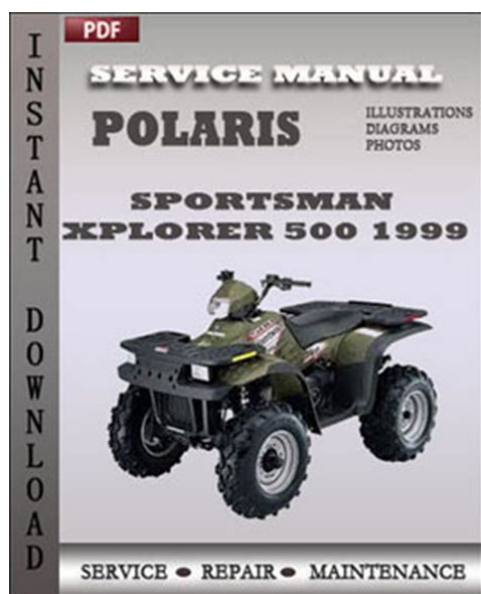


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To identify which series the key is, take the first two digits on the original key and refer to the chart to the right for the proper part number. There are exceptions in the steering, suspension, and engine areas. Always consult the exploded views in each manual section for torque values of fasteners before using standard torque. Center Distance Distance between center of crankshaft and center of driven clutch shaft. CI Cubic inches. PTO Power take off. Regulator Voltage regulator. Regulates battery charging system output at approx. 14.5 DCV as engine RPM increases. NOTE Inspection may reveal the need for replacement parts. Always use genuine Polaris parts. HCAUTION Due to the nature of these adjustments, it is recommended that service be performed by an authorized Polaris dealer. Do not force fluid into hub. Brake Fluid Polaris DOT 3 Brake Fluid Fill to indicated level inside reservoir. 2.35 COLD WEATHER KITS FOR 4 CYCLE ATVS Oil Tank Cover PN 287187 Engine Heater PN 2871507. Description Engine Lubricant 2870791 Fogging Oil 2871281 Engine Oil Quart Premium 4 Synthetic 0W40 4Cycle 2871567 Engine Oil 16 Gallon Premium 4 Synthetic 0W40 4Cycle Lubricant Brake Fluid Polaris DOT 3 Fill master cylinder reservoir to in As required. Change fluid every 2 years. Brake Fluid dicated level inside reservoir. See page 2.36. S Check vent hose to be sure it is routed properly and unobstructed. S The correct gearcase lubricant to use is Polaris Premium GL5 8090 Gear Lube, or an equivalent lubricant with a GL5 rating. TRANSMISSION SPECIFICATIONS Dipstick Specified Lubricant Polaris Premium Synthetic Gearcase Lubricant PN 2871477 Gallon PN 2871478 12 oz. Capacity. At change Approx. 20 oz. S Tighten shift linkage rod end jam nuts properly after adjustment. Make sure the transmission bell cranks are engaged in the neutral position detents. 6. Be sure the shift linkage rod ends are firmly attached to the gear selector slides. <http://xn--76-6kca8aqc6c.xn--p1ai/pic/userfile/commer-ts3-workshop-manual.xml>

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Adjust the low range inside rod so the rod end is centered on the transmission bell crank. Throttle lever operation should be smooth and lever must return freely without binding. 1. Place the gear selector in neutral. 2. Set parking brake. 3. Start engine and warm it up to operating temperature about 10 minutes. This is a very important step. 1. Always stop the engine and refuel outdoors or in a well ventilated area. Do not smoke or allow open flames or sparks in or near the area where refueling is performed or where gasoline is stored. NOTE The bowl drain screw is located on the bottom left side of the float bowl. Compression readings will vary in proportion to cranking speed during the test. Average compression measured is about 5090 psi during a compression test. Smooth idle generally indicates good compression. It contains sulfuric acid. Serious burns can result from contact with skin, eyes or clothing. Antidote External Flush with water. Internal Drink large quantities of water or milk. Follow with milk of magnesia, beaten egg, or vegetable oil. Clean plug area Recommended Spark Plug so no dirt and debris can fall into engine when plug is removed. Refer to Specifications 2. Remove spark plug. 3. Inspect electrodes for wear and carbon buildup. Look for a sharp outer edge with no rounding or erosion of Spark Plug Torque 14 Ft. Do not dilute

