YDIN9019

2019 INSTRUCTION MANUAL

⚠ WARNING

Please read this document carefully, as well as the bike-specific *Installation Guidelines*, prior to assembling, installing and using the Conversion System.

4162, rue Burrill - Local A
Shawinigan, QC G9N 0C3
CANADA

TECHNICAL SUPPORT

If your dealer or distributor is unable to solve a problem related to the System, you may contact the YETI SNOWMX support team from Monday to Friday.

E-mail: yetisnowmx@camso.co
Internet: www.yetisnowmx.ca

System Serial Number: 964__IEG _____

Original notice
Translations in other languages available at www.yetisnomx.ca

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INTRODUCTION

Thank you for choosing the **YETI SnowMX** Dirt-To-Snow bike conversion system, (hereinafter referred to as the “System”). The **YETI SnowMX** is the most advanced conversion system for off-road motorcycle on the market. The design of its chassis made out of light and strong carbon fiber and its titanium components are geared towards the needs of the most extreme riders. We went the extra mile to offer you a quality, high-performance conversion system that is suited to the handling behavior of your off-road motorcycle and that will take you to places only dreamt of while summer riding.

SYMBOLS AND SIGNAL WORDS

This guide uses the following signal words and symbols to emphasize particular information:

⚠ WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION: Indicates a potentially hazardous situation which, if not avoided, may result in damage to the motorcycle and Conversion System components.

NOTE: Indicates supplementary information.

The Prohibition Safety Sign indicates an action NOT to be taken in order to avoid a hazard.

The Mandatory Action Sign indicates an action that NEEDS to be taken to avoid a hazard.

GENERAL INFORMATION

- All figures, information or photos presented in this document are up to date at the time of publication. However, they may change without notice.
- Read and follow carefully the indications contained in the bike’s Owner Manual. Its content remains applicable after installation of the System.
- This document should be read by every person who operates a motorcycle equipped with the System.
- This document is an integral part of the System. Pass it along to any new System owner.
- Consult legal authorities where you drive your motorcycle equipped with the System before usage to ensure that you respect all applicable laws and regulations.
- Motorcycle Conversion Systems are designed to reduce ground pressure and increase vehicle traction. However, during normal operating conditions, vehicle speed should be reduced compared to a wheeled vehicle.

SERIAL NUMBER LOCATION

Figures below show the location of serial numbers on the Conversion System chassis (Figure 1) and rubber track (Figure 2).

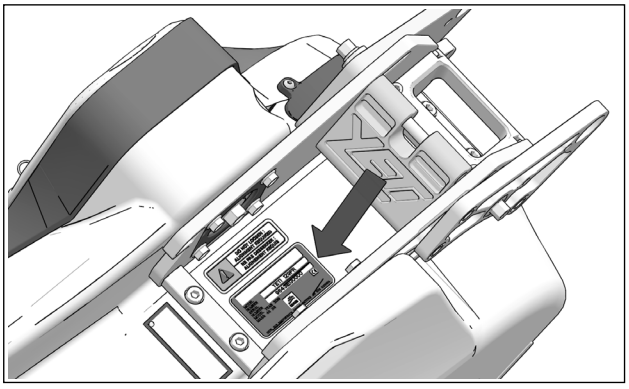


Figure 1

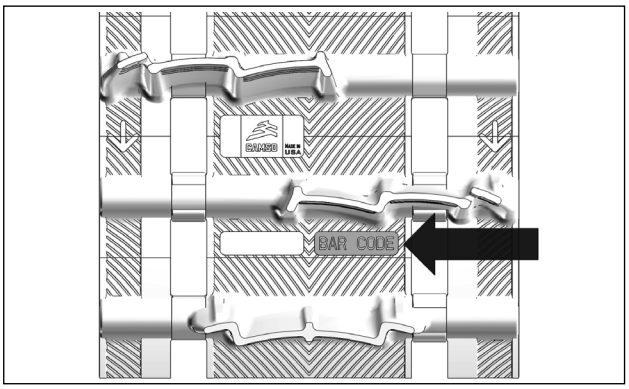
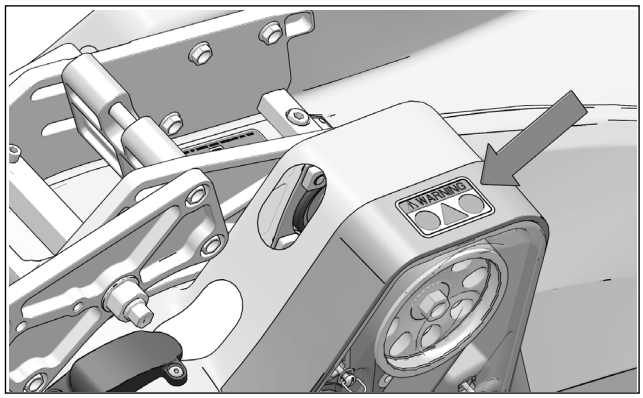


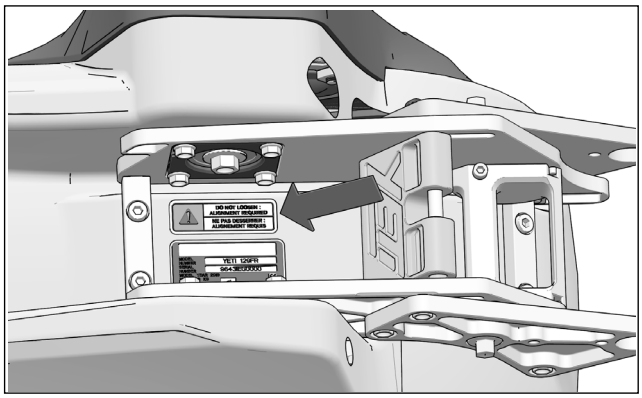
Figure 2

SAFETY

WARNING STICKERS

You will find affixed on the Conversion System the warning stickers shown in the illustrations below. Read the stickers carefully and understand them before using the Conversion System. They contain important information about safety and proper operation of the Conversion System.





JACK SHAFT ALIGNMENT WARNING

The Jack Shaft's bearing housing assembly bolts must not be loosened. The Jack Shaft needs to be realigned if these bolts are loosened.

GENERAL WARNING

User Manual - Users must read the User Manual before attempting to operate a vehicle equipped with a Conversion System.

If Conversion System is sold or in any way transferred to a new user, the User Manual must also be transferred to the new user.

Moving Parts - Hands or fingers caught between moving parts of the equipment present a danger to life or limb. Turn motor off before servicing Conversion System.

Maintenance Schedule - Follow the instructions contained in the Maintenance Schedule section of the User Manual to ensure safe and long–lasting operation of the Conversion System.

USER NOTICE AND DISCLAIMER

The **YETI SnowMX** Dirt-To-Snow bike conversion System is designed to provide exceptional traction and floatation in all winter conditions.

This document holds important information regarding driving a motorcycle equipped with the **YETI SnowMX** System. It is mandatory that every user takes the time to carefully read, understand and then consult this reference manual and user guide as well as the motorcycle owner's manual as needed. When purchasing either a new or used Conversion System, the user must obtain all documentation related to the System, including manuals and guides related to the motorcycle on which the System is installed. If need be, contact the YETI products dealer nearest to you to obtain any additional information. You may also consult the Yeti Web site at **www.yetisnowmx.ca** and contact our technical support by email at **yetisnowmx@camso.co**.

YETI believes that there are certain risks related to the installation and use of the System. Our experience shows that the System is safe. However, the user must be aware of the risks related with driving a motorcycle with the particularities of this type of System. The motorcycle rider must, at all times, respect all applicable laws and regulations, the indications of the System manufacturer and the indications from the motorcycle manufacturer fixed by law, namely when age restrictions exist and motorcycle base equipment is required (headlights, flashers and brake lights, rear view mirror, etc.). The user must always wear adequate safety equipment, such as a helmet, safety glasses (or visor), protective clothing, boots and gloves. It is understood that driving while impaired or intoxicated presents a danger for the motorcycle user and others and is against the law.

The System consists of many moving parts, including transmission wheels. If an object lodges itself or becomes jammed into the System and blocks the track, it is mandatory to stop the engine and the vehicle and apply the security brake before removing said object. By avoiding to do so, the user exposes himself to sudden movement of the motorcycle or to breakage of a part or component coming from the System, which could cause severe injuries. It is also very important to wear full length clothing and always avoid hanging or stringy accessories.

Driving a motorcycle equipped with such a System requires particular precautions and a knowledge of proper driving techniques of such vehicles.

An evaluation by the user of the conditions and terrain (state of the ground, grade of hill, density of snow, etc.) is equally essential.

A motorcycle equipped with a System cannot compete and/or be used to perform stunts, acrobatics or other exploits, as these could result in loss of control or severe injuries.

Insufficient knowledge of a motorcycle during down hill riding, climbs and crossing of obstacles and turns can result in tipping or roll over, and can cause severe injuries.

Carrying a passenger, a load or attaching a tow can cause the motorcycle to be less stable, and affect usability. Unless otherwise prescribed by law and by the motorcycle manufacturer, you must not carry a passenger, loads or tow any objects.

The installation of a System:

- Increases ground clearance.
- Changes the center of gravity.
- Increases motorcycle length, width and weight.
- Reduces ground pressure.

These parameters will effectively change driving characteristics of a motorcycle equipped with the System.

Consequently, **it is highly recommended that the user adapt his driving style to the new characteristics mentioned above.** The rider must always use caution when he crosses obstacles, circulates through narrow paths, meets vehicles coming in the opposing direction, etc.

As it was designed, the System will considerably reduce the motorcycle top speed and can falsify the speedometer. Generally, the System transmission wheel diameter is less than that of the tire. Therefore, the vehicle speed will be less than that actually displayed. Whether the motorcycle is equipped or not with the System, users must always adapt the speed to actual driving conditions. Users must never exceed speed limits or drive faster than their capacities allow. Excessive speed remains one of the main causes of severe motorcycle accidents.

Camso is proud to offer dirt-to-snow motorcycle conversion kits within its wide range of products. Motorcycle Conversion Systems are not only reliable, but safe. However, there are risks inherent to riding a motorcycle equipped with the System. It is therefore very important that the rider familiarize himself with the proper riding techniques of a motorcycle equipped with a System. The rider must also adapt his riding to his experience level, and continually evaluate operating conditions and terrain to safely and efficiently make the best of the **YETI SnowMX** motorcycle Conversion System.

OPERATING INSTRUCTIONS

HINTS AND TIPS

- Before leaving for an excursion, make sure to bring with you the following: 13 mm, 15 mm, 16 mm wrenches and sockets; 3 mm and 6 mm Allen keys; an axe, a shovel, a tow cable, a container of fuel, a screwdriver type pry bar and an adjustable wrench.
- Generally, the slower you go, the better the traction will be.
- On excursions on unknown or remote terrain, make sure to have with you a cellular or satellite phone, a first aid kit and spare parts.
- When riding off trails, always be cautious of potential hidden obstacles.
- In deep snow, do not intentionally spin the track (track spins while bike remains stationary). This could cause the bike to get stuck.

BREAK-IN PERIOD

CAUTION: A break-in period is necessary to allow system components to settle and adjust to each other.

During the break-in period (8 hours or 160 km), **follow these recommendations**:

VERIFICATION	Install.	Hour 1	Hour 8
Visual Inspection	x	x	x
Track Tension	x	x	x
Belt Tension	x	x	x
Chain Tension	x	x	x
Torque - fork clamp bolts	x	x	x
Torque - Bolts on System	x	x	x
Angle of Attack	x	x	x

- During break-in, **avoid** operating in dry and clean conditions such as icy trails, gravel, asphalt or sand.
- A **GOOD** break-in period must be done in a lubricated environment such as a groomed trail or soft snow.
- A **BAD** break-in period can generate smoke, odors of burned rubber or plastic as well as plastic deposits on track clips.

⚠ WARNING

Riding a motorcycle equipped with a Conversion System is different from riding a two-wheeled motorcycle. It is strongly recommended that the safety guidelines provided below are followed to prevent any accident and/or serious malfunction that could affect the rider, the motorcycle or the Conversion System.

CAUTION: Non-compliance with the usage recommendations can lead to a warranty claim refusal.

CAUTION: The rider is responsible for following the recommended scheduled maintenance described in this manual.

CAUTION: Reduce your speed at all times; a Conversion System installed on a motorcycle does not have the same absorption capacity as a tire.

PRE-USE VERIFICATION

CAUTION: Before each ride make sure that the System's wheels and moving parts are free and that they are not frozen or stuck on the frame.

CAUTION: Verify that the motorcycle's air intake is well adapted to weather conditions and is not blocked by snow accumulation.

⚠ WARNING

Jumping with a motorcycle equipped with a Conversion System is not recommended. These Systems were not designed for this type of operation. A motorcycle equipped with the System must never be used for the following activities: races, rallies, jumps, stunts, acrobatics or any other extreme applications.

⚠ WARNING

When travelling in groups, riders following a motorcycle equipped with a Conversion System should be warned of dangerous objects that can potentially be propelled by a tracked motorcycle.

TORQUE SPECIFICATIONS

Refer to the exploded views at the end of the Manual to obtain torque specifications applied to bolts at important points on the System.

DIMENSION	GRADE	Nm	lb-ft
M6-1.0	8.8	10	7
M8-1.25	8.8	25	18
M8-1.25	10.9	33	24
M10-1.5	8.8	50	37
M10-1.5	10.9	70	52
M12-1.75	8.8	90	66
M12-1.75	10.9	125	92

NOTE: Use a thread locker (Loctite 263 type or its equivalent) at indicated places in the exploded views of the system.

⚠ WARNING

Over-tightening bolts may damage parts and safety features may be affected.

STORAGE

CAUTION: Contaminants can alter and corrode the moving parts of the System during storage. Performing the prescribed maintenance before storing the System is strongly recommended.

The best way to store the System is to lay it down on a wood pallet, away from direct sunlight.

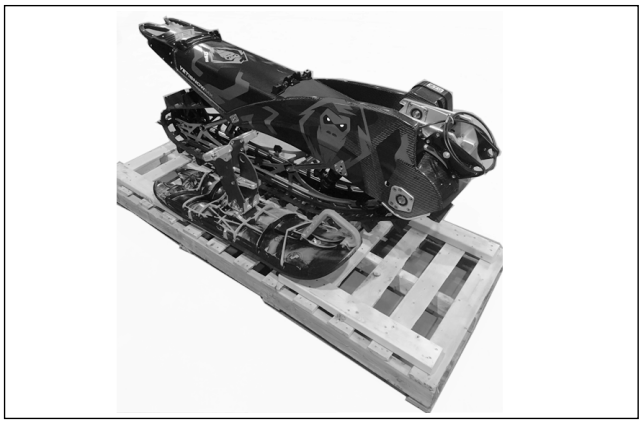


Figure 3

NOTE: Release track tension during storage period (recommended).

NOTE: Set shock absorber springs at lowest tension position during storage period (recommended).

ACCESSORIES

A Wheel kit is available to help move your bike fitted with a YETI SNOWMX Conversion kit.

NOTE: The Wheel kit, shown below in Figure 4, can be purchased through an authorized YETI dealer. Part #YAAC1281.

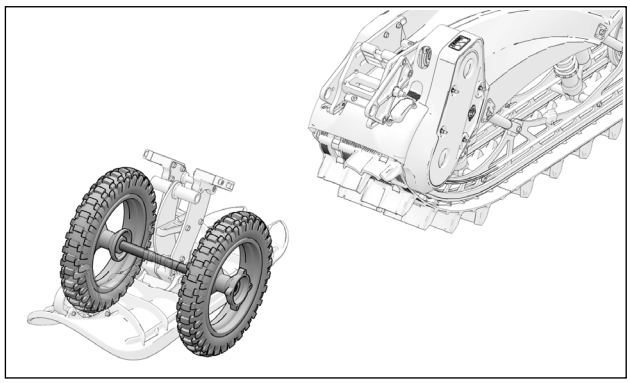


Figure 4

SPEED REDUCTION AND IMPACT ON SPEEDOMETER

Installation of a YETI Conversion kit on a motorcycle affects its speed and the way the speedometer (if present) should be read.

Depending on the bike model, the actual speed is lowered by 35 to 40% as compared to the motorcycle on wheels.

INSTALLATION INSTRUCTIONS

- These installation instructions are meant to be used in conjunction with the bike's User Manual. Refer to the instructions contained in your bike's manual for information concerning hardware, torque specifications, and bike assembly or disassembly procedures.

CAUTION: The warranty does not apply if installation of the System is done by someone other than a YETI dealer or authorized distributor.

MOTORCYCLE PREPARATION

- Place the bike high enough on a solid and stable stand so that the bike's front and rear are not touching the ground. Make sure that the bike is immobilized and can be safely worked on.

CAUTION: Do not expose any part of your body under the vehicle unless the motorcycle is installed on a secure stand.

Figure 5

FRONT WHEEL

FRONT WHEEL ASSEMBLY REMOVAL

Proceed as follows:

- Loosen front fork axle pinch bolts.
- Loose and remove the front wheel axle nut.
- Remove front wheel axle.
- Remove the motorcycle's front wheel.

NOTE: The nut and wheel axle will be reused to install the ski assembly on the motorcycle.

- Disassemble and remove fork protectors (if applicable).

FRONT BRAKING SYSTEM REMOVAL

Proceed as follows:

- Loosen and remove front brake caliper assembly bolts.
- Squeeze brake lever down to the handlebar and maintain in place with zip-tie.
- Remove banjo bolt securing brake hose to master-cylinder. Keep crush washers.
- Install rubber grommet, supplied in YETI parts box, on banjo bolt. Reinstall and finger tighten banjo bolt in master-cylinder.

NOTE: Rubber grommet will keep brake fluid from leaking out of master-cylinder while Conversion System is being assembled to bike.

- Remove assembled brake hose and caliper from bike.

NOTE: Bleed brake fluid out of brake hose and caliper before storing them.

NOTE: Re-use the Conversion System's Parts box to store the disassembled parts during the periods the Conversion System is used.

REAR WHEEL

To prepare the bike for rear system installation, perform the following disassembly steps:

WHEEL/REAR SUSPENSION ASSEMBLY REMOVAL

- Loosen the rear suspension swing-arm nut.
- Lower chain tension to its minimum setting.
- Disassemble brake pedal and rear master-cylinder from the motorcycle's frame.

NOTE: Do not remove the brake hose from the caliper. The braking system needs only to be decoupled from the motorcycle frame.

- Remove chain guard, guide rollers, and chain from motorcycle.
- Disassemble and remove upper shock absorber mounting bolt.

- Unbolt from the frame the linkage between the swingarm and the shock absorber.

NOTE: There is no lower linkage between swingarm and shock absorber on KTM PDS models.

NOTE: On certain bike models, some components (muffler, seat, plastic side panels or rear frame extension) have to be temporarily removed to allow removal of shock absorber.

- Remove rear suspension swingarm pivot shaft.
- Remove the complete swingarm/rear suspension assembly from the motorcycle.

NOTE: The swingarm/rear suspension assembly should separate completely from the motorcycle.

- Remove mud deflector from rear part of frame.

Bikes equipped with a kick stand.

- Disassemble and remove the kickstand.

SPECIAL INSTRUCTION

CAUTION: Some bike models *(Honda & Yamaha)* **are equipped with a kickstand / footpeg unit used to support the bike when not in use. This stand interferes with the rear conversion system and should be removed. The kickstand and footpeg make up one unit; so removing the kickstand means removing the footpeg as well and therefore the bike becomes unusable**

Two options are available:

- Remove the footpeg / kickstand unit and replace it by a footpeg without kickstand available from the OEM (best option).

- Cut away the kickstand portion of the unit and render it unusable.

DISASSEMBLED PARTS

Some of the components removed from the bike will be re-used for the Conversion System installation:

- Front wheel axle and nut.
- Rear swingarm axle and nut.
- Upper shock absorber bolt and nut.
- Crankcase Chain cover and bolts.

NOTE: All other components can be stored. Re-use the Conversion System parts box to store the disassembled parts when the Conversion system is in use.

SPINDLE INSTALLATION

FORK CLAMP VERIFICATION

Verify that the fork clamps received in the installation kit are the right size and fit perfectly on the bike's forks.

CAUTION: A clamp that is too loose on the fork tube does not allow for rigid assembly with the ski and may damage the fork tube.

INSERTION OF SPINDLE BETWEEN FORK TUBES

Proceed as follows:

NOTE: Center carbon blade must be positioned toward the bike's front.

- Install the complete spindle (**1**) between the two lower fork tubes (**2**). Twist and slide spindle down to position it between the fork tubes. See Figure 6.

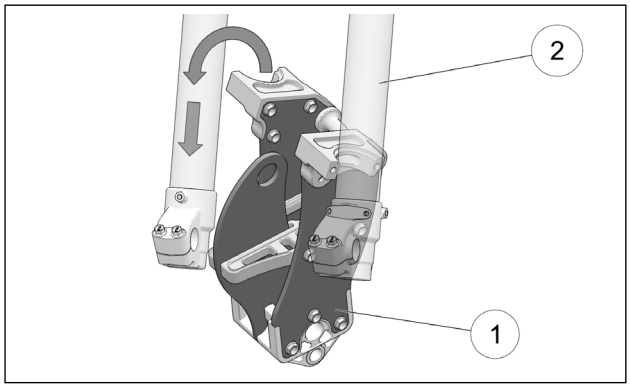


Figure 6

- Position left (**1**) and right (**2**) axle spacers on each side of the spindle's center carbon blade. See Figure 7.

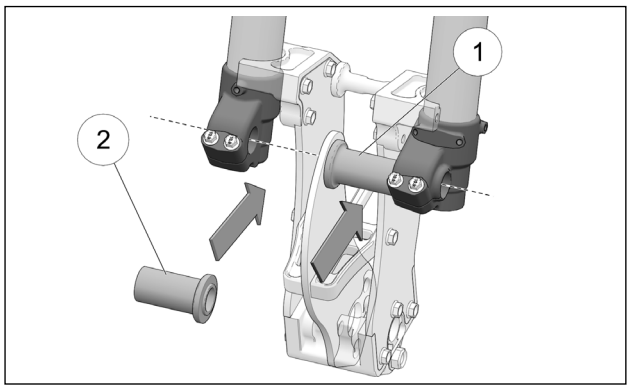


Figure 7

NOTE: Depending on bike model, the left and right axle spacers on each side of the carbon blade may be the same or different. If you are uncertain about their position, consult the YETIVERTER tool on YETISNOWMX.CA

NOTE: Make sure axle spacer locater collar is through the center carbon blade.

- Insert front wheel axle (**1**) through forks and axle spacers to secure spindle assembly. Install axle nut (**2**) and tighten temporarily by hand. Figure 8.

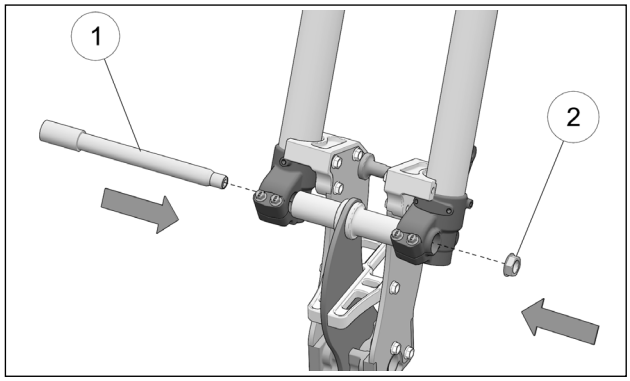


Figure 8

NOTE: Lube wheel axle before assembly.

- Set the outer fork clamps (**1**) in their position at the bottom of the forks. The small machined diameter in the fork clamps is used as clearance for fork seals and so must be positioned up. Insert clamp assembly bolts (**2**); do not tighten at this point. See Figure 9.

CAUTION: Observe installation direction for outer fork clamps. A clamp assembled in the wrong direction could damage the fork if the front suspension travels all the way down.

NOTE: Apply a thread locker product (e. g. Blue Loctite 242) to Fork clamp assembly bolts.

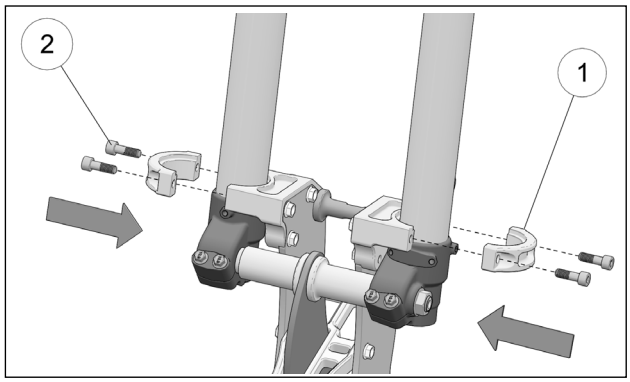


Figure 9

NOTE: Depending on bike model, the left and right fork clamps may be the same or different. If you are uncertain about their position, consult the YETIVERTER tool on YETISNOWMX.CA

CAUTION: Clamps must be straight and aligned before final tightening. Clamp misalignment can hinder normal operation of forks.

- Tighten clamp bolts to 25 Nm [18 lb-ft] of torque. See Figure 9.

NOTE: Use an alternate tightening sequence between the 4 clamp bolts to distribute force equally.

- Tighten, in sequence, the front wheel axle nut (**1**) and then the pinch bolts (**2**) at the bottom of the forks to the torque specifications recommended by the manufacturer of the bike. Figure 10.

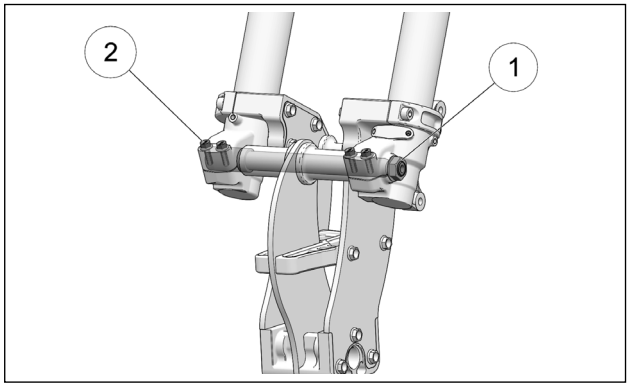


Figure 10

SKI INSTALLATION

Assemble ski to spindle as follows:

- Check if «FRONT» marking under ski rubber is positioned towards front of ski. Figure 11.

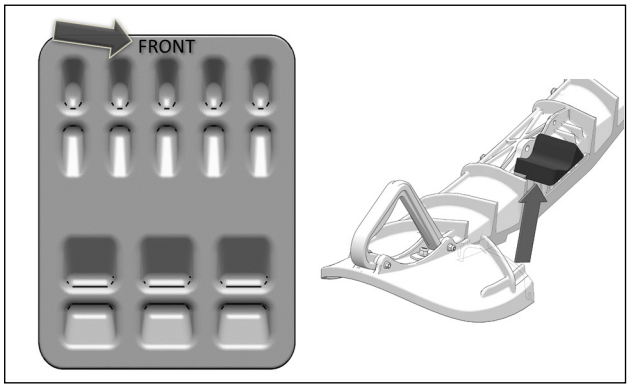


Figure 11

- Position ski (**1**) to spindle (**2**) and align holes in ski's base with mounting hole in spindle. Insert M10x110mm bolt (**3**) and secure with M10 locking nut (**4**). Tighten assembly to 55 Nm [38lb-ft] of torque. See Figure 12.

