



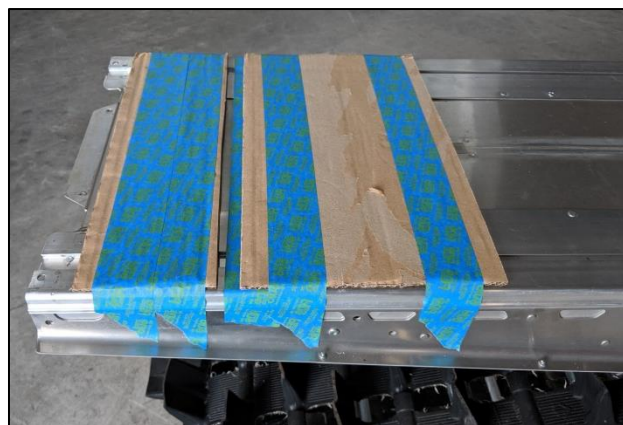
The MTNTK Performance Polaris Tunnel Cut – Tunnel Shortening Kit

Before You Begin - This install is not difficult, and just about any person with patience to follow these instructions can complete it with confidence. **READ ALL THE WAY THROUGH THE INSTRUCTIONS AND DISCLAIMER** first and make sure you understand each step and have a good overall understanding before starting. If for some reason you do not understand any of the steps, please consult someone who can help and/or call us and we will be happy to help you and clarify anything. It does require some tools and it is recommended to use the tool we have specified to perform the step with the best possible outcome.

Determining the amount you want to cut off – When determining the amount you want to cut, a few things need to be taken into consideration. This kit when installed will place the rear tunnel cap 1" further back than the stock location. This means that if you pull the rear cap off and cut exactly 5" off then when you install the kit the actual overall length change will be 4". You can either take this into consideration and choose to cut the extra 1" off OR you can adjust the bumper mounting location as we have included two locations into the mounting which will make the overall length change 5" if you are counting the bumper in your overall length measurements. Because of the 1" difference you can drill the bumper holes the exact same distance from the back of the tunnel and it will result in the bumper being closer (1") to the flap for a more retracted position. This may be beneficial for clearance and less drag in the snow, but it will make it harder to grip the bumper especially if using the stock bumper. With other bumper designs this may not be an issue. If the stock bumper location is not giving you enough hand clearance then we designed a 1" farther back position to allow stock hand grip room. So decide how you plan on using the rear bumper when making your choice of length to trim off.



1. Remove seat, fuel tank, rear bumper, tail light harness guide, tail light, and snow flap. Drill out the rivets and remove the rear tunnel cap and drain the coolant. Remove both left and right coolant lines that go to the OEM cooling system cooler. Plug all hoses. This will prevent any contamination of shavings or chips into the engine cooling system.

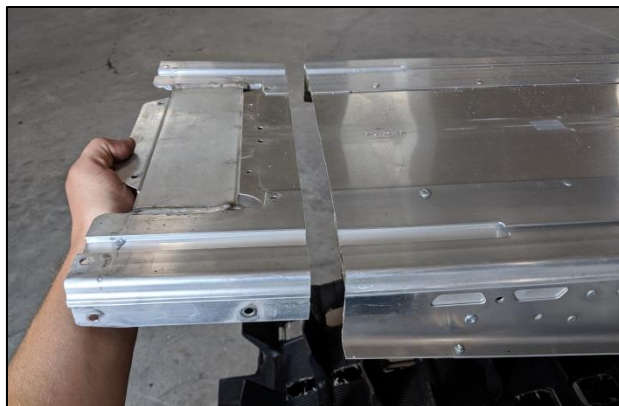


2. Mark location that you want to cut and then tape cardboard to both the left and right sides of the cut mark to prevent hang ups while cutting (if using a circular saw). Measure twice and cut once. Make a practice cut WITHOUT the saw blade down and WITHOUT the saw motor on to make sure the saw glides easily across the cardboard.

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3. Set the saw to cut approximately 1-1/2" leaving a bit of the tunnel below the cut to hold the discard section of the tunnel until the cutting is complete. Lubricate the saw blade and tunnel cut line with a spray window cleaner sparingly (i.e. Windex or similar). Wearing eye and ear protection cut the tunnel with the saw and execute a smooth continuous cut. Do not move the saw out of the cut until the blade has stopped rotating. Using a hack saw or air saw cut the remaining tunnel side material to allow the tunnel to separate.



4. Take time to properly deburr all edges on the outside and inside the tunnel cooler extrusion. Use a small knife, deburring tool, file, and sand paper to take any sharp edges or pieces of metal off in the coolant passage that would prevent the Extrusion Adapters from sliding in easily. REFRAIN from putting the adapters into the passage until the next step to clean the passage is completed or it can contaminate the plastic adapters and cause insufficient adhesion and sealing.



5. Before you can insert the adapters into the extrusion you need to clean it of all shavings, corrosion, and coolant residue. Place the included 1" rubber hose on the coolant line connection to the OEM cooler. Move the sled to a location that you can expel some water. Fill the cooler by pouring water into the rubber hose until it comes out the end you cut off. Now blast air down the tube using a rag wrapped around the air nozzle to seal it and wash the cooler extrusion clean. Repeat until no shavings are observed with a light. Repeat on the opposite cooler on the other side of the tunnel.