with water. When riding in extremely dusty conditions replacement will be required more often. Gasket The pre filter should be cleaned before each ride, using the following procedure. Drain whenever deposits are visible in the clear tube. NOTE The sediment tube will require more frequent service if the vehicle is operated in wet conditions or at high throttle openings for extended periods. S Drain the recoil housing after operating the ATV in Crankcase Drain very wet conditions. This should also be done before storing the ATV. The drain screw is located at the bottom of the recoil housing. Crankcase Drain

21. <http://www.branchennachweis.eu/userfiles/commend-intercom-manual.xml>

Remove dipstick and fill tank with 2 quarts 1.9 l of Polaris Premium 4 synthetic oil. 22. Place gear selector in neutral and set parking brake. 23. Prime oil pump using procedure below. Stop the engine and inspect for leaks. Only a qualified technician should replace worn or damaged steering parts. Use only genuine Polaris replacement parts. See note below. NOTE String should just touch side surface of rear tire on each side of machine. Measure from string to rim at front and rear of rim. NOTE The steering frog can be used as an indicator of whether the handlebars are straight. NOTE Do not force the fluid into the hub under pressure or seal damage may occur. Purge accumulated carbon from the system by momentary revving the engine several times. Glass Lock Use Polaris DOT 3 brake fluid PN 2870990. Check brake system for fluid leaks. Check brake for excessive travel or spongy feel. Check friction pads for wear, damage and looseness. Check surface condition of the disc. Adjust as necessary. FRONT SUSPENSION Rear Spring Adjustment Cam Compress and release front suspension. Damping should be smooth throughout the range of travel. Check all front suspension components for wear or damage. Spacer Tab Brake control and switch must be positioned to allow brake lever to travel throughout entire range without contacting switch body. Align throttle control assembly clamp with knurl on handle Throttle assembly clamp. Do not over tighten the wheel nuts. WHEEL, HUB, AND SPINDLE TORQUE TABLE Item Specification Front Wheel Nuts 20 Ft. Lbs. Rear Wheel Nuts 20 Ft. Refer to the warning tire pressure decal applied to the vehicle. Tread S Improper tire inflation may affect ATV maneuverability. The other numbers are used for identification as to diameter, length and design. The cooling system is under pressure and serious burns may result. Allow the engine and cooling system to cool before servicing. System Pressure Test FLOW 1. Never substitute or mix oil brands.

Using a common spring loaded finger type glaze breaker for honing is never advised. Polaris recommends using a rigid hone or arbor honing machine which also has the capability of oversizing. Refer to the illustrations below. Crankshaft Alignment Fixture PN 2870569 NOTE The rod pin position in relation to the dial indicator position tells you what action is required to straighten the shaft. Beginning at the oil tank, the oil flows through a screen fitting in the bottom of the tank and into the oil supply hose. The feed side of the oil pump draws oil through the hose and into the crankcase oil gallery, and then pumps the oil through another passage to the one way valve. To position crankshaft at Top Dead Center TDC on compression stroke TDC "T". Inspect teeth on ratchet pawl A and plunger teeth B for wear or damage. 2. Push ratchet pawl and hold it. The plunger should move smoothly in and out of the tensioner body. NOTE Always inspect camshaft lobe if rocker arms are worn or damaged. Compare to specifications. 6. Replace if worn or damaged. 3.21. The actuator ball in the camshaft is not replaceable. Replace the cam shaft as an assembly if the actuator ball is worn or damaged. Compare to specifications. CAUTION Tap only in reinforced areas or on thick parts of cylinder head casting to avoid damaging the thread. NOTE Keep all parts in order with respect to their location in the cylinder head. 1. Using a valve spring compressor, compress the valve spring and remove the split keeper. Check spring for squareness. Compare to specifications. Replace spring if either measurement is out of specification. Valve Spring Free Length Valve Spring Length Std 1.654I 42.0 mm Limit 1.575I 40.0 mm Squareness. To check for bent valve stems, mount valve in a drill or use "V" blocks and a dial indicator. 3. Measure in two directions, front to back and side to side. 7. If any of the above conditions exist, the valve seat must

be reconditioned. See Valve Seat Reconditioning, page 3.32.

