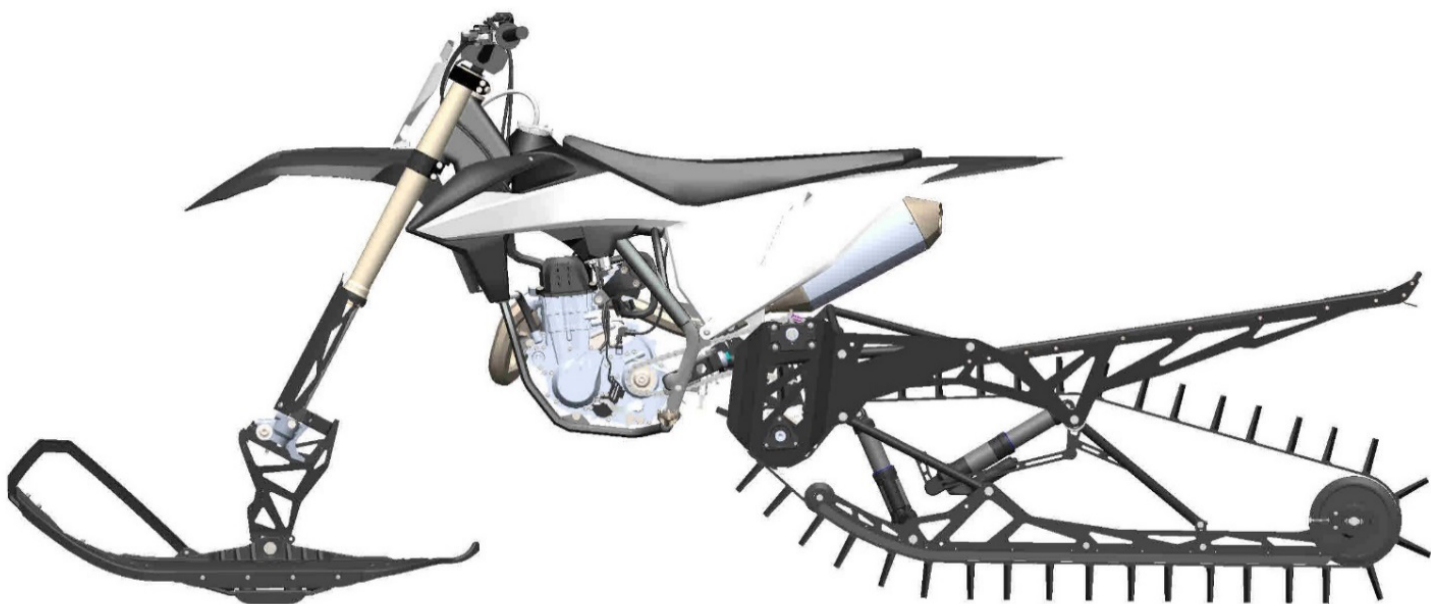


TRACK KIT INSTALLATION

- **FOR:** Installing the XFR snowbike rear track kit onto the motorcycle.
- **FITS:** XFR Snowbike kit



NOTE: When installing your snowbike kit it is best to install the spindle and ski assembly first before installing the rear track kit.

BIKE DISASSEMBLY:

