

CHAPTER 2

BODY AND STEERING

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Cleaning And Preservation Of Hood, Chassis And Trim

Proper storage starts by cleaning, washing and waxing the hood, chassis, upholstery and plastic parts. Clean and touch up with paint any rusted or bare metal surfaces. Ensure that all corrosive salt and acids are removed from surfaces before beginning preservation with waxes and rust inhibitors (grease, oil, or paint).

If the machine is equipped with electric start, disconnect the battery cables and clean the cables and battery posts. Fill battery to proper level and charge to full capacity. Remove and store the battery in a cool dry place.

The machine should be stored in a dry garage or shed out of the sunlight and covered with a fabric snowmobile cover. *Do not use plastic to cover the machine*; moisture will be trapped inside causing rust and corrosion problems.

Controls And Linkage

All bushings, spindle shafts and tie rod ends should be coated with a light coat of oil or grease. Throttle controls and cables should be lubricated with Polaris clutch and cable lubricant (PN 2870510). Force a small amount of lubricant down cables.

Electrical Connections

Separate electrical connector blocks and clean corrosive build-up from connectors. Lubricate or pack connector blocks with petroleum jelly or dielectric grease and reconnect. Replace worn or frayed electrical wire and connectors.

Clutch And Drive System

Remove drive belt and store in a cool dry location. Lubricate surface faces, shaft and ramps of drive and driven clutches with light oil. This oil must be cleaned off before installing belt for service. A generous amount of lubrication, such as Polaris clutch and cable lubricant should be applied onto the rollers and weight pins. Replace chaincase lubricant with new oil. Apply lubricant to steel drive shafts, etc., to reduce rusting.

Track And Suspension

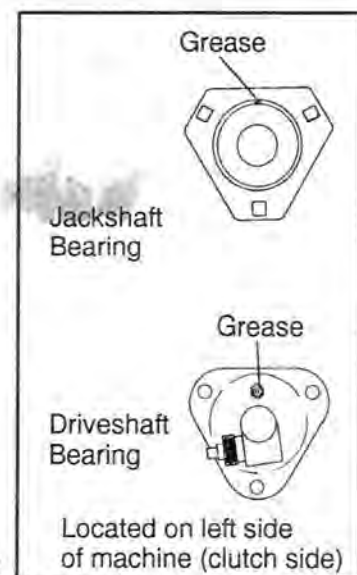
To prevent corrosion which will destroy the bearings, always grease jackshaft and drive shaft clutch side bearings with a high quality bearing grease. (This includes fittings added to late model Indys.) Loosen driven clutch retaining bolt and pull clutch outward to expose bearing. Use a point type grease gun fitting to inject grease through hole in flange into bearing until grease purges out inside or outside bearing seal. Push clutch back on shaft and replace clutch retaining bolt. Inject grease into fitting on speedometer drive adaptor until grease purges out inside or outside bearing seal. Lubricate both front ski pivots at bushings and spindles. See III.1 and 2.

Use Polaris Fogging Oil (PN 2870791) on shock absorber shafts to help prevent corrosion.

Under normal conditions moderate track tension should be maintained during summer storage. Rubber track tension should be maintained at the prescribed normal operating tension specified in this manual. The rear of the machine should be supported off the ground to allow free hanging of track.



III. 1



BODY AND STEERING

Summer Storage

Engine And Carburetor

The fuel tank, fuel lines and carburetor should be completely drained of gasoline. To eliminate any fuel remaining in the carburetor, run the engine until it stops. Support front of snowmobile so engine is level or tilted slightly rearward. Remove spark plug(s). Rotate piston to BDC and pour approximately two ounces (16 ml) Polaris oil into the cylinder. **NOTE:** Allow ample time for oil to flow from top of piston down transfer ports and onto crankshaft bearings before proceeding to next cylinder. Turn engine over several times to insure coverage of piston rings, cylinder walls and crankshaft bearings. See photo at right.

Fog engine with Polaris Fogging Oil (PN 2870791) according to directions on can.

Add 10 ounces (80 ml) of fuel conditioner/stabilizer such as Gold Eagle brand STA-BIL (Polaris PN 2870652) to fuel tank and top off the tank with fresh fuel.



EFI Storage Considerations

Add fuel conditioner/stabilizer and fill tank as described above. Fog engine. If machine is to be stored for one month or longer, fill and charge battery monthly using Polaris Battery Tender (PN 2871076), or a 1 amp trickle charger to maintain at 1.270 specific gravity. Disconnect ground cable. Cover and store machine out of direct sunlight. If machine is to be stored more than four months, start and run engine for at least 15 minutes and re-fog with fuel stabilizer added to the fuel.

Standard Torque Specifications

Refer to pages 10.4-10.5 for a complete list of standard torque specifications, and torque deviations.

BODY AND STEERING

Gas Tank and Seat Removal -Cutlass SS

Be sure the fuel tank is emptied before beginning the removal procedure.

⚠ WARNING

Gasoline is extremely flammable and explosive under certain conditions.

⚠ Do not smoke or allow open flames or sparks in or near the area where refueling is performed or where gasoline is stored.

⚠ Do not overfill the tank. Do not fill the tank neck.

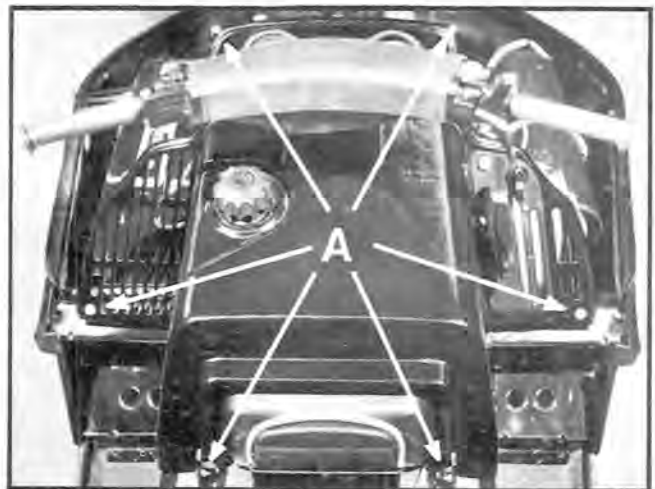
⚠ If you get gasoline in your eyes or if you swallow gasoline, see your doctor immediately.

⚠ If you spill gasoline on your skin or clothing, immediately wash it off with soap and water and change clothing.

⚠ Never start the engine or let it run in an enclosed area. Gasoline powered engine exhaust fumes are poisonous and can cause loss of consciousness and death in a short time.

Removal

1. Remove the two 1/4 x 1" screws from the rear underside of the tunnel.
2. Disconnect the seat wire harness at the tank and remove the seat.
3. Remove the six 10-24 x 5/8" bolts (A) securing the console to the chassis. See photo at right.
4. Remove the fuel line from the fuel pump.
5. Locate tank vent line on upper left front side of tank. Cut line from its fitting. **CAUTION:** Do not attempt to pull the line off as damage to the vent fitting may result.
6. Roll the front and rear tank hold-down springs off the tank.
7. Disconnect the fuel gauge sight line, both top and bottom, from the right front side of the tank.
8. Remove the fuel cap.
9. Lift the console slightly and remove the tank.
10. Reverse procedure for reinstallation.



BODY AND STEERING

Gas Tank and Seat Removal - Indy Models

1. Remove tank cover by disconnecting snaps.
2. Remove vent line at front LH side of tank.
3. Remove gas cap and rubber grommet.
4. Remove air silencer box.
5. Disconnect fuel line from fuel pump and plug line to prevent fuel spillage from tank. See photo at right.

WARNING: Gasoline is extremely flammable and explosive under certain conditions. Do not smoke or allow open flames or sparks in or near the area where work is being performed. If you should get gasoline in your eyes or if you should swallow gasoline, see your doctor immediately. If you should spill gasoline on your skin or clothing, immediately wash it off with soap and water and change clothing. Prolonged exposure to petroleum based products may cause paint failures. Always protect finished surfaces and wipe up any spills immediately.

6. Roll front tank hold-down spring forward off tank saddle.
7. If machine is equipped with a fuel gauge connector, this should be unplugged.
8. Remove two bolts holding rear of seat to tunnel.
9. Slide seat rearward enough to gain access to taillight connector at RH side of fuel tank. Unplug connector. Slide seat off machine and set aside.
10. Fuel tank can now be removed from chassis by disconnecting two springs at center of fuel tank.

One Piece Fuel Tank/Seat Removal Procedure (1994 440/SKS, 500 EFI/SKS, Classic/Touring)

1. Remove front tank retaining spring located behind driven clutch area.
2. Remove fuel cap and grommet.
3. Remove fuel lines.
4. If machine is equipped with gauges, unplug gauge wires.
5. Remove two bolts in tool box.
6. Disconnect taillight wiring.
7. Remove two console bolts attaching console to tunnel.
8. Remove two console bolts located under hood.
9. Remove fuel cap and lift console up. Replace fuel cap.
10. Lift up at rear of seat and slide out.



BODY AND STEERING

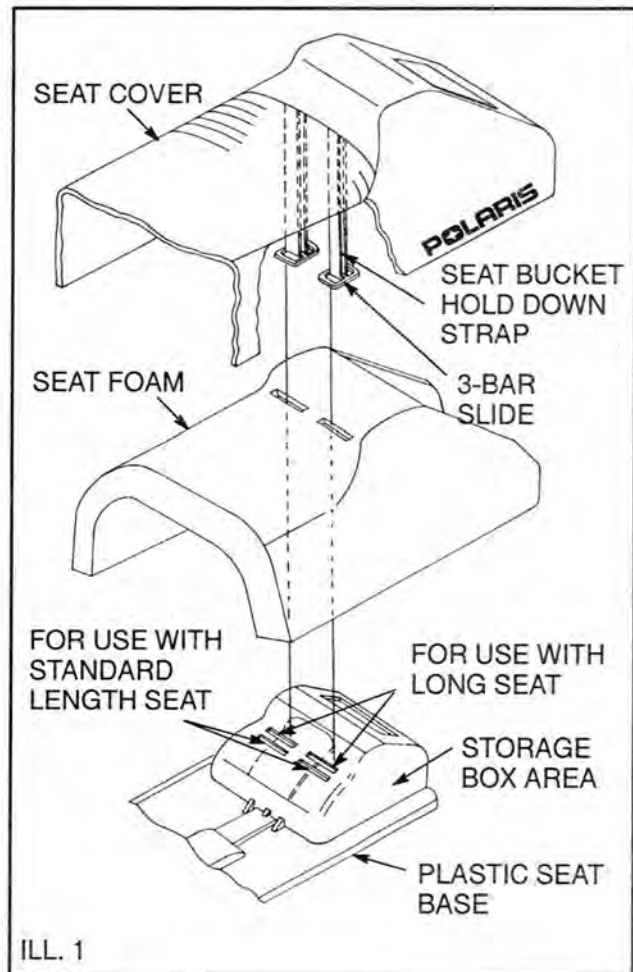
Seat Cover Replacement (Plastic Base)

1. Remove seat cushion assembly as outlined on page 2.4.
2. Remove seat and seat covering to be replaced. Carefully remove staples by loosening with a small flat blade screwdriver. Pull each staple straight out with a pliers.
3. On some models, it will be necessary to drill out the rivets holding the strap buckles. Reach inside the tool box and rotate the "D" ring buckle which secures the center hold down strap. Push the "D" ring through the slot in the tool box and carefully pull it through the foam cushion.

