressure cap while the engine is hot.*
- Add coolant if the level is low. *Do not add coolant while the engine is hot. Wait for the engine to cool before adding coolant.*
- If snowmobile is equipped with rail scratchers, make sure they are deployed.

NOTICE

If you must continue to operate while the indicator light is *illuminated*, drive slowly and stop the engine frequently to allow it to cool down.

RIDE COMMAND DISPLAY

INTRODUCTION

Thank you for purchasing a RIDE COMMAND Display, and welcome to the Polaris RIDE COMMAND App. This intuitive display gives you access to your vehicle's custom information and a variety of features.

For a safe and enjoyable riding experience with your new Display, please read your vehicle's owner's manual and this Display owner's manual. If you should need additional assistance with Display operation or software updates, please see your Polaris dealer or visit polaris.com/ridecommand.

For the latest information about your RIDE COMMAND Display, including software updates, please visit ridecommand.polaris.com.

WARNING

Do not enter information while operating your vehicle. Failure to pay attention to operating your vehicle could result in loss of control, injury, or death. You assume all risks associated with using this device. Read your User Guide. Always ride with the latest maps and trails data from <https://ridecommand.polaris.com/en-us/update>.

BEFORE YOU RIDE

Before riding with your new display, do the following:

- Read this entire manual.
- Familiarize yourself with the features and operations of the Display while the vehicle is stationary.
- Download the Polaris Ride Command App from the Apple® App store or the Google Play® store and create your personalized Ride Command account.
- Check your display to ensure you have the appropriate maps and trails visible for your area.
- Check <https://www.polaris.com/en-us/owners-manuals/> for the latest updates to the owner's manual.
- Complete the pre-ride checklist.

NOTICE

Trails change often, and the trail data file is only considered valid for 90 days after the release date. Please keep your trail data up to date. Download the latest trails at <http://ridecommand.polaris.com>.

RIDE COMMAND DISPLAY

NOTICE

Using the display for an extended period of time while the vehicle's engine is off can drain the battery (if equipped).

DEVICE OPERATING REQUIREMENTS

Phone functionality is dependent on the capabilities of your cell phone.

NOTICE

Some cell phones or operating systems will not work as shown in this manual.

OVERVIEW

For the latest information about your Ride Command display, including software updates, please visit: <https://ridecommand.polaris.com>.

WARNING

Driving while distracted can result in loss of vehicle control, crash, and injury. We strongly recommend that you use extreme caution when using any device that may take your focus off the trail. Your primary responsibility is the safe operation of your vehicle. We recommend against the use of any hand-held device while riding and encourage the use of voice-operated systems when possible. Be aware of all applicable local laws that may affect the use of electronic devices while riding.



NOTICE

If your vehicle is equipped with electric start, the 7S display (if equipped) will remain on when the key is in the ON position. After 60 seconds, the display backlight will dim and then fully shut down after 10 minutes of inactivity.

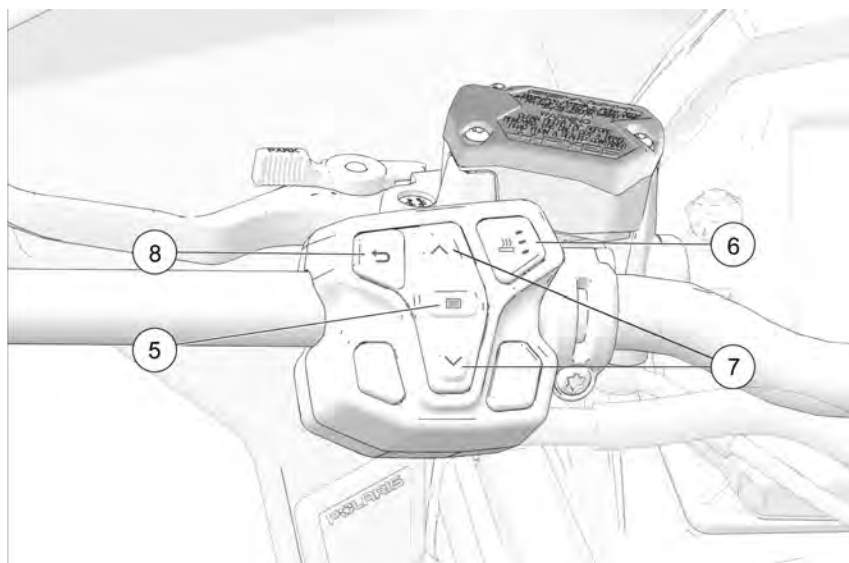
RIDE COMMAND BUTTONS
DISPLAY



	BUTTON	DESCRIP-TION	FUNCTION
①		5-Way UI Control	Moves the cursor and pans the focus on the map screen.
②		Back Button	Cycles all screens and backs user out of menus.
③		Up/Down Buttons	Zooms in and out of map and scrolls through lists of features.
④		Polaris Button	Opens and closes the Badge Panel.

LEFT HAND CONTROLS

The electronic hand controls are located on the left side of the handlebars. The hand controls operate certain Ride Command features, headlights, reverse operation, and heated grips.



	BUTTON	DESCRIPTION	FUNCTION
⑤		Select Button	Opens the Badge Panel and chooses options.
⑥		Heated Grips Button	Activates the smartwarmers in the handlebars and throttle lever.

RIDE COMMAND DISPLAY

	BUTTON	DESCRIPTION	FUNCTION
⑦		Up Button	Zooms in and out of map and scrolls through lists of features.
⑧		Back Button	Cycles all screens and backs user out of menus.

GAUGE SCREEN

The Gauge Screen is the screen that will appear upon vehicle start-up and displays a customizable view of vehicle information including speed, RPM, fuel level, engine temperature, engine hours, trip meter, battery voltage, and compass.



CONFIGURE GAUGE SCREEN

The display allows up to four customized gauge screens. All but one screen can be deleted; one will always remain as the default.

NOTICE

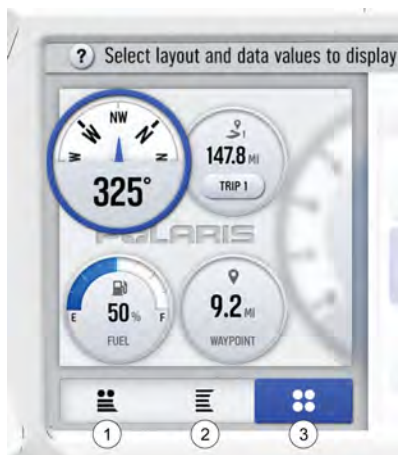
In the gauge configuration panel, display buttons and hand controls will not work. You must use the touchscreen to change screen settings and layouts.

Follow the instructions below to create customized gauge screens.

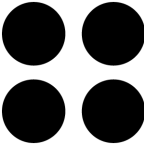
1. Press the Gear Icon in the bottom right corner of the touchscreen.
2. On the right side of the configuration panel, press the Screens Tab followed by the "Add New" button.



3. In the left side panel, choose a gauge layout from the three provided options.



RIDE COMMAND DISPLAY

NO	CONFIGURATION	DESCRIPTION
①		Two circular widgets and three linear widgets.
②		Five linear widgets.
③		Four circular widgets.

4. Select the Data Tab. Choose up to 5 widgets to display on the screen.

TIP

Keep your display software up-to-date as more widget options become available. For more information, see page 104.



5. Reorder the widgets by pressing and holding down on the widget and sliding the widget up or down into the desired position.



6. Click the green check mark or "Done" to close the configuration panel.

GAUGE VIEW MODE

Press ① to toggle between the two available gauge view modes, **Analog** and **Digital**.



RIDE COMMAND DISPLAY

ICON BAR

The Icon Bar is located across the top of the touchscreen and displays cell phone and headset connectivity, fuel range, compass heading and local time.

NOTICE

The Icon Bar will not appear when the Badge Panel is open.



ICON	DESCRIPTION	FUNCTION
①	Headset	Displays icon if headset is connected
②	Signal Strength	Displays current cell signal strength
③	Fuel Level	Displays current fuel capacity percentage
④	Vehicle Direction	Displays vehicle direction
⑤	Clock	Displays current time

BADGE PANEL

The badge panel provides easy access to frequently used features, basic display and vehicle controls, and a list of recent notifications. To access the Badge Panel, press the Polaris logo at the top of the display screen, or press the Polaris Menu/Power hard button.

ACCESSING THE BADGE PANEL

There are two ways to open the Badge Panel, press the Polaris icon ① at the top of the touchscreen or the Polaris Button ② on the right of the display.



RIDE COMMAND DISPLAY

FEATURES

NOTICE

PRESS and HOLD the Polaris Icon for 2 seconds to disable the touchscreen.



③ Controls Tab

④ App Tray

⑤ Display Mode

⑥ Badge Panel/Polaris Icon

⑦ Notifications Tab

⑧ Heated Grips

⑨ Fuel Type

⑩ Display Brightness

⑪ Lock Vehicle Button

⑫ All Settings Button

CONTROLS TAB

Press the Controls tab to change display mode, display brightness, activate heated grips, and change fuel type.

APP TRAY

The App Tray provides easy access to key features on the display screen. Tap on any of the listed icons to navigate to that display screen. For example, tap the map icon to navigate to the map screen, or press the audio icon to navigate to the audio screen.

DISPLAY MODE

From the Control tab, select the display mode from the available options. The display mode can be set to Day, Night, or AUTO mode.

Day Mode



Night Mode



POLARIS BUTTON

The Polaris icon opens and closes the Badge Panel.

NOTIFICATIONS TAB

Press the Notifications tab to view DTC codes, installed software, and vehicle warnings.

ENGINE OVERHEAT INDICATOR

When the engine goes over temperature, a red banner will appear at the top of your 7S Display stating: ENGINE OVERHEATING – STOP IMMEDIATELY.

The appearance of this banner indicates continued operation of your snowmobile could result in serious engine damage. The engine management system will automatically reduce engine power and set a fault. Stop the engine immediately. Allow the engine to cool down.

RIDE COMMAND DISPLAY



NOTICE

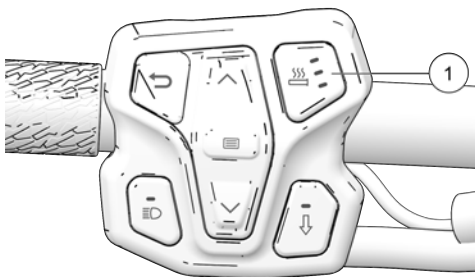
If engine overheating seems to be caused by something other than poor cooling conditions, see your dealer or other qualified technician for service.

HEATED GRIPS

Matrixx models are equipped with three individual Smartwarmer heated grips: the left handgrip, right handgrip, and right thumb throttle lever. The warmers automatically adjust in response ambient temperature and wind chill to always keep the temperature of the grips at the preset temperature.

There are four heat settings:

- Low
- Medium
- High
- Off



Change the heat level by pressing the Heated Grip button ① on the left hand controls or by opening the Badge Panel.

RIDE COMMAND DISPLAY

The heat levels of the grips are customizable by temperature. To change the heat settings of your hand grips, press the Polaris button to open the Badge Panel.



In the Heated Grips section of the Badge Panel, press the Heated Grip Settings button on the touchscreen. To customize the temperature of your hand grips and thumb lever, use Plus and Minus Buttons beside each heat level to choose your preferred setting. Click the “X” in the top left of the screen, or the Back Button, to close the menu.

BUTTON	BUTTON NAME	FUNCTION
	Heated Grips Button	Changes the level of hand grip warmth to low, medium, high, or off.
	Heated Grips Settings	Opens the Smartwarmer settings to customize the temperature of each heat level.
	Plus Button	Increases the grip warmth by one degree.
	Minus Button	Decreases the grip warmth by one degree.

RIDE COMMAND DISPLAY

NOTICE

To change the temperature units from Fahrenheit or Celsius, open the All Settings menu from the Badge Panel and navigate to the General tab.

FUEL TYPE

Change the fuel type in the Badge Panel by opening the Controls tab and pressing the Fuel Type button.

There are two fuel options available. Choose the fuel description that best fits the fuel type in your vehicle's tank.

- *91+ E0 Fuel* = 91 PREMIUM MODE
- *ANY E10 OR UNSURE Fuel* = 87 ETHANOL MODE

For specific fuel recommendations for your model, see page 144.

DISPLAY BRIGHTNESS

From the Controls tab, select display brightness by moving the touchscreen slider to the left or right. Press the AUTO check box to allow the screen to adjust automatically based on ambient light conditions.

LOCK VEHICLE BUTTON

If your vehicle is equipped with a pin activated security system (P.A.S.S.), the Lock Vehicle button will appear on the Badge Panel. Press this button to lock the vehicle before powering off the engine. To unlock your vehicle, you will be prompted to enter a preset passcode. To set up P.A.S.S., see page 103.

NOTICE

The P.A.S.S. feature must be activated by your dealer using Polaris Digital Wrench. See dealer for setup and activation.

ALL SETTINGS BUTTON

Press the All Settings button to navigate to the settings menu. For more information about the settings menu, see page 98.

MUSIC SCREEN



NOTICE

Your snowmobile is not equipped with a speaker system. Audio can only be transmitted through a Bluetooth® media device or headset. Only one device and one headset can be connected at a time.

Audio playback through USB or Bluetooth® devices are compatible with your Ride Command display. The Music Screen allows you to access music stored on your smartphone or other music device. You can pair your device using Bluetooth®, or by connecting it to the display's USB port.

DEVICE REQUIREMENTS

Audio playback is only available on USB flash drives formatted to ex-FAT or FAT32 and operating systems iOS® 10 and Android® 5.0 or newer.

PHONE SCREEN

The phone screen displays recent calls, contact list, keypad, and messages. The display will only show messages received while smartphone is paired via Bluetooth® and "show notifications" is enabled on your smartphone.

RIDE COMMAND DISPLAY



Connect a smart phone and headset to listen to audio, make and receive calls and text messages, access a phone's contact list, and call history.

CONNECT YOUR PHONE TO THE DISPLAY

The Ride Command display is compatible with Android® and iOS®. Go to <https://ridecommand.polaris.com/en-us/supported-devices> for latest operating system compatibility.

Connect your Bluetooth® device to do the following:

- Connect your Bluetooth® device to pair and connect phones and Bluetooth® headsets.
- List of paired devices with connection status.
- For phones, shows signal strength.
- Listen to music over a headset or through optional vehicle speakers.

NOTICE

Ensure that your smartphone Bluetooth® settings are set to share phone calls, media audio, text messages, and contact information.

NOTICE

There is no built in microphone in the display. Phone call audio will play through the phone speakers or Polaris approved headset if connected. Some dial options may be unavailable at speeds greater than 3 MPH.

IPHONE®

To connect your iPhone® to the display, do the following:

1. In your iPhone® settings turn on Bluetooth®. If available, make your phone discoverable to other devices in your Bluetooth® settings. When your phone appears on the display press the “+” button next to it.
2. A prompt will appear on your iPhone® requesting permission to pair with your phone.
3. Ensure the confirmation code on the screen and your phone are the same then press “Pair” on your phone.
4. For optimal experience, enable notifications and sync contacts from your smartphone’s Bluetooth® settings.

ANDROID

To connect you Android® device to the display, do the following:

1. From your smartphone settings, open the Bluetooth® options on your device and ensure that Bluetooth® is turned on.

NOTICE

On some phones you have to make the phone visible to other devices. If your phone has this feature, it should show up on the Bluetooth® connection screen of your phone. If no option exists to make your phone visible to the display, it is already visible to the display.

2. Press the add device button, then press “OK” on the display.
3. When your phone appears on the display press the “+” button next to it to pair with your phone.
4. Ensure the confirmation code on the screen and your phone are the same then press “OK” on your phone.
5. For optimal experience press “Accept” on your phone when requested to access contacts and messages.
6. The display will now show a list of previously connected phones on the display. If it is unpaired, click on your phone from the list.
7. Once the display says connected/paired, your phone is now connected to the display via Bluetooth®. After a phone is connected, the Device Manager Screen will appear.
8. When a smartphone is connected to the display via Bluetooth®, users are able to make phone calls from the display through the keypad, recent calls, or their contacts by pressing the phone icon in the device manager screen or through the pull down menu.

CONNECTING YOUR BLUETOOTH® HEADSET WITH THE DISPLAY

The Ride Command touchscreen display can be connected to a smartphone and headset simultaneously. The display can connect with Polaris-approved Bluetooth® headsets to listen to music, take phone calls, and talk with other riders.

To connect your Bluetooth® headset to your display, do the following:

1. Put your Bluetooth® device into pairing mode.
2. Press the Polaris button to open the Badge Panel.
3. From the Bluetooth® device settings screen, the Phone screen, or the Music screen, tap on the Add Device button to bring up the pairing prompt.
4. Select the name of the device you want to pair from the touchscreen display to finish the pairing process.

NOTICE
For a better riding experience, connect your headset directly to the display, not your mobile device.

MAP SCREEN

Press the Back Button to cycle to the map screen or press the Map button from the App Tray in the Badge Panel. The map will center you based on the location of the in-vehicle GPS.



NOTICE

Controls on the map surface disappear after 10 seconds of inactivity, return with a tap anywhere on the map.

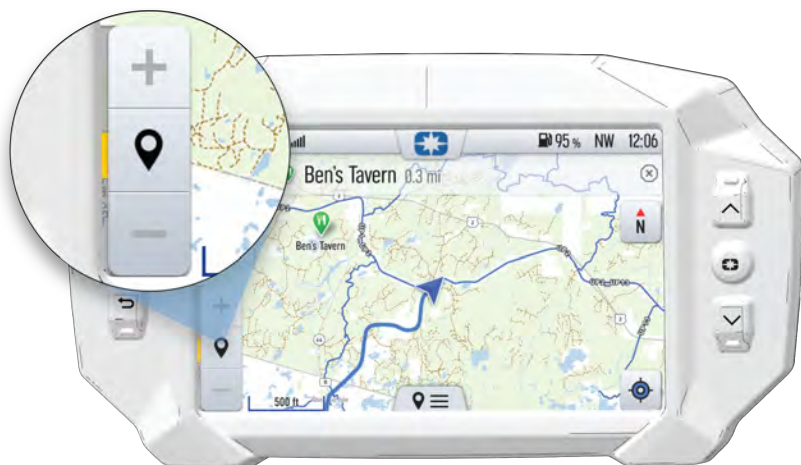
ZOOM

Use the plus and minus signs on the left side of the screen, or pinch the screen with your fingers, to zoom in and out on the map.

The waypoint icon appears when navigation is in use and the GPS is routed to a specific waypoint. Press the waypoint icon to focus on the destination point. To set the focus back to your location, press the target icon in the bottom right corner of the screen.

- Pinch zoom
- Plus / Minus button
- Auto-zoom to waypoint while navigating
- Current zoom level relative to maximum and minimum zoom

RIDE COMMAND DISPLAY



MAP ORIENTATION



The compass icon on the right side of the screen toggles how the map orients itself during navigation. There are two orientation options: North Up and Course Up. Pressing this button will also re-center your vehicle if not already centered.

RIDE COMMAND DISPLAY

MAP ORIENTATION	MAP ICON
North Up view locks the maps orientation so that North is always at the top of the screen, regardless of your vehicle's position or direction.	
Course Up view rotates the map to match the direction of your vehicle.	

WAYPOINTS

Waypoints are user-defined locations on the map. Waypoints can be saved and shared with friends.

To add a waypoint, do the following:

1. From the map screen, tap the map menu icon at the bottom of the display screen ①.
2. Select **Add Waypoint** ② from available options.



POINTS OF INTEREST (POI)

Points of interest (POI), such as restaurants, gas stations, hotels, dealers, and more, are available from the map screen. POI will display on map screen as you zoom in and out of the map. Tap on the POI icon to view more information about the location.

GO TO NAV

Go to Nav is available from the map screen when viewing a waypoint or POI. Go to Nav will display the distance and directional bearing of the POI.

RIDE COMMAND DISPLAY

NOTE

Go to Nav does not provide turn-by-turn directions to a POI.

GROUP RIDE

NOTICE

The display requires a GPS lock, indicated by a blue arrow marker (as shown below), before you are able to setup or join a group ride.



Invite your friends to a group to see their live location on the map of your smartphone, tablet, or in vehicle Ride Command Display.

For information on how Group Ride works and for instructions on how to set up Group Ride using your smartphone, or with a vehicle-to-vehicle (V2V) antenna, tap the “i” icon beside the title from the Group Ride Panel ①.



GROUP RIDE SETUP

There are two ways to set up a group ride.

- Mobile Phone
- Vehicle-to-Vehicle Antenna

MOBILE PHONE GROUP RIDE

Features of using your mobile phone for group riding:

- Works within cellular range
- Requires a tethered mobile phone
- Infinite range between vehicles
- Works with friends using the mobile app

To set up a group ride using a mobile phone, do the following:

1. Enable your Bluetooth® tethering in your phone's settings. Tap instruction for more information of how to enable tethering on an iPhone or Android phone.
2. Connect your phone via Bluetooth®. If you phone is currently connected you **MUST** disconnect and reconnect it.

RIDE COMMAND DISPLAY

3. Press the **login** button to login to your Ride Command account. If you do not have a ride command account, sign up at ridecommand.polaris.com

NOTICE

Once you've completed all three steps above, your information will be stored (unless cleared manually) and you will not need to login again into your Ride Command account for future group rides.

4. Press the back button to go back to the group ride screen and join your Group Ride.

NOTICE

In order for mobile phone users to join a V2V ride group, at least one group member must be connected via both the V2V antenna and a mobile phone.

VEHICLE TO VEHICLE (V2V) ANTENNA

Features of using the Vehicle-to-Vehicle antenna for group riding:

- Works anywhere, no phone required
- Requires an installed V2V antenna, standard on MY21 vehicles with a 7S
- 1+ miles range between vehicles



Use the following procedure to setup a V2V Group Ride:

1. From the map menu, tap the **Group Ride** button.
2. Tap **Setup V2V Group Ride** button on the display screen.
3. Tap the **Antenna Installed** toggle switch to the **Yes** position.

JOINING A RIDE GROUP

To join a group, do the following:

1. From the map menu, tap the Group Ride button.
2. Nearby ride groups will display in order of distance.
3. Tap the **Join** button ① to join a group.

NOTICE

You can only be active in one ride group at a time.



Close the pop up to show the map view of your chosen ride group. Other riders appear as dots on the map. If a rider is moving, the dot includes a heading arrow pointing in the direction they are riding. The ride group panel on the side of the screen shows the name of the group and lists all group members with their name, icon color, distance and bearing from you to that rider.

NOTICE

The map is set to zoom-to-group and as you ride it will automatically zoom to keep all riders in view. Tap the zoom control to return to manual zoom mode.

RIDE COMMAND DISPLAY

RIDING WITH A GROUP

1. Tap the handle by the group name ② to minimize the panel and show more map.
2. After 10 seconds of not interacting with the screen, the map controls will disappear. Tap the screen to make them visible again.



3. Tap on a rider icon in the ride group panel to show that rider relative to your location. If center-on-me is enabled, the display reverts to the centered state after 10 seconds.

CREATING A RIDE GROUP

To create a Ride Group, do the following:

1. On the Group Ride Panel, tap the “New Group” button ③ to create a group for others to join.
2. Give the group a name and choose whether a passcode should be required for others to join the group. If the “Private” toggle is tapped, you will be prompted to enter a four-digit passcode.



3. After creating a group, the panel closes and shows the new group on the map.
4. If your ride group has been set to Private, other riders must enter your chosen passcode to join the group.
5. After a second rider joins, the map will switch to zoom-to-group and as you ride it will automatically zoom to keep all riders in view. Tap the zoom control to return to manual zoom mode.

SETTINGS

From Settings, you can view important details about your vehicle and personalize your touchscreen display. The settings menu is comprised of four categories: Vehicle Info, General, Time, and Vehicle Settings.

To open Settings, press the Polaris button on the display and then the All Settings button from the touchscreen.



VEHICLE INFORMATION

From the Information settings tab you can view the following:

- Vehicle Identification Number (VIN)
- Installed Software Version
- Mileage
- Total Engine Hours
- Next Service Interval



RIDE COMMAND DISPLAY

GENERAL SETTINGS

From the General settings tab you can do the following:

- Connect to Ride Command account
- Manage Bluetooth® devices
- Change the display language
- Set the speed units of measure (MPH or KM/H)
- Set the temperature units (F or C)
- System information
- Update software
- Update maps and trails



TIME SETTINGS

From the Time Settings tab you can do the following:

- Set time from internal GPS location
- Set time zone
- Set time (if GPS time is not enabled)
- Set date
- Enable GPS Time (automatically sets the time to the time zone you are currently in)
- Set the time format (12-hour or 24-hour)



VEHICLE SETTINGS

From the Vehicle Settings you can do the following:

- Access vehicle diagnostics
- GPS Status
- Set fuel type
- Customize heated grip temperatures



PIN ACTIVATED SECURITY SYSTEM (IF EQUIPPED)

NOTICE

The P.A.S.S. feature must be activated by your dealer using Polaris Digital Wrench. See your dealer for setup and activation.

The Pin Activated Security System (P.A.S.S.) allows you to safely lock and unlock your vehicle from the Ride Command display screen.

ENABLE P.A.S.S.

1. Go the settings menu by pressing the Polaris button followed by the All Settings button.
2. Select Vehicle Settings from the left toolbar.
3. Select Passcode Unlock.
4. If this your first time activating P.A.S.S. you will be prompted to enter a new pin. Enter and verify new pin.
5. Turn off the vehicle using the key ignition switch.

NOTICE

After activating P.A.S.S. for the first time you must power down the vehicle and allow the ECM fully shutdown before restarting. This may take up to three minutes.

DISABLE P.A.S.S.

1. Go the settings menu by pressing the Polaris button.
2. Select Vehicle Settings from the left toolbar.
3. Select Passcode Unlock.
4. Enter pin code to disable P.A.S.S.

MAINTENANCE

CARE AND MAINTENANCE

To clean the display shell, use a soft cloth with mild soap and water. Do not use harsh or abrasive cleaners. For best results, use a micro-fiber towel to clean the screen.

NOTICE

Certain products will damage the screen and other plastic surfaces. Do not use alcohol to clean the display. Immediately clean off any gasoline that splashes on the display.

VEHICLE STORAGE

When preparing the vehicle for storage make sure the ignition switch is in the OFF position to prevent battery drain and diminished battery life.

SPEED LIMITATION

Various aspects of the display such as the front and rear cameras, phone contacts, and call logs may be unavailable while driving at high speeds.

UPDATE SOFTWARE

NOTICE

Before updating the Display, always export your existing rides and waypoints to a USB drive to avoid losing them.

To update the software, do the following:

ON YOUR PERSONAL COMPUTER

1. Go to ridecommand.polaris.com/update.
2. Log into your account, or create a new account.
3. Using the Vehicle Identification Number (VIN), add your new Polaris vehicle to your Garage.
4. Locate and download the latest software to a USB flash drive (8+ GB).

ON YOUR VEHICLE

1. Connect the USB flash drive to the USB cable and power up your vehicle.
2. On the RIDE COMMAND display, select the Settings menu on your display by pressing the POLARIS icon at the top of the screen.
3. Select General Settings, then Update Software.

4. Select the file you wish to load (use date listed in the file name to determine most recent file).
5. Select Yes to restart display (restart required).

ERROR MESSAGES

If an error occurs while updating your software, perform one or all of the following actions to resolve the issue:

1. Remove and reconnect the USB flash drive securely.
2. Make sure the display files are not inside a folder on the flash drive.
3. Make sure only display files are on the flash drive. Remove any other files if necessary.
4. Try using a different USB flash drive.

UPDATE MAPS

To update the maps on your display, do the following:

1. Go to *ridecommand.polaris.com/update* and download the map update to a USB flash drive.
2. Insert USB flash drive into the USB port on your vehicle.
3. Press the Update maps in the General Settings.
4. Select the file you want to install by pressing the corresponding down arrow icon.
5. This will update the display's map which will automatically restart the display once the update is complete. Do not remove the USB flash drive until the display has fully restarted.

USB HARDWARE

SOFTWARE UPDATES

For software update, POLARIS recommends using a SanDisk® or similar USB flash drive with a minimum of 4GB in available memory, formatted using the FAT32 or exFAT® file systems. For best results remove all files from the flash drive before starting the update process.

MAP UPDATES

For Map updates, a 32GB USB drive is required (USB 3.0 drive is highly recommended) USB drive must be formatted to exFAT® before copying the map file onto it.

TRAIL UPDATES

For Trail updates, a 4GB drive formatted to FAT32 can be used.

