



*Indy Specialty*  
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## 900 TORQUE MASTER INFO AND PRECAUTIONS

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### **DON'T TOUCH THIS MOTOR UNTIL YOU READ THIS!!**

**MOST IMPORTANT!!** The 900 is different than most other Polaris motors.

You must be very careful if you try and roll the motor over with the rods or by turning either of the crank ends. Do not spin without the piston and cylinder installed.

**CRANK SHAFT BUYERS ONLY:** The brass oil injection fittings protrude through the case so they can put oil into the rod slot. If the rod does not have a piston on it and if it is not in a cylinder the rod can contact the brass fitting and bend it closed. This is the single most important factor to be careful of. When the rod is centered it will not hit the fitting.

Rod contact into the brass oil fitting will lead to early rod failure and void your warranty.

**ANOTHER FACTOR TO BE CONCERNED ABOUT...**The hose going to the center of the motor goes to the water/oil pump shaft. This hose goes up to the oil injection bottle. Notice how high it is. The bottle needs to be topped off to the very top so the oil can get to the drive gear before start up. *(If the oil bottle is not full-this hose will stay empty.)*

all polaris oil pumps have a bleed screw. Either an 8mm socket head, a 10mm socket head or a straight blade slot.

The first two tanks of gas should be run at 50:1.

It is best to run a 100:1 pre-mix fuel in every tank on all 900 motors.

If you have a PC3 or PC5 or any other fuel management system, keep in mind that the tank is premixed and this will effect tuning. Also make sure cooling/oil pump system is bled properly and all heat exchangers are getting warm.

AS ALWAYS THANK YOU FOR CHOOSING

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