Reassembly Note: For ease of assembly, hook a wire to the center strap. This will allow you to pull the center strap back through the foam and into the storage box.



4. Place the seat foam on the seat base assembly as shown in Ill. 1.
5. Drape the seat cover over the seat foam.
6. Insert and pull the two seat bucket hold down straps, attached to the seat cover, through the two holes in the seat foam and the routed-out holes located in the storage box area on the plastic seat base. HINT: A stiff wire attached to the 3 bar slide on the hold down strap will aid in this process. NOTE: Use the rear two holes for a longer length seat and the forward two holes for the standard length seat.



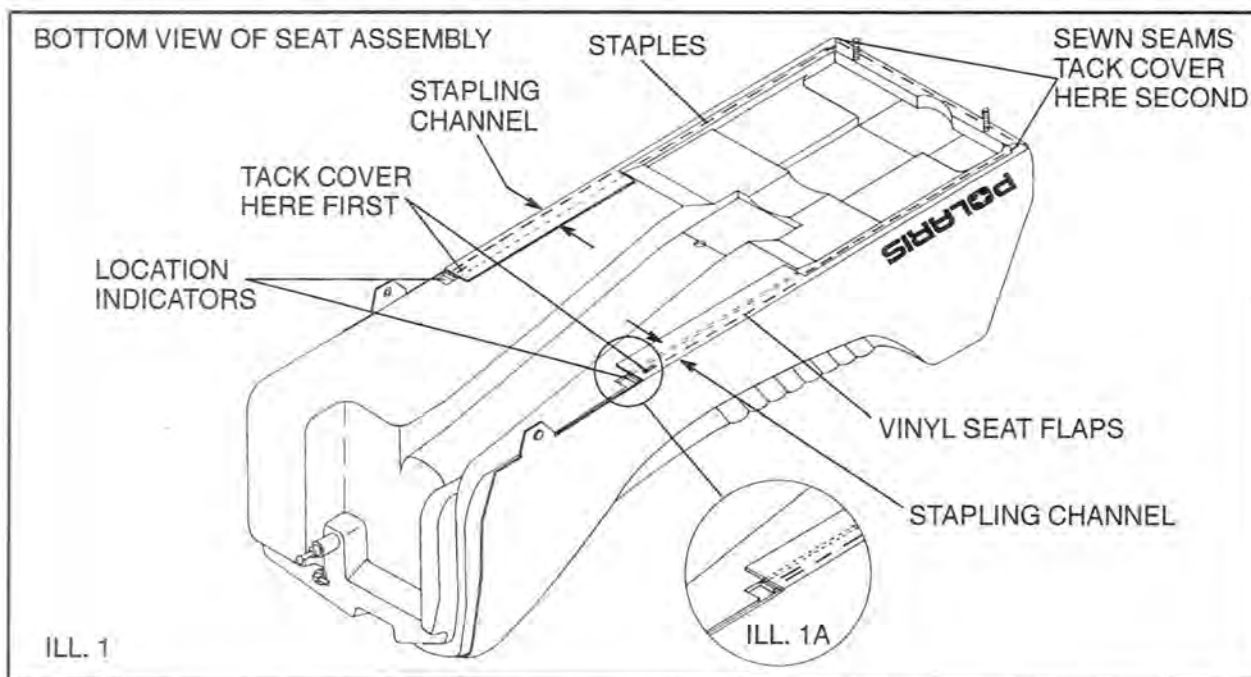
BODY AND STEERING

Seat Cover Replacement (Plastic Base)

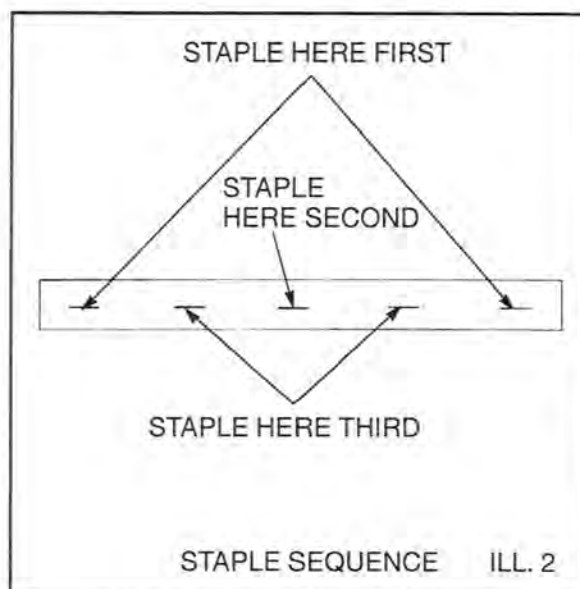
7. Turn the assembly over and begin upholstering by lining up the seat cover vinyl side flaps with the indented square location indicators located on the plastic seat base as shown in Ill. 1A.

CAUTION: Apply staples in the stapling channel only. See Ill. 1. If you apply staples outside the channel, you will damage the fuel tank reservoir in the seat base. If this happens you must replace the entire seat base assembly.

8. Using a staple gun, tack each side of the vinyl cover in place using two staples. If cover has a Polaris emblem carefully align emblem with bottom edge of seat. This will help ensure that the cover is positioned properly.
9. Align the two sewn seams located at the rear of the seat cover with the two back corners of the seat base. See Ill. 1. Pull the vinyl tight and tack the seat cover to the plastic seat base in each corner. Use two or three staples per corner.
10. Now that the seat cover is correctly positioned, and tacked to the plastic seat base in four places, turn the assembly over and inspect it. If the seat cover seems to fit correctly and everything looks straight, including the tool compartment flap, continue with step 11.



11. Staple the remainder of the unattached seat cover to the plastic seat base as shown in Ill. 1. **HINT:** Always staple between two existing staples and follow this procedure until the seat cover is completely stapled to the seat base. See Ill. 2.
12. Turn the seat cushion assembly over and inspect for wrinkles or imperfections. If imperfections are visible, remove the staples in the affected area and staple correctly.



BODY AND STEERING

Seat Cover Replacement (Plastic Base)

1995 Models With Grommets In Tool Flap

13. Close tool flap cover, making sure it is aligned properly, and mark grommet holes.
14. Align twist lock with mark from step 13. Verify alignment with grommet in tool flap.
15. Using twist lock as a template, drill two .160" to .164" holes through vinyl and seat base.
16. Rivet twist lock to seat base using rivets provided.

All Models

17. Trim excess vinyl from the bottom around the back of the seat area only after a satisfactory fit is obtained. See Ill. 1, page 2.6.
18. Reinstall seat by reversing disassembly steps as they apply to your particular model.

Seat Covering Instructions

- One/Two Piece Seat and Tank PN 9912521
- 1994-1995 XCR 440 SP, XCR 600 PN 9912842

Taillight Assembly Replacement

1. After removal of seat cover, drill out three rivets from the top of the taillight.
2. Remove the taillight assembly and wire harness.
3. Install new taillight assembly and rivet into place.
4. Connect taillight wire harness. **NOTE:** Taillight harness wires must be routed away from any possible contact with seat cover staples to prevent electrical shorts.
5. Pull the seat cover tightly and evenly into position and re-staple to the seat pan.
6. Inspect cover for a wrinkle-free finish before reinstalling on the snowmobile.



BODY AND STEERING

Decal Removal and Installation

Decal Removal

1. Before removing old decal, it is important to note its position by marking it in several locations.
2. Remove old decal completely. **NOTE:** A small amount of solvent will aid in removing the old decal.
3. Depending on year and model, the decals may be UV based or solvent based. If heat will not remove decal, gently buff area with a mild abrasive. Use 3M Scotch Brite™ Graphics Removal Discs (3M PN 048011-16855), with a No. 1 Roloc and holder (3M PN 048011-15408), or an equivalent low RPM buffing disc. **CAUTION:** Maintain 2500-3500 RPM to prevent damage to hood caused by excessive heat.
4. Remove any remaining decal adhesive with a citrus based cleaner or equivalent non-solvent based cleaner.
5. *Thoroughly clean* area where the new decal will be installed using a solution of mild soap (such as dishwashing liquid) and clean water. **NOTE:** Use approximately four ounces soap to one gallon water.



Decal Installation

1. Apply a solution of mild soap mixed with clean water to the area where the new decal is to be applied. Do not wipe off.
2. Carefully remove decal backing and apply new decal.
3. If decal does not have a pre-mask, apply additional soapy water solution to top of decal after it is in position.
4. Holding decal in position, remove all trapped air and soapy water solution from under decal using a clean, soft rubber squeegee to prevent scratching of decal surface.
5. If decal has a pre-mask, carefully remove.

NOTE: If the decal being applied needs to be stretched around a radius, follow these recommendations:

6. Fasten a straight edge to tail end of decal.
7. Pull or stretch remaining portion of decal around radius and into position. **NOTE:** A small amount of heat applied to the decal will aid in forming it to the radius. The mass of the decal which was secured in previous steps will hold it in position while pulling.
8. Again, apply soapy water solution to top of decal and remove trapped air using a clean, soft rubber squeegee. Use care to prevent scratching the decal surface.
9. Apply a small amount of heat to the decal to fasten it securely.
10. Carefully remove excess decal material.