RIDE COMMAND DISPLAY

USB PORT

TIP

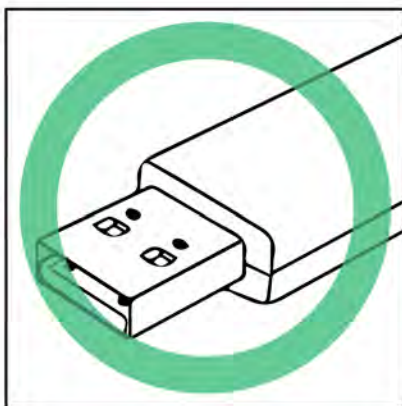
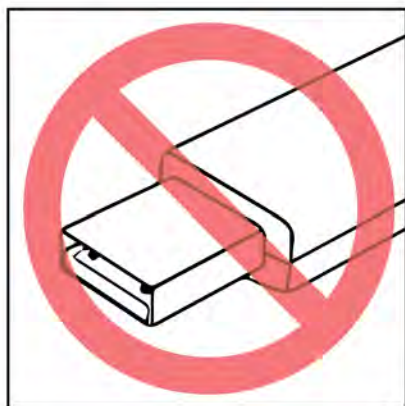
The USB Port is located in the storage compartment behind the display.

The USB Port makes it easy to power devices, such as phones, audio sources, or GPS units, in addition to allowing you to stream music through the LCD display to your Bluetooth® headset.

On models equipped with a Polaris Ride Command display, the USB port is also used to update the display software. For the latest software, go to <https://ridecommand.polaris.com/en-us/update>.

IMPORTANT

Due to harsh riding environments, Polaris recommends using a USB device with retention features.



THE PERFECT FIT

SUSPENSION QUICK SET-UP GUIDE

The front and rear suspensions on your Matryx snowmobile are easy to adjust. Just remember three simple steps:

1. Ride your snowmobile.
2. Adjust the *rear track shock spring* to tune *vehicle balance* (ski pressure and weight transfer).
3. Adjust *shock clickers* (if equipped) to tune *ride quality* (stiffer or softer ride).

Step 1: Ride your snowmobile.

Ride the snowmobile in various terrain to fully experience the existing suspension settings before making any adjustments.

Step 2: Adjust the torsion spring settings to tune vehicle balance.

After riding, you should be able to determine if the snowmobile needs more or less transfer.

- For more transfer, *decrease* the torsion spring setting.
- For less transfer, *increase* the torsion spring setting.

If you prefer your snowmobile has lighter steering, decrease the torsion spring setting or increase the front track shock spring preload.

Step 3: Adjust shock clickers (if equipped) for ride quality.

For models equipped with monotube shocks, always adjust the rear track shock spring preload to enhance bottoming resistance.

For models with shock clickers, you can adjust the clickers to control bottoming and adjust ride comfort.

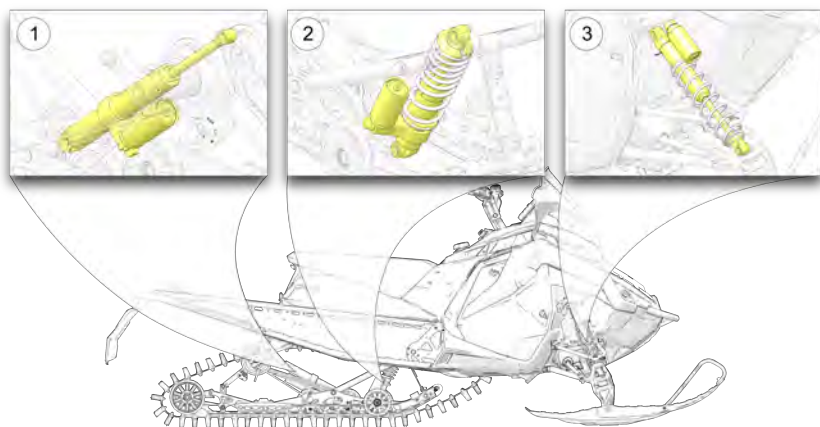
- Turn a clicker counter-clockwise to decrease damping for a softer ride.
- Turn a clicker clockwise to increase damping for a stiffer ride and less bottoming.

NOTICE
Always adjust the clicker at least one click below full stiff (full clockwise) or shock damage will occur.

Test ride the snowmobile and continue making spring and clicker adjustments until you achieve the perfect ride.

THE PERFECT FIT

SHOCK LOCATIONS



- ① Rear track shock
- ② Front track shock
- ③ Front (IFS) shocks

SHOCK COMPRESSION DAMPING

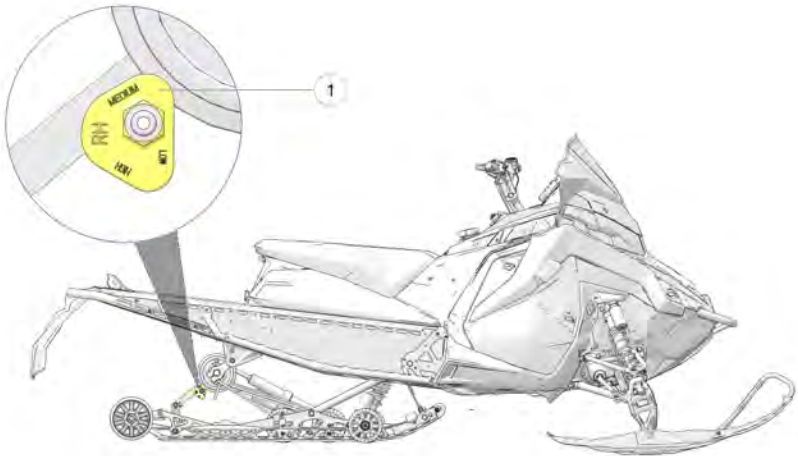
The primary adjustment for overall vehicle balance is torsion spring preload. Perform this adjustment first. After adjusting torsion spring preload to your satisfaction, compression damping adjustments can be made to control ride quality and bottoming resistance.

Compression damping can be adjusted at the front suspension and at the front and rear track shock. Make adjustments in 2-click increments, then test ride. When adjusting the front suspension, always adjust both clickers equally.

To stop bottoming of the front or rear suspension (stiffer ride), rotate the clicker (s) clockwise two clicks (as viewed from the top of the clicker), then test ride. Repeat the adjustment until bottoming stops and the desired ride quality is achieved.

For a more plush ride at the front or rear suspension, rotate the clicker(s) counter-clockwise two clicks, then test ride. Repeat the adjustment until the desired ride quality is achieved.

TORSION SPRING ADJUSTMENTS



To adjust rear torsion spring preload, rotate the three-position cam ① using the engine spark plug tool. Adjustment is easiest when the cam is rotated from low to medium, and then to high. Rotating directly from low to high will require significantly more effort. Different rate torsion springs are available if a firmer ride is desired. See your dealer for more information.

NOTE

Adding 1+1 seat, or additional cargo may affect handling and require a spring rate change.

TORSION SPRING SETTING	RECOMMENDED USAGE
Low	Rider(s) and gear = 140-180lb If less than 140, use the optional spring chart for softer springs.
Medium	Rider(s) and gear = 180-220lb
High	Rider(s) and gear = 220-260lb If above 260, use the optional spring chart for heavier springs.

REAR TORSION SPRING KITS

All AXYS and MATRYX vehicles are equipped with standard stock rear track suspension springs. To customize your ride, rear torsion spring kits can be installed to accommodate your particular total rider weight range.

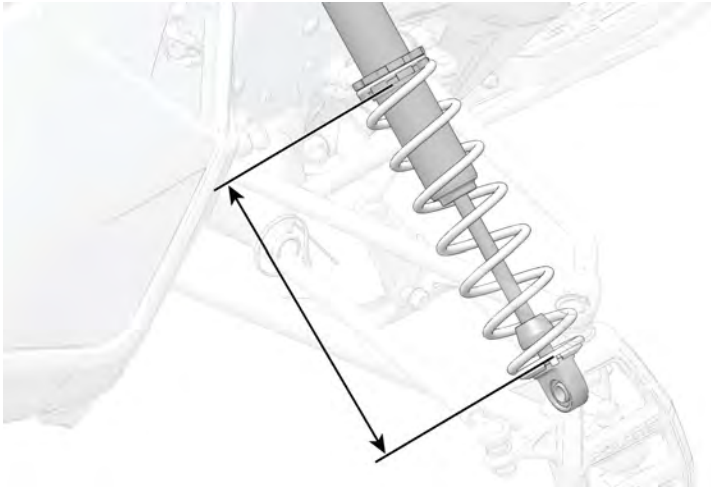
KIT DESCRIPTION	PART NUMBER	WEIGHT RANGE – LBS (KG)
Factory-Installed Stock Spring	7045190, 7045191	140-260 lb (64-118 kg)
Factory-Installed Stock Spring (144/146)	7041629, 7041630	140-260 lb (64-118 kg)
129/137 Light Duty	2884973	0-180 lb (0-82 kg)
144/146 Light Duty	2884976	0-180 lb (0-82 kg)
129/137 Heavy Duty	2884974	220-350 lb (100-159 kg)
144/146 Heavy Duty	2884977	220-350 lb (100-159 kg)
129/137 Extra Heavy Duty	2884975	310-425 lb (141-193 kg)

FRONT SUSPENSION (IFS) SHOCK SETTINGS

Always perform shock spring preload adjustments with the weight of the vehicle removed from the shock and with the shock at full extension.

To reset IFS clickers, rotate the clicker to full stiff, and then back off the same number of clicks for each shock.

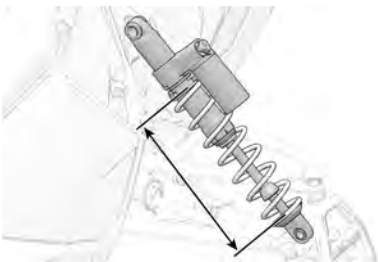
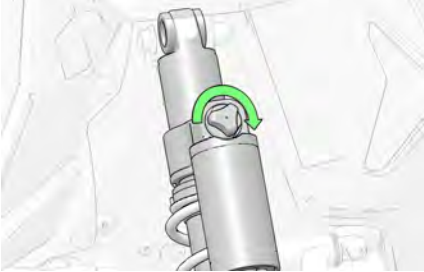
ATP® MONOTUBE



MODEL	Matryx Nordic Pro	Matryx Voyageur
FACTORY INSTALLED LENGTH	10.14 in (25.75 cm)	10.14 in (25.75 cm)
MINIMUM INSTALLED LENGTH	9.8 in (24.89 cm)	9.8 in (24.89 cm)
FACTORY CLICKER SETTING*	No clicker	No clicker

THE PERFECT FIT

WALKER EVANS® VELOCITY



MODEL	Matryx INDY VR1	Matryx Switchback Assault
FACTORY INSTALLED LENGTH	10.75 in (27.3 cm)	9.75 in (24.8 cm)
MINIMUM INSTALLED LENGTH	9.75 in (24.8 cm)	8.75 in (22.2 cm)
FACTORY CLICKER SETTING*	5	6
* From Full Stiff		

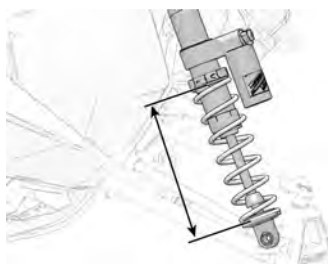
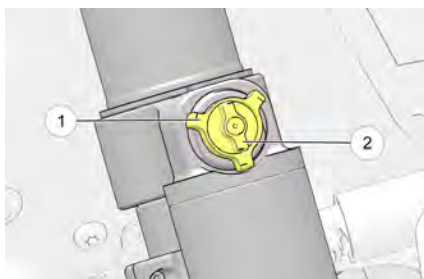
WALKER EVANS® VELOCITY HI/LO

INDY XCR models are equipped with Walker Evans Velocity shocks, which utilize dual shock clickers to control bottoming and ride comfort. To reset shock clickers, rotate the clicker to full stiff, and then back off the same number of clicks for each shock.

NOTICE

Speed refers to the rate of shock compression, not speed of vehicle.

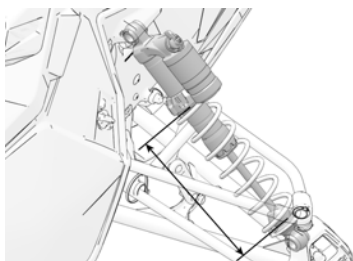
- *The outside clicker ① adjusts shock compression during high speed compression events.* Turn clicker clockwise to increase compression and counterclockwise to decrease compression.
- *The inside clicker ② adjusts shock compression during low speed compression events.* Turn clicker clockwise to increase compression and counterclockwise to decrease compression.



MODEL	Matryx INDY XCR
FACTORY INSTALLED LENGTH	9.75 in (24.76 cm)
MINIMUM INSTALLED LENGTH	8.85 in (22.48 cm)
FACTORY CLICKER SETTING*	Outside Clicker: 5 Inside Clicker: 6
* From Full Stiff	

THE PERFECT FIT

FOX® QS3



MODEL	INDY Adventure	INDY XC	Switchback XC
FACTORY INSTALLED LENGTH	10.8 in (27.44 cm)	10.8 in (27.44 cm)	10.3 in (26.17 cm)
MINIMUM INSTALLED LENGTH	10 in (25.5 cm)	10 in (25.5 cm)	9.8 in (24.87 cm)
FACTORY CLICKER SETTING*	Medium	Medium	Medium
* From Full Stiff			

FRONT TRACK SHOCK SETTINGS

Factory settings, combined with user adjustments to the rear track shock spring (RTSS), should be all that's necessary to provide the best riding experience for most riders. The primary adjustment for overall vehicle balance is RTSS preload. Perform this adjustment first.

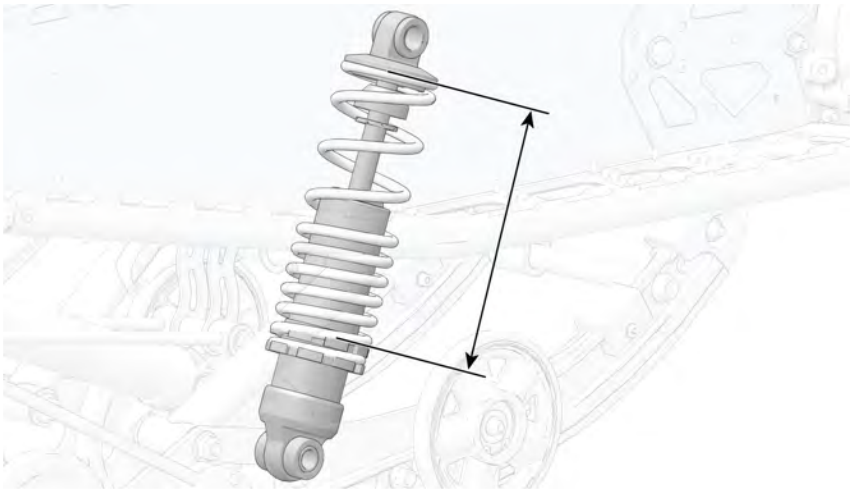
Always perform shock spring preload adjustments with the weight of the vehicle removed from the shock, limiter strap(s) disconnected, and the shock at full extension.

NOTICE

Never adjust spring preload to an installed length longer than the factory length or shorter than the minimum length as shown in the following chart. Damage to the suspension could result. When decreasing preload, make sure at least two turns of preload are holding the retainer against the spring.

The front track shock is measured from the bottom of the spring to the top of the body cap.

ATP® MONOTUBE

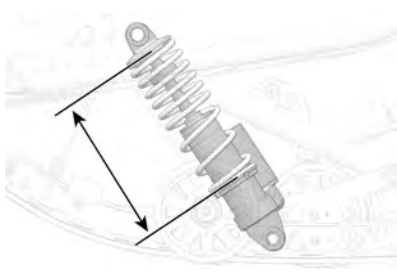
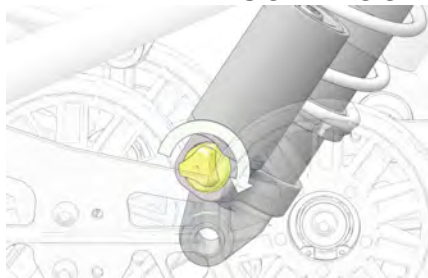


MODEL	Matryx Nordic Pro	Matryx Voyageur
FACTORY INSTALLED LENGTH	8.38 in (21.28 cm)	8.38 in (21.28 cm)

THE PERFECT FIT

MINIMUM INSTALLED LENGTH	7.73 in (19.63 cm)	7.73 in (19.63 cm)
FACTORY CLICKER SETTING*	No clicker	No clicker

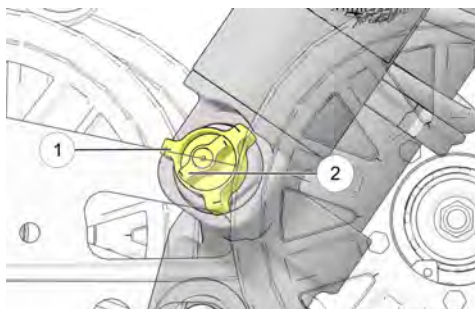
WALKER EVANS® VELOCITY



MODEL	Matryx INDY VR1	Matryx Switchback Assault
FACTORY INSTALLED LENGTH	7.5 in (19.05 cm)	7.8 in (19.81 cm)
MINIMUM INSTALLED LENGTH	7.26 in (18.45 cm)	7.23 in (18.37 cm)
FACTORY CLICKER SETTING*	5	6
* From Full Stiff		

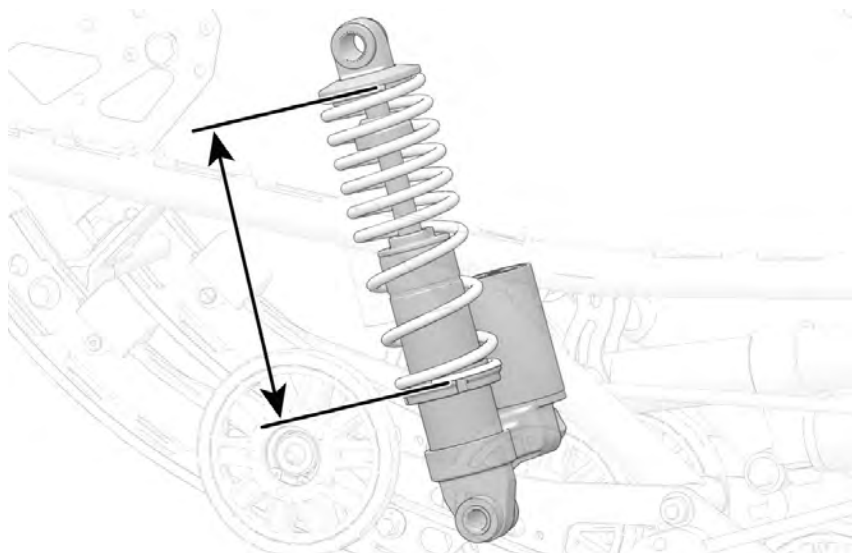
WALKER EVANS® VELOCITY HI/LO

INDY XCR models are equipped with Walker Evans Velocity shocks, which utilize dual shock clickers to control bottoming and ride comfort. To reset shock clickers, rotate the clicker to full stiff, and then back off the same number of clicks for each shock.



NOTICE

Speed refers to the rate of shock compression, not speed of vehicle.

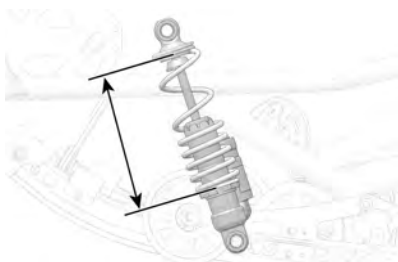
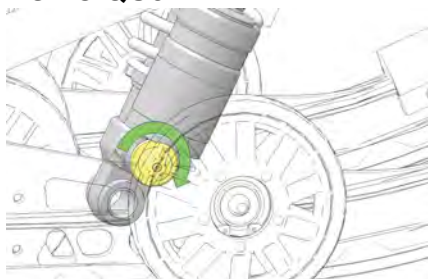


- *The outside clicker ① adjusts shock compression during high speed compression events. Turn clicker clockwise to increase compression and counterclockwise to decrease compression.*
- *The inside clicker ② adjusts shock compression during low speed compression events. Turn clicker clockwise to increase compression and counterclockwise to decrease compression.*

MODEL	Matryx INDY XCR
FACTORY INSTALLED LENGTH	8 in (20.32 cm)
MINIMUM INSTALLED LENGTH	7.23 in (18.37 cm)
FACTORY CLICKER SETTING*	Outside Clicker: 5 Inside Clicker: 6
* From Full Stiff	

THE PERFECT FIT

FOX® QS3



MODEL	Matryx INDY Adventure	Matryx INDY XC	Matryx Switchback XC
FACTORY INSTALLED LENGTH	8.18 in (20.77 cm)	8.18 in (20.77 cm)	8.18 in (20.77 cm)
MINIMUM INSTALLED LENGTH	7.80 in (19.82 cm)	7.80 in (19.82 cm)	7.8 in (19.82 cm)
FACTORY CLICKER SETTING*	Medium	Medium	Medium
* From Full Stiff			

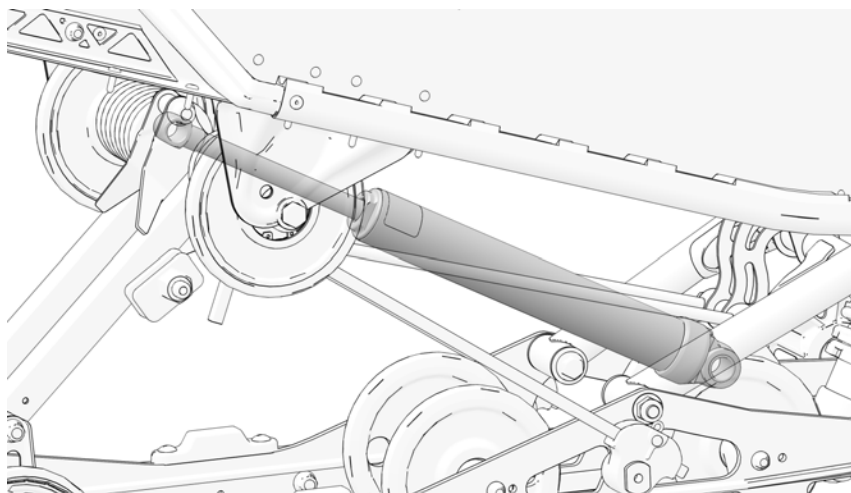
REAR TRACK SHOCK SETTINGS

Always perform shock spring preload adjustments with the weight of the vehicle removed from the shock and with the shock at full extension.

To reset shock clickers, rotate the clicker to full stiff, and then back off the same number of clicks for each shock.

ATP® MONOTUBE

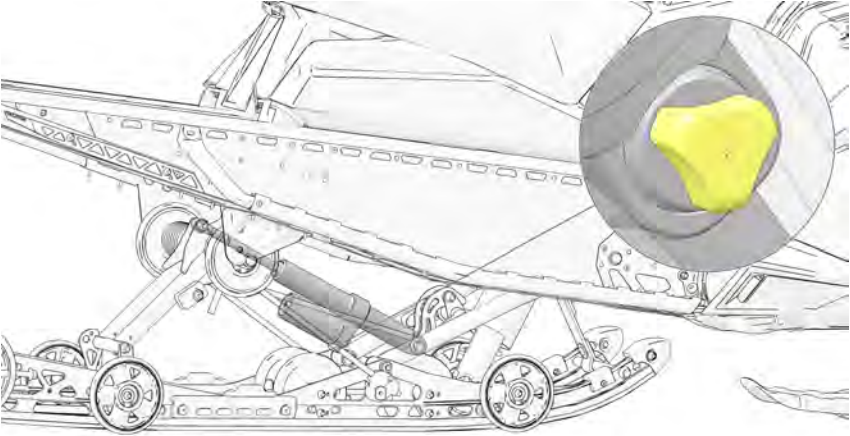
Nordic Pro and Voyageur models are equipped with ATP® monotube rear track shocks. These shocks are non-adjustable. Adjust the front track shock spring and torsion springs for additional weight transfer.



MODEL	Matryx Nordic Pro	Matryx Voyageur
FACTORY INSTALLED LENGTH	No Spring	No Spring
FACTORY CLICKER SETTING	No clicker	No clicker

THE PERFECT FIT

WALKER EVANS® VELOCITY



MODEL	Matryx INDY VR1	Matryx Switchback Assault
FACTORY INSTALLED LENGTH	No Spring	No Spring
FACTORY CLICKER SETTING*	5	6
* From Full Stiff		

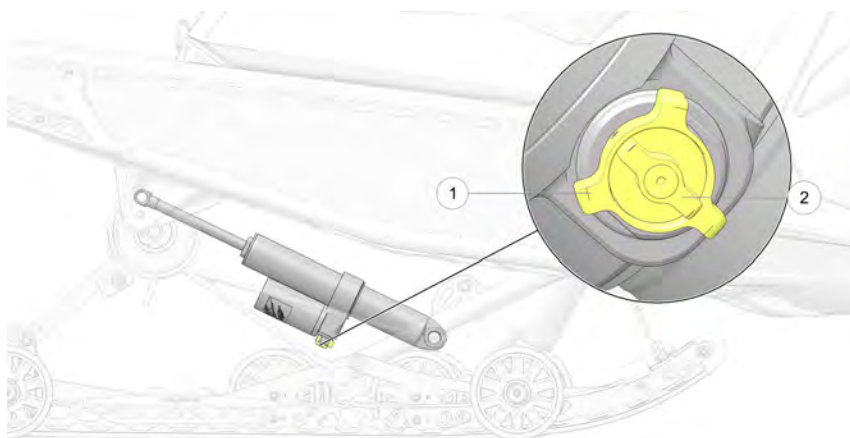
WALKER EVANS® VELOCITY HI/LO

INDY XCR models are equipped with Walker Evans Velocity shocks, which utilize dual shock clickers to control bottoming and ride comfort. To reset shock clickers, rotate the clicker to full stiff, and then back off the same number of clicks for each shock.

NOTICE

Speed refers to the rate of shock compression, not speed of vehicle.

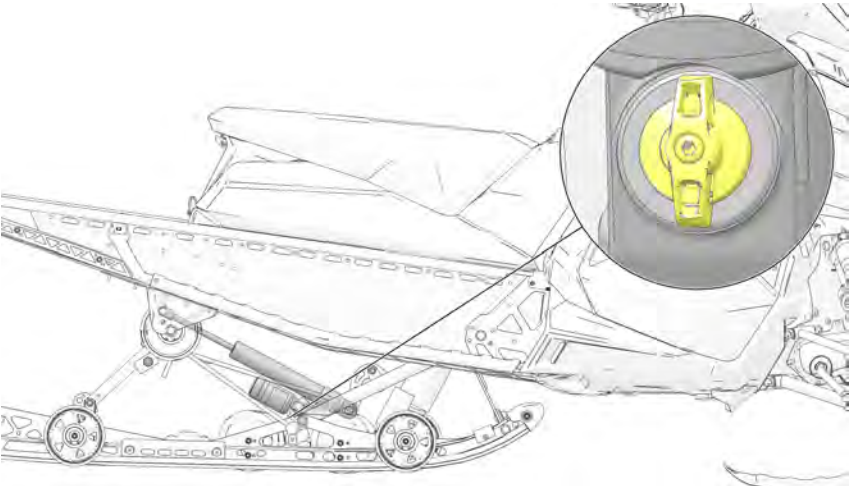
- *The outside clicker ① adjusts shock compression during high speed compression events.* Turn clicker clockwise to increase compression and counterclockwise to decrease compression.
- *The inside clicker ② adjusts shock compression during low speed compression events.* Turn clicker clockwise to increase compression and counterclockwise to decrease compression.



MODEL	Matryx INDY XCR
FACTORY INSTALLED LENGTH	No Spring
FACTORY CLICKER SETTING*	Outside Clicker: 5 Inside Clicker: 6
* From Full Stiff	

THE PERFECT FIT

FOX® QS3



MODEL	INDY Adventure	INDY XC	Switchback XC
FACTORY INSTALLED LENGTH	No Spring	No Spring	No Spring
FACTORY CLICKER SETTING*	Medium	Medium	Medium
* From Full Stiff			

REAR REAR SCISSOR STOP (RRSS) (IF EQUIPPED)

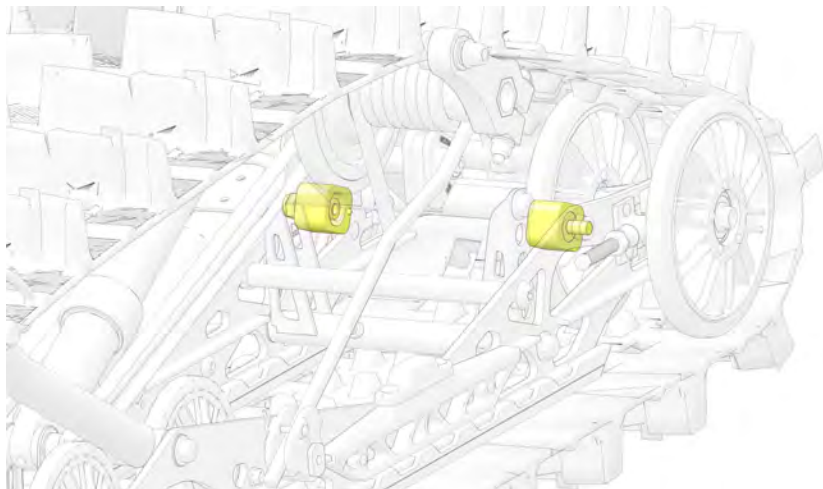
REAR REAR SCISSOR STOP (RRSS) - ATTRIBUTES

Moving the RRSS to a higher position will have the following effects on the suspension:

- Reduced weight transfer
- Improved chatter bump ride
- Improved cornering performance
- Increased load carrying capacity (2-up)

WEIGHT TRANSFER DURING ACCELERATION

The preferred method for controlling weight transfer during acceleration is by adjusting the rear rear scissor stop (RRSS). The factory setting is the best for most trail riding conditions.