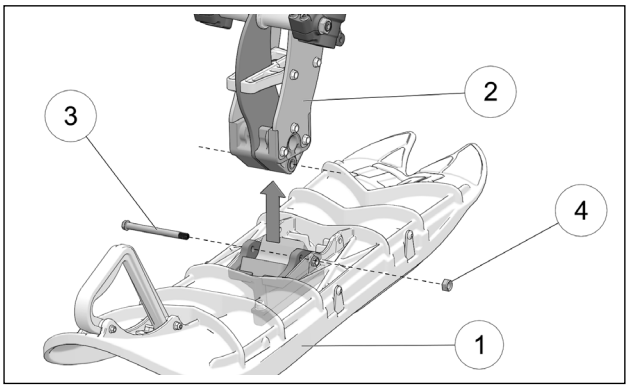


Figure 12

REAR SYSTEM PREPARATION

VERIFICATION OF ADAPTERS AND BUSHINGS

Check that the mount adapters and bushings received match your bike's model. These parts are identified by a number inscribed on each one; consult the YETIVERTER tool on YETISNOWMX.CA to confirm the parts and identify their installation position.

MOUNT ADAPTER INSTALLATION

Assemble mount adapters to Bike Mount as follows:

*NOTE: Make sure to assemble the correct adapters on the Bike Mount's left (**1**) and right (**2**) sides.*

- Apply lube on the portion of adapters inserted in Bike Mount. Figure 13.

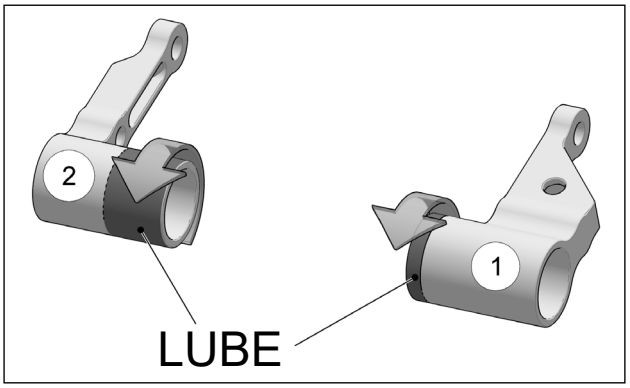


Figure 13

- Place mount adapters (**1**) in position outside of Bike Mount (**2**). Finger tighten the temporary M8x25mm assembly bolts (**3**) provided, at the small end of the adapters. See Figure 14.

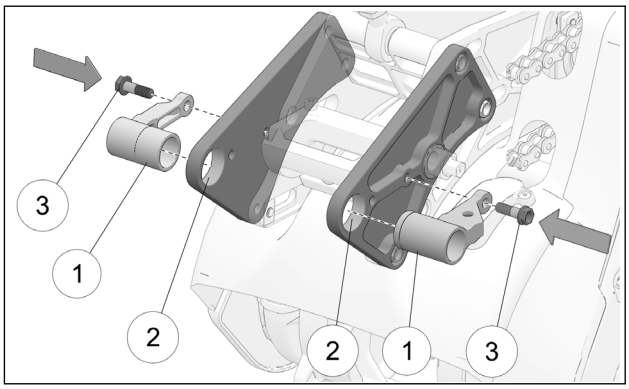


Figure 14

- Using the provided Mount adapter insertion tool (**1**) and the M8x25mm bolts (**2**), rotate and alternate between the tool's nut (**3**) and bolt (**2**) to insert mount adapters on both sides of the Bike Mount. See Figure 15.

NOTE: Rotate slowly and alternate a few times to avoid jamming the adapter during insertion.

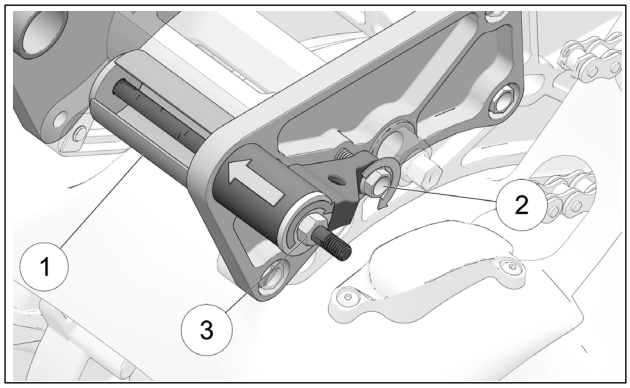


Figure 15

- Remove M8x25mm bolt used to insert Bike Mount adapter.

NOTE: Apply a thread locker product (e. g. Blue Loctite 242) to Mount adapter assembly bolts.

- Secure adapters to Bike Mount with the longer M8x25mm bolts (**1**) installed inside (**3**) and the shorter M8x20mm bolts (**2**) on the outside (**4**). Tighten bolts to 25 Nm [18 lb-ft]. See Figure 16.

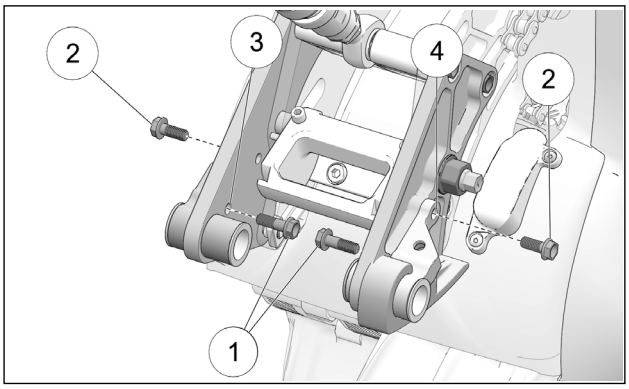


Figure 16

CAUTION: To ensure adequate assembly, the M8x25mm bolts used to insert the adapters must be relocated to the Bike Mount's front inside M8 holes.

- Insert bushings in mount adapters. Make sure to match the bushings to the correct adapters.

NOTE: Depending on your bike model, the left and right adapter bushings are the same or differ. If you are uncertain about their position, consult the YETIVERTER tool on YETISNOWMX.CA

AUTOMATIC CHAIN TENSIONER INSTALLATION

- Insert Chain tensioner (**1**) on mount adapter (**2**) installed on left side of Bike mount. Apply pressure to insert guard on larger part of adapter. Next, insert the chain tensioner spring (**3**) in its seats, in the Chain tensioner and mount adapter. See Figure 17.

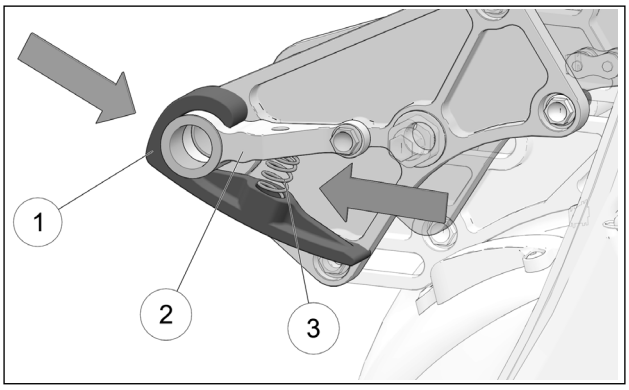


Figure 17

BIKE MOUNT ADJUSTMENT

Before mounting the rear system to the bike, the Bike mount must be extended out at its farthest point. Proceed as follows:

- Loosen nut on eccentric bolt (**1**) and the Bike mount M8 adjustment bolts (**2**).
- Using a 12mm socket, rotate eccentric bolt to move the Bike mount out. See Figure 18.

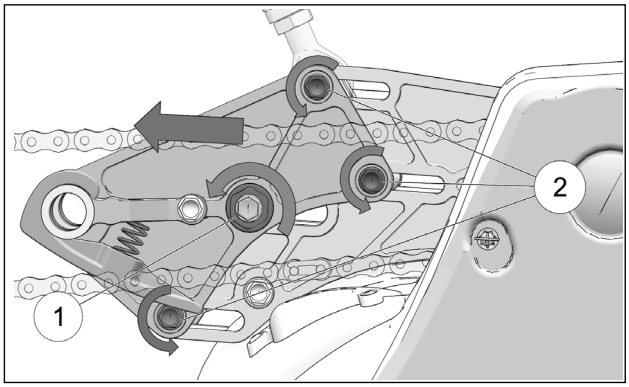


Figure 18

SOFT STRUT PREPARATION

Before installing Soft Strut on your bike, the strut components must be assembled as shown in Figure 19. Proceed as follows:

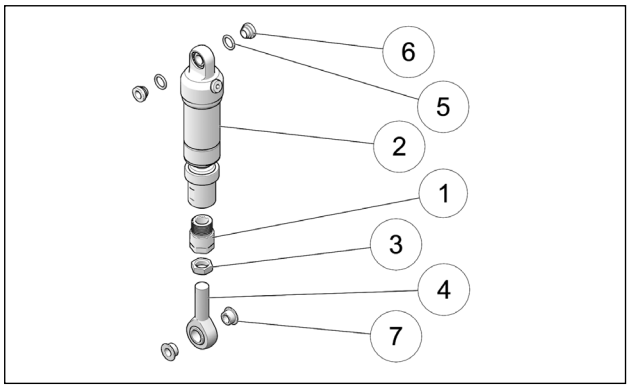


Figure 19

- Assemble rod end connector (**1**) to strut body(**2**). Tighten connector adequately to body.
- Thread lock nut (**3**) on rod end (**4**).
- Assemble the rod end w/nut to strut connector.
- Slip one o-ring (**5**) on each spacer bushing (**6**).
- Insert spacer bushings (**6**) and o-rings (**5**) in both sides of Soft Strut's upper eye.
- Set aside the 2 spacer bushings (**7**); they will be installed later.

NOTE: For KTM models with PDS suspension, the Soft Strut assembly differs from the one illustrated in Figure 19.

SOFT STRUT INSTALLATION

- Position the Soft Strut's upper eye to the bike's shock absorber upper mount.

IMPORTANT: Spacer bushings (**6**) and o-rings (**5**) must be installed and positioned correctly in upper eye of Soft Strut.

- Assemble Soft Strut (**1**) using the bike's shock absorber assembly bolt (**2**). See Figure 20

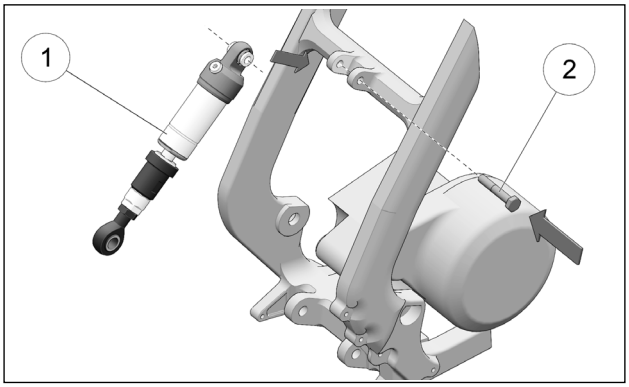


Figure 20

- Tighten shock assembly bolt (**2**) to manufacturer's recommended torque specification. Figure 20.

NOTE: Apply threadlocker product on bolt as per the manufacturer's specification.

REAR SYSTEM INSTALLATION

NOTE: The YETI's bike mount adapters have the same dimensions as your swing arm bushings. You might have to wiggle or slightly pry to open the gap to install the YETI in the bike's frame.

- Assemble the rear system to the bike as follows:
- Slide the YETI Conversion System (**1**) into position to align Bike mount adapters (**2**) where your bike's swing arm (**3**) used to be. See Figure 21.

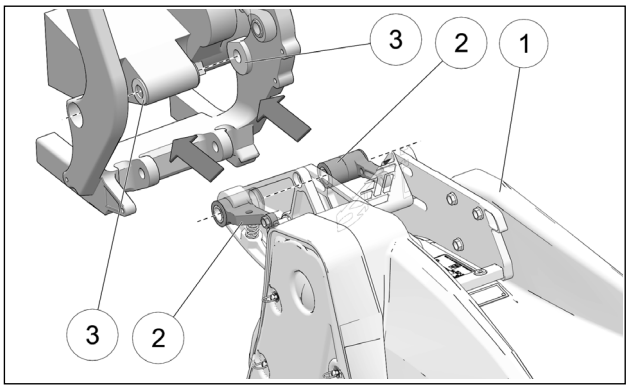


Figure 21

- Attach YETI to bike by reinstalling swing arm assembly bolt (**1**) and nut (**2**). See Figure 22.

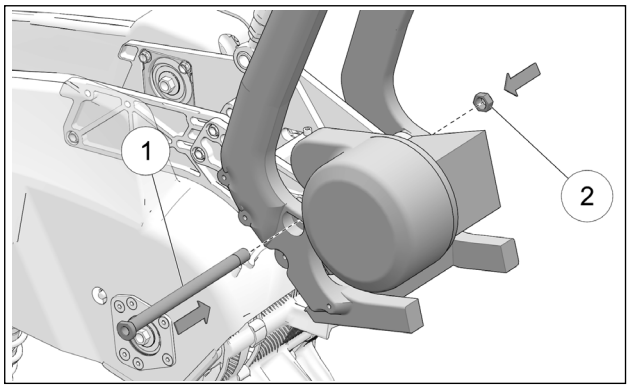


Figure 22

- Tighten bolt to the bike manufacturer's recommended specification.
- Insert the 2 remaining spacer bushings (**7**) in the Soft Strut's rod end. See Figure 23.

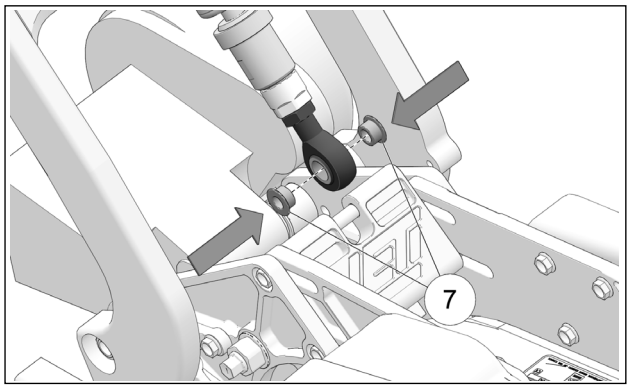


Figure 23

- Loosen and remove bike mount bolt (**1**) to install the Soft Strut's rod end in the Strut block (**2**). See Figure 24.

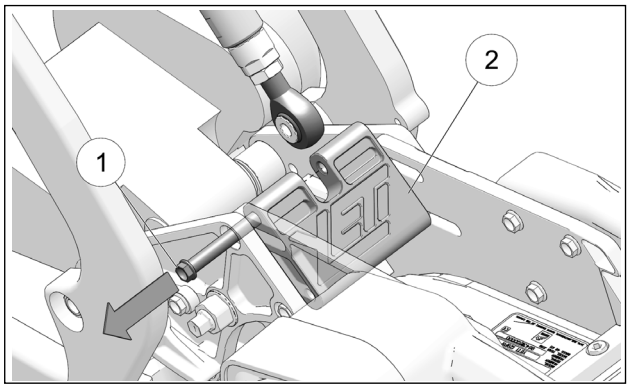


Figure 24

- Raise rear of YETI System and align the Soft Strut rod end and Strut block in Bike mount.

IMPORTANT: Make sure Spacer bushings are correctly positioned in Soft Strut rod end.

- Re-insert assembly bolt (**1**) to attach Soft Strut (**2**) to Bike mount. Do not tighten the bolt completely at this point. See Figure 25.

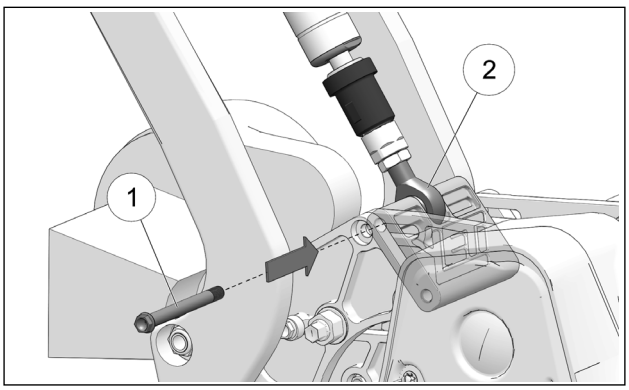


Figure 25

CHAIN INSTALLATION

Before installing the chain, the Bike mount should be retracted as much as possible.

NOTE: For the next step, the bike should be raised slightly so that the track is off the ground and can be rotated.

- Insert chain (**1**) in upper opening at the front of the system and feed it over jack shaft drive sprocket (**2**). See Figure 26.

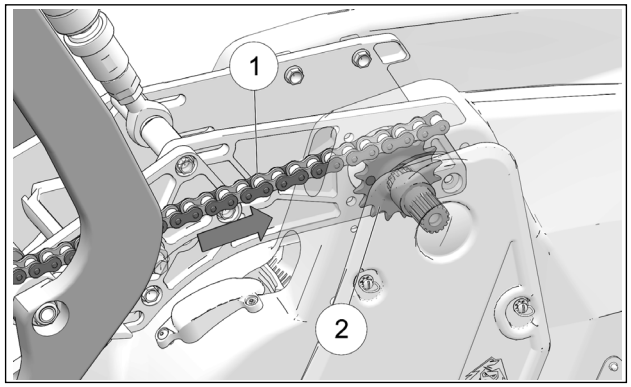


Figure 26

- Slowly rotate the YETI's track to advance chain links on the sprocket. Use a hook or magnet to extract the chain out of the chassis through the lower opening at the front. See Figure 27.

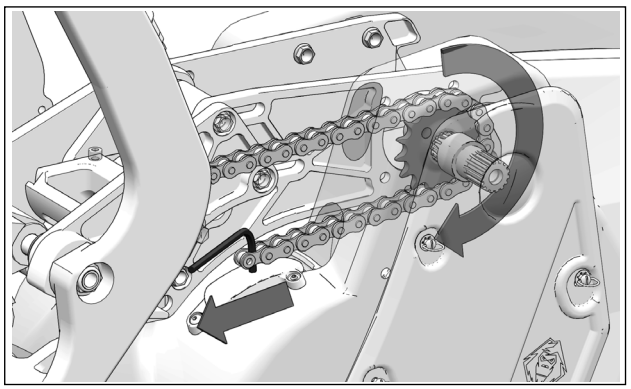


Figure 27

- Install the provided chain on the engine sprocket and join the ends using the master link. See Figure 28.

NOTE: If the Soft Strut is adjusted too long, it could make the chain too short to assemble. Shortening the Soft Strut or raising the rear of the System should help you join the ends of the chain.

CAUTION: The chain has the right length and does not need to be shortened.

CAUTION: Observe direction of insertion for master link locking clip.

CAUTION: Do not remove grease applied on master link pins.

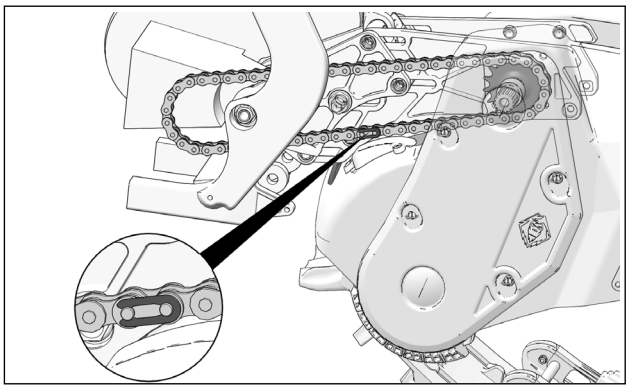


Figure 28

IMPORTANT: Chain adjustment is not done at installation but will be done later. Leave play in the chain to allow for other necessary adjustments to be done first. Soft Strut adjustments impact chain tension and therefore must be done before adjusting chain tension.

*NOTE: For further details on adjustments to be performed on the Conversion System, see the section entitled "**Adjustments**".*

BRAKE SYSTEM

IMPORTANT: YETI SnowMX recommends that assembly, preparation and brake system setting steps be performed by a YETI SnowMX dealer.

⚠ WARNING

The braking system is an important safety feature of your YETI conversion system and must be kept in good running order. It is the operator's responsibility to keep the Conversion System in optimal running order. Failure to perform maintenance or verifications before use of Braking system could result in a loss of control that could cause serious injury or death.

BRAKE LINE ROUTING

Two options are available to route the brake line:

- Route brake line along the chassis up to the handlebars without removing any bodywork component.

- Disassemble bodywork components to enable easy routing of line and master-cylinder up to handlebars.

No matter the chosen method, observe the following recommendations:

• Follow existing line and cable routing.

• Re-use existing ties and clips to secure brake line. Add more ties if needed.

• Do not position the brake line against sharp edges in the Bike's chassis.

• Maintain large radiuses in brake line to avoid pinches.

• Keep line away from heat sources that can damage it or overheat hydraulic fluid.

• Keep enough play in Brake line between handlebars and chassis, to ensure that turning radius is not reduced.

CAUTION: Presence of an important heat source near the line, such as an exhaust pipe, or the engine, can overheat the Braking system's hydraulic fluid and render it less effective. Route the Brake line to bypass such heat sources.

• Re-assemble all motorcycle components removed during the Conversion's System installation and routing of the brake line (rear frame section, exhaust, plastic side panels, tank, seat, etc.). Observe the manufacturer's torque specifications when tightening bolts.

CAUTION: Be sure to apply the bike manufacturer requirements at reassembly of components.

BRAKE LINE HOOKUP & BLEEDING

IMPORTANT: To perform the following steps, use a new bottle of brake fluid that meets the bike manufacturer's specifications.

⚠ WARNING

Do not mix brake fluid types or grades. Some are not compatible. Using the wrong type or mixing incompatible fluids may cause loss or inadequate breaking which may result in serious injury or even death.

• Insert the clear plastic tube at the end of the medical syringe. These two items are included in the common parts box shipped with your YETI.

• Open the brake caliper's bleeder check valve about ½ turn and push the other end of the plastic tube on the bleeder valve.

• Position the new fluid bottle securely at handlebar level. Submerge end of brake line in brake fluid.

NOTE: There must not be any loop in the brake line. Keep it in an uphill position during the next step.

IMPORTANT: In the next step, the brake line end must be submerged continuously in fluid.

• Pull on the syringe to fill the line and brake caliper.

• Once brake fluid has started filling the syringe, give it a pull to fill it completely. Then close the bleeder check valve on the brake caliper.

• Remove end of plastic tube from bleeder valve.

NOTE: Squeeze the new brake fluid contained in the syringe back into the brake fluid bottle.

• Remove end of brake line from brake fluid bottle. and keep it in an upward position.

IMPORTANT: During the next steps, keep the end of the brake line in an upward position to avoid formation of air pockets in your primed brake line.

• Remove banjo bolt and rubber grommet inserted temporarily during front brake disassembly.

• Insert banjo bolt (**1**) in end of brake line (**2**) making sure to install the copper crush washers (**3**) against both sides of the brake line banjo end. See Figure 29.

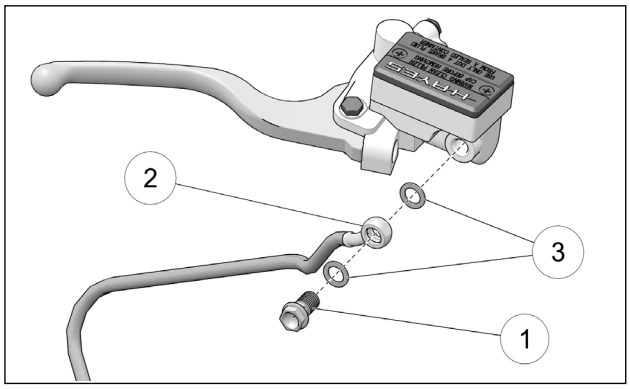


Figure 29

- Engage by hand banjo bolt - brake line - crush washers assembly in the bike's master cylinder. Then tighten banjo bolt to the manufacturer's torque specifications.

⚠ WARNING

Apply the recommended torque to banjo bolt in master cylinder. Inadequate tightening of banjo bolt may cause loss or faulty breaking which may result in serious injury or even death.

- Cut the zip tie that was installed temporarily on the brake lever during the front brake disassembly. Remove the master cylinder cover.
- Top off master cylinder reservoir with the same new fluid used to prime your brake line.
- SLOWLY wiggle front brake lever in small increments of ¼ - ½ lever travel at first. Pull lever until there are no more air bubbles in brake fluid.
- Reconnect plastic tube to brake caliper bleeder valve. Open bleeder valve about ½ turn.

IMPORTANT: In the next step, check fluid level in master cylinder reservoir and keep it full at all times.

- Pump the brake lever fully. Check for air bubbles in the fluid leaving the braking system and going in the syringe. When there are no more air bubbles, close caliper bleeder valve.
- Tighten bleeder valve to 5 Nm (44 lb-in). Reinstall rubber dust cap on bleeder valve.
- Fill master cylinder reservoir to the rim. Reinstall reservoir cover and tighten cover screws according to manufacturer's recommendations.

IMPORTANT: It is important to OVER FILL the reservoir before putting the cover back on to prevent air from entering the braking system if you happen to tip the bike upside down while riding.

BRAKING SYSTEM VALIDATION

Perform the following test after assembly and bleeding of the braking system.

- Pump the brake lever a few times and tie it in the closed position during 24 hours.

NOTE: Use a zip tie if the master cylinder does not have a brake lever lock.

- If the system maintains pressure after 24 hours, it is bled correctly.
- If the lever is even more closed after 24 hours, check for fluid leaks in the braking system. if a leak is detected, disassemble the braking system and repair the leak.
- If there are no leaks and the lever is abnormally closed, re-bleed the braking system.

ADJUSTMENTS

CAUTION: Adjustment settings on your YETI must be verified after first use on the bike. Soft Strut setting, rubber track tension, Syncro belt tension and chain tension must be re-checked. Incorrect adjustments can decrease system performance and produce premature wear on certain components.

SOFT STRUT - ADJUSTMENT

Adjustment of the Soft Strut has a direct impact on the bike's handling. Modifying the Strut adjustment according to the changing snow conditions has a radical effect on ski behavior.

- Place bike on ground, supported on ski skag and rubber track.

Front Measurement Point (**A**): Measure distance between top of rail slide and the ground, at 1.00" (25mm) back of front shock lower mounting bolt. Figure 30.

Back Measurement Point (B): Measure distance between top of rail slide and the ground, at 1.00" (25mm) back of back shock lower mounting bolt. Figure 30.

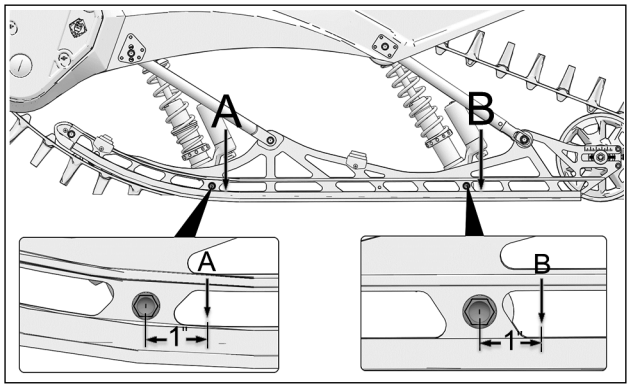


Figure 30

Recommended setting: The rear measurement must be 0.300 to 0.500" (7,6 to 12,7 mm) higher than the front measurement with the suspension on the ground.

- At the **front** measurement point (**A**), measure distance (**X**) between the top of the rail slide and the ground. See Figure 31.