BODY AND STEERING

ABS Nosepan - Care, Cleaning, and Repair

Care and Cleaning

ABS nosepan will retain their original finish with reasonable care and handling. The following care and cleaning tips will help them keep the original luster.

Do:

- Dust and clean with a soft, damp cloth or chamois, wiping the surfaces gently.
- Use mild soap (such as dishwashing detergent) and lukewarm water.
- Dry the surfaces after washing and rinsing by blotting with a damp cloth or chamois.
- Wax the surfaces sparingly for protection and the highest degree of polish. Apply household or commercial type wax sparingly in a thin, even film with a soft clean cloth.
- Polish waxed surfaces lightly with a clean cotton flannel or jersey cloth. After polishing, wipe gently with a damp cloth to ground any electrostatic charges which may attract dust particles.

Do Not:

- Use cloths containing grit or abrasive particles or kitchen scouring compounds to clean or dust. Light scratches may be rubbed out with wax.
- Use boiling water or strong solvents to clean, as they will soften the plastic.
- Use strong soaps or abrasives.

Special Cleaning Problems

Dirt and Grease: Normal liquid cleaners or soap and water may not always remove grimy dirt. Janitor in a Drum and Cascade have been found to be the best cleaners for removing dirty, ground in grease.

Stains: Stains such as iodine may be safely removed with 45% isopropyl (rubbing alcohol). Higher concentration commercial grades will remove the stain, but will dull the film surface. The gloss can be returned with Simoniz paste wax.

Surface Scratches and Abrasions: Light scratches can be removed by waxing with Simoniz paste wax. Deeper scratches may be removed by *lightly* buffing with a *fine* grade of rubbing compound.

Repair of Cracks and Fractures

Either hot air plastic welding, or the method described below may be used to repair cracks and fractures. Materials required include: Fiberglass cloth; ABS pipe cement (**NOTE:** Several types of plumbing cement are available. Be sure to use one which is for either ABS or PVC and ABS material. *Do not use cement labeled "for PVC only"*); Polaris blue ABS touch up paint (PN 2870423) (**NOTE:** Do not use standard Polaris touch up paint, since it is not adaptable to ABS); squeegee; rubber gloves.

Procedure

1. Using household detergent, clean all dirt, grease, etc., from the area around the crack. The crack itself should be as clean as possible. Thoroughly dry nosepan.
2. Cut a piece of fiberglass cloth approximately 3" (76 mm) wide and long enough to extend 1" to 2" (25 to 50 mm) past the ends of the fracture.
3. Separate edges of crack slightly and fill void with cement. Press edges together, clamp in place, and wipe excess cement from outside of pan.
4. Liberally coat inside surface of pan with cement, covering approximately 1 1/2" (38 mm) on either side of the fracture.
5. Lay fiberglass cloth over fracture.
6. Wearing rubber gloves, work cloth into pan using a squeegee or your fingers. **NOTE:** ABS cement is a solvent cement which dissolves the outer surface of the nosepan. The cement and cloth will change color as this happens.

BODY AND STEERING

ABS Nosepan - Care, Cleaning, and Repair

7. When fiberglass cloth is well worked in, wipe off excess cement and let dry. Drying time will depend on the brand of cement used. Refer to manufacturer's instructions.
8. *Lightly* sand the outside of the pan and paint. The results will be more professional looking if the repaired area on the inside of the pan is also painted.

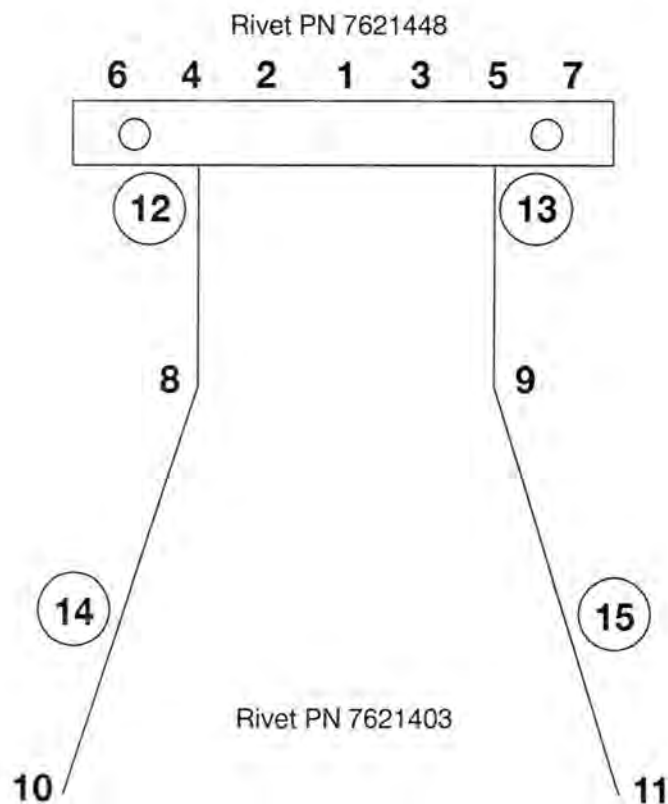
Replacement Nosepan Installation

When installing a replacement ABS nosepan, the following procedures must be closely observed to ensure correct fit to the frame and maximum strength. ABS material is not rigid. Consequently, it must be installed in such a manner that it can expand or contract with temperature changes.

1. Remove damaged nosepan by drilling out rivet heads. Engine mountings and other mountings attached to the forward part of the machine should be removed for ease of installation.
2. The following aluminum rivets must be used to attach nosepan:
 - PN 7621448, 3/16 x .652, Quantity required - 7
 - PN 7621403, 3/16 x .527, Quantity required - 39

All holes are to be drilled into the nosepan using a 7/32" drill bit (.218"). **NOTE:** This will be larger than the diameter of the 3/16" rivet.

3. Position new nosepan in place and attach to bulkhead at the top using (7) 3/16 x .652" rivets (PN 7621448). See illustration below. All remaining holes require 3/16 x .527" rivets (PN 7621403).
4. Make sure there is 1/4" (.6 cm) clearance around the exhaust outlet.
5. Install foil (PN 5810108) in the same location as the original part.



BODY AND STEERING

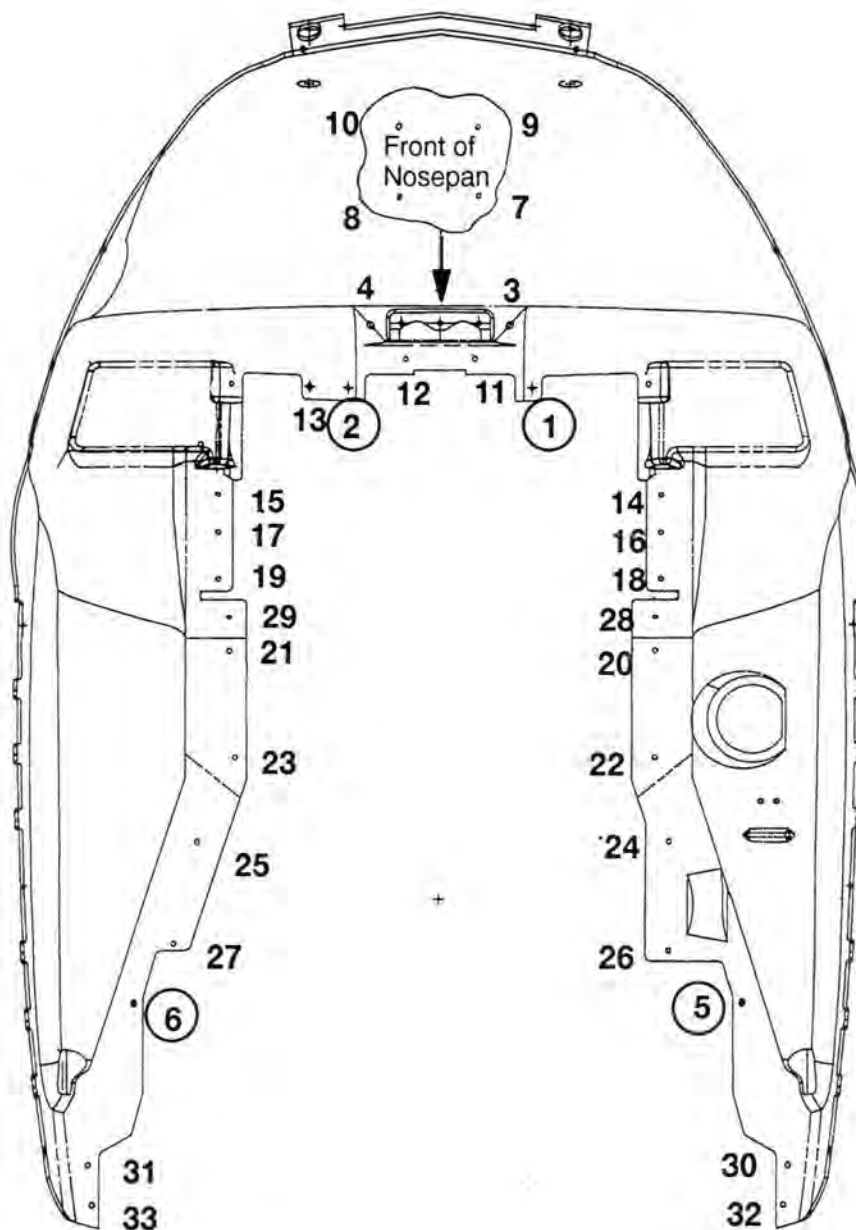
Nosepan Replacement Procedure (1994/1995 Indy 440/SKS, 500 EFI/SKS, Classic/Touring, Trail/Deluxe, XLT Touring)

IMPORTANT: When installing a replacement nosepan, this rivet sequence must be followed correctly in order to ensure proper nosepan and body panel fit.

NOTE: The rivet for polyethylene nosepans is PN 7621467.

NOTE: Rivet holes 14 through 19 may require drilling into the bulkhead. Circled rivet numbers 1, 2, 5 and 6 are locating holes used for proper alignment.

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NOTE:

1. When transfer drilling holes do not force pan into a position which is not uniform with the other side. (Use the same method to drill both sides)
2. Rivet holes across from one another in unison.

BODY AND STEERING

RIM Metton™ Part Repair

Polaris has approved the use of Evercoat Plastik Works™ as a repair for the RIM Metton™ Type Materials. This two part repair system is number coded for different types of plastic material. See example below.

