XF SNOWMX

2018 INSTRUCTION MANUAL

INDEX

1

FRONT ASSEMBLY

MAXKEEL

Exoskeleton design with extra deep center keel, equipped with hardox cutting blades and center skagg, offering you the ultimate control of your YETI on all snow conditions.

SPINDLE

Equipped with (3) carbon fiber blades, this spindle has all it's billet aluminum parts fastened with titanium bolts, producing a dependable strong mount to the MAXKEEL ski.

2018 YETI SNOWMX

2

REAR ASSEMBLY

SYNCRODRIVE

Designed by C3 Powersports, this belt drive system maximizes the efficiency of your motorcycles power delivery, while allowing simple gearing changes, in a virtually maintenance free package.

BIKE MOUNT

Billet aluminum tunnel plates, bike mount plates, eccentric cam for chain tensioning; it's the heart of the YETI's mount system.

SUSPENSION

"Piggy back" reservoir shock system, with 20 clicks compression dampening adjuster for ultimate control trail with ease. Add The RRS shock system to increases the suspension travel up to 22" for higher performance

CHASSIS

With 16 layers of carbon fiber for the ultimate in strength to weight ratio, clear coat finish, underlaid custom graphics, this chassis is built to aero-space standards in an autoclave chamber. The resilience and lightweight of this design will push your ride to a new level. Backed by our Carbon Chassis Exchange program.

MAXTRAK II

New for 2017, enhanced design to break through the crust and heavy wet snow. This lightweight and single ply track with 2.5" tall lugs will accelerate you faster then you ever dreamed and higher than ever before.

3 WARNINGS CAUTIONS

WARNING! BE SURE YOU HAVE REVIEWED AND UNDERSTAND THE WARNINGS, INSTRUCTIONS, AND CONTENT OF THE OWNERS MANUAL FOR YOUR MOTORCYCLE AND THE YETI SNOWMX BEFORE RIDING.

THESE INSTRUCTIONS CONTAIN MANY ! WARNINGS ! AND ! CAUTIONS ! CONCERNING THE CONSEQUENCES OF OFF-ROAD SNOWMX RIDING. THE COMBINATION OF THE SAFETY ALERT SYMBOL AND THE WORD ! WARNING ! INDICATES A POTENTIALLY HAZARDOUS SITUATION, WHICH, IF NOT AVOIDED, COULD RESULT IN SERIOUS INJURY OR EVEN DEATH. THE COMBINATION OF THE SAFETY ALERT SYMBOL AND THE WORD ! CAUTION ! INDICATES A POTENTIALLY HAZARDOUS SITUATION WHICH, IF NOT AVOIDED, MAY RESULT IN A MINOR OR MODERATE INJURY, OR DAMAGE TO YOUR YETI SNOWMX, OR A COMPONENT.

Because the consequences of not following a "Warning," usually include "you may lose control and fall" which could result in serious personal injury or even death, we may not repeat this in conjunction with each warning. Due to the unlimited potential hazards of SNOWMX riding. It is impossible to anticipate every situation or condition, which may occur. A practice or situation may be unsafe but not anticipated by this manual. Ride safe, ride smart, and use common sense to avoid potential hazards.

WARNING! MOUNTAINS HAVE MANY HAZARDS AND TERRAIN TRAPS THAT MAY BE UN-NAVIGABLE AND OR DANGEROUS, INCLUDING AVALANCHE CONDITIONS, BE AWARE.

YETI SNOWMX is intended for snow and mountain use. All snow and mountain MX riding is potentially hazardous and dangerous; knowledge and experience are critical to reduce the risk of serious injury or even death. Be aware of the environment that you are riding in, as well as snow, avalanche, and weather conditions. Be sure to carry proper gear and supplies for a safe ride in and out.

WARNING! EXTREME WEATHER MAY CAUSE WHITEOUT CONDITIONS, OR LOSS OF DIRECTION. KNOW A WAY OUT AT ALL TIMES.

An off road MX bike equipped with the YETI SNOWMX can take you to places that you might not know how to come down from, or far off the normal mountain/trail riding trail system, or you may end up in a terrain trap. Riding beyond your abilities, may cause injury or even death. Respect all riding area's, know the boundaries and the hazards, and always have a back up plan in case of foul weather.

Proper riding equipment, such as an approved helmet, adequate clothing for all weather conditions, emergency radio's and enough food to stay overnight in case of emergency is recommended. It is important to have a proper avalanche beacon, probe, shovel and avalanche training; there are no excuses! Avalanches can happen to anyone, and they happen fast. **PREPERATION AND TRAINING ARE KEY**. Snowmobile search and rescue teams may not be able to reach you on a YETI SNOWMX equipped MX bike. Never ride alone. Being prepared makes for a safe and enjoyable ride.

CAUTION! YOUR MX BIKE WAS NOT DESIGNED TO OPERATE AS A SNOW MX BIKE. ATTACHING A YETI SNOWMX TRACK SYSTEM MAY VOID OR AFFECT YOUR MANUFACTURES WARRANTY. CHECK WITH YOUR MX BIKE DEALER FOR FURTHER QUESTIONS. YETI SNOWMX IS NOT RESPONSIBLE FOR ANY FAILURES OF YOUR MX BIKE'S PARTS. THE RECOMMENDED MANUFACTURES MAINTENANCE SCHEDULE WILL NEED TO BE ALTERED FOR SNOW MX RIDING, PLEASE ADJUST THE TIMING OF MAINTENANCE ACCORDINGLY.

WARNINGS & CAUTIONS 4

A YETI SNOWMX equipped MX bike is capable of many extreme maneuvers. The action(s) depicted in advertisements, and promos ect, are being performed by professional riders with many years of riding experience. Even though these riders have years of training and experience they often get seriously injured. It is also foreseeable that during some extreme jumps, stunts or freeriding, the rider may exceed the design capacity of the YETI SNOWMX system, which may result in serious injury or even death.

WARNING! OFF ROAD RIDING IS DANGEROUS, AND THE RIDER ASSUMES THE RISK OF INJURY OR DEATH

All off road freeriding, jumping, boondocking and hill climbing is extremely dangerous, the rider voluntarily assumes the risk that components may bend or break, and voluntarily assumes the risk of injury or death. Respect the riding area, other riders, and pack out what you pack in! Enjoy your YETI SNOWMX kit. This is the most fun we have ever had burning gas, and we have spent a lifetime, burning lots of it!


WARNING - CAUTION

Each YETI SNOWMX is shipped with a **Warning – Caution** sheet, this sheet is placed on top of the YETI rear assembly as our final notice that there are many dangers or potentially hazardous situations that may cause serious bodily injury or death to YETI SNOWMX riders.

We place this sheet on each YETI and sign off that we have warned each customer of these potentially hazardous situations.

Each customer assumes all risk and liability of off-road riding their motorcycle equipped with a YETI SNOWMX.

5 WARRANTY THIS IS YOUR RESPONSIBILITY!

CAMSO warranties all products to be free of manufacturer defects for the period of (2) years from the date of delivery to the original purchaser. This warranty is for parts coverage only, not including labor. This warranty is transferrable to to any subsequent owners IF the new owner(s) register with CAMSO on the YETI SNOWMX website or mail in their warranty card.

All warranty terms, both stated and implied are subject to CAMSO discretion and final approval. Maintenance items are not covered under warranty and include items such as hyfax, skaggs, bearings, bushings etc. CAMSO reserves the right to refuse warranty coverage or service at any time.

Warranty process as follows,
1) CAMSO requires notification PRIOR to replacement of any part under this warranty.
2) Replacement and or repaired parts will be supplied only upon receipt of defective parts.
3) Customer is responsible for shipping of the warrantable parts to and from CAMSO Location.
4) CAMSO shall have no obligation under this warranty if:
- The owner fails to notify CAMSO of any possible defect in workmanship.
- The YETI SNOWMX is improperly installed
- The YETI SNOWMX is improperly maintained.
- The YETI SNOWMX is used in an application that it was not designed for.
- The customer continues to use the YETI SNOWMX after initial malfunction.
- The YETI SNOWMX is not registered with CAMSO.

CAMSO is limited to replacement and/or repair of defective products for the period of 2 years from original date of purchase. CAMSO has no other obligation or liability for injury, death or damage resulting from any use of it's products.

WARRANTY IS ONLY VALID FOR TWO YEAR FROM DATE OF PURCHASE.

WARRANTY IS TRANSFERRABLE TO THE NEXT OWNER IF SOLD WITHIN THE FIRST 12 MONTHS OF OWNERSHIP WHEN ACCOMPANIED WITH THE ORIGINAL RECEIPT.

YOUR WARRANTY IS NOT VALID UNLESS IT IS REGISTERED WITH YETI SNOWMX.
(Register with us by completing the warranty card, located in back of the manual and mailing it in, or by completing the online form at www.yetisnowmx.ca.)