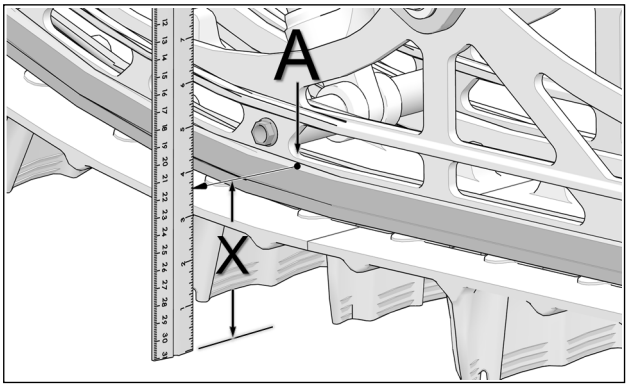


Figure 31

- At the **rear** measurement point (**B**), measure distance (**Y**) between the top of the rail slide and the ground. See Figure 32.

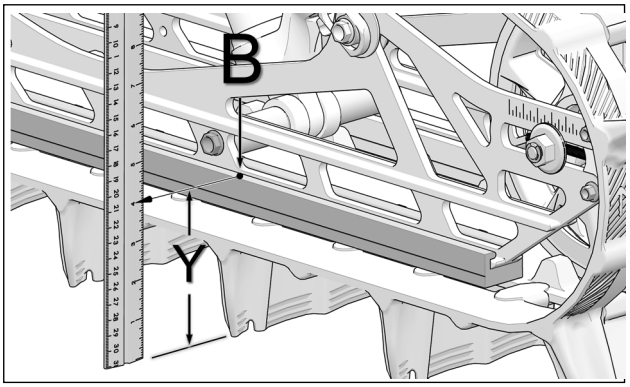


Figure 32

- Calculate the difference between the rear and front measurement points.

Rear (**Y**) - Front (**X**) = 0.3 to 0.5" (7,6 to 12,7 mm)

Reaction to Soft Strut adjustment:

- One complete **counterclockwise** rotation of the Soft Strut shortens it by **0.050"** (1,27 mm). The rear measurement (**Y**) will then increase **0.050"** per rotation.

- One complete **clockwise** rotation of the Soft Strut lengthens it by **0.050"** (1,27 mm). The front measurement (**X**) will then increase **0.050"** per rotation.

- Loosen the rod end lock nut (**1**). Adjust length of rod end by rotating the Soft Strut (**2**) using a 31-mm wrench. See Figure 33.

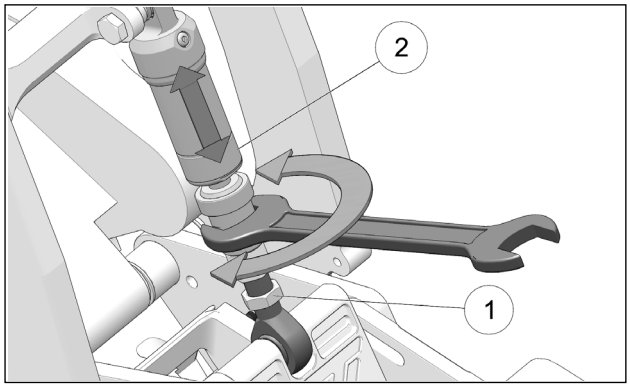


Figure 33

NOTE: Each time Soft Strut adjustment is checked, raise bike's rear and lower it back down slowly.

- Adjust length of Soft Strut until the rear measurement point is 0.300 to 0.500" higher than the front measurement point.
- Once the Soft Strut adjustment is completed, tighten the lock nut (**1**) back to 40 Nm [30 lb-ft].

Basic Tuning

An adjustment of under 0.300" or 0.000" (Flat) at the rear measurement point produces:

- a better angle of attack for hill climbing;
- better handling in deep or powder snow;
- greater ski pressure;
- more stability at higher speeds.

An adjustment of between 0.300" and 0.500" higher at the rear measurement point is:

- the recommended adjustment for all conditions;
- the best compromise suited for various uses and snow conditions.

An adjustment above 0.500" at the rear measurement point:

- lowers ski pressure;
- shortens the bike's virtual wheelbase;
- produces more skittish handling on trails;
- produces better handling at low speeds.

CAUTION: An adjustment above 0.750" at the rear measurement point is not recommended. The bike then becomes hard to handle and unpredictable.

SHOCK ABSORBER ADJUSTMENT

Four (4) shock absorber combination options are available for YETI SnowMX 2019 models:

Option1: **RAPTOR** Res/clicker front & Mono rear

Option 2: **ELKA** Stage 3, front & rear

Option 3: **RAPTOR** Res/clicker, front & rear

Option 4: **ELKA** Stage 5, front & rear

RAPTOR Mono (rear option 1)

Only the spring preload can be adjusted on this shock absorber model.

RAPTOR Res/clicker (front option 1, front & rear option 3)

Spring preload and compression can be adjusted on these shock absorber models.

ELKA Stage 3 (front & rear option 2)

Spring preload and compression can be adjusted on these shock absorber models.

ELKA Stage 5 (front & rear option 4)

Spring preload, compression and rebound can be adjusted on these shock absorber models.

Spring Preload

The shock absorbers are factory set for a 180-lbs rider. Spring preload on shock absorbers can be adjusted to take into account a rider's weight and riding style.

Proceed as follows:

- Loosen the spring preload adjustment ring locking screw a few turns. Use a 3-mm Allen key.
- Rotate adjustment ring to raise or lower shock absorber spring preload. Use the provided tool.

NOTE: Rotating ring clockwise lowers spring preload.

NOTE: Rotating ring counterclockwise raises spring preload.

- Once adjustment is completed, tighten adjustment ring locking screw.

IMPORTANT: Modification of Shock absorber spring preload impacts Soft Strut adjustment. Soft Strut adjustment must absolutely re-checked if the shock absorber spring preload is modified.

CAUTION: Spring preload must be set at a level sufficient to keep the spring seated solidly in place. Damage to components could occur if spring preload is too low.

Compression and Rebound

Following the option chosen at purchase of your YETI SnowMX, shock absorbers can be adjusted in compression and rebound.

ELKA shock absorbers

Consult the ELKA owner's manual provided with your YETI for more details relative to compression and rebound settings (if applicable).

RAPTOR shock absorbers

Consult the « Shock Service » section on www.raptorshocks.com for more details relative to compression and rebound settings (if applicable).

DRIVE CHAIN

IMPORTANT: Soft Strut adjustment must be completed before adjusting the drive chain tension.

- Position the bike level on the ground
- Lift automatic chain tensioner (**1**) off the chain and keep it up (e. g. with a zip tie) to avoid adding tension to the chain during adjustment.

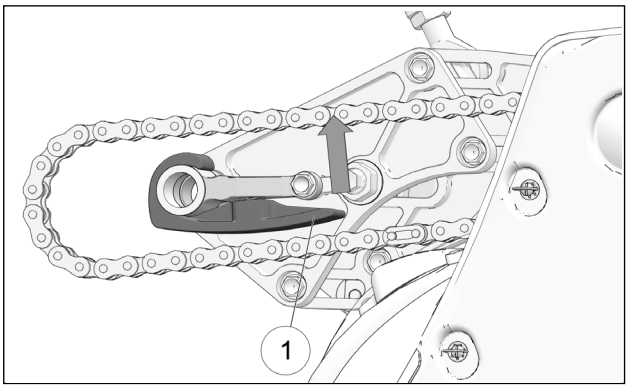


Figure 34

- Loosen eccentric bolt nut (**1**) a little using the special socket provided in your YETI SnowMX parts kit. Figure 35.
- Loosen slightly, the two M8 bolts (**2**), and the four M10 bolts (**3**-**4**) on each side of the Bike Mount so that the Bike Mount assembly can slide. Figure 35.

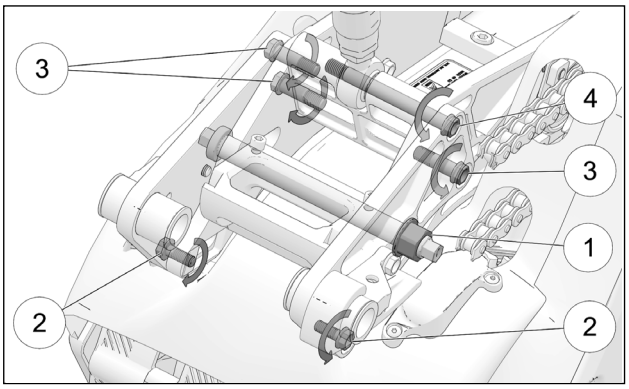


Figure 35

*NOTE: Be careful to not loosen the two bolts (**2**) too much; T-nuts could fall out and be lost.*

- Rotate eccentric bolt (**7**) to adjust chain tension as required. Use a 12-mm socket. Figure 36.

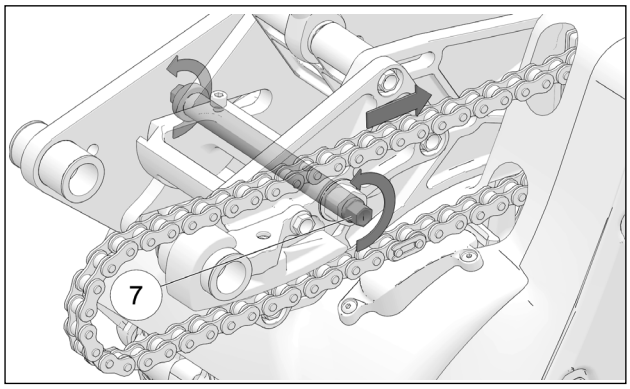


Figure 36

IMPORTANT: Remove all play in the chain without over-tensioning it. The chain must be tensioned before tightening Bike mount bolts and locking it in place.

- Tighten in sequence: the eccentric bolt nut (**1**) to 61 Nm (45 lb-ft); the four M10 bolts (**3**-**4**) of the Strut block to 41 Nm (30 lb-ft); and the two M8 bolts (**2**) at the front of the Bike Mount to 25 Nm (18 lb-ft). See Figure 37.

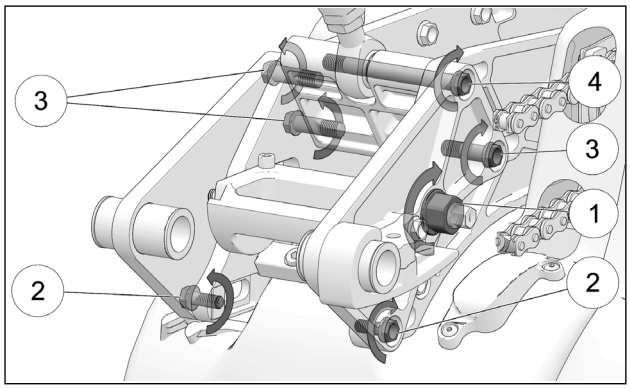


Figure 37

- Release the automatic chain tensioner back onto the chain.

SYNCRODRIVE BELT

IMPORTANT: Verify belt tension after 1 or 2 kilometers, and 3 or 4 times on your first outing. If you notice a significant change in belt tension, re-adjust tension.

Syncrodrive Belt Tension Verification

- Slide the red tension gauge (**1**), incorporated in tensioner mechanism, to the outer edge of the Syncrodrive belt. See Figure 38.

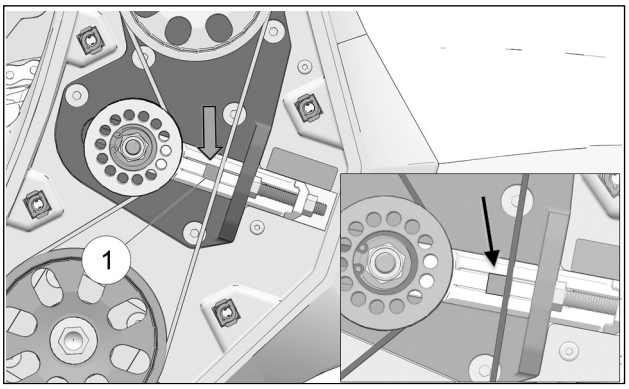


Figure 38

- With your thumbs, apply pressure to the belt (**1**), where the tension gauge (**2**) sits, toward the tensioner pulley (**3**). See Figure 39.

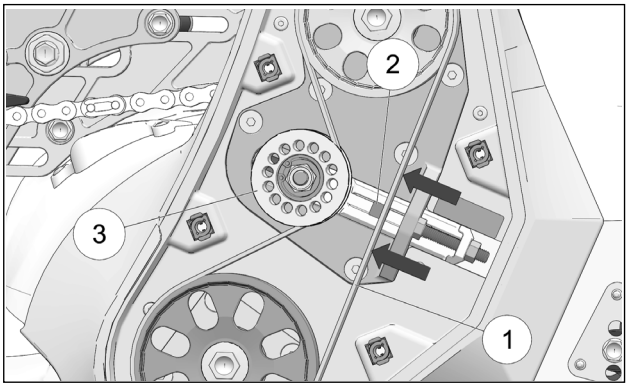


Figure 39

- **Recommended setting**: Required belt tension is 11 mm (7/16") of play, which corresponds to the width of the red tension gauge in the tensioner mechanism. See Figure 40.

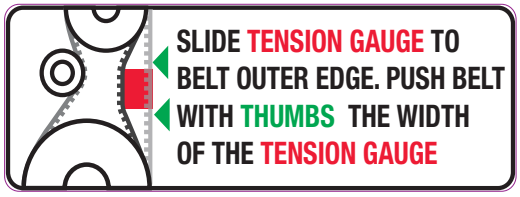


Figure 40

Syncrodrive Belt Tension Adjustment

- Loosen tensioner pulley nut (**1**) ½ to ¾ turn. See Figure 41.

IMPORTANT: Do not loosen tensioner pulley nut (**1**) more than ½ to ¾ turn. If the nut is too loose during the adjustment process, the belt tension could increase when the nut is tightened back.

- Loosen lock nut (**2**) on Belt Tensioner adjusting bolt. See Figure 41.

- Rotate Belt Tensioner adjusting bolt (**3**) to raise or lower belt tension. See Figure 41.

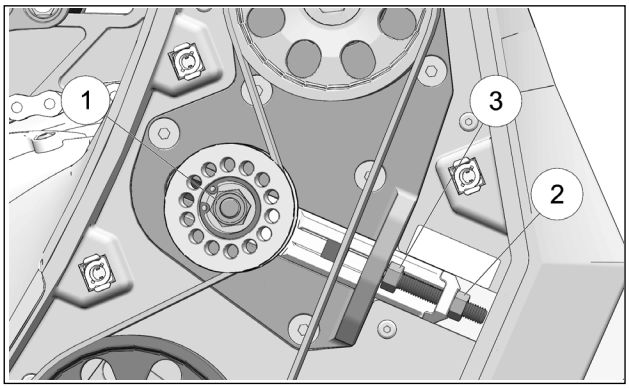


Figure 41

- Tighten tensioner pulley nut (**1**) back to 55 Nm (38 lb-ft) of torque. See Figure 41.

- Verify tension adjustment. Repeat previous steps if tension is found insufficient.

TRACK TENSION

CAUTION: The two rear wheel assembly axle nuts (1) must be loosened before adjusting Track tension. See Figure 42.

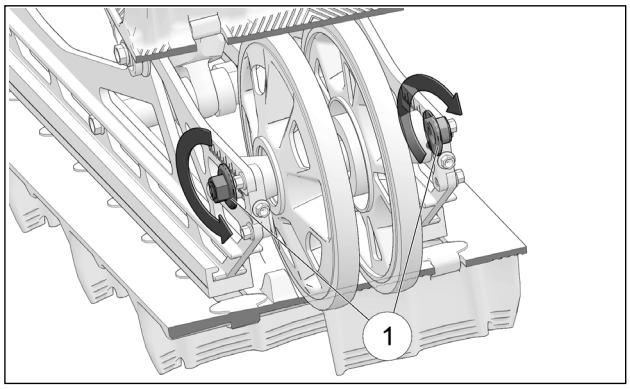


Figure 42

- Rotate the right and left rear wheel axle adjusting bolts (**2**) an equal number of turns, clockwise or counterclockwise, to set the Track to the recommended tension. See Figure 43.

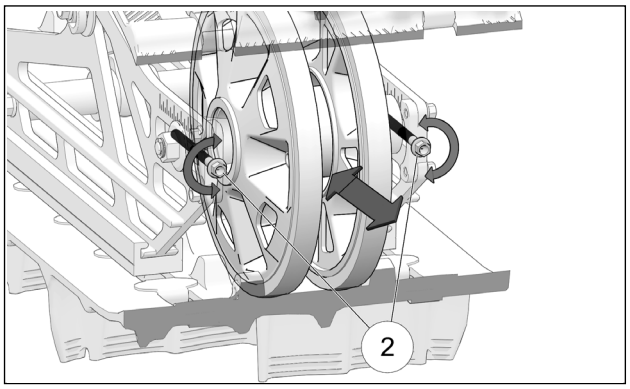


Figure 43

CAUTION: Use a ruler to verify how long the adjusting bolts are engaged in the axle. A misaligned rear axle can cause premature wear of suspension components.

- The table below shows the force applied and the deflection which must/ occur when track tension is correctly set. Refer also to Figure 44.

FORCE	DEFLECTION
6,8 kg (15 lb)	19 mm (¾ in.)

BASIC TUNING

- A higher rubber track tension reduces drive “ratcheting”.

NOTE: Track tension set too high could cause premature wear on system components.

- A lower rubber track tension provides better traction, a smoother ride and better fuel economy.

- Check Track tension at mid-point between the two lower shock absorber mount shafts. Figure 44.

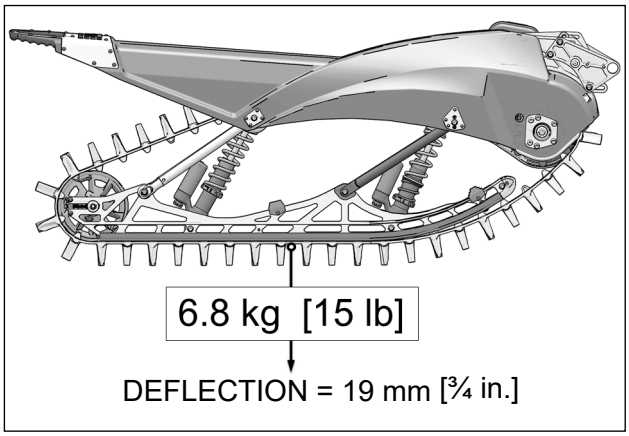


Figure 44

- Tighten the two rear wheel axle nuts (**1**) back to 55 Nm (38 lb-ft) of torque. Figure 42

NOTE: The track tension testing tool shown below in Figure 45 can be purchased through an authorized YETI dealer. The part number is 2000-00-3125.

Figure 45

Final Check

Ride your bike at slow speed on a distance of about 1.5 km [1 mile]. Re–adjust as required.

MAINTENANCE

⚠ WARNING

Do not insert hands or feet into or near the System unless the engine is off, the vehicle is stopped and the security brake is engaged.

CAUTION: Regular inspection, adjustment and lubrication of the System is essential to its good running order and safe operation. Users have the responsibility to perform maintenance and regularly adjust their System. The "*Maintenance*" section provides the necessary information to perform adequate maintenance on the System.

CAUTION: Failure to do regular maintenance at the prescribed intervals and perform the preventive adjustments indicated in the maintenance schedule can result in premature wear and important breakage on the System that will not be covered under the warranty. The user is responsible to follow the maintenance schedule provided by the manufacturer.

The maintenance schedule is provided for optimum durability of your System. The type and conditions of usage of the System have a direct bearing on the frequency of maintenance actions to perform. After inspection of your System, you will be able to determine if the recommended maintenance intervals are correct and adjust them as needed.

For optimum performance and maximum durability, please refer to the maintenance chart below.

For more details, consult the Maintenance specifications on page 23 and page 24.

MAINTENANCE	INITIAL	INTERVALS		
	FIRST USE	EVERY 25 HRS	EVERY 50 HRS	EVERY 100 HRS / ANNUAL
SYSTEM - VISUAL INSPECT	CLEAN / INSPECT	CLEAN / INSPECT		CLEAN / INSPECT
SYSTEM - ADJUSTMENTS	ADJUST	INSPECT / ADJUST		INSPECT / ADJUST
SYSTEM - BOLT TORQUE			INSPECT	INSPECT / ADJUST
SYSTEM - SPROCKETS / CHAIN / MASTER LINK	ADJUST	ADJUST / INSPECT / LUBE		ADJUST / REPLACE
SYSTEM - BRAKE	INSPECT	INSPECT		INSPECT / REPLACE
SYSTEM - CHAIN GUARD			INSPECT	INSPECT / REPLACE
SYSTEM - SYNCRO DRIVE BELT	ADJUST	INSPECT / ADJUST		INSPECT / ADJUST
SYSTEM - BEARINGS, DRIVESHAFT		INSPECT		INSPECT / REPLACE
SYSTEM - CRACKS				INSPECT
BIKE MOUNT - LUBE				INSPECT / LUBE
TRACK- TENSION	ADJUST	INSPECT / ADJUST		INSPECT / ADJUST
TRACK - WEAR				INSPECT
WHEELS - WEAR				INSPECT
WHEELS - BEARINGS			INSPECT	INSPECT / REPLACE
SUSPENSION - GUIDE WEAR			INSPECT	INSPECT
SUSPENSION - LUBRICATION			INSPECT / LUBE	INSPECT / LUBE
SUSPENSION - NYLON BUSHINGS				INSPECT
SUSPENSION - SPROCKETS				INSPECT
SUSPENSION - RUBBER DAMPER			INSPECT	INSPECT / REPLACE
SKI - SKAG		INSPECT		INSPECT / REPLACE
SKI - SIDE RUNNERS		INSPECT		INSPECT / REPLACE
SKI - RUBBER DAMPER			INSPECT	INSPECT / REPLACE
SPINDLE - NYLON BUSHINGS		INSPECT		INSPECT / REPLACE
STRUT ROD - ROD END			INSPECT	INSPECT / REPLACE

MAINTENANCE - TASKS

- **Inspect**: Component(s) must be examined with care. If an anomaly is noticed, the malfunctioning component(s) must be repaired or replaced.
- **Clean**: Component(s) must be cleaned of any dirt, dust or contaminant liable to impair the proper operation of the Conversion System.
- **Adjust**: Component(s) must be adjusted or re-adjusted according to the manufacturer's adjustment recommendations. Refer to the relevant section of the *User Manual*.
- **Lubricate**: Component(s) need to be lubricated according to the manufacturer's recommendations. Refer to the relevant section of the *User Manual*.
- **Replace**: Component(s) must be replaced to avoid serious breakage.

MAINTENANCE - SPECIFICATIONS

System

- **Visual Inspection**: Visually inspect the System's components to detect any defect or anomaly that can impair its proper functioning.
- **Adjustment**: Perform or verify angle of attack adjustment on the suspension according to the manufacturer's recommendations. Refer to the *Adjustments* section on page 16.
- **Bolt Torque**: Check the torque of critical bolts identified in the exploded views of the System. Refer to the central pages of the *User Manual*.

CAUTION: Comply with tightening torque recommendations and use a thread locker product if you come across a bolt that is not tightened to the manufacturer's specifications.

- **Chain - Adjustment:** Perform or verify tension adjustment on the System's drive chain according to the manufacturer's recommendations. Refer to the *Adjustments* section on page 18.
- **Sprockets - Wear**: Verify wear and general condition of sprockets in chain drive mechanism. Refer to "Wear" in the *Maintenance* section on page 28. Replace sprockets if wear is too great.
- **Chain - Wear**: Verify wear and general condition of chain in drive mechanism. Refer to "Wear" in the *Maintenance* section on page 28. Replace chain if wear is too great.
- **Master link - Lubrication**: Remove the chain's master link and grease the two pins according to the maintenance chart recommendations. Refer to "Lubrication" in the *Maintenance* section on page 27.
- **Chain - Lubrication**: Lubricate the System's drive chain according to the maintenance chart. Refer to "Lubrication" in the *Maintenance* section on page 26.

CAUTION: If a chain needs to be replaced, its sprockets should be replaced at the same time. Assembly of new and used parts can speed up wear of new components installed on drive system.

- **Brake Pads - Wear**: Verify wear on brake pads. Refer to "Wear" in the *Maintenance* section on page 28. Replace brake pads if wear is too great.
- **Brake - Oil Level**: With the vehicle upright and on a level surface, check the oil level to make sure that it is over the indicator mark on the brake's master cylinder sight glass. Add oil if needed.
- **Brake - Hydraulic pressure**: Check brake lever pressure. Bleed brake system if lever feels spongy or ends its travel too close to the handlebar. Refer to the *Brake Line Bleeding* section on page 14.
- **Chain Guard - Wear**: Verify wear and general condition of Chain guard. Refer to "Wear" in the *Maintenance* section on page 28.
- **Syncro Drive Belt - Wear**: Verify wear and general condition of Syncro Drive Belt. Refer to "Wear" in the *Maintenance* section on page 29.
- **Drive Shaft Bearings**: Check Drive Shaft bearings for restriction, noise or abnormal play in rotation. Bearings must absolutely be replaced if they present a defect.
- **Cracks**: Visually inspect the System's frame and Bike Mount for presence of cracks or defects that can impair proper operation of the System.
- **Bike Mount - Lubrication**: Lube the Bike Mount's moving parts. Refer to "Lubrication" in the *Maintenance* section on page 27.

Track

- **Tension**: Set or check track tension on the System according to the manufacturer's recommendations. Refer to "Rubber Track Tension" in the *Adjustments* section on page 20.

- **Wear**: Verify wear and overall condition of the System's rubber track. Refer to "Wear" in the *Maintenance* section on page 29.

CAUTION: A damaged track can result in premature wear on suspension components.

Wheels

- **Wear**: Verify general condition of wheels and inspect for wear on the outside diameter or deformation. Refer to "Wear" in the *Maintenance* section on page 29. Replace wheel(s) if a defect is present.

- **Bearings**: Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel bearing if it shows any one of these defects.

Suspension

- **Track Guides - Wear**: Inspect for wear on Suspension Guide rails. Refer to "Wear" in the *Maintenance* section on page 30. Replace guide rails if wear is too great.

- **Front Suspension Arm - Lubrication**: Lube the front suspension arm's upper pivot shaft and lower nylon bushings as per the maintenance chart. Refer to "Lubrication" in the *Maintenance* section on page 26.

- **Shock Absorbers Upper & Lower Mounting Points - Lubrication**: Lube the shock absorbers' upper and lower mounting points as per the maintenance chart. Refer to "Lubrication" in the *Maintenance* section on page 26.

- **Nylon Bushings - Wear**: Verify play and extent of wear of nylon bushings on front and rear suspension arm. Refer to "Wear" in the *Maintenance* section page 30. Replace bushings if play or wear is too great.

- **Drive Sprockets - Wear**: Inspect for wear on the sprockets driving the rubber track. Refer to "Wear" in the *Maintenance* section on page 29. Replace the sprockets if wear is too great.

- **Rubber Dampers**: Check general condition of rubber dampers on suspension rails. Refer to "Wear" in the *Maintenance* section on page 30. Replace dampers if they are severely deformed or cracked.

Ski

- **Ski Skag**: Inspect general condition of Skag. Refer to "Wear" in the *Maintenance* section on page 31. Replace Skag if it shows signs of damage or deformation.

- **Side Runners**: Inspect general condition of the ski's Side Runners. Refer to "Wear" in the *Maintenance* section on page 31. Replace Side Runners if they show signs too much wear or deformation.

- **Rubber Damper**: Inspect general condition of the Rubber Damper located on the ski. Replace damper if it is deformed, cracked or shows severe wear. Refer to "Wear" in the *Maintenance* section on page 31.

