

3 1/4" x 126" TRACK KIT

- **P/N:** 5001-0100-23
- **FITS:** XFR Snowbike Kit
- **INCLUDES:** 1 Track, 2 Drivers, 2 Track Adjuster Bolts, 2 Tunnel Stickers

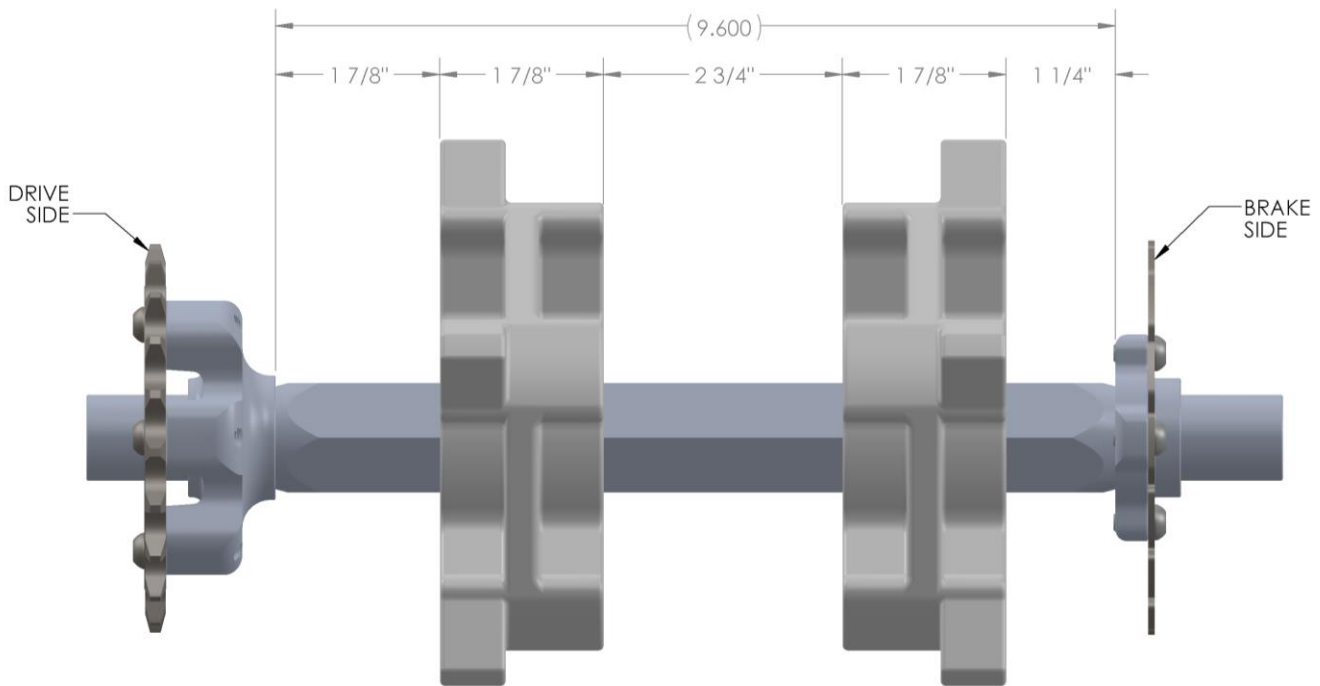
TEARDOWN:

1. Remove any heavy items from the back of the kit such as gas can and items inside bags.
2. Place an adjustable stand under the skid plate and lift up on the bike to take the weight off of the rear suspension.
3. Remove the (qty 4) bolts holding the rear suspension into the tunnel. It works best if you remove the rear arm bolts first.
4. Remove the (qty 2) rear axle bolts and slip out the rear axle and wheel assembly.
5. Lift the bike up high enough for the tunnel to clear the suspension and remove it from the track.
6. Remove the left tunnel side only to remove the track.
 - a. To do this, first remove the (qty 9) tunnel top screws and the (qty 2) rear bumper screws. Take note of their placement, the two types are different lengths.
 - b. Remove the (qty 1 each) drive axle and jackshaft bolts.
 - c. Remove the (qty 2) frame bolts.
 - d. NOTE: Take note of the placement for each bolt so that you can put it back together with proper placement of each.
 - e. Remove the tunnel side by slipping it off the drive axle. The upper jackshaft chain adjuster will likely fall off in doing so. Take note of its placement.
7. Remove the drive chain by lifting up on the drive axle to give it some slack and slip it off the upper jackshaft sprocket.
8. Remove the track by slipping it off over the drive wheels.
9. Remove the drive axle from the right tunnel bearing.
 - a. First remove the right side drive axle bolt.
 - b. Clamp the brake lever by placing a zip-tie around the lever and grip. This will hold the brake disk in place when you remove the axle.
 - c. Pull out the drive axle. If it does not come out by hand, then place the axle bolt back in a few threads and tap it out with a dead blow hammer. It will come out easily this way.



