



Congratulations! You have purchased the finest clutch kit available. This **patented** "dual quadrant" technology is revolutionary to the industry! This technology is **ONLY AVAILABLE** from Super Torquer Systems, Inc.!

**DFPOL 60, DFPOL 70, DFPOL 75
DFYAM 60, DFYAM 70**

**How to Install and Use the Heel Clicker™ Clutch Weight System
and Frequently Asked Questions**
(Polaris P-85 clutch and Yamaha designs only)



WARNING! READ BEFORE INSTALLATION!

Personal injury and damage to property can result from the improper installation and use of any product, including the Heel Clicker Clutch Kit. Installation of this kit should not be attempted unless you are a trained service technician or have a thorough and complete knowledge of CVT systems and their repair and tuning. Novice tuner should not attempt installation. It is recommended that a qualified dealership or repair facility install this kit.

DEFINED WARNING: This is a high performance product for use in sanctioned racing events only and is not for installation or operation by "consumers" as defined by the Magnuson-Moss Warranty Act. **DO NOT** install any performance parts unless you have the technical ability to properly set up the entire machine to compensate for the installation of these parts.

The expertise and necessary work needed to install products varies from one product to another. Instructions (where provided) are given to assist in installation only and are not a substitute for mechanical expertise. References to performance gains, reliability, ease of installation and tuning are based on our experiences. This is **NOT** a guarantee of similar performance in every installation. While we sell tested and proven products, individual results may vary.

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Before you begin to install your Heel Clicker™ clutch kit, please note the following:

- DO ACCEPT only genuine HEEL CLICKER™ parts. This kit is assembled with made-to-specification parts. Accept no substitutes.
- DO ALWAYS use the same combination of fasteners on each weight arm and shoulder. NO EXCEPTIONS.
- DO make sure the bolt/washers don't overhang on the ramp area of the weight arm where they could come into contact with the roller.
- DO ensure the bolt/washers are fully seated in place.
- DO make sure the weight arms are balanced (weigh the same) before installation. The steel and aluminum T-nuts are similar in size, but are different in color. Ideally, use a gram scale to check this. In a pinch, remember a magnet will not stick to aluminum.
- DO make certain you have any excess side play shimmed out of the pivot area of your weight arm.
- DO make sure your pivot bolt and nut are new or in like-new condition and securely fastened.
- DO make sure your drive belt is in good condition. Also, verify that your center-to-center and offset adjustments are correct.
- DO use LOCTITE™ (not included in kit) or similar product on each fastener after you determine the proper combination for your setup.
- DO NOT use any combination of bolt/washers that exceeds 16.0mm wide.
- DO NOT grind or alter any portion of the weight arm or shoulder.
- DO NOT adjust the weight mass while the weight is mounted on the stationary pin in the clutch.
- DO NOT operate your machine without checking the full range of motion of each weight to make sure you clear the spider assembly and related areas.
- DO NOT exceed 9,000 RPM's.
- DO NOT allow an unqualified person to make any adjustments to your clutch kit.
- DO NOT install a Heel Clicker™ clutch kit in any clutch assembly that has excess wear, damage, or is in otherwise questionable condition.

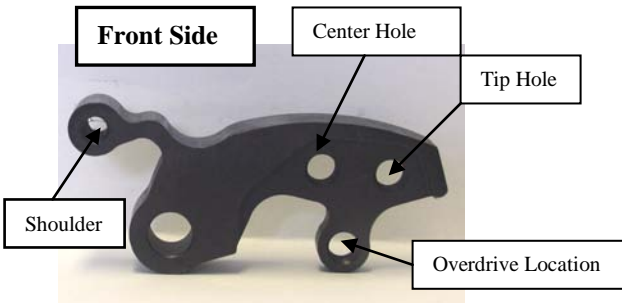
Provided in this kit are the following items

Three (3) Bushed Heel Clicker™ Drag & Fly weights
Two primary clutch springs (Gold, Black) for Polaris
Two primary clutch springs (White, Black) for Yamaha
Nine 1/4X28X3/8 steel bolt 3.2 grams each
Three M5x.8x12 stainless steel bolts shoulder adj. 2.2 grams each
Eighteen M6 stainless steel washers (not for shoulder) 1.0 grams each
Fifteen M5 flat washers Shoulder Adj. only 0.5 grams each

Three M5 lock washers Shoulder adj. only 0.5 grams each
One Heel Clicker™ sticker
One set of installation instructions

NOW YOU ARE READY TO INSTALL YOUR NEW Drag & Fly™ CLUTCH KIT.

