Setup Instructions

Phone/Text (208) 881-0909
Email: info@mtntopsnowbike.com

ON-BIKE, FITMENT KIT SETUP INSTRUCTIONS

- ***FOR:*** Setting up the XFR snowbike kit after the unit is installed onto the bike.
- ***FITS:*** XFR Snowbike kit

NOTE: If you are installing your kit with a fitment kit that has NO pre setup spec you will need to follow this instruction sheet. You will also need the TRACK KIT INSTALLATION Instructions.

PREPPING THE KIT FOR INSTALLATION:

1. *SETTING UP THE STRUT ROD:* Thread the (2) rod ends that are supplied with the snowbike kit into the strut rod shaft as far as they will thread in. You will find the rod ends in the kit bag wrapped onto the snowbike kit. It is recommended to put a thin layer of grease on the threads before installing. This will make adjusting smoother.

2. *MOUNT THE STRUT ROD TO THE SNOWBIKE KIT:* Locate the (2) lower strut rod reducers along with the bolt and nut. You will find them threaded onto the linkage bracket on the snowbike kit frame. Install the reducers into a (any end) end of the strut rod and then install the strut rod onto the track kit frame linkage bracket. It is recommended to use Red Loctite on the threads. Torque the bolt and nut to 50 FT-LB.

3. *INSTALL THE UPPER STRUT ROD REDUCERS:* Install the (2) upper strut rod reducers that were included with the fitment kit. These are sized correctly for your model bike. It helps to put some grease on them so that they will stay in while installing.

4. *INSTALL THE SWING ARM PIVOT SLEEVES:* Put a layer of grease on the (2) swing arm pivot sleeves and install them into the bushings of the snowbike kit frame-legs.

5. *TAKE LOOSE THE FRAME-LEG BOLTS:* Using a 19mm wrench to slightly take loose (2) frame-leg bolts (1 on each side). Set them so that so that you can barely move the frame-legs side to side in the frame.

INSTALLING THE TRACK KIT:

6. Install the rear track kit onto the bike by following the TRACK KIT INSTALLATION Instructions.

FRAME SETUP:

TOOL NEEDED: 16” straight edge or dealer tool. NOTE: The straight edge will be used to place along the engine sprocket and jackshaft sprocket to set sprocket alignment. You can use a long ruler, yard stick or a piece of metal that you know is straight.

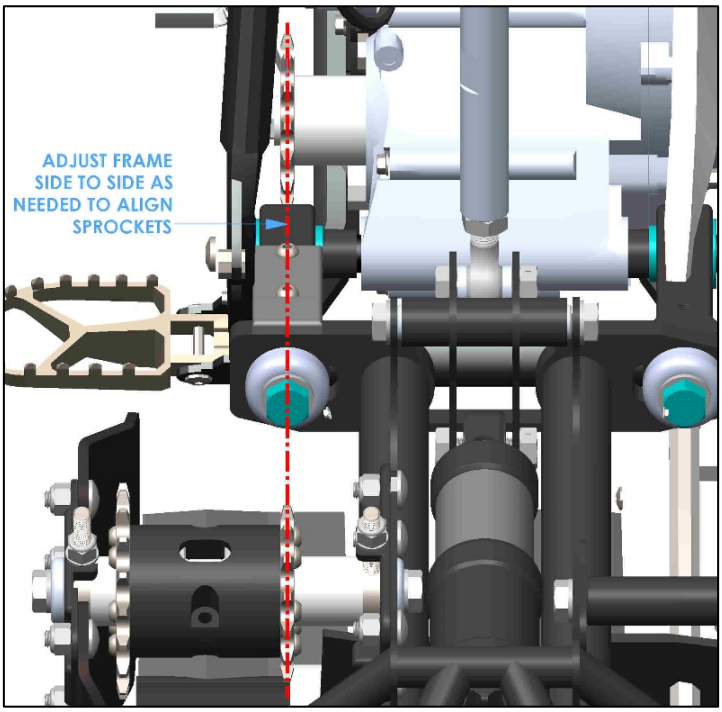
7. *GETTING SET UP:* With an adjustable stand under the skid plate, take the weight of the bike and off the strut rod so that things can shift and move easily.

