

SUMMIT 800 BUTTON SECONDARY

SMT helix / primary spring / Stock TRA ramp, 13g~19g gram pin / Purple secondary spring.

Stock gears or lower.

Stock skidoo drive belt

Initial Setup:

17 grams on clicker 3 for 800PTK @ high elevations of 3500~8000

16 grams on clicker 3 for 800PTK @ 8000' +

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.

Some tuners have played with the gearing going from 19:43 to 19:44 and 19:45 and feedback for the highest elevations 9000'+ and 150"+ tracks have been most impressive with tuners applying 19:46 or changing to 19:47.

Use stock drive belt.

The kit adapts to any environment easily and if needed, you can consult me any time with questions to enhance your particular application and where you operate.

Feedback please

www.mxzx-revzone.com