INSTALLATION INSTRUCTIONS 6

FOR YETI SNOWMX 120 - 129 - 137

These installation instructions are designed to work in conjunction with the owner's manual of your MX bike supplied by your manufacturer. We will refer to your MX bike manufacturers instructions regarding fasteners, torque specs and assembly or dis-assembly procedures.

Please read through the instructions first and familiarize yourself with the installation steps. There may be tips and tricks that will aid the installation process. There will be different steps for each brand of MX bike. Please refer to **www.yetisnowmx.ca** for steps that you do not see here. The most up to date info will be on our website.

YETI SNOWMX offers special tools designed to service your YETI SNOWMX kit. These tools are for long term maintenance needs, such as installation and removal of shafts, and drive plates. They are available through your YETI SNOWMX dealer.

NOTE: There are many FAQ's that are on the YETI SNOWMX website. We suggest if you have any questions after reading both this instruction manual and our website, contact us either by clicking "ASK YETI or calling us at the shop (780) 419 2040.

Always start with a clean bike and a clean working area with adequate lighting. Place your bike on your MX stand, and secure it properly. You will require basic hand tools to complete your YETI SNOWMX installation - metric wrenches, sockets, pliers, a hammer, and an alignment punch. You will also require 500ml of your manufactures specified brake fluid to bleed your brakes.

We recommend completing the instructions in the order they are presented here. Our YETI SNOWMX installation video on our YouTube channel will demonstrate why this makes the installation of the YETI easier, and safer. Watch the installation video during your install process, and follow along step by step.

If you are new to motorcycle mechanics and think you may forget how your bike goes back together, take pictures of each part as you remove it, and the bolts holding it together, this will help you later upon re-assembly as a MX bike.

NOTE: SEE PAGE 29 FOR ALL YETI SNOWMX BOLT TORQUE SPECIFICATIONS AND LOCKTITE REQUIREMENTS.

NOTE: WE RECOMMEND USING ASSEMBLY GREASE ON THE BACK OF ALL FASTENER HEADS WHERE THEY COME INTO CONTACT WITH ANODIZED ALUMINUM PARTS.

7 BIKE FRONT DISASSEMBLY

1. Remove front axle bolt and nut, leave in axle pinch bolts, as they will be used again.

FOR THIS INSTALLATION DEMONSTRATION WE ARE USING A 2016 YZ450F FOR PHOTO'S.
NOT ALL BIKES WILL HAVE THE SAME FASTNERS OR PARTS, PLEASE REFER TO OUR WEBSITE, YOUTUBE CHANNEL, AND READ YOUR OWNERS MANUAL FOR ADDITIONAL SUPPORT.

2. Remove front fork guards.

NOTE: SOME BIKES WILL NOT BE ABLE TO REUSE THE FACTORY FORK GUARDS, AND/OR REQUIRE A CUSTOM TRIMMING TO FIT, SO WE RECOMMEND LEAVING THEM OFF UNTIL SUMMER.

NOTE: WE DO NOT RECOMMEND THE USE OF NEOPRENE FORK SOCKS. THEY CAN FREEZE, AND BUNCH UP AT THE BOTTOM OF YOUR FORKS ON THE YETI FORK CLAMPS. THEY WILL DAMAGE THE SEALS AS YOU BOTTOM OUT YOUR FORKS. THERE IS A GROOVE MACHINED INTO THE FORK CLAMPS WHERE THE SEAL FITS UPON BOTTOMING OUT.

3. Remove front brake caliper. Unhook the speedo sensor and/ or speedometer/odometer if applicable or in your way.

NOTE: DO NOT UNHOOK THE BRAKE LINE OR RELEASE THE BRAKE FLUID.

4. Now that your brake caliper is removed, squeeze your front brake leaver until it touches the handle bar, zip tie the front brake leaver to handle bar.

NOTE: YETI SNOWMX RECOMMENDS USING THE FRONT MASTER CYLINDER TO OPERATE THE YETI'S BRAKING SYSTEM. A BRAKE LINE IS SUPPLIED TO ATTACH TO YOUR MX BIKES FRONT BRAKE MASTER CYLINDER TO THE YETI'S BRAKE CALIPER.

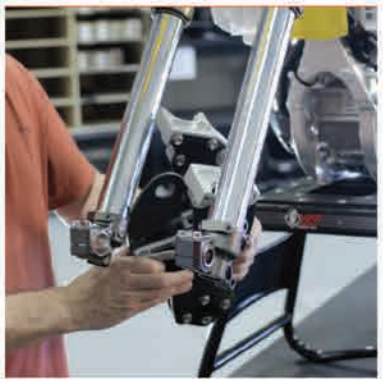
BIKE FRONT DISASSEMBLY

5. Remove the banjo bolt holding your brake line, and (2) crush washers. Install supplied rubber grommit located in the YETI parts box on to the banjo bolt and tighten finger tight. This will stop any fluid loss while you work on other parts of the bike.

CAUTION! MAINTAINING YOUR MX BIKE'S BRAKING SYSTEM IN SUMMER AND WINTER IS CRITICAL TO YOUR SAFETY. CHECK YOUR MX BIKE'S BRAKING SYSTEMS BEFORE HEADING OUT ON A RIDE.

6. Remove the assembled brake line with caliper on the end and hang on your wall out of the way until re-install next spring. Be sure to do a full flush of brake fluid as this point in time.

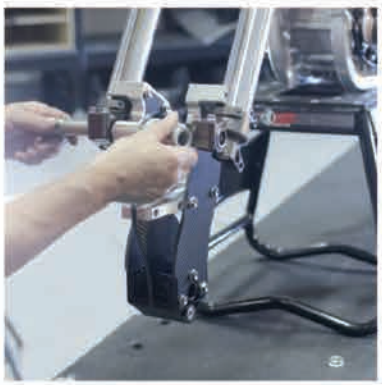
9 FRONT ASSEMBLY SPINDLE & MAXKEEL SKI



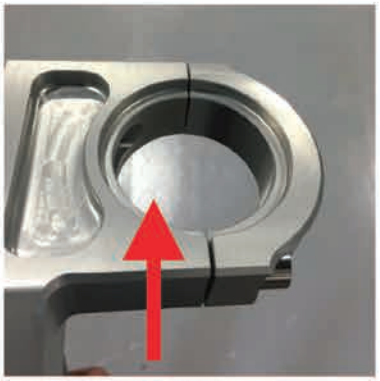
7. Install the complete front spindle. Spindle will slip in between the two lower fork tubes, twist and slide down to get in place. You may need to try this a few times. Watch our Youtube video on spindle installation for further instructions.

8. Re-install your front axle with the YETI axle spacers, they will be identified with LH and RH. If you are not sure which axle spacer goes on either side, go to our website and use the YETIVERTER on the store and it will assist you on identifying which side the spacers installation.

NOTE: DEPENDING ON BIKE MODEL AXLE SPACERS MAY BE THE SAME OR DIFFERENT FROM LEFT TO RIGHT.


9. Make sure the YETI axle spacer locater collar is through the center carbon blade, the axle spacers will be flush against the carbon fiber when installed correctly. The final assembled width will be equal to the width of your MX front wheel. Finger tighten bolts when reassembling.


NOTE: BEVEL EDGE MATCHES

10. Install the two fork clamp caps (clamps have a top and bottom). Match up the inside bevel on the clamp cap with the inside bevel on the fork clamp. Each clamp cap also has a notch to clear the brake caliper mount. Install the (4) M8x1.25 socket cap bolts with your 6mm Allen key, and torque to 18 ft/lbs with BLUE LOCTITE. Torque, your front axle, and axle pinch bolts to your MX bike manufactures specifications.

WARNING! THE YETI CARBON FRONT SPINDLE IS ASSEMBLED WITH SEVERAL M8 TITANIUM BOLTS USING BLUE LOCTITE. CHECK BOLTS AFTER FIRST RIDE, THEN AFTER EVERY 12 DAYS OF RIDING. PROPER TORQUE IS 18-20FT LBS.

MAXKEEL SKI



11. Install the MAXKEEL ski on the bottom of the YETI front spindle. Supplied is an M10 x110mm long titanium bolt with a 17mm hex head, and a 17mm lock nut. Torque the front bolt to 50 ft/lbs use.

NOTE: THE SKI RUBBER IS A MAINTENANCE ITEM. WE SUGGEST YOU INSPECT THIS PART FOR WEAR AND CRUSH. THIS PART IS DESIGNED TO KEEP YOUR SKI TIP UP, AND IT CAN WEAR AND CRUSH OVER TIME.

11 FREEWHEEL KIT



12. Install the FREEWHEEL KIT on your spindle. you can go to our YETI youtube channel to watch our videos on how to install and use the FREEWHEEL KIT for more info.

WARNING! THE YETI FREEWHEEL KIT WAS DESIGNED TO HELP MOVE OR LOAD YOUR YETI EQUIPPED MX BIKE AROUND YOUR GARAGE, YARD OR LOAD IN YOUR TRAILER.

