

3500' TO 14000'ELEVATION SUMMIT XP 800

QR helix / QR primary spring / 13g~20.5g gram pin

Use stock purple secondary spring - Confirm your belt is 1.5" wide. Use stock gears or lower.

Initial Setup:

15.9 grams on clicker 4 for 3500'~8000' @ 8150 "actual" or 8300 Tach

15.3 grams on clicker 4 for 8000' + @ 8150 "actual" or 8300 Tach

*Cycle between clicker 4 or 3 to find the straightest shift rpms – There have been variations of clickers - some tuners have liked one clicker better than the other for their own personal application.

Tuners have found with their own testing, a capacity to maintain a higher clicker (say 4 or 5) and add more flyweight to get the highest track speed. This kit is easy to tune to your own specific application.

On the QRS when descending a hill the sled will idle down to about 2000rpm and declutch to only slight engine braking - A quick flip of the throttle to 4500-5000rpm and the clutch will re clutch and "catch," thus compression braking will start. Approximate 60% compression braking strength without locking the track up. What a tuner will notice that with a wider belt, or tighter belt deflection, the engine braking will be enhanced. A narrower belt or longer belt or looser belt deflection, the de-clutching will be at higher rpms thus narrowing the range of engine rpm braking.

Principles: *Flyweight determines rpms. Need more rpms = Reduce flyweight mass. Need less rpms = Add flyweight mass.

Principles:*Clicker number influences the "response" of the system. Need quicker response = Raise clicker #. Need engine to push harder = Lower clicker #

*******MAINTENANCE***** (wear limit is 1.366)**

Confirm that you have the correct belt width (measure) - The belt is supposed to be 1.44~1.5 inches wide. Some belts with 166 number and white writings are 1-3/8 wide, this will contribute to high system temperatures from fluctuating rpms and poor belt deflection and only .009" away from the wear limit (100 miles or less left to wear limit) Latest update belt is 1.44~1.48 wide BRP#417300377

The difference between the 377 and 166 is the 377 is 4mm shorter and ideally will reveal less peak mph at full shift overdrive, however in lower track speeds of loaded condition of 25mph to 60mph, apply the correct flyweight to make the engine work the hardest without losing rpms – will reveal highest track speeds in your personal environment.

Or run the latest/greatest Carlisle 803 belt for 1.5" belt width. Any wide belt should be used for long belt life.

*******SECONDARY ADJUSTER KNOB*******

TURN THE KNOB ALL THE WAY OUT TO LOOSE - ADJUST BELT TO RUN AT THE OUTER RIM TURN KNOB BACK IN UNTIL IT TOUCHES THE HELIX, TIGHTEN 1/8 TURN - TIGHTEN INSIDE LOCK NUT 4 FULL TURNS.

BUSHING WEAR – The TRA7 is Notorious for premature bushing wear do to inferior materials and narrow bushing width. Visually inspect the coating of the 2 bushings for wear. Using a bore gauge, measure the inner diameter of the bushings – Measure point must be 5mm (1.4") from the bushing edge.

*Spring Cover bushing – Replace bushing or cover if the inner diameter is a **30.40mm(1.197 in)**

*Sliding sheave bushing – Replace bushing if inner diameter is **40.30mm (1.587")**