DRIVER-WHEEL REMOVE and REPLACE:

10. NOTE: The drive hub and sprocket will stay on the axle while you perform the work to the drivers.
11. Press off the old driver (s). If your kit has (qty 2) drivers you can push them both off at the same time.
12. Mark your axle for placement of the (qty 2) new drivers.
 - a. If your snowbike kit had (qty 1) driver, follow these next steps. If your kit had (qty 2) drives then skip this step as the axle will already have the driver placement scribed onto the drive shaft with a fine scratched in line. You will want to remark them with a fine tip marker so that they are more visible.
 - b. Mark the drive wheel location onto the axle with a fine tip marker. Specs are shown on the provided diagram.
 - c. Press on the drive side driver first. You will need to push it on from the brake disc side. See its install direction on the diagram.
 - d. To press on the disc side driver. Line up the timing-marks that are on the side of the drive wheels. . See its install direction on the diagram.
 - e. Once the drivers are on, place the axle into the track to ensure that it sets into the track properly. Adjust if needed. A very little amount of side to side movement is ideal for proper track alignment.



TUNNEL and DRIVE SYSTEM REASSEMBLY:

13. Place the axle back into the right-side bearing with brake disc still clamped into place. Once installed, remove the zip-tie that is holding the brake lever from the handlebar.
14. Install the right-side drive axle bolt. Use Blue Loctite on the threads. Torque to 45 FT-LB.
15. Slip on the track over the drive wheels. You may need to wiggle it on, as it is a snug fit. Be sure that it is on in the correct direction with arrows on the top of the track facing the direction of forward rotation.
16. Re-install the drive chain using the same method used when removing it. IMPORTANT: Install the chain with the master link clip facing the track. If it is installed the other way with it facing the tunnel the clip will hit the drive system bolts and will break it and it will likely fall apart.
17. Re-install the left tunnel side.
 - a. First place the chain adjuster stud on over the forked adjuster bracket on the tunnel side.
 - b. Place the tunnel side on by holding the chain adjuster stud in place and slipping it onto the drive axle and jackshaft.
 - c. Install the (qty 2) frame bolts and thread them in most of the way but leave them loose for now.
 - d. Install the jackshaft bolt with grease on the threads. Thread it in most of the way but leave it loose for now.
 - e. Install the left-side drive axle bolt. Use Blue Loctite on the threads and torque to 45 FT-LB.
 - f. Install the (qty 2) rear bumper bolts. Use Blue Loctite on the threads. Thread them most of the way in, but keep them loose.
 - g. Install the (qty 9) tunnel top bolts and nuts. Start the nuts but do not yet tighten them.

18. Tighten all the bolts in the left tunnel side in this sequence.
 - a. (qty 2) Frame bolts. Torque to 45 FT-LB.
 - b. (qty 2) Rear bumper bolts with Blue Loctite on the threads. No torque spec.
 - c. (qty 9) Tunnel top bolts and nuts. No torque spec.
 - d. (qty 1) Jackshaft bolt with grease on the threads. Torque to 40 FT-LB. NOTE: Readjust chains at this time if needed. See the CHAIN MAINTENANCE SHEET on the MTN.TOP website under MANUAL for proper tensioning and maintenance specs.

SUSPENSION INSTALLATION:

19. Remove the (qty 2) long track adjuster bolts and replace them with the shorter version that is supplied with this kit. Re use the jam nut from the old bolts onto the new shorter bolts. Thread the new bolts in until flush to the other side of the track adjuster block.
20. Install the suspension into the track. It works best if you have a helper to hold the track up. Place the front section into the track first, and then shimmy in the rear. You may need to wiggle and push to get it in to the proper position.
21. With the suspension sitting comfortably in place, reinstall the rear axle and wheel assembly. Install the bolts with Blue Loctite on the threads. Thread them most of the way in but keep them loose until the track is adjusted.
22. Bolt in the suspension to the tunnel.
 - a. With the tunnel still lifted up higher than needed, you will want to install the front arm first by lifting it into place and start the (qty 2) bolts. It helps to have a second person to help you lift it and hold into place.
 - b. Lower the bike down until it lines up with the rear suspension arm. Before installing the bolt, ensure that the rear scissor arm is not rotated down into the track but is pointing upright. This is its proper direction for installation. Once in the correct position, install the (qty 2) rear arm bolts.
 - c. Once the suspension is mounted and everything looks properly situated you can tighten the (qty 4) suspension arm bolts. Torque to 45 FT-LB.

ADJUSTING THE TRACK:

23. Adjusting: Turn the adjuster bolt in to tighten the track. Count how many corners of the bolt you have turned so that you can repeat the count on the other side to keep it even. You can also measure the length of the bolt as it hangs out to ensure that it is even. Re-tighten the jam nuts and axle bolts. Torque axle bolts to 40 FT-LB.
24. Measuring Track Tension: Place your index-finger on the top side of the track at the center of the hi-fax and press down giving it about 5 lb. of weight. Measure between the top of the track and the bottom of the hi-fax.
25. Tension Spec: 1" (give or take a 1/16"). NOTE: It is better to run the track to the tight side of the spec than the loose side of the spec. This is because the track on the XFR gets slightly looser when the suspension compresses verses tighter as it does on other snow machines. This eliminates track bind.

FINISH UP WORK:

26. Remove the old 129" rear tunnels sticker and reinstall the new 3-1/4" 126" sticker that is included with the kit.
27. Check over your snowbike kit to ensure that everything looks right and is situated. Check for any bolts left loose.
28. Once everything is completed, lift up the back of the track and start the engine. Spin the track to ensure that everything is spinning properly. You will hear some rattling. This is normal when it is new and is dry from no snow for lubrication. This will all smooth out once in the snow.