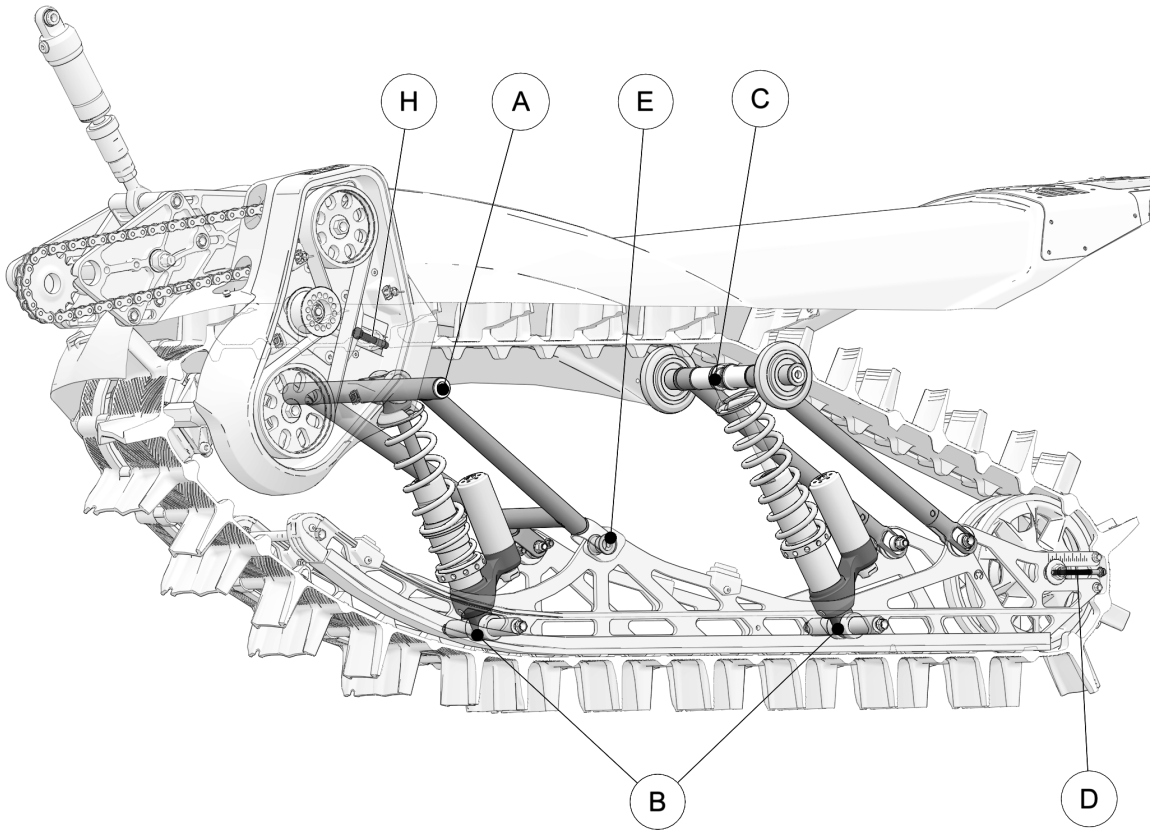
Strut Rod

- **Rod End**: Check the Strut Rod's rod end for wear or excessive play. Refer to "Wear" in the *Maintenance* section on page 31. Replace rod end if it shows one of these defects.

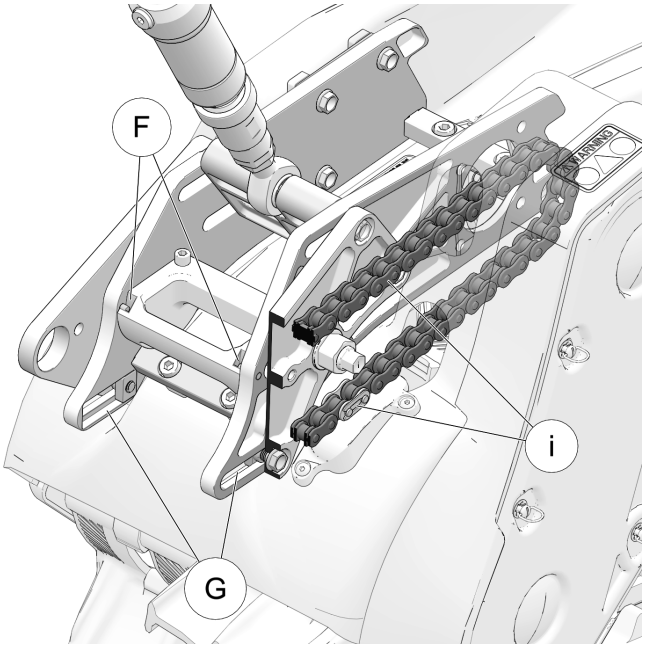
Spindle

- **Nylon Bushings - Wear**: Verify play and extent of wear of nylon bushings on bolt securing ski to spindle. Refer to "Wear" in the *Maintenance* section on page 32. Replace bushings if play or wear is too great.

LUBRICATION



- (A) Front suspension arm - Upper shaft
- (B) Shock absorbers - Lower shaft
- (C) Rear shock absorber - Upper shaft
- (D) Adjustment bolts - Rear axle
- (E) Front suspension arm - Lwr bushings
- (F) Circular slots - Eccentric cam
- (G) Slots - T-nuts
- (H) Adjustment bolt - Belt tensioner
- (i) Chain & Master link



LUBRICATION

The maintenance chart on page 22 contains lubrication maintenance to be performed on the System. Refer to the following recommendations for optimal lubrication.

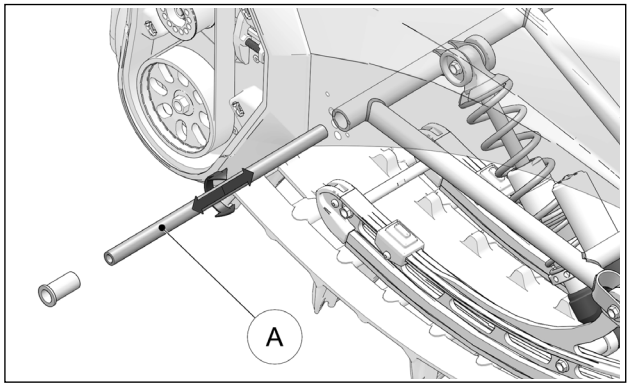
NOTE: Use a good quality translucent synthetic grease.

NOTE: Components might have to be removed to access some of the lubrication points.

REFERENCE "A"

FRONT SUSPENSION ARM - UPPER SHAFT

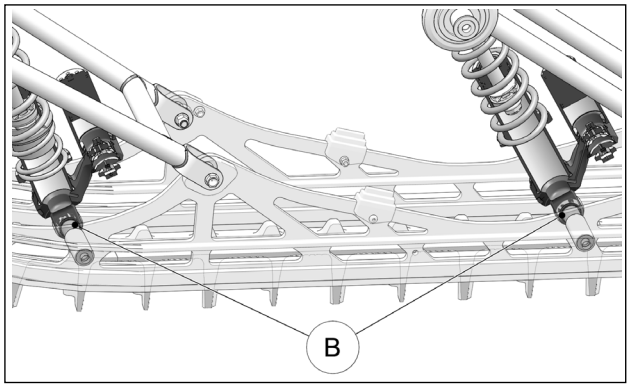
Apply 3-4 cc of grease evenly all around and over the entire length of the front suspension arm's upper shaft (**A**).



REFERENCE "B"

SHOCK ABSORBERS - LOWER SHAFT

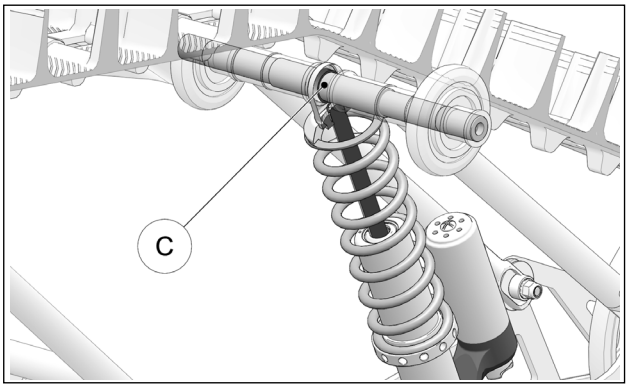
Apply 1-2 cc of grease evenly all around the mid-point of the shock absorbers' lower support shafts (**B**).



REFERENCE "C"

REAR SHOCK ABSORBER - UPPER MOUNT

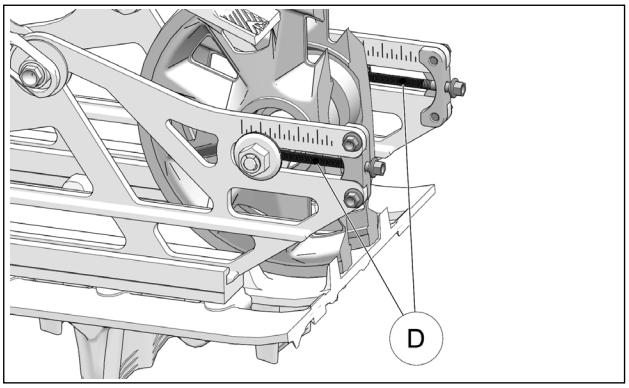
Apply 1-2 cc of grease evenly around mid-point of rear shock absorber's upper support shaft (**C**).



REFERENCE "D"

CHAINS

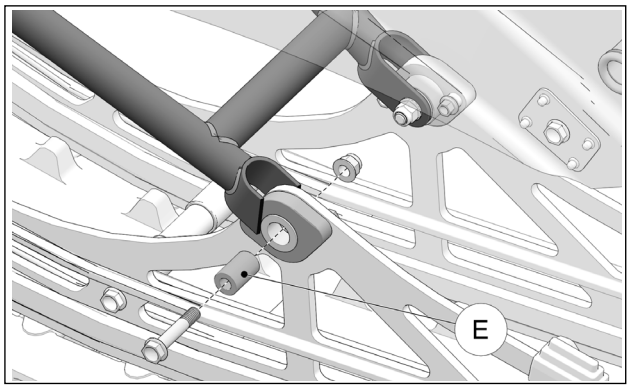
Apply 1 cc of grease on threads of track tension adjustment bolts (**D**).



REFERENCE "E"

FRONT SUSPENSION ARM - LOWER MOUNTS

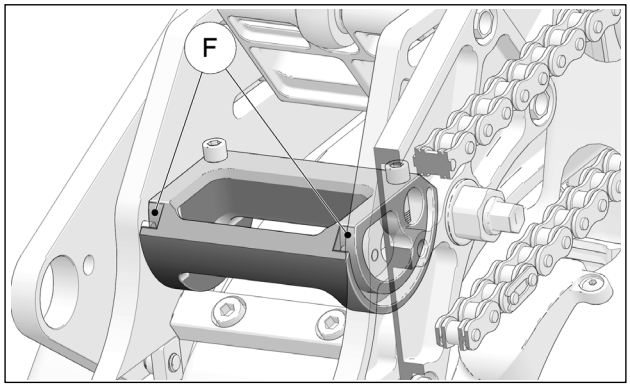
Apply 1-2 cc of grease evenly around front suspension arm's lower bushings (**E**).



REFERENCE “F”

ECCENTRIC CAM - SLOTS

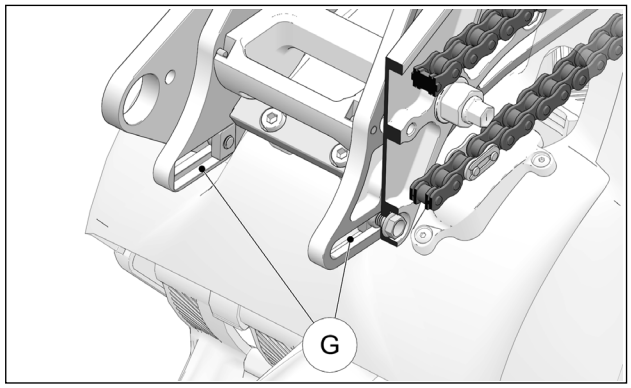
Apply 1-2 cc of grease to circular slots (**F**) on each side of Bike Mount eccentric cam.



REFERENCE “G”

T-NUTS - SLOTS

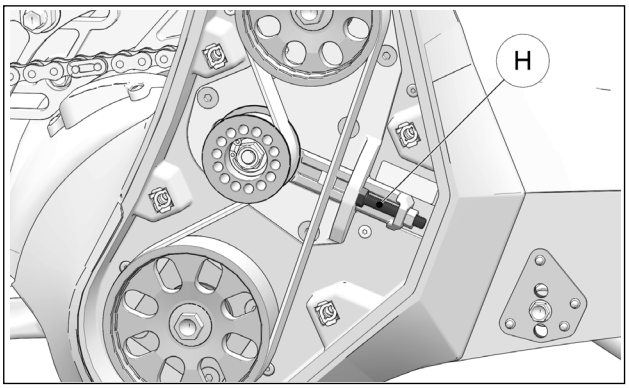
Apply 1 cc of grease to Bike Mount T-slots (**G**).



REFERENCE “H”

SYNCRO DRIVE BELT - TENSION ADJUSTMENT BOLT

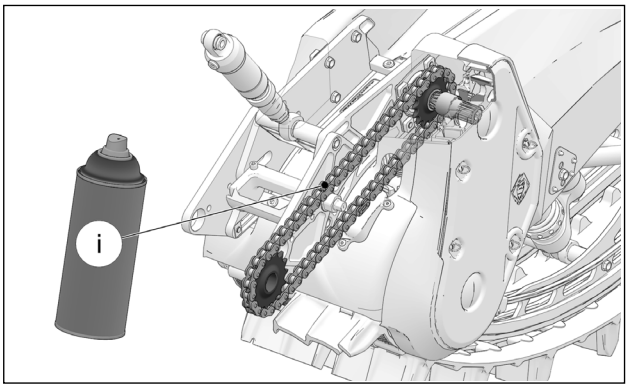
Apply 1 cc of grease to threads of belt tension adjustment bolt (**H**).



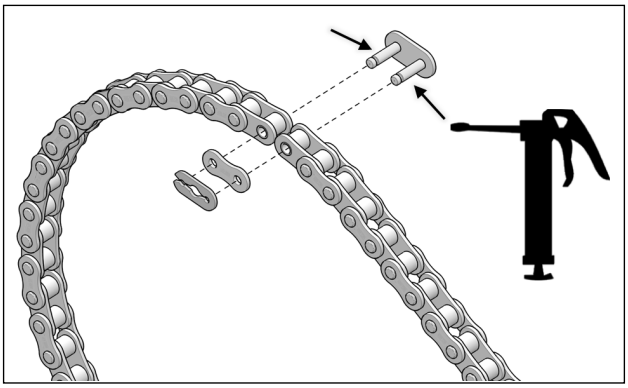
REFERENCE “i”

CHAIN & MASTER LINK

Spray grease on the System’s drive chain (**i**).



Remove master link from primary chain and apply a small quantity of grease to the link’s pins.



WEAR

Chain Drive Sprockets

Inspect the chain drive sprockets (**A**) for wear. If the chain is set to the required tension (3-6 mm [1/8-1/4 in.] deflection) but misses or skips over some of the driving teeth, the sprockets must be replaced. See Figure 46.

CAUTION: If a chain is replaced, the sprockets should be replaced at the same time. Assembly of new and used parts can speed up wear of the new components installed on the drive system.

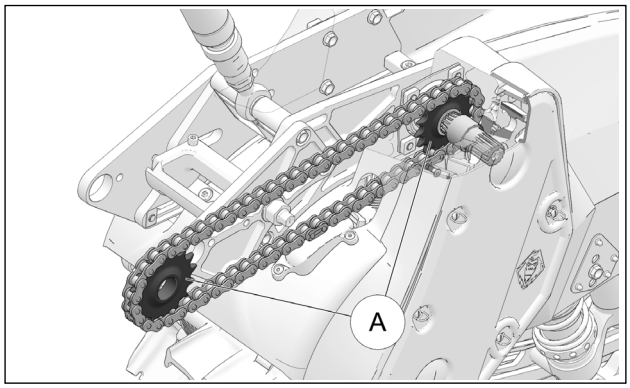


Figure 46

Chain

If the chain is adjusted to the highest tension setting (**A**) and the required 3 - 6 mm amount of play (1/8-1/4 in.) cannot be obtained at mid-point (**B**) between the sprockets, the chain should be replaced. See Figure 47.

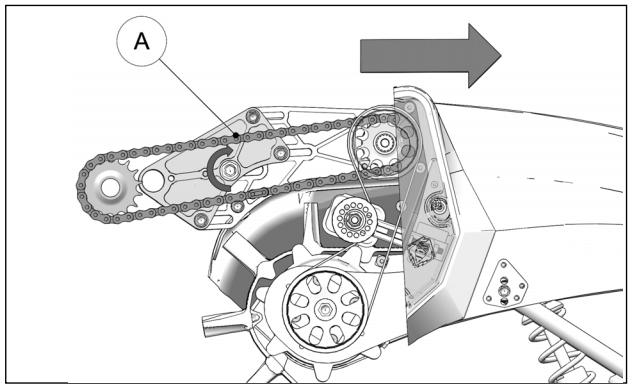


Figure 47

CAUTION: If the chain is replaced, the sprockets should be replaced at the same time. Assembly of new and used parts can speed up wear of the new components installed on the drive system.

Check wear on the primary chain's master link pins. If abnormal wear is present, replace the master link. See Figure 48.

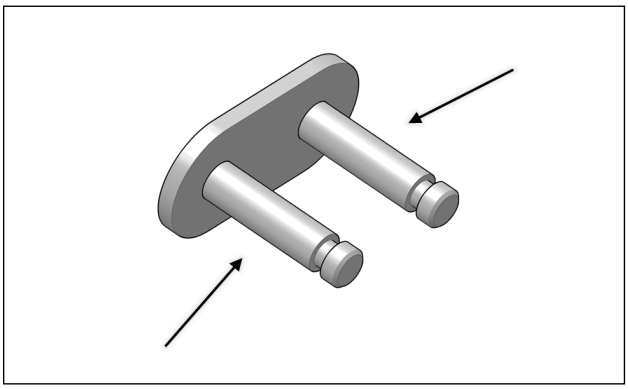


Figure 48

Brake pads

Inspect brake pads (**A**) for wear. If pad thickness is under 1.6 mm (1/16 in.), replace the parts. See Figure 49.

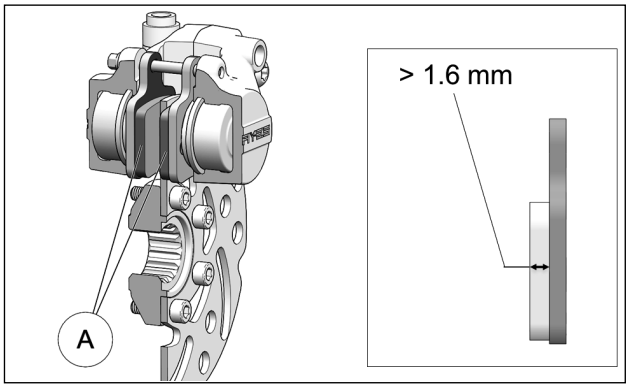


Figure 49

Chain guard

Verify wear on Chain guard (**A**). Replace guard if wear reaches the part number molded at the front. See Figure 50.

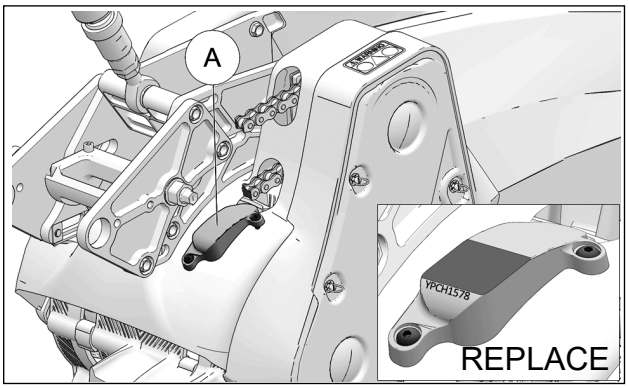


Figure 50

Chain guard spring

Verify that the Chain guard spring (**A**) is functional and not damaged. Replace if defective. Figure 51.

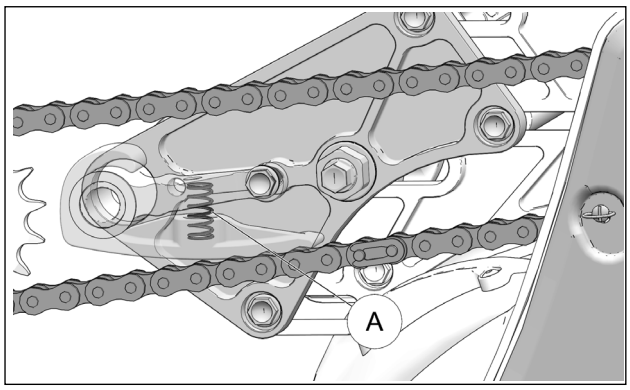


Figure 51

Syncro Drive belt

Check the general condition of the Syncro Drive belt (**A**). If you notice cracks or missing teeth, if cord is showing or there is abnormal wear, replace the belt. Figure 52.

CAUTION: Verify Jack Shaft alignment if repeated wear problems occur on the belt.

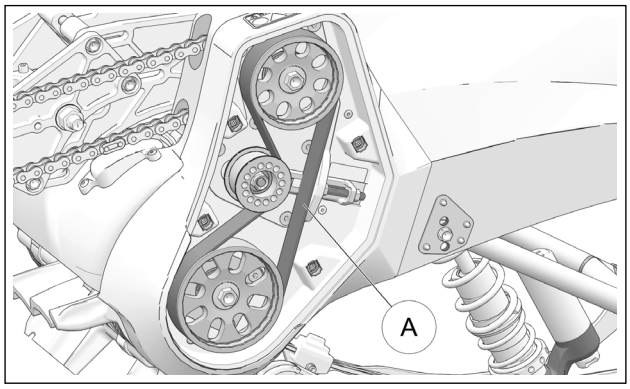


Figure 52

Track Drive Sprockets

Inspect the Sprockets that drive the Track. If the Track is set to the required tension (19 mm deflection for an applied force of 6.8 kg) and that the sprockets miss or skip over some of the driving lugs, the sprockets must be replaced.

Track

Verify wear on Track by inspecting the internal (**A**) and external (**B**) condition of the Track's carcass rolling path, driving lugs (**C**), the profile (**D**). Make sure that the Track's internal structure is not visible at cuts or in worn areas. Make sure the steel clips (**E**) are not abnormally worn. See Figure 53.

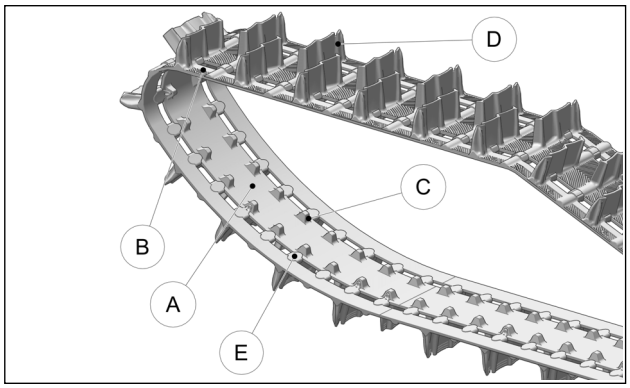


Figure 53

Wheels

Verify the general condition of wheels. If they show important wear or missing fragments, replace the wheel. Check wheel bearings for restriction, noise or abnormal play in rotation. Replace wheel or wheel bearing if they present any one of these defects. Figure 54.

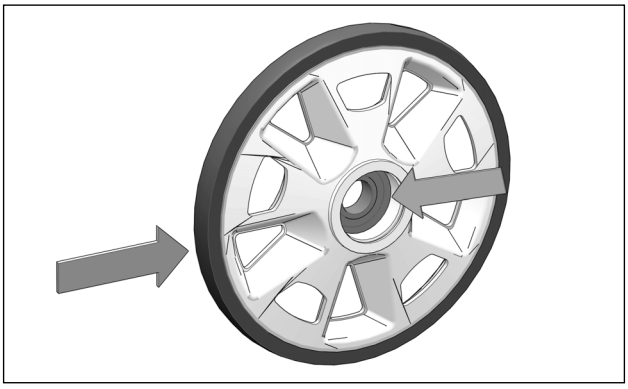


Figure 54

Track Guides

Inspect the Track Guides for wear. If a guide is less than 15 mm thick (22 mm - when new), anywhere along the entire length, replace the part. See Figure 55

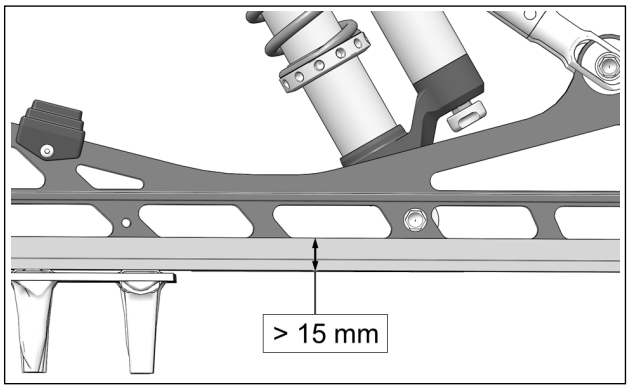


Figure 55

Verify if the guide is thick enough to cover the assembly bolt head at the front. Thickness should be over 20 mm. See Figure 56.

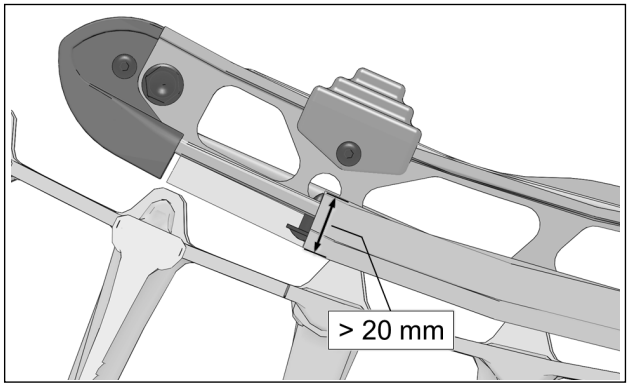


Figure 56

Nylon bushings - suspension

Verify play and extent of wear on the suspension's nylon bushings (**A**). If there is abnormal play in the bushings, replace them. See Figure 57, Figure 58 and Figure 59.

NOTE: YETI 120SS or 129SS shown.

