

POLARIS SNOWMOBILE DRIVE BELT MATRIX

Last Revised 11/28/2007 - DMK

Part No.	Belt Width* (Projected)	Side Angle Degrees*	Center to Center	Outer Circumference	APPROX US Retail Price	Belt Compound & Construction Notes
340 Indy Lite Chassis						
3211058	1.250" (31.75mm)	28	11.03	43.313"	\$56.69	Standard - P-90 System
3211059	1.250" (31.75mm)	28	12	45.215"	\$56.69	Standard - P-90 System
3211060	1.250" (31.75mm)	28		45.605"	\$56.69	Standard - P-90 System
Most Standard Indy Chassis						
3111042	1.375" (34.93mm)	32	12.00"	47.250"	\$56.69	Standard - P-85 System
3211045	1.375" (34.93mm)	32	12.00"	47.125"	\$56.69	Standard - Close tolerance version of 3211042
3211061	1.375" (34.93mm)	32	12.00"	47.188"	\$76.64	CVT compound version of 3211045
STORM & Big Block Domestic Sleds, Indy & GEN II						
3211073	1.438" (36.53mm)	28	12.50"	48.375"	\$76.64	Standard - double cog version of 3211065
3211065	1.438" (36.53mm)	28	12.50"	48.375"	\$76.64	CVT double cog
Most Evolved Chassis, Indy XCR 440, Indy XCR						
3211070	1.375" (34.93mm)	28	12.00"	47.250"	\$56.69	Standard - P-85 System
3211067	1.375" (34.93mm)	28	12.00"	47.250"	\$56.69	Standard - double cog version of 3211070
3211066	1.375" (34.93mm)	28	12.00"	47.250"	\$76.64	CVT double cog version of 3211070
Most 1999 and Newer GEN II (except domestic big block)						
3211074	1.438" (36.53mm)	28	12.00"	47.625"	\$76.64	Standard - double cog
3211075	1.438" (36.53mm)	28	12.00"	47.625"	\$76.64	CVT version of 3211074
EDGE, 2-STROKE IQ & IQ RMS CHASSIS						
3211078	1.438" (36.53mm)	28	11.50"	46.625"	\$76.64	Standard - double cog
3211080	1.438" (36.53mm)	28	11.50"	46.625"	\$76.64	CVT compound version of 3211078
3211086	1.438" (36.53mm)	28	11.50"	46.50"	\$62.99	Standard - close tolerance version of 3211078
3211087	1.438" (36.53mm)	28	11.50"	46.50"	\$69.29	CVT - close tolerance version of 3211080
3211122	1.46" (37.10mm)	26	11.50"	46.77"	\$109.99	Kevlar - double cog, cut finish
3211115	1.46" (37.10mm)	26	11.50"	46.77"	\$169.99	PBO - double cog, ground/sanded finish
IQ RACE CHASSIS						
3211104	1.438" (36.53mm)	28	10.625"	44.875"	\$76.64	CVT double cog
3211114	1.438" (36.53mm)	26	10.625"	45.20"	\$188.99	PBO - double cog, ground/sanded finish
FS / FST						
3211099	1.49" (37.58mm)	28	11.00"	46.06"	\$88.19	CVT double cog
3211121	1.46" (37.10mm)	26	11.00"	45.79"	\$109.99	Kevlar - double cog, cut finish
3211117	1.46" (37.10mm)	26	11.00"	45.79"	\$157.49	PBO - double cog, ground/sanded finish

Compound and Construction Identificaiont	
<p>Standard</p> <ul style="list-style-type: none"> · Good trail belt for lower horsepower engines · Best suited for low speed operation 	<p>* Belt dimensions are given in nominal dimensions. There is a +/- variance for all critical dimensions. Clutch setup must be inspected when a new belt is installed and should be adjusted if necessary.</p> <p>The drive belt is an important component in the CVT system. In order to achieve maximum efficiency from the converter, drive belt deflection (tension), clutch offset, and alignment must be adjusted properly.</p> <p>See your Service Manual for further details on drive belt measurement inspection</p>
<p>CVT</p> <ul style="list-style-type: none"> · Increased service life over Standard belts · May need 1-2 grams heavier drive clutch weight over Standard belts 	
<p>Kevlar</p> <ul style="list-style-type: none"> · Increased service life over CVT belts by up to 8 times · Cut edges belt; consistent like PBO belts · Short break-in period · May need 1-2 grams heavier drive clutch weight over CVT belts 	
<p>PBQ</p> <ul style="list-style-type: none"> · Extreme duty belt; longest service life · CNC ground edges on each belt · Longer break-in period 	