



# TURBO TAMER

*pDrive Clutch Kit*

Patent Pending



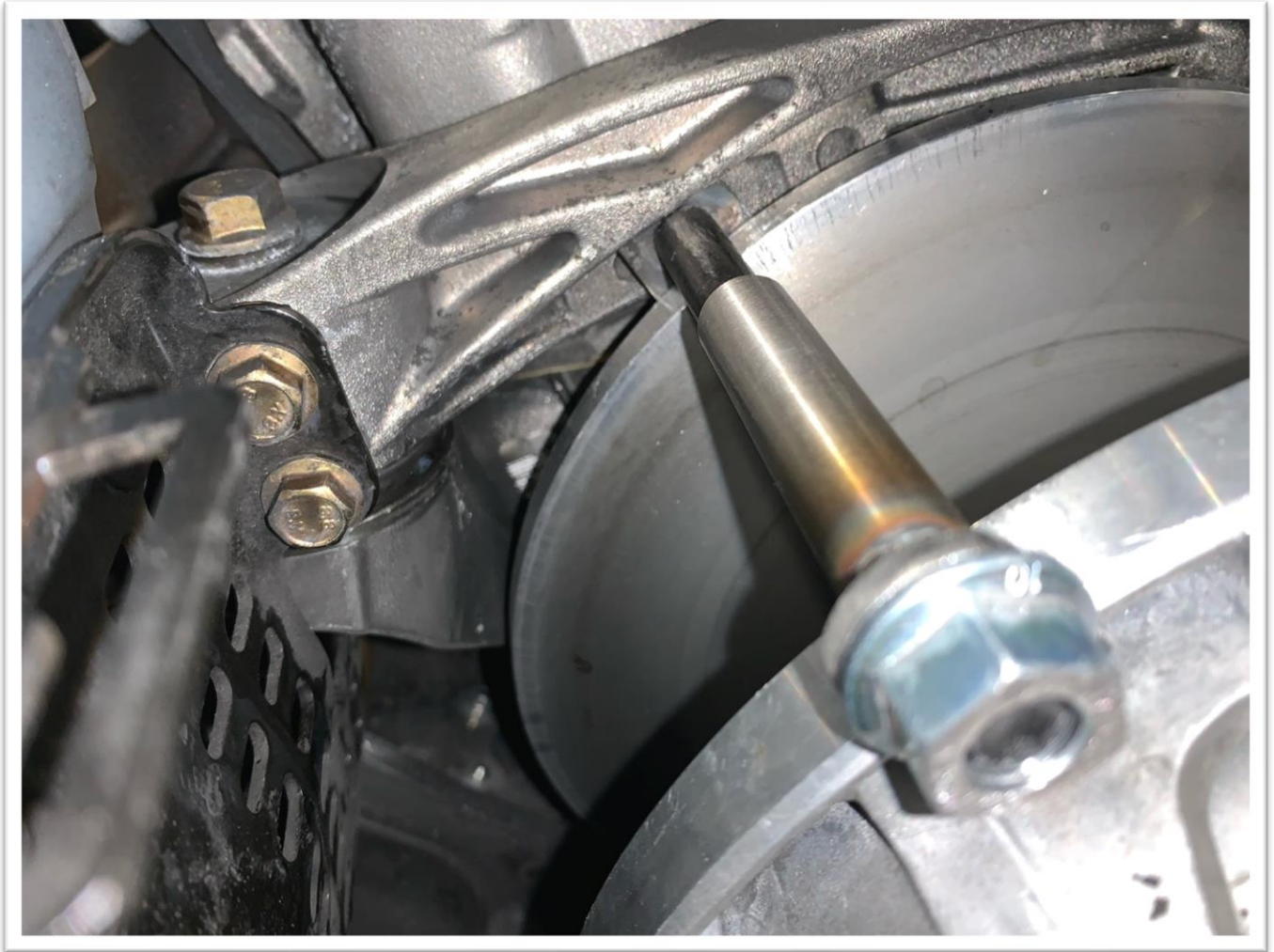


### Kit Contents

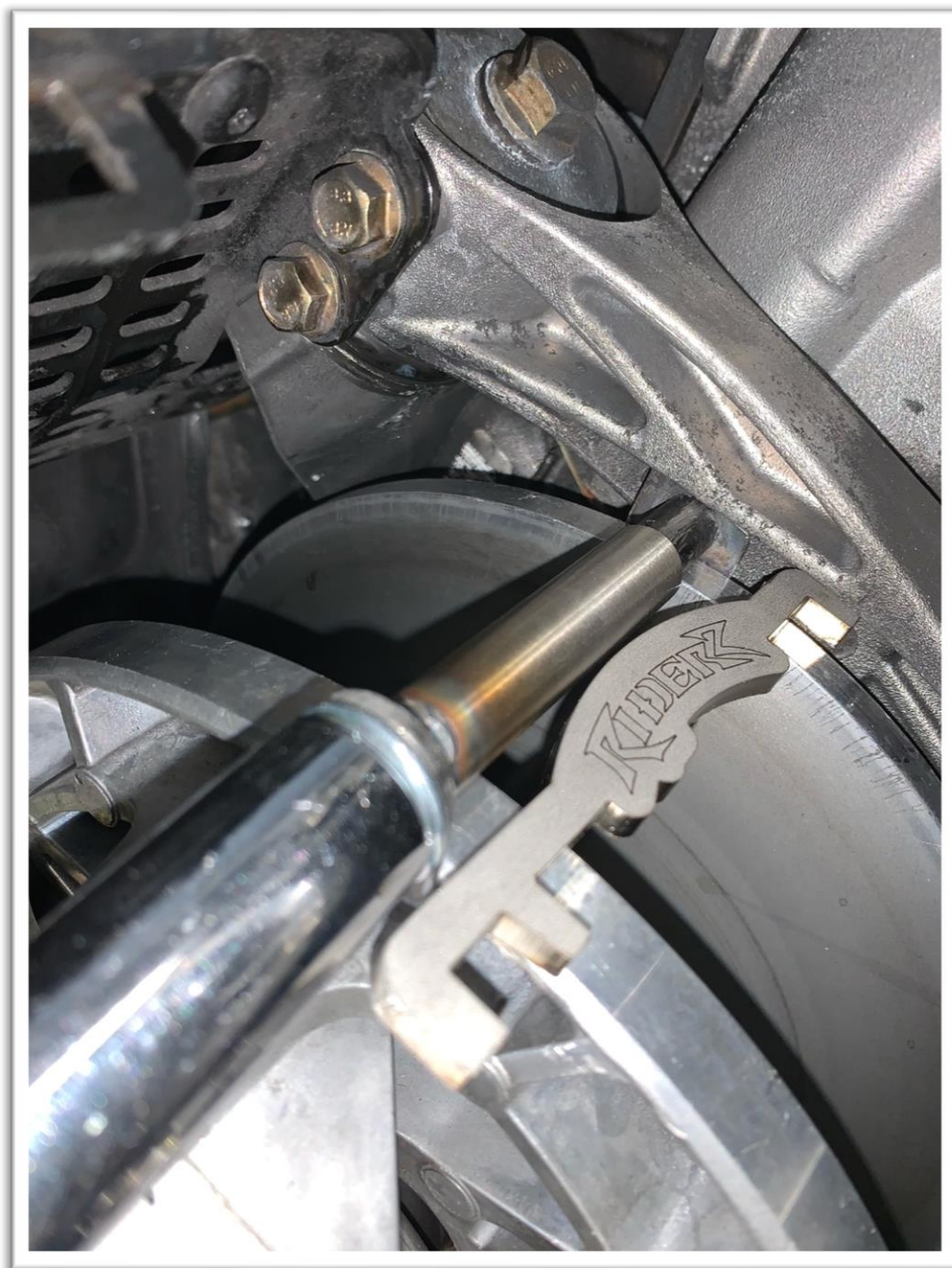
- 3 - Turbo Tamer Arms
- 1 - Clutch Compression Tool
- 1 - Clutch Holder Tool
- 1 - 5mm x 70mm Bolt, used for removing and installing Pivot Pin
- 6 - 5mm x 8mm Weight Screws (1.8 g)
- 6 - 5mm x 10mm Weight Screws (2 g)
- 6 - 5mm x 12mm Weight Screws (2.2 g)
- 3 - 5mm x 16mm Weight Screws (2.75 g)
- 3 - 5mm x 20mm Weight Screws (3.28 g)
- 6 - 5mm x 10mm x 1mm Weight Washers (0.33 g)
- 18 - 5mm x 10mm x 2mm Weight Washers (0.66g)



- After Removing LH side panel, clutch cover, and drive belt, you are ready to start removing the weights.
- Insert clutch compressor at an approximate 45° angle, as in picture. This will allow you to get it in behind the fixed sheave.
- Once it is behind the sheave, attach the other end to the sliding sheave.



- Rotate clutch, clockwise, so compressor tool gets hooked between fixed clutch sheave and motor mount frame.
- Now tighten nut to compress clutch sheaves together.