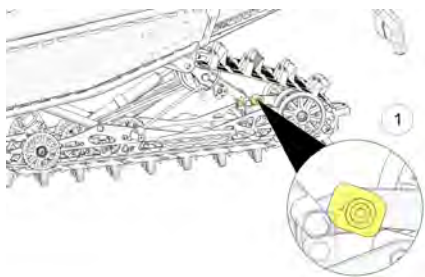
To decrease weight transfer under acceleration (for improved cornering), rotate the RRSS to a higher position.

To increase weight transfer or ski lift during acceleration, rotate the RRSS to a lower position.

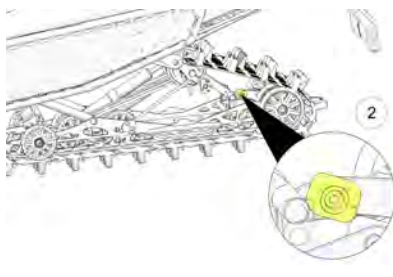
NOTICE

When adjusting for weight transfer, both the left and right rear rear scissor stop adjuster blocks must be adjusted to the same position.

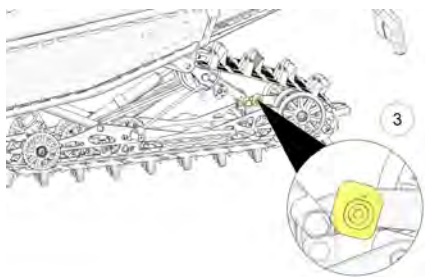
THE PERFECT FIT



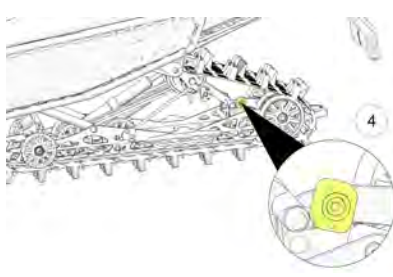
① High



② Medium



③ Low



④ Low

TIP

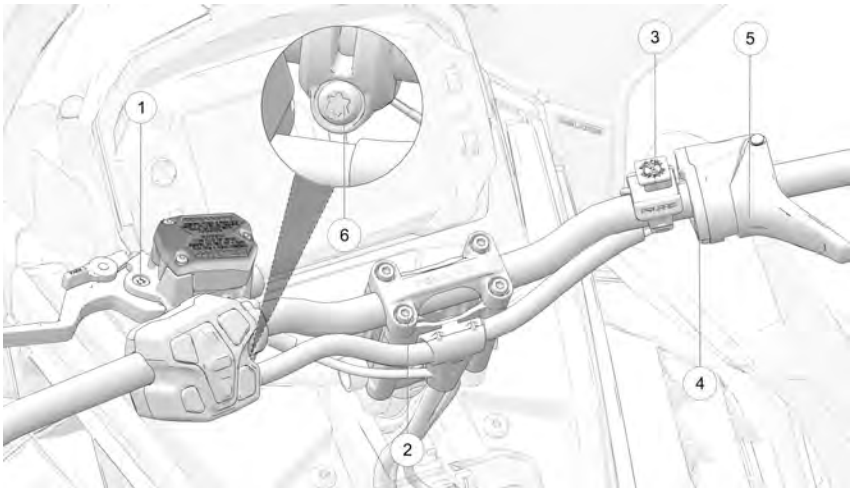
Your dealer can help you with initial setup and additional setup instructions to help you achieve your optimum ride. A scissor stop tool is also available from your dealer.

HANDLEBAR COMPONENT FASTENER TORQUES

IMPORTANT

Moving a handlebar component without first loosening its screws/set screws may cut grooves into the handlebar, making it difficult to secure the component. Do not move a handlebar component without first loosening its mounting screws/set screws.

Take care to avoid damaging hand warmer/brake switch wires when moving components.



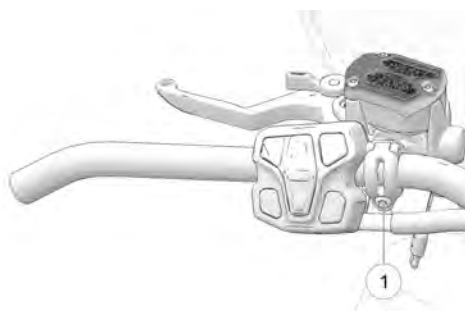
COMPONENT		TORQUE <i>DO NOT OVER-TIGHTEN</i>
①	Brake Lever / Master Cylinder	60-80 in-lbs (6.7-9 N·m)
②	Handlebar Clamp Screws/Bolts	35 in-lbs (4 N·m)
③	Auxiliary Engine Stop Switch Set Screw	12 in-lbs (1.4 N·m)
④	Throttle Lever Block Cover Screws	6 in-lbs (0.7 N·m)
⑤	Throttle Lever Block Set Screw	27 in-lbs (3 N·m)
⑥	Left Hand Control Screw	20 in-lbs (2.3 N·m)

CYCLONE BRAKE MASTER CYLINDER ALIGNMENT

⚠ CAUTION

Take care to avoid damaging hand warmer/brake switch wires when moving components.

1. Loosen the mounting screw.
2. Move the master cylinder to the desired position.
3. Tighten the screw to specification. Do not over-torque.



TORQUE

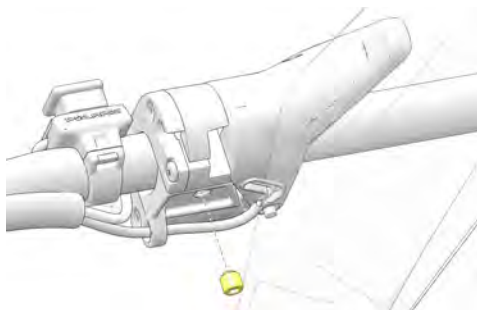
Master Cylinder Mounting Screw
60-80 in-lbs (6.7-9 N·m)

THROTTLE BLOCK ALIGNMENT

NOTICE

Take care to avoid damaging hand warmer wires when moving components.

1. Slightly loosen the set screw on the bottom of the housing.
2. Move the control block to the desired position.
3. Tighten the screw to specification. Do not over-torque.
4. With the engine off, test throttle lever movement after tightening the screw.

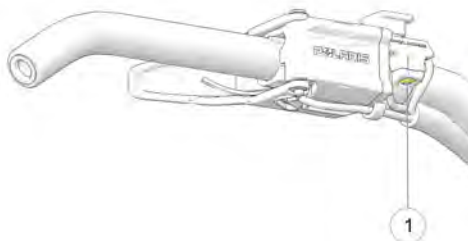


TORQUE

Throttle Block Set Screw
27 in-lbs (3 N·m)

ENGINE STOP SWITCH ALIGNMENT

1. Slightly loosen the set screw
① on the bottom of the housing.
2. Move the switch to the desired position.
3. Tighten the screw to specification. Do not over-torque.

**⚠ CAUTION**

The stop switch must be positioned in an easily accessible location.

TORQUE

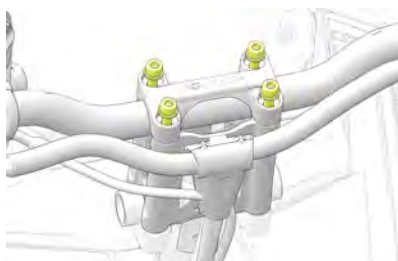
Stop Switch Set Screw
12 in-lbs (1.4 N·m)

HANDLEBAR ANGLE ADJUSTMENT**⚠ CAUTION**

Take care to avoid damaging hand warmer/brake switch wires when moving components.

THE PERFECT FIT

1. Securing the handlebar clamp bolts with an Allen wrench, loosen each of the four nuts.
2. Adjust the handlebar forward or rearward to the desired angle.
3. Be sure the handlebar, 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. If necessary, adjust the left and right hand controls.



4. Tighten the top two handlebar clamp nuts, followed by the lower two. Do

not over-torque.

TORQUE

Handlebar Clamp Bolts
11 ft-lbs (15 N·m)

CHAINCASE GEARING (IF EQUIPPED)

A speed sensor reads the speed of the brake disc on the jackshaft. The engine management system uses this signal to determine vehicle speed.

If changes are made to either the upper or lower chaincase sprocket, the engine management system must be updated to set the new drive ratio. Please see your POLARIS dealer to reprogram the speedometer offset calibration if you install different chaincase sprockets.

TRACTION PRODUCTS

TRACK STUDDING

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.

When studded tracks are used, increased wear to the brake pads will result from increased braking and requires increased brake inspection intervals.

Installing studs can also cause the track to stretch more than a non-studded track. For this reason, POLARIS recommends inspecting track tension more often and setting the tension at the preferred measurement.

Always adhere to the manufacturer's stud maintenance procedures and stud nut torque specifications.

Before equipping your snowmobile with traction products, be aware of regulations pertaining to the use of traction products in your area of operation.

STUDS

NOTICE

Failure to heed the following recommendations will result in tunnel or track damage and a voided warranty.

Track damage resulting from improperly installed or maintained studs is not covered under warranty. Use only POLARIS-approved traction products on your snowmobile. See your dealer for more information about installing studs and/or carbides.

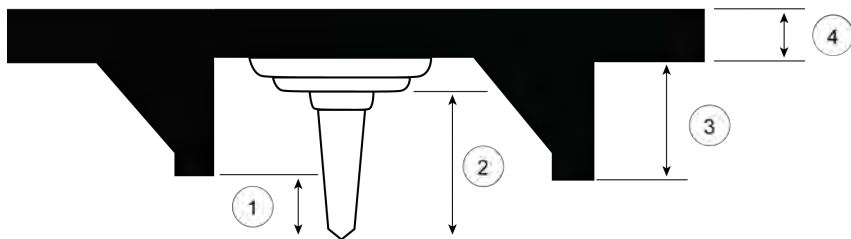
NOTICE

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

The Matryx chassis requires a stud protection kit to be installed before installing studs or chassis damage will occur. This stud protection kit will protect against chassis damage with the following track/stud combinations.

CHASSIS/TRACK	STUD PROTECTION KIT
Matryx 129 / Storm 150	PN: 2884961
Matryx 137 / Cobra / Ice Ripper	PN: 2884962
Matryx 146 / Cobra 1.3	PN: 2884963

- 1.325 in Polaris/Woody's® studs installed in a Ripsaw II 1.25 in or Cobra 1.352 in track .
- 1.575 in Polaris/Woody's® studs installed in a Storm 150 track, center band only.



THE PERFECT FIT

- ① Penetration Range 1/4 - 3/8 in (6-9 mm)
- ② Stud Size
- ③ Track Lug Height
- ④ Track Belt Thickness

CARBIDE SKAGS

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. See page 184.

NOTICE
Do not install studs on this snowmobile. Damage will occur.

SNOWMOBILE BREAK-IN

ENGINE BREAK-IN

IMPORTANT

Engines equipped with an electronic oil pump do not require initial fuel premix.

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 vehicle speeds to reduce friction on all close-fitting machined parts, allowing them to break in slowly without damage.

CAUTION

Never mix brands of oil. Serious chemical reactions can cause injection system blockage, resulting in serious engine damage. Oils 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.

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

AUTOMATIC ENGINE BREAK-IN TIMERS

NOTICE

The MATRYX engine management system utilizes both a fuel injector break-in period and oil pump enrichment program. The duration of these break-in programs are independent of each other and are timed-out based on engine run-time at and above a specified engine RPM.

BREAK-IN FUNCTION	ENGINE RUN TIME DURATION	DESCRIPTION
Fuel Injectors	2 hours *	2% additional fuel
Matryx Engine Oil Pump Enrichment Period	10 Hours *	15% additional enriched oil supply to engine
* = Total engine run time above 3,500 RPM		

SNOWMOBILE BREAK-IN

DRIVE BELT BREAK-IN

The break-in period for a new drive belt is 30 miles (48 km). During this time, vary the throttle position under 50% and limit full throttle use.

New drive belts should be washed with warm, soapy water and allowed to air dry prior to use.

Always take time to warm up the belt and driveline prior to operating the snowmobile. Free the track and skis from the ground before engaging throttle.

TRACK BREAK-IN

A new track will stretch during its break-in period. A typical track will be properly broken-in between 250-500 miles (400-800 km).

IMPORTANT
Track break-in time is dependent on track type, riding style, and whether your snowmobile is equipped with studs.

During the track break-in period, Polaris recommends checking track tension after every completed riding day when the track is new. See Maintenance chapter for more information.

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 in the referenced sections.

ITEM	SEE SECTION
Drive Belt or QUICKDRIVE Belt	page 176
Steering System	page 182
Recoil Rope	page 138
Coolant Level	page 168
Chaincase Oil Level (if equipped)	page 160
Injection Oil Level	page
Parking Brake Lock/Brake Lever/ Brake System	page 136, page 136, and page 171
Auxiliary Shut-Off Switch (Engine Stop Switch)	page 151
Ignition Switch	page 35
Headlight/Taillight/Brakelight	page 138
Suspension Mounting Bolts	page 134
Skags (Wear Bars)	page 184
Ski Saddle and Spindle Bolts	page 134
Hood and Side Panel Fasteners	page 138
Throttle Lever/Safety Switch	page 135
Rear Wheel Idler Bolt	page 179
Tether Switch/Strap (if equipped)	page 138
Track Alignment/Condition	page 137 and page 181
Rail Slide Condition	page 185

PRE-RIDE INSPECTIONS

PRE-RIDE SUSPENSION INSPECTION

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.

ITEM	SEE SECTION
Check suspension mounting bolts for tightness.	-
Check rear idler wheel bolt for tightness.	page 179
Check rear idler adjusting bolt locknuts for tightness.	-
Check front torque arm limiter strap condition.	-
Check rail slide condition.	page 185
Check track tension.	page 179
Check ski runner/skag condition.	page 184
Check ski spindle bolts for tightness.	-
Check tie rod end nuts for tightness.	-

BEFORE STARTING THE ENGINE

Before starting the engine, always refer to all safety warnings pertaining to snowmobile operation. Never start the engine without checking all vehicle components to be sure of proper operation.

WARNING

Operating the vehicle with worn, damaged, or malfunctioning components could result in serious injury or death. Never start the engine without checking all vehicle 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. The manual is your guide to safe and enjoyable snowmobiling experience.

STEERING SYSTEM

WARNING

Ice and snow build-up may interfere with the steering of your snowmobile, 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, remove ice and snow build-up that may be obstructing the steering linkage.

THROTTLE LEVER

The throttle and brake are the primary controls of your snowmobile. Always make sure both are functioning properly.

Squeeze the throttle lever to make sure it compresses evenly and smoothly. When released, 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.

THROTTLE SAFETY SWITCH

Test the throttle safety switch system before the snowmobile is operated.

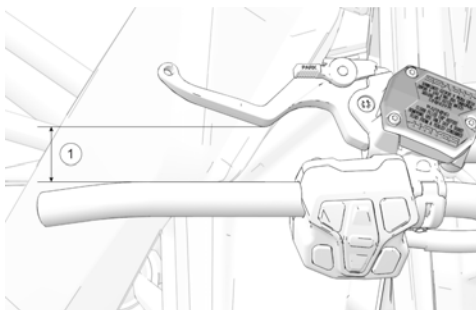
PRE-RIDE INSPECTIONS

BRAKES

Always check the following items for proper operation before starting the engine.

BRAKE LEVER TRAVEL

Squeeze the brake lever. It should move no closer to the handgrip than 0.5 in (1.3 cm) ①. A smaller distance indicates low brake fluid level or air in the hydraulic system. Refer to the brake bleeding information on page 174. Your dealer can assist.



LEVER FEEL

If the brake lever feels “spongy” when squeezed, check the brake fluid level and condition. Add fluid as needed. See the Brake Fluid section for details.

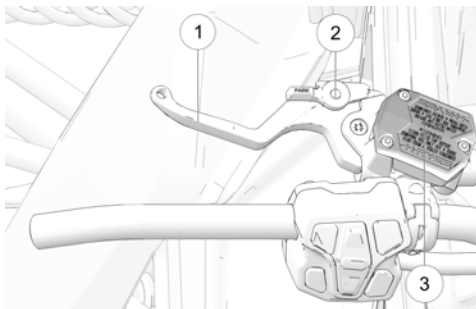
! WARNING

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.

PARKING BRAKE LEVER LOCK

Use the parking brake lever lock only when you want the snowmobile to remain stationary; for example, when parked on an incline for a period of five minutes or less.

1. Brake Lever
2. Parking Brake Lever Lock
3. Master Cylinder Reservoir/Cover



LOCK ENGAGEMENT

To engage the lock, squeeze the brake lever tightly and push forward on the lock. Hold the lock forward while releasing the brake lever.

NOTICE

If the brake lever is squeezed tightly enough, the lock will move freely into place. Do not force the lock or it may break.

The parking brake light on the gauge will light up if the parking brake lever lock is set while the engine is running. It will also be lit when the service brake is in use. If the parking brake light does not come on when the parking brake or service brake is in use, have it serviced by your dealer.

LOCK RELEASE

To release the lock, squeeze the brake lever tightly. The lock will return to the unlocked position.

WARNING

If the parking brake lever lock is partially or entirely engaged while riding, the brakes may overheat, resulting in brake damage. In extreme cases it could cause a fire, which could result in serious injury or death. Always ensure that the lever lock is completely disengaged before operating the snowmobile.

OIL INJECTION SYSTEM

Always check and fill the oil bottle during pre-ride inspection and refueling.

NOTICE

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

TRACK

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

WARNING

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. Always inspect the track for damage before using the vehicle.

PRE-RIDE INSPECTIONS

WARNING

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.

HOOD AND SIDE PANEL FASTENERS

CAUTION

The hood and side panels of the snowmobile protect the operator from moving parts. Never operate a snowmobile with the hood or side panels open or removed. Always ensure that the hood and side panels are securely in place before starting the engine.

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, your POLARIS dealer can provide a replacement.

START THE ENGINE AND CHECK

Before starting the engine, always refer to all safety warnings pertaining to snowmobile operation. Never engage the starter when the engine is running. Never start the engine without checking all vehicle components to be sure of proper operation. See page 135.

ENGINE STOP SWITCH

Check the auxiliary shut-off switch for proper operation. Push the switch down to stop the engine. Pull it up to allow restarting.

IGNITION SWITCH

Make sure the engine stops when the ignition switch is turned to OFF.

TETHER SWITCH (IF EQUIPPED)

If your snowmobile has a tether switch, remove the tether from the switch to make sure the engine stops immediately.

LIGHTING

Check the headlight (high and low beam), taillight, and brake light. Replace burned out lamps before operating.

MIRRORS (IF EQUIPPED)

Adjust the mirrors so they can be used to their full advantage.

OPERATING AREA

Before driving away, check your surroundings. Be aware of obstacles and make sure bystanders are a safe distance from the snowmobile.

OPERATION

STARTING THE ENGINE

IMPORTANT

Engaging the starter when the engine is running WILL result in serious engine damage, especially if the engine is in reverse. Never engage the starter when the engine is running.

1. Turn the key to the ON position.
2. Pull the engine stop switch up to the RUN position.
3. If equipped with electric start, turn the key to START to crank the engine. Release the key to the ON position when the engine starts.
4. If not equipped with electric start, grasp the starter handle and pull slowly until the recoil engages; then pull abruptly to crank the engine.

TIP

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

5. If the engine does not start after several attempts, slightly depress the throttle no more than 1/4 inch (2.54 cm) open while cranking the engine. When the engine starts, *immediately* release the throttle.

CAUTION

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

NOTICE

Operating the vehicle immediately after cold starting could cause engine damage. Allow the engine to warm up for several minutes before operating the vehicle. If cold drive-away is attempted, the engine RPM may stumble slightly to protect the engine.

RESTARTING AN ENGINE

If the rider stops the engine by pushing the engine stop switch down, restart the engine using the normal starting procedure. If the engine fails to start using the normal procedure:

1. Push the engine stop switch down to the OFF position.
2. Turn the key to the OFF position.
3. With both switches OFF, squeeze and hold the throttle in the wide open position.
4. Crank the engine several times to clear the engine.
5. Release the throttle.
6. Restart the engine using the normal starting procedure.

TRACK WARM-UP

WARNING

A loose track or flying debris could cause serious injury or death. Stand clear of the front of the snowmobile 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. Use a stable rear support.

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 about 4 inches (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.

TIP

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 snowmobile to the ground.
5. Grasp the skis by their front loops and move them from side to side to loosen snow and ice.

SLIDE RAIL AND TRACK COOLING

NOTICE

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.

OPERATION

FUEL

WARNING

Gasoline is highly flammable and explosive under certain conditions.

- Always exercise extreme caution whenever handling gasoline.
- Always refuel outdoors or in a well-ventilated area.
- Always turn off the engine before refueling.
- 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.

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.

FUEL RECOMMENDATION

NOTICE

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

NORTH AMERICAN FUEL

For peak performance, POLARIS recommends the use of fresh quality, non-oxygenated 91 octane level fuel or above. Although 87 octane fuel is usable, some engine performance will be lost and fuel economy will decrease. NEVER use unleaded fuels with an ethanol rating of E15 or E85 as severe engine damage may occur.

IMPORTANT

NEVER use fuel containing more than 10 percent ethanol, including E85 or 88 E15 fuel, in your snowmobile.

REQUIREMENT	650 MODELS	850 MODELS
Minimum Fuel	87 E10 (R+M)/2	87 E10 (R+M)/2
Maximum Performance Fuel	91 E0 (R+M)/2	91 E0 (R+M)/2
Instrument Cluster Fuel Selector Setting*	91+ E0 Fuel = 91 PREMIUM MODE - ANY E10 OR UNSURE Fuel = 87 ETHANOL MODE	91+ E0 Fuel = 91 PREMIUM MODE - ANY E10 OR UNSURE Fuel = 87 ETHANOL MODE
* = When the type of fuel in the tank is unknown, Polaris recommends setting the fuel selector feature to E10 – 87 ETHANOL mode.		

INTERNATIONAL FUEL

For peak performance, POLARIS recommend the use of 95 octane E10 gasoline or higher octane. If lower octane is used, some engine performance will be lost and fuel economy will decrease. Do not use gasoline with higher ethanol rating than E10.

REQUIREMENT	650 MODELS	850 MODELS
Minimum Fuel	95 RON E10	95 RON E10
Maximum Performance Fuel	95 RON E0	95 RON E0
Instrument Cluster Fuel Selector Setting*	91+ E0 Fuel = 91 PREMIUM MODE - ANY E10 OR UNSURE Fuel = 87 ETHANOL MODE	91+ E0 Fuel = 91 PREMIUM MODE - ANY E10 OR UNSURE Fuel = 87 ETHANOL MODE
* = When the type of fuel in the tank is unknown, Polaris recommends setting the fuel selector feature to E10 – 87 ETHANOL mode.		

LOW FUEL LEVEL WARNING INDICATOR

IMPORTANT

For the most accurate fuel level reading, park your snowmobile parked on flat, level ground.

OPERATION

CAUTION

Driving your snowmobile with extremely low fuel level may cause fuel ventilation and loss of engine performance.

The low fuel indicator warning appears on your instrument cluster when the fuel tank reaches 2 gallons of remaining fuel. When this occurs, Polaris recommends riders adjust their riding style to conserve fuel and find the nearest fuel station to re-fuel. Riders who wish to calculate the maximum full-tank vehicle range should do so after the fuel injector break-in and oil enrichment modes expire. See page 131 for more information.

IMPORTANT

MPG and maximum range calculations are highly variable and can be inconsistent between comparable models. Factors such as riding style, weather and trail conditions, accessories, track type, etc. will provide different results.

Matryx models utilize fuel tank designs that can allow the rider to consume almost all of the available fuel in the tank. Polaris recommends riders heed the low fuel indicator and take steps to reduce fuel consumption and find the closest filling station to re-fuel.

NOTICE

When the low fuel indicator is illuminated on Matryx models, snowmobile range is approximately 15-25 miles (24-40 km) if the snowmobile is operated in a conservative manner.

FUEL SYSTEM DEICERS

If you use non-ethanol fuel (sometimes labeled “non-oxygenated”), POLARIS recommends the regular use of isopropyl-based fuel system deicer. Add 1-2 ounces per gallon (8-16 ml per liter) of gasoline to prevent damage resulting from fuel system icing. Never use deicers or additives containing methanol. POLARIS recommends the use of Carbon Clean.

IMPORTANT

If you use fuel with up to 10% ethanol (sometimes labeled “oxygenated”) do not add deicers or additives that contain any form of alcohol. Adding deicer to oxygenated fuels could result in severe engine damage.

RUNNING OUT OF FUEL

IMPORTANT

If your snowmobile stalls or runs out of fuel, STOP your snowmobile immediately. DO NOT attempt to restart the vehicle without first completing the procedure below. Failure to perform the procedure below after depleting the fuel tank will cause a pressurization of air in the fuel system and will significantly reduce the engine's restart ability.

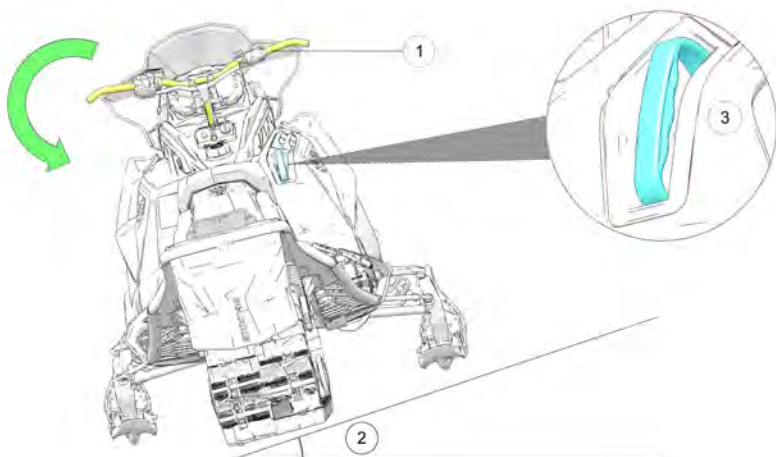
If your snowmobile has run out of fuel, follow the procedures below to properly prime the fuel system and restart the engine.

MODELS EQUIPPED WITH ELECTRIC START

1. Position the snowmobile on flat, level ground.
2. Fill the fuel tank with minimum 2 gal (7.6 L) of fuel.
3. Reinstall the fuel cap, verify the Engine Stop Switch is reset, and turn the ignition key to START.
4. Crank the engine over for a maximum of 10 seconds.
5. If the engine does not restart, allow the starter motor to cool for a minimum of 30 seconds.
6. Crank the engine over for another 10 seconds. Repeat steps 3-6 until the engine starts.
7. Turn off the engine and continue to re-fuel the snowmobile.

OPERATION

MODELS WITH RECOIL START (MANUAL)



1. Position the snowmobile on flat, level ground.
2. Fill the fuel tank with minimum 2 gal (7.6 L) of fuel.
3. Reinstall the fuel cap, verify the Engine Stop Switch is reset, and turn the ignition key to START.
4. Position yourself on the left-side of the snowmobile and grip the handlebars ①.
5. Carefully lift / rotate the snowmobile by pulling the handlebars toward you. The snowmobile should be resting on the left ski at an upward 30-45 degree upward angle ②.

NOTICE

If needed, ask an assistant to help steady the snowmobile in this position by standing on the right side of the vehicle with their body braced against the console and seat.

6. At this point, either the rider or assistant can pull on the recoil rope ③ to purge the fuel pump sock of trapped air.
7. Continue pulling on the recoil rope until the trapped air is purged from the system, the pump is primed, and the engine starts.
8. After the engine starts and runs for a few seconds, carefully lower the right ski back onto the ground.
9. Turn off the engine and continue to re-fill the snowmobile.

NOTICE

If you are unable to restart the engine after performing this procedure, contact your dealer to perform a fuel system air lock purge.