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If the valve seat is cracked the cylinder head must be replaced. Follow the manufacturers instructions provided with the valve seat cutters in the Cylinder Head Reconditioning Kit PN 2200634. Abrasive stone seat reconditioning equipment can also be used. Keep all valves in order with their respective seat. NOTE Valve seat width and point of contact on the valve face is very important for proper sealing. The valve seat should contact the middle of the valve face or slightly above, and must be the proper width. If the indicated seat contact is at the top edge of the valve face and contacts the margin area it is too high on the valve face. Closely spaced coils toward cylinder head 6. Place retainer on spring and install valve spring compressor. If necessary, heat the crown of the piston slightly with a propane torch. If cylinder is tapered or out of round beyond .002, the cylinder must be rebored oversize, or replaced. Cylinder Taper Limit .002 Max. Cylinder Out of Round Limit .002 Max. Standard Bore Size 3.62163.6224I 91.9992.01 mm PISTON TO CYLINDER CLEARANCE. Replace piston and rings if ring to groove clearance exceeds service limits. Ring Piston Ring to Groove Clearance Feeler Gauge Top Ring Std. 0016.0031I .040.080 mm Stretch chain tight on a flat surface and apply a 10 lb. NOTE The slotted nut is a left hand thread. 5. Remove cam chain drive sprocket B and Woodruff key from crankshaft. 6. Outer Feed Rotor to Pump Body Clearance Std. 001.003 .0254.0762 mm Wear Limit .004 .1016 mm 11. Measure rotor tip clearance with a feeler gauge. Rotor Tip Clearance Std. 005 .127 mm Wear Limit .008 .2032 mm NOTE Due to extremely close tolerances and minimal wear, the bearings must be inspected visually, and by feel. Inspect the surfaces closely for nicks, burrs or damage. 2. Check the oil pump and oil passage mating surfaces to be sure they are clean and not damaged. Excessive end play may cause engine noise at idle and slow speeds. Mag Case Depth 6.

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Use the crankshaft installation tool kit PN 2871283 to prevent damage to the crankshaft and main bearings during installation. 1. Install the crankshaft into the PTO side crankcase. Screw the threaded rod into the crankshaft until the threads are engaged a minimum of one inch 25.4mm. Attach the puller legs to the main puller body. Ill. 3 Puller Legs Ill. One Way Valve Plug Torque 16 ft. lbs. 2.2 kgm CAM CHAIN DRIVE SPROCKET INSTALLATION 1. Install the Woodruff key, drive sprocket, and slotted nut. Always check piston ring installed gap before rings are installed on piston. See page 3.43. If the piston has been in service clean any accumulated carbon from the ring grooves and oil control ring holes. Remove all traces of old gasket material. 2. Make sure the cylinder mounting bolt holes are clean and free of debris. 3. Install a new circlip on one side of the piston with the end gap facing up or down, and tang outward. Rotate the engine and position the piston at BDC. NOTE If cam chain is installed, hold it up while rotating the engine to avoid damage to the chain, drive sprocket Cylinder Bolt Torque. CAMSHAFT TIMING 1. Apply Polaris Premium Starter Drive grease to the camshaft main journals and cam lobes. Lubricate automatic compression release mechanism with clean engine oil. Tensioner Bolt Torque 6 ft. Stator Plate Bolt Torque 5.16.5 ft. lbs. .68.88 kgm 6. Seal stator wire grommet with 3 Bond 1215 or equivalent sealer. Flywheel 1. Install flywheel, washer, and nut. Torque flywheel to specification. Replace any parts found to be worn or damaged. 1. Remove bolts and recoil housing. 2. Release tension on hub and allow reel to unwind. To install a new spring 1. Place spring in housing with the end positioned so the spring spirals inward in a counterclockwise direction. See photo at right. In low elevations and cold temperatures, the air has more oxygen. In higher elevations and higher temperatures, the air is less dense.

