



## COMPETITIVE ENGINEERING DEPARTMENT

RXL BULLETIN NO. 1 (1977/78)

### INFORMATION AND CHANGES RESULTING FROM ALASKA TEST TRIP AND RXL SEMINARS:

Assuming your RXL is properly set up (timing, carburetion, etc.), and your RXL engine does not operate within the recommended RPM range, the following information will be beneficial:

#### PROBLEM:

Low Engine RPM

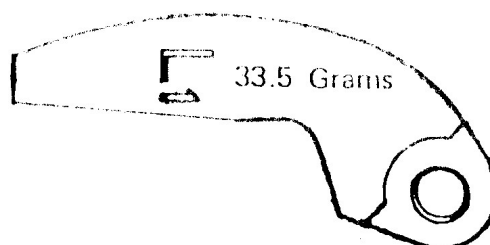
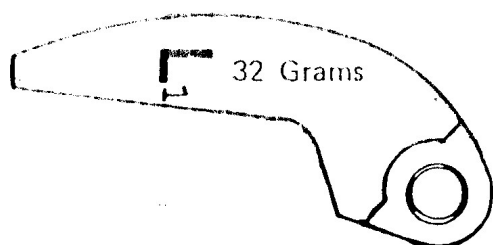
High Engine RPM

#### AID:

Try next heavier blue clutch spring, part no. 7041080. If engine RPM needs to be raised more, install lighter clutch wts. 32 grams, part no. 5630188.

Try lighter orange clutch spring, part no. 7041060. If engine RPM needs to be lowered more, install next heavier clutch weight.

Weight Identification - See Figure:



When checking ignition timing, do not exceed 4,000 RPM. If exceeding 4,000 RPM, ignition timing will appear to be slightly retarded.

The left side (sitting on seat) steering support brace bolt may come in contact with driven clutch at full high gear position. Before this situation occurs, remove the steering support brace bolt, and grind off approximately one-half (1/2) of the hex portion of bolt.

When making the recoil housing modification (see RXL manual, section IV, page 6), insure that the brown exciter coil wire cannot come in contact with the flywheel center hub. If the wire appears that it may contact the flywheel, it should be positioned so the wire cannot contact the flywheel. This brown wire can be tucked under the coil by loosening the harness hold down screw to get enough slack to move the wire. Retighten the hold down screw. See Figure:

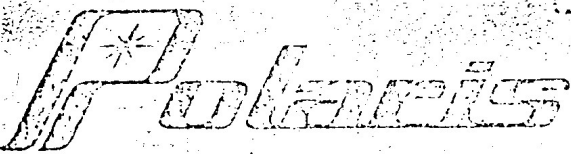
**Polaris** **TEXTRON**

Polaris E-Z-Go Division of Textron Inc.

# RXL



Polaris Competitive  
Engineering Department  
Roseau, Minnesota 56751



## COMPETITIVE ENGINEERING DEPARTMENT

RXL BULLETIN NO. 2 (1977/78)

For additional clutch guard strength we recommend installing to your RXL clutch guard the following formed material under part number 5220119.

See Illustration.

Drill four (4) holes  $3/16$ " diameter as shown on illustration. Secure the formed material, part number 5220119, to the existing clutch guard with four (4)  $3/16$ " sheet pop rivets or four (4)  $3/16$ " screws with locking nut.

Use fasteners that are not so long that they interfere with driven clutch shift range.

Part number 5220119 will be shipped immediately to Polaris distributors for distribution to RXL owners.

Sincerely,

POLARIS  
A Division of Textron

Greg Hedlund  
RXL Coordinator

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Polaris Competitive  
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Roseau, Minnesota 56751



## **COMPETITIVE ENGINEERING DEPARTMENT**

RXL BULLETIN NO. 3 (1977/78)

To stop snow induction under the engine compartment we recommend taping, screening (fine screen), or installing a light flashing or aluminum plate on the external part of the chassis under the motor.

Tachometer life and accuracy can be extended by plugging the tachometer light hole on the back side of the tachometer head. Plug with an appropriate rubber grommet or cover with adhesive tape.

All RXL driven clutches are being replaced with TXL driven clutches, part number 1322089 or TX driven clutches, part number 1322091.

Sincerely,

POLARIS  
A Division of Textron

Greg Hedlund  
RXL Technical Coordinator

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Polaris E-Z-Go Division of Textron Inc.