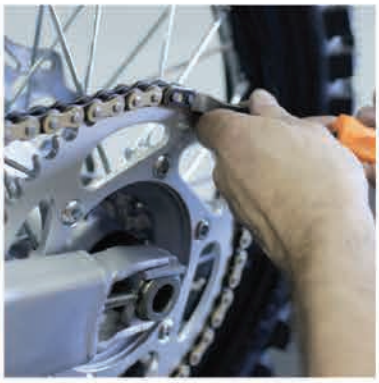
WARNING! YOUR MX BIKE'S HANDLING CHARACTERISTICS WITH THE FREEWHEEL KIT WILL BE VERY DIFFERENT FROM YOUR MX BIKES INTENDED HANDLING. RIDING YOUR MX BIKE WITH THE FREEWHEEL KIT ATTACHED CAN CAUSE SERIOUS INJURY OR EVEN DEATH.

REAR BIKE DISASSEMBLY

13. Remove the rear brake master cylinder as one complete piece and leave it attached to the rear swingarm. **DO NOT LOOSEN THE REAR BRAKE LINE**. Refer to your owner's manual for any details, IF you remove the rear brake master cylinder this way you will not loose any fluid, re-installation in the spring will be very quick, and will not require the bleeding of the rear brake assembly.

14. Remove the rear mud deflector, located behind the rear shock.

15. Remove the bike chain. Your YETI will be installed with a 62 link chain that is provided.



16. Remove the chain rollers or sliders.

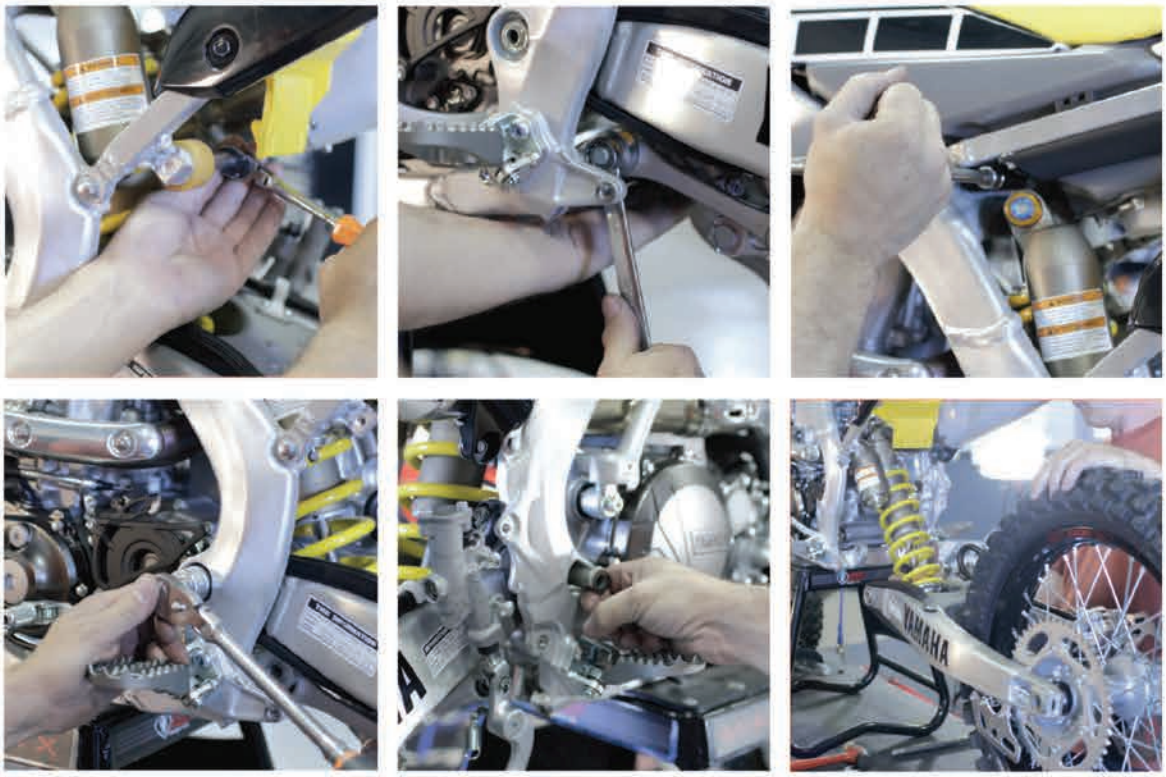
NOTE: YOUR BIKE MAY HAVE ROLLER(S), OR SLIDER(S). EACH YETI COMES WITH 2 CHAIN SLIDERS. NOT ALL MX BIKE FACTORY CHAIN SLIDERS WILL WORK WITH THE YETI. THE YETI CHAIN SLIDERS ARE ENOUGH TO PROPERLY USE THE YETI, HOWEVER, YOU MAY ADD MORE IF YOU FEEL IT IS REQUIRED FOR YOUR SPECIFIC BIKE. WE RECOMMEND LEAVING YOUR FACTORY CHAIN SPROCKET PROTECTOR ON YOUR BIKE.

17. Remove the lower suspension linkage bolts that attach to your frame.

NOTE: SOME BIKES, SUCH AS THE KTM PDS SUSPENSION BIKES WILL HAVE NO LOWER LINKAGE.

18. Remove the upper rear shock bolt.

NOTE: THIS BOLT WILL BE RE-USED



19. Remove the swing arm nut and bolt.

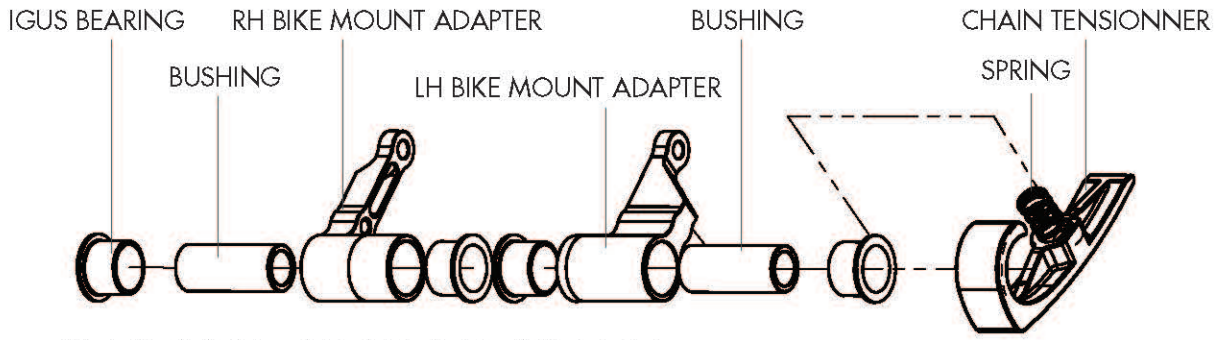
NOTE: THIS BOLT WILL BE RE-USED

20. Remove the swingarm assembly.

NOTE: PLEASE BE SURE YOUR BIKE IS COMPLETELY SECURE, SO WHEN YOU REMOVE THIS ASSEMBLY YOUR BIKE DOES NOT TIP OFF YOUR STAND. REFER TO STEP 12 ON FREEWHEEL KIT INSTALLATION IF NEEDED. YOU WILL NOT NEED TO RE-USE ANY PARTS HERE, STORE THEM AWAY UNTIL NEXT SEASON.

NOTE: IF YOU ARE RIDING A YAMAHA YZ FX/WR, THERE WILL BE AN ADDITIONAL FOOT PEG MOUNT SHIPPED WITH YOUR YETI SNOW MX KIT. YOU WILL NEED TO REMOVE THE LH FOOTPEG AND REMOVE THE KICK STAND MOUNT, AND REPLACE IT WITH THE NEW MOUNT PROVIDED FROM THE YZ450F. THIS WILL NOW PROVIDE ADEQUATE ROOM FOR THE YETI KIT TO BE INSTALLED.