LOWER FRONT ARM NYLON BUSHINGS

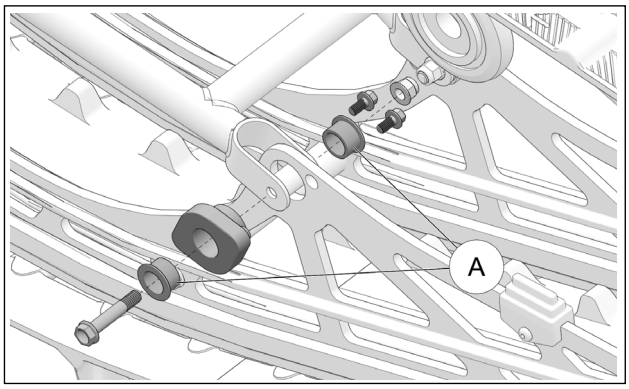


Figure 57

UPPER FRONT ARM NYLON BUSHINGS

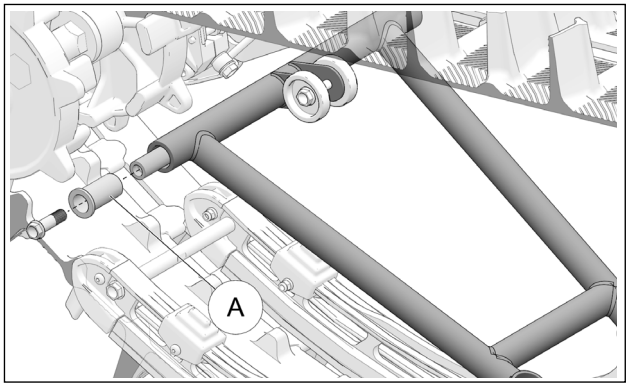


Figure 58

UPPER REAR ARM NYLON BUSHINGS

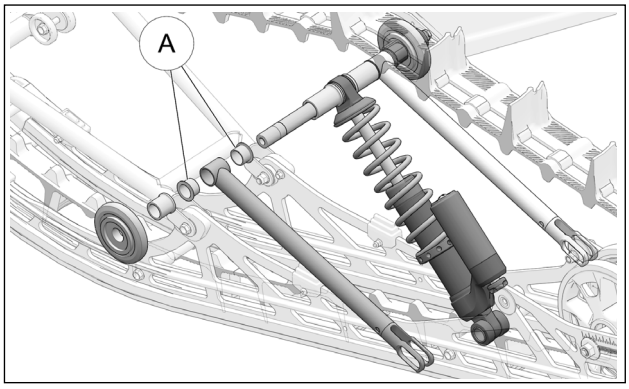


Figure 59

Rubber Dampers (suspension)

Verify general condition of rubber dampers installed on the suspension rails. The dampers should be replaced if they show cracks or are excessively worn or deformed. See Figure 60.

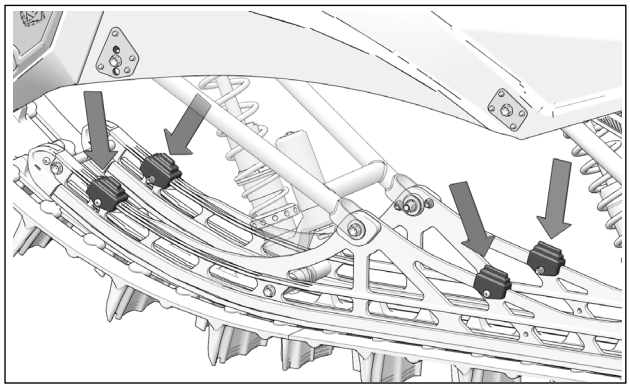


Figure 60

Ski Skag

If the ski lacks support through turns on ice, check condition of the skag (**A**). If the blades (**B**) show deformations or are less than 4mm in height (8mm when new), they do not provide enough support. The skag should be replaced. See Figure 61.

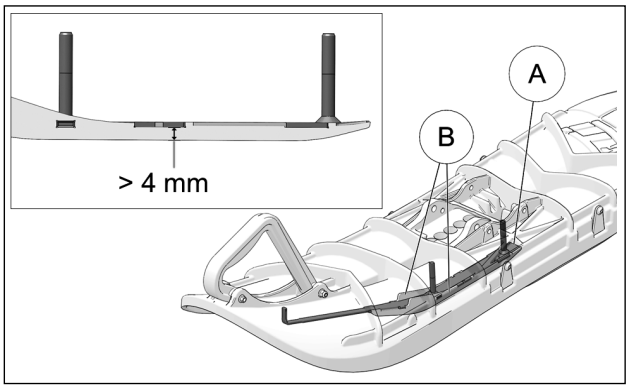


Figure 61

Side Runners

Verify the Side runners (**A**) mounted on the ski. If they show rounded edges, they should be re-sharpened. Replace part if the height of a runner is under 19 mm (25mm when new). See Figure 62.

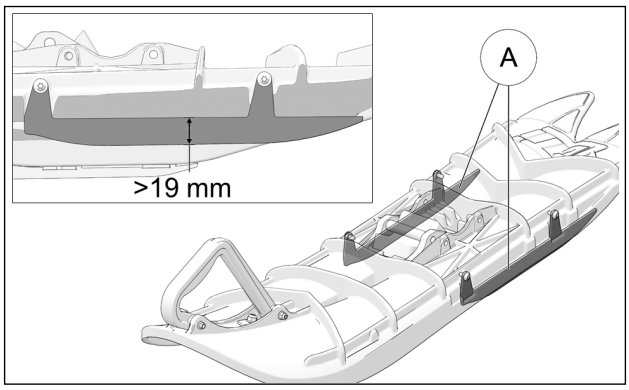


Figure 62

Rubber Damper (ski)

Inspect Rubber Damper mounted on ski. Replace damper if it shows cracks or is excessively worn or deformed. A deformed Rubber Damper does not provide adequate support to the ski and affects the bike's steering behavior. See Figure 63.

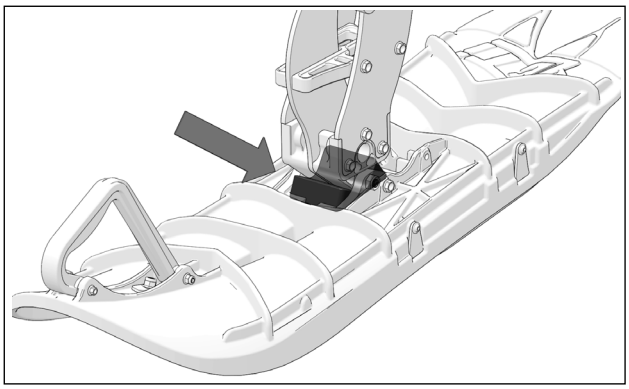


Figure 63

CAUTION: Rubber damper must be correctly seated in position. An improperly seated rubber damper can result in ice accumulating underneath and difficult steering.

Ball Joint - Strut Rod

Inspect ball joint on Strut rod. Make sure that it is not seized or too loose. Figure 64.

CAUTION: A damaged ball joint can make the System difficult to adjust and result in damages if not replaced.

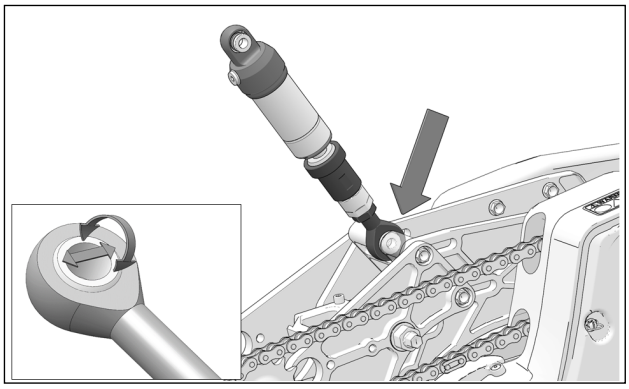


Figure 64

Nylon bushings - Ski & Spindle assembly

Verify play and extent of wear on the nylon bushings (**A**) guiding the assembly bolt that secures the ski to the spindle. If there is abnormal play in the bushings, replace them. See Figure 65.

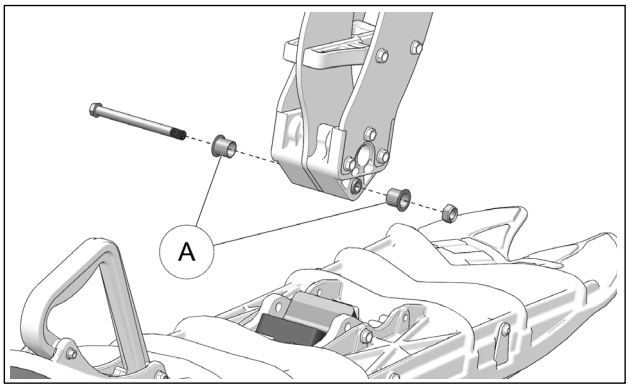


Figure 65

2-YEAR LIMITED WARRANTY

Camso guarantees that the new, unused **YETI SNOWMX** System (System) installed by an authorized dealer or distributor is free from any defects in materials and workmanship during the period and in conditions described below. When operating a new **YETI SNOWMX** System, the user agrees that the present form is applicable and exclusive, that they have been signified and that they have been accepted by him/her at the time of purchase.

The **YETI SNOWMX** Dirt-To-Snow bike conversion System is covered by a manufacturer warranty (warranty). The warranty covers manufacturing defects related with materials and workmanship. The installation and maintenance of the System is always the responsibility of the owner.

PERIOD OF COVERAGE

The warranty is valid for a period of twenty-four (24) months following the date of purchase. This warranty does not apply to normal maintenance.

The warranty applies exclusively to parts and components of the conversion System. All paint defects on the System (frames and components) are not covered.

The warranty is not valid if the System is not installed by an authorized YETI network dealer or distributor.

This warranty specifically excludes any damage or breakage to the motorcycle and related defects on the motorcycle, whether or not these were caused or believed to be caused by the System.

The manufacturer is not responsible for damages, injuries or loss caused at the time of or after installing of the System on the motorcycle.

For a warranty to be valid, the System owner must comply with manufacturer notices and warnings. In addition, all claims must be accompanied by a proof of purchase (original receipt or sale contract) and work or repairs must be performed by an authorized YETI dealer. All claims not previously approved and authorized by Camso will be rejected.

The following situations and items are not under any circumstances covered by the warranty:

1) Any and all consequential damages, including, but not limited to, indirect costs, such as towing, storage, phone calls, renting, transportation, inconveniences, insurance coverage, reimbursement of loss, loss of time and loss of revenue, etc.

2) Damage resulting from faulty installation.

3) Damage resulting from normal parts wear or progressive deterioration owing to the distance covered with a vehicle on which the System is installed.

4) Damage resulting in non-compliance with the user manual and with maintenance instructions recommended in the user's manual and other technical documents.

5) Damage resulting in abusive use, abnormal use, negligence or even a use which does not comply with recommendations of the manual, excess weight or loading, including excessive number of passengers.

6) Labor costs, parts and materials related any and all maintenance costs.

7) Damage resulting from faulty repairs, improper maintenance or any unauthorized changes made to the System other than those specified by the manufacturer or from the installation of non-original or unauthorized parts that were not produced or approved by Camso.

8) Damage resulting from an accident, incident, robbery, vandalism, war or unforeseen event or act of God.

9) Regardless of cause, damage resulting from inexperience, driving errors, accident or other incident.

10) The use of the System on a motorcycle used for public rental, including by a previous owner, will render this warranty null and void.

11) The use of the System in races, rallies or other competitive events/activities of this type, at any time, including from a previous owner or in conditions that do not comply with those described by the manufacturer will render the warranty null and void.

Any repaired or replaced components or parts are guaranteed only to the extent of the original warranty. in other words: if a warranted part was replaced after nine (9) months, the new replacement part will only be guaranteed for fifteen (15) months, for a total of twenty–four (24) months. Any claim for a track will be established according to its residual value, 100% during the first 12 months, 75% between 12 and 18 months and 50% between 18 and 24 months. The residual value will have to be applied in the form of reduction to the purchase of a track of replacement at regular price. In no event shall the warranty extend beyond a total of twenty-four (24) months from the date of original System purchase.

In all cases, the warranty is limited to a maximum of the original purchase price or the fair market value of the System. Camso will have final authority in determining the fair market value of a used System. The warranty is applicable within the limits and conditions initially contracted. If the System is determined to be unusable due to accident or improper repair, the warranty will be considered null and void without further recourse available to the System owner.

The manufacturer, the retailer and/or the repair shop shall not be held responsible for any delays caused by material, parts or components availability or backorder.

*Shipping and handling costs, as well as any fees related with shipping or transportation of the System to the dealer location are the responsibility of the System owner.

Camso reserves its sole and exclusive right to update or modify this warranty without impact on end users. All previous terms and conditions of the warranty at time of purchase will be respected.

SHOCK ABSORBERS

Camso guarantees that the ELKA or RAPTOR shock absorbers are free from any defects in materials and workmanship during a period of twelve (12) months. All subsequent support, maintenance or repair requests should be sent to the appropriate ELKA or RAPTOR Authorized Service Center.

ELKASHOCKS

CANADA:

ELKA FACTORY SERVICE DEPT
1585-M De Coulomb, Boucherville, Québec, Canada J4B 8J7
Phone: 1-800-557-0552

U.S.A:

IMPACT SOLUTIONS LLC.
655 Hocking Rd., Little Hocking, OH 45742
Phone: 740-989-2026
www.impactsolutionsatv.com
www.elkasuspension.com

RAPTOR SHOCKS

CANADA:

RAPTOR PERFORMANCE SHOCKS
PO Box 191
Sprague, Manitoba
R0A 1Z0

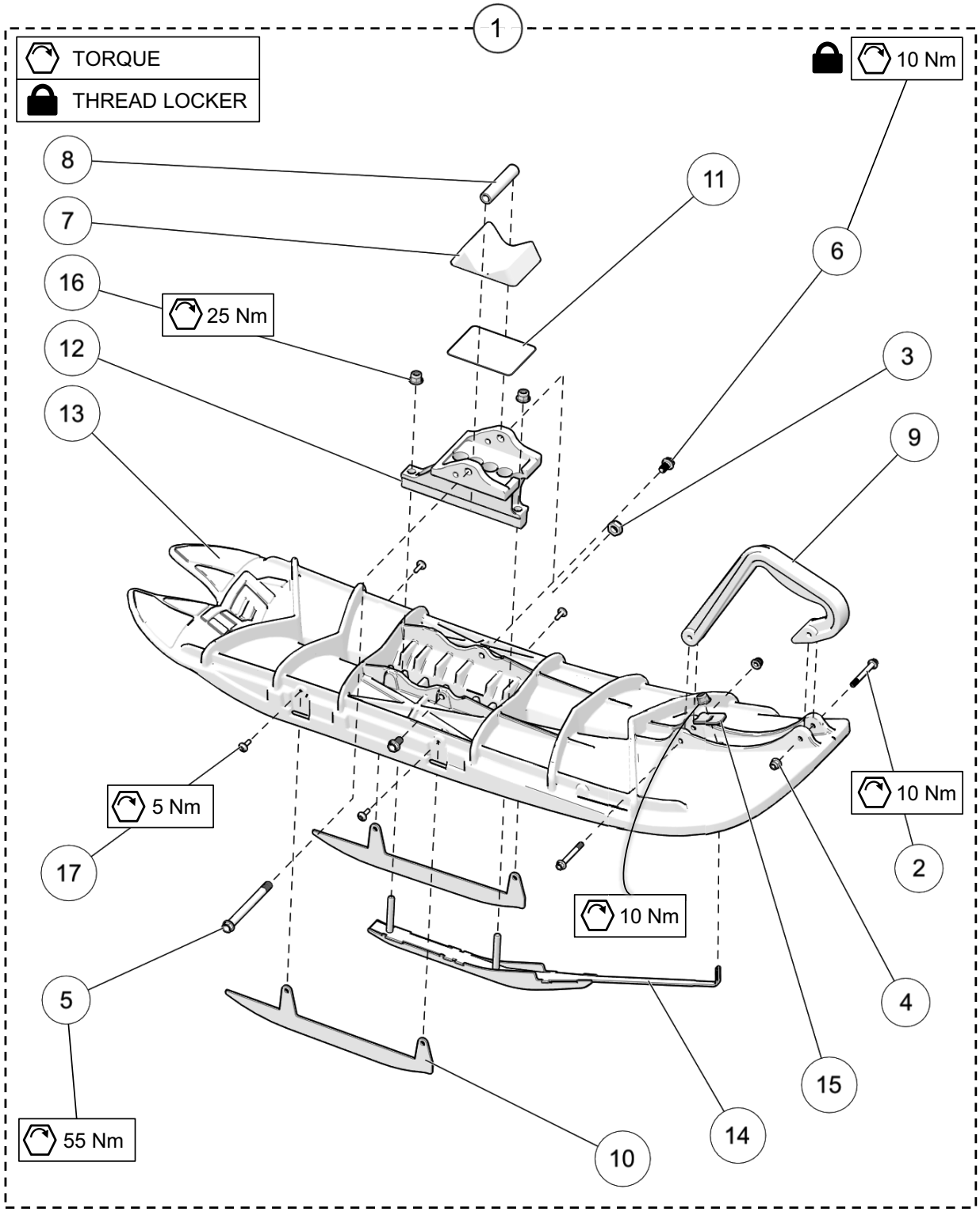
U.S.A:

RAPTOR PERFORMANCE SHOCKS
36778 County Rd 13
Warroad, MN 56763
info@raptorshocks.com

PROBLEM	CAUSE	SOLUTION
Unstable ski / handling too loose	Incorrect angle of attack adjustment	Re-adjust the suspension's angle of attack
	Ski mount is iced up & does not move	Break any ice under the front or back of the upright (around rubber location) check if ski can move 15-20° up and 5-10° down
	Suspension preload too high	Lower spring preload
	Broken Suspension Limiter Strap	Replace Limiter Strap
	Limiter Strap is adjusted to long position	Adjust Limiter Strap to a shorter position
Ski washout / Understeering	Sagged, damaged ski damper	Replace Ski damper if ski can move more than 20° up or 10° down
	Compound too soft	Replace rubber damper on ski
	Ice build-up	Break any ice under the front or back of the upright (around rubber location) check if ski can move 15-20° up and 5-10° down
	Limiter Strap is adjusted to long position	Adjust Limiter Strap to a shorter position
Ratcheting	Track too loose, worn sprockets, worn track	Adjust track tension, inspect parts, replace if needed
	Chain tensioner not adjusted properly or sprockets worn out	Adjust chain tension. Inspect parts, replace if needed
Chain or chain sprockets rapidly worn out	Improper chain adjustment or too little lubrication	Replace parts as a set, adjust & lubricate to manual specification (frequency)
	Misalignment of track drive shaft	Verify and realign drive track drive shaft assembly
Rattling sound coming from rear of kit	Skin cover incorrectly installed	Verify if cover is properly seated, skin cover must be inserted in the side panel openings
	Top idler wheel bearing worn	Replace top idler wheel or bearing

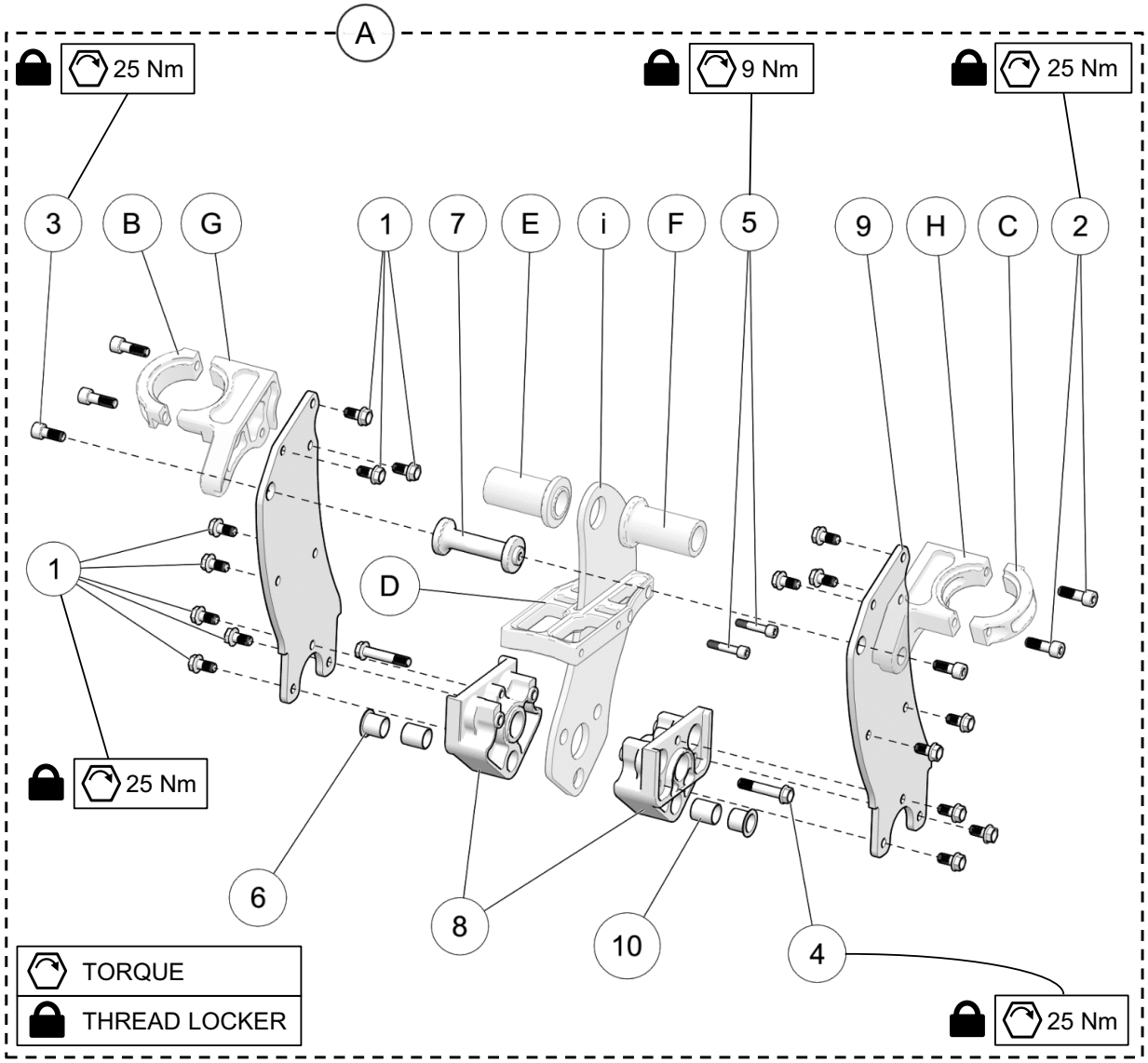
PROBLEM	CAUSE	SOLUTION
Suspension does not collapse or travel	Humidity has iced up inside shock absorber	Shock absorber needs to be replaced or taken off for maintenance
Understeering on icy terrain	Side runner worn out	Re-sharpen or replace
Hard to initiate leaning	Slide is worn out	Replace slide
Brake needs to be pumped in order to brake (spongy brake lever)	Disc brake is bent or loose	Replace damaged parts. Check torque on brake hub.
	Excessive ice build-up on disc	Pay attention to ice build-up in particular conditions
	Air trapped in brake line	Bleed braking system
Brake system is hard to bleed	Improper brake line routing	Brake line must be routed as straight as possible. Avoid small radius bends
Hissing sound when applying brake	Brake pads are loose or worn out	Verify installation or replace pads
Bike hard to start (too rich)	Air temperature sensor trapped in snow (permanent cold start mode)	Relocate Air temperature sensor or install pre-filter on sensor

PARTS LIST



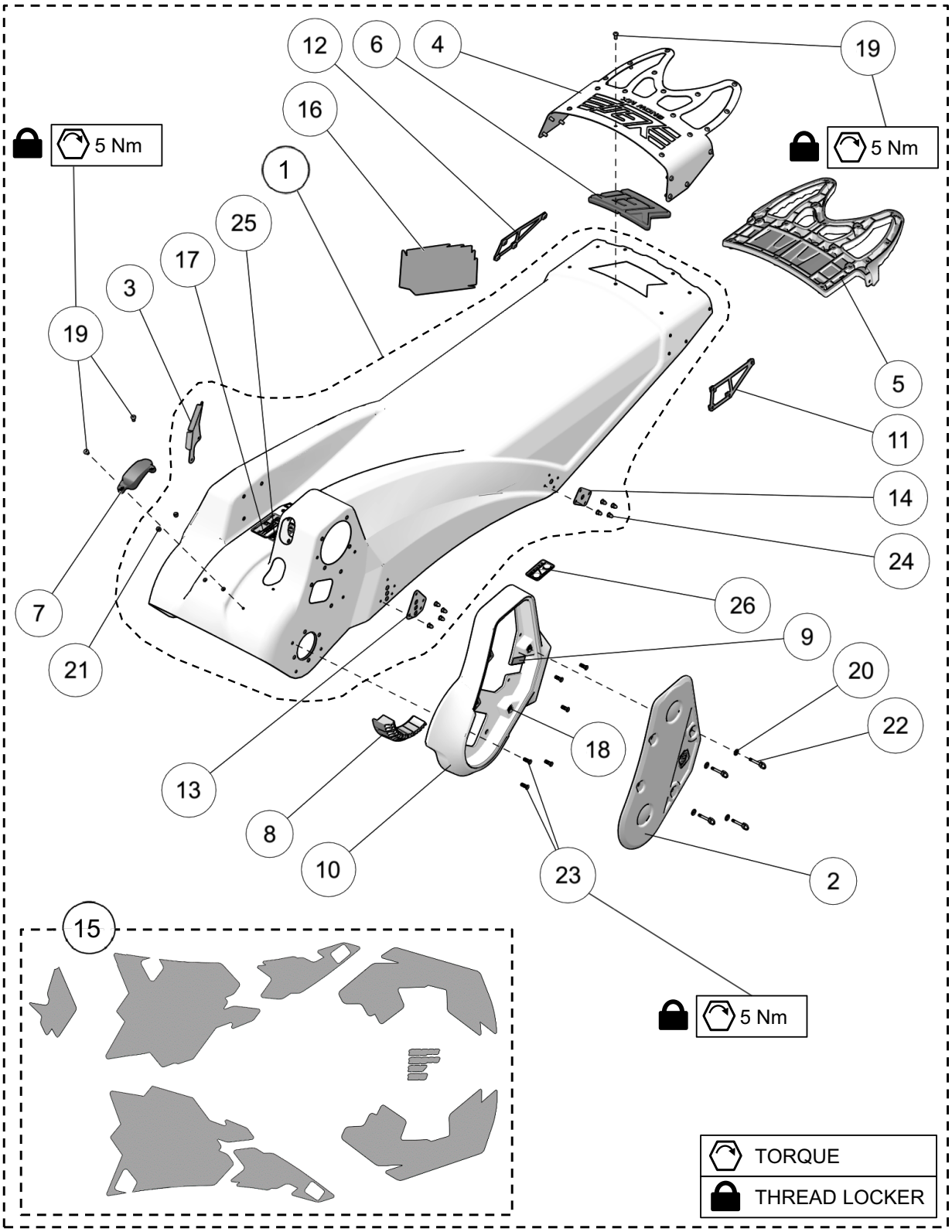
SKI ASSEMBLY

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: SKI ASSEMBLY	
1-A	YASK2005BK	SKI ASSEMBLY, YETI MY2019 - BLACK	1
1-B	YASK2005BL	SKI ASSEMBLY, YETI MY2019 - BLUE	1
1-C	YASK2005GN	SKI ASSEMBLY, YETI MY2019 - GREEN	1
1-D	YASK2005OR	SKI ASSEMBLY, YETI MY2019 - ORANGE	1
1-E	YASK2005RD	SKI ASSEMBLY, YETI MY2019 - RED	1
1-F	YASK2005WT	SKI ASSEMBLY, YETI MY2019 - WHITE	1
1-G	YASK2005YL	SKI ASSEMBLY, YETI MY2019 - YELLOW	1
2	YPHW1030	HFCS, M6-1.0X55MM, TI	2
3	YPHW1059	SLN, M10-1.25, TI	1
4	YPHW1063	FNLN, M6-1.0, TI	2
5	YPHW1599	HFCS, M10-1.25X110, TI	1
6	YPHW2628	HFCS, M8-1.25X16, TI	2
7	YPSK1171	BUMPER RUBBER SKI, YETI ASM	1
8	YPSK1172	BUSHING ASM, SKI PIVOT - HARD ANODIZED	1
9-A	YPSK1195BK	SKI HANDLE - BLACK	1
9-B	YPSK1195BL	SKI HANDLE - BLUE	1
9-C	YPSK1195GN	SKI HANDLE - GREEN	1
9-D	YPSK1195OR	SKI HANDLE - ORANGE	1
9-E	YPSK1195RD	SKI HANDLE - RED	1
9-F	YPSK1195WT	SKI HANDLE - WHITE	1
9-G	YPSK1195YL	SKI HANDLE - YELLOW	1
10	YPSK1823	SKI, OUTSIDE RUNNER	2
11	YPSK1904	PLATE, SKI BUMPER, TI	1
12	YPSK2448CL	SKI RECEIVER, LIGHTEND - CLEAR	1
13-A	YPSK3002BK	SKI, BOARD - BLACK	1
13-B	YPSK3002BL	SKI, BOARD - BLUE	1
13-C	YPSK3002GN	SKI, BOARD - GREEN	1
13-D	YPSK3002OR	SKI, BOARD - ORANGE	1
13-E	YPSK3002RD	SKI, BOARD - RED	1
13-F	YPSK3002WT	SKI, BOARD - WHITE	1
13-G	YPSK3002YL	SKI, BOARD - YELLOW	1
14	YPSK3003	SKAG	1
15	YPSK3031	SKAG WASHER	1
16	1074-08-0001	FNN, M8-1.25, 8, ZP, DIN6926	3
17	YPHW1066	RWHS, 6X16, TX, ZP	4