OIL**OIL RECOMMENDATION**

Polaris Recommended Engine Oil
VES 2-Cycle Full Synthetic Engine Oil

NOTICE

NEVER mix oil brands or use non-recommended oil. Mixing oil or using non-recommended oil may result in engine damage.

- For peak performance, Polaris recommends the use of **VES** 2-cycle full synthetic engine oil.
- For high performance operation, or operation in arctic conditions (-40°C/-40°F), use **VES Extreme** 2-cycle full synthetic engine oil
- In lieu of VES-branded oil, substitute with Polaris Blue 2-cycle synthetic blend engine oil.

IMPORTANT

Some non-recommended two-cycle engine oils, especially those formulated for warm weather product use, may not provide adequate cold weather pour point properties. These oils may increase the recoil rope pull effort in cold / sub-zero temperatures, resulting in excess fuel injection and subsequent plug fouling.

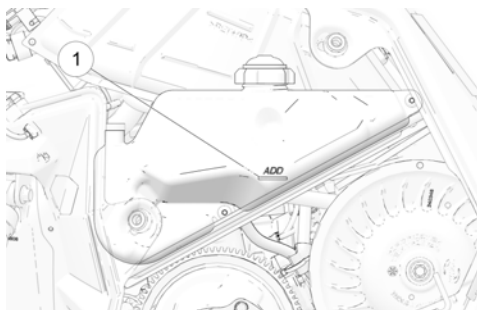
LOW OIL LEVEL**NOTICE**

The oil level indicator lamp will not engage unless engine is fully started.

OPERATION

Always maintain the oil level between the “add” mark ① and the bottle neck. Do not fill the bottle neck.

1. If oil indicator light illuminates, stop the engine.
2. Open the left side panel.
3. View the oil level in the oil bottle.
4. Add oil as needed before operating.



NOTICE

Operating the snowmobile without adequate engine lubrication can result in serious engine damage. Always check the oil level when refueling. Add oil as needed.

The oil bottle cap is vented to allow proper oil flow. Your POLARIS dealer can assist with recommended replacement parts.

THROTTLE LEVER

WARNING

An improperly functioning throttle lever may cause erratic snowmobile 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/throttle body 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, your authorized POLARIS dealer can perform this service.

Excessive freeplay in the throttle cable may cause the safety switch to activate, preventing the engine from starting. If this occurs, return the snowmobile 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 snowmobile with the throttle safety switch disconnected. Return the snowmobile to an authorized POLARIS dealer for service as soon as possible.

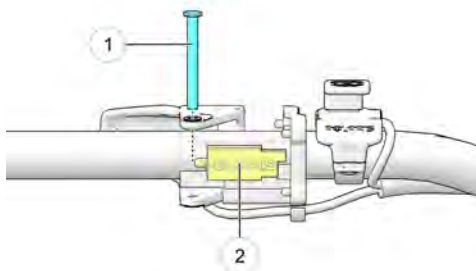
ENGINE STOP SWITCH

Push down on the engine stop switch ① to ground out the ignition and stop the engine quickly. Pull the switch up to the ON position to allow restarting.



THROTTLE SAFETY SWITCH

When working properly, 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. The throttle lever pin ① releases pressure to the safety switch ② and stops the engine.



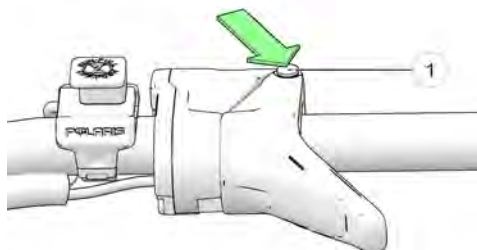
WARNING

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.

To test the throttle safety switch, do the following:

OPERATION

1. Sit on the seat.
2. Start the engine and allow it to idle.
3. Hold the throttle lever pin ① stationary by exerting pressure in the direction shown in the illustration.
4. Apply a slight amount of throttle. A properly functioning switch must shut down the engine.



POLARIS ELECTRONIC REVERSE CONTROL (PERC)

WARNING

Improper reverse operation, even at low speeds, may cause loss of control, resulting in serious injury or death. Damage will occur to the chaincase or transmission if shifting is attempted when the engine is operating above idle speed.

- Shift to or from reverse only when the snowmobile is stopped and when engine speed is at idle.
- Look behind the vehicle before and while backing.
- Avoid sharp turns.
- Apply throttle slowly.

Electronic reverse will activate only if the engine RPM is below 3000.

CAUTION

Engaging the starter when the engine is running WILL result in serious engine damage, especially if the engine is in reverse. Never engage the starter when the engine is running.

IMPORTANT

If equipped, secure rail scratchers to rail beams so they do not bend when in reverse.

ENGAGING REVERSE

1. Stop the snowmobile and leave the engine idling.
2. Make sure the area behind your vehicle is clear.
3. 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 transmission is in reverse.
4. Apply the throttle slowly to make sure the transmission is in reverse. The maximum engine RPM will be 5000 when in reverse.

TIP

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

DISENGAGING REVERSE

1. Stop the snowmobile and leave the engine idling.

CAUTION

Engaging the starter when the engine is running WILL result in serious engine damage, especially if the engine is in reverse. Never engage the starter when the engine is running.

2. Push the yellow reverse button for one second and release. The engine will slow and begin to rotate forward. The light on the instrument panel will shut off.
3. Apply the throttle slowly to make sure the vehicle is in forward.

EMERGENCY STOPPING

The following chart lists methods for stopping the snowmobile in the event of an emergency.

SYSTEM	WHAT IT DOES
Ignition Switch	Interrupts ignition circuit
Brake	Slows jackshaft
Engine Stop Switch	Interrupts ignition circuit

OPERATION

SYSTEM	WHAT IT DOES
Throttle Safety Switch	Interrupts ignition circuit
Tether Switch (Option)	Interrupts ignition circuit

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 inches (10 cm) off the ground.

Remove the key and cover the snowmobile.

TOWING

For your safety, do not attempt to use a 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.

WARNING

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 someone ride on the towed snowmobile to operate the brake and steering when necessary.

NOTICE

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

EMISSION CONTROL INFORMATION

Any qualified repair shop or qualified person may maintain, replace, or repair the emission control devices or systems on your snowmobile. An authorized POLARIS dealer can perform any service that may be necessary for your vehicle. POLARIS also recommends POLARIS parts for emissions related service, however equivalent parts may be used for such service. It is a potential violation of the Clean Air Act if a part supplied by an aftermarket parts manufacturer reduces the effectiveness of the vehicle's emission controls. Tampering with emission controls is prohibited by federal law.

EMISSION CONTROL LABEL

Your snowmobile is equipped at the time of sale with an emission control information (ECI) label and a factory-installed emissions information hangtag. These items are required by U.S. Environmental Protection Agency regulations. The ECI label is permanently affixed to either the right side of the tunnel or the engine recoil cover. The ECI label should not be removed, even after you purchase the snowmobile. You may remove the factory-installed emissions information hangtag, which is intended solely for your use in making a purchasing decision.

EMISSION CONTROL MAINTENANCE REQUIREMENTS

Your snowmobile is certified to operate on gasoline with a minimum octane level of 87 (R+M)/2. If your snowmobile is equipped with a check engine light and it comes on, you must take your snowmobile to a qualified dealer for diagnostic service. Specifications and adjustments for engine tune-ups are located in the Service Manual, which is available to your qualified service technician. Reverse (if equipped) must not be engaged during engine tune-ups.

OWNER'S RESPONSIBILITIES

Please read the Snowmobile Engine Emissions Limited Warranty, and read the maintenance section of your owner's manual. You are responsible for ensuring that the specified maintenance is performed. POLARIS recommends that you contact an authorized POLARIS dealer, or other qualified person, to perform any service that may be necessary.

NON-IONIZING RADIATION

This vehicle emits some electromagnetic energy. People with active or non-active implantable medical devices (such as heart monitoring or controlling devices) should review the limitations of their device and the applicable electromagnetic standards and directives that apply to this vehicle.

POLARIS RECOMMENDED MAINTENANCE PROGRAM

NOTICE

Hot components can cause damage to plastic. Always make sure the exhaust system and engine have cooled before tipping the snowmobile on its side for service or inspection.

To ensure many trouble-free miles of snowmobiling enjoyment, follow recommended regular maintenance and perform service checks as outlined in this manual. Record maintenance and service in the Maintenance Log beginning on page 255.

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 make adjustments to 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, your authorized POLARIS dealer can provide any needed service.

PERIODIC MAINTENANCE CHART

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.

PERIODIC MAINTENANCE SCHEDULE					
ITEM	FREQUENCY / INTERVALS				
	150 MI. (240 KM)	500 MI. (800 KM)	1000 MI. (1600 KM)	2000 MI. (3200 KM)	PRE- SEA- SON
L = LUBRICATE / I = INSPECT OR ADJUST / R = REPLACE / C = CLEAN					
Drive / Driven Clutch					
Clutch Alignment / Offset		I	I	I	I
Drive Belt Condition / Ride Out	Pre-Ride Inspection				I
Drive / Driven Clutch Condition	I	C	I	I	C
Drive Belt Tension		I	I	I	I
Engine					
Engine Mounts		I	I	I	I
Recoil Handle / Rope / Function		I	I	I	I
Cylinder Head Bolts		I	I	I	
Cylinder Base Nuts		I	I	I	
Ignition Timing BTDC		I	I	I	
Spark Plugs		I	I	R	I
Exhaust Pipe				I	I
Exhaust System Retaining Springs		I	I	I	I
VES System (650 Engine Only)			C (clean at 1500 MI/2414 KM)		I
Coolant Level	Pre-Ride Inspection				I
50/50 Extended Life Coolant	Replace every 5 years				
60/40 Coolant (If applicable)	Replace every 2 years				
Cooling Hoses / Pipes		I	I	I	I
Brake System					
Brake Lever	Pre-Ride Inspection				

MAINTENANCE

PERIODIC MAINTENANCE SCHEDULE					
ITEM	FREQUENCY / INTERVALS				
	150 MI. (240 KM)	500 MI. (800 KM)	1000 MI. (1600 KM)	2000 MI. (3200 KM)	PRE- SEA- SON
L = LUBRICATE / I = INSPECT OR ADJUST / R = REPLACE / C = CLEAN					
Hose Condition / Routing		I	I	I	I
Fluid Level / Leaks / Fluid Condition		I	I	I	I
Brake Pads / Brake Disc		I	I	I	I
Parking Brake	Pre-Ride Inspection				
Brake System					I
Brake Fluid				R	
Fuel System					
Throttle Lever / Throttle Cable	I	I	I	I	I
Fuel / Vent Hoses		I	I	I	I
Oil Hoses			I	I	I
Air Box	I	I	I	I	I
Electrical System					
Auxiliary Shut-Off	Pre-Ride Inspection				I
Throttle Release Switch	Pre-Ride Inspection				I
Ignition Switch	Pre-Ride Inspection				I
Headlights / Brake light / Taillights	Pre-Ride Inspection				I
Hand / Thumbwarmers	Pre-Ride Inspection				I
PERC Reverse System	Pre-Ride Inspection				I
Chassis / Suspension					
Ski Toe Alignment		I	I	I	
Front / Rear Suspension Mounting Bolts	Pre-Ride Inspection				
Steering Fasteners / Linkage / Handlebars	Pre-Ride Inspection				
Ski Fasteners	Pre-Ride Inspection				C
Ski Skags	Pre-Ride Inspection				

PERIODIC MAINTENANCE SCHEDULE					
ITEM	FREQUENCY / INTERVALS				
	150 MI. (240 KM)	500 MI. (800 KM)	1000 MI. (1600 KM)	2000 MI. (3200 KM)	PRE- SEA- SON
L = LUBRICATE / I = INSPECT OR ADJUST / R = REPLACE / C = CLEAN					
Hood / Side Panel Fasteners	I	I	I	I	I
Drive Chain Tension (If Equipped)	I	I	I	I	I
Chaincase Oil (If Equipped)	I	R	I	R	I
Track Alignment / Track Tension	I	I	I	I	I
Front Limiter Strap	I	I	I	I	I
Rail Slide Condition	I	I	I	I	I
Rebuildable IFP Shock Oil				R	
Rear Shock Threads					L
Bogie / Wheel Condition / Fastener Bolts	I	I	I	I	I
Rear Idler Wheel Bolts	I	I	I	I	I
Rear Idler Adjuster Bolt Jam Nuts	I	I	I	I	I
Cooling Fins and Shroud		I	I	I	I
Camber Alignment		I	I	I	
Handlebar Centering					I
Hood / Seat / Chassis / Engine Compartment		C			C

LUBRICATION

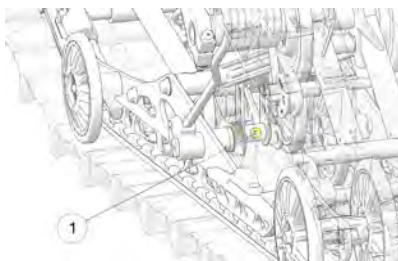
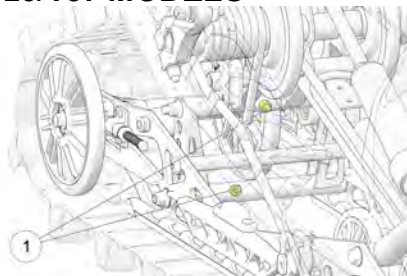
REAR SUSPENSION

Lubricate the suspension pivot shafts ① with POLARIS All Season Grease at the intervals outlined in the Periodic Maintenance Table and before seasonal storage. When operating in heavy, wet snow conditions, lubricate every 500 miles (800 km).

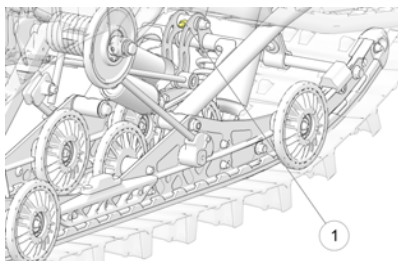
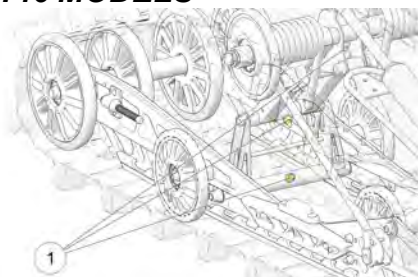
Lack of lubrication will adversely affect your ride and the life of the suspension. For more information about suspension lubrication and adjustments, see your POLARIS dealer.

MAINTENANCE

129/137 MODELS



146 MODELS



CHAINCASE OIL (IF EQUIPPED)

Check and change the chaincase oil at the intervals outlined in the maintenance charts beginning pages. Maintain the oil level at the top of the fill plug hole. POLARIS recommends the use of POLARIS Synthetic Chaincase Lube, or equivalent product.

OIL LEVEL CHECK

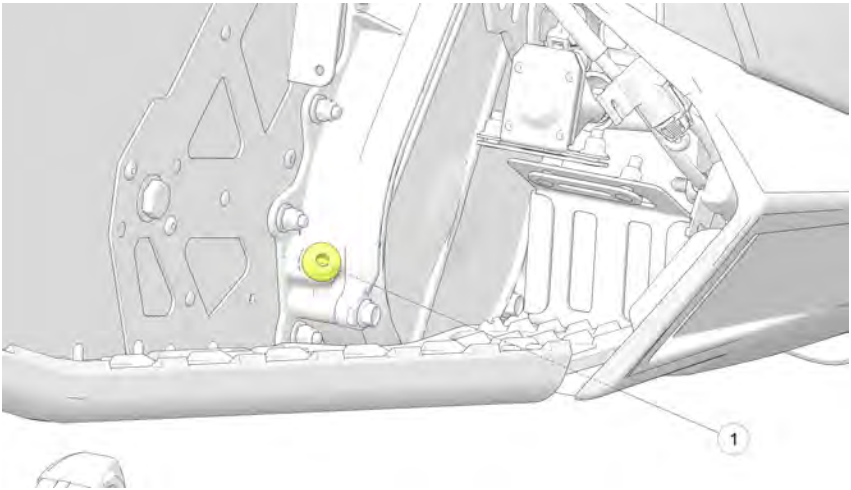
1. Position the snowmobile on a level surface.
2. Remove the fill plug.
3. Using a funnel, slowly add the recommended oil until the fluid begins to overflow.
4. Clean the area with a clean, dry shop towel. Reinstall the fill plug.

TORQUE
Fill Plug 4-4.9 ft-lbs (5.4-6.6 Nm)

OIL CHANGE (PUMP METHOD)

NOTICE

This procedure requires the use of a commercially available hand pump oil extractor.



1. Elevate the front of the snowmobile using a floor jack or appropriate lift.
2. Remove the fill plug ①. Clean all metal shavings off the plug.
3. Insert the tube of a hand pump oil extractor into the fill hole. Direct the hose toward the bottom front area of the cover, away from the chain/sprocket.
4. Extract the oil from the chaincase.
5. Lower the snowmobile.
6. Using a funnel, slowly add the recommended oil until the fluid begins to overflow.
7. Clean the area with a clean, dry shop towel.
8. Reinstall the fill plug and torque to specification.

FLUID CAPACITY

Chaincase Oil
10.5 oz (310 mL)

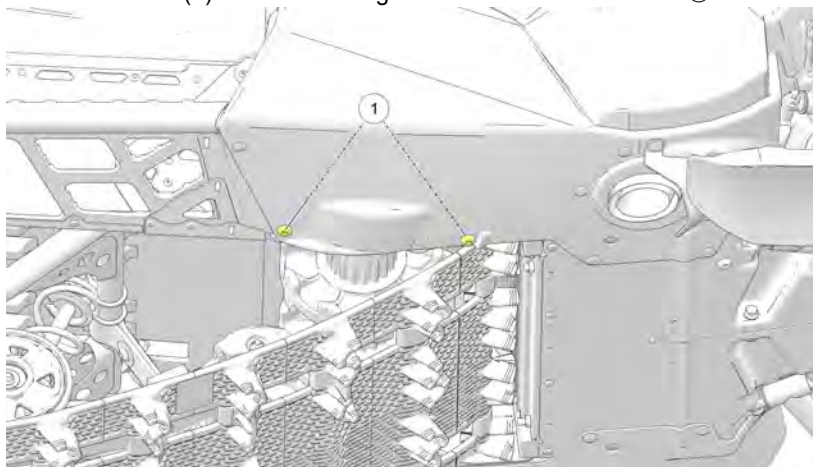
MAINTENANCE

TORQUE

Fill Plug
4-4.9 ft-lbs (5.4-6.6 N·m)

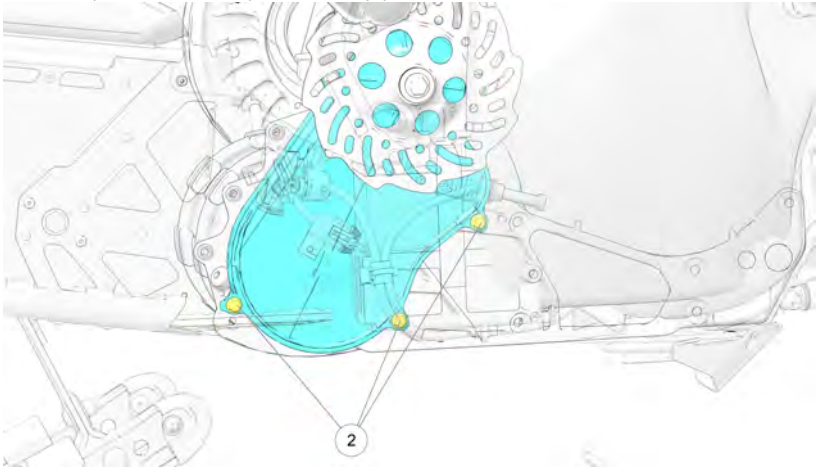
OIL CHANGE (COVER DRAIN METHOD)

1. Position the snowmobile on a level surface.
2. Remove the two (2) screws securing the fender to the chaincase ①.



3. Remove the right side panel. If equipped with a battery, remove the battery.
4. Place a drain pan under the chaincase.

5. Loosen (do not remove) the three (3) chaincase cover screws ②.



6. Carefully pry the cover open.

NOTICE

DO NOT insert a screwdriver or pry bar between the cover and chaincase.
Seal damage may occur.

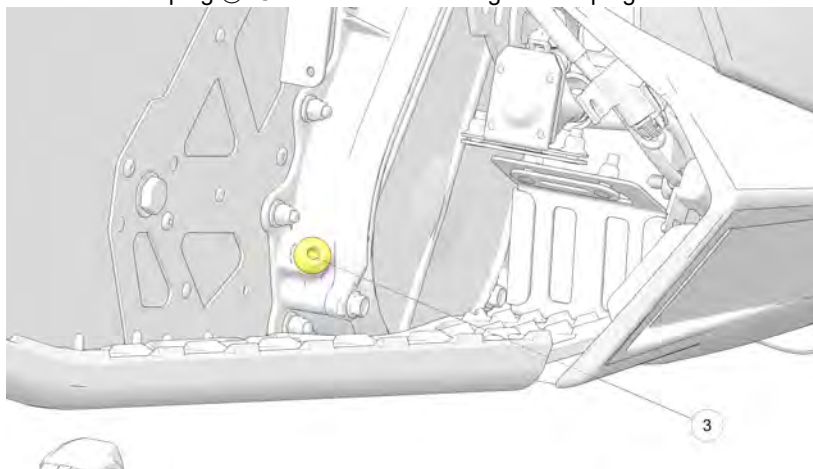
7. Allow the oil to drain completely.
8. Tighten the cover screws ② to specified torque.

TORQUE

Cover Screws
6-10 ft-lbs (8-13 N·m)

MAINTENANCE

9. Remove the fill plug ③. Clean all metal shavings off the plug.



10. Using a funnel, slowly add the recommended oil until the fluid begins to overflow. Maximum fluid capacity is 10.5 oz. (310 ml).
11. Clean the area with a clean, dry shop towel.
12. Reinstall the fill plug ③.

TORQUE

Oil Fill Plug 4-4.9 ft-lbs (5.4-6.6 N·m)
--

13. Reinstall the battery (if equipped).
14. Reinstall the screws securing the fender to the chaincase.

OIL LINES

Inspect oil line condition every 1000 miles (1600 km).

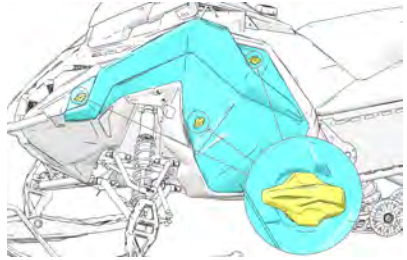
SIDE PANEL AND HOOD

CAUTION

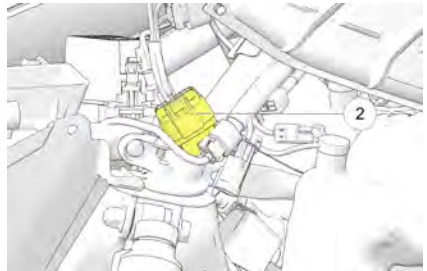
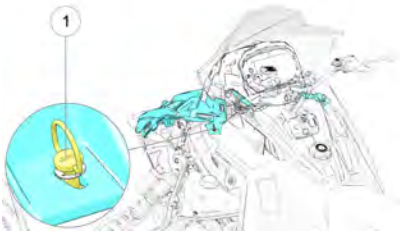
The hood and side panels of the snowmobile protect the operator from moving parts. Never operate a snowmobile with the hood or side panels open or removed. Always ensure that the hood and side panels are securely in place before starting the engine

SIDE PANELS

To open a side panel, rotate the three 1/4-turn fasteners on the outer edges of the side panel. To remove an open side panel, pull the panel outward to release the tabs at the lower edge of the panel.



HOOD



To remove the hood, do the following:

1. Remove the left and right side panels.
2. Rotate the 1/4 turn fasteners ① at the rear corners of the hood.
3. Disconnect the hood wire harness connector ②.
4. Remove the hood assembly from the vehicle.

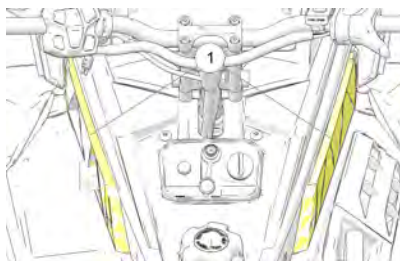
NOTE

Store the hood in a position that will not damage the brake cooler duct.

MAINTENANCE

INTAKE SCREENS

The intake screens ① limit snow ingestion into the intake system. When operating in loose powder snow, check the filters periodically to remove any accumulation of snow or ice.



FUEL PUMP

All fuel pump service must be performed by an authorized POLARIS dealer. Do not attempt to service the fuel pump.

FUEL FILTER / FUEL LINES

This snowmobile is not equipped with an in-line fuel filter. The fuel pump uses a sock-type pickup filter located within the fuel tank. This filter should only require maintenance if debris or foreign material enters the fuel tank. An authorized dealer can provide service.

Contaminated or poor quality fuel may shorten the life of fuel system components and result in poor engine performance. Always store fuel in clean fuel containers. If low fuel pressure or reduced engine performance occurs, the filter may need replacement. An authorized dealer can assist.

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.

NOTICE

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.

SPARK PLUGS

SPARK PLUG RECOMMENDATIONS

NOTICE

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

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

Refer to the Specifications chapter for the specific spark plug to be used in your snowmobile.

Change the spark plugs at the intervals outlined in the Periodic Maintenance section.

- Use recommended spark plugs with the proper gap. Refer to the specifications section for the specific spark plug to be used in your snowmobile.
- Use only resistor-type spark plugs.
- Torque spark plugs to specification.

TORQUE

Spark Plug
18-22 ft-lbs (24-30 N·m)

- Always carry spare spark plugs.

SPARK PLUG INSPECTION

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 burns. Wear protective gloves when removing a spark plug for inspection.

1. Remove the left side panel and hood.
2. Remove the spark plug cap.
3. Using the spark plug wrench provided in the tool kit, rotate the spark plug counter-clockwise to remove it.
4. Reverse the procedure for spark plug installation. Torque to specification.
5. Reinstall the spark plug cap. Verify an “audible” click is heard when installing the plug cap.

MAINTENANCE

SPARK PLUG CONDITION

NORMAL PLUG

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.

TIP

The tip should not be white. A white insulator tip indicates overheating, caused by use of an improper spark plug or incorrect carburetor/throttle body adjustments.

WET FOULED PLUG

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 or use of non-recommended injection oil.

COOLING SYSTEM

COOLANT

POLARIS recommends the use of POLARIS Antifreeze 50/50 Premix. This antifreeze is already premixed and ready to use. Do not dilute with water. If the vehicle will be stored or operated at extremely low temperatures, greater protection may be required. An authorized dealer can assist.

To ensure that the coolant maintains its ability to protect the engine, we recommend that the system be completely drained every five (5) years and refreshed with Antifreeze 50/50 Premix.

Any time the cooling system has been drained for maintenance or repair, replace the coolant with fresh Antifreeze 50/50 Premix.

NOTICE

If coolant flow becomes restricted or plugged, coolant loss, air lock, or engine damage may result.

COOLANT LEVEL

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

- Coolant bottle/overflow tank
- Pressure cap
- Connecting hoses
- In-bottle Thermostat

Always maintain the coolant level at or slightly above the FULL COLD mark on the coolant bottle (when the engine is cold).

1. Stop the engine and ensure engine is cold.
2. Remove the right side panel.
3. View the coolant level in the coolant bottle. Add coolant as needed.

NOTICE

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

FLUSHING THE COOLING SYSTEM

To ensure that the coolant maintains its ability to protect the engine, Polaris recommend that the system be completely drained every five (5) years and fresh Antifreeze 50/50 Premix added. This service must be performed when the engine is cold. Your POLARIS dealer can check the coolant when performing the fall tune-up on your snowmobile.

BLEEDING THE COOLING SYSTEM

The cooling system is a self-bleeding system.

CAUTION

Cooling system under pressure. Steam and hot liquids will cause burns to your skin. Never bleed the cooling system or remove the pressure cap when the engine is warm or hot. Wear eye protection when servicing the cooling system.

NOTICE

Pressure cap rated at 13 PSI (0.9 BAR). Use of a non-standard pressure cap will not allow the recovery system to function properly.

CAUTION

Perform this procedure in a well-ventilated area. Use the recommended 50/50 Extended-Life Antifreeze.

1. Open the side panels and remove the hood.
2. Close the side panels.
3. Fill the coolant bottle to the COLD FILL mark.

MAINTENANCE

4. Install the coolant bottle cap to the first lock. Do not tighten to the fully seated position.
5. Lock the parking brake.
6. Start the engine and allow it to run at a fast idle for several minutes, until the heaters are warm to the touch.