YETI REAR ASSEMBLY

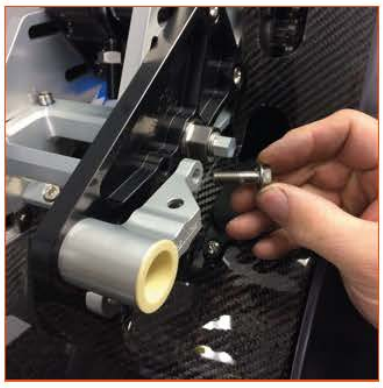
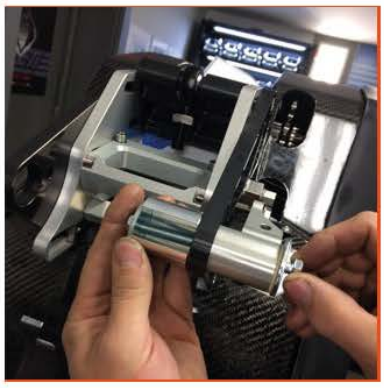
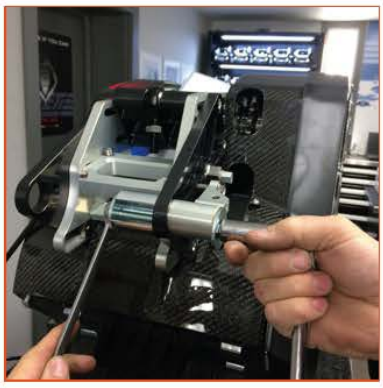


YETI 2017 ADAPTER CHART

Brand	Year Start	Year End	Model	BIKE MOUNT ADAPTER LH	BIKE MOUNT ADAPTER RH	BIKE MOUNT ADAPTER BUSHING LH	BIKE MOUNT ADAPTER BUSHING RH	RIGID STRUT RECOMMENDED STARTING STRUT ROD LENGTH EYE TO EYE IN INCHES	RRS MINIMUM SHOCK LENGTH EYE TO EYE IN INCHES
BETA	2015	CUR	350-480	YPBM1744	YPBM1744	YPBM1745	YPBM1745	8.5"	
HONDA	2005	2012	CRF 450	YPBM2099	YPBM2100	YPBM2087	YPBM2088	11 3/4	12.000
HONDA	2013	2016	CRF 450	YPBM2095	YPBM2096	YPBM2083	YPBM2084	11.00	11.250
HONDA	2017	CUR	CRF 450 R/RX						
HUSABERG	2009	2014	390-570 FE	YPBM1744	YPBM1744	YPBM1745	YPBM1745	8.5"	12.250
HUSQVARNA	2014	2014	250-450	YPBM1744	YPBM1744	YPBM1745	YPBM1745	10.875	11.125
HUSQVARNA	2014	2015	501 FE/FC/TE/TC	YPBM1744	YPBM1744	YPBM1745	YPBM1745	10.875	11.125
HUSQVARNA	2015	CUR	250-450	YPBM1744	YPBM1744	YPBM1745	YPBM1745	10.875	11.125
HUSQVARNA	2016	CUR	501 FE/FC/TE/TC	YPBM1744	YPBM1744	YPBM1745	YPBM1745	10.875	11.125
KAWASAKI	2005	2012	KX250F	YPBM2094	YPBM2094	YPBM2082	YPBM2082	7.5"	
KAWASAKI	2013	CUR	KX250F	YPBM2094	YPBM2094	YPBM2082	YPBM2082	7.5"	
KAWASAKI	2006	2014	KX450F	YPBM2094	YPBM2094	YPBM2082	YPBM2082	7.5"	
KAWASAKI	2015	CUR	KX450F	YPBM2094	YPBM2094	YPBM2082	YPBM2082	11.1875	11.313
KTM	2007	2010	450-505 SXF/XCF	YPBM2090	YPBM2090	YPBM2078	YPBM2078	12.000	12.250
KTM	2003	CUR	400-530 EXC/MXC/XCW	YPBM1744	YPBM1744	YPBM1745	YPBM1745	12.000	12.250
KTM	2008	CUR	250-300 PDS	YPBM1744	YPBM1744	YPBM1745	YPBM1745	12.000	12.250
KTM	2011	2013	450 SXF/XCF	YPBM1744	YPBM1744	YPBM1745	YPBM1745	10.875	11.125
KTM	2011	2014	350 XCW/EXC/SXF/XCF	YPBM2090	YPBM2090	YPBM2078	YPBM2078	10.875	11.125
KTM	2012	2012	DUNGEY	YPBM1744	YPBM1744	YPBM1745	YPBM1745	10.875	11.125
KTM	2013	2014	450 SXF/XCF	YPBM1744	YPBM1744	YPBM1745	YPBM1745	10.875	11.125
KTM	2012	CUR	250-300 SX/XC Linkage	YPBM1744	YPBM1744	YPBM1745	YPBM1745	10.875	11.125
KTM	2015	2015	350 SXF/XCF	YPBM2090	YPBM2090	YPBM2078	YPBM2078	10.875	11.125
KTM	2014	2014	DUNGEY	YPBM1744	YPBM1744	YPBM1745	YPBM1745	10.875	11.125
KTM	2015	2015	SXF/XCF 450	YPBM1744	YPBM1744	YPBM1745	YPBM1745	10.875	11.125
KTM	2016	CUR	250-450 SXF/XCF	YPBM1744	YPBM1744	YPBM1745	YPBM1745	10.875	11.125
SUZUKI	2015	CUR	RMZ450	YPBM2093	YPBM2093	YPBM2081	YPBM2081	11.1875	11.313
SHERCO	2015	CUR	300 - 450	YPBM2101	YPBM2102	YPBM2089	YPBM2089	11.00	11.500
TM	2014	2014	450	YABM2231	YABM2232	YABM2234	YABM2234	6.5"	
TM	2016	CUR	450	YABM2231	YABM2232	YABM2234	YABM2234	6.5"	
YAMAHA	2006	2007	YZ450F	YPBM2091	YPBM2092	YPBM2079	YPBM2086	9.75	10.000
YAMAHA	2005	2011	WR450	YPBM2091	YPBM2092	YPBM2079	YPBM2086	9.75	10.000
YAMAHA	2008	2009	YZ450F	YPBM2091	YPBM2092	YPBM2079	YPBM2086	9.75	10.000
YAMAHA	2010	2013	YZ450F	YPBM1758	YPBM1759	YPBM1757	YPBM1757	9.75	10.000
YAMAHA	2014	CUR	YZF 250-450	YPBM1758	YPBM1759	YPBM1757	YPBM1757	9.75	10.000
YAMAHA	2014	CUR	YZFX 250	YPBM1758	YPBM1759	YPBM1757	YPBM1757	9.75	10.000
YAMAHA	2016	CUR	YZFX 450, WR 450	YPBM1758	YPBM1759	YPBM1757	YPBM1757	9.75	10.000
YAMAHA	2014	CUR	YZ250	YPBM1758	YPBM1759	YPBM2086	YPBM2086	8"	
YAMAHA	2012	2015	WR450	YPBM2091	YPBM2092	YPBM2079	YPBM2086	7"	10.000

NOTE: IF YOUR BIKE IS NOT LISTED, SEE PAGE 18-21 FOR MORE INFO

15 BIKE ADAPTORS

EACH BIKE HAS A DIFFERENT AIR BOX, SOME MAY REQUIRE MINOR TRIMMING OF PLASTIC, OR SUBFRAME MODIFICATION TO PROVIDE CLEARANCE FOR THE YETI TO FIT. SEE BIKE ADAPTER CHART, OUR WEBSITE OR OUR YOUTUBE CHANNEL FOR FURTHER DETAILS.

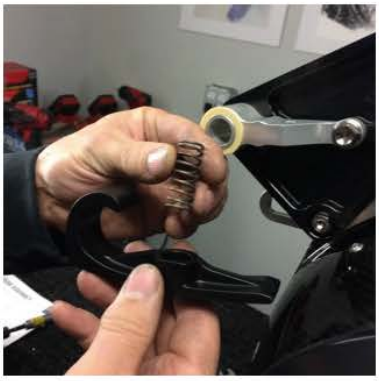
21. Locate the (2) YETI bike adaptors, and (2) bike adaptor bushings in the YETI bike adaptor box. Take note of which bike adaptor is the LH and RH, and which bushing is LH and RH also. If your bike adaptors and bushings are not identified as to which are RH and LH, please to the previous page (14) for the correct listings of each part for your particular bike. Some bikes use the same bike adaptors and bushings for the LH and RH, some do not, and each part has a part number on it for easy identification.

Use the bike adaptor tool provided with your kit to install the bike adaptors, and a slight lubricant will help slide them in place.

TIP: TO HELP GUIDE THE ADAPTER IN, USE THE LONGER 25MM SUPPLIED BOLT ON THE OUTSIDE OF THE MOUNT PLATE FOR NOW. **BE SURE TO REMOVE IT AND INSTALL IT ON THE INSIDE OF THE BIKE MOUNT PLATE WHEN DONE INSERTING THE ADAPTER. SECURE YOUR ADAPTER WITH THE 20MM BOLT ON THE OUTSIDE. BE SURE TO DO THIS STEP OTHERWISE IT WILL CAUSE THE BIKE MOUNT TO JAMB.**

NOTE: BIKE ADAPTERS MAY BE DIFFERENT WIDTHS, TAKE NOTE. READ ADAPTER CHART LOCATED PAGE 14.

22. To prepare your YETI SNOWMX kit for installation, install the auto chain tensioner and spring on the LH bike mount adaptor. Second, place the rear assembly of the YETI behind your MX bike, where your swingarm used to be.




20mm when finished

Ensure all bike mount plate bolt are loosen then extend the bike mount plates to full extension using the eccentric bolt.