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The venturi cross-sectional area in the carburetor bore is increased or decreased automatically by

the vacuum slide, which moves according to the amount of negative pressure less than atmospheric present in the venturi. The fuel from float chamber 2 is metered by pilot jet 3 where it mixes with air coming in through pilot air jet 4. As the fuel fills the float chamber, the float 1 rises and forces the inlet needle against the seat, shutting off the orifice in the seat. DO NOT use an impact driver to remove the screws or carburetor may be permanently damaged. If antitamper plug is installed in pilot screw cavity, refer to Maintenance chapter 2 for removal procedure. O-Ring Washer Spring. Look for discoloration, shiny spots, or an area that looks different than the rest of the needle. The middle to upper portion of the needle where it contacts the needle jet is the most likely wear point. Make sure the diaphragm is pliable but not swollen. The diaphragm should fit properly in the carburetor body. Replace diaphragm assembly if diaphragm is damaged. 2. In this position, the float tongue will rest lightly on the inlet needle valve pin without compressing the spring. Apply 5 PSI pressure to inlet fitting. The needle and seat should hold pressure indefinitely. The pump is located under the headlight cover at the front of the machine. Refer to illustration on following page for fuel pump component identification. No fuel in tank Restricted tank vent, or routed improperly Fuel lines or fuel valve restricted Fuel filter plugged. The steering post arm bolt B points up; the rod end bolts A point down. Strut Spring Compressor Tools PN 2871573 and PN 2871574 3. CAUTION Serious injury may result if machine tips or falls. The internal components of the drive clutch and driven clutch control clutch engagement for initial vehicle movement, clutch upshifting and backshifting. During the development of an ATV, the PVT system is matched first of all to the engine power curve;

The following list of items should be inspected and maintained to ensure maximum performance and service life of PVT components. Clutch malfunction. For inspection of clutch components, please contact your Polaris dealer. Poor engine performance. Fouled plugs, foreign material in gas tank, fuel lines, or carburetor. Refer to the appropriate parts manual for proper fasteners and fastener placement. See page 6.8. 1. Remove seat. 2. Remove or loosen rear cab fasteners as necessary to gain access to PVT outer cover. Use puller if necessary. Driven Clutch Puller PN 2870913 8. Remove driven clutch offset spacers from the transmission input shaft. Keep Spacers In Order 9. Replace if cracked or damaged. Seal this edge to cover on engine side 2. Place a new foam seal on transmission input shaft. 3. Apply RTV silicone sealant to outside edge of inner cover to engine seal, to ensure a water tight fit between the seal and the cover on engine side. This is accomplished through weights and a spring inside the unit which react to the centrifugal force applied to the clutch from the engine RPM. The springs which have a 7041148 higher rate when the clutch is in Silver 7041062 neutral. These shift weights have many factors designed into them for controlling engagement RPM and shifting patterns. Shift weights should not be changed or altered without first having a thorough understanding of their positioning and the effects they may have on belt to sheave clearance, clutch balance and shifting pattern. The X's may not have been in alignment before disassembly. 2. Remove cover bolts evenly in a cross pattern, and remove cover plate. Clutch Holding Fixture PN 2871358 Spider Removal Tool PN 2870341 NOTE It is important that the same number and thickness of washers are reinstalled beneath the spider during assembly. Turn roller with your finger. If you notice resistance, galling, or flat spots, replace rollers, pins and thrust washers in sets of three.