8. *QUICK ALIGNMENT:* Eye-ball the engine and jackshaft sprocket alignment by looking down the back of the jackshaft sprocket. Shift the track kit accordingly. Next, slide each frame-leg over so that they are positioned against the inside surface of the bike frame.

9. *FINAL ALIGNMENT:* Place the straight edge along the outer surface of the sprockets. Hold it firmly against the engine sprocket to ensure that it is 100% square to it. Shift the track kit accordingly to align the jackshaft sprocket while keeping the frame-legs against the bike frame. Do this a couple times to make sure you have the alignment correct and the frame-legs are snug to the bike frame. Make sure things are situated. NOTE: The flanged bushing on the frame-legs must be firmly against the inner surface of the bike frame on both sides. This is what keeps the track kit aligned and from shifting side to side.

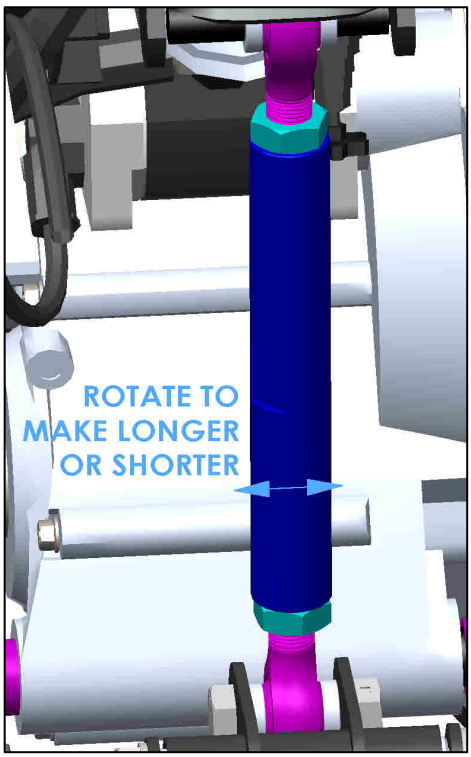
10. *TIGHTEN AND RECHECK:* Once situated lightly snug up the frame-leg bolts with a wrench and recheck alignment and frame-leg position one more time. Once completed you can finish tightening the frame-leg bolts. Torque to 120 FT-LB.

    IMPORTANT: Take note that the frame-leg bolts must have a generous amount of Red Loctite on the treads, or they could come loose.