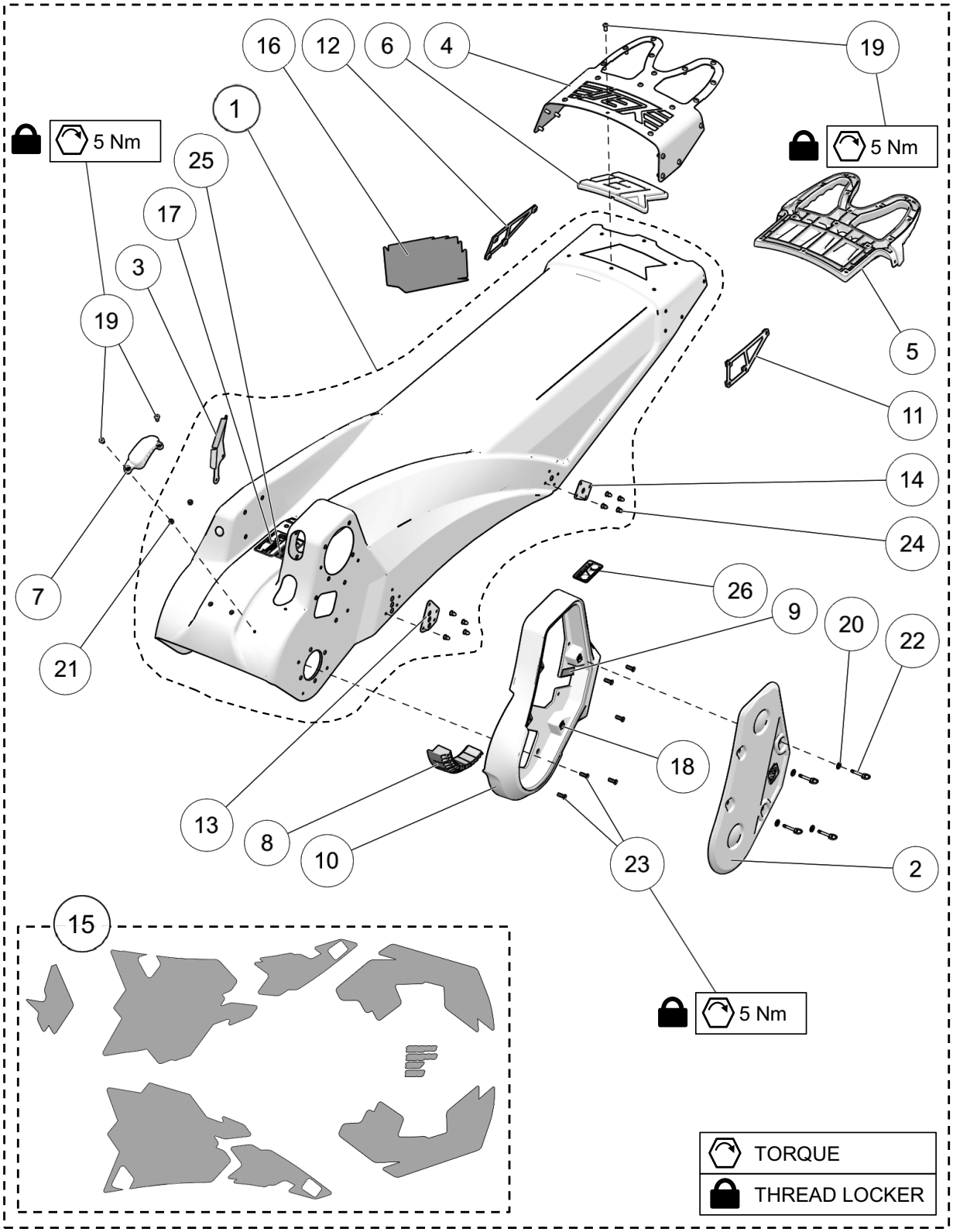
SPINDLE ASSEMBLY

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: SPINDLE ASSEMBLY	
1	YPHW2628	HFCS, M8-1.25X16MM, TI	16
2	YPHW1008	HSCS, M8-1.25X25MM, TI	4
3	YPHW1009	HSCS, M8-1.25X20MM, TI	2
4	YPHW1376	HFCS, M8-1.25X43MM, TI	2
5	YPHW1594	HSCS, M6-1.0X30MM, TI	2
6	YPHW1611	PLAIN BEARING, IGLIDE, 18X16X17	2
7	YPSP1028CL	SPINDLE FORK CLAMP SPACER 190MM - CLEAR	1
8	YPSP1430CL	SPINDLE HALF BLOCK, BLADE 1/4" - CLEAR	2
9	YPSP2400	SPINDLE BLADE, OUTSIDE, 14.5	2
10	YPSP2511	BEARING SLEEVE Q2	2
		BIKE SPECIFIC SPINDLE ASSEMBLY PARTS *** SEE YETISNOWMX.CA/YETIVERTER ***	
A	--	SPINDLE ASSEMBLY	1
B	--	SPINDLE FORK CLAMP CAP, LH - CLEAR	1
C	--	SPINDLE FORK CLAMP CAP, RH - CLEAR	1
D	--	SPINDLE BLADE SPACER - CLEAR	1
E	--	SPINDLE AXLE SPACER, LH - CLEAR	1
F	--	SPINDLE AXLE SPACER, RH - CLEAR	1
G	--	SPINDLE FORK CLAMP LH - CLEAR	1
H	--	SPINDLE FORK CLAMP RH - CLEAR	1
I	--	SPINDLE BLADE, CENTER, 14.5	1



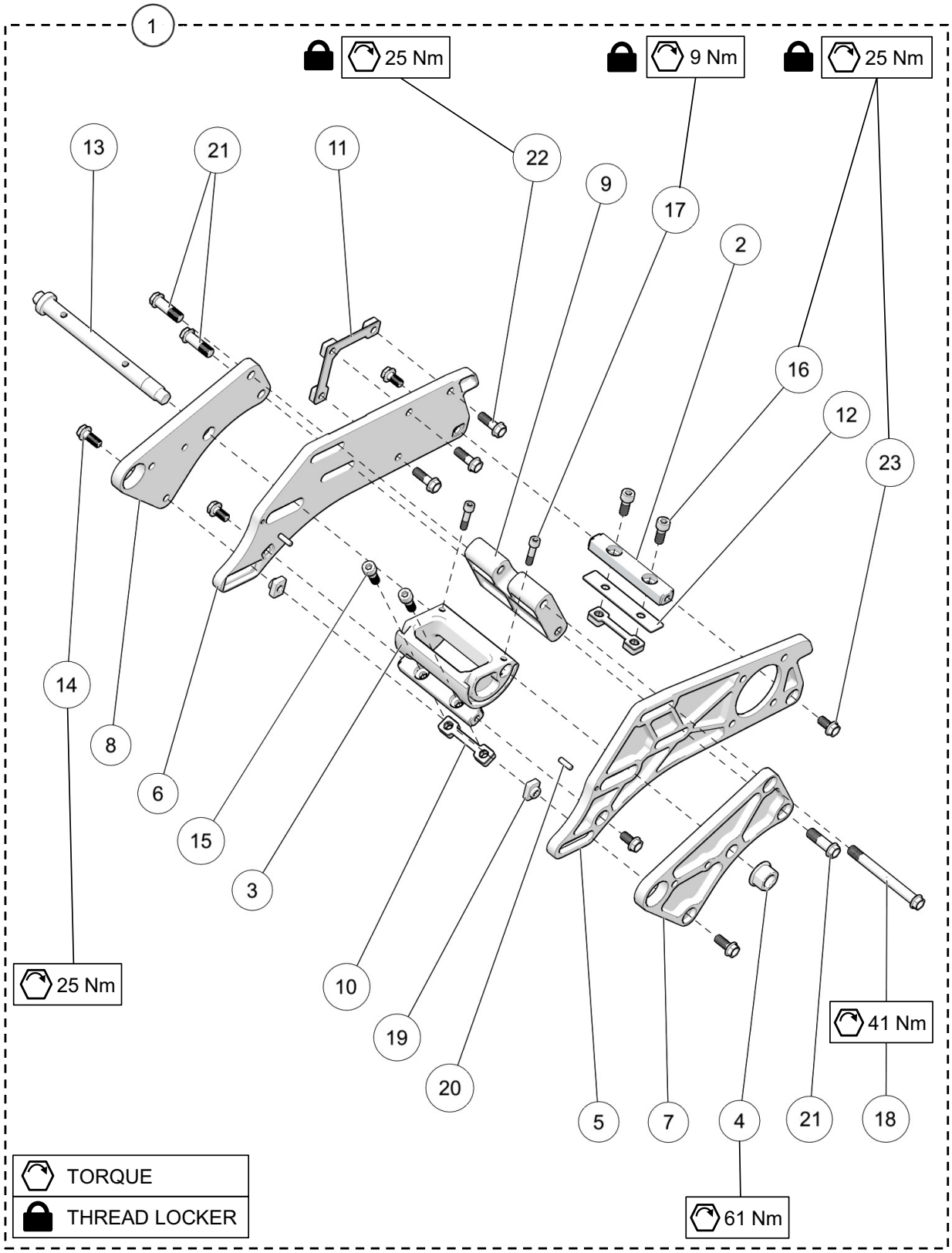
CHASSIS ASSEMBLY - 129FR & 137MT

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: CHASSIS ASSEMBLY - 129FR & 137MT	
1-A	YACH3929	CHASSIS ASSEMBLY - 129 FR	1
1-B	YACH3937	CHASSIS ASSEMBLY - 137 MT	1
2	YACH1107CL	SYNCRODRIVE COVER - CLEAR	1
3	YPCH1159	BRAKE LINE PROTECTOR, SS	1
4-A	YPCH1175CL	BUMPER, FORMED PLATE - CLEAR	1
4-B	YPCH1175BK	BUMPER, FORMED PLATE - BLACK	1
5	YPCH1176	BUMPER, MOLDED HANDLE	1
6-A	YPCH1179BK	BUMPER, YETI INSERT - BLACK	1
6-B	YPCH1179BL	BUMPER, YETI INSERT - BLUE	1
6-C	YPCH1179GN	BUMPER, YETI INSERT - GREEN	1
6-D	YPCH1179OR	BUMPER, YETI INSERT - ORANGE	1
6-E	YPCH1179RD	BUMPER, YETI INSERT - RED	1
6-F	YPCH1179WT	BUMPER, YETI INSERT - WHITE	1
6-G	YPCH1179YL	BUMPER, YETI INSERT - YELLOW	1
7	YPCH1578	CHAIN SLIDER	1
8	YPCH1618	DEFLECTOR DAMPENER, SILICONE	1
9	YPCH1643	DECAL, SYNCRODRIVE DEFLECTION	1
10	YPCH1776	BELT DEFLECTOR, SYNCRODRIVE	1
11	YPCH1925	NUT PLATE, BUMPER, LH	1
12	YPCH1926	NUT PLATE, BUMPER, RH	1
13	YPCH2553	SUSPENSION MOUNT PLATE, FRONT M10	2
14	YPCH2554	SUSPENSION MOUNT PLATE, REAR M10	2
15	YPDC1900	DECAL PACKAGE	1
16-A	YPDC1901BK	DECAL, YETI HEAD, BLACK	1
16-B	YPDC1901BL	DECAL, YETI HEAD, BLUE	1
16-C	YPDC1901GN	DECAL, YETI HEAD, GREEN	1
16-D	YPDC1901OR	DECAL, YETI HEAD, ORANGE	1
16-E	YPDC1901RD	DECAL, YETI HEAD, RED	1
16-F	YPDC1901WT	DECAL, YETI HEAD, WHITE	1
16-G	YPDC1901YL	DECAL, YETI HEAD, YELLOW	1
17	--	STICKER - SERIAL MY2019	1
18	YPHW1348	1/4 TURN RECEPTACLE	4
19	YPHW1573	HSBS, M5-0.8X12MM, 10.9, SS	26
20	YPHW1586	1/4 TURN FASTENER PUSH ON RETAINER S/S	4
21	YPHW1598	RN, M5-0.8X9.4MM, ZP	2
22	YPHW1676	1/4 TURN FASTENER, 27MM	4
23	YPHW1769	HSLS, M5-0.8X16MM, TI	6
24	YPHW2578	RIVET, 3/16", SS	16
25	1083-00-0067	STICKER - DO NOT LOOSEN	1
26	1083-00-8302	STICKER - WARNING	1



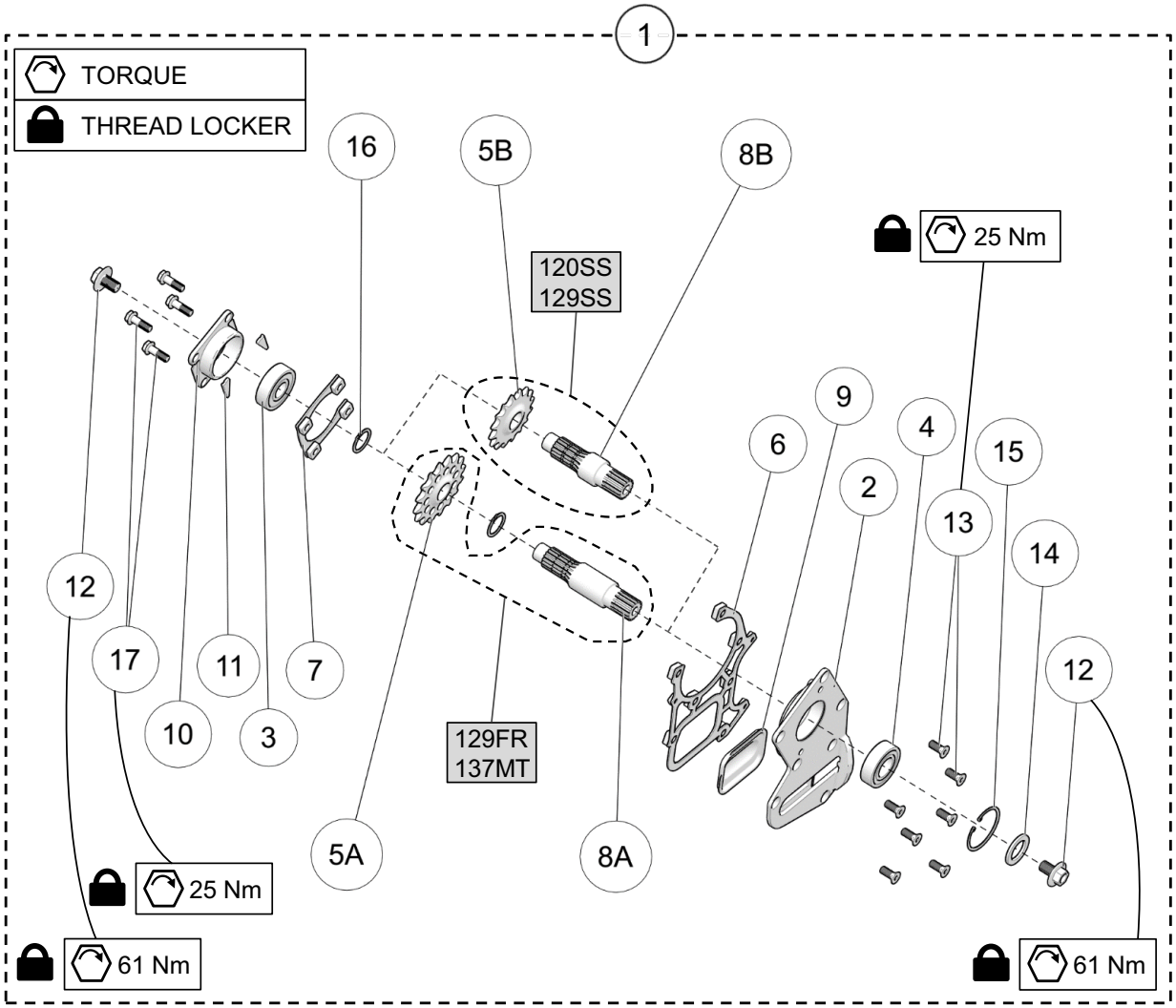
CHASSIS ASSEMBLY, 120SS & 129SS

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: CHASSIS ASSEMBLY, 120 SS &129 SS	
1-A	YACH3920	CHASSIS ASSEMBLY - 120 SS	1
1-B	YACH3931	CHASSIS ASSEMBLY - 129 SS	1
2	YACH1107CL	SYNCRODRIVE COVER - CLEAR	1
3	YPCH1159	BRAKE LINE PROTECTOR, SS	1
4-A	YPCH2300CL	BUMPER, FORMED PLATE - CLEAR	1
4-B	YPCH2300BK	BUMPER, FORMED PLATE - BLACK	1
5	YPCH2301	BUMPER, MOLDED HANDLE	1
6-A	YPCH1179BK	BUMPER, YETI INSERT - BLACK	1
6-B	YPCH1179BL	BUMPER, YETI INSERT - BLUE	1
6-C	YPCH1179GN	BUMPER, YETI INSERT - GREEN	1
6-D	YPCH1179OR	BUMPER, YETI INSERT - ORANGE	1
6-E	YPCH1179RD	BUMPER, YETI INSERT - RED	1
6-F	YPCH1179WT	BUMPER, YETI INSERT - WHITE	1
6-G	YPCH1179YL	BUMPER, YETI INSERT - YELLOW	1
7	YPCH1578	CHAIN SLIDER	1
8	YPCH1618	DEFLECTOR DAMPENER, SILICONE	1
9	YPCH1643	DECAL, SYNCRODRIVE DEFLECTION	1
10	YPCH1776SS	BELT DEFLECTOR, SYNCRODRIVE - SS	1
11	YPCH1925	NUT PLATE, BUMPER, LH	1
12	YPCH1926	NUT PLATE, BUMPER, RH	1
13	YPCH2553	SUSPENSION MOUNT PLATE, FRONT M10	2
14	YPCH2554	SUSPENSION MOUNT PLATE, REAR M10	2
15	YPDC1900	DECAL PACKAGE	1
16-A	YPDC1901BK	DECAL, YETI HEAD, BLACK	1
16-B	YPDC1901BL	DECAL, YETI HEAD, BLUE	1
16-C	YPDC1901GN	DECAL, YETI HEAD, GREEN	1
16-D	YPDC1901OR	DECAL, YETI HEAD, ORANGE	1
16-E	YPDC1901RD	DECAL, YETI HEAD, RED	1
16-F	YPDC1901WT	DECAL, YETI HEAD, WHITE	1
16-G	YPDC1901YL	DECAL, YETI HEAD, YELLOW	1
17	--	STICKER - SERIAL MY2019	1
18	YPHW1348	1/4 TURN RECEPTACLE	4
19	YPHW1573	HSBS, M5-0.8X12MM, 10.9, SS	26
20	YPHW1586	1/4 TURN FASTENER PUSH ON RETAINER S/S	4
21	YPHW1598	RN, M5-0.8X9.4MM, ZP	2
22	YPHW1676	1/4 TURN FASTENER, 27MM	4
23	YPHW1769	HSLS, M5-0.8X16MM, TI	6
24	YPHW2578	RIVET, 3/16", SS	16
25	1083-00-0067	STICKER - DO NOT LOOSEN	1
26	1083-00-8302	STICKER - WARNING	1



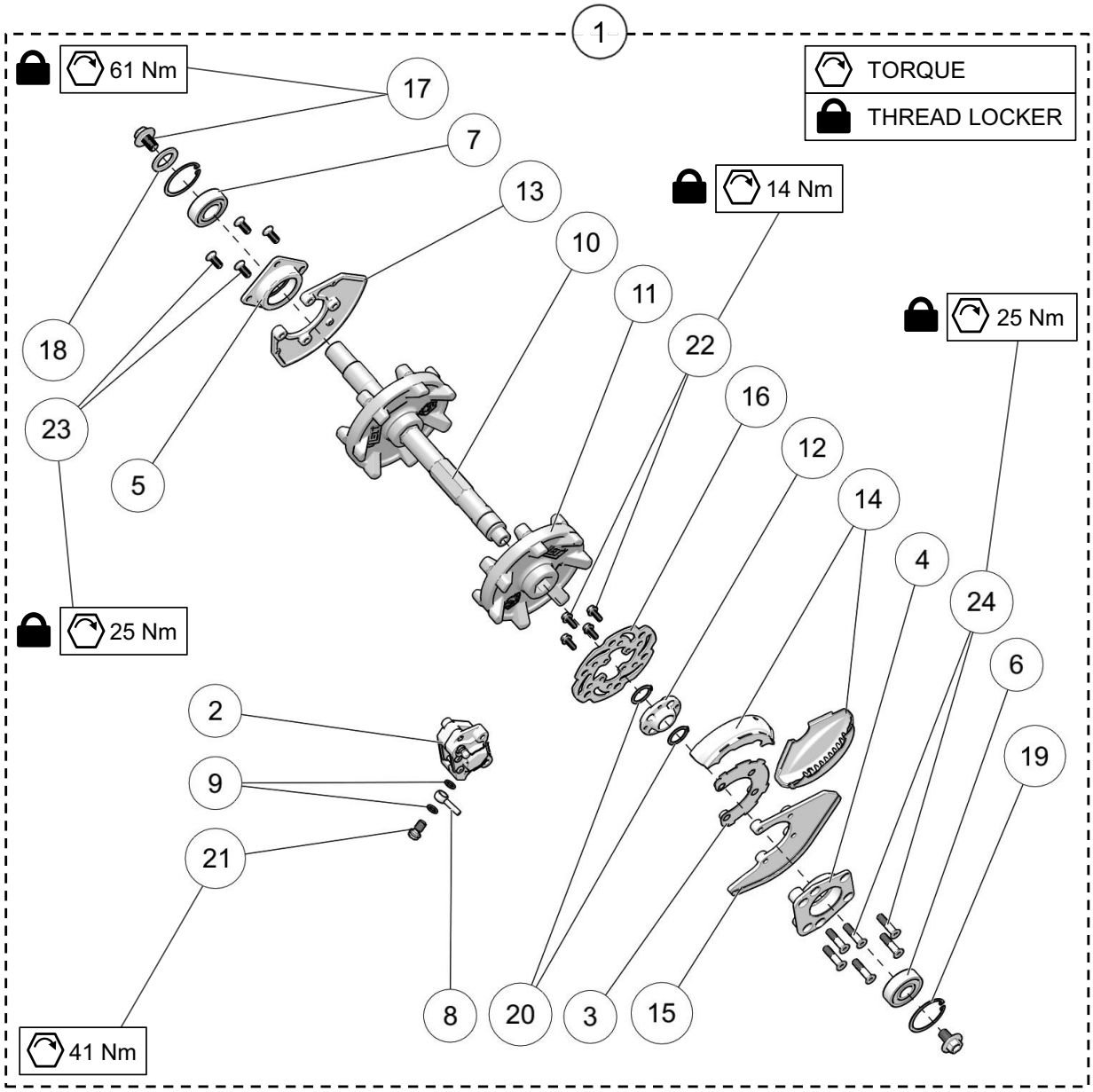
BIKE MOUNT ASSEMBLY

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: BIKE MOUNT ASSEMBLY	
1	--	BIKE MOUNT ASSEMBLY	1
2	YPBM1108CL	CROSS BAR, TUNNEL SIDE PLATE - CLEAR	2
3	YPBM1137CL	ECCENTRIC CAM - CLEAR	1
4	YPBM1593	FN, M16-1.5, TI	1
5	YPBM1831CL	TUNNEL SIDE PLATE 2.2, LH - CLEAR	1
6	YPBM1832CL	TUNNEL SIDE PLATE 2.2, RH - CLEAR	1
7	YPBM1833BK	BIKE MOUNT PLATE, LH, 2.2 10MM - BLACK	1
8	YPBM1834BK	BIKE MOUNT PLATE, RH, 2.2 10MM - BLACK	1
9	YPBM1880BK	STRUT MOUNT BLOC M10 - BLACK	1
10	YPBM1920	NUT PLATE, CROSS BAR	2
11	YPBM1924	NUT PLATE, TUNNEL PLATE, RH	1
12	YPBM3100	SHIM, CROSS BAR TUNNEL (ONLY IF REQUIRED)	1
13	YPDR1130CL	BOLT, ECCENTRIC CAM - CLEAR	1
14	YPHW1001	HFCS, M8-1.25X20MM, TI	2
15	YPHW1008	HSCS, M8-1.25X25MM, TI	2
16	YPHW1009	HSCS, M8-1.25X20MM, TI	2
17	YPHW1012	HSCS, M6-1.0X25MM, TI	2
18	YPHW1035	HFCS, M10-1.25X95MM, TI	1
19	YPHW1129	TN, M8-1.25, TI	2
20	YPHW1712	DP, 3/16” - 5/8”, ALLOY STEEL	2
21	YPHW1895	HFCS, M10-1.25X32MM, TI	3
22	YPHW1897	HFCS, M8-1.25X25MM, TI	3
23	YPHW2628	HFCS, M8-1.25X16, TI	4