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The Teflon bushings are self-lubricating. Do not apply oil or grease to the bushings. 1. Torque cover bolts evenly to specification. Spider Torque 200 ft. lbs. 276 Nm Cover Screw Torque 90 in. lbs. 10.4 Nm DRIVE BELT TENSION NOTE Pinch the sheaves lightly together with clamp to prevent the belt from being pushed into the driven sheave. Belts which measure longer than nominal length may require driven shimming or engine adjustment for a longer center distance to obtain proper belt deflection. Part Description Part No. P90 Drive Clutch and Driven Clutch 5020628 Bushing

Installation Tool Drive Clutch Cover Bushing Removal and 5020629 Installation Tool for all drive clutches Remove bushing from tool and discard. Piston Pin Puller PN 2870386 Main Adaptor 2. From outside of clutch cover, insert removal tool Item 3 into cover bushing. 3. With inside of cover toward vise, slide cover onto puller. Working from inside of cover, insert bushing and bushing installation tool into center of clutch cover. Bushing PN 3576510 Loctitet 680 PN 2870584 2. CAUTION Wear eye protection when removing snap ring to prevent serious personal injury. 1. Apply and hold downward pressure on the helix, or place driven clutch in compressor tool PN 8700220. Replace the spring if tabs are misaligned or the spring coils are distorted. Tabs Aligned 6. Inspect ramp buttons in the moveable sheave and replace if worn. Refer to bushing replacement in this chapter. Important At least one spacer washer must be installed. Teflon bushings are selflubricating. Do not apply oil or grease to the bushings. 2. Install spring, inserting spring tab into proper hole in moveable sheave. In order to remove the bushing it will be necessary to apply heat. A press can be used to remove and install some of the bushings. See illustration at right. 2. Start new bushing evenly in moveable sheave. Apply Loctite 680 retaining compound to the back side of new bushing.

Outwardly, both drive and driven clutch resemble those used in a standard PVT system, however, there are some important differences in the EBS clutches Belt Deflection It's important to note that the belt is always "tight". Because of the critical nature and precise balance of components within the PVT system, it is absolutely essential that no attempt at disassembly or repair be made without factory authorized special tools and service procedures. The clutch should rotate on the shaft with only slight amount of drag. There should not be any binding or rough spots. Replace as an assembly if worn, damaged, or if problems were noted on page 6.37. 4. Inspect surface of shaft for pitting, grooves, or damage. Review all information below before proceeding. The spring is a compression spring only and has no torsional wind. NOTE Rotating the moveable sheave so that the rollers are not in contact with either helix ramp surfaces will lessen the effort needed to push helix inward. Part Description Part No. EBS Drive Clutch and Driven Clutch 5132027 Puller Tool EBS Drive Clutch and Driven Clutch 5132501 Puller Nut. EBS Drive Moveable Bushing Installation 1. Place main adapter Item 8 on puller. EBS Driven Backside Outer Bushing Removal 1. Install main puller adapter Item 8 onto puller. 2. Install adapter reducer Item 9. 3. Using a hand held propane torch, apply heat around outside of bushing until tiny smoke tailings appear. Belt burnt, thin Abuse continued throttle application when Caution operator to operate machine within guidelines. If the rear wheels lose traction the front wheel rotational speed will decrease, causing the front drive axle speed to exceed front wheel speed. Refer to the electrical chapter. 1. Carefully lift and support the front end of the machine as shown with the jack stands under the front end of the foot rests. If the hub bearing sleeve is damaged or shows signs of movement, the hub assembly must be replaced.

When the sleeve is pressed into the hub it should be flush with the outside surface of the hub. NOTE Do not force the oil into the hub under pressure. Do not substitute bolts or use old ones. If the spring is removed, it will become over stressed and will require replacement. 4. Also, the armature plate must be flat when placed on a flat surface. Bent armature plates should be replaced. CAUTION Serious injury may result if machine tips or falls. Be sure machine is secure before beginning this service procedure. Driveshaft components are precision parts. Cleanliness and following these instructions is very important to ensure proper shaft function and a normal service life. Retaining ring 6. Remove the large end of the boot from the CV joint, slide the boot back and separate the wheel spindle and CV joint assembly from the axle shaft by pulling the shaft sharply outward, away from the CV joint. Refer to page 7.3. 2. Remove the cotter pin and castle nut from the A arm ball joint. Separate Aarm from ball joint. 3. Using a hammer and drift punch, remove the seal sleeve by driving it off evenly being careful not to nick or damage the sleeve mounting area A. Slide prop shaft back and away from front housing. Pull sharply forward to remove from transmission shaft. NOTE If yoke or bearing is removed, cross bearing must be replaced. Note orientation of grease fitting and mark inner and outer yoke for correct repositioning during installation. UJOINT ASSEMBLY 1.