YETI REAR ASSEMBLY

23. before installing your strut rod or RRS shock kit, check your specification page 14 for an eye to eye length measurement.

24. Check that the bushings are in the strut rod ends and/or the RRS shock. (1/2" rod end is left hand thread) Before installing the strutrod, be sure that the 5/8" jamb nut is installed on the rod end. Install the rod end with the bushings into the top mount where the shock on your motorcycle used to go, install the top shock bolt and torque to the manufacturers specifications.

NOTE: USE LOCTITE AS PER YOUR MX BIKE'S SPECIFICATIONS.

NOTES: THE YETI SHOULD SLIDE IN PLACE AS THE PARTS ARE MACHINED FOR EACH BIKE. WE HAVE NOTED SOME TOLERANCE DIFFERENCES ON MX BIKES BETWEEN THE FRAME AND THE ENGINE. THE BIKE MOUNT ADAPTORS WILL MEASURE THE SAME AS YOUR SWING ARM BUSHINGS. A BIT OF WIGGLING OR EVEN A SLIGHT PRY TO OPEN UP THE GAP TO INSTALL THE YETI IS NORMAL. HAVING THE BIKE MOUNT PLATE EXTENDED FULLY IS IMPORTANT SO THE YETI IS NOT HITTING ANYTHING. IF SOMETHING SEEMS WAY OUT, CHECK THE BIKE ADAPTER CHART TO CONFIRM YOUR PART NUMBERS ON THE BIKE ADAPTORS ARE CORRECT AND INSTALLED IN THE CORRECT PLACEMENT OF LEFT AND RIGHT. SOME BIKE MOUNT ADAPTERS ARE THE SAME LEFT AND RIGHT, SOME ARE DIFFERENT.

25. Slide the YETI assembly into position, and once it is installed where your swingarm used to be, have an assistant raise the rear of the YETI kit so that the bike mount bolt may be installed in the bottom rod end. Ensure bushings are installed and reinstall the rear swingarm bolt, and torque to your manufactures specifications.

17 CHAIN INSTALLATION

26. Position the YETI so the track will rotate easily off the ground. (Either block your bike up on a stand, or have someone lift up the rear of the YETI) Feed the chain in the front of the YETI, then into the top chain hole, and over the top of the YETI chain drive sprocket. Rotate the track slowly forward and then use a magnet to pull the chain out the bottom chain hole.

NOTE: TAKE NOTE OF HOW THE STRUT ROD IS ADJUSTED, IF IT IS ADJUSTED TOO LONG WHEN YOU ARE SETTING UP THE YETI, THE CHAIN WILL NEVER BE LONG ENOUGH TO CONNECT. SOMETIMES SHORTENING THE STRUT ROD, AND OR LIFTING THE REAR OF THE YETI WILL HELP YOU CONNECT THE CHAIN.

NOTE: SOME BIKES WILL REQUIRE A TRIMMING OF THE FACTORY AIR BOX TO ALLOW THE TOP OF THE YETI CLEAR THE MX BIKE AIR BOX. YOU WILL NEED TO TRIM ACCORDINGLY. THE YETI KIT DOES NOT MOVE ONCE INSTALLED, AND 1/8" - 1/4"CLEARANCE IS ENOUGH SPACE BETWEEN THE YETI AND YOUR MX BIKE COMPONENTS.

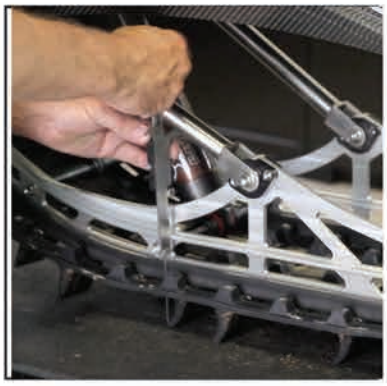
27. After you have installed the chain, be sure to install the master link correctly using the supplied grease and o rings in the correct direction. The open end of the chain master link clip should be facing backwards of normal rotation.

NOTE: DO NOT TIGHTEN THE CHAIN YET AS THE STRUT ROD LENGTH EFFECTS THE CHAIN TENSION.

MASTER LINK INSTALLED CORRECTLY

STRUT ROD INFO

Without eye to eye measurements



NOTE: SEE OUR YOUTUBE VIDEO FOR STRUT ROD INSTALLATION TECHNICAL TIPS. WWW.YETISNOWMX.CA

See our YOUTUBE channel for Strut rod technical tips as each YETI SNOWMX can be fine tuned to rider preference. The instructions below will provide a good starting point for Strut rod set up, and other adjustments to fit your riding style.

Setting up the strut rod is the most important step to proper YETI SNOWMX handling. Adjusting the strut rod will drastically effect how your MAXKEEL SKI handles in different snow conditions.

Each full rotation of the strut rod is equal to .100" of rear suspension rail lift or drop measured at the rear shock shaft. These instructions will walk you through how to set up your strut rod, or watch the video on Youtube on the YETI SNOWMX channel.

Each full rotation of the strut rod **clockwise** will lengthen the rod and raise the **rear** suspension rails measured at the rear lower shock shaft .100"

Each full rotation of the strut rod **counter clockwise** will shorten the rod and raise the **front** of the suspension rails measured at the front lower shock shaft .100"

NOTE: THE LOWER ROD END IS LH THREAD.

The best initial YETI set up, is starting with the rear lower shock shaft .00"- .25" (0'' - 1/4 '') higher than the front lower shock shaft. This is good for all conditions and rider styles. The front ski will "dart" or "grab" when there is too much ski pressure, or when there is too little ski pressure, the effect will feel almost the same. Most of the time we have found that a quick adjustment on the trail of two turns in either direction makes a huge difference.

The pre-load on the front Raptor coil shock will also effect the amount of ski pressure. More preload on the spring will lighten the ski pressure, and less pre-load will put more ski pressure on the ski.

NOTE: CHECK SHOCK SPRING PRE-LOAD SPECIFICATIONS DIAGRAM PAGE 30

19 STRUT ROD SETUP

The new spec is to measure the height from the floor to the centre of the two lower shock cross shafts. The rear shock cross shaft should measure .200"- .400" higher than the front shock cross shaft when the bike is on flat ground while sitting on the centre skag (with no wheel kit installed).

STRUT ROD SETUP

NOTE: CHECK SPECIFICATION DIAGRAM PAGE 30
YOU MAY NEED A DIGITAL VERNIER CALIPER TO AID YOU SETUP THE STRUT ROD

Place your bike on the level ground, on the center ski skagg and on the track with the strut rod installed.

Measure the rear suspension rail tip. Take your measurement from the top of the slider to the floor at the front lower shock cross shaft. Then measure the same at the rear shock cross shaft. Take the difference of the two measurements and that is your rail tip.

Example: Front measurement is 2.075" from the top of the slider to the floor at the front lower shock cross shaft. The rear measurement is 2.375" from the top of the slider to the floor at the rear lower shock cross shaft. You take the difference of 2.075 (front measurement) vs the 2.375" (rear measurement) and you get .300" of rail tip at at the rear.

IMPORTANT: AFTER YOU HAVE COMPLETED ADJUSTMENTS TO THE STRUT ROD, MAKE SURE YOU TIGHTEN AND LOCK DOWN THE (2) HALF NUTS ON THE ROD ENDS AGAINST THE STRUT ROD. FAILURE TO DO SO WILL CAUSE THE STRUT ROD, UNDER YOUR BIKES VIBRATION TO SHORTEN ON IT'S OWN. THIS WILL EFFECT YOUR BIKES HANDLING AND YOUR CHAIN TENSION WILL LOOSEN.

Now that the strut rod is set, and locked the chain can be tightened.

NOTE: SEE PAGE 22 FOR THIS STEP

RRS SHOCK INFO

NOTE: SETTING UP THE RRS SHOCK IS AN IMPORTANT STEP TO PROPER YETI SNOWMX HANDLING. ADJUSTING THE RRS SHOCK LENGHT WILL DRASTICALLY EFFECT HOW YOUR MAXKEEL SKI HANDLES IN DIFFERENT SNOW CONDITIONS. YOU NEED TO KNOW HOW TO ADJUST THE RRS SHOCK TO SUIT YOUR RIDING STYLE.

Each complete rotation of the rod end on the RRS shock is equal to .050" of rear suspension rail lift or drop measured at the rear shock shaft. Each ½ rotation of the rod end will adjust rail tip .050".

NOTE: THE LOWER ROD END IS LH THREAD

These instructions will walk you through how to set up your RRS shock, for more indepth information watch the videos on the YETI Youtube channel.

Each full rotation of the rod end **counter clockwise** will shorten the RRS shock and raise the **rear** suspension rails measured at the rear lower shock shaft .050"

Each full rotation of the rod end **clockwise** will lengthen the RRS shock and I raise the **front** of the suspension rails measured at the front lower shock shaft .050"

We have found the best initial YETI set up for the RRS, is to first set the track perfectly level to the ground. Then, adjust the rod end 5 turns (1/4in) longer. This should give you the best setup for your RRS. This is good for all conditions and rider styles.