CAUTION

Keep the coolant level in the coolant bottle at or near the COLD FILL mark when engine is running. The engine may suck the coolant down quickly which may require coolant to be added a few times to stabilize the coolant level.

7. When all heater extrusions are warm to the touch, stop the engine.
8. Allow the engine and cooling system to cool.
9. Fill the coolant bottle to the COLD FILL mark. Reinstall the bottle cap securely.
10. Open the side panels and reinstall the hood. Close the side panels.

EXHAUST SYSTEM

Check the exhaust system for wear or damage at approximately 2000 miles (3200 km). Always allow the engine and exhaust system to cool completely before inspecting.

WARNING

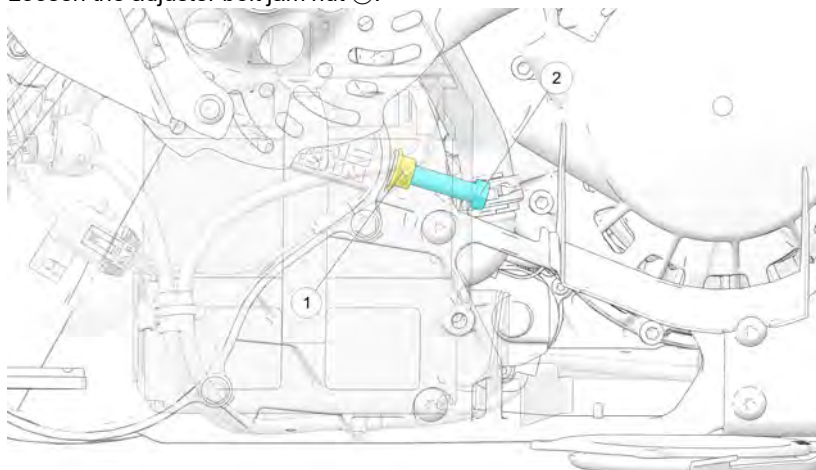
Hot exhaust system parts can cause burns. Allow adequate time for the exhaust system to cool. Never perform this procedure with the engine running.

1. Open the side panels and remove the hood.
2. Inspect the muffler and pipes for cracks or damage.
3. Check for weak or missing retaining springs or damper/support grommets.
4. Check for loose clamps on the pipe covers.
5. Reinstall the hood and side panels.

DRIVE CHAIN TENSION

Check drive chain tension weekly and before each long trip.

1. Remove the side panels.
2. Rotate the driven clutch counter-clockwise to move all chain slack to the tensioner side. Lock the brake lever lock, or have an assistant hold the brake lever firmly.
3. Loosen the adjuster bolt jam nut ①.



4. Finger tighten the adjuster bolt ② until it can no longer be adjusted by hand, then back off 1/4 turn.
5. Tighten the jam nut while holding the adjuster bolt.

TORQUE

Jam Nut
21 ft-lbs (28 N·m)

6. Reinstall the side panels.
7. Release the brake lever lock.

BRAKES

HYDRAULIC BRAKE INSPECTION

Inspect the brake lever reserve before each use of the snowmobile. See page 136.

Brake pads must be replaced when the brake pad material becomes thinner than the backing plate (approximately 1/16 inch or 1.5 mm). A kit is available for replacing brake pads. Your POLARIS dealer can assist.

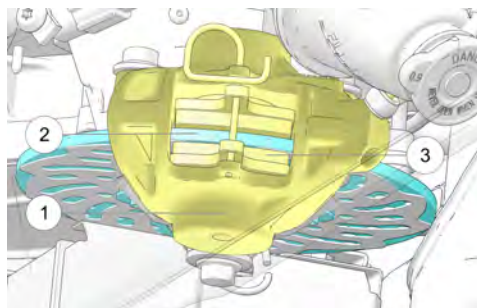
MAINTENANCE

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 inch or 1.5 mm).

BRAKE COMPONENTS

- ① Brake Caliper
- ② Brake Disc
- ③ Brake Pad Material
Replace when thickness is less than 1/16 in (1.5 mm).



EXCESSIVE LEVER TRAVEL

Hydraulic brakes are self-adjusting, but if excessive brake pad clearance develops, bring the snowmobile to an authorized POLARIS dealer for inspection and adjustment.

TIP

The lightweight brake discs have vent holes that may cause a high-pitched sound during operation.

BRAKE FLUID

Replace brake fluid at least every two years with POLARIS DOT 4 high temperature brake fluid, or an equivalent product.

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 serious 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.

NOTICE

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

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.

CAUTION

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

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 the brake master cylinder reservoir cover and gasket.
2. Fill the master cylinder reservoir to 1/4-5/16 inch (.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 4–5 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 173.
8. Reinstall the gasket and cover.

LIGHTS

The headlight and taillight assemblies feature LED elements and are not serviceable. If an LED fails to illuminate in either the headlight or taillight, the entire assembly must be replaced.

FUSE REPLACEMENT

If the engine stops or will not start, or if an electrical component fails to operate, a fuse may need replacement. Locate and correct any damage or short circuits that may have caused the blown fuse, then replace the fuse.

NOTICE

Always replace a blown fuse with a new fuse having the same amperage rating of the blown fuse. Never replace a fuse with a fuse of a higher amperage rating.

CONSTANT POWER FUSE

Models equipped with electric start or an IDD have a battery/electric start wire harness. The 2 amp constant power fuse is located in the hood harness. This fuse protects KEY ON power at the ignition switch. KEY ON power supplies battery voltage to the IDD and GPS puck.

If the IDD does not turn on when the key is in the ON position, check for a blown fuse. If the fuse is blown, inspect the constant power circuit. Repair or replace any damaged components before replacing the fuse.

CLUTCH SYSTEM

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

WARNING

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

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

NOTICE

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.

MAINTENANCE

CLUTCH ALIGNMENT OFFSET

Clutch alignment offset is important for maintaining optimum performance. Your dealer can perform service and adjustments. A special tool is required to check for proper alignment.

DRIVE BELT CONDITION

Periodically check the condition and tension of the drive belt. 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. See page 242.

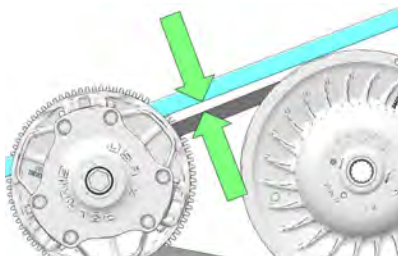
Always carry a spare drive belt. When placing the belt in the holder, orientate the belt to match the profile of the hood.

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

DRIVE BELT DEFLECTION

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

Place a straight edge on the belt and apply downward pressure while measuring at point. This measurement should be 1 1/4 inches (3.2 cm).



DRIVE BELT DEFLECTION ADJUSTMENT

To adjust the drive belt, do the following:

1. Loosen the driven clutch set screw with 7/16 wrench.
2. Using an 1/8 in Allen® wrench, adjust set screw until belt deflection meets specification.
3. Holding set screw with Allen® wrench, lightly tighten nut.
4. Using the L-wrench, open driven clutch sheaves 0.5 in.
5. Tighten deflection screw nut to specification.

TORQUE
Deflection Screw Nut 145 in-lbs (16.4 N·m)

6. Rotate belt clockwise while removing L-wrench.

DRIVE BELT REMOVAL

NOTICE

Do not attempt to remove the drive belt after operating in reverse. The snowmobile must be stopped after forward motion to prevent damage to components during belt removal. Rotate the driven clutch counter-clockwise 1/4 turn by hand to ensure forward engagement before attempting to remove the belt.

1. Stop the engine after operating in a forward motion.
2. Turn the ignition key off. Wait for the engine to come to a complete stop.
3. Lock the parking brake.
4. Remove the left side panel.
5. Rotate the driven clutch counter-clockwise 1/4 turn by hand to ensure forward engagement.
6. Locate the L-wrench in the tool kit. Install the wrench into the open threaded hole in the outer sheave of the clutch.
7. Turn the wrench clockwise until the sheaves open far enough to remove the belt. If the wrench does not turn readily, rotate the driven clutch counter-clockwise an additional 1/4 turn by hand and try again.
8. Remove the belt from the driven clutch.

DRIVE BELT INSTALLATION

1. With the L-wrench inserted into the threaded hole and the sheaves in the open position, install the drive belt.

IMPORTANT

Install the belt so that the numbers can be read correctly on the left side of the vehicle, or in the direction in which the belt was originally installed.

2. Rotate the belt clockwise to remove slack while removing the L-wrench.
3. Reinstall the side panel.
4. Break in the new belt. See page 132.

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 INSPECTION

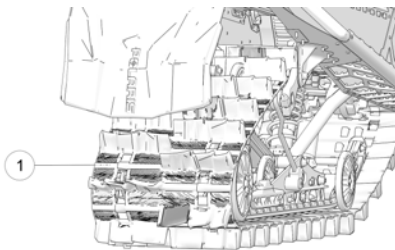
WARNING

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

NOTICE

The figures below are for reference only. Your model may differ slightly.

1. Using a hoist, safely lift and support the rear of the snowmobile off the ground.
2. Rotate the track by hand to check for damage.
3. Carefully examine the track along the entire length of each rod ①. Bend the track to check for breakage.
4. Replace the track if any rod damage is found.



WARNING

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.

TRACK LUBRICATION

The slide rail needs snow for lubrication. Excessive wear indicates insufficient lubrication. A new rail slide can cause faster heat build-up in limited lubrication, resulting in excessive wear.

WARNING

Operating with insufficient lubrication between the rail slide 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.

If excessive rail slide wear occurs due to poor snow conditions, additional wheel kits are available. Your dealer can provide more information.

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

TRACK TENSION

Track adjustment is critical for proper handling. Always maintain correct tension and alignment.

TRACK TENSION DATA CHART

SUSPENSION	SLACK MEASUREMENT	WEIGHT	MEASUREMENT LOCATION
All Models	7/8-1 1/8 inch (2.2-2.6 cm)	10 lbs. (4.54 kg)	16 inches (40 cm) ahead of rear idler shaft

TIP

Tension adjustments should be made only after the track is warmed up and limber.

1. Turn the engine off.
2. Lift the rear of the snowmobile and safely support it off the ground.
3. Place the recommended weight or downward pressure on the track at the specified distance (see chart) ahead of the center of the rear idler wheel.
4. Measure at the point where the weight is hanging.
5. Check for specified slack between the wear surface of the track clip and the plastic slider. Refer to the Track Tension Data Chart above.

If the track needs adjustment:

MAINTENANCE

6. Loosen the rear idler shaft bolt.
7. Loosen the locknuts.
8. Tighten or loosen the track adjusting screws to provide equal adjustment on both sides of the track.
9. Repeat the measurement on the other side of the track.

TIP
Check more frequently when the snowmobile is new.

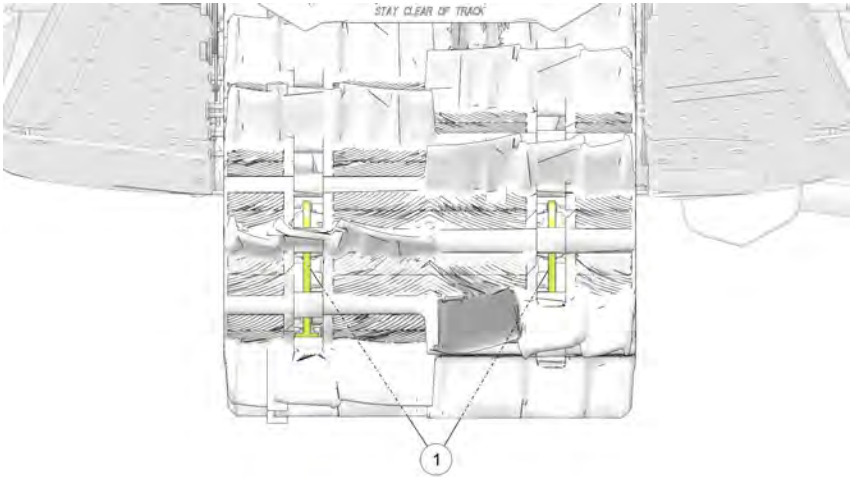
10. Start the engine and slowly rotate the track at least five revolutions. Let the track come to a stop (do not apply brakes).
11. Check track alignment (see page 181) and adjust as necessary.
12. Tighten the locknuts.
13. Tighten the idler shaft bolt.

TORQUE
Idler Shaft Bolt 35 ft-lbs (47.5 N·m)

TRACK ALIGNMENT

Periodically check that the track is centered and running evenly on the slide rails

- ①. Misalignment will cause excessive wear to the track and slide rail.



1. Safely support the rear of the snowmobile 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 are evenly spaced on each side. If the track runs to the left, loosen the idler shaft bolt, then loosen the left locknut and tighten the left adjusting bolt. If the track runs to the right, loosen the idler shaft bolt, then loosen the right locknut and tighten the right adjusting bolt.
4. After adjustments are complete, tighten the locknuts and torque the idler shaft bolt to specification.

TORQUE

Idler Shaft Bolt
35 ft-lbs (47 N·m)

5. Repeat steps 2-3 to verify proper alignment.

MAINTENANCE

STEERING SYSTEM

The steering systems on POLARIS snowmobiles can be adjusted with ski toe alignment. Improper toe alignment can cause erratic steering. Your dealer can assist with adjustments.

WARNING

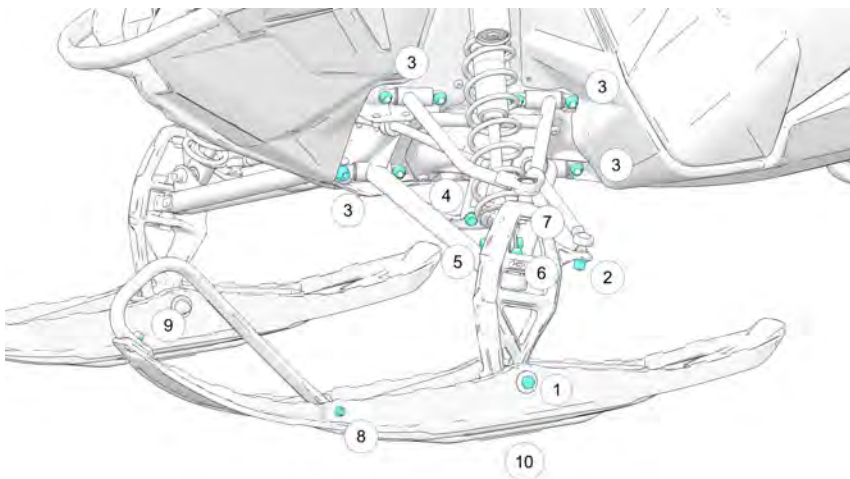
Improper alignment or adjustment may cause loss of steering control, resulting in serious injury or death. Do not attempt to change the ski alignment. Your POLARIS dealer can assist.

FRONT SUSPENSION INSPECTION

WARNING

Improper fastener torque or front suspension component damage may cause loss of steering control, resulting in serious injury or death. Your POLARIS dealer can assist.

Each week, or before a long ride, check the following items. If component damage or loose fasteners are found, your POLARIS dealer can provide service.



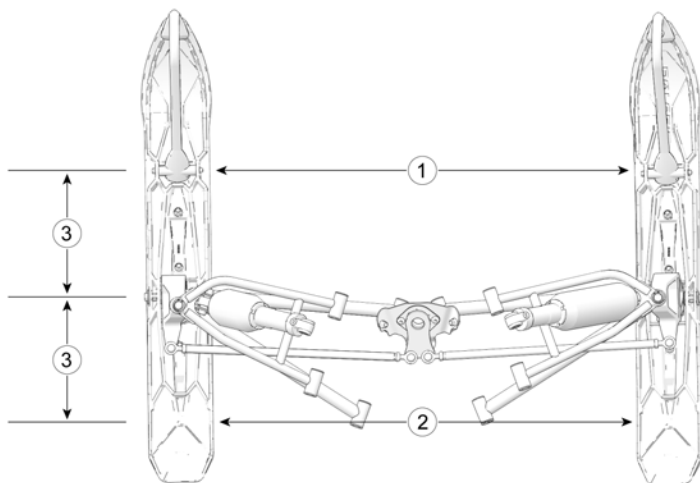
- | | |
|--------------------------------------|----------------------------------|
| ① Ski Bolt Nuts | ⑥ Lower Control Arm Spindle Nuts |
| ② Tie Rod End Nuts | ⑦ Upper Control Arm Spindle Nuts |
| ③ Upper/Lower Control Arm Nuts (All) | ⑧ Ski Loop Rear Fasteners |
| ④ Sway Bar Fasteners | ⑨ Ski Loop Front Fasteners |
| ⑤ Shock Mounting Fasteners | ⑩ Ski Skag Fasteners |

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. Your POLARIS dealer can assist.

1. Place the handlebars in a straight-ahead position.
2. With only vehicle weight compressing the suspension, measure 10 inches (25.4 cm) forward from the center of the ski mounting bolt (see in illustration below). At this point, measure between the skis. This is measurement ①.
3. Perform the same measurement rearward from the center of the ski mounting bolt. This is measurement ②.
4. The ① measurement should be 1/8 inch (3 mm) greater than the ② measurement. If the skis are misaligned, your dealer can assist with alignment correction as camber adjustment may also be affected.



MAINTENANCE

SKI SKAGS

WARNING

Worn skis and/or skags will adversely affect handling. Loss of vehicle control may result, causing serious injury or death. Your dealer's studding chart can provide the 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.

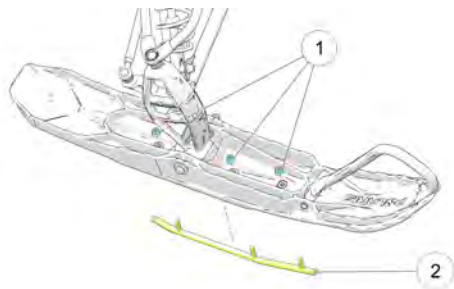
Check skags before each use of the snowmobile to ensure positive steering characteristics. Skags must be replaced when worn to half their original diameter.

TIP

Carbide skags must be replaced if any abnormal wear or chipping is found.

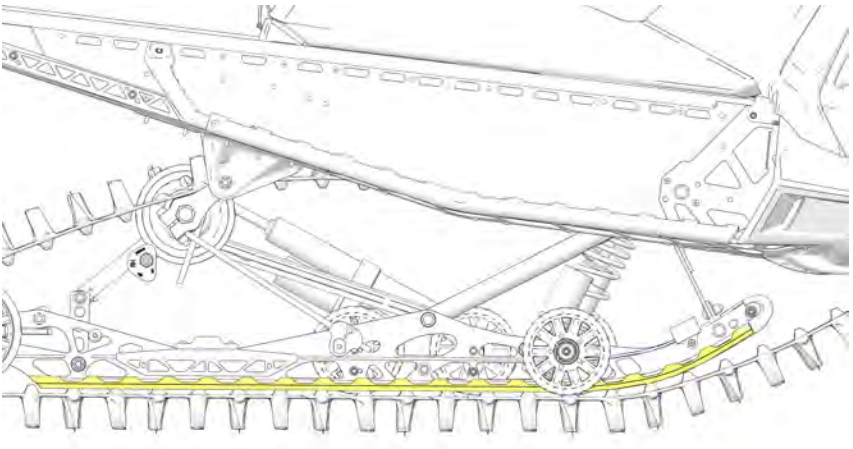
SKAG REPLACEMENT

1. Raise and support the front of the snowmobile so the skis are approximately 6 in (15.2 cm) from the ground.
2. Remove the three (3) attaching nuts ① and pry the skag ② downward.
3. Remove the front end of the skag.
4. Remove the rear end of the skag.
5. Reverse the steps to install a skag.

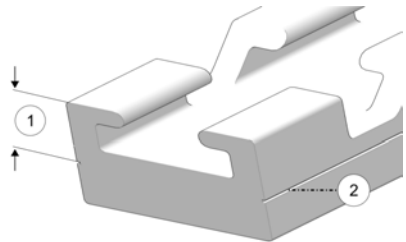
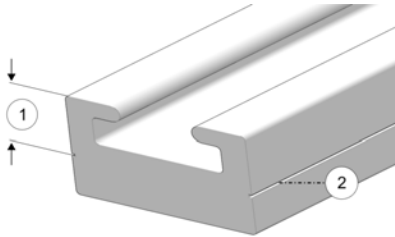


RAIL SLIDE WEAR INSPECTION

Polaris rail slides run along the bottom of the rail to prevent track wear. The rail slide should be inspected periodically and replaced when necessary.



For ease of inspection, all POLARIS rail slides have a wear limit indicator groove ② to indicate the minimum permissible slide thickness ①. Replace the rail slides if they are worn to the top of the groove at any point along their length. Failure to do so may result in permanent damage to the track or rails.



BATTERY MAINTENANCE

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

WARNING

CALIFORNIA PROPOSITION 65 WARNING:

Batteries, battery posts, terminals and related accessories can expose you to chemicals including lead, which is known to the State of California to cause birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov.

WARNING

Battery electrolyte is poisonous. It contains sulfuric acid. Serious burns can result from contact with skin, eyes or clothing. Antidote:

- **External:** Flush with water.
- **Internal:** Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg, or vegetable oil. Call physician immediately.
- **Eyes:** Flush with water for 15 minutes and get prompt medical attention.

Batteries produce explosive gases.

Keep sparks, flame, cigarettes, etc. away. Ventilate when charging or using in an enclosed space. Always shield eyes when working near batteries.

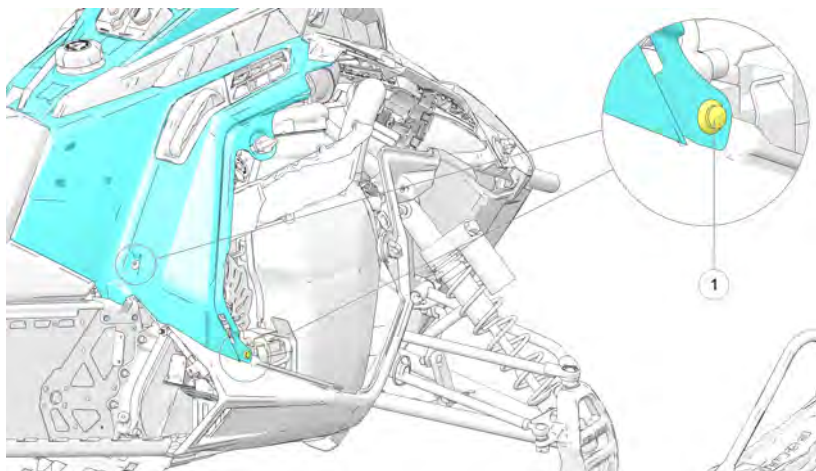
KEEP OUT OF REACH OF CHILDREN.

BATTERY REMOVAL

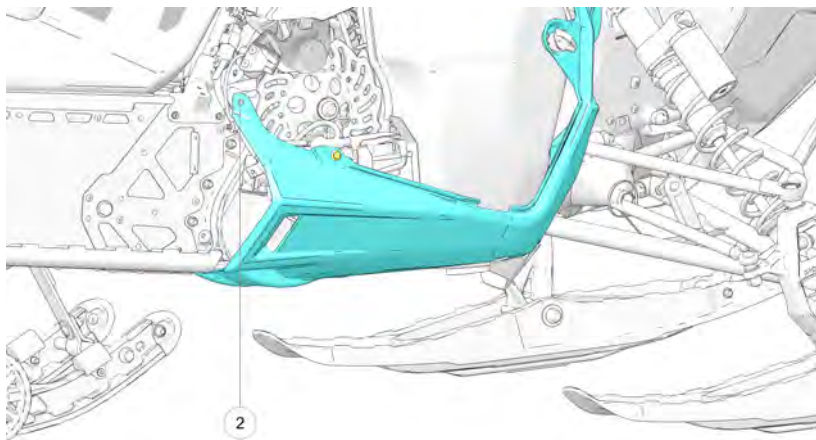
WARNING

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. Remove the right side panel to access the battery.
2. Remove the plastic rivet and fastener ① securing the console panel to the chassis.



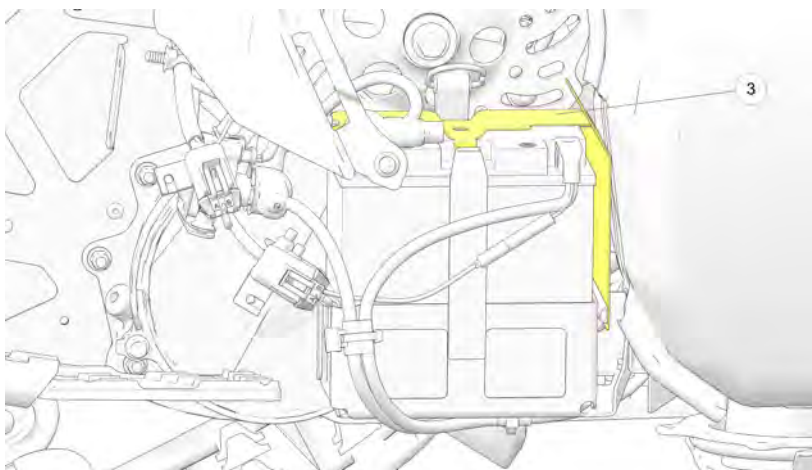
3. Remove the plastic rivet ② securing the fender to the chassis.



4. Disconnect the black (negative) battery cable first.
5. Disconnect the red (positive) battery cable last.
6. Remove the battery hold-down strap.

MAINTENANCE

7. Remove the battery shield ③.



8. Remove the battery from the battery bracket.

BATTERY INSTALLATION

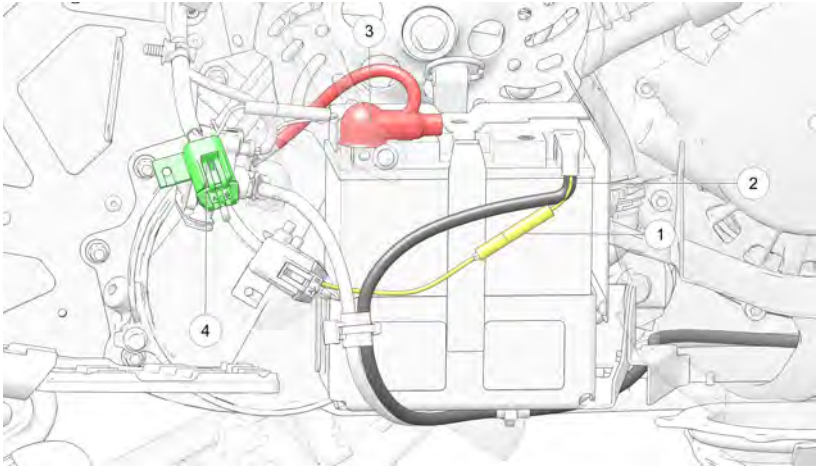
When installing a new battery, make sure it's fully charged prior to its initial use. Using a new battery that has not been fully charged can damage the battery and result in a shorter life. It can also hinder vehicle performance. Follow the battery charging instructions before installing the battery.

1. Ensure that the battery is fully charged.
2. Set the battery in the battery holder.
3. Place the battery shield on the battery bracket.
4. Install the battery hold-down strap.
5. Connect and tighten the red (positive) cable first.
6. Connect and tighten the black (negative) cable last.

CAUTION

Verify the battery cables and wiring harness do not come into contact with the brake disc. Move the wiring harness/cables behind the chassis tube and away from the brake disc.

7. Route the BROWN harness ground wires ① and BLACK main battery ground cable ② as shown in the image. Both are routed up and over the rubber strap. If the ground wires/cable are routed down the side of the battery, they may interfere with the rear side panel tab. Note the routing of the RED (positive) battery cable ③ and that the right fender is pulled away from the chassis. Item ④ is the constant power fuse connector.



8. Verify that cables are properly routed.

NOTICE

Ensure that the battery wires are routed in such a way that they cannot come into contact with the brake disc.

9. Secure the right fender using the plastic rivet.
10. Reinstall the console using the two plastic rivets. Reinstall the side panel.

BATTERY IDENTIFICATION

IMPORTANT

It is important to identify what type of battery is installed in the vehicle. Different types of batteries require different service procedures. Proper servicing and upkeep of the battery is very important for maintaining long battery life.

MAINTENANCE

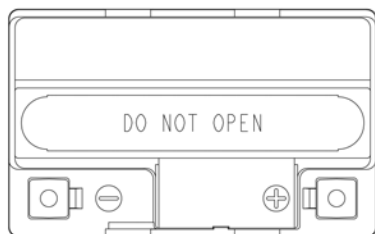
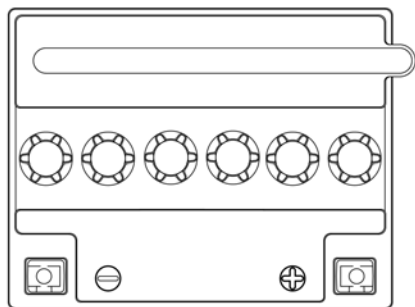
The types of batteries are:

- Lead Acid Conventional
- Dry Shipped Absorbed Glass Mat (AGM)
- Lead Acid Low Maintenance
- AGM Low Maintenance

Refer to the examples below to identify the type of battery in your vehicle.