- 1) Remove the drive clutch from the machine. Disassemble the cover and remove the drive spring. Remove the old clutch weights in the clutch for now and set aside.
- 2) **You are now ready to tune the Heel Clicker™ weights** for your particular application. The Heel Clicker™ weights are adjustable in both the traditional arm and the new shoulder. The arm will be adjusted first based on information from your old clutch weight that is assumed to have been appropriate for your sled.
- 3) Weigh your current clutch weight. This is the amount of weight you want just the arm (arm/head combo w/o shoulder or overdrive; i.e., "traditional" weight) of your Heel Clicker™ Drag & Fly weight to be.



Insert the button headed bolts through the front side. See photo above for placement **thru the front side**. Never use more than two (2) of the one gram washers in each center and/or tip hole location. Spider clearance will become an issue if you exceed this specification. This will result in bushing weight failure.

A maximum of two washers (center, tip, or overdrive locations) should be used with the bolts supplied with this kit on any single weight, and only placed in the pocketed front side of the weight. See picture above for placement.

Use the following stock model application chart to determine the baseline setup for your machine.

Application Chart for Drag & Fly™ Clutch Weights

Stock Polaris Models

| <u>Model</u> | <u>Weight</u> | <u>Shoulder</u> | <u>Center</u> | <u>Tip</u> | <u>Overdrive</u> | <u>Spring</u> |
|---------------------|----------------------|------------------------|----------------------|-------------------|-------------------------|----------------------|
| XC 500 | DF60 | 2.2 | 0 | 3 | 0 | Gold |
| XC 600 | DF60 | 3.2 | 4.2 | 0 | 0 | Gold |
| XC 700 | DF60 | 3.2 | 0 | 0 | 5.2 | Gold |
| XC 800 | DF70 | 0.0 | 3.2 | 0 | 3.2 | Gold |
| XC 600 VES | DF60 | 3.2 | 3.2 | 0 | 0 | Gold |
| XC 700 VES | DF60 | 4.2 | 3.2 | 3.2 | 3.2 | Gold |
| XC 800 VES | DF70 | 0.0 | 0.0 | 3.2 | 3.2 | Gold |
| XCR 800 | DF60 | 5.2 | 3.2 | 0 | 3.2 | Gold |
| Fusion 600 | DF60 | 3.2 | 3.2 | 0 | 3.2 | Gold |
| Fusion 700 | DF60 | 3.2 | 3.2 | 3.2 | 3.2 | Gold |
| Fusion 900 | DF70 | 3.7 | 0 | 4.2 | 4.2 | Gold |
| 600 Dragon IQ | DF60 | 3.2 | 3.2 | 0 | 3.2 | Gold |
| 700 Dragon IQ | DF70 | 3.2 | 4.2 | 4.2 | 3.2 | Gold |
| 800 Dragon IQ | DF70 | 3.7 | 4.2 | 4.2 | 4.2 | Gold |
| RMK 700 | DF60 | 3.2 | 0 | 0 | 0 | Black |
| RMK 800 | DF60 | 5.2 | 3.2 | 3.2 | 0 | Black |
| Fusion 900 RMK | DF70 | 5.2 | 3.2 | 0 | 3.2 | Black |
| 800 Dragon RMK | DF60 | 3.2 | 3.2 | 4.2 | 3.2 | Black |
| FST | DF75 | 3.2 | 0 | 0 | 3.2 | Gold |

Note: If you have replaced your original Polaris button secondary clutch with a TEAM roller secondary clutch, subtract 0.5gr from the shoulder location and 3.2 gr from the center or tip location.

Stock Yamaha Models

| <u>Model</u> | <u>Weight</u> | <u>Shoulder</u> | <u>Center</u> | <u>Tip</u> | <u>Overdrive</u> | <u>Spring</u> |
|-----------------------|----------------------|------------------------|----------------------|-------------------|-------------------------|----------------------|
| APEX | DF 60 | 3.2 | 4.2 | 3.2 | 5.2 | White |
| APEX GT long track | DF 60 | 3.2 | 3.2 | 3.2 | 3.2 | White |
| RX-1 | DF 60 | 3.2 | 0 | 3.2 | 3.2 | White |
| Nytro | DF 60 RG* | 4.7 | 5.2 | 0.0 | 3.2 | Red |
| Viper | DF 60 RG* | 3.2 | 0 | 4.2 | 0 | Gray |
| Viper Piped | DF 60 RG* | 4.7 | 0 | 0 | 4.2 | Gray |
| SRX 700 | DF 60 RG* | 4.2 | 0 | 3.2 | 3.2 | Red |

*DFYAM 60 RG kits are available by custom-build only. They have different primary springs than the DFYAM 60 kit.