NOTE: This is the opposite of the set up on the solid strut rod. The rear suspension front rail needs to be tipped up on the RRS equipped bikes as they sag in when you sit on the bike.

The front rail tip up, compensates for the sag in the RRS shock, and the goal in the end is to have the same .200"-.400" rear rail tip up when the rider sits on the bike. This is achieved by starting with the front of the rails tipped up, prior to rider weight.

The front ski will "dart" or "grab" when there is too much ski pressure, or when there is too little ski pressure, the effect will feel almost the same.

The pre-load on the front Raptor coil shock will also effect the amount of ski pressure. More preload on the spring will lighten the ski pressure, and less pre-load will put more ski pressure on the ski.

NOTE: CHECK SHOCK SPRING PRE-LOAD SPECIFICATIONS DIAGRAM PAGE 30

21 RRS SHOCK SETUP

Place your bike on the level ground, on the center ski skagg and on the track with the RRS shock installed. Have someone hold the bike up from the rear muffler or fender so the RRS shock is not sagged in.

Measure the rear rail tip. Take your measurement from the top of the slider to the floor at the front lower shock cross shaft. Then measure the same at the rear shock cross shaft.

Take the difference of the two measurements and that is your rail tip.

NOTE: MAKE SURE TO START THE MEASUREMENTS WITH THE REAR RAIL TIP HIGH

Example: Front measurement is 2.075" from the top of the slider to the floor at the front lower shock cross shaft. The rear measurement is 2.075" from the top of the slider to the floor at the rear lower shock cross shaft. You take the difference of 2.075 (front measurement) less the rear 2.075" (rear measurement) and you get

2.075" – 2.075" = 0" of front rail tip up.

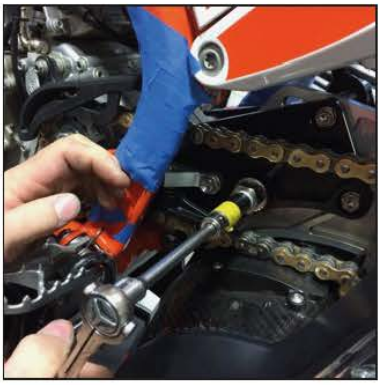
To complete the RRS setup now lengthen the rod end 5 turns (1/4in)

NOTE: THE REAR SUSPENSION WILL CREATE MORE REAR RAIL TIP UP AS IT GOES THROUGH THE COMPLETE RRS SHOCK TRAVEL.

NOTE: EACH RRS SHOCK IS BIKE SPECIFIC AND WE HAVE BUILT IN A SAFETY FACTOR SO THAT IF YOU SCREW THE ROD END IN TOO FAR IT WILL NOT CAUSE THE YETI CHASSIS TO HIT YOUR MOTORCYCLE SUBFRAME, AND IT WILL CLEAR YOUR YETI UTILITY CAN.

If you are not sure what RRS shock that you have and what it fits you can go to the YETI SNOWMX website and look up the specific information on each shock.

CHAIN TENSIONING



Watch our YOUTUBE channel for all the information and video's on how to tension the chain, and how to swap Syncrodrive gears.

29. For this step you will need a 12mm socket on a 3/8 drive ratchet, 3" 3/8 drive extension and the billet socket supplied.

A) Place your bike on the floor.

B) push the chain slider up and in towards the bike mount plate, hooking the end of the chain slider in the plate, locking it out of the way. This will stop the chain slider from pushing against the chain while you tension it.

C) Now loosen off the (3) 12mm bolts on each side of the bike mount plate.

NOTE: LOOSENING THE LOWER FRONT TWO 12MM BOLTS TOO MUCH WILL CAUSE THE "T" NUT ON THE BACK TO FALL OFF, AND YOU MAY LOOSE THEM.

NOTE: IF YOU BIKE IS ON A MX STAND AND NOT ON THE FLOOR, TENSIONING THE CHAIN WILL BE VERY DIFFICULT, IT IS RECOMMENDED THAT YOU TENSION THE CHAIN WITH YOUR BIKE ON THE FLOOR.

D) Now you can turn the YETI eccentric cam bolt clockwise to tension the chain or counterclockwise to loosen the chain. Use your 12mm socket.

E) The chain should be tensioned to be snug, remove all chain slack.

F) Once you have set the chain tension, tighten up the bolts in this order
-The 23mm nut first, it can be tightened to 45-50ft/lbs it does most of the work.
-Then the strut block bolts to 25 ft/lbs (note: the 2017 YETI has M10 strut block bolts in all 4 locations)
-Finally tighten the two lower front bolts to 18ft/lbs

G) Now that the bolts are tight and complete, pull the chain slider out of the bike mount plate and the spring will put tension on your chain.

NOTE: THE ECCENTRIC BOLT WILL BARELY MOVE WHILE TAKING UP THE CHAIN SLACK ON DAILY RIDING ADJUSTMENTS. IT WILL TAKE A BIT TO GET USED TO THIS. MANY TIMES WE FEEL THE BOLT HAS NOT EVEN TURNED, OR IT IS JAMMED, BUT THAT IS BECAUSE THE CHAIN IS ALREADY AS TIGHT AS IT WILL GO.

NOTE: WHEN TENSIONING THE CHAIN ON THE HILL IT HELPS TO HAVE ANOTHER PERSON GRAB THE REAR BUMPER AND GIVE THE YETI A SLIGHT WIGGLE UP AND DOWN WHILE KEEPING CLOCKWISE PRESSURE ON THE ECCENTRIC BOLT, THIS WILL UNLOAD THE PRESSURE ON THE YETI, AND HELP IT SLIDE.

NOTE: IN RARE OCCASIONS SOME OF THE BIKES FRAMES ARE A TINY BIT WIDER THAN SPEC. IF YOUR YETI ECCENTRIC CAM WILL NOT MOVE, THERE ARE TWO BACK UP STEPS, THAT WILL HELP:

1) HAVE A FRIEND PUT ANOTHER 12MM SOCKET ON THE OTHER END OF THE ECCENTRIC BOLT AND TURN THEM SIMULTANEOUSLY IN THE SAME DIRECTION

2) SOMETIMES LOOSENING THE SWINGARM NUT WILL RELIEVE SOME TENSION ON THE YETI BILLET BIKE MOUNT PLATES AND HELP THE ECCENTRIC BOLT TO TURN. YOU WILL FIND THAT THE SUPPLIED YETI BILLET SOCKET WILL ALSO FIT SOME BIKES SWINGARM NUTS.

YETI BRAKE
BRAKE BLEEDING & BRAKE LINE

YETI SNOWMX comes equipped with a BLEED SCREW brand checkvalve, in the brake caliper. The YETI brake system gives you a consistent feel and is very responsive. Take your time to bleed the brakes properly, and remove all the air from the system. Follow these steps to ensure your brakes are bled properly.

WARNING ! YOUR BRAKES ARE IMPORTANT SAFETY EQUIPMENT ON YOUR MX BIKE, THAT NEED TO BE MAINTAINED. IT IS THE OPERATORS RESPONSIBILITY TO MAINTAIN BRAKING SYSTEM. FAILURE TO PERFORM PROPER MAINTENANCE OR PRE RIDE CHECKS ON YOUR BRAKING SYSTEM MAY RESULT IN LOSS OF CONTROL, CAUSING SERIOUS INJURY OR EVEN DEATH.

Route your brake line from the YETI SNOWMX up along the strut rod, along the frame to the master cylinder. Stay away from any hot parts, sharp edges, and maintain large radius bends in the brake line. The brake line is extra long, but take your time to plan your route. Secure line with zip ties.

1. After routing your brake line, up to the front master cylinder, locate the medical syringe and clear vinyl line that is supplied in your YETI parts box.

2. Attach the silicon line to the end of the syringe.

3. Open the BLEED SCREW checkvalve on the brake caliper 1/2 turn, then push the silicon line onto the BLEED SCREW.

WARNING ! USE A NEW BOTTLE OF THE CORRECT BRAKE FLUID AS PER YOUR MANUFACTURES SPECIFICATIONS. DO NOT MIX BRAKE FLUID TYPES! SOME ARE NOT COMPATIBLE. LOSS OR INADEQUATE BRAKING MAY OCCUR CAUSING SERIOUS INJURY OR DEATH. THESE ARE THE BRAKES THAT STOP YOUR BIKE, PAY ATTENTION, AND DO THE BRAKE BLEEDING PROPERLY, AND MAINTAIN YOUR BRAKING SYSTEM!

4. With your bottle of brake fluid secured, at the handle bar end (or with a helper) place the end of the YETI brake line in the fluid (keep the line in an uphill angle), and once the brake line is submerged in the fluid, pull on the syringe and prime the brake line with fluid.

