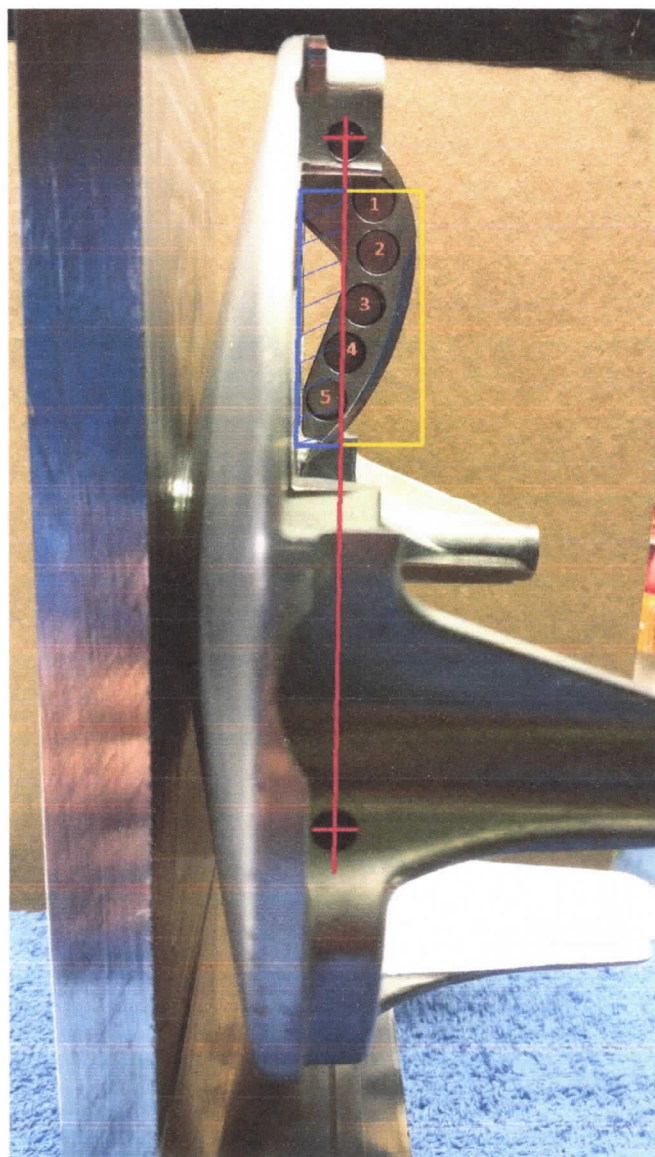


PATRIOT V5-1 SET UP RECOMMENDATION

ELEVATION	MAGNET LAY OUT
	(start with hole closest to mounting pin hole)
0 - 3000 FEET	3 - 3 - 3 - 3 - 3 73 GRAMS
3000 - 6000 FEET	3 - 3 - 2 - 2 70 GRAMS
6000 - 9000 FEET	3 - 2 - 2 - 0 67 GRAMS
9000 - 11,000 FEET	3 - 2 - 0 - 0 65 GRAMS

These are base line recommendations

You may need to add or subtract weight depending on your target RPM, snow conditions and any modifications you may have done to the sled.



This cut-away of a Polaris clutch with Indy Specialty Clutch Master weights is to help you understand the dynamics of our adjustable weights.

The weight pin centerline (shown in red) is a fulcrum point in which the weight rotates around

The mass of the weight that rests below that centerline (shown in blue) acts against the centrifugal force of the clutch rotating to hold the weight in that pocket at low RPM. When the weight and clutch is shifted out at higher RPMs this mass also helps to apply force on the sheeves to grip the belt tighter and prevent belt slip.

The mass of the weight above the centerline (shown in yellow) acts with the centrifugal force of the clutch to pull the weight out of the pocket at low RPM. This mass also helps to provide force on the sheeves at lower RPMs to grip the belt.

HOLE 1: most of our Clutch Master Weights are not drilled for adjustability at this hole as this mass is essential for proper operation.

HOLE 2: weight can be added here to either lower engagement RPM or to get better belt "bite" at lower RPM. removing weight here will do the opposite.

HOLE 3: weight adjusted here will effect belt bite through the full RPM range and also effect full engine RPM.

HOLE 4: adding weight here will slightly increase engagement RPM as well as provide belt clamping force at high RPM removing weight here will do the opposite.

HOLE 5: adding weight here will noticeably increase engagement RPM and provide belt clamping force at high RPM removing weight here will do the opposite.