

Special 2008 New Model Preview Issue

# SNOW TECH

March 2007

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# TECH SHORTS

## Spring Sled Prep

For many of us, the next few months means we will have to prep our sled for the summer and fall months of inactivity. While each of us likely has developed a routine to sled storage, one of the most important steps is to keep the fuel from screwing up the carbs and injection system. We've been using the drop-in Fitch Fuel Catalyst for several years now to keep the fuel fresh and free of varnish, gum, and the greenie-grungie bacteria that forms when gas goes old. They look like some large metal pellets inside a plastic cage, but they never dissolve or go away (a "catalyst" is a substance that modifies or increases the rate of a chemical reaction without being consumed in the process).



**Fitch Fuel Catalyst**

All you do is drop the unit into your gas tank, and walk away. Ideally, you want the machine to run with the units in the tank so treated fuel is throughout the fuel system, as in everyday use. The U.S. military uses them to keep their inactive fleet of gas-powered vehicles ready to go, so you know they're effective. All seasonal equipment, like snow blowers, lawn mowers and the like, should have one of the Catalysts dropped into the tank (smaller ones are available for this) and they're always ready to go, the gas will be good. Think of it is the "gas freshener". We can walk up to any gas powered engine we have so-equipped that has been dormant for several months (or longer), first or second pull and it fires right up. Every time (unless the float bowls are dry, then it takes a couple pulls to get fuel into the engine). Stale gas and plugged jets are a thing of the past.

## Polaris VES Vacuum Lines

If you have one of the newer Polaris models fitted with the solenoid-actuated VES power valves (CFI models) then pay attention. We've found the vacuum line that runs from the solenoid to the "T" fitting that splits and goes to each VES housing can contact the ribbed VES housing, which will eventually wear through the vacuum line and then it starts spewing oil out, as well as the VES valves quit working properly.

Lift your hood and find the black hose

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