5. Once brake fluid is filling the syringe, give it a pull to fill the syringe completely. Then close the BLEED SCREW checkvalve.

6. Disconnect the silicon line, and squeeze the brand new clean fluid back into your brake fluid bottle. Be sure to keep your primed brake line in the upward position.

7. Remove rubber grommit from master cylinder. Place the banjo bolt through the supplied copper crush washer, through the banjo end on the brake line and then through the 2nd copper crush washer. Now install on the front master cylinder. Tighten the banjo bolt, to your manufacturer's specs. If you do not know the specs it is very tight, and it will need to crush the crush washers, approximately 20 ft/lbs. See diagram next page.

8. Cut the zip tie holding your front brake lever to the handle bar, remove the master cylinder cover, and top off the brake fluid reservoir full.

9. SLOWLY wiggle the front brake lever, tiny 1/4 - 1/2 increments at first. Pull gently, watch for any air bubbles coming out.



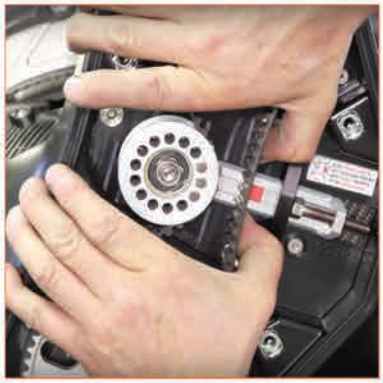
10. Reconnect the silicon line to the BLEED SCREW , open it 1/2 turn again.

11. Now, fully pumping the master cylinder, the syringe will fill with fluid and watch for the air bubbles leaving your brake system, filling the syringe. Be sure to not lose your prime on the master cylinder and keep it topped off and full at all times.

12. You will need to close the BLEED SCREW when you are satisfied you do not see any air bubbles leaving the brake caliper. Close it snugly and replace the rubber dust cap on the BLEED SCREW .

13. Fill the master cylinder until it is full to the rim, then place the master cylinder cap and tightnen it down. The fluid will spill out over the edge. IT IS IMPORTANT TO OVER FILL THE MASTER CYLINDER. This will stop air from entering the system again, if you tip your bike upside down in the snow.

TENSIONING THE BELT



Each YETI SNOWMX model is equipped with a Syncrodrive belt system designed by C3 Powersports. The recommended belt tension has been achieved through a collaboration of engineers, testing and through many years of belt drive experience. It is a very easy to use system. A properly tensioned belt will give you many maintenance free seasons of riding on the same belt.

A belt that is too loose, will snap, as a wave is created in the belt, and/or a shock load can occur. The belt will skip teeth causing immediate belt failure. This same shock load can also happen if your track is too loose and starts to ratchet on the drivers.

If you feel or hear your track ratcheting, or your belt skipping, you need to stop immediately and tension your belt. Failure to do so will snap your Syncrodrive belt.

Tune into the YETI SNOWMX YOUTUBE channel and watch the maintenance videos or FAQ's on belt drive tension and track tension.

NOTE: BELTS SHOULD NOT BE NOT BE STORED IN A CIRCUMFERENCE LESS THAN A 2" RADIUS OR BELT DAMAGE WILL OCCUR.

The recommended YETI Syncrodrive belt tension is 400N for a brand new belt at a room temperature 22C or 72F. This is easily achieved by using the YETI belt tensioner gauge that is built into each YETI Syncrodrive tensioner arm.

1. Slide the red tensioner gauge over to align with the outside edge of the drive belt.

2. Check the tension of your belt by squeezing with your two thumbs towards the tensioner wheel. The correct belt tension is 7/16" of belt deflection, which is the width of the RED tension gauge.

NOTE: ONLY LOOSEN THE IDLER WHEEL NUT 1/2 A TURN DO NOT LOOSEN IT OFF ALL THE WAY. AFTER YOU HAVE COMPLETED YOUR BELT TENSIONING, THEN TIGHTEN UP THE TENSIONER NUT. THE BELT TENSION WILL ALWAYS INCREASE A SMALL AMOUNT. IF THE NUT IS LOOSENED OFF TOO MUCH WHEN YOU TIGHTEN IT BACK DOWN IT WILL OVER TIGHTEN THE BELT (THE PULLEY WILL ROCK OVER WHEN OVER LOOSENED).

3. Loosen off the 17mm hex nut in the center of the idler wheel, 1/2 to 3/4 of a turn. Loosen the tensioner lock nut, lengthen the bolt with your 12mm wrench to increase the belt tension. Shorten the tensioner bolt with your 12mm wrench to loosen the belt tension. You will barely need to turn the tensioner bolt to achieve a large change in belt tension, usually a 1/16 to 1/4 of a turn is all you will need. Re-tighten the idler wheel nut to 30 ft/lbs. Check tension again with RED tensioner clip. Repeat process if tension is out. When installing a new Syncrodrive belt, be sure that the cogs on the belt are engaged in the cogs on the YETI drive gears. It also helps to push with both thumbs a couple of times to engage the cogs fully. Don't forget to tighten the lock nut.

YETI SNOWMX FIRST RIDE

SYNCRODRIVE

Check your belt after the first 1-2 kilometers on your first ride to be sure the belt tension has not changed significantly. Then check randomly throughout the day 3-4 more times to see if the belt tension has changed. Re-tension the belt if it has become looser than the specified tension. If the belt is tighter than the specified tension, continue riding. It isnormal to have slight adjustments noticed in belt tension throughout your riding day. The belt drive will operate at a slightly warm temperature based on your riding style and outside temperature. It is normal for condensation to collect inside the Syncrodrive cover. After your first day of riding check your belt as pre-ride maintenance.

NOTE: IF YOU TENSION YOUR BELT AT ROOM TEMPERATURE, THEN LOAD IT ON THE TRAILER AND LEAVE IT OUTSIDE OVERNIGHT IN THE WINTER, WHEN YOU CHECK BELT TENSION IN THE MORNING IT WILL BE LOOSER. THIS IS NORMAL, DO NOT RE-ADJUST THE BELT TENSION. BE AWARE THAT TENSION WILL FLUCTUATE WITH USE ANDTEMPERATURE.

NOTE: IN THE MORNING, ALTHOUGH YOU WARMED UP YOUR BIKE ON A COLD RIDING DAY, YOUR SYNCRODRIVE BELT IS NOT WARM. ALWAYS START OUT EASY. THIS IS A PRECAUTION. USUALLY 1-2KMS OF EASY RIDING WILL WARM THE BELT.

TRACK TENSION

Proper track tension is important to maximize horsepower, provide proper suspension travel, and prevent pre-mature slider wear. Proper tension is ¾" deflection at 13-15lbs of force. Track tension is measured at the center of the two shock shafts. To set track tension, loosen the two rear axle nuts, then turn the axle adjuster bolts clockwise to tension the track. Check track tension by applying 13-15lbs of force to the track in the center of the two shock shafts, the track should move down ¾". Once you have achieved correct tension, re-tighten the axle nuts.

NOTE: IF THE REAR SUSPENSION SEEMS STIFF OR IS BINDING, OR IF YOU SMELL RUBBER / PLASTIC MELTING, YOU HAVE THE TRACK TOO TIGHT, IT WILL REQUIRE LOOSENING TO ACHIEVE FULL TRAVEL AND REDUCE FRICTION ON THE SLIDERS.

MAXKEEL SKI MAINTENACE

WARNING ! THE MAXKEEL SKI IS THE ONLY SKI THAT YOU HAVE TO STEER WITH. IT IS THE OWNERS RESPONSIBILITY TO INSPECT EACH RIDE AND MAINTAIN THE SKI. FAILURE TO DO SO MAY RESULT IN SERIOUS INJURY OR DEATH.

The MAXKEEL SKI was designed with an exoskeleton to make it strong. The center skag and side blades are made from an extremely durable Hardox material that is extremely wear resistant. They will withstand many road crossings, and gravel road rides, but they do wear. Inspect them and be sure to replace them as required. During regular inspections focus on the bottom plastic of the ski, the center skag, and two side blades. Also look for damage to the plastic surface of the ski from rocks, tree stumps, road debris etc., be aware that missing chunks of plastic will weaken the ski. It is easy to inspect your ski with your bike on the Freewheel kit, as you can look underneath your ski, or remove your ski, and leave the wheel kit on to support your MX bike while the ski is off.

NOTE: THE MAXKEEL SKI RUBBER BUMPER IS A MAINTNEANCE ITEM, WE SUGGEST YOU INSPECT AND REPLACE IT AS REQUIRED.

