XP 800 TRAIL SETUP

LE-1

Stock secondary spring - skidoo drive belt, stock gearing or lower, stock ramps.

QR Helix / QR primary spring – Start with 23g Clicker #4 @ 8300 analog tach rpms. 8150~8200 on digital. If you feel you can add more flyweight, then add more ½ gram at a time.

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 #

****************BELT 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) A good replacement belt is 1.44~1.48 wide BRP#417300383 or BRP#417300377 (08 summit model)

Most other REV-XP, and REV-XR models, including the 1203 Four Strokes, will use a new belt, 417300383 which is the same length as the 166 but 1.5 mm wider. This belt would be a good choice for all previous years REVXP, because it is wider and would offer more adjustability. I highly recommend the 383 belt.

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 midrange speeds of 25mph to 90mph – apply the correct flyweight to make the engine work the hardest without losing rpms – will reveal highest track speeds in your personal environment for that 377 belt.

Or run the latest/greatest Carlisle 803 belt for 1.5" belt width and same length as the BRP 166. 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 due to inferior materials and narrow bushing width. Visually inspect the coating of the2 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")**

NOTES: If you find a clicker you like and the engine happens to pull off peak - the rpms are lowering at top speeds, first thing to is remove 1/2 gram flyweight. This will more than likely solve the problem. Your flyweight will be good for peak rpms thru the shift range. – CONFIRM and check your rave valve vacuum hoses – make sure they are not kinked or this will lower top end speed. Confirm the rave valves move freely and periodically check for broken rave valves – 800R rave guillotine are known to reveal broken ear tips and will impede full rave stroke.

NOTES: This engine requires some time to heat the exhaust pipe enough so the engine will run at its rated 8150 rpms [8300 on the tach needle]. I spent a 1/2 day at Dynotech and after Jim having 8 800XP's on the dyno, Jim said that "the pipe needs to be hot for the engine to produce the power the engine is capable of". With that said and from testing this kit, the sled needs to be driven for several hundred feet before the engine will run higher than 8000~8100 rpms on the tach. Once the engine is operating temperature and the exhaust pipe good and hot - hang on, the engine will run at 8150 rpms and sled pulls hard. You will find the backshift extremely quick over stock when running in bumpy and corner to corner conditions

Don't be afraid to push the flyweight to the limit, if you think you can add more without suffering backshift response.....then do it. ☺

Happy tuning and supply me with feedback please.

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