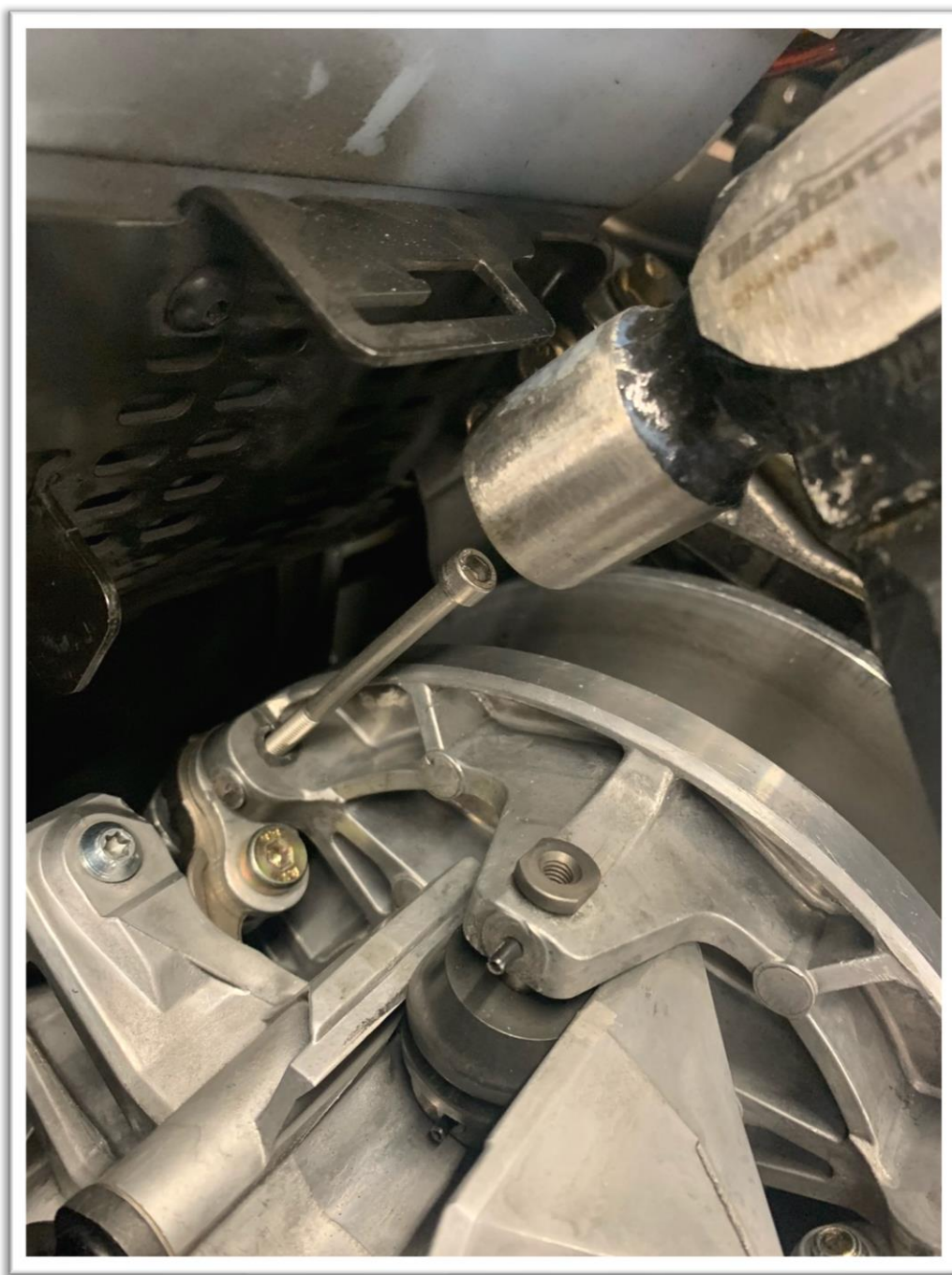
- Install clutch holder as shown. This will allow you to get holder in behind fixed sheave.
- Once behind, rotate so tab is hooking on sheave.



- Once clutch is compressed enough, make sure holder is completely positioned and you can loosen and remove compressor tool.
- Now you can rotate clutch to remove all three ramps.



- Now you will remove the silver T25 Pivot Pin screw.
- Now is also a good time to loosen the clicker bolts as well.



- Install supplied 5mm x 70mm screw, to use as a removal tool.
- Tap out pivot pin, so ramp assembly can be removed.