The patch kit can be obtained from your local automotive parts house. It is suitable for repair of small cracks, gouges and holes. **NOTE:** Major damage will require replacement of the part.

Reaction Injection Molding (RIM) is a thermoset type plastic which can only be repaired using this two part system (1988 to current hoods).

CAUTION: Heat, such as hot air welding, cannot be used because it will cause the hood material to bubble and char, becoming irreversibly brittle.



EVERCOAT™ 237
Plastik Works™
THE AUTOMOTIVE PLASTIC REPAIR SYSTEM

**FLEXIBLE
BUMPER PATCH**

- Sets Up Quickly,
Dries Fast
- Sands Easily to
Excellent Feather Edge
- Resists Solvents And
Temperature Extremes

3

Sheet Molded Compound (SMC), another thermoset type plastic which is very similar to fiberglass has been used on a few Polaris hoods. A two part repair system will work well for any repairs required. Structural adhesive is acceptable for SMC type hoods. Follow directions on container.

Nosecones and new style Indy removable front and side panels are constructed of Thermoplastic Olefin (TPO), which is a flexible thermoplastic requiring a flexible two part repair kit. The example shown above is No. 3. An adhesion additive must be used in addition to the kit. If deformed, flexible thermoplastic can quite often be reshaped with the aid of a heat gun.

Nosepans are constructed of polyethylene, another flexible thermoplastic, which can be repaired either with a two part repair kit or by hot air type plastic welding.

BODY AND STEERING

Fiberglass Repair and Hood Adjustment

Fiberglass Repair

Damaged fiberglass can be easily repaired by following a few basic steps.

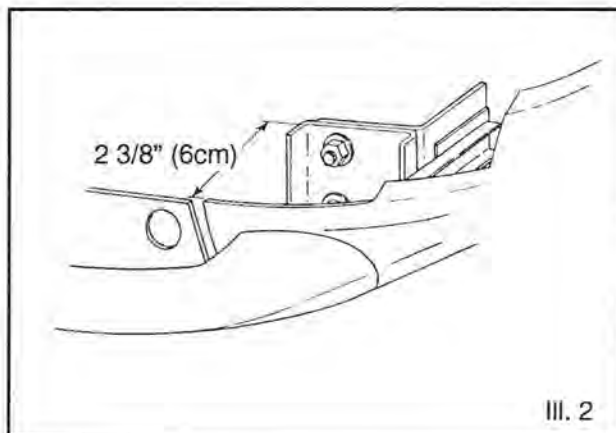
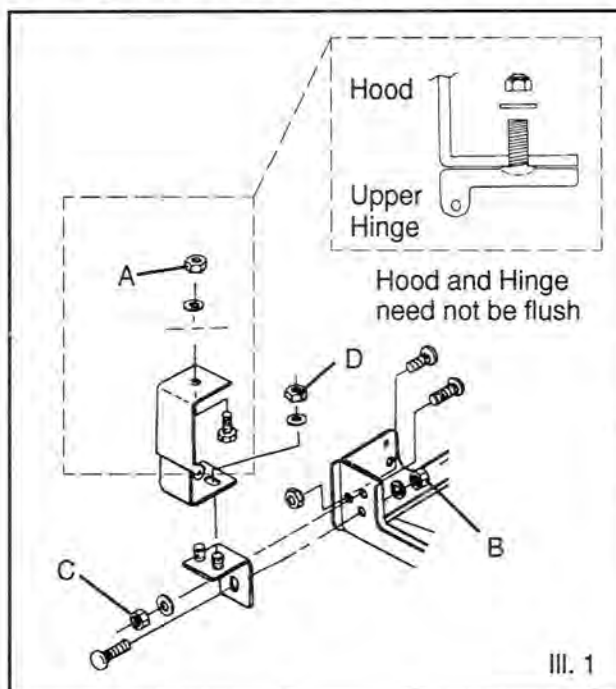
1. Remove all damaged material with a sabre saw or grinder.
2. Using a disc grinder or die grinder, taper fiberglass 1" (2.5 cm) back from patch area on inside of part.
3. Apply masking tape to outside of part to form a mold.
4. Mix enough polyester resin and catalyst to complete the repair, following instructions for resin being used.
5. Apply resin to inside of patch area using a disposable paint brush.
6. Lay in small pieces of shredded fiberglass matt. Use the paint brush to force air bubbles out. Add more resin and move matt around. **NOTE:** Pieces of matt between 1" to 2" (2.5 to 5 cm) square work best.
7. Keep adding matt and resin until patch area is filled up to the original thickness.
8. Let resin cure thoroughly.
9. Remove masking tape from outside of repair.
10. Remove any high spots from outside with a disc grinder.
11. Fill and smooth any defects with polyester auto body filler.
12. Sand smooth and feather with 360 to 400 grit sandpaper.
13. Paint outside of repair following instructions on paint container.

Hood Adjustment Sequence (New Style 1994 to Current)

1. Check to see that hood and upper hood hinge are properly aligned. To adjust, loosen nuts (A) and align properly. Tighten nuts. See III. 1.
2. With hood open, loosen nut (B). See III. 1.
3. Close hood and remove both rubber plugs. Then, using a 7/16" (.4 cm) socket with an 8" (20 cm) extension, loosen nut (C). Adjust hood to pan gap. Tighten nuts.
4. Check outer perimeter alignment and front and rear alignment of hood, side bumpers and side panels. There should be $3/16"$ (.5cm) + $1/8"$ (.3cm) -0 clearance between hood to side panels and side bumpers. If adjustment is required, open hood and loosen nuts (D). Adjust and re-tighten one nut per hinge. Close hood and recheck alignment.
5. After correct alignment is achieved, tighten all nuts.

Nosepan, Front Bumper and Side Bumper Adjustment (New Style 1994 to Current)

If the nosepan, front bumper or side bumper are removed and reinstalled, it is imperative that these components be properly adjusted before hood installation. See illustration. The distance from the front surface of the bumper support bracket to the front point of the side bumper must be $2\frac{3}{8}"$ (6 cm). To adjust, loosen front bumper mounting bolts and move bumper until proper distance is achieved. Make sure side bumper fits evenly into front bumper all the way around before re-tightening mounting bolts. **NOTE:** While adjusting, be sure to move bumper in or out in line with support bracket mounting holes. Any undue pressure either upward or downward on the front bumper will result in improper adjustment. See III. 2.



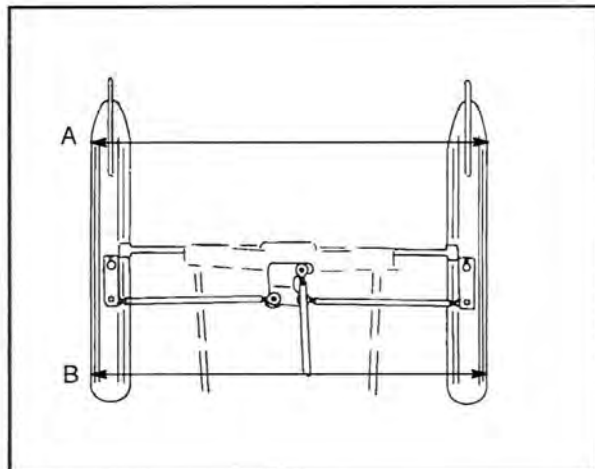
BODY AND STEERING

Steering - Conventional Front Suspension

Steering

1. With the handlebars in the straight ahead position, skis should be parallel at points A and B. Skis must not toe in.

CAUTION: The steering assembly should be checked whenever a machine comes in for tune-up or repair.



Steering Removal

NOTE: To retain proper ski alignment, the spindle and steering arm should be marked.

1. Remove steering arm bolt (A).
2. Adjust tie rod end (B) by turning clockwise or counterclockwise until skis are parallel with each other and with vehicle track and frame when handlebars are in straight ahead position.

CAUTION: If there is evidence of wear or stress on the tie rods or tie rod end bearings, they should be replaced as a complete unit.



3. Remove spindle from body.

CAUTION: If spindles are cracked or bent they must be replaced.

NOTE: Spindles should be lubricated annually to insure proper steering.



Steering, I.F.S. - Independent Front Suspension 1985 to Current

Specifications

Ski Spindle Center Distance:

37" (94 cm) Lite Series

38" (97 cm) Standard Front End

40" (102 cm) approximate Wide Front End

NOTE: This dimension is set at the factory.
No adjustment necessary.

Ski Width: 5.25" (13 cm)

5.5" (14 cm) 1995 Models

Ski Length: 40" (102 cm)

Independent Ski

Vertical Travel: 7" (18 cm)

7.25" (18.4 cm) Standard Front End

8" (20 cm) Wide Front End

10" (25.4 cm) Long Travel Front End

Caster: Fixed

Camber: Adjustable for Positive/Negative

Toe-in/Toe-out: Adjustable

Dampening: Coil Spring With Five Position Spring Rate Adjustment Cam Over
Oil-filled Shock Absorber
Torsion Bar

1994-1995 - All Indy models with tracks longer than 121" have the 38" standard width front end, except Trail Deluxe, Classic Touring, XLT Touring, and RXL Touring, which are equipped with the 40" wide front end.

Standard Indy Models 40" wide front end

1994-1995 XCR 440 SP, XCR 600 41" wide front end

1995 XLT SP, RXL 43.5" wide front end

NOTE: Width on standard Indy and wide models (Non-XTRA) is adjusted with suspension compressed until radius rods are parallel with the ground.