# **RXL**



Polaris Competitive  
Engineering Department  
Roseau, Minnesota 56751



## **COMPETITIVE ENGINEERING DEPARTMENT**

RXL BULLETIN NO. 4 (1977/78)

SUBJECT: CRANKSHAFT REPLACEMENT FOR RXL ENGINE MODEL EC34PL-03

A thorough inspection by Polaris of the crankshafts (PN 3082888) for the RXL's has revealed a few which have a PTO end T.I.R. in excess of .004", the maximum allowable runout.

In the interest of maintaining maximum performance and reliability on the RXL, Polaris has requested and received replacement crankshafts from our engine supplier. These crankshafts will be provided at no charge to all owners of RXL's. They are being air shipped to your distributor on 30 December. Please contact your distributor for your allocation.

Polaris recommends that you immediately replace the original crankshaft with the new replacement. The original crankshaft does not need to be returned to your distributor or Polaris.

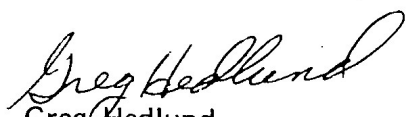
**CAUTION:** When the crankshaft is being replaced, check the brown stator plate wire so it is not rubbing the center flywheel boss. To insure that the brown wire will not rub, it should be secured to the coil with a plastic panduit strap. After it is secured, clip the tail from the panduit strap. (Refer to RXL bulletin no. 1)

The presence of an improper tolerance crankshaft may be noticed by observing one of the following conditions:

1. Excessive chassis vibration.
2. Difficulty selecting the proper main jet and out of balance setting from cylinder to cylinder.
3. Dial indicate the PTO end of the crankshaft after removing the drive clutch. If it indicates more than the .004" maximum allowable runout, replace the crankshaft.

Sincerely,

POLARIS E-Z-GO  
Division of Textron Inc.

  
Greg Hedlund  
RXL Coordinator  
December 29, 1977

**Polaris** **TEXTRON**

Polaris E-Z-Go Division of Textron Inc.

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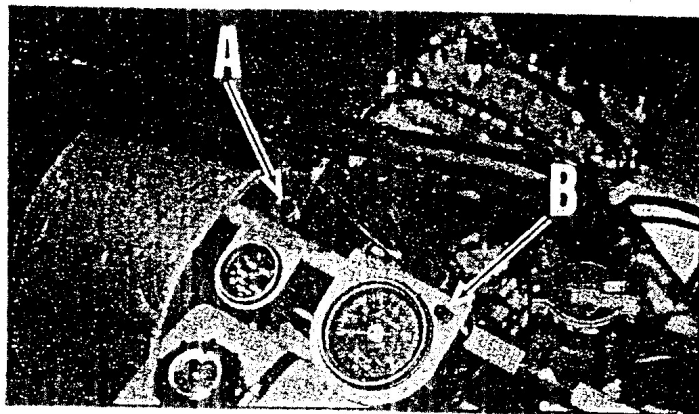
## COMPETITIVE ENGINEERING DEPARTMENT

RXL BULLETIN NO. 5 (1977/78)

SUBJECT: TETHER SWITCH RELOCATION AND TIE ROD REINFORCEMENT

### TETHER SWITCH RELOCATION:

Refer to the photo below showing the relocation of the tether switch from the handlebar location (A) to the tachometer location (B). Measure 1/2" down from the inside radius of the tachometer mount and 1/2" in from the right side; see photo. At this point drill a 1/2" hole for the new tether location.



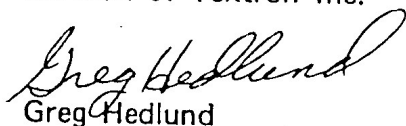
### TIE ROD REINFORCEMENT\*:

For additional tie rod strength we recommend the installation of a length of thin wall conduit pipe over the existing tie rods (left and right sides). The length of conduit pipe should be 16 1/2" with an I.D. of 5/8".

\*Check with your local Racing Association to make sure this is within their rules.

Sincerely,

POLARIS E-Z-GO  
Division of Textron Inc.



Greg Hedlund  
RXL Coordinator  
January 26, 1978

**Polaris** **TEXTRON**

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## COMPETITIVE ENGINEERING DEPARTMENT