1. **TEAR DOWN:** Place an adjustable stand under the skid plate and lift the bike up. Remove parts in this order. NOTE: There is no need to remove any additional parts as seen in the images. - 1st Engine chain. 2nd Foot brake master cylinder from frame. 3rd Upper shock bolt. 4th Chain sliders and roller wheels. 5th Linkage bracket bolt. 6th Swing arm bolt. 7th Remove swing arm assembly as a complete unit from the bike. NOTE: If your bike has been in the dirt then this is a good time to clean it up around where the snow bike kit will fit.
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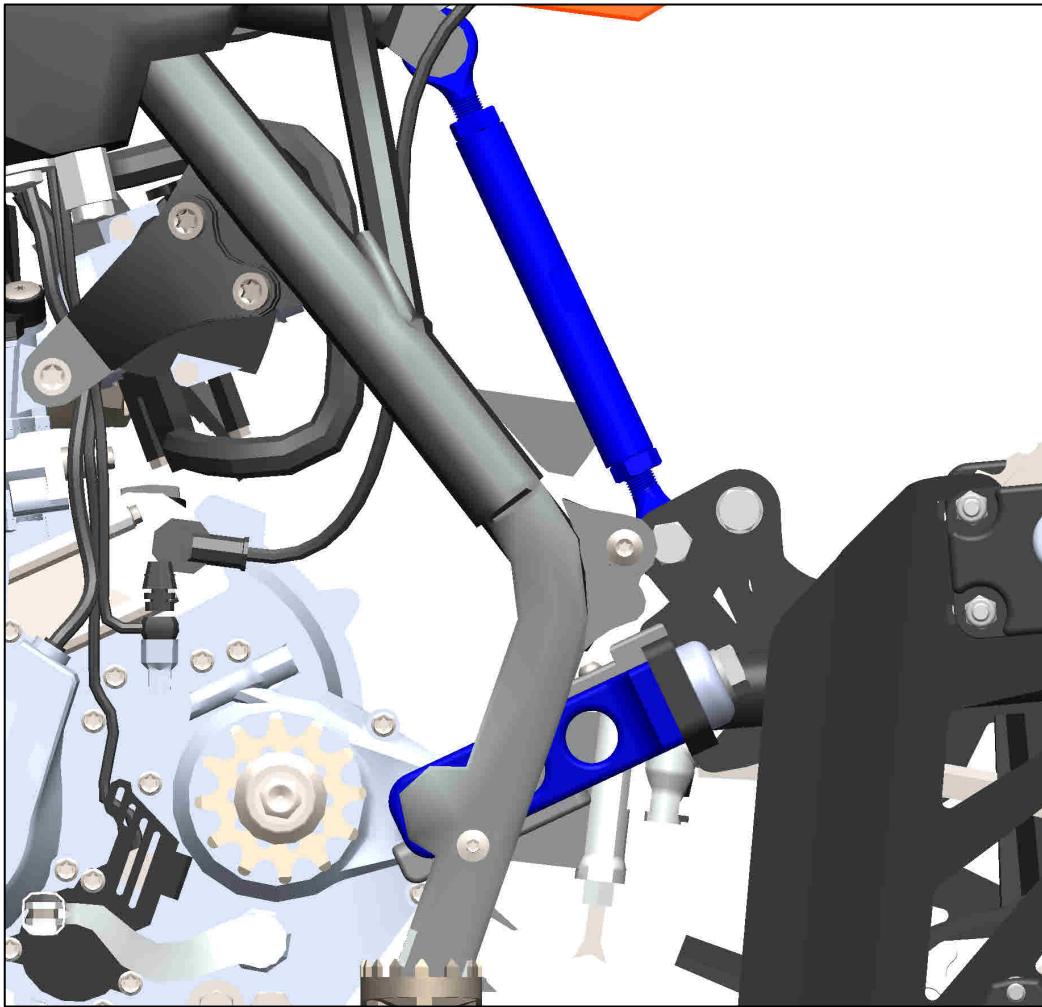
PREPPING THE TRACK KIT FOR INSTALLATION:

2. **LOCATE THE FITMENT KIT:** Included with the fitment kit is the Frame & Strut Rod Setup Spec Sheet. You will also need the Kit Setup Instructions. There are 2 styles of these setup instructions. One is for setting up your frame and strut rod with the kit mounted ON the bike and another with the kit OFF the bike.

NOTE: If you have picked up your snowbike kit from a dealer they should have already pre-prepped your kit for installation unless there are no setup specs listed for your model bike. The Frame & Strut Rod Setup instructions will walk through how to do this.