6. Lift the sled up in the front using a stand or blocks under the ski's until the remaining water will run out. Use a cleaning swab (i.e. Q-tip or similar) and rubbing alcohol to wipe the interior of the OEM cooler extrusion to a depth of 1". Take extra care in the corners. Clean it multiple times using a few new swabs to ensure that the interior is free of contamination. If your cooler contains any corrosion, use scotch bright or like material to remove. In order for the sealant to bond properly, the internal cooler surface must be clean and clear of any contaminants.

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7. Before the sealant can be applied the Extrusion Adapters must be inserted and a retaining rivet hole drilled. Measure 1/4" from the end of the cooler in the middle of the groove of the cooler extrusion. Insert the Extrusion Adapter into the end fully and then drill using a 3/16" drill bit completely through the first side of the extrusion, adapter, and then the other side of the extrusion. Test fit a rivet to make sure you have got the hole correct and fits nicely. Remove the Extrusion Adapters and set aside for a moment. Carefully look for any more burrs from drilling the previous retaining rivet hole, and remove any chips or shavings using a cleaning swab. Wipe the inside once more with the alcohol and swab and let dry. Repeat on opposite cooler.



8. Using the sealant provided and a suitable spreading tool (the end of a cleaning swab with the cotton end cut off works perfectly) apply the sealant to the COOLING EXTRUSION FIRST. Spread it around to a depth of 3/4" into the extrusion. Make sure it gets into the corners and that it is evenly coating the surface. You want it well coated without any thin spots. You should not be able to see the aluminum through it in any spot.



9. Apply sealant to the Extrusion Adapter. Only put it on the end that goes in. Apply the same amount covering all edges. Slide adapter in and do not remove it. Don't wiggle it or play with it. Once installed, place a rivet in from the bottom side and install the rivet. Repeat on the opposite cooler.



10. Put the crimp style Oetiker clamps onto the ends of the hose. Apply sealant to both ends of the inside of the hose to a depth of 1" and apply a thin coating to both hose connections on the Extrusion Adapters where the hose goes on. Install the hose taking care not to push the adapters around too much, just slide it on both ends and then secure with the clamps. This can be accomplished with a pair of Oetiker clamps or side cutter pliers. **Keep sled inside a warm area of at least 65° F for at least 24 hours to cure completely.**

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11. The bumper can be installed in two positions as stated in Note #2 and we recommend figuring out what you want so you can plan for it while installing the tunnel cap and hose protector. If installing in the “retracted position” mark and drill the holes in the tunnel exactly the same as your stock tunnel end. It will be marked for the two holes $1/2$ ” and $4-1/2$ ” from the end respectively. If you want it to be in the 1” farther back position then you will drill holes only $1/2$ ” and $3-1/2$ ” from the cut edge of the tunnel on each side and the hole will line up with the tunnel cap hole. Place the tunnel cap on the back with the long tabs going inside the tunnel. The holes you drilled for the bumper will line up with one of the two sets of holes on the tunnel cap. Place two bolts in these holes to hold it temporarily while you drill and set rivets.



13. This kit will work with the stock Polaris 2.6 track flap and most aftermarket flaps, but will not work well with the Polaris 3.0 flap. The flap should help to guide the track into the tunnel. We have provided an alternate horizontal flap mounting for aftermarket flaps and will allow the flap to stick straight out the back if mounted to the bottom of the hose protector.



12. Now is a good time to decide how you’re mounting the snow flap. Mark and drill the flap rivet holes before installing the tunnel cap. Drill rivet holes to secure the tunnel cap and hose protector carefully and set only a couple of rivets starting with one in the back and then drill the remaining holes. Pay attention to the location of rivets as some of the rivets go through the tunnel, tunnel cap and hose protector. Some of the rivets hold the taillight assembly on. Before installing the tail light assembly trim the wire guide. Set the taillight on with some temporary rivets and place the wire guide on the sled. Pull the extra wire up in front between the fuel tank and air box. Mark the end of the guide where it meets the taillight and add $5/8$ ”. Trim off and reinstall the guide.



14. Reinstall all remaining parts. Install the snow flap before the bumper for clearance. If you modify the flap make sure the flap is longer than the end of the track. You don’t want the track sucking the flap in each time it contacts it. The suspension moves slightly back when compressed around an $1-1/2$ ” when fully compressed.

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15. Pay attention to the location of the rivets and do not allow the drill or rivets to contact the crossover hose. Install all the rivets and if your bumper is installed in the extended position then you will use (2) of the provided washers to space the distance from the tab and the bumper. (Extended Bumper example in **Fig. A** below)



16. Use the two provided 6mm bolts to secure the rearmost bumper holes that you drilled 1/2" from the cut edge. This bolts the tunnel cap to the original tunnel and makes it strong again. See picture. Install the fuel tank, seat, console and fill the cooling system with coolant. Do a few heat cycles and purge any air out of the system. Ensure that you have all the air out and check for any signs of leaking.

Fig. A



Disclaimer: PLEASE READ MTNTK Performance has gone to great lengths to ensure this product works correctly as a performance enhancer for your sled. MTNTK will not be held responsible for any injuries to persons or property while using this product. This product and the skill in which it is installed can affect the resell value, and the handling characteristics of the snowmobile. MTNTK performance will not be held responsible for any unforeseen circumstances related to the market value of the snowmobile or safety concerns when using this product. Failure to follow the instructions listed above carefully can result in personal injury and damage to the snowmobile. This modification can also result in loss of control and change the handling characteristics of the snowmobile. Installer and or operator take all responsibilities for any adverse results or issues that may arise after installing this product. Do not install this product if you are unwilling to take the responsibility for any adverse effects from performing a modification of this caliber to your vehicle.

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