Inspection

Prior to performing any alignment procedures, the suspension should be inspected for damage or wear and replacement parts installed as required. The following are components which must be inspected at this time:

1. Tie rods and ends
2. Radius rods and ends
3. Torsion bar
4. Handlebars and steering post assembly
5. Spindles and bushings
6. Trailing arms and bushings

Alignment Bar Specifications

Material: C-1018

Diameter: .623"-.625" (15.82-15.87 mm)

Length: 48" (122 cm)

Not available through Polaris



BODY AND STEERING

Steering - IFS Adjustable Torsion Bar

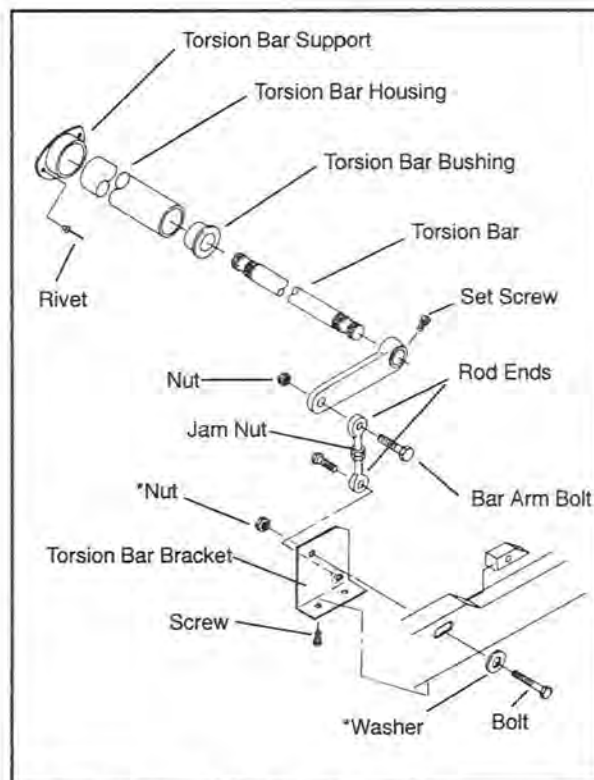
Adjustable Torsion Bar

Operation: For high performance applications the torsion bar can be adjusted for any number of varying conditions.

Adjustment: Each side is individually adjustable. there should be some free play in rod ends when the rider is in position on the machine.

Maintenance: Periodic inspection of the support area, set screw and bar arm bolts is recommended to prevent arm to spline loosening. Periodic lubrication of the bushings is required using Polaris Low Temp grease (PN 2870577).

NOTE: Adjustable Torsion Bar Kit PN 2871035



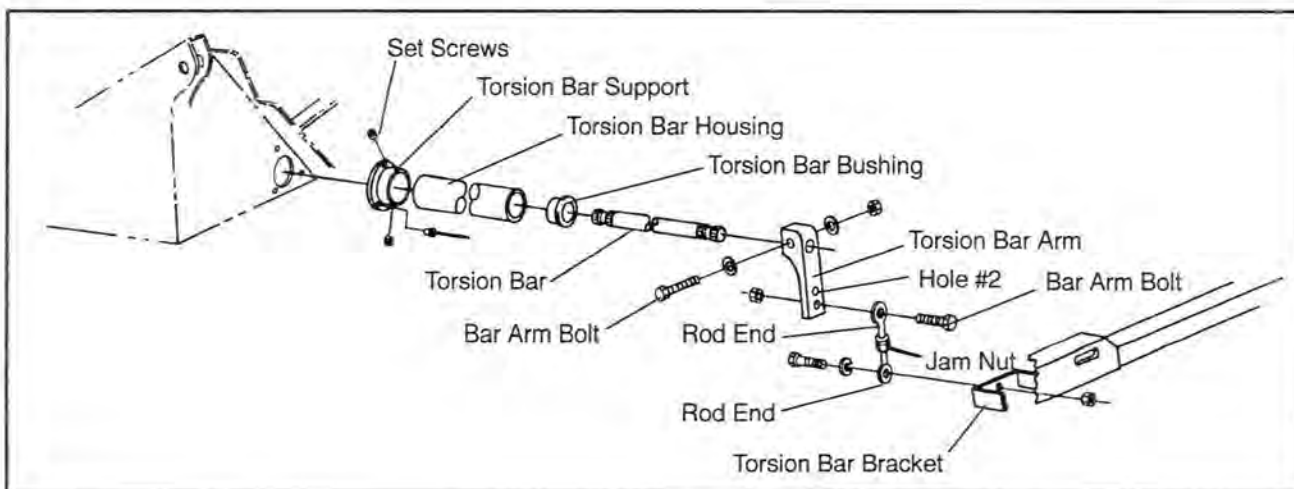
*Parts for new style liquid twin models.

440 XCR SP Adjustable Torsion Bar

Operation: Provides increased stability in high performance applications.

Adjustment: Adjusts for bias to either side. There should be some freeplay in rod ends when the rider is in position on the machine. Hole #2 (see illustration) provides a stiffer rate.

Maintenance: Periodic inspection of the support area, set screw and bar arm bolts is recommended to prevent arm to spline loosening. Periodic lubrication of the bushings is required using Polaris Low Temp grease (PN 2870577).



BODY AND STEERING

Shock and Spring Chart 1994 Models

The following chart lists all currently available shock types, spring rates and descriptions.

1994 Independent Front Suspension (IFS)

Model Description	Model PN	Shock PN	Shock Description	Spring PN	Spring Description
StarLite	0943427	7041284	Hyd	7041261	105#/in
StarLite GT	0943127	7041284	Hyd	7041261	105#/in
Indy Lite	0943433	7041284	Hyd	7041261	105#/in
Indy Lite Deluxe	0943431	7041284	Hyd	7041261	105#/in
Indy Lite GT	0943133	7041284	Hyd	7041261	105#/in
Sport	0940443	7041284	Hyd	7041261	105#/in
Trail	0940761	7041284	Hyd	7041261	105#/in
Trail Deluxe	0940262	7041284	Hyd	7041261	105#/in
440 Liquid Indy	0940760	7041288	Gas/Cam	7041334	120#/in
440 Liquid Indy SKS	0940560	7041282	G.B. Cam	7041334	120#/in
440 XCR	0941760	7041291	Gas IFP	7041252	120#/in
Classic	0942865	7041288	Gas/Cam	7041334	120#/in
Classic Touring	0942875	7041288	Gas/Cam	7041334	120#/in
WideTrak LX	0942064	7041284	Hyd	7041261	105#/in
500 EFI	0942774	7041288	Gas/Cam	7041334	120#/in
500 EFI SKS	0942574	7041282	G.B. Cam	7041334	120#/in
XLT	0940767	7041285	Gas-Bag	7041261	105#/in
XLT SKS	0940567	7041285	Gas-Bag	7041261	105#/in
XLT SP	0940667	7041292	Gas IFP	7041252	120#/in
RXL	0940768	7041282	G.B. Cam	7041261	105#/in
RXL SKS	0940869	7041292	Gas IFP	7041252	120#/in
Storm	0940782	7041288	Gas/Cam	7041287	160#/in
Storm SKS	0940582	7041251	Gas/Cam	7041287	160#/in
Super Sport	0940743	7041288	Gas/Cam	7041261	105#/in
WideTrak GT	0942061	7041284	Hyd	7041261	105#/in

KEY: Hyd – Hydraulic Standard Shock

Gas/Cam – Gas Filled Cam Adjustable Shock

G.B. Cam – Gas Filled Bag, Cam Adjustable Shock, Separate Oil Cavity

Gas IFP – Gas Charged Internal Floating Piston, Fox Shock

BODY AND STEERING

Shock and Spring Chart 1995 Models

1995 INDEPENDENT FRONT SUSPENSION (IFS) SHOCK

Model Description	Model No.	Shock PN	Shock Description	Shock Maker	Spring Description	Spring PN
StarLite	0953427	7041284	Hyd	Gabriel	105#/in	7041261
Indy Lite	0953433	7041284	Hyd	Gabriel	105#/in	7041261
Indy Lite Deluxe	0953431	7041284	Hyd	Gabriel	105#/in	7041261
Indy Lite GT	0953133	7041284	Hyd	Gabriel	105#/in	7041261
Sport	0950443	7041284	Hyd	Gabriel	105#/in	7041261
Super Sport	0950743	7041388	G. B. Cam	Gabriel	105#/in	7041261
Sport Touring	0950243	7041284	Hyd	Gabriel	105#/in	7041261
Trail	0952761	7041288	G.B. Cam	Gabriel	105#/in	7041261
Trail Deluxe	0952262	7041288	G.B. Cam	Gabriel	120#/in	7041344
440	0952760	7041288	G.B. Cam	Gabriel	105#/in	7041261
440 SKS	0952560	7041282	G.B. Cam	Gabriel	120#/in	7041334
440 XCR	0951660	7041346	Gas IFP	Fox	120#/in	7041252
600 XCR	0951676	7041346	Gas IFP	Fox	120#/in	7041252
Classic	0952865	7041288	G.B. Cam	Gabriel	120#/in	7041334
500 Carb	0952764	7041288	G.B. Cam	Gabriel	120#/in	7041334
WideTrak GT	0952061	7041284	Hyd	Gabriel	105#/in	7041261
WideTrak LX	0952064	7041284	Hyd	Gabriel	105#/in	7041261
500 EFI	0952774	7041288	G.B./Cam	Gabriel	120#/in	7041261
500 EFI SKS	0952574	7041282	G.B. Cam	Gabriel	120#/in	7041334
500 EFI SKS PT	0952974	7041282	G.B. Cam	Gabriel	120#/in	7041334
XLT	0950756	7041285	Gas-Bag	Gabriel	105#/in	7041261
XLT SKS	0950556	7041285	Gas-Bag	Gabriel	105#/in	7041261
XLT SKS PT	0950956	7041285	G.B. Cam	Gabriel	105#/in	7041261
XLT SP	0956756	7041385	Gas IFP	Fox	50#/in	7041396
XLT Touring	0952857	7041288	G.B. Cam	Gabriel	120#/in	7041334
RXL	0956768	7041385	Gas IFP	Fox	75#/in	7041398
RXL Touring	0950869	7041282	G.B. Cam	Gabriel	120#/in	7041261
Storm	0950782	7041390	G.B. Cam	Gabriel-Select	160#/in	7041287
Storm SKS	0950582	7041393	G.B. Cam	Gabriel-Select	160#/in	7041287
Storm SKS PT	0950982	7041393	G. B. Cam	Gabriel-Select	160#/in	7041287

KEY: Hyd - Hydraulic Standard Shock Gas IFP - Gas Charged Internal Floating Piston, Fox Shock Select - Gabriel Select Adjustable Shock **NOTE:** All pounds referred to in the spring description column are $\pm 10\%$

BODY AND STEERING

Independent Front Suspension (IFS)

The IFS introduced on 1984 Indy models incorporated the following components improvements, making it lighter and more responsive.

A 5/8" heavy duty torsion bar is standard equipment on XLT SP, RXL and Storm Models. The Indy Storm radius rods incorporate bushings into the ends.