CAUTION ! ALL OFF ROAD VEHICLES OPERATE IN EXTREME TERRAIN AND/OR WEATHER, THESE CONDITIONS MAY CAUSE CERTAIN COMPONENTS OF YOUR MX BIKE TO WEAR QUICKLY, OR BREAK. IT IS THE OWNERS RESPONSIBILITY TO MAINTAIN THEIR MX BIKE AND THEIR YETI SNOWMX SYSTEM. DOING REGULAR INSPECTIONS AND MAINTENANCE IS A GOOD PRACTICE TO PREVENT PRODUCT FAILURE OF YOUR MX BIKE AND/OR YETI SNOWMX SYSTEM. IMPROPER MAINTENANCE CAN LEAD TO PRODUCT FAILURE AND OR SERIOUS INJURY.

GENERAL MAINTENANCE

Check all your bolts on your YETI SNOWMX every few rides for proper torque. We recommend torquing all the 8mm bolts between 18-20 ft/lbs with BLUE LOCTITE. Lube your chain as per your MX bike manufacture's recommendations with a good chain wax. Check your braking system regularly and top off master cylinder with brake fluid as needed. Remember to fill until it is full, and then put the cap on so it spills over. Make sure to overfill because there is no expansion due to overheating.

When riding your YETI SNOWMX always pack a 10mm wrench, 12mm wrench, 3/8mm drive socket, 12mm 3/8 drive socket, 17mm 3/8 drive socket, 2-3'' 3/8 extension, 3/8 drive rachet, and a special billet 7075 anodized black YETI socket. These are the basic tools needed to adjust your chain and track, and to remove or tighten any bolts.

ENJOY YOUR NEXT RIDE!

2017 TORQUE SPECIFICATION

SKI

NUT, SKI PIVOT	M10	55Nm (38 LB FT)	
NUT, SKI RECEIVER / SKAG	M10	55Nm (38 LB FT)	
BOLT, SKI RECEIVER	M8	25 Nm (18 LB FT)	BLUE LOCTITE
NUT, SKI HANDLE	M6	9 Nm (7 LB FT)	
SCREW, SIDE BLADES	M6	7 Nm (5 LB FT)	

SPINDLE

BOLT, HALF BLOCK	M8	25 Nm (18 LB FT)	RED LOCTITE
BOLT, BLADES	M8	25 Nm (18 LB FT)	RED LOCTITE
BOLT, SPINDLE FORK CLAMP SPACER	M8	25 Nm (18 LB FT)	BLUE LOCTITE
BOLT, SPINDLE FORK CLAMP CAP	M8	25 Nm (18 LB FT)	BLUE LOCTITE
BOLT, BLADE SPACER	M6	9 Nm (7 LB FT)	BLUE LOCTITE

BIKE MOUNT

NUT, ECCENTRIC BOLT	M16	61Nm (45 LB FT)	
BOLT, STRUT BLOCK	M10	41Nm (30 LB FT)	
BOLT, LOWER BIKE MOUNT PLATE	M8	25 Nm (18 LB FT)	
BOLT, TUNNEL PLATE CROSS BARS	M8	25 Nm (18 LB FT)	BLUE LOCTITE
BOLT, TUNNEL PLATE	M8	25 Nm (18 LB FT)	BLUE LOCTITE
BOLT, CROSS BARS	M8	25 Nm (18 LB FT)	BLUE LOCTITE
BOLT, ECC CAM TO ECC BOLT	M6	9 Nm (7 LB FT)	BLUE LOCTITE

CHASSIS

SCREW, CHAIN SLIDER	M5	5 Nm (4 LB FT)	BLUE LOCTITE
SCREW, BUMBER MOUNT	M5	5 Nm (4 LB FT)	BLUE LOCTITE
SCREW, DEFLECTOR MOUNT	M5	5 Nm (4 LB FT)	BLUE LOCTITE

DRIVE

BOLT, DRIVE AND JACK SHAFT	M12	61Nm (45 LB FT)	
BOLT, BRAKE LINE	M10	41Nm (30 LB FT)	
NUT, TENSIONER WHEEL	M10	55Nm (38 LB FT)	
BOLT BEARING PLATES	M8	25 Nm (18 LB FT)	BLUE LOCTITE
BOLT, BRAKE ROTOR	M6	11 Nm (8 LB FT)	RED LOCTITE
NUT, BRAKE ROTOR	M6	11 Nm (8 LB FT)	RED LOCTITE

RAILS

BOLT, RAIL TIP/CROSS SHAFT	M8	25Nm (18 LB FT)	BLUE LOCTITE
BOLT, REACTOR	M8	25 Nm (18 LB FT)	BLUE LOCTITE
BOLT, FROUNT ARM & AXLE MOUNT	M6	9 Nm (7 LB FT)	BLUE LOCTITE
NUT, BOTTOMING RUBBERS	M5	5 Nm (4 LB FT)	

FRONT ARM

BOLT, CROSS SHAFT	M10	41 Nm (30 LB FT)	RED LOCTITE
BOLT, UPPER ARM	M8	25 Nm (18 LB FT)	BLUE LOCTITE
BOLT, LOWER ARM	M8	25 Nm (18 LB FT)	BLUE LOCTITE
BOLT, UPPER SHOCK	M8	25 Nm (18 LB FT)	BLUE LOCTITE

REAR ARM

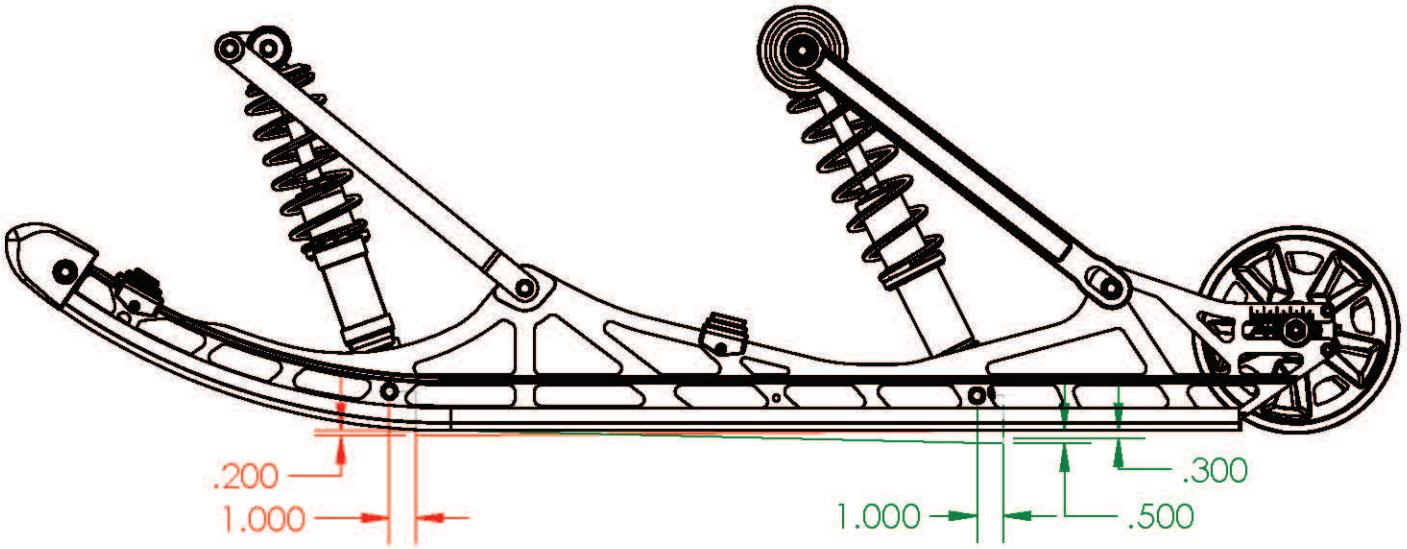
BOLT, LOWER CROSS SHAFT	M10	41 Nm (30 LB FT)	RED LOCTITE
BOLT, UPPER CROSS SHAFT	M8	25 Nm (18 LB FT)	BLUE LOCTITE

REAR AXLE

NUT, AXLE	M12	55 Nm (38 LB FT)	

RAPTOR COIL SHOCK SET UP
APPROXIMATE STARTING PRELOAD

	FRONT SHOCK		REAR SHOCK	
	RIDER WEIGHT	PRELOAD # TURNS	RIDER WEIGHT	PRESSURE
	150	4	150	2
YETI STOCK SETUP	180	6	180	3
	210	8	210	4
	240	10	240	5
	270	12	270	6



FOR **RRS** SET UP THE RAIL SHOULD BE .2" HIGH AT FRONT WHEN CALIPER ZERO'D AT REAR SHAFT AND MEASURED 1" BEHIND THE FRONT BOLT WITH BORE DEPTH END OF THE CALIPER. EACH REVOLUTION OF THE LOWER ROD END WILL CHANGE MEASUREMENT BY .050"

FOR RIGID **STRUT** THE RAIL SHOULD BE .3 TO .5" AT REAR WHEN CALIPER ZERO AT FRONT SHAFT AND MEASURED 1" BEHIND THE BOLT BORE DEPTH END OF THE CALIPER. TO ADJUST EACH 1 FUL REVOLUTION OF THE STRUT CHANGES MEASUREMENT BY .105"

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