



P-22 Sheave Connector Stub

1. Remove clutch cover. This can be done with the clutch installed on the crankshaft or with the clutch removed.
2. Remove the slip-fit clutch stub.
3. Apply blue threadlocker to the Gem State P-22 Connector Stub threads.
4. Install the connector stub, making sure to place the proved shim washer between the stub and the clutch spyder. Torque using a 21mm hex driver to 70 ft-lbs. (Allow 24 hours to dry before use)
5. Apply a small amount of silicone lubricant to the connector stub to ensure smooth translation of the clutch cover on the stub.
6. Reinstall clutch cover and torque clutch cover bolts, using a calibrated torque wrench, to 95 in-lbs. (If your torque wrench goes over 200 in-lbs it is too big and should not be used for this application.)
7. If the clutch needs to be installed on the crank, use the most current Polaris recommended install procedure. (As of 12/23/24 it is 140ftlbs with a install only bolt, followed by 110ftlbs with a fresh bolt.) Lapping the clutch taper and crank taper is also recommended.

Notes: A new, unused, primary clutch bolt is recommended for the first installation. The Fire N Ice Ultimate Clutch bolt is recommended. Titanium primary clutch bolts should not be used. (Titanium, at best, is 33% weaker than steel and more brittle.) After the first install the primary clutch bolt can be reused.

Use at your own risk. Gem State Machine and its dealers are not liable for any damages that may occur through the use of this product. By installing you accept all liability.