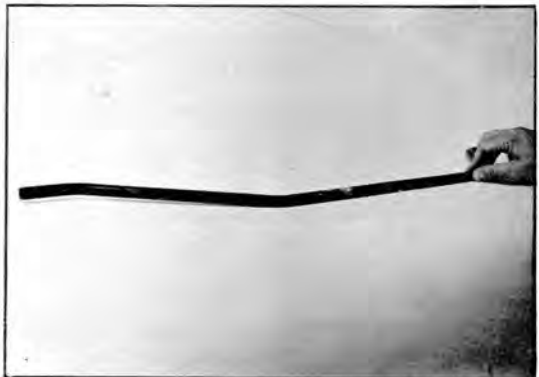
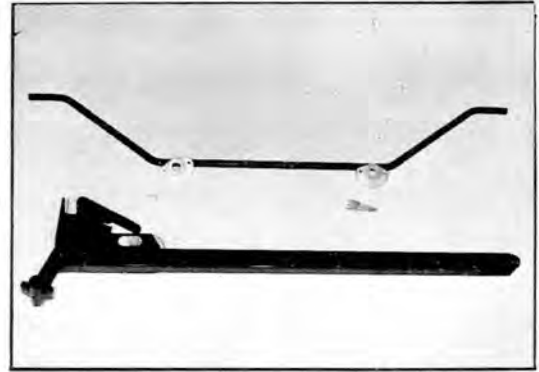
- One piece torsion bar
- Redesigned trailing arm

Torsion Bar Removal

4. Remove trailing arm assembly.
5. Using a small pin punch, tap out the rivet mandrels in the center of the torsion bar support rivets.
6. Using a 1/4" bit, drill out the center portion of the rivets.
7. Punch out the rivet body.
8. Remove support and torsion bar.
9. Repeat procedure for second torsion bar.

Torsion Bar Reinstallation

1. Rivet support in place using Polaris PN 7621449 rivets. **NOTE:** These high strength "Q" rivets are the only replacement rivets recommended for this application.
2. Reinstall torsion bar.
3. Reinstall trailing arm assembly.
4. Check camber and toe adjustments.



BODY AND STEERING

Steering - Independent Front Suspension

Checking Toe and Camber Adjustment

5. Make sure the track is properly aligned. This will be used as a reference point for toe out measurement.
6. Support the front of the machine 1-2" (2.5-5.1 cm) off the floor.
7. Remove skis and pivot bushings.
8. Disconnect torsion bar linkage.
9. Insert alignment bar through both spindles.

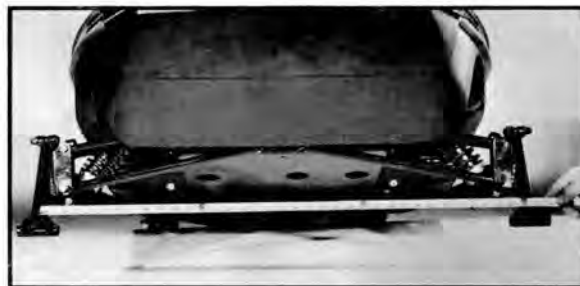
NOTE: If camber and toe adjustments are correct, the bar will slide freely through the spindles. Horizontal misalignment indicates toe adjustment is required. Vertical misalignment indicates camber adjustment is required.

If the alignment bar does not enter the opposite spindle freely:

1. Measure spindle to chassis centering. Both spindles should be an equal distance $\pm 1/8"$ (.3 cm) from the center of the chassis. This measurement is controlled by adjusting radius rod length.



2. Measure spindle to spindle center distance. Correct center distance on standard front ends is approximately 36 1/2" (93 cm) $\pm 1/4"$ (.6 cm). Correct center distance on wide front ends is approximately 38" (96.5 cm), 40" (102 cm), or 41" (104 cm). XTRA Models are approximately 43.5" (110 cm). This measurement is also controlled by adjusting radius rod length.



Toe Adjustment, Preliminary-Standard IFS

1. Loosen jam nuts (A) on each end of both tie rods.
2. Change toe adjustment as required for a free sliding fit of the alignment bar through the spindles.
3. Tighten jam nuts.

NOTE: If the alignment bar still will not slide through the spindles after toe adjustment is completed, it will be necessary to adjust camber.



BODY AND STEERING

Steering - Independent Front Suspension, 1985-Current

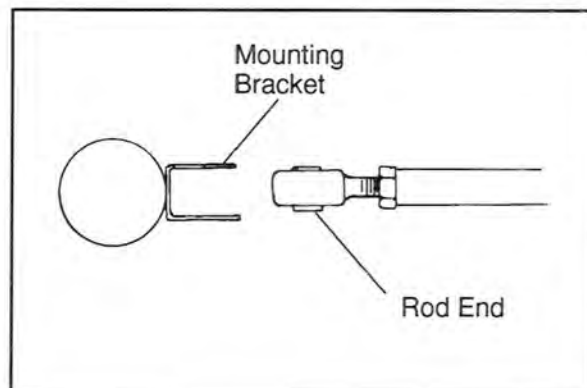
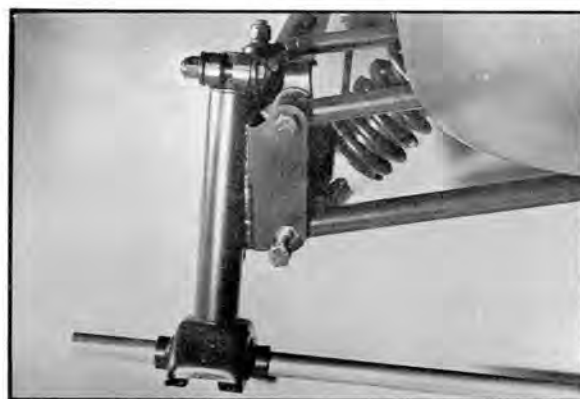
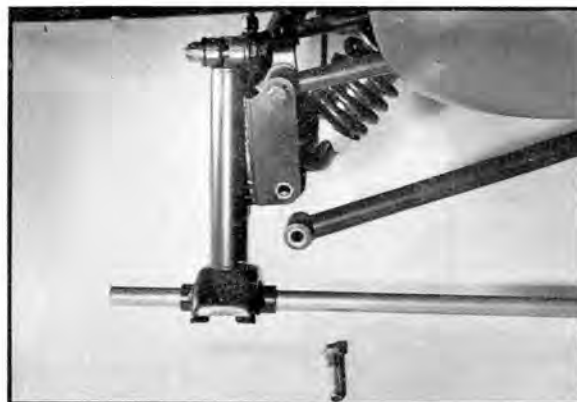
Camber Adjustment-Standard IFS

NOTE: Camber is not adjustable on Indy Lites through 1993 models.

1. Correct camber adjustment is with both spindles in a true vertical or 0° position. Determine which spindle requires the greatest amount of correction by installing the alignment bar through one side to the opposite spindle. Remove the bar and install it through the other side to the opposite spindle.
2. Using a 3/8" (1 cm) drive 11/16" (1.7 cm) crow foot wrench and 20" (51 cm) long 3/8" (1 cm) drive extension, loosen the radius rod jam nut and remove the lower radius rod bolt from the spindle requiring the most camber correction. Adjust the opposite side next.
3. To adjust camber, change radius rod length until alignment bar slides through both spindles with radius rod installed.

CAUTION: Radius rod ends must remain parallel to the mounting brackets after the rod end jam nuts are tightened to the specified torque.

4. With alignment bar installed through spindles, center handlebars by adjusting drag link length (A). The steering arm (B) should be centered also. The steering arms on each spindle should be parallel to slightly inward in relation to each trailing arm.



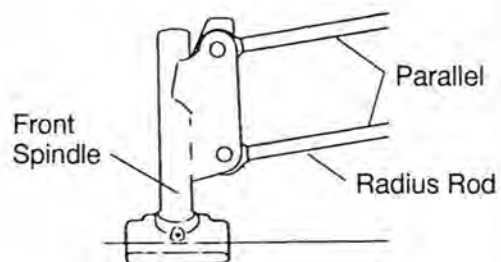
BODY AND STEERING

Steering - Independent Front Suspension, 1985 - Current

5. Remove alignment bar from spindles. Turn handlebars fully to right. Loosen upper radius rod bolt (C) and adjust steering stop so it contacts steering arm. Re-tighten bolt. Repeat this procedure on left side.
6. Tighten all jam nuts. Torque radius rod attaching bolts to 25 ft. lbs. (3.45 kg/m).
7. Reinstall torsion bar linkage. Torque attaching bolts to 15 ft. lbs. (2.07 kg/m).
8. Lubricate ski pivot bushings using suspension lube (PN 2870511). Install skis. Torque pivot bushing bolts to 25-30 ft. lbs. (3.45-4.14 kg/m).
9. Final toe-out should be $1/8"-1/4"$ (.3-.6 cm) measured with a straight edge along each side of the track and skis.



Standard IFS - Front View

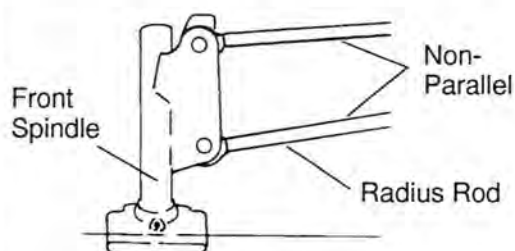


NOTE: The radius rods on the XTRA suspension models are non-parallel. The distance between the radius rods is wider at the trailing arm mounting bracket and narrower as it runs toward the pan.

CAUTION: XTRA Suspension Models - Radius rod ends will be wider (non-parallel) at the trailing arm mounting bracket. It is important that a true vertical or 0° position is maintained at the camber.

SERVICE HINT: Before final measurement is taken, hook a rubber strap between the ski loops to help pull them together at the front. This removes any play in the steering components and helps achieve an accurate measurement figure.

XTRA Models - Front View



Front Shock Spring Preload Adjustment

The XTRA suspension system on the 1995 RXL and XLT SP has been designed to provide the rider with a wide range of adjustment.

Generally, the softest spring and spring preload adjustment give the best ride and also the best traction. Front shock spring preload will affect the ride height of the machine, the amount of rear suspension sag, and ski pressure or steering effort.

Spring preload should be adjusted equally on both sides of the machine. Ski pressure must be equal to prevent undesirable handling characteristics. The front shock spring preload can be adjusted by grasping the spring and turning in a clockwise direction, (as viewed from the top), to increase preload.