Install new bearing caps in yoke by hand. Carefully install Ujoint cross with grease fitting properly positioned inward toward center of shaft. CAUTION Serious injury may result if machine tips or falls. Inspect ring gear for chipped, broken, or missing teeth. To replace, press new bearing on to shaft. Use new roll pins in drive shafts. 2. Add Polaris Premium Front Housing Lubricant or GL5 8090 gear lube to front housing. Check drain plug for proper torque. Fill Plug.

CAUTION Serious injury could occur if machine tips or falls. Grease and slide lower control arm bushings into place, securing corner housing. 3. Install and torque both lower control arm bolts. Lower Control Arm Bolt Torque 30 ft. NOTE Drive bearing out evenly by tapping on outer race only. CAUTION Use an arbor and press only on the outer race, as bearing damage may occur. CV Boot Clamp Pliers Earless Type 8700226 2. NOTE Photo at right is shown without shaft for Snap ring located in clarity. Tabs face shaft 5. Refit CV joint on interconnecting shaft by tapping Tap joint onto shaft with a plastic hammer on the joint housing. NOTE When replacing a damaged boot, check the grease for contamination by rubbing it between two fingers. A gritty feeling indicates contamination. The oil level should be at one half the height of the slides approx. 1 oz.. Adjust as required. See linkage adjustment procedures. 3. Replace remaining parts. BOOT REPLACEMENT NOTE If moisture is found in the gear shift selector Screw. Refer to Clutch Chapter. 2. Remove complete airbox assembly transmission vent line. 3. Remove right side upper control arm. 12. Remove left side shock absorber. 13. Remove left rear drive shaft see page 7.32. 14. Remove left side upper control arm. 15. Forward Front Transmission Support Bracket 18. Remove bottom transmission bolts as shown in illustration. 19. Lift and remove transmission out right side of frame. Remove bolts. Be sure vent line is not kinked or pinched. 11. Add Polaris Premium Synthetic Gearcase Lubricant to the proper level on dipstick. Remove switches 2. Drain and properly dispose of transmission oil. Drain 3. Remove all cover bolts. Tap cover with soft face hammer to remove. Note 2 bolts in center of cover. CAUTION Do not pry on case half sealing surfaces. Note location of chain tensioner cam. If fully extended, chain is worn beyond service limit. Replace chain and chain tensioner shoe. 5.

Remove chain tensioner along with mounting pins and spring. Remove Screws 8. Make sure hole in oil deflector is clear and unobstructed. Slide the Low gear in and out until needle bearing slides out of gear and can be removed. Remove needle bearing, low gear, and inner thrust washer. 11. Check bearing condition, and snap ring location. 18. Loosen front output housing pinch bolts. Loosen Pinch CAUTION Do not lose pinch plate. NOTE Do not attempt to unscrew the front drive housing completely at this time. Ring Gear Flat Washer Lock Plate 24. Remove front output ring gear. Inspect for broken, chipped, or worn teeth. Seal Retaining Ring Shims Bearing Housing Shaft 27. Slide seal off shaft and remove snap ring and shims. Bushing Drive Tool PN 2871697 2. Apply Loctite t 243 blue to threads of screws and install center shaft cover. Transmission Bearing End of Housing Shaft 3. Turn housing, shaft, and bearing assembly over and install front bearing until fully seated. 4. Front output shaft end play must be measured and adjusted if shaft or housing was replaced. To calculate proper end play, subtract total shim thickness from end play measured in step 8. Lubricate front housing O-ring thoroughly with Polaris All Season grease. Continue to screw front housing in, making sure O-ring enters housing without damage. Be sure ring and pinion gear teeth mesh properly. The following steps must be performed to obtain proper front output gear backlash adjustment Front Gearcase Transmission The pinion gear must be held securely. Use This Mark Front Output Do not lubricate the gear teeth until backlash adjustment is complete. Apply 3Bondt 1215 to mating surface of transmission case. Install access plate with notch to front as shown, torque screws to specification. Access Plate Screws 8 10 ft. Dogs must be positioned outward toward you. Slide the shift dog over the spline and the low range shift shaft. 25. Be sure deflector pin seats into case.