INSTALLING THE TRACK KIT:

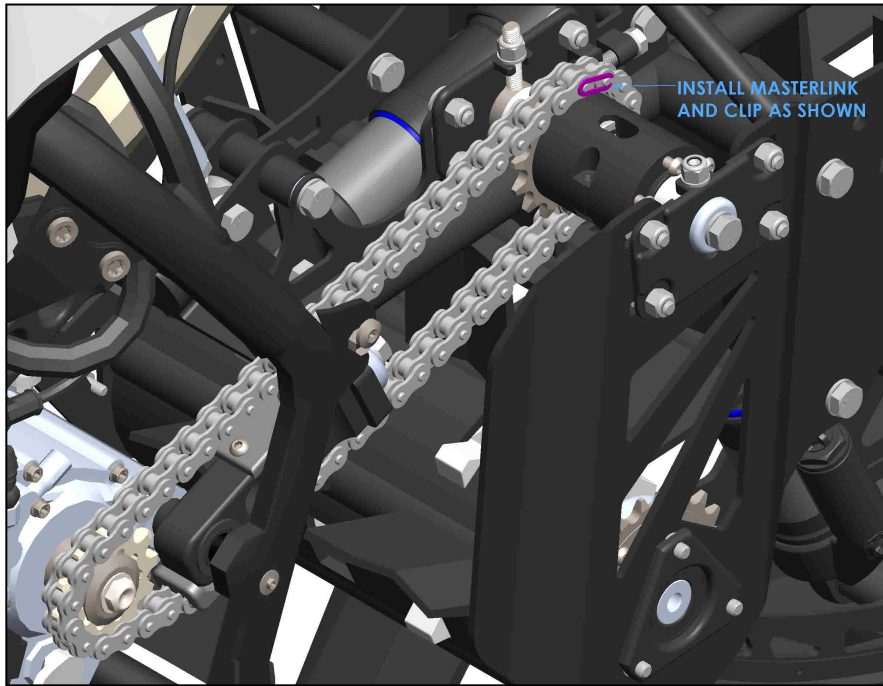
3. **MOUNTING THE TRACK KIT TO THE BIKE FRAME:** Place the track kit up to the bike frame between the engine and frame. Guide the strut rod up toward the shock bracket on the bike frame. Guide the brake line and master cylinder between the bike frame and throttle body and let it hang over the exhaust pipe for now. Using an adjustable bike stand is helpful to get everything lined up more easily. Put a layer of grease on the swing arm bolt and slide it in. Thumb screw the nut on but do not tighten it.
4. **MOUNTING THE STRUT ROD TO THE BIKE FRAME:** It is helpful to first lift the bike up higher than needed and then lower it down to help guide the strut rod into the frame's upper shock bracket. Put a layer of grease on the factory bolt and install it. Do not yet tighten the bolt. Let the adjustable stand down so that the weight of the bike is now sitting on the track and ski. Now you can tighten the swing arm and shock bolt. Torque swing arm bolt to factory spec / Torque Shock bolt factory spec.



INSTALLING THE CHAIN:

5. **INSTALLING THE ENGINE CHAIN:** Wrap the chain around the engine and jackshaft sprockets with the two ends of the chain on the teeth of the jackshaft sprocket. This will help hold it in place. Next, install the master link. First grease the link pins with O-rings and insert it into the chain from the back side. Place the outer O-rings and link plate on. Squeeze the link plate on with a strong set of channel-lock pliers (it is a press fit). Place the clip on so that it is installed in the reverse rotation so that it cannot get knocked off when riding.
IMPORTANT: Once the clip is on, place a flat blade screwdriver under the link plate and shift it out until it touches the clip. This will ensure that the clip will not shake itself off when riding.
6. **ADJUST THE CHAINS:** Adjust the engine and drive chains at this time. Follow the steps on the chain adjustment sheet. NOTE: It is okay to make the chains tighter than the spec if your kit is new. Tot will be best for a new chain. Things will break in and the

chains will loosen up after riding it for the first time. *NOTE:* Chain Adjustments Sheet is listed on the website under the manual section.