Install all three clutch weights using your weight pins. Check again for clearance of the weight to the spider and movable sheave. Torque all bolts to the manufacturer's specifications.

- 4) Install one of the clutch springs supplied with this kit. The Polaris **Gold spring** is a 190-340 spring and is a drag racing spring. The gold spring will give you the highest engagement RPM. The Polaris **Black spring** is a 170-360 spring and used for high revving engines, snowcross, and mountain applications. Our Yamaha springs are measured at 2.9 and 1.6 inches. The Yamaha **Black** spring is 140-400, and the **White** is 170-300, both are intended to be used in four stroke applications. The Yamaha **Red spring** is a 230-370 spring and is intended for most two stroke applications. Other manufacturer's springs can be used with these weights, so don't be afraid to try other springs.
- 5) Install spring cap and torque all bolts to the manufacturer's specifications.
- 6) Install clutch on engine and torque clutch bolt to the manufacturer's specifications.

The final adjustment involves tuning the shoulder for maximum performance. As explained earlier, the shoulder of the weight already weighs 10 grams. This means the Heel Clicker™ arm will already weigh 10 grams more than the arm you just replaced it with. This extra weight will prevent the belt from slipping and act as a progressive angled helix. Add as much weight as the engine can handle without losing responsiveness. Based on the power your particular engine, more weight can be added to the shoulder. Extra weight is provided in this kit in the form of a button headed bolt weighting 2.2 grams. Use the ½ gram M5 flat and lock washers to achieve the proper shoulder weight.

When using these fasteners always use the lock washer with the bolts and blue Loctite with both the screws and bolts. The addition of these fasteners will increase the load on the belt and make the clutches up shift faster. This additional weight will also drop the engine engagement RPM's if the stock spring is used.

Frequently Asked Questions

I seem to have lost top speed? Make sure you have clearance between the shoulder of the weight and the movable sheave when the clutch weight is fully shifted out. This clearance is critical for top speed. Also by adding all tip weight will increase top end speed.

How can I get more engagement RPM? By removing weight from the shoulder location engagement RPM will rise. Also, using larger diameter rollers will tuck the weight and engagement RPM will also rise. Placing weight in the hole on the tip will also work, but your peak RPM will fall.

Can I use OEM spring shims to get a higher engagement RPM? No. All our springs are designed to work between 2.5-1.2 inches. Using shims will diminish the spring quickly.

What Helix or secondary spring should I run with the Heel Clicker weights? We have found the stock helixes work great for most applications. The right helix angles are usually found between 45-50 degrees for almost all snowmobiles. All Arctic Cats work well with shallow straight helixes. These are a stock item at most dealers. Polaris XC700 works well with an R-12 (50-36). The XCR is one of our best applications. It requires a stronger secondary spring such as an Erlandson white. This will stop the belt from slipping in the secondary clutch.

Limited Warranty

Super Torquer Systems, Inc., (“Manufacturer”) warrants that the clutch arms sold hereunder will be free from defects in material and workmanship when subject to normal and proper use for the original purchaser’s ownership. If the clutch arms do not conform to this limited warranty during the warranty period of one (1) year from the date of purchase, the Buyer shall notify Super Torquer Systems, Inc., in writing of the claimed defect and demonstrate to Manufacturer’s satisfaction that said defects are covered by this limited warranty. If the defects are properly reported to Manufacturer within the warranty period, and the defects are of such type as to be covered by this warranty, the sole and exclusive obligation of the Manufacturer shall be, at its own expense, to furnish replacement product, or at Manufacturer’s option, replacement parts for the defective product. Removal, shipping and installation of the replacement product or parts shall be at the Buyer’s expense.

Manufacturer does not warrant against damages or defects arising out of improper or abnormal use or handling of the clutch arms; against defects or damage occurring from improper installation, against sudden impact arising from abnormal occurrences (ex., belt breaking or clutch slams shut unexpectedly); nor damages incurred to the machine from the use of this product.

Purchaser is responsible to do maintenance checks on the complete CVT system on a regular basis to ensure proper operation. Normal wear components including, but not limited to, springs and bushings are not covered by warranty.

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Super Torquer Systems, Inc.
1006 6th Ave. N.W.
Little Falls, MN. 56345

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