

Chassis / Brian Dick and Russ Ebert

1. Is the rear section of the tunnel stronger than last years? **Yes, it's stronger as well as easier to replace in the event of heavy collision.**
2. Are the coolers stronger that last year? **Yes, the cooler issue we had last year has been resolved.**
3. Durability and front end geometry changes. **A new spindle extrusion has been implemented to improve handling. Along with the implementation of the slide action ski, we have improved the ski suspension motion and vehicle tracking characteristics.**
4. How often should you check the track & belt deflection? **Every race.**
5. Still running a 2.52 pitch track at a 3 inch pitch? **The 2009 production comes with the 2.52 pitch track and driver. The 3.0 pitch is available for open class racing.**

Parts

1. What spare parts do you suggest to have on had? Maintenance items: **Drive belts, brake pads, carb calibration components. Some collision parts should be considered.**
2. Do we get discounted parts through Speedwerx, as well as discounted Speedwerx parts? **Any racer with an Arctic Cat racer account number will receive discounted parts through Speedwerx.**
3. The letter states Speedwerx will be our parts supplier/outlet. Do we order directly through them or do we need to go through a dealer? **Order directly through Speedwerx**

Studs and Carbides /Brian Dick and Russ Ebert

1. Last year there were two stud patterns that were used on sleds. One was for 60 or so studs, one was for 96 studs. Does AC have a recommendation as to what pattern to use? **Depends on track conditions. Icy tracks typically require more studs.**
2. How much carbide is recommended for the front skis? **8" to 10"**

3. What size/type carbides and stud do you recommend for Sno Cross? **We primarily run the shaper bar**

Cross country Setup / Brian Dick

1. What changes need to be made (engine and chassis) to change from a snocross to cross country race set up? Recommended gear ratios and clutching for Cross Country? Who do we go through to get Cross Country set ups? **See the Operators manual and the parts book for general setup. Keep in contact with the race shop for updates throughout the season.**

Engine / Mike McArdle and Steve Houle

1. Is the pipe made of stronger material than last year? **It is a gage heavier than the 2008 production, (made out of the same material is the replacement pipe).**
2. Will pipe sensors need to be replaced often? Pipe sensor – failed 2 last seasons – any changes? **Routing and fastening have changed to improve the sensor life.**
3. What spark plug will give me the best performance? **BR9EYA They should be gapped down to .018 for the mod sleds.**
4. How often should you freshen up the pistons and rings in the stockers and mods? **When the performance starts to diminish (about every 4 weeks). If conditions are extremely dirty the interval might need to be shorter.**
5. VIP – How to read the info – a video of what it means and how to do the over lay work. How do I make it work for me? **Will be covered in the DVD**
6. Explain an easy way to pull the chokes. **Will have a demonstration on this process**
7. RPM peak H.P. **125 hp @ 8500-8600**

Carburetion and Fuel / Mike McArdle and Steve Houle

1. What is recommended jetting (main, pilot, air screw etc if sled is switched to race fuel?) **Jetting will depend on conditions and the information will be posted in the Arctic factory trailer at the race track**
2. What jets will give me the best performance? **Jetting will depend on air quality and conditions and will be posted at the race site.**
3. Please send suggested jetting, main jet needles, air screws for 110 fuel. Fuel mix if any, best STD. jetting Cross Country jetting baseline with 110 gas.
 - a. Pilots, slides and main jets? **Should be able to remain stock**

- b. Ignition Timing? **Not enough field data to make a recommendation, timing set at 0**
- c. CDI Programming **No different CDI programming at this time**
- 4. What octane fuel should give me the best performance? **Arctic 110 or a blend of pump gas and 110.**
- 5. What will be the best octane to run? **Arctic 116 for the mods and Arctic 110 for the stockers or a blend of pump gas and 110 for stockers only.**
- 6. What is the difference in the mod 92 octane and 116 octane? **The differences are compression ratio, exhaust system and clutching. The pump Gas mods have a 12.8:1 compression ratio and newly designed pipes that will run at 8500-8700 rpm and make 147 hp. The race gas mods have a 15:1 comp. ratio and run at 8500-8700 rpm and make 150 hp with a much broader power band than the pump gas engine.**
- 7. How much hp do the new mods have? **See above**
- 8. I have not found a suggested carburetor main jet selection chart in the general specifications state the gasoline is to be 91 octane min. Will this provide optimum performance or will it run better w/ a blend of race gas (stock form)? **110 octane or blend will give you the best performance.**
- 9. I would say my weakest point on the sled is carburetion. I just have not had the bandwidth to dig into this to become competent enough for trial and error testing without good starting points and tools? **Run the recommended setup posted at the Arctic Cat factory trailer at the race site.**

Clutching and Gearing / Brian Dick, Russ Ebert and Steve Houle

- 1. Do you recommend any gearing/clutching setups? **Speedwerx is currently testing clutching and gearing set-ups and the info should be available by Nov. 1st**
- 2. How to set up clutching? **Clutching set-ups will be posted on the Arctic website and information will be available from the Arctic Factory race trailer at the race site**
- 3. Clutching and gearing starting points for cross county? **This information will be posted as soon as it's available**
- 4. There are two helix angles on the Team clutch. What do the numbers mean, and how can I apply that to a short start, long start, uphill start etc? **The first number is the start angle. The second number is the finish angle. The third number is the length that it takes (i.e. 36 = .36 inches) to get from the first number to the second number. The higher the first 2 numbers are, the steeper the ramp angle will be. This will make the sled up shift faster and backshift slower. A higher**

third number will also up shift more aggressively on the start as it will carry the steeper angle farther into the shift pattern. The best way to learn what changing these numbers do is to experiment on your own. Clutching information is always available at the Arctic factory race trailer.

Suspension / Brian Dick and Russ Ebert

1. Do the limiter straps on the '09 rub like they did on the '08? **We have changed to a more durable strap for 2009.**
2. Can AC give a recommendation to initial shock set up for Sno cross use. **The sled is calibrated for sno cross based on recommendations and testing throughout the year.**
3. What optional springs have been used on the front shock in rear skid in the past, and do they still apply? **See the operator's manual and the parts book for optional parts.**
4. A chart showing rear end shock/adjuster block settings for different starting conditions would be helpful. For example: if start has powder layer on top of hard snow or ice, what are some basic strategies for set up to help get off the line better? How would that differ from sticky wet snow? **Starting line grids with poor traction snow (hard and icy) require more weight transfer; therefore the coupling block should be adjusted to allow more transfer. (1-3). Starting line grids with excellent traction snow (wet and sticky or heavy) will require less weight transfer therefore the coupling block should be adjusted to allow less transfer. (4-7)**
5. Is the suspension set up for Cross Country or Sno Cross? **Factory settings are setup for Sno Cross. See operators manual or parts book for optional settings for cross country.**
6. Suspension set up – explain what changes in each adjustment can do – results? Basic explanation of rear suspension theory? Baseline shock valving 150 to 165 lbs. rider. (Cross Country)? Rear skid adjustments? It would be nice to see some base line set ups for different conditions and how some adjustments will positively affect some characteristics while adversely affect others such as.....? **Will be covered in DVD**