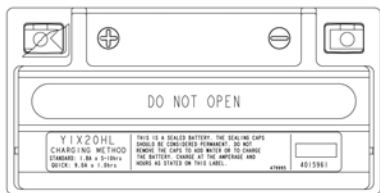
LEAD ACID CONVENTIONAL / DRY SHIPPED AGM BATTERY

- The battery is NOT activated when packaged
- A removable cap plugs / strip is located on top of the battery
- Distilled water is added as required (Lead Acid only)
- A vent tube is located on the side of battery (Lead Acid only)



LOW MAINTENANCE BATTERY

- The battery is activated when packaged
- Non removable cap(s) is / are located on top of the battery
- Distilled water or electrolyte is NEVER added



To ensure your battery maintains its level of charge, the battery should be connected to a battery trickle charger using the battery charge port ①.

-

RESTRICTION

When using an automatic charger, refer to the charger manufacturer's instructions for recharging. When using a constant current charger, use the following guidelines for recharging.



An overheated battery may explode, causing severe injury or death. Always watch charging times carefully. Stop charging if the battery becomes very warm to the touch. Allow it to cool before resuming charging.

TIP

Always verify battery condition before and 1-2 hours after the end of charging.

MAINTENANCE

State of Charge	Voltage	Action	Charge Time*
100%	12.8-13.0 volts	None, check at 3 mos. from date of manufacture	None required
75%-100%	12.5-12.8 volts	May need slight charge, if no charge given, check in 3 months	3-6 hours
50%-75%	12.0-12.5 volts	Needs charge	5-11 hours
25%-50%	11.5-12.0 volts	Needs charge	At least 13 hours, verify state of charge
0%-25%	11.5 volts or less	Needs charge with desulfating charger	At least 20 hours

*Using constant current charge @ standard amps specified on top of battery.

BATTERY CHARGE RELAY CONTROL

Some models are equipped with a battery. The battery provides power for only two purposes:

- Engaging the electric starter motor to start the engine
- Powering the Polaris Interactive Digital Display (PIDD) with the ignition key when the engine is off

The engine management system turns on the battery charge relay and charges the battery only when the following conditions are met:

- The load shed relay is turned on by the engine management system
- Engine speed exceeds 2500 RPM
- Chassis DC voltage exceeds 13 volts

OFF SEASON STORAGE

NOTICE

If the battery is stored during the winter months, electrolyte will freeze at higher temperatures as the battery discharges. The chart below indicates freezing points by specific gravity.

SPECIFIC GRAVITY OF ELECTROLYTE	FREEZING POINT
1.265	-75° F
1.225	-35° F

SPECIFIC GRAVITY OF ELECTROLYTE	FREEZING POINT
1.200	-17° F
1.150	+5° F
1.100	+18° F
1.050	+27° F

LEAD ACID CONVENTIONAL BATTERY MAINTENANCE

Recharge the battery to its full capacity every 30 to 60 days.

If the battery is stored or used in a partially charged condition, hard crystal sulfation will form on the plates, reducing the efficiency and service life of the battery.



NEVER add electrolyte to the battery once the battery is in service.
If necessary, only add distilled water to the battery .

Store the battery in the vehicle with the cables disconnected, or store the battery in a cool / dry location. Batteries will self discharge more rapidly when stored in extreme temperatures.

DRY SHIPPED AGM BATTERY MAINTENANCE



NEVER add electrolyte or distilled water to the battery once the battery is in service.

If you do not drive the vehicle for more than TWO weeks, maintain the Absorbent Glass Mat (AGM) battery with the BatteryMINDER® 2012 AGM - 2 AMP charger (or a similar charger).

BatteryMINDER® 2012 AGM - 2 AMP battery charger
2830438

If you plan to store the vehicle for ONE month or longer, remove the battery from the vehicle and store the battery in a cool / dry location. Continue to maintain the battery with the 2 AMP charger and inspect the battery every 60 days.

MAINTENANCE

LEAD ACID LOW MAINTENANCE BATTERY MAINTENANCE

Recharge the battery to its full capacity every 30 to 60 days.

If the battery is stored or used in a partially charged condition, hard crystal sulfation will form on the plates, reducing the efficiency and service life of the battery.



NEVER add electrolyte or distilled water to the battery. Doing so will damage the case and shorten the life of the battery.

Store the battery in the vehicle with the cables disconnected, or store the battery in a cool / dry location. Batteries will self discharge more rapidly when stored in extreme temperatures.

AGM LOW MAINTENANCE BATTERY MAINTENANCE



NEVER add electrolyte or distilled water to the battery. Doing so will damage the case and shorten the life of the battery.

If you do not drive the vehicle for more than TWO weeks, maintain the Absorbent Glass Mat (AGM) battery with the BatteryMINDER® 2012 AGM - 2 AMP charger (or a similar charger).

BatteryMINDER® 2012 AGM - 2 AMP battery charger
2830438

If you plan to store the vehicle for ONE month or longer, remove the battery from the vehicle and store the battery in a cool / dry location. Continue to maintain the battery with the BatteryMINDER® 2012 AGM - 2 AMP charger (or a similar charger) and inspect the battery every 60 days.

TRANSPORTING THE SNOWMOBILE

Whenever the snowmobile is transported:

1. Be sure the fuel cap and oil cap are installed correctly.
2. Tie the snowmobile to the transporting unit securely using suitable straps.
3. Remove the ignition key to prevent loss.

NOTICE

Use of a cover is recommended when transporting your vehicle on an open trailer or sled deck. If transporting backward on an open trailer, remove the windshield before transport.

SUMMER STORAGE GUIDE

TREATING THE FUEL SYSTEM

As the riding season draws to a close, Polaris recommends riders begin treating their snowmobile's fuel system with Polaris Carbon Clean or similar commercially-available fuel stabilizer.

Treating the fuel system with Carbon Clean during the last few rides of the season ensures the entire fuel system is treated. Then, when it comes time to store the snowmobile, all the rider has to do is completely fill the fuel tank with fresh, non-oxygenated fuel and treat the new fuel with Carbon Clean.

It is also recommended riders use non-oxygenated fuel during the last rides of the season as non-oxygenated fuel stores better than oxygenated fuel and resists water vapor absorption.

If the rider was unable to treat the fuel system and/or use non-oxygenated fuel at the end of the riding season, the rider should do the following:

1. The rider should consume as much fuel in the fuel tank as possible during the last rides of the season.
2. When performing the summerization storage procedures, fill the fuel tank completely with non-oxygenated fuel. Note that most oxygenated fuels contain ethanol. Since ethanol is hygroscopic, oxygenated fuel will absorb a small amount of water vapor during the storage season and more so in humid locations. Completely filling the tank with non-oxygenated fuel minimizes water vapor absorption during the storage period and limits the amount of air and water vapor that can accumulate in the tank.
3. Treat the fuel in the fuel tank with the recommend amount of Polaris Carbon Clean. The recommended mixing ratio is outlined on the bottle label.
4. Position the snowmobile outside in a well-ventilated area.
5. Start and run the engine for 10-15 minutes to distribute the treated fuel throughout the fuel system.

NOTICE

On Carbureted engines (550cc / 120 Youth), run the engine for 10-15 minutes and then turn the fuel shut off valve to 'OFF'. Continue to run the engine until the engine stalls and turns off. Doing this drains the carburetors of fuel.

MAINTENANCE

FOGGING THE ENGINE

Fogging the engine with Polaris fogging oil or similar commercial alternative is probably the most important storage step a rider can do to ensure the internal parts of their snowmobile's engine do not rust and corrode during the storage season.

To fog the engine, do the following:

1. Remove the spark plugs from the engine.
2. Liberally spray fogging oil into each spark plug hole. If possible, have an assistant slowly pull on the recoil rope to rotate the engine while spraying the oil into each cylinder.
3. Loosely install the spark plugs.

NOTICE

Do not install new spark plugs after fogging the cylinders. Fogging oil prevents the formation of rust / corrosion by sticking to the internal engine components – including the spark plug electrodes. Replace these spark plugs the following season after all of the fogging oil has been burned out of the engine.

DRIVE BELT STORAGE

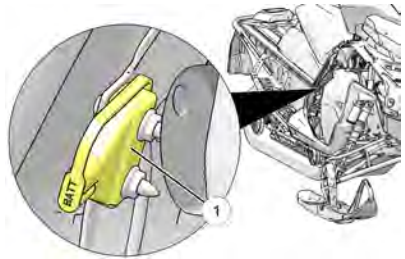
Never leave the drive belt installed in the clutches as oxidation may form where the belt contacts the aluminum clutch sheave faces.

To clean the drive and driven clutches, do the following:

1. Remove the primary and spare drive belt from the snowmobile.
2. Inspect the drive belt for wear and glazing. Compare the primary belt with the spare belt. Decide if a new belt is needed next season and note the primary belt can now be used as the spare belt next season.
3. Clean the drive and driven clutch sheaves with Isopropyl Alcohol. Allow the alcohol to air dry. Continue cleaning the sheave faces until all belt residue is removed.

BATTERY/ELECTRICAL SYSTEM STORAGE

Never leave a battery unattended during the storage season. Snowmobile batteries are small and cannot maintain their charge over the storage season. To ensure your battery maintains its level of charge, the battery should be connected to a battery trickle charger using the battery charge port ①.



1. While the battery can remain installed on the snowmobile, it is recommended the battery be removed from the snowmobile and stored in a cool, and dry location. Removing the battery from the snowmobile facilitates off-site storage of the snowmobile where electricity may not be available to connect a battery tender. In addition, removing the battery allows access to other maintenance items, such as the chaincase chain tensioner bolt.
2. Connect a Polaris battery charger or equivalent commercially available charger to the battery.
3. Inspect the electrical connections and wire harnesses throughout the snowmobile. If damage is found, make a note of the damage so that you and your authorized Polaris dealer can address the concern.

CHAINCASE

Never leave 'used' lubricant in the chaincase during the storage season. Doing so may leave water present in the chaincase which may cause corrosion and rust.

1. Follow the Owner's Manual procedures and drain / fill the chaincase with new Polaris SCL (Synthetic Chaincase Lubricant). All Polaris PRO-RIDE, AXYS, and MATRYX snowmobile feature 'fill-to-spill' lubricant fill specifications which makes it relatively 'easy' to re-fill the chaincase.
2. Rotate the driven clutch in the direction of forward vehicle travel to move the chain slack to the tensioner-side of the drive system. Lock the parking brake.
3. Loosen the drive chain adjuster lock nut. Turn the adjuster screw inwards until it can no longer be turned by hand.

MAINTENANCE

4. At this point, turn the adjuster nut $\frac{1}{4}$ turn counter clockwise.
5. Tighten and then torque the jam nut to the specification listed in the Owner's Manual. Release the parking brake.

NOTICE

If the snowmobile is equipped with a transmission (Titan / WideTrak snowmobiles), there is not a drive chain adjustment procedure.

CLEANING THE SNOWMOBILE

Snowmobiles, especially those transported on sled decks and open trailers can accumulate a lot of water and road dirt / salt during the riding season. The snowmobile must be thoroughly washed and cleaned to prevent corrosion and rust formation.

1. Wash the snowmobile with a garden hose and a solution of soapy water. Note that if a pressure washer is used, care should be taken to not point the pressure washer nozzle close to the snowmobile which may force high pressure water into suspension / shock shaft seals and exposed electrical connectors.
2. Dry the snowmobile with a lint-free towel. Allow the entire snowmobile to air dry afterwards.
3. Clean the engine compartment. Use a shop vacuum if required to remove dirt, leaves, cat tails, etc. from within the engine compartment.
4. Hand wash the exhaust system and dry the pipe and silencer with a clean shop towel.
5. Apply "spray" metal protectant on exposed metal components, such as the exhaust pipe, silencer, shock shafts, and suspension springs / pivots.

IMPORTANT

Do not spray metal protectant on the drive or driven clutches.

LUBRICATE THE PIVOTS

After washing the snowmobile, it is important to use Polaris Premium All Season grease to lubricate the various suspension / steering pivot points. Doing so forces any water accumulated within the joints out which prevents the formation of corrosion and rust.

1. Use a grease gun and Polaris Premium All Season Grease. Reference the appropriate Owner's Manual to locate any / all grease zerks on the steering and suspension systems.
2. Pump fresh grease into all zerks until the grease can be seen purging out of each joint.
3. Use a paper towel to clean up and remove all of the residual purged grease from the joints.

STORING THE SNOWMOBILE

Never store the snowmobile in a hot, humid location if possible. Try to store the snowmobile away from direct sunlight.

1. Cover the snowmobile with a Polaris cover or after-market equivalent cover.
2. Store in a location away from water, tall grass, and direct sunlight. The storage location should have some level of ventilation to prevent stagnant, humid air from accumulating in and around the snowmobile.

WINTER RIDE PREPARATION

Preparing a snowmobile for in-season service is basically performing some of the summer storage procedures in reverse order.

1. Move the snowmobile outside to a well-ventilated area. Raise the rear suspension up, off the ground. Remove the engine compartment side panel and hood.
2. Prep the primary and back up (secondary) for winter use. It is recommended the belts be washed with a solution of warm, soapy water and allowed to air dry.
3. If the snowmobile is equipped with electric start or on-board battery, remove the battery from the battery tender and re-install it back into the battery box. Follow the owner's manual for battery installation procedures.
4. Verify the spark plugs are installed and torqued. Re-install the spark plug wires.

NOTICE
Verify you hear an audible "click" when pushing the spark plug caps down onto the spark plugs. This ensures the plug caps are seated properly.

5. If you placed dryer sheets inside the engine compartment, remove them.
6. Using clean and dry shop towel, wipe down the exhaust pipe, silencer, and clutch sheaves.
7. Install the primary drive belt onto the clutches with the "Polaris" writing readable from the outside of the snowmobile.

MAINTENANCE

8. Install the back-up (secondary) drive belt into the belt holder.
9. On the carbureted snowmobiles, turn the fuel shut-off valve to the ON position.
10. With the track suspended up, off the ground, follow the track tension adjustment procedure as outlined in your owner's manual.
11. Start and run the engine. Allow the engine to run for at least 15 minutes. Occasionally "blip" the throttle to rev the engine.

NOTICE
The exhausted may emit more smoke than usual as the fogging oil is burned out of the engine.

12. While the engine is running, verify there are no coolant leaks (on liquid cooled engines). After engaging the throttle a few times to spin the track, verify the track is aligned with the slide rails.
13. Turn off the engine. If the track requires, re-align the track at this time.
14. After adjusting the track or allowing the engine to cool down. Add coolant to reservoir bottle if required.
15. Re-start the engine and allow it to run for another 15 minutes. After 15 Minutes, shutoff the engine and allow the exhaust pipe to cool.
16. Remove and discard the spark plugs. Install new spark plugs into the engine. Obtain two more new spark plugs and install them into the spark plug holders or storage bag.
17. Inspect the ski wear bars/carbides. Now is the time to replace the wear bars if damage is found or carbides are worn.
18. Add Carbon Clean to the fuel tank.
19. Log onto www.ridecommand.com and download the latest trails update files. Update the 7S display (if equipped) with the latest software.
20. Grease the rear suspension grease zerks with Polaris Premium All Season grease just enough to push out any water that may have accumulated in the suspension pivot points.

SPECIFICATIONS

650 VOYAGEUR**650 NORDIC PRO**

CAPACITIES AND DIMENSIONS	
Body Style	Matryx
Rider Capacity	1
Coolant Capacity	4 qt (3.8 L)
Chaincase Oil Capacity	10 oz (296 mL)
Fuel Tank Capacity	11.5 gal (43.5 L)
Gearcase Oil Capacity	N/A
Oil Capacity (qts./l)	3.75 qt (3.5 L)
Height	54.5 in (138.4 cm)
Length	125 in (317.5 cm)
Designed Width	47 in (119 cm)
Ski Center Distance	42.5 in (108 cm)
Brake Type	MATRYX Stealth
Drive Clutch Center Distance	10.625 in (27 cm)
Drive Belt P/N	3211165
Drive Clutch	P-85
Driven Clutch	Lightweight Team Roller Reverse
Reverse Transmission	Electronic Reverse
ENGINE AND COOLING	
Engine	ASM-ENG S8632-6544-LL6R
Displacement	650 cc
Cylinders	2-monoblock
Bore x Stroke (mm)	74.8 x 74
Alternator Output	500 w @ 5000 RPM

SPECIFICATIONS

Throttle Body	1208674
Recommended Engine Oil	VES
Throttle Body Bore Size	50 mm
Idle RPM	1600 +/- 200
Rated Operating RPM	8250 +0/- 150
Cooling	Liquid
Ignition Type	CDI
Ignition Timing °BTDC	18° @ idle, 1700 RPM w/120°F (49°C) water temp
Spark Plug / Gap	NGK BPR9ES / .027 inches (0.7 mm)
Recommended Fuel Octane	91 recommended (87 minimum)

CLUTCH SETTINGS

CLUTCH SETTINGS							
ALTITUDE METERS (FEET)	DRIVE CLUTCH		DRIVEN CLUTCH				
	SHIFT WEIGHT	CLUTCH SPRING	CLUTCH SPRING	DRIVEN HELIX	GEARING (U:L – PITCH)		
*Shaded cells indicate factory settings. Use 2 gram lighter shift weights when operating in temperatures above 40 °F (5 °C). Drive Clutch Bolt Torque: 80 ft-lbs (108 N·m). Re-torque after running engine.							
0-600 (0-2000)	10-66 (1321584)	120/320 (7044537)	Black 155/222 (7043063)	58/44/.36 (5143872)	20:39 68P 1.6 Cobra		
600-1200 (2000-4000)	10-64 (1321585)				19:40 68P 2.0 Crossover		
1200-1800 (4000-6000)	10-62 (1321586)						
1800-2400 (6000-8000)							
2400-3000 (8000-10,000)	10-60 (1321587)	140/330 (7043829)					19:40 68P 1.6 Cobra 2.0 Crossover
3000-3600 (10,000-12,000)	10-58 (1321588)						

SPECIFICATIONS

650 INDY VR1

650 INDY XC

650 INDY ADVENTURE

CAPACITIES AND DIMENSIONS	
Body Style	Matryx
Rider Capacity	1
Coolant Capacity	4 qt (3.8 L)
Chaincase Oil Capacity	10 oz (296 mL)
Fuel Tank Capacity	11.5 gal (43.5 L)
Gearcase Oil Capacity	N/A
Oil Capacity (qts./l)	3.75 qt (3.5 L)
Height	46 in (116.8 cm)
Length	(129 in) 117 in (297.2 cm) (137 in) 120 in (304.8 cm)
Designed Width	47 in (119.4 cm)
Ski Center Distance	42.5 in (108 cm)
Brake Type	MATRYX Stealth
Drive Clutch Center Distance	10.625 in (27 cm)
Drive Belt P/N	3211165
Drive Clutch	P-85
Driven Clutch	Lightweight Team Roller Reverse
Reverse Transmission	Electronic Reverse
ENGINE AND COOLING	
Engine	ASM-ENG S8632-6544-LL6R
Displacement	650 cc
Cylinders	2-monoblock
Bore x Stroke (mm)	74.8 x 74

SPECIFICATIONS

Alternator Output	500 w @ 5000 RPM
Throttle Body	1208674
Recommended Engine Oil	VES
Throttle Body Bore Size	50 mm
Idle RPM	1600 +/- 200
Rated Operating RPM	8250 +/- 150
Cooling	Liquid
Ignition Type	CDI
Ignition Timing °BTDC	18° @ idle, 1700 RPM w/120°F (49°C) water temp
Spark Plug / Gap	NGK® BPR9ES / .027 inches (0.7 mm)
Recommended Fuel Octane	91 recommended (87 minimum)

SPECIFICATIONS

CLUTCH SETTINGS

CLUTCH SETTINGS					
ALTITUDE METERS (FEET)	DRIVE CLUTCH		DRIVEN CLUTCH		
	SHIFT WEIGHT	CLUTCH SPRING	CLUTCH SPRING	DRIVEN HELIX	GEARING (U:L – PITCH)
*Shaded cells indicate factory settings. Use 2 gram lighter shift weights when operating in temperatures above 40 °F (5 °C). Drive Clutch Bolt Torque: 80 ft-lbs (108 N·m). Re-torque after running engine.					
0-600 (0-2000)	10-66 (1321584)	120/320 (7044537)	Black 155/222 (7043063)	58/44/.36 (5143872)	20:39 68P 1.25 Ice Ripper XT 1.352 Cobra 22:41 70P 1.5 Storm
600-1200 (2000-4000)	10-64 (1321585)				
1200-1800 (4000-6000)	10-62 (1321586)				
1800-2400 (6000-8000)		140/330 (7043829)			
2400-3000 (8000-10,000)	10-60 (1321587)				21:42 70P 1.25 Ice Ripper XT 1.352 Cobra 1.5 Storm
3000-3600 (10,000-12,000)	10-58 (1321588)				

650 INDY XCR

CAPACITIES AND DIMENSIONS	
Body Style	Matryx
Rider Capacity	1-UP: 1 rider
Coolant Capacity	4 qt (3.8 L)
Chaincase Oil Capacity	10 oz (296 mL)
Fuel Tank Capacity	11.5 gal (43.5 L)
Gearcase Oil Capacity	N/A
Oil Capacity (qts./l)	3.75 qt (3.5 L)
Estimated Dry Weight	(128 in) 465 (211 kg) (136 in) 474 (215 kg)
Height	46 in (116.8 cm)
Length	(128 in) 117 in (297.2 cm) (136 in) 120 in (304.8 cm)
Width	47 in (119.4 cm)
Ski Center Distance	42.5 in (108 cm)
Brake Type	MATRYX Stealth
Drive Clutch Center Distance	10.625 in (27 cm)
Drive Belt P/N	3211165
Drive Clutch	P-85
Driven Clutch	Lightweight Team Roller Reverse
Reverse Transmission	Electronic Reverse
ENGINE AND COOLING	
Engine	ASM-ENG S8632-6544-LL6R
Displacement	650 cc
Cylinders	2-monoblock
Bore x Stroke (mm)	74.8 x 74
Alternator Output	500 w @ 5000 RPM

SPECIFICATIONS

Throttle Body	1208674
Recommended Engine Oil	VES
Throttle Body Bore Size	50 mm
Idle RPM	1600 +/- 200
Rated Operating RPM	8250 +0/- 150
Cooling	Liquid
Ignition Type	CDI
Ignition Timing °BTDC	18° @ idle, 1700 RPM w/120°F (49°C) water temp
Spark Plug / Gap	NGK® BPR9ES / .027 inches (0.7 mm)
Recommended Fuel Octane	91 recommended (87 minimum)

CLUTCH SETTINGS

CLUTCH SETTINGS					
ALTITUDE METERS (FEET)	DRIVE CLUTCH		DRIVEN CLUTCH		
	SHIFT WEIGHT	CLUTCH SPRING	CLUTCH SPRING	DRIVEN HELIX	GEARING (U:L – PITCH)
*Shaded cells indicate factory settings. Use 2 gram lighter shift weights when operating in temperatures above 40 °F (5 °C). Drive Clutch Bolt Torque: 80 ft-lbs (108 N·m). Re-torque after running engine.					
0-600 (0-2000)	10-66 (1321584)	120/320 (7044537)	Black 155/222 (7043063)	58/44/.36 (5143872)	20:36 66P 1.25 Ice Ripper XT 1.352 Cobra
600-1200 (2000-4000)	10-64 (1321585)				
1200-1800 (4000-6000)	10-62 (1321586)				
1800-2400 (6000-8000)		140/330 (7043829)			
2400-3000 (8000-10,000)	10-60 (1321587)				
3000-3600 (10,000-12,000)	10-58 (1321588)				

SPECIFICATIONS

650 SWITCHBACK ASSAULT

CAPACITIES AND DIMENSIONS	
Body Style	Matryx
Rider Capacity	1
Coolant Capacity	4 qt (3.8 L)
Chaincase Oil Capacity	10 oz (296 mL)
Fuel Tank Capacity	11.5 gal (43.5 L)
Gearcase Oil Capacity	N/A
Oil Capacity (qts./l)	3.75 qt (3.5 L)
Estimated Dry Weight	476 (216 kg)
Height	46 in (116.8 cm)
Length	125 in (317.5 cm)
Width	47 in (119.4 cm)
Ski Center Distance	42.5 in (108 cm)
Brake Type	MATRYX Stealth
Drive Clutch Center Distance	10.625 in (27 cm)
Drive Belt P/N	3211165
Drive Clutch	P-85
Driven Clutch	Lightweight Team Roller Reverse
Reverse Transmission	Electronic Reverse
ENGINE AND COOLING	
Engine	ASM-ENG S8632-6544-LL6R
Displacement	650 cc
Cylinders	2-monoblock
Bore x Stroke (mm)	74.8 x 74
Alternator Output	500 w @ 5000 RPM
Throttle Body	1208674

SPECIFICATIONS

Recommended Engine Oil	VES
Throttle Body Bore Size	50 mm
Idle RPM	1600 +/- 200
Rated Operating RPM	8250 +0/- 150
Cooling	Liquid
Ignition Type	CDI
Ignition Timing °BTDC	18° @ idle, 1700 RPM w/120°F (49°C) water temp
Spark Plug / Gap	NGK® BPR9ES / .027 inches (0.7 mm)
Recommended Fuel Octane	91 recommended (87 minimum)

SPECIFICATIONS

CLUTCH SETTINGS

CLUTCH SETTINGS					
ALTITUDE METERS (FEET)	DRIVE CLUTCH		DRIVEN CLUTCH		
	SHIFT WEIGHT	CLUTCH SPRING	CLUTCH SPRING	DRIVEN HELIX	GEARING (U:L – PITCH)
*Shaded cells indicate factory settings. Use 2 gram lighter shift weights when operating in temperatures above 40 °F (5 °C). Drive Clutch Bolt Torque: 80 ft-lbs (108 N·m). Re-torque after running engine.					
0-600 (0-2000)	10-66 (1321584)	120/320 (7044537)	Black 155/222 (7043063)	58/44/.36 (5143872)	20:36 66P 1.352 Cobra
600-1200 (2000-4000)	10-64 (1321585)				20:39 68P 1.5 Ice Storm 1.6 Cobra
1200-1800 (4000-6000)	10-62 (1321586)				19:40 68P 2.0 Crossover
1800-2400 (6000-8000)	140/330 (7043829)				
2400-3000 (8000-10,000)		19:40 68P 1.352 Cobra 1.5 Ice Storm 1.6 Cobra 2.0 Crossover			
3000-3600 (10,000-12,000)		10-58 (1321588)			

850 INDY VR1

850 INDY XC

850 INDY ADVENTURE

CAPACITIES AND DIMENSIONS	
Body Style	Matryx
Rider Capacity	1-UP: 1 rider 2-UP: 2 riders
Coolant Capacity	4 qt (3.8 L)
Chaincase Oil Capacity	10 oz (296 mL)
Fuel Tank Capacity	11.5 gal (43.5 L)
Gearcase Oil Capacity	N/A
Oil Capacity (qts./l)	3.75 qt (3.5 L)
Estimated Dry Weight	(129 in) 467 (212 kg) (137 in) 476 (216 kg)
Height	46 in (116.8 cm)
Length	(129 in) 117 in (297.2 cm) (137 in) 120 in (304.8 cm)
Designed Width	47 in (119.4 cm)
Ski Center Distance	42.5 in (108 cm)
Brake Type	MATRYX Stealth
Drive Clutch Center Distance	10.625 in (27 cm)
Drive Belt P/N	3211215
Drive Clutch	P-85
Driven Clutch	Lightweight Team Roller Reverse
Reverse Transmission	Electronic Reverse
ENGINE AND COOLING	
Engine	ASM-ENG S8634-8444-LL8R
Displacement	840 cc

SPECIFICATIONS

Cylinders	2-monoblock
Bore x Stroke (mm)	85 x 74
Alternator Output	500 w @ 5000 RPM
Throttle Body	1208673
Recommended Engine Oil	VES
Throttle Body Bore Size	50 mm
Idle RPM	1800 +/- 200
Rated Operating RPM	8250 +/- 150
Cooling	Liquid
Ignition Type	CDI
Ignition Timing °BTDC	18° @ idle, 1700 RPM w/120°F (49°C) water temp
Spark Plug / Gap	NGK® BPR9ES / .027 inches (0.7 mm)
Recommended Fuel Octane	91 recommended (87 minimum)

