

2015+ Arctic Cat Belt Drive Packing List (Short Chain Case)

Billings, MT – (406) 534-3478 – www.tkicnc.com

____ Top Gear
Ratio: ____

____ Spare Gear
Ratio: ____

____ Bottom Gear

____ Bottom Gear Hub Assembly

____ Belt (8MGT-896-36)

____ Spare Belt (8MGT-896-36)

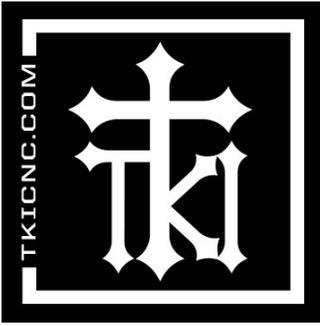
____ Hardware Kit

____ Bottom Cover w/ tensioner assembly & speed sensor

____ Oil Tank with Hardware & Brackets

____ Instructions





Arctic Cat 2015+ Belt Drive Instructions

(Short Chain Case)

1. Remove the right-hand body panel (throttle side) for access to factory chain case and oil reservoir. (You may also choose to remove the factory exhaust or aftermarket turbo from this area.)
2. To remove the oil reservoir (If reservoir hasn't already been removed) the easiest way is to leave the oil tank connected to the chain case and remove the 11 bolts that hold the cover to the case attached to the sled. You will need a T30 torque bit. Also disconnect the speed sensor connector from the factory harness, the bottom oil line will also need to be disconnected. Place a clamp on the line to make sure oil does not drain from the hose. When you remove the hose, oil from the tank will drain so make sure to have some rags available for cleanup. After the oil tank and case are removed you can easily drain the oil from the tank. Only the bolts removed will be reused from these parts.
3. Remove the factory gears, chain, and tensioner.



4. Remove the retaining ring that holds the top bearing into the chain case.
5. You will need to heat the case with a hot air gun. Heat the area around the bearing not the bearing. This is done so the material will grow and the bearing will slide out. You may need to heat the case multiple times until you can get the bearing to slide out freely.



6. Use a couple screw drivers or picks to pry the bearing out. The case will be hot so proceed with caution.



7. After the bearing is removed use a clean towel to clean the area of any oil or debris that may be left.
8. On 2015 sleds you will need to drill and tap the top jackshaft. This can be done by using a carbide burr to remove hard material to get to center of shaft, then you can drill and tap the shaft with a M8 or 5/16 bolt.
9. On 2016 sleds there is already a predrilled hole in the shaft. You will need to tap it with a 3/8-16 tap or a M10X 1.5 tap, take your time and be sure to use some type of cutting oil.

The bolt for steps 8 & 9 is not supplied depending on how the shaft is drilled and tapped.

10. The case will need to be reheated so that the bearing will easily slide into the pocket in the chain case.
11. When the chain case is hot slide the bearing assembly onto the shaft, and into bearing pocket. Install snap ring back into the case groove.
12. You will not reuse the factory snap ring and the shim. The gear will press directly onto the bearing.
13. You will need to repack the bottom bearing with grease before installing a new seal that was supplied in the hardware kit.



14. The belt will be placed over the top gear and placed into the chain case before the next step.

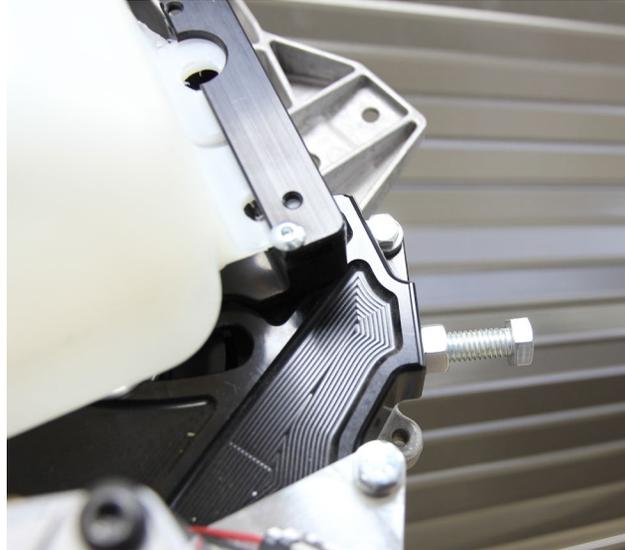
Place supplied gear without the center hub into the chain case and over the bottom drive shaft. The center hub then can be placed onto the bottom drive shaft. Install the snap ring onto bottom drive shaft to retain the bottom gear. Install 6 supplied bolts and torque to 20 ft lbs. Make sure to apply red or blue Loctite on the ends of each of the bolts.

On 2018 kits you can install the ring with 2 ears over the end of the shaft it will slide into the bottom hub.

On 2019+ sled, use your factory snap ring to retain the bottom hub.

15. Install bottom cover assembly in place of the old chain case cover. Make sure belt is pushed to the left when installing the assembly and the tensioner arm is placed over the tapered post in the chain case.
16. You can now start installing the bolts to secure the cover to the chain case attached to the sled. Torque the bolts to 10 ft lbs.