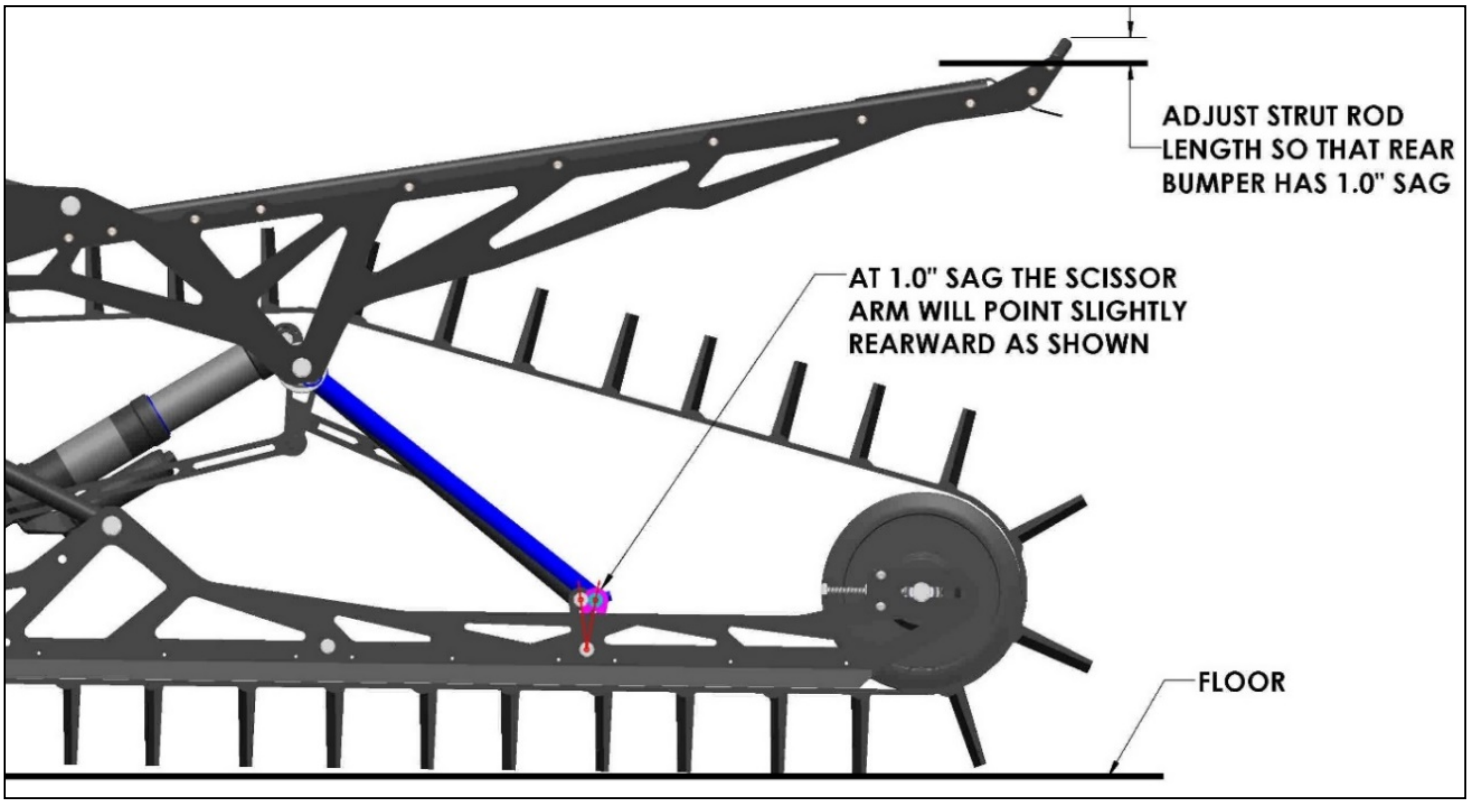


STRUT ROD SETUP:

11. *ADJUSTING THE STRUT ROD:* First remove the adjustable stand. The weight of the bike must be sitting on the floor with nothing under the track and ski. Loosen the (2) jam nuts on the strut rod with a 19mm wrench. Use a crescent-wrench to turn the rod to make it longer or shorter. NOTE: The rod ends have a right-hand and left-hand thread to make adjustment simple without taking anything apart.



12. *STRUT ROD SETTING:* You will set the strut rod based on how the rear suspension is sitting on the ground. The rear arm and shock will be slightly preloaded, and the front arm and shock will not. Adjustments are made with no rider on the bike. Adjust the strut rod so that the rear bumper sits with about 1" of sag. For reference, at the top out point of the rear suspension the rear scissor arm will be slightly leaning forward. When setting with 1" of sag the rear scissor arm will be slightly leaning rearward. This means that the rear arm and shock are preloaded the right amount. Also, to check for correctness, measure the seat height of the bike with the stock seat on it. It should sit between 37" and 37.5" tall at the low point of the seat.



13. *FINE TUNING THE STRUT ROD:* You can fine tune the strut rod length to your liking after the initial setup is completed. It is recommended to not mess with this until after you have ridden the kit and know what you are doing. **A longer strut rod will preload the rear suspension arm and shock more**. It will make the bike sit slightly higher and will give more steering pressure. This can work better for deep snow riding, which gives more traction for climbing, precise steering, and less ski lift. **A shorter strut rod will preload the rear suspension arm and shock less**. This will make the bike sit lower and will give less steering pressure. This can work better on hard pack snow and trails. It also works well for a shorter rider. The bike will also lift the ski easier with less throttle input.

WARNING: When tuning the strut rod length, it is recommended to not shorten the strut rod too much as the kit could have clearance problems. The kit could pivot up to the point that it can hit the bike's exhaust system when the in-frame suspension compresses. It is safe to adjust the strut rod 1 ½ rotations shorter than the recommended set point. Be extremely careful if you adjust past 1 ½ rotations shorter. Always check for clearances.