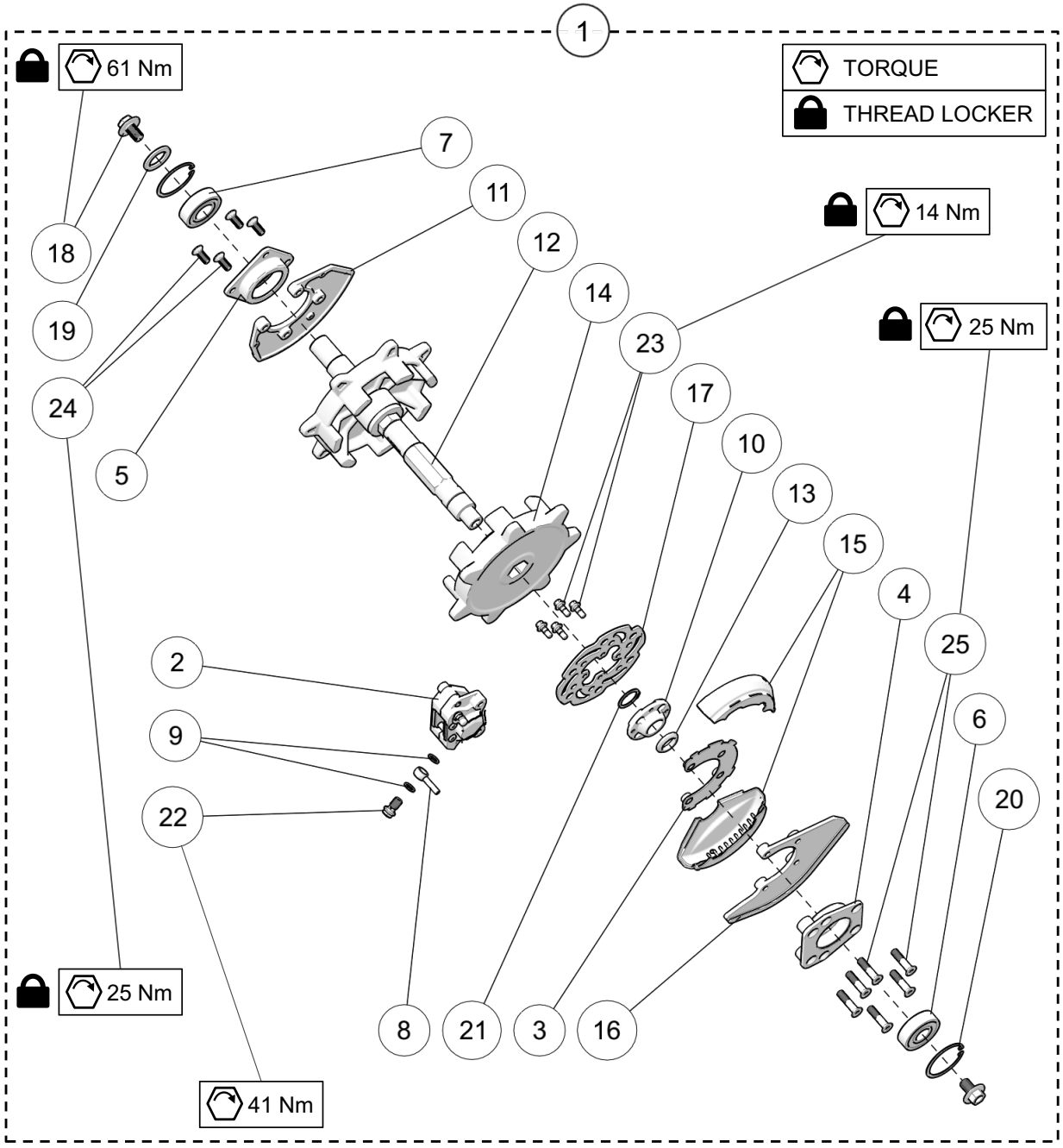
JACK SHAFT ASSEMBLY

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: JACK SHAFT ASSEMBLY	
1-A	--	JACK SHAFT ASSEMBLY, 129FR & 137MT	1
1-B	--	JACK SHAFT ASSEMBLY, 120SS & 129SS	1
2	YPDR1051BK	BEARING HOLDER JACK SHAFT - BLACK	1
3	YPDR1259	6304 BEARING	1
4	YPDR1260	6205 BEARING	1
5-A	YPDR1724	SPROCKET, 16T, KTM SPLINE -- (129FR &137MT)	1
5-B	YPDR2402	SPROCKET, 14T, 25.2MM X 15 SPLINE -- (120SS &129SS)	1
6	YPDR1818	NUT PLATE, DRIVE PLATE	1
7	YPDR1923	NUT PLATE, TUNNEL PLATE LH	1
8-A	YPDR2060	JACK SHAFT, TI	1
8-B	YPDR2362	JACK SHAFT SS, TI	1
9	YPDR2110	COVER, TENSIONER BOLT	1
10	YPDR3001	BEARING HOUSING, ADJUSTABLE	1
11	YPDR3002	ANGLE	2
12	YPHW1034	HFCS, M12-1.25X20MM, TI	2
13	1049-08-1020	HSFS, M8-1.25X20MM, TI	7
14	YPHW1057	W, 1.50X1.0X0.125, SS	1
15	YPHW1282	IRR, 2.00"	1
16	YPHW1657	ERR, 1.00" (#100)	2
17	YPHW1897	HFCS, M8-1.25X25MM, TI	4



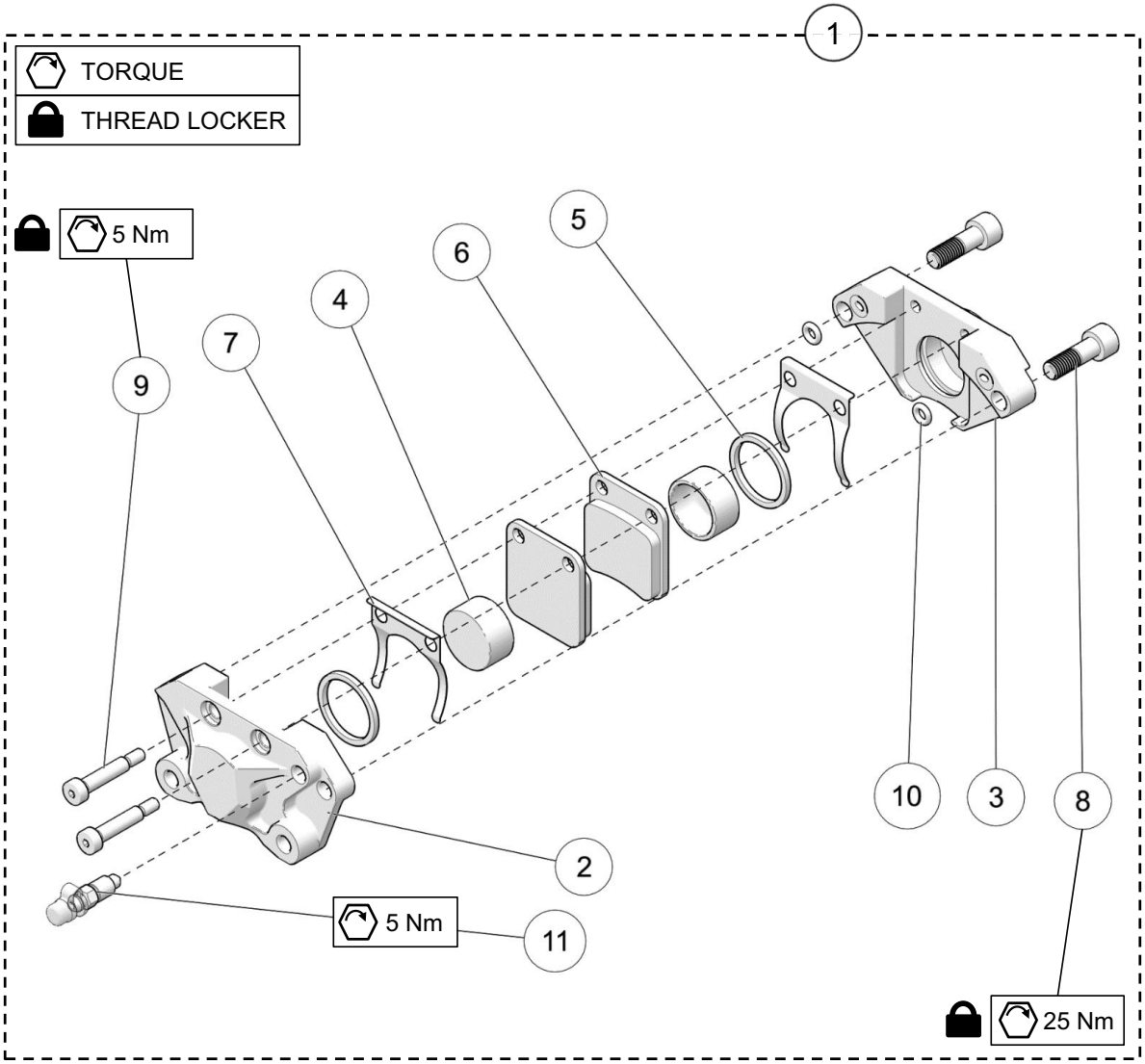
DRIVE SHAFT ASSEMBLY - YETI 129FR & 137MT

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: DRIVE SHAFT ASSEMBLY - 129FR & 137MT	
1	--	DRIVE SHAFT ASSEMBLY, STD	1
2	YADR3024	BRAKE CALIPER ASSEMBLY	1
3	YADR3029	DISK BRAKE GUARD W/PEMS ASS'Y	1
4	YPDR1040CL	BEARING HOLDER, BRAKE SIDE - CLEAR	1
5	YPDR1049BK	BEARING HOLDER, DRIVE SHAFT, LH - BLACK	1
6	YPDR1259	6304 BEARING	1
7	YPDR1260	6205 BEARING	1
8	YPDR1349	80" BRAKE LINE	1
9	YPDR1564	COPPER WASHER, BRAKE SYSTEM	4
10	YPDR1893	DRIVE SHAFT, 1 1/16" HEX, TI	1
11	YPDR1919	DRIVER 7T, 2.86 PITCH, 2017	2
12	YPDR1976	HUB, BRAKE ROTOR	1
13	YPDR2109CL	NUT PLATE, DRIVE - CLEAR	1
14	YPDR3004	BRAKE SHIELD COVER	2
15	YPDR3027	NUT PLATE, BRAKE - CLEAR	1
16	YPDR3089	BRAKE ROTOR	1
17	YPHW1034	HFCS, M12-1.25X20MM, TI	2
18	YPHW1057	W, 1.50X1.0X0.125, SS	1
19	YPHW1282	IRR, 2.00"	2
20	YPHW1342	ERR, 1-1/16"	2
21	YPHW1844	BANJO BOLT, M10-1.25X18MM, TI	1
22	1035-06-A016	HFCS, M6-1.0X16MM, 10.9, ZP, TL, IFI536	4
23	1049-08-1020	HSFS, M8-1.25X20MM, TI	4
24	1049-08-1035	HSFS, M8-1.25X35MM, TI	6



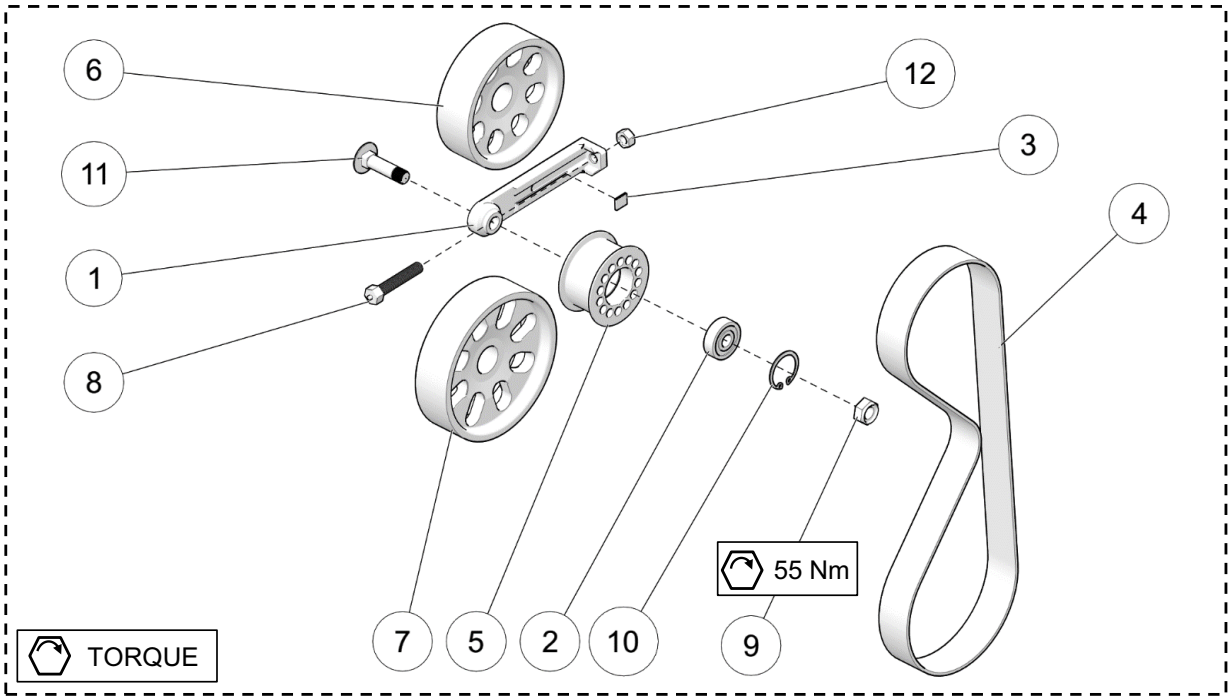
DRIVE SHAFT ASSEMBLY - YETI 120SS & 129SS

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: DRIVE SHAFT ASSEMBLY - 120SS & 129SS	
1	--	DRIVE SHAFT ASSEMBLY, 120SS & 129SS	1
2	YADR3024	BRAKE CALIPER ASSEMBLY	1
3	YADR3029	DISK BRAKE GUARD W/PEMS ASS'Y	1
4	YPDR1040CL	BEARING HOLDER, BRAKE SIDE - CLEAR	1
5	YPDR1049BK	BEARING HOLDER, DRIVE SHAFT, LH - BLACK	1
6	YPDR1259	6304 BEARING	1
7	YPDR1260	6205 BEARING	1
8	YPDR1349	80" BRAKE LINE	1
9	YPDR1564	COPPER WASHER, BRAKE SYSTEM	4
10	YPDR1976	HUB, BRAKE ROTOR	1
11	YPDR2109CL	NUT PLATE, DRIVE - CLEAR	1
12	YPDR2318	DRIVE SHAFT, 1 1/16" HEX, NARROW, TI	1
13	YPDR2633	SPACER, BRAKE HUB - SS	1
14	YPDR3003	SPROCKET 7T, 2.86 PITCH, INT/EXT	2
15	YPDR3004	BRAKE SHIELD COVER	2
16	YPDR3027	NUT PLATE, BRAKE - CLEAR	1
17	YPDR3089	BRAKE ROTOR	1
18	YPHW1034	HFCS, M12-1.25X20MM, TI	2
19	YPHW1057	W, 1.50X1.0X0.125, SS	1
20	YPHW1282	IRR, 2.00"	2
21	YPHW1342	ERR, 1-1/16"	1
22	YPHW1844	BANJO BOLT, M10-1.25X18MM, TI	1
23	1035-06-A016	HFCS, M6-1.0X16MM, 10.9, ZP, TL, IFI536	4
24	1049-08-1020	HSFS,M8-1.25X20MM, TI	4
25	1049-08-1035	HSFS, M8-1.25X35MM,TI	6



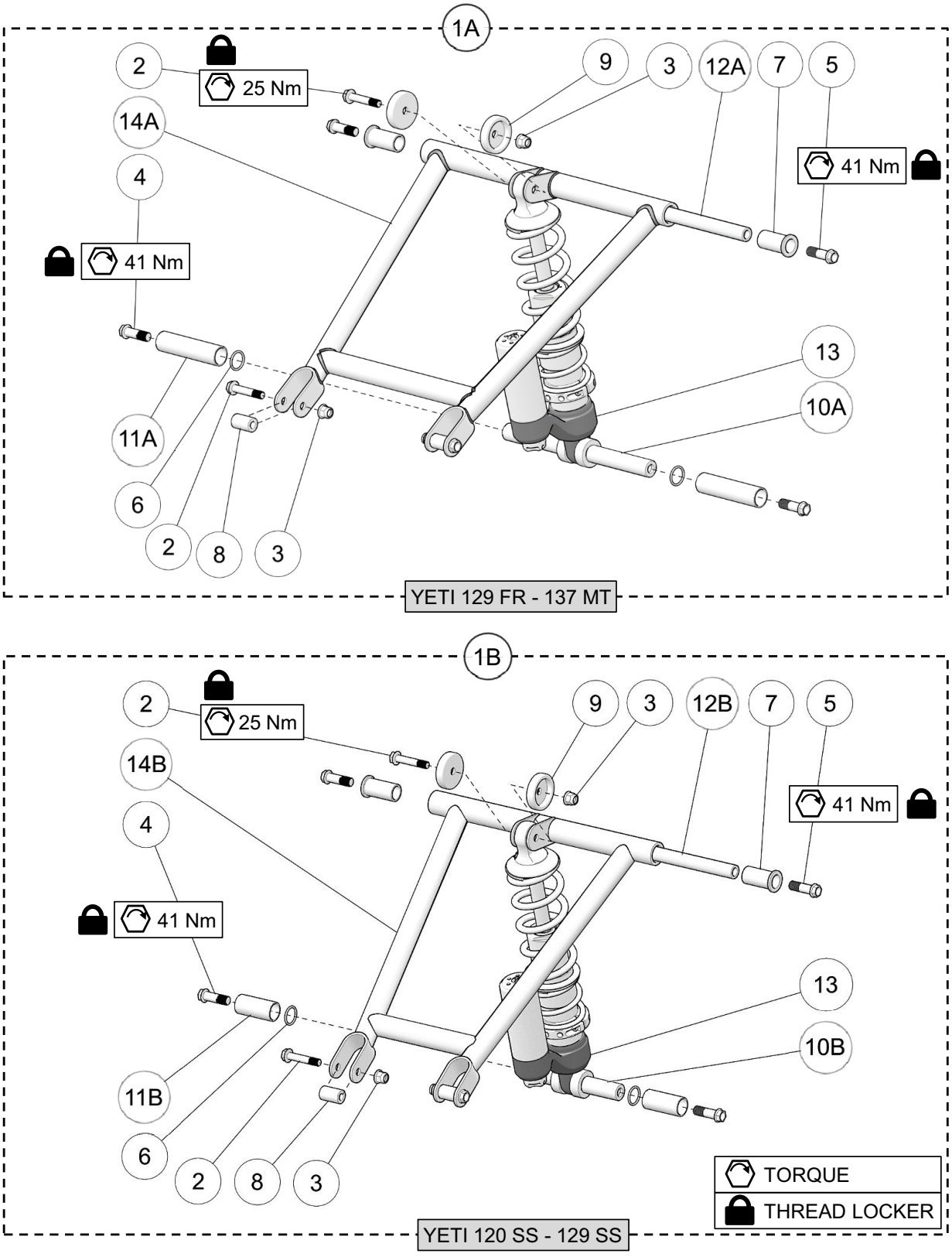
BRAKE CALIPER ASSEMBLY

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: BRAKE CALIPER ASSEMBLY	
1	YADR3024	BRAKE CALIPER ASSEMBLY	1
2	YPDR2390	CALIPER, INNER HALF	1
3	YPDR2391	CALIPER, OUTER HALF	1
4	YPDR2392	CALIPER, PISTON	2
5	YPDR2393	O-RING, BRAKE CALIPER PISTON	2
6	YPDR2395	BRAKE PAD, 1 UNIT (NEED 2)	2
7	YPDR2396	SPRING, BRAKE PAD	2
8	YPHW1008	HSCS, M8-1.25X25MM, TI	2
9	YPHW2397	HSSS, M5-0.8X6MMX25MM, 12.9, ZP	2
10	YPHW2398	O-RING	2
11	7086-00-9016	S-KIT, BLEEDER SCREW	1



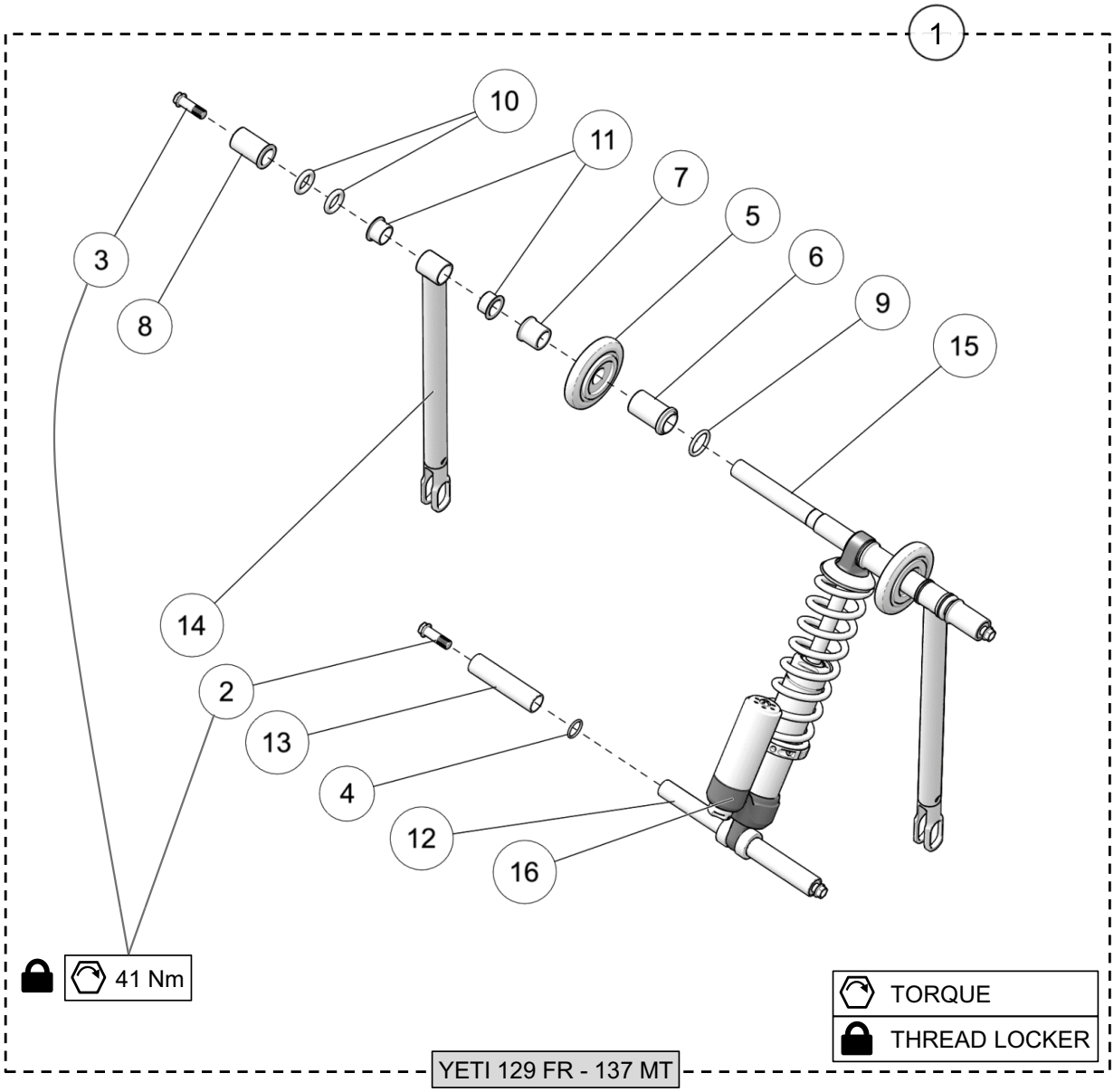
SYNCRODRIVE ASSEMBLY

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: SYNCRODRIVE ASSEMBLY	
1	YPDR1319CL	SYNCRODRIVE BELT TENSIONER - CLEAR	1
2	YPDR1566	6200 BEARING	1
3	YPDR1615	BELT DEFLECTION GAUGE	1
4	YPDR1792	BELT, MITSUBOSHI GIGA TORQUE 896MMX28MM WIDE	1
5	YPDR1838BK	IDLER WHEEL 2" FLANGED, 28MM - BLACK	1
6-A	YPDR2141BK	GEARS, SYNCRODRIVE 28MM 41T - BLACK	1
6-B	YPDR2141BL	GEARS, SYNCRODRIVE 28MM 41T - BLUE	1
6-C	YPDR2141CL	GEARS, SYNCRODRIVE 28MM 41T - CLEAR	1
6-D	YPDR2141GN	GEARS, SYNCRODRIVE 28MM 41T - GREEN	1
6-E	YPDR2141OR	GEARS, SYNCRODRIVE 28MM 41T - ORANGE	1
6-F	YPDR2141RD	GEARS, SYNCRODRIVE 28MM 41T - RED	1
7-A	YPDR2147BK	GEARS, SYNCRODRIVE 28MM 47T - BLACK	1
7-B	YPDR2147BL	GEARS, SYNCRODRIVE 28MM 47T - BLUE	1
7-C	YPDR2147CL	GEARS, SYNCRODRIVE 28MM 47T - CLEAR	1
7-D	YPDR2147GN	GEARS, SYNCRODRIVE 28MM 47T - GREEN	1
7-E	YPDR2147OR	GEARS, SYNCRODRIVE 28MM 47T - ORANGE	1
7-F	YPDR2147RD	GEARS, SYNCRODRIVE 28MM 47T - RED	1
8	YPHW1043	HCS, M8-1.25X45MM, TI	1
9	YPHW1059	SLN, M10-1.25, TI	1
10	YPHW1418	IRR, 1-1/8	1
11	YPHW1591	CB, M10-1.25X45MM CARRIAGE, TI	1
12	YPHW1760	HN, M8-1.25, 8, ZP, 12MM HEAD, JIS	1