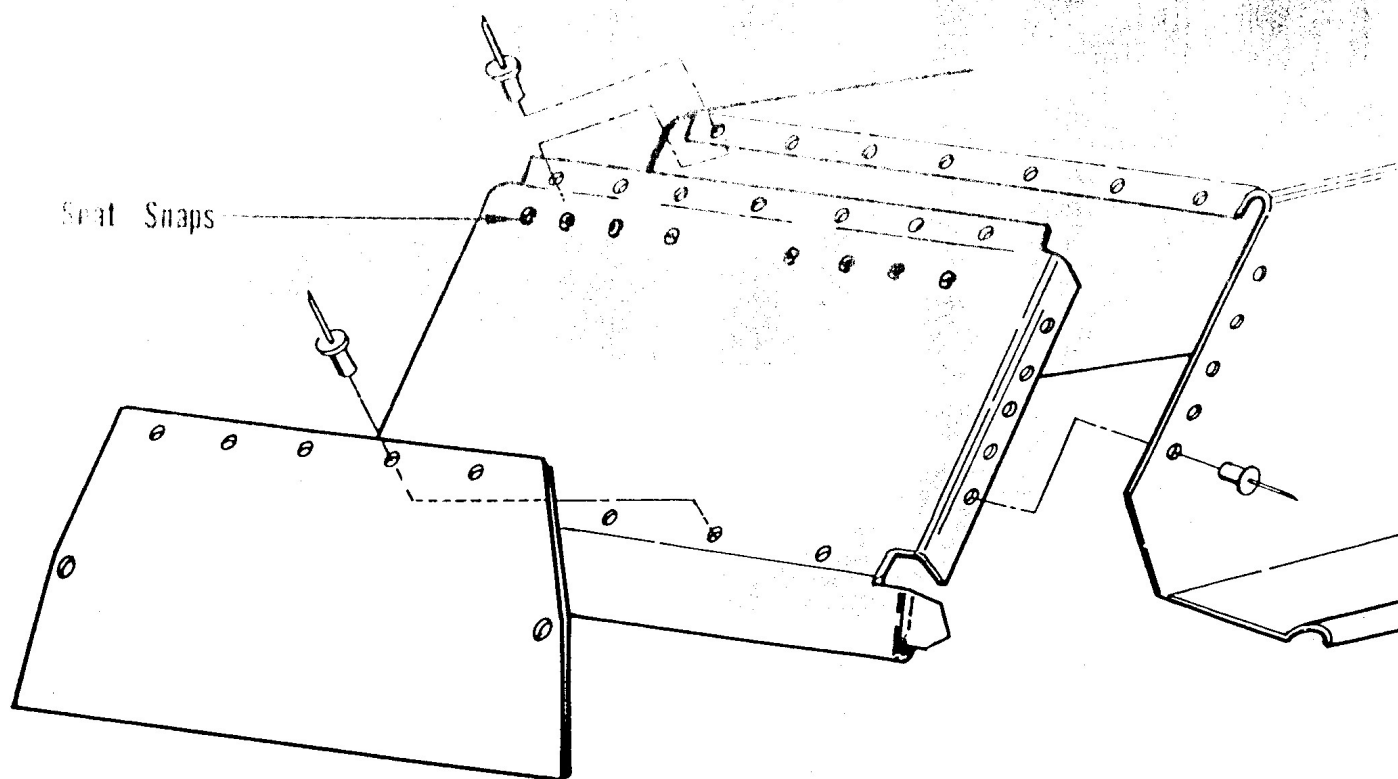
RXL BULLETIN NO. 6 (1978/79)

SUBJECT: MANDATORY USSA RULES

REAR CLOSE-OFF PANEL (INCLUDED IN RXL ENGINE KIT)

As a replacement part, Polaris has made available part number 5223877.

Procedure: Remove present close-off panel and snow flap by drilling out existing pop rivets. Install the replacement close-off panel using the top tunnel rivet holes as a line-up reference (see illustration). Secure with rivets on the top of the tunnel first. Next, drill the side panels with 5/32" drill size. Secure with 5/32 x 1/2" rivets. Fasten the snow flap to the close-off panel using 3/16 x 1/2" rivets. Relocate seat snaps and secure with rivets.



Continued

# RXL

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### TAILLIGHT INSTALLATION

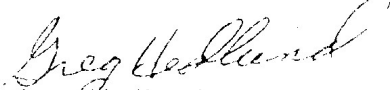
Use a side wire access taillight housing. Run lead under seat. Connect to the pink alternator wire on the stator harness using an appropriate connector. Polaris recommends part number 5430184, lens and 2432026, backing plate which must be grounded back to the chassis. Use the black wire as the ground. Use remaining lead of black wire and connect to yellow for sufficient length.

### RUBBER SKI TIP

Remove the ski tip from the ski. Install over the ski tip a length of heater hose 5/8 x 12". Reinstall the ski tip to the ski. Outside diameter of the ski tip must be no less than 1".

Sincerely,

POLARIS E-Z-GO  
Division of Textron Inc.



Greg Hedlund  
Racing Support  
November 10, 1978