NOTE Do not overtighten deflector screws, or deflector may crack. Install the seal, being careful to work the lip of the seal over the step in the shaft before using installation tool. Install the seal flush

with transmission housing. There are a few things to remember when replacing disc brake pads or performing brake system service to ensure proper system function and maximum pad service life. If cleaning does not reduce the occurrence of brake noise, Permatext Disc Brake Quiet available from most auto parts stores can be applied to the back of the pads. Polaris brake fluid is sold in 5.5 oz. bottles. **WARNING** Once a bottle is opened, use what is necessary and discard the rest in accordance with local laws. Do not store or use a partial bottle of brake fluid. Brake fluid is hygroscopic, meaning it rapidly absorbs moisture. Polaris DOT 3 Brake Fluid PN 2870990 DH Caliper Hand Brake Line 6. Begin bleeding procedure with the caliper that is Forward farthest from the master cylinder. Close bleeder screw and release brake lever. **NOTE** Do not release lever before bleeder screw is tight or air may be drawn into caliper. Make sure you have a clean work area to disassemble brake components. 2. Place a shop towel under brake line connection at master cylinder. Loosen banjo bolt; remove bolt and sealing washers. Vent Slots 2. Be sure vents in cover are clean and unobstructed. 3. Remove brake lever. Cover 4. Clean surfaces of the reservoir and master cylinder body. Dry thoroughly. Inspect the bore for nicks, scratches or wear. Replace if damage is evident or if worn. 2. **CAUTION** Do not attempt to install the piston without the required installation tool. Do not allow the lip of the seals to turn in side out or fold. Polaris DOT 3 Brake Fluid PN 2870990 9.13. **CAUTION** Use care when supporting vehicle so that it does not tip or fall. Severe injury may occur if machine tips or falls. 2. Remove the front wheel. Loosen pad adjuster screw 23 turns.

Polaris Premium All Season Grease PN 2871423 2. Compress mounting bracket and make sure dust boots are fully seated. Start machine and slowly increase speed to 30 mph. Severe injury may occur if machine tips or falls. 1. Remove brake pads. See page 9.14. 2. Using a line wrench, loosen and remove brake line to caliper. **NOTE** Be sure to clean seal grooves in caliper body. Polaris Premium All Season Grease PN 2871423 4. **NOTE** When removing caliper, be careful not to damage brake line. Support caliper so as not to kink or bend brake line. Be sure to put aluminum spacer between pads. 2. Install caliper and torque mounting bolts. DH Brake Caliper Torque 18 ft. lbs. 24.9 Nm Spacer 3. Place a container to catch brake fluid draining from brake lines. 3. Remove caliper. 4. If equipped with a pad spacer, install the spacer between the pads. Install retaining pin through outer pad, pad spacer and inner pad. 5. Rear Brake Replace disc if worn beyond service limit. **NOTE** To aid in accessing these screws, it may be helpful to turn handlebars to left or right and use a short, stubby screwdriver. Remove the check plug. **NOTE** The ignition timing marks are stamped on the outside of the flywheel. Use the point of maximum advance when checking ignition timing. Do not use the cast mark to determine flywheel application. Engine Application Cast Stamp. Be sure to always use Ignition Coil the correct CDI box part number. Also be sure that colors match when wires are connected. Use the following pages as a guide for troubleshooting. The starter system must be in good condition and the battery fully charged. 200 Watt 4 Stroke Sportsman 400 Coil. See Battery Installation on page 10.12. Inspect the battery fluid level. When the battery fluid nears the lower level, the battery should be removed and distilled water should be added to the upper level line. To remove the battery 1. Using a multimeter set on D.C.

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