Camber Adjustment

As with our standard IFS, the XTRA suspension camber adjustment is 0°. Both spindles should be in a true vertical or 0° position.

1. To determine proper camber, elevate the front end of the machine so that the suspension is fully extended.
2. Determine which spindle requires the greatest amount of correction by installing the alignment bar through one side to the opposite spindle. Remove the bar and install it through the other side to the opposite spindle.

Tools Required:

- 3/8" (1 cm) Drive
 - 11/16" (1.7 cm) Crowfoot Wrench
 - 20" (51 cm) 3/8" (1 cm) Drive Extension
3. Loosen the radius rod jam nut and remove the lower radius rod bolt from the spindle requiring the most camber adjustment. Torque radius rod end jam nut to 25 ft. lbs. (3.45 kg/m). Repeat for opposite side.
 4. To adjust camber, change radius rod length until alignment bar slides through both spindles with radius rod installed.
 5. With alignment bar installed through spindles, center handlebars by adjusting drag link length (A). The steering bell crank arm (B) should be centered also. The steering arms on each spindle should be parallel to each trailing arm.
 6. Remove alignment bar and turn handlebars fully to the right. Loosen upper radius rod bolt (A) and adjust steering stop so it contacts steering arm. Tighten bolt (C, photo 2). Torque to 25 ft. lbs. (3.45 kg/m). Repeat procedure on left side.

NOTE: Lubricate ski pivot bushings with Polaris Suspension Lube PN 2870511.

Torque Specifications:

- Radius Rod End Jam Nut 25 ft. lbs. (3.45 kg/m)
- Radius Rod Attaching Bolts 25 ft. lbs. (3.45 kg/m)
- Torsion Bar Linkage Bolts 15 ft. lbs. (2.07 kg/m)
- Ski Pivot Bushing Bolts 25-30 ft. lbs. (3.45-4.14 kg/m)



BODY AND STEERING

Ski Alignment-XTRA

Ski Alignment

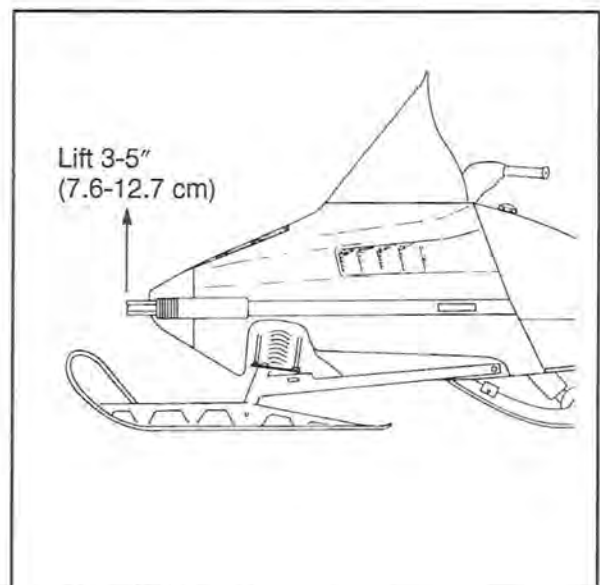
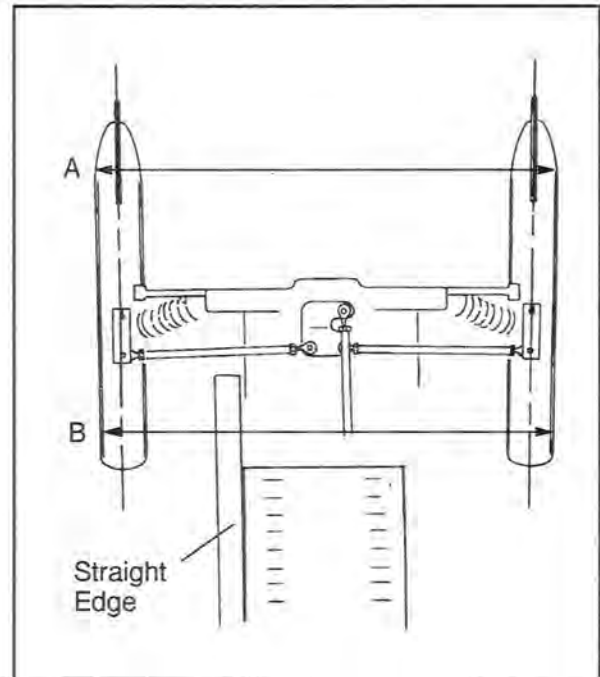
CAUTION: Improper ski alignment on XTRA models will cause extreme difficulty when steering. Ensure unit is correctly aligned during set up and pre-delivery.

There is no toe in or toe out on the XTRA front ski assembly. With the machine at normal ride weight, the position of the skis should be parallel at points A and B, measured with a straight edge along the track and skis.

NOTE: Normal ride weight is the weight of the machine with no rider on the unit.

1. To obtain normal ride weight of the front suspension, lift the front end up off the ground 3-5" (7.6-12.7 cm) with the front bumper. Lift the machine several times, working the suspension and front skis until an average is obtained.

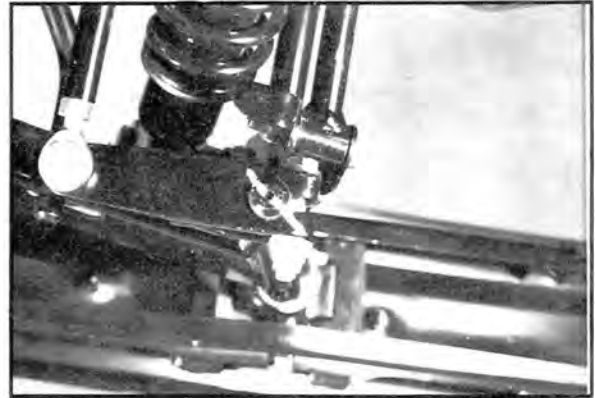
NOTE: To prevent carbide skags from grabbing, make sure the surface under the skis will allow full side-to-side movement. Avoid rough concrete, asphalt, or carpet which may cause carbide skags to grab or catch and restrict movement.



Ski Spindle Bushing Replacement - Handlebar Torque and Sequence

Ski Spindle Bushing Replacement

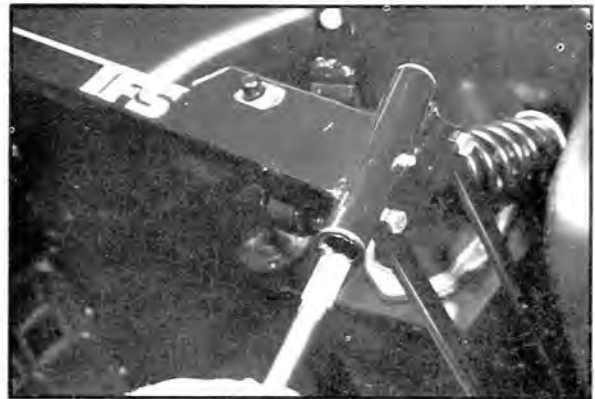
1. With a scribe, mark the steering arm to spindle for reference in reassembly. Remove steering arm bolt and spindle.



2. With a drift punch, remove old bushings and install new bushings, tapered end first.
3. Some models require bushings to be reamed before attempting to install the ski spindle.

Upper Bushing - Reamer Size: .750" (1.9 cm)

Lower Bushing - Reamer Size: .875" (2.2 cm)



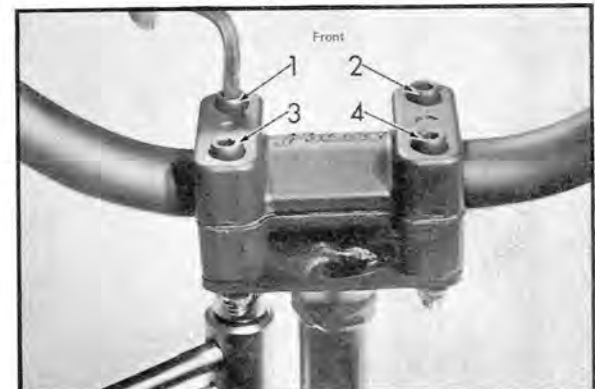
Handlebar Torque And Sequence

Torque handlebar adjuster block to 11-13 ft. lbs. as shown. The gap should remain rearward.

IMPORTANT: When adjusting the handlebar, be sure the serrations in handlebar and adjuster block match before torquing.

NOTE: Handlebar adjustment on 440/SKS, 500 EFI/ SKS and Classic/Touring models requires removal of two plastic fasteners located below handlebar cover holding console cover.

WARNING: Improper adjustment of the handlebars, or incorrect torquing of the adjuster block tightening bolts can cause limited steering or loosening of the handlebars which could result in loss of control.



Standard Indy Shown

BODY AND STEERING

Ski Skag Removal - Conventional Type

Each time a machine comes in for repair or tune-up, check the ski skags for wear. To prevent damage to the skis, and for greater steering control, replace all skags which are half worn or greater.

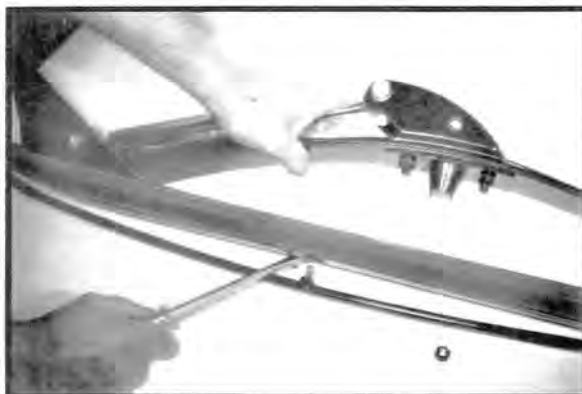
Check all ski saddle bolts. If they are loose or worn, replace with new bolts and nuts.

1. Remove retaining nuts as shown.
2. Push bolt down through ski.
3. Pull rear of skag from ski as shown. This frees the skag for removal from the ski.



Ski Skag Reinstallation - Conventional Type

1. Insert skag into the front hole.
2. Insert skag into rear hole.
3. Tap on the rear of the skag until the stud lines up with the hole in the ski.
4. Reinstall retaining nut and torque to 15 ft. lbs. (2.1 kg/m).