INSTALLING THE BRAKE:

7. **ROUTING THE BRAKE LINE:** Routing the brake line is up to your preference. You can route it up the right or left side of the engine along the frame. Depending on how much extra brake line there is you can route it on the back side of the triple clamps or around the front side to take up extra slack for a more comfortable brake line fit.

IMPORTANT: Make sure that the brake line is not close to the exhaust pipe where it could get burned. Zip-tie it as needed to keep it out of harm's way. Normally Zip-tying it to the strut rod is a good way to keep it out of the way of the exhaust pipe.

8. **MOUNTING THE MASTER CYLINDER:** Attach the master cylinder onto the right handlebar next to the throttle tube assembly. If there is an electrical switch or button in this spot you will need to move it inward to make room for the master cylinder.
WARNING: Do not over tighten the master cylinder bar-clamp screws as it could crack the clamp.
9. **ADJUSTING THE LEVER:** You can adjust the lever closer or farther away from the bar to best fit your hand by turning the adjuster screw to the plus or minus direction.

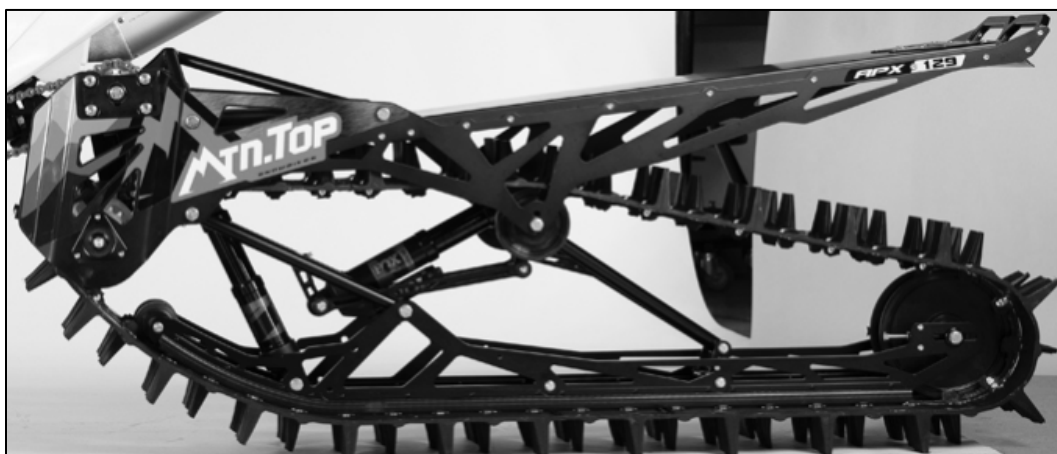


INSTALLING THE TUNNEL GRAPHICS:

NOTE: When you purchased your Snowbike kit you had a choice of what color graphics you wanted. If you picked your kit up from a dealer, they should have installed the graphics for you. If they are not installed, then follow these instructions. If you did not get the color you wanted you can order a different color graphic from your dealer or go to the website under Accessories.

INFO: These are extremely high-quality graphics and are easy to install. They are also easy to peel off if you desire to do so. They will not leave glue behind if they are at a warm room temperature, and you peel them off slowly.

10. Wash your hands before installing. Clean the surface where each decal will be placed. Start at the top and peel a small portion of the backing off at a time. This way you can place the graphic and maneuver more easily without it sticking where you do not want it to. Work your way down each decal while peeling off a portion at a time. On the small decals you can peel the back off the entirely and easily place them.



IMPORTANT (final inspection and finish up):

- Grease the rear suspension. There are a total of 7 grease zerks. Push grease in until it come out of the ends.
- Re-torque the frame leg bolts to ensure that they are properly tightened. Torque spec 120 FT-LB.
- Go over the bike and kit to ensure everything is tight and properly situated.
- Start the engine and spin the track for 1 to 2 minutes. Then recheck the chain adjustments.
- After the first ride you will need to re-adjust and lube the chains.
- After the first ride you will need to retighten the (qty.4) fork clamp bolts to ensure that they have not loosened up. They sometimes loosen up as the plastic cushion clamp settles.