CLUTCH SETTINGS – 129 IN

CLUTCH SETTINGS							
ALTITUDE METERS (FEET)	DRIVE CLUTCH		DRIVEN CLUTCH				
	SHIFT WEIGHT	CLUTCH SPRING	CLUTCH SPRING	DRIVEN HELIX	GEARING (U:L – PITCH)		
*Shaded cells indicate factory settings. Use 2 gram lighter shift weights when operating in temperatures above 40 °F (5 °C). Drive Clutch Bolt Torque: 80 ft-lbs (108 N·m). Re-torque after running engine.							
0-600 (0-2000)	10-72 (1322428)	Almond/Gold (7041645)	Black 155/222 (7043063)	58/44/.36 (5143872)	<u>23:37 68P</u> 1.25 Ice Ripper XT 1.352 Cobra		
600-1200 (2000-4000)	10-70 (1322414)				<u>22:41 70P</u> 1.5 Storm		
1200-1800 (4000-6000)	10-68 (1322427)						
1800-2400 (6000-8000)							
2400-3000 (8000-10,000)	10-66 (1321584)	140/330 (7043829)					<u>20:39 68P</u> 1.25 Ice Ripper XT 1.352 Cobra
3000-3600 (10,000-12,000)	10-64 (1321585)						<u>21:42 70P</u> 1.5 Storm

CLUTCH SETTINGS – 137 IN

CLUTCH SETTINGS					
ALTITUDE METERS (FEET)	DRIVE CLUTCH		DRIVEN CLUTCH		
	SHIFT WEIGHT	CLUTCH SPRING	CLUTCH SPRING	DRIVEN HELIX	GEARING (U:L – PITCH)
*Shaded cells indicate factory settings. Use 2 gram lighter shift weights when operating in temperatures above 40 °F (5 °C). Drive Clutch Bolt Torque: 80 ft-lbs (108 N·m). Re-torque after running engine.					
0-600 (0-2000)	10-72 (1322428)	Almond/Gold (7041645)	Black 155/222 (7043063)	58/44/.36 (5143872)	23:39 68P 1.25 Ice Ripper XT
600-1200 (2000-4000)	10-70 (1322414)				22:37 68P 1.352" Cobra
1200-1800 (4000-6000)	10-68 (1322427)				22:41 70P

SPECIFICATIONS

CLUTCH SETTINGS					
ALTITUDE METERS (FEET)	DRIVE CLUTCH		DRIVEN CLUTCH		
	SHIFT WEIGHT	CLUTCH SPRING	CLUTCH SPRING	DRIVEN HELIX	GEARING (U:L – PITCH)
1800-2400 (6000-8000)		140/330 (7043829)			1.5 Storm
2400-3000 (8000- 10,000)	10-66 (1321584)				<u>20:39 68P</u> 1.25 Ice Ripper XT 1.352 Cobra
3000-3600 (10,000- 12,000)	10-64 (1321585)				<u>21:42 70P</u> 1.5 Storm

850 INDY XCR

CAPACITIES AND DIMENSIONS	
Body Style	Matryx
Rider Capacity	1-UP: 1 rider
Coolant Capacity	4 qt (3.8 L)
Chaincase Oil Capacity	10 oz (296 mL)
Fuel Tank Capacity	11.5 gal (43.5 L)
Gearcase Oil Capacity	N/A
Oil Capacity (qts./l)	3.75 qt (3.5 L)
Estimated Dry Weight	(128 in) 465 (211 kg) (136 in) 474 (215 kg)
Height	46 in (116.8 cm)
Length	(128 in) 117 in (297.2 cm) (136 in) 120 in (304.8 cm)
Width	47 in (119.4 cm)
Ski Center Distance	42.5 in (108 cm)
Brake Type	MATRYX Stealth
Drive Clutch Center Distance	10.625 in (27 cm)
Drive Belt P/N	3211165
Drive Clutch	P-85
Driven Clutch	Lightweight Team Roller Reverse
Reverse Transmission	Electronic Reverse
ENGINE AND COOLING	
Engine	ASM-ENG S8634-8444-LL8R
Displacement	650 cc
Cylinders	2-monoblock
Bore x Stroke (mm)	85 x 74
Alternator Output	500 w @ 5000 RPM

SPECIFICATIONS

Throttle Body	1208673
Recommended Engine Oil	VES
Throttle Body Bore Size	50 mm
Idle RPM	1800 +/- 200
Rated Operating RPM	8250 +0/- 150
Cooling	Liquid
Ignition Type	CDI
Ignition Timing °BTDC	18° @ idle, 1700 RPM w/120°F (49°C) water temp
Spark Plug / Gap	NGK® BPR9ES / .027 inches (0.7 mm)
Recommended Fuel Octane	91 recommended (87 minimum)

CLUTCH SETTINGS

CLUTCH SETTINGS						
ALTITUDE METERS (FEET)	DRIVE CLUTCH		DRIVEN CLUTCH			
	SHIFT WEIGHT	CLUTCH SPRING	CLUTCH SPRING	DRIVEN HELIX	GEARING (U:L – PITCH)	
*Shaded cells indicate factory settings. Use 2 gram lighter shift weights when operating in temperatures above 40 °F (5 °C). Drive Clutch Bolt Torque: 80 ft-lbs (108 N·m). Re-torque after running engine.						
0-600 (0-2000)	10-72 (1322428)	Almond/Gold (7041645)	Black 155/222 (7043063)	58/44/.36 (5143872)	23:37 68P 1.25 Ice Ripper XT 1.352 Cobra	
600-1200 (2000-4000)	10-70 (1322414)					
1200-1800 (4000-6000)	10-68 (1322427)					
1800-2400 (6000-8000)		140/330 (7043829)				
2400-3000 (8000-10,000)	10-66 (1321584)					
3000-3600 (10,000-12,000)	10-64 (1321585)					
					20:39 68P 1.25 Ice Ripper XT 1.352 Cobra	
					21:42 70P 1.6 Cobra 1.75 Backcountry	

SPECIFICATIONS

850 SWITCHBACK ASSAULT

CAPACITIES AND DIMENSIONS	
Body Style	Matryx
Rider Capacity	1
Coolant Capacity	4 qt (3.8 L)
Chaincase Oil Capacity	10 oz (296 mL)
Fuel Tank Capacity	11.5 gal (43.5 L)
Gearcase Oil Capacity	N/A
Oil Capacity (qts./l)	3.75 qt (3.5 L)
Estimated Dry Weight	476 (216 kg)
Height	46 in (116.8 cm)
Length	125 in (317.5 cm)
Width	47 in (119.4 cm)
Ski Center Distance	42.5 in (108 cm)
Brake Type	MATRYX Stealth
Drive Clutch Center Distance	10.625 in (27 cm)
Drive Belt P/N	3211165
Drive Clutch	P-85
Driven Clutch	Lightweight Team Roller Reverse
Reverse Transmission	Electronic Reverse
ENGINE AND COOLING	
Engine	ASM-ENG S8634-8444-LL8R
Displacement	840 cc
Cylinders	2-monoblock
Bore x Stroke (mm)	85 x 74
Alternator Output	500 w @ 5000 RPM
Throttle Body	1208673

SPECIFICATIONS

Recommended Engine Oil	VES
Throttle Body Bore Size	50 mm
Idle RPM	1800 +/- 200
Rated Operating RPM	8250 +/- 150
Cooling	Liquid
Ignition Type	CDI
Ignition Timing °BTDC	18° @ idle, 1700 RPM w/120°F (49°C) water temp
Spark Plug / Gap	NGK® BPR9ES / .027 inches (0.7 mm)
Recommended Fuel Octane	91 recommended (87 minimum)

SPECIFICATIONS

CLUTCH SETTINGS

CLUTCH SETTINGS					
ALTITUDE METERS (FEET)	DRIVE CLUTCH		DRIVEN CLUTCH		
	SHIFT WEIGHT	CLUTCH SPRING	CLUTCH SPRING	DRIVEN HELIX	GEARING (U:L – PITCH)
*Shaded cells indicate factory settings. Use 2 gram lighter shift weights when operating in temperatures above 40 °F (5 °C). Drive Clutch Bolt Torque: 80 ft-lbs (108 N·m). Re-torque after running engine.					
0-600 (0-2000)	10-72 (1322428)	Almond/Gold (7041645)	Black 155/222 (7043063)	58/44/.36 (5143872)	23:40 70P 1.352 Cobra
600-1200 (2000-4000)	10-70 (1322414)				22:41 70P 1.5 Ice Storm 1.6 Cobra
1200-1800 (4000-6000)	10-68 (1322427)				22:41 70P 2.0 Crossover
1800-2400 (6000-8000)		140/330 (7043829)			
2400-3000 (8000-10,000)	10-66 (1321584)				20:39 68P 1.352 Cobra 1.5 Ice Storm 1.6 Cobra 2.0 Crossover
3000-3600 (10,000-12,000)	10-64 (1321585)				

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCS)

DIAGNOSTIC TROUBLE CODES (DTCS) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TROUBLE CODE	SPN	FMI	P-CODE	CONDITION
Throttle Position Sensor 1 Voltage High	51	3	P0123	This Trouble Code sets if the Throttle Position Sensor Signal is above 4.61 Volts. Can be caused by Damaged Wiring, a faulty Throttle Position Sensor or ECU / Connections.
Throttle Position Sensor 1 Voltage Low	51	4	P0122	This Trouble Code sets if the Throttle Position Sensor Signal is below 0.7 Volts. Can be caused by Damaged Wiring, a faulty Throttle Position Sensor or ECU / Connections.
TPS Unrealistic Transition	51	10	P0120	This Trouble Code sets when the Throttle Position Sensor Signal changes too rapidly to be correct. The condition can be caused by intermittent connections causing the TPS voltage to jump around between readings. Check for damaged connectors or wiring.
Vehicle Speed Sensor Signal Fault	84	2	P0503	This Trouble Code Sets if the Vehicle Speed Signal is intermittent or missing. Can be caused by Damaged Wiring/ Connections or a Faulty/Loose Vehicle Speed Sensor.
Intake Air Temp Sensor Circuit Voltage High	105	3	P0113	This Trouble Code sets if the Intake Air Temperature Sensor Signal is above 4.9 Volts. Can be caused by Damaged Wiring, a faulty Intake Air Temperature Sensor or ECU / Connections.
Intake Air Temp Sensor Circuit Voltage Low	105	4	P0112	This Trouble Code sets if the Intake Air Temperature Sensor Signal is below 0.19 Volts. Can be caused by Damaged Wiring, a faulty Intake Air Temperature Sensor or ECU / Connections.
IAT Sensor Abnormal Rate of Change	105	10	P0114	This Trouble Code sets if the Intake Air Temperature Sensor Signal indicates an Unrealistic Rate of Change. Can be caused by Damaged Wiring, a faulty Intake Air Temperature Sensor or ECU / Connections.
Barometric Sensor Circuit Voltage High	108	3	P2229	This Trouble Code Sets if the Barometric Pressure Sensor Signal Circuit is Open or Shorted to Battery Voltage. Can be

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCs) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TRouble CODE	SPN	FMI	P-CODE	CONDITION
				caused by Damaged Wiring/Connections, a Faulty Ambient Pressure Sensor or ECU.
Barometric Sensor Circuit Voltage Low	108	4	P2228	This Trouble Code Sets if the Barometric Pressure Sensor Signal Circuit is Shorted to Ground. Can be caused by Damaged Wiring/Connections, a Faulty Ambient Pressure Sensor or ECU.
Engine Temperature Over-Temp Shutdown	110	0	P1217	This Trouble Code sets if the Engine Temperature indicates a Critical Over Temperature Condition and the engine is running in a limp-home mode to prevent damage. Can be caused by any failure that would cause the engine to overheat.
Engine Temperature Sensor Circuit Voltage High	110	3	P0118	This Trouble Code sets if the Engine Coolant Temperature Sensor Signal is above 4.8 Volts. Can be caused by Damaged Wiring, a faulty Coolant Temperature Sensor or ECU / Connections.
Engine Temperature Sensor Circuit Voltage Low	110	4	P0117	This Trouble Code sets if the Engine Coolant Temperature Sensor Signal is below 0.1 Volts. Can be caused by Damaged Wiring, a faulty Coolant Temperature Sensor or ECU / Connections.
Engine Temperature Abnormal Rate of Change	110	10	P0119	This Trouble Code sets if the Engine Coolant Temperature Sensor Signal is erratic. Can be caused by Damaged Wiring, a faulty Coolant Temperature Sensor or ECU / Connections.
Engine Over-temperature Fault	110	16	P0217	This Trouble Code sets if the Engine Temperature indicates a Severe Over Temperature Condition. Can be caused by any failure that would cause the engine to overheat. This Trouble Code Does Not indicate a problem with the Engine Temperature Sensor.
Fuel Rail Pressure Sensor Voltage High	157	3	P0193	This trouble code sets if the Fuel Pressure Sensor Voltage is above 4.85V. Can be caused by Damaged Wiring, a faulty Fuel Pressure Sensor or ECU / Connections.

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCs) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TROUBLE CODE	SPN	FMI	P-CODE	CONDITION
Fuel Rail Pressure Sensor Voltage Low	157	4	P0192	This Trouble Code Sets if the Fuel Pressure Sensor Circuit is below 0.1V. Can be caused by Damaged Wiring, a faulty Fuel Pressure Sensor or ECU / Connections.
Fuel Rail Pressure Below Power Limit	157	18	P0196	This Trouble Code Sets if the Fuel Pressure drops below 3Bar (43.5PSI) for 10 seconds. Can be caused by a faulty Pump Flange Assembly (PFA).
Battery Voltage High	158	3	P1567	This Trouble Code Sets if the if the Battery Voltage is above 15.0V. Can be caused by Damaged Wiring, a faulty Battery or ECU / Connections.
Battery Voltage Low	158	4	P1566	This Trouble Code Sets if the if the Battery Voltage is below 10.0V. Can be caused by Damaged Wiring, a faulty Battery or ECU / Connections.
Exhaust Over-Temperature Shutdown	173	0	P1517	This Trouble Code Sets if the engine was shut down due to High Exhaust Temperature. Can be caused by a Faulty Exhaust Temperature Sensor/ Connections or Lean Air/Fuel Ratio causing high exhaust temperature.
Exhaust Temp Sensor Signal High	173	3	P0546	This Trouble Code sets if the engine has been running above 3000 RPM for more than 2 minutes and the Exhaust Temperature Sensor Signal is above 4.90 Volts. Can be caused by Damaged Wiring, a faulty Engine Temperature Sensor or ECU / Connections.
Exhaust Temp Sensor Signal Low	173	4	P0545	This Trouble Code sets if the engine has been running above 3000 RPM for more than 2 minutes and the Exhaust Temperature Sensor Signal is below 0.06 Volts. Can be caused by Damaged Wiring, a faulty Engine Temperature Sensor or ECU / Connections.
Exhaust Temp Sensor Unrealistic Transition	173	10	P1546	This Trouble Code sets if the Exhaust Temperature Sensor Signal changes too quickly to be considered a Realistic Value. Can be caused by Damaged Wiring, a faulty Exhaust Temperature Sensor or ECU / Connections.

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCs) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TROUBLE CODE	SPN	FMI	P-CODE	CONDITION
Fuel Temperature Sensor Voltage High	174	3	P1322	This trouble code sets if the Fuel Temperature Sensor Voltage is above 4.81V. Can be caused by Damaged Wiring, a faulty Fuel Pressure Sensor or ECU / Connections.
Fuel Temperature Sensor Voltage Low	174	4	P1323	This trouble code sets if the Fuel Temperature Sensor Voltage is Below 0.01V. Can be caused by Damaged Wiring, a faulty Fuel Pressure Sensor or ECU / Connections.
ECU Memory Checksum Error	628	13	P0601	This Trouble Code Sets if an Internal Memory Fault is detected in the Engine Controller. Can only be caused by a defective ECU.
Crankshaft Sensor Signal Fault	636	2	P0335	This Trouble Code sets if the Engine is Running and No Signal is Detected from the 5X Crankshaft Sensor. Can be caused by Damaged Wiring, a faulty Crankshaft Sensor or ECU / Connections.
Crankshaft Position Sensor Circuit Fault	636	8	P0336	This Trouble Code sets if the Engine is Running and the number of pulses from the 5X Crankshaft Sensor is not correct. Can be caused by Damaged Wiring, a faulty Crankshaft Sensor or ECU / Connections.
MAG Cylinder Port Injector Short to B+	651	3	P0262	This Trouble Code sets if a Short to Voltage is detected in the MAG Cylinder Port Injector Control Circuit. Can be caused by Damaged Wiring, a faulty Fuel Injector or ECU / Connections.
MAG Cylinder Port Injector Open Circuit	651	5	P0261	This Trouble Code sets if an Open Circuit Condition is detected in the MAG Cylinder Port Injector Control Circuit. Can be caused by Damaged Wiring, a faulty Fuel Injector or ECU / Connections.
PTO Cylinder Port Injector Short to B+	652	3	P0265	This Trouble Code sets if a short to Voltage is detected in the PTO Cylinder Port Injector Control Circuit. Can be caused by Damaged Wiring, a faulty Fuel Injector or ECU / Connections.
PTO Cylinder Port Injector Open Circuit	652	5	P0264	This Trouble Code sets if an Open Circuit Condition is detected in the PTO Cylinder Port Injector Control Circuit. Can be caused by Damaged Wiring, a faulty Fuel Injector or ECU / Connections.

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCs) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TROUBLE CODE	SPN	FMI	P-CODE	CONDITION
Ignition Coil 1 (MAG) Driver Circuit Open	1268	5	P1351	This Trouble Code Sets if Ignition Coil 1 (MAG) Driver Circuit is Open. Can be caused by Damaged Wiring/Connections, a Faulty MAG Ignition Coil or ECU.
Ignition Coil 2 (PTO) Driver Circuit Open	1269	5	P1352	This Trouble Code Sets if Ignition Coil 2 (PTO) Driver Circuit is Open. Can be caused by Damaged Wiring/Connections, a Faulty PTO Ignition Coil or ECU.
Max. Detonation Correction Limit Reached, MAG Cylinder	1352	0	P1336	This Trouble Code Sets if the Engine Controller Reaches the Maximum Detonation Control Limit by Fuel Correction on the Mag Cylinder Can be caused by Incorrect Fuel (low octane or Ethanol content) or Low Fuel Pressure.
Cylinder 1 (MAG) Knock Level Critical	1352	16	P2336	This Trouble Code Sets if Cylinder 1 (MAG) Knock Sensor reaches a Critical Level. Can be caused by Excessive Knock (Fuel Problems), a Lean Running Condition or Engine Mechanical Problems.
Max. Detonation Correction Limit Reached, PTO Cylinder	1353	0	P1337	This Trouble Code Sets if the Engine Controller Reaches the Maximum Detonation Control Limit by Fuel Correction on the PTO Cylinder. Can be caused by Incorrect Fuel (low octane or Ethanol content) or Low Fuel Pressure.
Cylinder 2 (PTO) Knock Level Critical	1353	16	P2337	This Trouble Code Sets if Cylinder 2 (PTO) Knock Sensor reaches a Critical Level. Can be caused by Excessive Knock (Fuel Problems), a Lean Running Condition or Engine Mechanical Problems.
Sensor Supply Voltage 1 Low	3509	4	P06B1	This Trouble Code sets if the Sensor Supply 1 Voltage is below an acceptable limit (approx. 4.50 Volts). Can be caused by Damaged Wiring or Faulty/Shorted Sensors.
Sensor Supply Voltage 2 Low	3510	4	P06B4	This Trouble Code sets if the Sensor Supply 2 Voltage is below an acceptable limit (approx. 4.50 Volts). Can be caused by Damaged Wiring or Faulty/Shorted Sensors.

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCs) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TROUBLE CODE	SPN	FMI	P-CODE	CONDITION
Vehicle Speed Sensor Supply Voltage Low	3511	4	P16B6	This Trouble Code sets if the Sensor Supply 3 Voltage is below an acceptable limit (approx. 4.5 Volts). Can be caused by Damaged Wiring or Faulty Sensor/shorted to ground.
Oil Pump Driver Circuit Open	3589	5	P16BA	This Trouble Code Sets if the Oil Pump Driver Circuit is Open. Can be caused by Damaged Wiring/Connections, a Faulty Oil Pump/Connections or Faulty ECU/Connections.
Oil Pump Driver Circuit Fault	3589	12	P16BC	This Trouble Code Sets if a Failure is Detected in the Oil Pump Driver Circuit. Can be caused by Damaged Wiring/Connections, a Faulty Oil Pump/Connections or Faulty ECU/Connections.
Injector Output Supply 2 Voltage High	3598	3	P16A9	This Trouble Code sets if the Injector Output Supply 2 Voltage is above an acceptable limit. Can be caused by Damaged Wiring or Faulty/Shorted Connectors.
Injector Output Supply 2 Voltage Low	3598	4	P16A8	This Trouble Code sets if the Injector Output Supply 2 Voltage is below an acceptable limit. Can be caused by Damaged Wiring or Faulty/Shorted Connectors.
Regulator: Critical Voltage Too Low	32523	4	P1609	This Trouble Code Sets if the Regulator has detected Low Voltage in the Critical Circuit. Can be caused by damaged Regulator wiring or connections, electrical modifications or faulty Regulator.
Regulator: Critical Open Circuit	32523	5	P160B	This Trouble Code Sets if the Regulator has detected an Open Circuit in the Critical Circuit. Can be caused by damaged wiring, faulty headlight, Fuel Pump or Regulator connections.
Regulator: Critical Short Circuit	32523	6	P160C	This Trouble Code Sets if the Regulator has detected Excessive Current in the Critical Circuit. Can be caused by damaged wiring, faulty headlight, Fuel Pump or Regulator connections.
Regulator: Critical Voltage Too High	32523	15	P160D	This Trouble Code Sets if the Regulator has detected Excessive Voltage in the Critical Circuit. Can be caused by damaged wiring, faulty headlight, Fuel Pump or Regulator connections.

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCs) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TROUBLE CODE	SPN	FMI	P-CODE	CONDITION
Regulator: Chassis Voltage Too Low	32523	20	P160E	This Trouble Code Sets if the Regulator has detected Low Voltage in the Chassis Circuit. Can be caused by damaged wiring or faulty grip heaters.
Regulator: Chassis Short Circuit	32523	22	P160F	This Trouble Code Sets if the Regulator has detected Excessive Current Draw in the Chassis Circuit. Can be caused by damaged wiring or faulty grip heaters.
Regulator: Chassis Voltage Too High	32523	31	P1610	This Trouble Code Sets if the Regulator has detected Excessive Voltage in the Chassis Circuit. Can be caused by damaged wiring, Regulator connections or Regulator.
Regulator: Stator Output Low	32531	36	P1510	This Trouble Code Sets if the Regulator has detected a Low Voltage condition in the Stator. Can be caused by a Short to ground in the Stator or damaged Stator wiring.
Regulator: Stator Open Circuit	32531	37	P1511	This Trouble Code Sets if the Regulator has detected an Open Circuit condition in the Stator. Can be caused by an Open Circuit in the Stator or damaged Stator wiring.
Exhaust Temperature Sensor 2 - Temperature Too High	520173	0	P1487	This Trouble Code sets if the Exhaust Temperature 2 Signal is greater than 750C. Can be caused by a Faulty Exhaust Temperature Sensor/Connections or Lean Air/Fuel Ratio causing high exhaust temperature.
Exhaust Temperature Sensor 2 Voltage High	520173	3	P1484	This Trouble Code Sets if the if the Exhaust Temp Sensor 2 Voltage is above 4.96V. Can be caused by Damaged Wiring, a faulty Exhaust Temp Sensor or ECU / Connections.
Exhaust Temperature Sensor 2 Voltage Low	520173	4	P1485	This Trouble Code Sets if the if the Exhaust Temp Sensor 2 Voltage is Below 0.06V. Can be caused by Damaged Wiring, a faulty Exhaust Temp Sensor or ECU / Connections.
Exhaust Temperature Sensor 2 Abnormal Rate of Change	520173	10	P1486	This Trouble Code sets if the Exhaust Temperature Sensor Signal changes too quickly to be considered a Realistic Value. Can be caused by Damaged Wiring, a faulty Exhaust Temperature Sensor or ECU / Connections.

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCs) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TROUBLE CODE	SPN	FMI	P-CODE	CONDITION
Exhaust Temperature Sensor 2 Mismatch with Sensor 1	520173	14	P1488	This Trouble Code Sets when Exhaust Temperature Sensor 2 signal is 250C greater than Exhaust Temp Sensor 1 signal. The condition can be caused by Damaged Wiring, faulty Exhaust Temperature Sensor or ECU / Connections.
ECU Supply Voltage High	520174	3	P1341	This Trouble Code sets if the ECU Supply Voltage is above 17.00V. Can be based by faulty wiring, faulty regulator or ECU / Connections
ECU Supply Voltage Low	520174	4	P1342	This Trouble Code sets if the ECU Supply Voltage is below 10.00V. Can be based by faulty wiring, faulty regulator or ECU / Connections.
Critical Supply Voltage High	520175	3	P1343	This Trouble Code sets if the Critical Supply Voltage is above 17.00V. Can be based by faulty wiring, faulty regulator or ECU / Connections.
Critical Supply Voltage Low	520175	4	P1344	This Trouble Code sets if the Critical Supply Voltage is below 10.00V. Can be based by faulty wiring, faulty regulator or ECU / Connections.
Chassis Supply Voltage High	520176	3	P1345	This Trouble Code sets if the Chassis Supply Voltage is above 18.00V. Can be based by faulty wiring, faulty regulator or ECU / Connections.
Chassis Supply Voltage Low	520176	4	P1346	This Trouble Code sets if the Chasssis Supply Voltage is below 14.00V. Can be based by faulty wiring, faulty regulator or ECU / Connections.
Peak Injector Voltage High	520177	3	P1347	This Trouble Code sets if the Peak Injector Supply Voltage is above 24.00V. Can be based by faulty wiring, faulty regulator or ECU / Connections.
Peak Injector Voltage Low	520177	4	P1348	This Trouble Code sets if the Peak Injector Supply Voltage is below 20.00V. Can be based by faulty wiring, faulty regulator or ECU / Connections.
EV Actuator Position High in Open Position	520178	16	P2627	This Trouble Code sets if the Exhaust Valve Actuator Position is greater than 80.0% when trying to achieve Open position. This can be caused by a faulty Exhaust Valve Actuator, Broken Cable or Broken Exhaust Valve Assembly.

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCs) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TROUBLE CODE	SPN	FMI	P-CODE	CONDITION
EV Actuator Position Low in Open Position	520178	18	P2628	This Trouble Code sets if the Exhaust Valve Actuator Position is less than 70.0% when trying to achieve Open position. This can be caused by a faulty Exhaust Valve Actuator, Broken Cable or Broken Exhaust Valve Assembly.
EV Actuator Position High in Mid Position	520179	16	P2629	This Trouble Code sets if the Exhaust Valve Actuator Position is greater than 55.0% when trying to achieve Mid position. This can be caused by a faulty Exhaust Valve Actuator, Broken Cable or Broken Exhaust Valve Assembly.
EV Actuator Position Low in Mid Position	520179	18	P2630	This Trouble Code sets if the Exhaust Valve Actuator Position is less than 45.0% when trying to achieve Mid position. This can be caused by a faulty Exhaust Valve Actuator, Broken Cable or Broken Exhaust Valve Assembly.
EV Actuator Position High in Closed Position	520180	16	P2631	This Trouble Code sets if the Exhaust Valve Actuator Position is greater than 30.0% when trying to achieve Closed position. This can be caused by a faulty Exhaust Valve Actuator, Broken Cable or Broken Exhaust Valve Assembly.
EV Actuator Position Low in Closed Position	520180	18	P2632	This Trouble Code sets if the Exhaust Valve Actuator Position is less than 20.2% when trying to achieve Closed position. This can be caused by a faulty Exhaust Valve Actuator, Broken Cable or Broken Exhaust Valve Assembly.
Throttle Release Switch Signal Circuit Short to Voltage	520194	3	P1555	This Trouble Code Sets if the Throttle Release Switch Signal is Open Circuit or Shorted to Battery Voltage. Can be caused by Damaged Wiring/Connections, a Faulty Throttle Safety Switch or ECU.
Throttle Release Switch Signal Circuit Short to Ground	520194	4	P1554	This Trouble Code Sets if the Throttle Safety Switch Signal is Shorted to Ground. Can be caused by Damaged Wiring/Connections, a Faulty Throttle Safety Switch or ECU.
Throttle Stuck Error	520194	7	P1552	This Trouble Code Sets if the Throttle Release Switch Signal Indicates a Throttle Stuck Open. Can be caused by a Stuck Throttle or Misadjusted/Stuck Throttle Linkage.