BODY AND STEERING

Ski Skag Removal - IFS

Each time a machine comes in for repair or tune-up, check the ski skags for wear. To prevent damage to the skis, and for greater steering control, replace all skags which are half worn or greater.

Check all ski saddle bolts. If they are loose or worn, replace with new bolts and nuts.

5. Remove the three nuts from the skag.
6. Pull down and rearward to remove the skag.

Ski Skag Installation - IFS

1. Push skag forward, then up into position.
2. Reinstall nuts and torque to 15 ft. lbs. (2.1 kg/m).

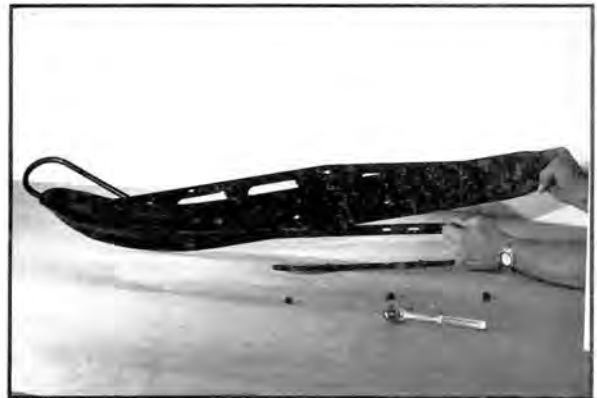


Ski Skag Removal - EZ Steer

1. Remove the three nuts from the skag.
2. Pull down and rearward to remove the skag.

Ski Skag Installation - EZ Steer

1. Install flat bar as shown.
2. Install IFS carbide skag.
3. Reinstall nuts and torque to 15 ft. lbs. (2.1 kg/m).



BODY AND STEERING Seats

1994 Model Seat Lengths

The following chart lists models according to seat length. Arrows indicate interchangeability to match color.

Standard "Lite" Length	Two-Up "Lite" Length	Standard "Indy" Length	Long "Indy" Length	Two-Up "Indy" Length
StarLite Lite Lite Deluxe	StarLite GT Lite GT	<p>Sport ↔ Sport SKS</p> <p>Trail ↔ Trail Deluxe</p> <p>Indy 440 XCR ↔ Indy 440 SKS</p> <p>Classic 500 EFI SKS ↔ 500 EFI</p> <p>Super Sport } XLT SKS } ↔ XLT XLT SP }</p> <p>RXL</p> <p>Storm SKS ↔ Storm</p>		
				WideTrak GT WideTrak LX Classic Touring

BODY AND STEERING Seats

1995 Model Seat Lengths

The following chart lists models according to seat length. Arrows indicate interchangeability to match color.

Standard "Lite" Length	Two-Up "Lite" Length	Standard "Indy" Length	Long "Indy" Length	Two-Up "Indy" Length
StarLite Lite Lite Deluxe	Lite GT	<p>Sport ↔ Sport Touring</p> <p>Trail ↔ Trail Deluxe</p> <p>Indy 440 ↔ Indy 440 SKS</p> <p>440 XCR</p> <p>600 XCR</p> <p>500 Classic</p> <p>500 EFI SKS ↔ 500 EFI</p> <p>Super Sport } XLT SKS } ↔ XLT SKS XLT } XLT SP</p> <p>RXL</p> <p>Storm SKS ↔ Storm</p>		
				WideTrak GT WideTrak LX XLT Touring RXL Touring

BODY AND STEERING
1993 Polaris Snowmobile Paint Codes

MODEL	MODEL NO.	COLOR DESCRIPTION	POLARIS "P" NO.	PPG/Ditzler Division Auto Paint Code No.
440	0930760	Porsche Red	P136	72060
Sport	0930443	Claret Burgundy – Metallic*	P172	4052
Classic	0930864	Midnight Blue Metallic	P145	3216
Trail Deluxe	0930243	Dark Teal – Metallic*	P168	4300
Classic Touring	0930865	Midnight Blue Metallic	P145	3216
Indy Lite	0933433	Porsche Red	P136	72060
500 EFI	0930674	Black	P070	9000
Indy Lite GT	0933133	Porsche Red	P136	72060
Indy Lite Deluxe	0933431	Porsche Red	P136	72060
440 SKS	0930560	Porsche Red	P136	72060
Trail	0930761	Dark Teal – Metallic*	P168	4300
Starlite	0933427	Star Blue	P150	12375
Starlite GT	0933127	Star Blue	P150	12375
Widetrak	0932064	Porsche Red	P136	72060
650 RXL	0930768	Midnight Blue Metallic	P145	3216
500 EFI SKS	0930574	Black	P070	9000
XLT	0930767	Black Sapphire – Metallic*	P173	3885
650 RXL SKS	0930568	Midnight Blue Metallic	P145	3216
XLT SP	0930667	Black Sapphire – Metallic*	P173	3885
XLT SKS	0930567	Black Sapphire – Metallic*	P173	3885
Storm SKS	0932570	Black – Metallic*	P177	9000
440 XCR	0931760	Porsche Red	P136	72060
Storm	0932770	Black – Metallic*	P177	9000
Clear Topcoat	All Models	Clear Topcoat	N/A	DAU82
Metallic Topcoat*	All Models	Clear Topcoat with Sparkle Metallic powder added. Order Polaris PN 8520109. Use one each per quart of DAU82.	N/A	DAU82

BODY AND STEERING
1994 Polaris Snowmobile Paint Codes

MODEL	MODEL NO.	COLOR DESCRIPTION	POLARIS "P" NO.	PPG/Ditzler Division Auto Paint Code No.
440	0942760	Porsche Red	P136	72060
Sport	0940443	Black Sparkle Metallic*	P177	9000
Super Sport	0940743	Bright White	P133	2185
Sport SKS	0940243	Black Sparkle Metallic*	P177	9000
Classic	0942865	Bahama Blue	P183	4307
Trail Deluxe	0940262	Teal Metallic*	P168	4300
Classic Touring	0942875	Bahama Blue	P183	4307
Indy Lite	0943433	Black	P070	9000
500 EFI	0942774	Black Sparkle Metallic*	P177	9000
Indy Lite GT	0943133	Porsche Red	P136	72060
Indy Lite Deluxe	0943431	Porsche Red	P136	72060
440 SKS	0942560	Porsche Red	P136	72060
Trail	0940761	Teal Metallic*	P168	4300
Starlite	0943427	Star Blue	P150	12375
Starlite GT	0943127	Star Blue	P150	12375
Widetrak LX	0942064	Porsche Red	P136	72060
Widetrak GT	0942061	Porsche Red	P136	72060
500 EFI SKS	0942574	Black Sparkle Metallic*	P177	9000
XLT	0940767	Black Sapphire Metallic*	P173	3885
RXL	0940768	Bahama Blue	P183	4307
RXL Touring	0940869	Bahama Blue	P183	4307
XLT SP	0940667	Black Sapphire Metallic*	P173	3885
XLT SKS	0940567	Black Sapphire Metallic*	P173	3885
Storm SKS	0940582	Black Sparkle Metallic*	P177	9000
440 XCR	0941760	Bright White *	P133	2185
Storm	0940782	Black Sparkle Metallic*	P177	9000
Clear Topcoat	All Models	Clear Topcoat	N/A	DAU82
*Metallic Topcoat	All Models	Clear Topcoat with Sparkle Metallic powder. Order direct from Midwest Industrial Coatings (612-934-8252). Mix as directed.	N/A	DAU82

CAUTION: (440/SKS, 500 EFI/SKS, Classic/Touring models) Prolonged exposure to petroleum based products may cause paint failure. If the machine must be tipped on its side for service work for a period of 15 minutes or more, the painted body side panels must be removed prior to tipping machine in order to prevent possible damage due to fluid leakage.

BODY AND STEERING

1995 Polaris Snowmobile Paint Codes

MODEL	MODEL NO.	COLOR DESCRIPTION	POLARIS "P" NO.	RAW MATERIAL NO.
Lite	0953433	Black Sparkle Metallic	P177	8520044
Lite Deluxe	0953431	Teal Metallic	P168	8520096
Lite GT	0953133	Porsche Red	P136	8520066
StarLite	0953427	Bahama Blue	P183	8520119
Sport	0950443	Black Sparkle Metallic	P177	8520044
Super Sport	0950743	Bright White	P133	8520079
Sport SKS	0950243	Black Sparkle Metallic	P177	8520044
Trail	0952761	Teal Metallic	P168	8520096
Trail Deluxe	0952262	Teal Metallic	P168	8520096
440 LC	0952760	Porsche Red	P136	8520066
440 SKS	0952560	Porsche Red	P136	8520066
500 Carb	0952764	Black Sparkle Metallic	P177	8520044
Classic	0952865	Bahama Blue	P183	8520119
XLT Touring	0952857	Black Violet Metallic	P200	8520136
500 EFI	0952774	Black Sparkle Metallic	P177	8520044
500 SKS	0952574	Black Sparkle Metallic	P177	8520044
XLT	0950756	Black Violet Metallic	P200	8520136
XLT SKS	0950556	Black Violet Metallic	P200	8520136
XLT SP	0956767	Black Violet Metallic	P200	8520136
WideTrak LX	0952064	Porsche Red	P136	8520066
WideTrak GT	0952061	Porsche Red	P136	8520066
RXL Touring	0950869	Black Sparkle Metallic	P177	8520044
RXL	0956768	Black Sparkle Metallic	P177	8520044
Storm	0950782	Black Sparkle Metallic	P177	8520044
Storm SKS	0950582	Black Sparkle Metallic	P177	8520044
440 XCR	0951660	Bright White	P133	8520079
600 XCR	0951656	Bright White	P133	8520079
Clear Topcoat	All Models	Clear Topcoat	N/A	8520069
*Metallic Topcoat	All Models	Clear Topcoat with Sparkle Metallic powder. Order direct from Midwest Industrial Coatings (612-934-8252). Mix as directed.	N/A	8520106

CAUTION: (Trail, Trail Deluxe, 440, 440 SKS, 500, Classic XLT Touring, 500 EFI, 500 EFI SKS models) Prolonged exposure to petroleum based products may cause paint failure. If the machine must be tipped on its side for service work for a period of 15 minutes or more, the painted body side panels must be removed prior to tipping machine in order to prevent possible damage due to fluid leakage.