

CLUTCHES

Drive Belt

Drive Belt

Part No.	Belt Width* (Projected)	Side Angle Overall*	Center to Center* +.100" - .000"	Outer Circum- ference*	Notes
3211042	1.375" (34.93mm)	32°	12.00"	47.250"	Common production belt for P-85 systems
3211045	1.375" (34.93mm)	32°	12.00"	47.125"	Close tolerance version of 3211042
3211057	1.438" (36.53mm)	28°	12.50"	48.375"	Obsolete – original Storm Belt
3211058	1.250" (31.75mm)	28°	11.00"	43.313"	Indy Lite belt (P-90)
3211059	1.250" (31.75mm)	28°	12.00"	45.125"	Longer Indy Sport Belt (P-90)
3211061	1.375" (34.93mm)	32°	12.00"	47.188"	CVT version of 3211045
3211065	1.438" (36.53mm)	28°	12.50"	48.375"	CVT Double Cog Storm belt
3211066	1.375" (34.93mm)	28°	12.00"	47.250"	Double cog - CVT - thicker than 3211070. Production on higher horsepower snowmobiles.
3211067	1.375" (34.93mm)	28°	12.00"	47.250"	Double cog—Good for short runs on higher horsepower engines (Drag Racers) - Good for lower horsepower trail riding
3211070	1.375" (34.93mm)	28°	12.00"	47.250"	Common production belt for late model P-85 systems
3211073	1.438" (36.52mm)	28°	12.50"	48.375"	Double cog—Good for short runs on higher horsepower engines (Drag Racers) - Good for lower horsepower trail riding
3211074	1.438" (36.52mm)	28°	12.00"	47.625"	Double cog—Good for short runs on higher horsepower engines (Drag Racers) - Good for lower horsepower trail riding
3211075	1.438" (36.52mm)	28°	12.00"	47.625"	Double cog - CVT

*± Belt dimensions given are nominal dimensions. There is a ± variance for all critical dimensions. Clutch set-up must be inspected when a new belt is installed and, if necessary, clutch set-up must be adjusted.

The drive belt is an important component of the converter system. In order to achieve maximum efficiency from the converter, drive belt tension (deflection), clutch offset, and alignment must be adjusted properly.

General Belt Selection Guidelines

NOTE: Refer to appropriate parts manual for proper belt. Production belt is recommended unless tuning for a specific application.

CVT

- Increased service life for high horsepower and extended high speed running
- Need 1-2 grams heavier drive clutch weight
- Good for prolonged high speed running.
- Good for aggressive riders

Standard Compound

- More aggressive at low speeds
- Reduced heat and drive clutch sheave wear
- Used for short, higher horsepower runs (Drag Racing)
- Good trail belt for lower horsepower engines.