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCs) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TROUBLE CODE	SPN	FMI	P-CODE	CONDITION
Accessory Relay Driver Circuit Short to B+	520219	3	P1647	This Trouble Code Sets if the Accessory Relay Driver Circuit is Shorted to Voltage. Can be caused by Damaged Wiring/Connections, a Faulty Accessory Relay or ECU.
Accessory Relay Driver Circuit Open	520219	5	P1646	This Trouble Code Sets if the Accessory Relay Driver Circuit is Open. Can be caused by Damaged Wiring/Connections, a Accessory Ignition Relay or ECU.
Charge Relay Driver Circuit Short to B+	520220	3	P163D	This Trouble Code Sets if the Charge Relay Driver Circuit is Shorted to Voltage. Can be caused by Damaged Wiring/Connections, a Faulty Charge Relay or ECU.
Charge Relay Driver Circuit Open	520220	5	P163C	This Trouble Code Sets if the Charge Relay Driver Circuit is Open. Can be caused by Damaged Wiring/Connections, a Charge Relay or ECU.
Oil Pump or Fuel Injector Offset not Programmed	520241	13	P1278	This Trouble Code Sets if Either the Fuel Injector or Oil Injection Pump Calibration has Not Been Programmed. Update the Injector/Oil Pump Settings. WARNING: Do Not Operate the Vehicle with This Trouble Code Set!
Ground Speed Pulses Per Mile not Programmed	520242	13	P1279	This Trouble Code Sets if the Vehicle Speed Sensor Setting is Not Properly Programmed in the ECU. Reset the ECU Offset Values to Resolve this Fault Condition.
Exhaust Valve Position Out of Range (Open)	520325	31	P140A	This Trouble Code sets if: Valve UP position voltage out of range. Check the following: (1) Measure cable travel length, (2) Verify smooth valve operation by operating the cable by hand through its full travel, (3) Relearn EVIf no problem.
Exhaust Valve Position Out of Range (Mid)	520326	31	P140B	This Trouble Code sets if: Valve MID position voltage out of range. Check the following: (1) Measure cable travel length, (2) Verify smooth valve operation by operating the cable by hand through its full travel, (3) Relearn EVIf no problem.
Exhaust Valve Position Out of Range (Closed)	520327	31	P140C	This Trouble Code sets if: Valve DOWN position voltage out of range. Check the following: If occasional, this fault is nothing

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCs) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TROUBLE CODE	SPN	FMI	P-CODE	CONDITION
				to be concerned about if persistent: Measure cable travel length and Verify smooth valve operation.
Riding With Brakes On Moderately Severe	520555	31	C2418	This Trouble Code Sets if the Sled has been driven with the brakes applied continuously for 10 seconds, 4500 RPM.
Riding With Brakes On Most Severe	520556	31	C2419	This Trouble Code Sets if the Sled has been driven with the brakes applied continuously for 20 seconds , 4500 RPM.
Regulator Near Thermal Shutdown	520660	31	P161B	This Trouble Code Sets if the Regulator is near the thermal shutdown point. Can be caused by excessive power consumption or insufficient cooling air flow.
Batch Fire Detection	523959	31	P3022	This Trouble Code Sets if the engine is in "Batch Fire Mode". Can be caused by Damaged Wiring, a faulty Crankshaft Sensor or ECU / Connections.
Exhaust Valve Actuator Short Circuit	523958	3	P3023	This trouble code sets if the ECU detects a short in the EV Actuator Drive circuit. Can be caused by Damaged Wiring, Faulty EV Actuator, or ECU / Connections. Inspect EV Actuator Drive wires. (White/Green & White/Blue).
Exhaust Valve Actuator Open Circuit	523958	5	P3024	This trouble code sets if the ECU detects low current or an open EV Actuator Drive circuit. Can be caused by Damaged Wiring, Faulty EV Actuator, or ECU / Connections. Inspect EV Actuator Drive wires. (White/Green & White/Blue).
Exhaust Valve Actuator Open Circuit	523958	4	P3025	This trouble code sets if the ECU detects low current or an open EV Actuator Drive circuit. Can be caused by Damaged Wiring, Faulty EV Actuator, or ECU / Connections. Inspect EV Actuator Drive wires. (White/Green & White/Blue).
Exhaust Valve Actuator Over Current	523958	6	P3026	This trouble code sets if the ECU detects high current on the EV Actuator Drive circuit. Can be caused by Damaged Wiring, Faulty EV Actuator, or ECU / Connections. Inspect EV Actuator Drive wires. (White/Green & White/Blue).

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCs) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TROUBLE CODE	SPN	FMI	P-CODE	CONDITION
Exhaust Valve Actuator Internal IC Voltage High	523957	3	P3027	This trouble code sets if the ECU has detected a Exhaust Valve Actuator internal IC voltage above 6V. Can be caused by a faulty ECU.
Exhaust Valve Actuator Internal IC Voltage Low	523957	4	P3028	This trouble code sets if the ECU has detected a Exhaust Valve Actuator internal IC voltage Below 4V. Can be caused by a faulty ECU.
Exhaust Valve Actuator Internal IC Over Current / Over Temp	523957	6	P3029	This trouble code sets if the ECU has detected a Exhaust Valve Actuator internal IC current above 2A or 200C. Can be caused by a faulty ECU.
Exhaust Valve Actuator Internal IC Communication Loss	523957	19	P3032	This trouble code sets if the ECU loses communication with the Exhaust Valve Actuator IC. Can be cause by a faulty ECU.
Exhaust Valve Actuator Position Sensor Voltage High	523956	3	P3033	This trouble code sets if the Exhaust Valve Actuator Position Sensor voltage is greater than 4.5V for 1 sec. Can be caused by Damaged wiring, Faulty EV actuator, or ECU / Connections. Inspect EV Actuator Position Sensor wires. Power: Red/White. Ground: Brown/White. Feedback: Dark Green/Orange.
Exhaust Valve Actuator Position Sensor Voltage Low	523956	4	P3034	This trouble code sets if the Exhaust Valve Actuator Position Sensor voltage is Less than 0.4V for 1 sec. Can be caused by Damaged wiring, Faulty EV actuator, or ECU / Connections. Inspect EV Actuator Position Sensor wires. Power: Red/White. Ground: Brown/White. Feedback: Dark Green/Orange.
Exhaust Valve Actuator Abnomral Rate of Change	523956	10	P3035	This trouble code sets if the Exhaust Valve Actuator Position Sensor voltage is Less than 0.4V for 1 sec. Can be caused by Damaged wiring, Faulty EV actuator, or ECU / Connections. Inspect EV Actuator Position Sensor wires. Power: Red/White. Ground: Brown/White. Feedback: Dark Green/Orange.

DIAGNOSTIC TROUBLE CODES (DTC)

DIAGNOSTIC TROUBLE CODES (DTCS) – MATRYX				
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR				
TRouble CODE	SPN	FMI	P-CODE	CONDITION
Exhaust Valve Learning Default Position	520337	7	P3036	This trouble code sets if the Exhaust Valve Learn values are different from the Exhaust Valve Check Values. Can be caused by an obstruction in the Exhaust Valves, Broken Cable, or broken Exhaust Valve.
Water Temperature Unrealistic Transition	110	10	P0119	This trouble code sets if the water temperature changes by 20C in 1 sec 3 times. Can be caused by Faulty Wiring, Faulty Water Temperature Sensor, or Faulty ECU.

DIAGNOSTIC TROUBLE CODES (DTCS) – LEFT HAND CONTROLS

MATRYX LEFT HAND CONTROLS – DIAGNOSTIC TROUBLE CODES (DTCS)					
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR					
SPN	FMI	P-CODE	DESCRIPTION	FAULT SETTING	FAULT HEALING
516360	0	C1106	Left Grip Heater Driver Over Temp	The temperature at left grip heater driver is greater than 60 DegC for 5 seconds	The temperature at left grip heater driver is less than 60 DegC for 5 seconds
	5	C1107	Left Grip Heater Driver Under Current	The current at left grip heater driver is less than 1A for 5 seconds	The current at left grip heater driver is greater than 1.5A for 5 seconds
	6	C1108	Left Grip Heater Driver Over Current	The current at left grip heater driver is greater than 7A for 5 seconds	The current at left grip heater driver is less than 6A for 5 seconds
	31	C1109	Left Grip Heater Driver Internal Short	An internal short has been detected at the left grip heater driver. This would result in a 100% duty cycle output when not expected.	An internal short is not detected at the left grip heater driver.

DIAGNOSTIC TROUBLE CODES (DTC)

MATRIX LEFT HAND CONTROLS – DIAGNOSTIC TROUBLE CODES (DTCs)					
SPN = SUSPECT PARAMETER NUMBER / FMI = FAILURE MODE INDICATOR					
SPN	FMI	P-CODE	DESCRIPTION	FAULT SETTING	FAULT HEALING
516361	0	C110A	Right Grip Heater Driver Over Temp	The temperature at right grip heater driver is greater than 60 DegC for 5 seconds	The temperature at right grip heater driver is less than 60 DegC for 5 seconds
	5	C110B	Right Grip Heater Driver Under Current	The current at right grip heater driver is less than 1A for 5 seconds	The current at right grip heater driver is greater than 1.5A for 5 seconds
	6	C110C	Right Grip Heater Driver Over Current	The current at right grip heater driver is greater than 7A for 5 seconds	The current at right grip heater driver is less than 6A for 5 seconds
	31	C110D	Right Grip Heater Driver Internal Short	An internal short has been detected at the right grip heater driver. This would result in a 100% duty cycle output when not expected.	An internal short is not detected at the right grip heater driver.
516362	0	C110E	Thumb Heater Driver Over Temp	The temperature at thumb heater driver is greater than 60 DegC for 5 seconds	The temperature at thumb heater driver is less than 60 DegC for 5 seconds
	5	C110F	Thumb Heater Driver Under Current	The current at thumb heater driver is less than 0.2A for 5 seconds	The current at thumb heater driver is greater than 0.25A for 5 seconds
	6	C1110	Thumb Heater Driver Over Current	The current at thumb heater driver is greater than 1.4A for 5 seconds	The current at thumb heater driver is less than 1.2A for 5 seconds
	31	C1111	Thumb Heater Driver Internal Short	An internal short has been detected at the thumb heater driver. This would result in a 100% duty cycle output when not expected.	An internal short is not detected at the thumb heater driver.

TROUBLESHOOTING

ENGINE TROUBLESHOOTING

Unless you have experience and training in two-cycle engine repair, your dealer can assist if technical problems arise.

PROBLEM	PROBABLE CAUSE	SOLUTION
Erratic engine operating RPM during acceleration or load variations	Drive clutch binding	Your dealer can perform this service.
	Driven clutch malfunction	Your dealer can perform this service
Harsh drive clutch engagement	Drive belt worn or too narrow	Replace the drive belt.
	Excessive belt/sheave clearance	Your dealer can perform this service.
Drive belt turns over	Wrong belt for application	Replace the drive belt.
	Clutch alignment out of spec	Your dealer can perform this service.
	Engine mount broken or loose	Inspect and replace. Your dealer can perform this service.
Machine fails to move	Clutch jammed	Check for twisted belt or broken spring. Your dealer can perform this service.
	Track jammed	- Foreign object may be caught or the rail slide melted to the track clips due to lack of lubrication. - Track may be iced up or frozen to the ground.
	Chaincase sprocket or chain jammed or broken	Chain is loose or broken or chain tightener is loose. Your dealer can perform this service.

TROUBLESHOOTING

PROBLEM	PROBABLE CAUSE	SOLUTION
Noise in drive system	Broken drive clutch components	Your dealer can perform this service.
	Bearing failure/ chaincase, jackshaft, or front drive shaft	Your dealer can perform this service.
	Drive belt surface flat spots	Inspect and replace as needed.
	Drive chain loose	Inspect and adjust (or replace).
	Drive chain worn, sprocket teeth broken	Your dealer can perform this service.
Poor low RPM performance	Worn drive belt	Inspect and replace as needed.
	Excessive belt/sheave clearance	Your dealer can perform this service.
	Sticky clutch	Your dealer can perform this service.
	Poor fuel quality	Use 87-91 octane fuel (or higher).
Engine doesn't turn	Seized engine	Your dealer can perform this service. Seizure is a result of poor lubrication, inadequate fuel supply, broken parts or improper cooling.
	Hydrostatic lock	Fuel may have entered the crankcase while the vehicle was standing or being transported. Drain plug(s) are located on the lower crankcase for emergency draining. Your dealer can perform this service

PROBLEM	PROBABLE CAUSE	SOLUTION
Engine turns but fails to start	Faulty ignition	Install new spark plug(s). If engine still fails to start, check for spark. If there's no spark, Your dealer can perform this service.
	No fuel to engine	• Make sure the fuel valve is on. • Make sure tank contains fuel. • Ice may be in the fuel line, filter or pump. Add isopropyl alcohol to the fuel system. • Your dealer can perform this service.
	Poor engine compression	This indicates a major engine problem that must be repaired before operating. Your dealer can perform this service.
Engine lacks power	Fouled or defective spark plug(s)	Replace the plug(s).
	Fuel filter (loss of high RPM power)	Your dealer can perform this service.
	Plugged fuel filter or tank pick-up sock	Your dealer can perform this service.
	Incorrect clutching	Your dealer can perform this service.
Engine continually backfires	Faulty plug(s)	Change plug(s), ensure caps are seated.
	Fuel System	Dirt or ice may be in the fuel system (deicer should be added to non-ethanol fuel at all times for assurance against fuel line icing).

TROUBLESHOOTING

PROBLEM	PROBABLE CAUSE	SOLUTION
	Incorrect throttle freeplay or faulty switch	Your dealer can perform this service.
Engine requires more than normal pulls to start	Poor fuel	Replace with fresh winter fuel.
	Not enough fuel getting to engine	Your dealer can perform this service.
	Plugged fuel filter or tank pick-up sock	Your dealer can perform this service.

DRIVE SYSTEM TROUBLESHOOTING

PROBLEM	PROBABLE CAUSE	SOLUTION
Machine fails to move	Clutch jammed	Check for twisted belt or broken spring. Your POLARIS dealer can assist.
	Track jammed	- Foreign object may be caught or the rail slide melted to the track clips due to lack of lubrication. - Track may be iced up or frozen to the ground.
	Chaincase sprocket or chain jammed or broken	Chain is loose or broken or chain tightener is loose. Your POLARIS dealer can assist.
	Sheared teeth on QUICKDRIVE belt	Replace QUICKDRIVE belt.
	Broken QUICKDRIVE belt	Replace QUICKDRIVE belt.
Ratcheting or jerky drive-away from slow speed	Sheared teeth on QUICKDRIVE belt	Replace QUICKDRIVE belt.
	Drive belt surface flat spots	Inspect and replace as needed.

TROUBLESHOOTING

PROBLEM	PROBABLE CAUSE	SOLUTION
Noise in drive system	Broken drive clutch components	Your POLARIS dealer can assist..
	Bearing failure/ chaincase, jackshaft, or front drive shaft	Your POLARIS dealer can assist..
	Drive belt surface flat spots	Inspect and replace as needed.
	Drive chain loose or worn, sprocket teeth broken	- Inspect and adjust, or replace. - Your POLARIS dealer can assist..
	Sheared teeth on QUICKDRIVE belt	Replace QUICKDRIVE belt.
Harsh drive clutch engagement	Worn or narrow belt	Replace the drive belt.
	Excessive belt/sheave clearance	Your POLARIS dealer can assist.
Drive belt turns over	Wrong belt	Replace the drive belt.
	Clutch alignment out of spec	Your POLARIS dealer can assist.
	Engine mount broken or loose	Inspect and replace. Your POLARIS dealer can assist..

DRIVE 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. Put the transmission in neutral to warm belt. In extreme cold weather, take the drive belt off the snowmobile and warm it up. Break snowmobile 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/16 km/h)	Lower the gear ratio. Reduce RPM. Avoid riding in high ambient temperatures. Check for snow ingestion.
Ice and snow build-up between track and tunnel	Warm the engine at least five minutes. Take the drive belt off the snowmobile in extremely cold weather and warm it up. Break snowmobile loose from the snow.
Poor engine performance	Check for fouled plugs and water, ice or dirt in the fuel tank or fuel line.
Loading snowmobiles onto trailers	Skis may gouge into trailers and prevent the drivetrain from spinning properly. Use enough speed to drive the snowmobile completely onto the trailer. Push and pull it to finish loading if necessary.
Clutch malfunction	Inspect clutch components. Your dealer can perform this service.
Slow, easy clutch engagement	Use fast, aggressive throttle to engage clutch.

SUSPENSION TROUBLESHOOTING

PROBLEM	SOLUTION
Rear suspension bottoms too easily	• Refer to page 107. • Revalve rear track shock (see your dealer).
Rides too stiff in rear	• Refer to page . • Check for binding suspension shafts and grease all pivot points.
Too much weight transfer when climbing	Refer to page 123.
Too little weight transfer when climbing	Refer to page 123.
Machine darts from side to side	• Check ski alignment. • Make sure spindles and all steering components turn freely. • Check for excessive play in steering assembly (see your dealer). • Ensure skags are straight on skis.
Front end pushes	• Check for worn skags. • Check for binding front suspension shafts and steering components, grease all pivot points (elevate front of snowmobile). • Increase IFS preload (if equipped).
Steering is heavy	• Make sure spindles and all steering components turn freely. • Check ski alignment. • Check skags and skis for damage.

DET TROUBLESHOOTING

CAUSE OF DET ACTIVATION	SOLUTION
Poor quality fuel	Replace with higher quality fuel
Incorrect ethanol/non-ethanol fuel resistor installed	Check that the fuel setting is correct on gauge/display
Low fuel/no fuel in tank	Refuel with recommended fuel
Water in fuel	Replace with recommended fuel
Plugged fuel filter or tank pick-up sock	Your POLARIS dealer can assist
Alcohol-based fuel additive used with Ethanol fuel	Do not add deicers or additives that contain any form of alcohol while using up to 10% Ethanol fuel
Improper engine modifications	Do not modify the engine

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 & Canada: 1-800-POLARIS (1-800-765-2747)

French: 1-800-268-6334

WARRANTY

LIMITED WARRANTY

POLARIS Industries Inc., 2100 Highway 55, Medina, MN 55340 (POLARIS) gives a 12 MONTH LIMITED WARRANTY on all components of your POLARIS vehicle against defects in material or workmanship. This warranty covers parts and labor charges for repair or replacement of defective parts and begins on the date of purchase by the original retail purchaser. This warranty is transferable to another owner during the warranty period through a POLARIS dealer, but any such transfer will not extend the original term of the warranty. The duration of this warranty may vary by international region based upon local laws and regulations.

THIS WARRANTY MAY BE VOIDED BY ANY UNAPPROVED MODIFICATIONS TO THIS VEHICLE THAT AFFECT POWERTRAIN, EXHAUST, CHASSIS OR SUSPENSION.

Promotional warranties are sometimes offered by POLARIS, including but not limited to:

- Two-year extended engine coverage
- Two-year powertrain coverage
- Extended service contract

See your dealer for details and separate terms and conditions for any promotional warranties.

REGISTRATION

At the time of sale, the Warranty Registration Form must be completed by your dealer and submitted to POLARIS within ten days of purchase. 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 your proof of warranty coverage. 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 YOUR VEHICLE IS REGISTERED WITH POLARIS.** Initial dealer preparation and set-up of your vehicle is very important in ensuring trouble-free operation. Purchasing a machine in the crate or without proper dealer set-up will void your warranty coverage.

WARRANTY COVERAGE AND EXCLUSIONS

LIMITATIONS OF WARRANTIES AND REMEDIES

This POLARIS Limited Warranty excludes any failures that are not caused by a defect in material or workmanship. **THIS WARRANTY DOES NOT COVER CLAIMS OF DEFECTIVE DESIGN.** This warranty also does not cover acts of God, accidental damage, normal wear and tear, abuse or improper handling. This warranty also does not cover any vehicle, component or part that has been altered structurally, modified, neglected, improperly maintained or used for racing, competition or purposes other than for which it was designed.

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; 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.

This warranty excludes damages or failures caused by abuse, accident, fire or any other cause other than a defect in materials or workmanship and provides no coverage for consumable components, general wear items or any parts exposed to friction surfaces, stresses, environmental conditions and/or contamination for which they were not designed or not intended, including but not limited to the following items:

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	Spark Plugs
Sealants	Lubricants
Coolant	Filters
Fuel	

WARRANTY

LUBRICANTS AND FLUIDS

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

This warranty provides no coverage for personal loss or expense, including mileage, transportation costs, hotels, meals, shipping or handling fees, product pick-up or delivery, replacement rentals, loss of product use, loss of profits, or loss of vacation or personal time.

THE EXCLUSIVE REMEDY FOR BREACH OF THIS WARRANTY SHALL BE, AT POLARIS' OPTION, REPAIR OR REPLACEMENT OF ANY DEFECTIVE MATERIALS, 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. THIS EXCLUSION OF CONSEQUENTIAL, INCIDENTAL AND SPECIAL DAMAGES IS INDEPENDENT FROM AND SHALL SURVIVE ANY FINDING THAT THE EXCLUSIVE REMEDY FAILED OF ITS ESSENTIAL PURPOSE.

THE IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE IS EXCLUDED FROM THIS LIMITED WARRANTY. ALL OTHER IMPLIED WARRANTIES (INCLUDING BUT NOT LIMITED TO THE IMPLIED WARRANTY OF MERCHANTABILITY) ARE LIMITED IN DURATION TO THE ABOVE 12 MONTH WARRANTY PERIOD. POLARIS DISCLAIMS ALL EXPRESS WARRANTIES NOT STATED IN THIS WARRANTY. SOME STATES DO NOT PERMIT THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES OR ALLOW LIMITATIONS ON THE DURATION OF IMPLIED WARRANTIES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU IF INCONSISTENT WITH CONTROLLING STATE LAW.

HOW TO OBTAIN WARRANTY SERVICE

If your vehicle requires warranty service, you must take it to a POLARIS Servicing Dealer. 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 suggests that you use your original selling dealer; however, you may use any POLARIS Servicing Dealer to perform warranty service.

IN THE COUNTRY WHERE YOUR PRODUCT 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 product was purchased, warranty and service bulletin repairs may be requested from any authorized POLARIS dealer that sells the same line as your product.

OUTSIDE THE COUNTRY WHERE YOUR PRODUCT WAS PURCHASED:

If you are traveling temporarily outside the country where your product was purchased, you should take your product 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. Product importation rules vary considerably from country to country. You may be required to present documentation of your move to POLARIS in order to continue your warranty coverage. You may also be required to obtain documentation from POLARIS in order to register your product in your new country. You should warranty register your product at a local POLARIS dealer in your new country immediately after you move to continue your warranty coverage and to ensure that you receive information and notices regarding your vehicle.

IF YOU PURCHASE FROM A PRIVATE PARTY:

If you purchase a POLARIS product from a private party, to be kept and used outside of the country in which the product was originally purchased, all warranty coverage will be denied. You must nonetheless register your product under your name and address with a local POLARIS dealer in your country to ensure that you receive safety information and notices regarding your product.

WARRANTY

EXPORTED PRODUCTS

EXCEPT WHERE SPECIFICALLY REQUIRED BY LAW, THERE IS NO WARRANTY OR SERVICE BULLETIN COVERAGE ON THIS PRODUCT IF IT IS SOLD OUTSIDE THE COUNTRY OF THE SELLING DEALER'S AUTHORIZED LOCATION. This policy does not apply to products that have received authorization for export from POLARIS. Dealers may not give authorization for export. You should consult an authorized dealer to determine this product's warranty or service coverage if you have any questions. This policy does not apply to products 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 bulletins.

NOTICE

If your product is registered outside of the country where it was purchased and you have not followed the procedure set above, your product will no longer be eligible for warranty or service bulletin coverage of any kind, other than safety bulletins. Products registered to Government officials or military personnel on assignment outside of the country where the product was purchased will continue to be covered by the Limited Warranty.

Please work with your dealer to resolve any warranty issues. Should your dealer require any additional assistance, they will contact the appropriate person at POLARIS.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state or in different countries. If any of the above terms are void because of federal, state, local law, all other warranty terms will remain in effect.

For questions call POLARIS Customer Assistance:

United States & Canada: 1-800-POLARIS (1-800-765-2747)

French: 1-800-268-6334

U.S.A. EPA EMISSIONS LIMITED WARRANTY

This Emissions Limited Warranty is in addition to the POLARIS standard Limited Warranty for your vehicle. POLARIS Industries Inc. warrants that at the time it is first purchased, this emissions-certified vehicle is designed, built and equipped so it conforms with applicable U.S. Environmental Protection Agency emission regulations. POLARIS warrants that the vehicle is free from defects in materials and workmanship that would cause it to fail to meet these regulations.

The warranty period for this emissions-certified vehicle starts on the date the vehicle is first purchased and continues for a period of 200 hours of engine operation; 4,000 kilometers (2,485 miles) of vehicle travel; or 30 calendar months from the date of purchase, whichever comes first.

This Emissions Limited Warranty covers components if their failure increases the vehicle's regulated emissions, and it covers components of systems if their only purpose is to control emissions. Repairing or replacing other components not covered by this warranty is the responsibility of the vehicle owner. This Emissions Limited Warranty does not cover components if their failure does not increase the vehicle's regulated emissions.

For exhaust emissions, emission-related components include any engine parts related to the following systems:

- Air-induction system
- Fuel system
- Ignition system
- Exhaust gas recirculation systems

The following parts are also considered emission-related components for exhaust emissions:

- Aftertreatment devices
- Crankcase ventilation valves
- Sensors
- Electronic control units

WARRANTY

The following parts are considered emission-related components for evaporative emissions:

- Fuel Tank
- Fuel Cap
- Fuel Line
- Fuel Line Fittings
- Clamps*
- Pressure Relief Valves*
- Control Valves*
- Control Solenoids*
- Electronic Controls*
- Vacuum Control Diaphragms*
- Control Cables*
- Control Linkages*
- Purge Valves
- Vapor Hoses
- Liquid/Vapor Separator
- Carbon Canister
- Canister Mounting Brackets
- Carburetor Purge Port Connector

*As related to the evaporative emission control system.

The exclusive remedy for breach of this Limited Warranty shall be, at the exclusive option of POLARIS, repair or replacement of any defective materials, components or products. THE REMEDIES SET FORTH IN THIS LIMITED 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. THIS EXCLUSION OF CONSEQUENTIAL, INCIDENTAL, AND SPECIAL DAMAGES IS INDEPENDENT FROM AND SHALL SURVIVE ANY FINDING THAT THE EXCLUSIVE REMEDY FAILED OF ITS ESSENTIAL PURPOSE.

ALL IMPLIED WARRANTIES (INCLUDING BUT NOT LIMITED TO ANY IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE) ARE LIMITED IN DURATION TO THE WARRANTY PERIOD DESCRIBED HEREIN. POLARIS 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 if it is inconsistent with the controlling state law.

This Limited Warranty excludes failures not caused by a defect in material or workmanship. This Limited Warranty does not cover damage due to accidents, abuse or improper handling, maintenance or use. This Limited Warranty also does not cover any engine that has been structurally altered, or when the vehicle has been used in racing competition. This Limited Warranty also does not cover physical damage, corrosion or defects caused by fire, explosions or other similar causes beyond the control of POLARIS.

Owners are responsible for performing the scheduled maintenance identified in the owner's manual. POLARIS may deny warranty claims for failures that have been caused by the owner's or operator's improper maintenance or use, by accidents for which POLARIS has no responsibility, or by acts of God.

Any qualified repair shop or person may maintain, replace, or repair the emission control devices or systems on your vehicle. POLARIS recommends that you contact an authorized POLARIS dealer to perform any service that may be necessary for your vehicle. POLARIS also recommends that you use only POLARIS parts. It is a potential violation of the Clean Air Act if a part supplied by an aftermarket parts manufacturer reduces the effectiveness of the vehicle's emission controls. Tampering with emission controls is prohibited by federal law.

If you have any questions regarding your warranty rights and responsibilities, please contact POLARIS Customer Assistance:

United States & Canada: 1-800-POLARIS (1-800-765-2747) or visit polaris.com.

French: 1-800-268-6334

MAINTENANCE LOG

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.

DATE	MILES (KM)	TECHNICIAN	SERVICE PERFORMED / COMMENTS
	150 mi. (240 km)		
	500 mi (800 km)		
	1000 mi (1600 km)		
	2000 mi (3200 km)		

MAINTENANCE LOG

DATE	HOURS	TECHNICIAN	SERVICE PERFORMED / COMMENTS

12-Volt DC Power Receptacle	36
12-Volt RCA Power Sources	36
7S Display	
Cleaning	104
Display Brightness	84
Engine Overheat Indicator	81
Lock Vehicle Button	84

A

Accessories	40
Air Pollution	8
Avalanche Awareness	22
Avalanche Danger Scale	18
Avalanches	18
Warning Signs	21

B

Battery	
AGM Dry Shipped	
Maintenance	193
AGM Low Maintenance	
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