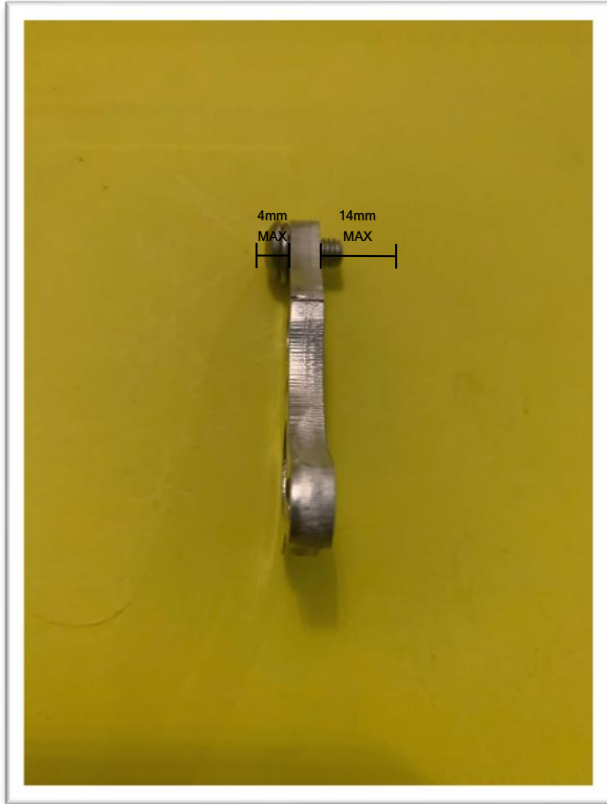
- You can now remove ramp assembly.



Stock Ramp Setup

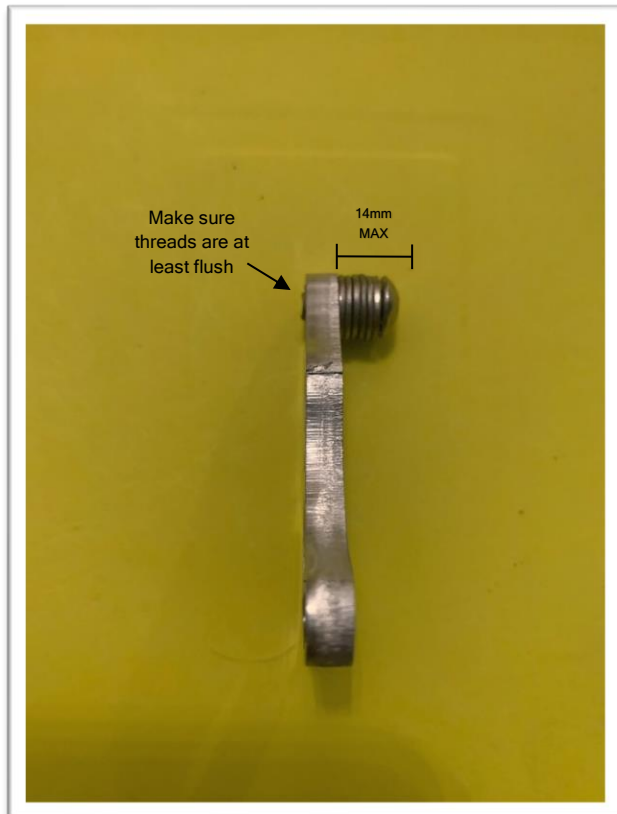


Ramp with Turbo Tamers installed.



- For most applications, the tip screw will be installed from the side with the lettering.

Note: Do not allow head of screw to extrude any more than 4mm. Do not install more than 1 washer on screw.



- If more weight is needed in the tip, the screw may be installed from the other side with washers.
- This will require removing the entire ramp to gain access to the screw.



Note: If installing the tip screw from the non-lettered side do not allow screw to extrude any more than 4mm, as it will rub on clutch if it extends any farther.



## Clutch Tuning

The following chart shows approximated RPM changes. When adding 1 gram in both tamer locations, as well as Ski-doo clicker location.

