

SUMMIT 600 BUTTON SECONDARY

SMT helix / primary spring / Stock TRA ramp 410 [do not use 412 ramp]
13g~19g gram pin / Purple secondary spring.
Stock gears or lower.
Stock skidoo drive belt

Initial Setup:

17.5 grams on clicker 4 for 3500'~8000' @ 8000 "actual" or 8150 Tach
16.6 grams on clicker 4 for 8000' + @ 8000 "actual" or 8150 Tach

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 SMT when descending a hill the sled may 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 80% 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 declutching 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 #

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