17. Install supplied 3-inch bolt and jam nut into right hand side of case. This will push the tensioner arm and idlers over to tension the belt.

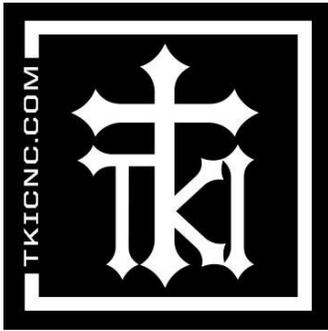


18. To tension the belt, make sure that teeth are properly aligned with the teeth on the gears. Tighten the adjuster screw on the right side of the bottom cover. Belt tension should be $\frac{1}{2}$ inch ($\frac{1}{4}$ inch when sled is hot). When belt is tensioned; tighten the locking nut on the tensioner bolt and the 9/16 bolt on the cover. (To make future tensioning easy you can use a colored marker to make indicator marks on the top edge of the bottom cover, as a quick reference.)
19. To ensure that the belt is properly tensioned, put sled on a track stand, and make sure track is not touching the ground. Rotate the track by hand to make sure the belt and gears are aligned properly. If belt is loose complete step 18 again.
20. This chain case will grow as the sled gets warm. You may need to tension and or check tension multiple times after kit is installed.

Always tension the belt when the sled is up to operating temperature!!!!

21. Following the instructions below for the installation of the oil tank or watch the video on YouTube:





Arctic Cat Oil Tank (Suzuki)

1. The 2015+ oil tank kit will include the tank, hardware, two brackets, plug and an elbow. The contents of the hardware package will include 10 screws, two brackets, plug and an elbow.
2. Begin by taking the filler neck and stock oil cap from the stock oil tank. You will also want to remove the stock oil level sensor and red grommet that comes with the factory tank. (The oil level sensor/red bushing is a two-piece assembly and will come apart even though they look like one piece.)
3. Next ensure that the o- ring is attached to the bottom of the filler neck. Using a drop of blue Loctite in each of the six holes and on the top plug, align the filler neck with the 4 holes on the top of the tank. Using 4 screws (4 mm Allen wrench), start all 4 before tightening any of them down. Tighten until you feel friction against the plastic, you do not need to over-tighten. (On the 2012-16 Suzuki motors, the enclosed plug will be used in the top of the tank as in the second picture.)



4. Next you will take the upper bracket, this bracket is made of stainless steel and will mount to the two remaining holes located next to the filler neck. Again, you will start the two remaining screws before tightening all the way.



- Flipping the tank over, you will now attach the lower bracket using the final two provided screws. Place a generous amount of Loctite into the two holes located to the bottom side of the tank. The bracket should be in line with the hole for the oil tank sensor on the side as shown below. (Note: The larger hole as shown in the below picture, shows the C-Tec tank and is the opening for the oil pump but the bracket will attach the same.)



- Using blue Loctite, apply a generous amount to the elbow pipe fitting threads and using a metric wrench, screw the elbow into the hole on the bottom of the tank as shown below. This is the bottom of the tank.



For C-TEC motors: you will take the electronic oil pump into the tank by removing the oil pump from the stock tank (or previous TKI pump housing). Next use a generous amount of blue Loctite in the two offset holes on the bottom of the tank and insert the pump into the bottom of the tank. Ensure your screw holes line up before inserting the tank all the way. The power plug cord will come out by the lower bracket. You can now use the stock screws you took out (6mm) and tighten them so the pump doesn't fall out.

Note: If your holes don't line up, rotate the pump 180 degrees and it should line up appropriately.

7. When installing the oil level sensor, begin with the red rubber grommet from the oil level sensor into the oil level sensor port on the side of the tank. Next, put the oil sensor level into the tank. When inserting the sensor into the tank, make sure that the float drops straight down as shown below.



8. Next, take the assembled oil tank and install it onto the sled and connect to sensor harness. The tank is attached to the outside chain case cover and the sled chassis and does not attach to the belt drive as in previous kits.
9. Attach the upper bracket to the upper corner of the chain case as shown below using a 6 mm bolt (not provided). You will not tighten this this screw until after you have completed step 10. You can use the stock chain case screw if you choose.



10. On the bottom bracket you will be able to move the tank around until you feel it is adjusted on top of the toe hold. It is not an exact location, and you can move it to where you are comfortable with the tank as there is a large footprint to work with when installing. (We have found the bracket works best if the edge of it is even with the toe bracket allowing the cover to be removed without removing the tank.) Mark the hole locations and drill the two-hole locations that you need as notated below. After these holes have been marked and drilled, you will then want to debur and remove the shavings.



11. In the final installation of the tank, you will want to connect the stock hose to the bottom elbow of the tank. Use a new hose clamp and make sure the stock hose is securely fastened to the elbow.
12. Line the bottom screw holes on the lower bracket to those drilled in the footwell and attach with customer supplied bolts. (A 10 mm bolt is preferred). Next, install upper bracket to chain case with stock bolt from chain case or customer supplied 6mm bolt.
13. Reconnect the oil level and speed sensor harnesses to the sled. Fill the oil tank and your installation is complete.



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