	Heal	Clicker	Tip
Effect at Engagement	Lowers by approximately 90 RPM	Lowers by approximately 20 RPM	Lowers by approximately 15 RPM
Effect at peak RPM	Raises by approximately 80 RPM	Lowers by approximately 60 RPM	Lowers by approximately 75 RPM

\*Subtracting 1 gram will have opposite reaction

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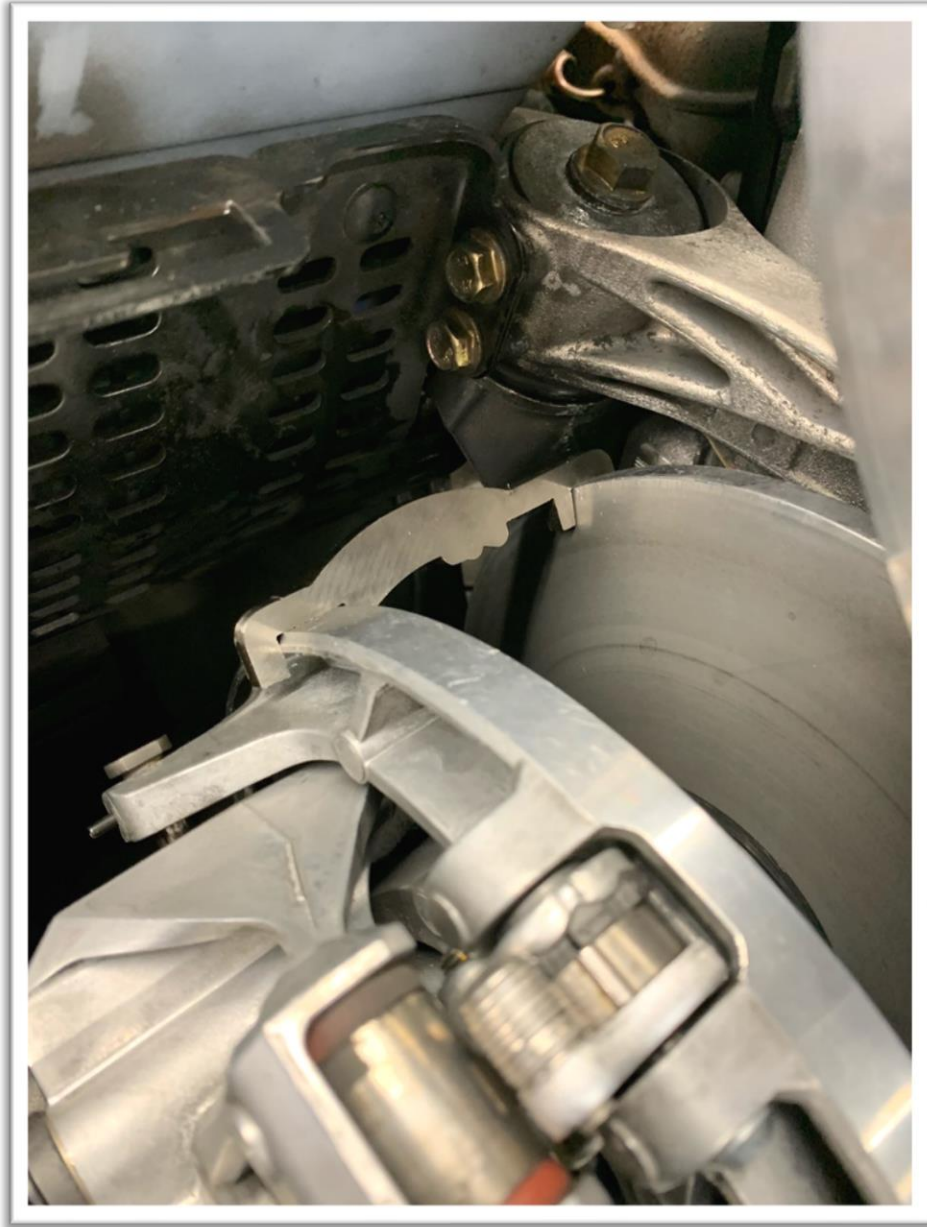
### Initial Setup and Contents

The following chart provides an initial setup for your Turbo, With stock clutching components.

	Heal	Clicker	Tip
2020.5	10 mm screw 1-2 mm washer 1-1 mm washer	Stock	8 mm screw
2021	“”	Add 3mm Ski-doo washer (sold separately)	10 mm screw 1-2 mm washer
2022	“”	Stock	10 mm screw 1-2 mm washer



- Once again, install supplied 5mm x 70 mm screw and tap pivot pin back in.
- Reinstall silver T25 screw, with blue Loctite and torque to 44 lb.in.
- Tighten clicker bolt to 71 lb.in.



- The tip weight can be adjusted while the ramp is installed. The clutch does not need to be compressed all the way; the holder can be installed as shown (lettered side facing the front of the sled).
- This will give you room to access the tip screw.





- Tip screw can be accessed once clutch is slightly compressed.