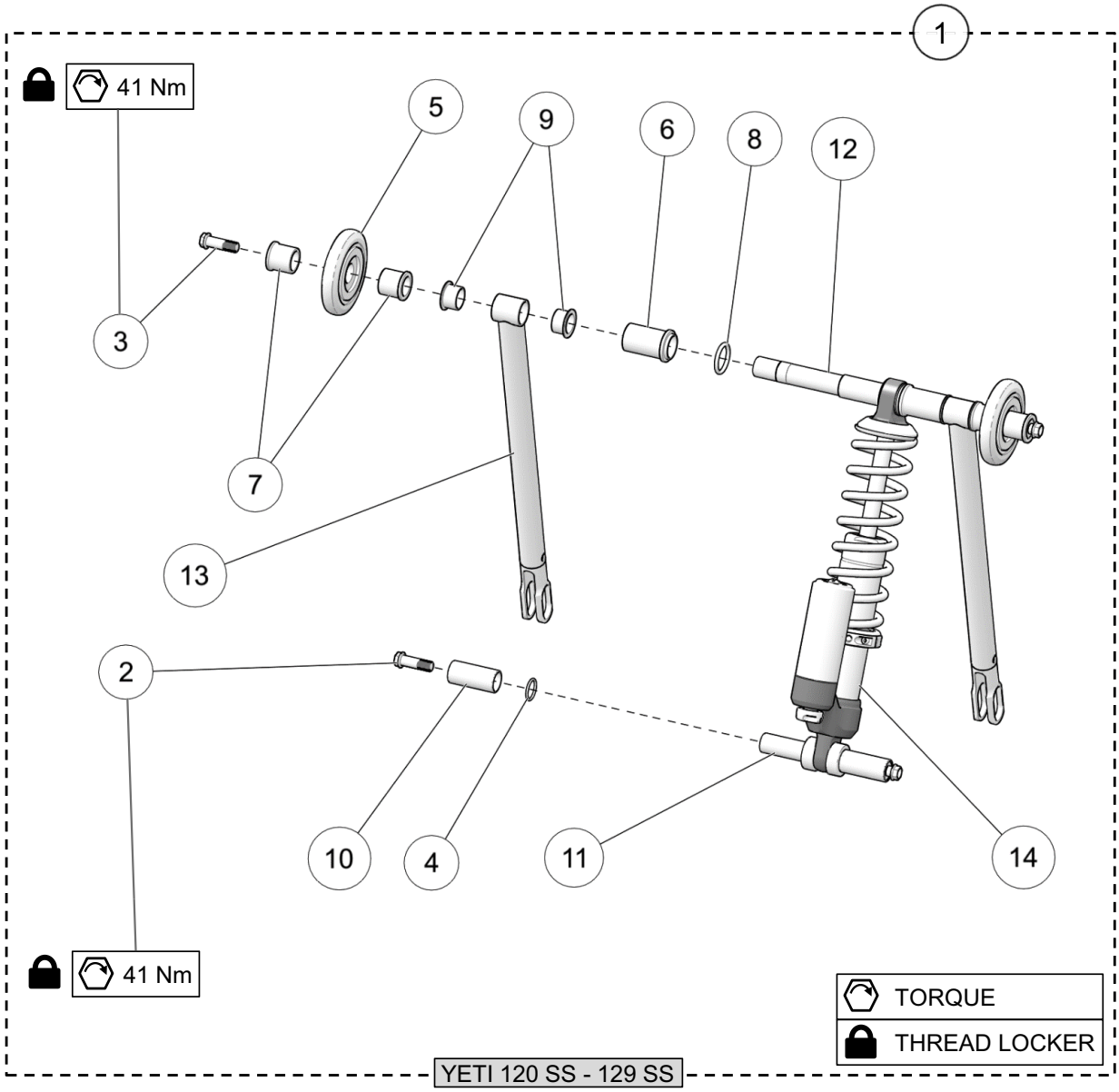
FRONT A-ARM ASSEMBLY

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: FRONT A-ARM ASSEMBLY	
1-A	--	SUSPENSION, FRONT A-ARM ASSEMBLY -- (129FR & 137MT)	1
1-B	--	SUSPENSION, FRONT A-ARM ASSEMBLY -- (120SS & 129SS)	1
2	YPHW1376	HFCS, M8-1.25X43MM, TI	3
3	YPHW1377	FNN, M8-1.25, TI	3
4	YPHW1894	HFCS, M10-1.25X25MM, TI	2
5	YPHW2712	HFCS, M10-1.25X30MM, TI	2
6	YPHW1987	O-RING (#018)	2
7	YPSU1369	FRONT ARM, UPPER NYLON BUSHING	2
8	YPSU1371	FRONT ARM LOWER PIN, HARD ANODIZE	2
9	YPSU1375	FRONT ARM NYLON PROTECTOR	2
10-A	YPSU1861	LOWER SHOCK SHAFT, TI -- (129FR & 137MT)	1
10-B	YPSU2380CL	LOWER SHOCK SHAFT SS, TI -- (120SS & 129SS)	1
11-A	YPSU1863BK	COLLAR, LOWER SHOCK SHAFT - BLACK -- (129FR & 137MT)	2
11-B	YPSU2159BK	COLLAR, RAPTOR SHOCK LOWER - BLACK -- (120SS & 129SS)	2
12-A	YPSU2556	SUSPENSION FRONT UP ARM SHAFT, TI (M10) -- (129FR & 137MT)	1
12-B	YPSU2498	SUSPENSION FRONT ARM SHAFT SS, TI, HA -- (120SS & 129SS)	1
13-A	YPSU2644	SHOCK ABSORBER, FRONT - ELKA STAGE 3	1
13-B	YPSU2592	SHOCK ABSORBER, FRONT - ELKA STAGE 5	1
13-C	YPSU1900	SHOCK ABSORBER, FT REZY	1
14-A	YPSU3001	YETI FRONT ARM, 367MM -- (129FR & 137MT)	1
14-B	YPSU3000	YETI FRONT ARM, 312MM -- (120SS & 129SS)	1



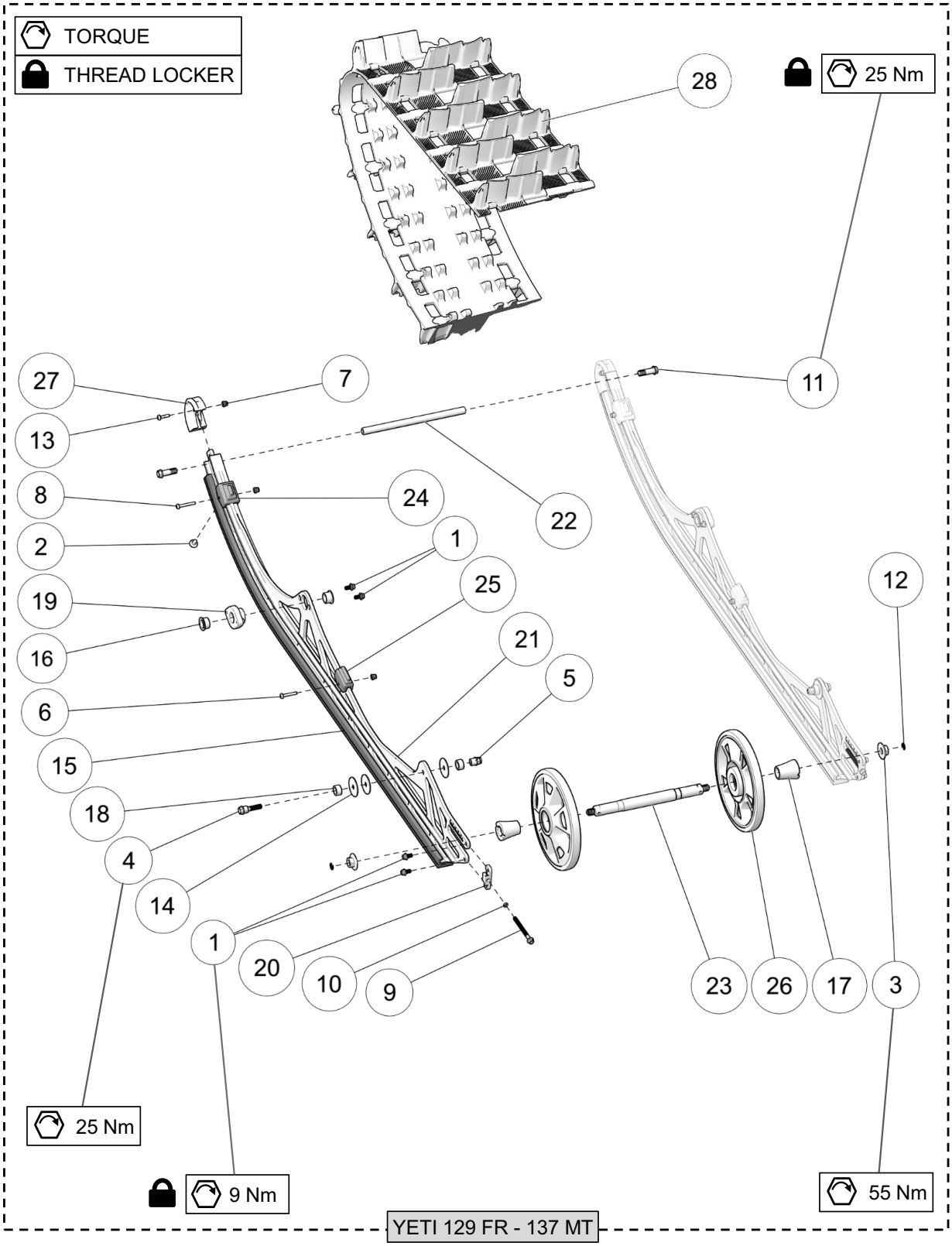
REAR A-ARM ASSEMBLY - 129FR &137MT

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: REAR A-ARM ASSEMBLY - 129FR & 137MT	
1	--	SUSPENSION, REAR A-ARM ASSEMBLY -- (129FR & 137MT)	1
2	YPHW1894	HFCS, M10-1.25X25MM,TI	2
3	YPHW2712	HFCS, M10-1.25X30MM, TI	2
4	YPHW1987	O-RING (#018)	2
5	YPSU1217	WHEEL 3.350"	2
6	YPSU1381	REAR SHAFT INNER PLASTIC SHOCK SPACERS	2
7	YPSU1382	REAR SHAFT MIDDLE PLASTIC SPACER	2
8	YPSU1383	REAR SHAFT OUTER PLASTIC SPACER	2
9	YPSU1384	UPPER SHAFT, INNER O-RING SEAL	2
10	YPSU1385	UPPER SHAFT, OUTER-MID O-RING SEAL	4
11	YPSU1387	REACTOR NYLON BUSHING, UPPER SHAFT	4
12	YPSU1861	LOWER SHOCK SHAFT, TI	1
13	YPSU1863BK	COLLAR, LOWER SHOCK SHAFT - BLACK	2
14	YPSU2438	SUSPENSION REACTOR ARM, TI	2
15	YPSU2555	SUSPENSION REAR UPPER SHAFT, TI (M10)	1
16-A	YPSU2645	SHOCK ABSORBER, REAR - ELKA STAGE 3	1
16-B	YPSU2593	SHOCK ABSORBER, REAR - ELKA STAGE 5	1
16-C	YPSU1898	SHOCK ABSORBER, YETI RT MONO	1
16-D	YPSU1899	SHOCK ABSORBER, RT REZY	1



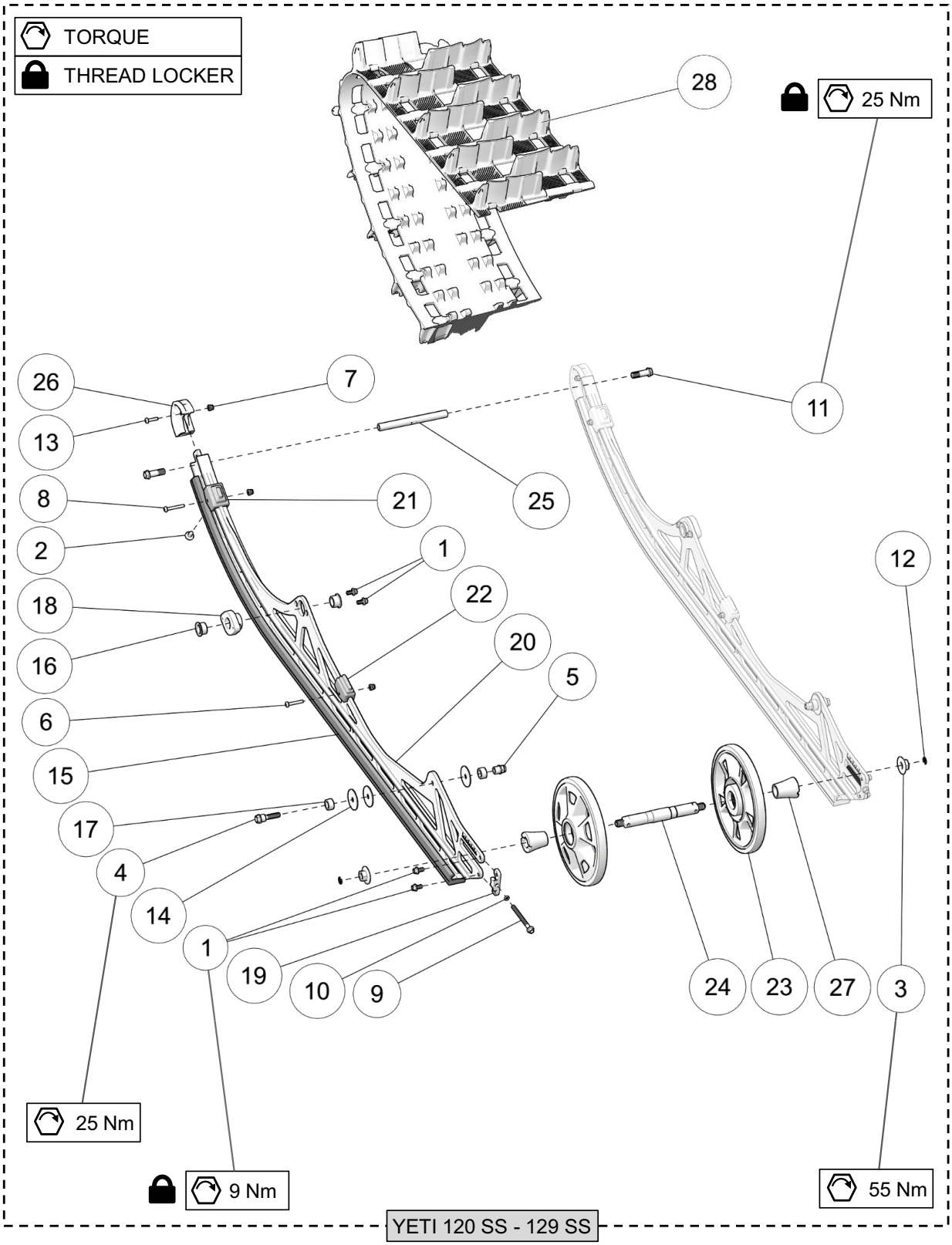
REAR A-ARM ASSEMBLY - 120SS &129SS

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: REAR A-ARM ASSEMBLY - 120SS & 129SS	
1	--	SUSPENSION, REAR A-ARM ASSEMBLY -- (120SS & 129SS)	1
2	YPHW1894	HFCS, M10-1.25X25MM, TI	2
3	YPHW2712	HFCS, M10-1.25X30MM, TI	2
4	YPHW1987	O-RING (#018)	2
5	YPSU1217	WHEEL 3.350"	2
6	YPSU1381	REAR SHAFT INNER PLASTIC SHOCK SPACERS	2
7	YPSU1382	REAR SHAFT MIDDLE PLASTIC SPACER	4
8	YPSU1384	UPPER SHAFT, INNER O-RING SEAL	2
9	YPSU1387	REACTOR NYLON BUSHING, UPPER SHAFT	4
10	YPSU2159BK	COLLAR, RAPTOR SHOCK LOWER - BLACK	2
11	YPSU2380CL	LOWER SHOCK SHAFT SS, TI	1
12	YPSU2386	REAR UPPER SHOCK SHAFT SS, TI	1
13	YPSU2438	SUSPENSION REACTOR ARM, TI	2
14-A	YPSU2645	SHOCK ABSORBER, REAR - ELKA STAGE 3	1
14-B	YPSU2593	SHOCK ABSORBER, REAR - ELKA STAGE 5	1
14-C	YPSU1898	SHOCK ABSORBER, YETI RT MONO	1
14-D	YPSU1899	SHOCK ABSORBER, RT REZY	1



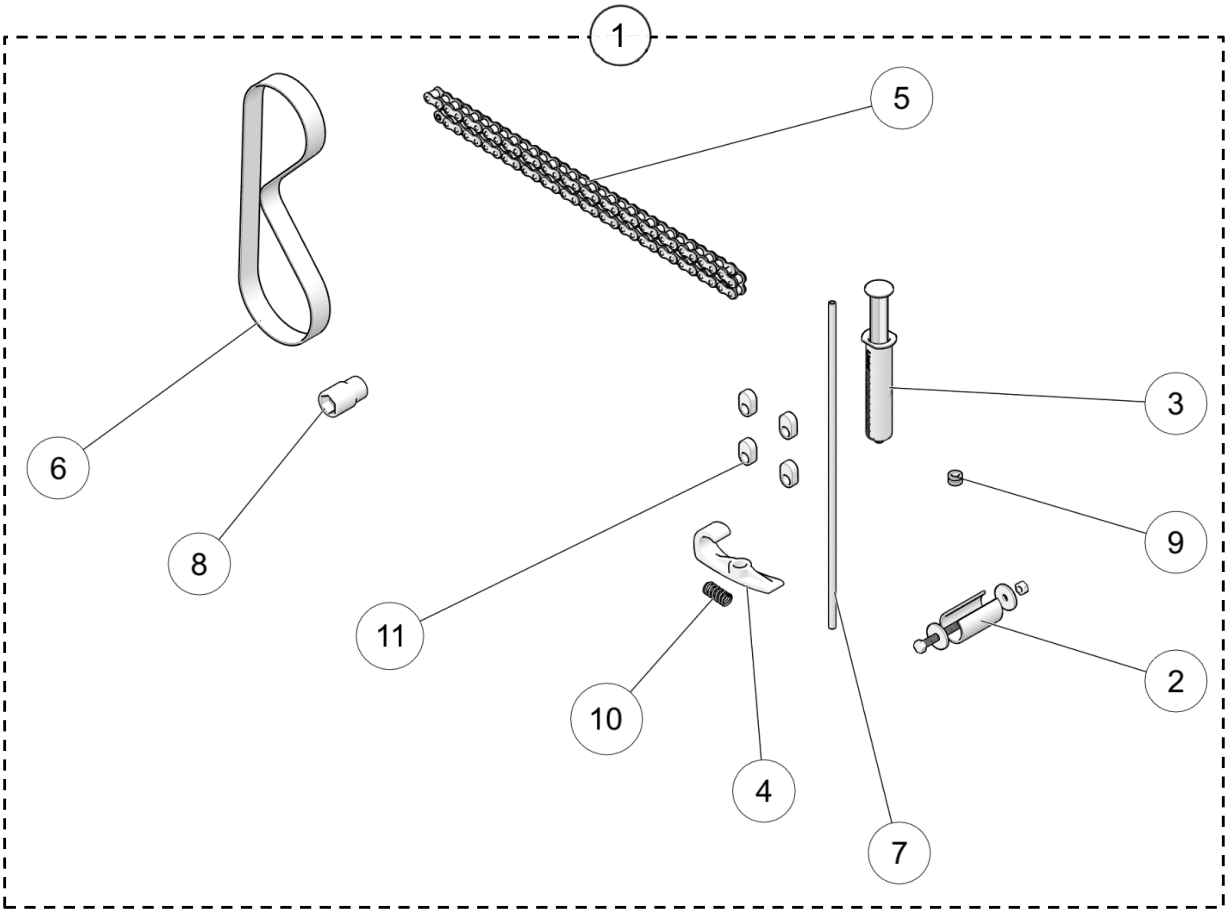
RAIL ASSEMBLY, TRACK

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: RAIL ASSEMBLY, TRACK - 129FR & 137MT	
1	YPHW1067	HFCS, M6-1.0X12MM, TI	4
2	YPHW1254	PHILLIPS SCREW M6-0.3-1.81X16MM	1
3	YPHW1361	HN, M12-1.5, TI, REAR AXLE OUTER	2
4	YPHW1392	HFCS, M8-1.25X40MM,TI - REACTOR ARM	1
5	YPHW1393	FNN, M8-1.25, TI - REACTOR ARM	1
6	YPHW1596	HSBS, M5-0.8X30MM, SS	1
7	YPHW1597	FNN, M5-0.8, 8, ZP	3
8	YPHW1617	HSBS, M5-0.8X35MM, SS	1
9	YPHW1640	HFCS, M6-1.0X75MM, TI	1
10	YPHW1695	O-RING (# 009)	2
11	YPHW1001	HFCS, M8-1.25X20MM, TI	2
12	YPHW1928	E CLIP, 5/16", SS	2
13	YPHW2265	HSBS, M5-0.8X20MM, 10.9, ZP	1
14	YPHW2366	WASHER, 1.50X0.315X0.062, PLASTIC	3
15-A	YPSU1328	GRAPHITE SLIDE 47", 129" RAIL	1
15-B	YPSU1329	GRAPHITE SLIDE 51.5", 137" RAIL	1
16	YPSU1370	FRONT ARM, LOWER NYLON BUSHING	2
17	YPSU1362	REAR AXLE COLLAR -- (129FR &137MT)	2
18	YPSU1391	REACTOR, LOWER TRANSFER ADJUSTER ST3	2
19	YPSU1806BK	MOUNT, FRONT ARM - BLACK	1
20	YPSU1808BK	PLATE, REAR AXLE ADJUSTER - BLACK	1
21-A1	YPSU1829BK	ALUMINUM RAIL, 129" - BLACK	1
21-A2	YPSU1829BL	ALUMINUM RAIL, 129" - BLUE	1
21-A3	YPSU1829CL	ALUMINUM RAIL, 129" - CLEAR	1
21-A4	YPSU1829GN	ALUMINUM RAIL, 129" - GREEN	1
21-A5	YPSU1829OR	ALUMINUM RAIL, 129" - ORANGE	1
21-A6	YPSU1829RD	ALUMINUM RAIL, 129" - RED	1
21-B1	YPSU1837BK	ALUMINUM RAIL, 137" - BLACK	1
21-B2	YPSU1837BL	ALUMINUM RAIL, 137" - BLUE	1
21-B3	YPSU1837CL	ALUMINUM RAIL, 137" - CLEAR	1
21-B4	YPSU1837GN	ALUMINUM RAIL, 137" - GREEN	1
21-B5	YPSU1837OR	ALUMINUM RAIL, 137" - ORANGE	1
21-B6	YPSU1837RD	ALUMINUM RAIL, 137" - RED	1
22	YPSU1862BK	SHAFT, RAIL CROSS TIES - BLACK -- (129FR &137MT)	1
23	YPSU1876BK	SUSPENSION REAR AXLE - BLACK -- (129FR &137MT)	1
24	YPSU1877	BUMPER, FRONT BOTTOMING	1
25	YPSU1878	BUMPER, REAR BOTTOMING	1
26	YPSU1901	WHEEL 200MM	2
27	YPSU2443	RAIL TIP, LOW PROFILE	1
28-A	1093-00-9395	TRACK - YETI 129" (9395S)	1
28-B	1093-00-9396	TRACK - YETI 137" (9396S)	1



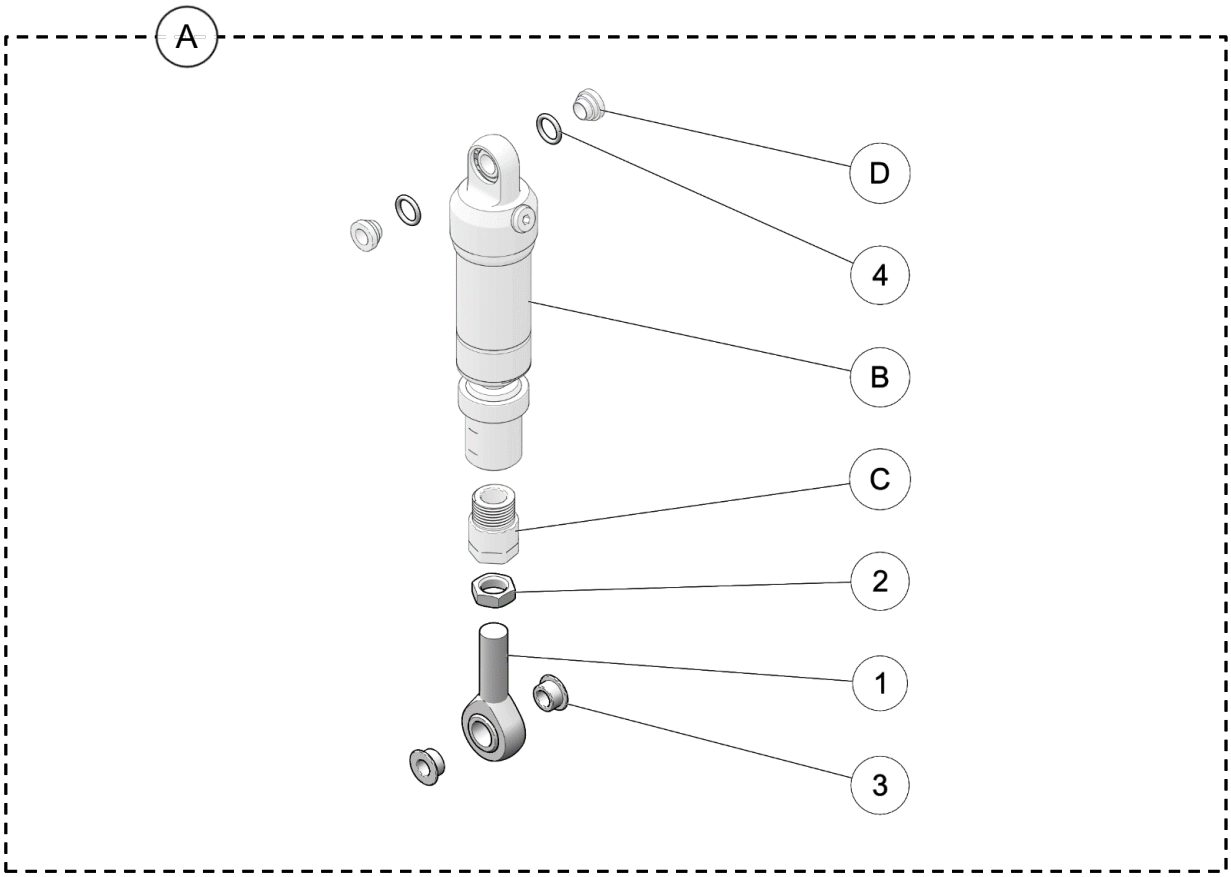
RAIL ASSEMBLY, TRACK

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: RAIL ASSEMBLY, TRACK - 120SS & 129SS	
1	YPHW1067	HFCS, M6-1.0X12MM, TI	4
2	YPHW1254	PHILLIPS SCREW M6-0.3-1.81X16MM	1
3	YPHW1361	HN, M12-1.5, TI, REAR AXLE OUTER	2
4	YPHW1392	HFCS, M8-1.25X40MM,TI - REACTOR ARM	1
5	YPHW1393	FNN, M8-1.25, TI - REACTOR ARM	1
6	YPHW1596	HSBS, M5-0.8X30MM, SS	1
7	YPHW1597	FNN, M5-0.8, 8, ZP	3
8	YPHW1617	HSBS, M5-0.8X35MM, SS	1
9	YPHW1640	HFCS, M6-1.0X75MM, TI	1
10	YPHW1695	O-RING (# 009)	2
11	YPHW1001	HFCS, M8-1.25X20MM, TI	2
12	YPHW1928	E CLIP, 5/16", SS	2
13	YPHW2265	HSBS, M5-0.8X20MM, 10.9, ZP	1
14	YPHW2366	WASHER, 1.50X0.315X0.062, PLASTIC	3
15-A	YPSU1327	GRAPHITE SLIDE 43", 120" RAIL	1
15-B	YPSU1328	GRAPHITE SLIDE 47", 129" RAIL	1
16	YPSU1370	FRONT ARM, LOWER NYLON BUSHING	2
17	YPSU1391	REACTOR, LOWER TRANSFER ADJUSTER ST3	2
18	YPSU1806BK	MOUNT, FRONT ARM - BLACK	1
19	YPSU1808BK	PLATE, REAR AXLE ADJUSTER - BLACK	1
20-A1	YPSU1829BK	ALUMINUM RAIL, 129" - BLACK	1
20-A2	YPSU1829BL	ALUMINUM RAIL, 129" - BLUE	1
20-A3	YPSU1829CL	ALUMINUM RAIL, 129" - CLEAR	1
20-A4	YPSU1829GN	ALUMINUM RAIL, 129" - GREEN	1
20-A5	YPSU1829OR	ALUMINUM RAIL, 129" - ORANGE	1
20-A6	YPSU1829RD	ALUMINUM RAIL, 129" - RED	1
20-B1	YPSU2650BK	ALUMINUM RAIL, 120" - BLACK	1
20-B2	YPSU2650BL	ALUMINUM RAIL, 120" - BLUE	1
20-B3	YPSU2650CL	ALUMINUM RAIL, 120" - CLEAR	1
20-B4	YPSU2650GN	ALUMINUM RAIL, 120" - GREEN	1
20-B5	YPSU2650OR	ALUMINUM RAIL, 120" - ORANGE	1
20-B6	YPSU2650RD	ALUMINUM RAIL, 120" - RED	1
21	YPSU1877	BUMPER, FRONT BOTTOMING	1
22	YPSU1878	BUMPER, REAR BOTTOMING	1
23	YPSU1901	WHEEL 200MM	2
24	YPSU2361BK	SUSPENSION REAR AXLE 5.5" SS - BLACK	1
25	YPSU2441BK	SHAFT, RAIL CROSS TIES SS - BLACK	1
26	YPSU2443	RAIL TIP, LOW PROFILE	1
27	YPSU2504	REAR AXLE COLLAR, 1.40"	2
28-A	1093-00-9397	TRACK - YETI 129" (9397S)	1
28-B	1093-00-9398	TRACK - YETI 120" (9398S)	1



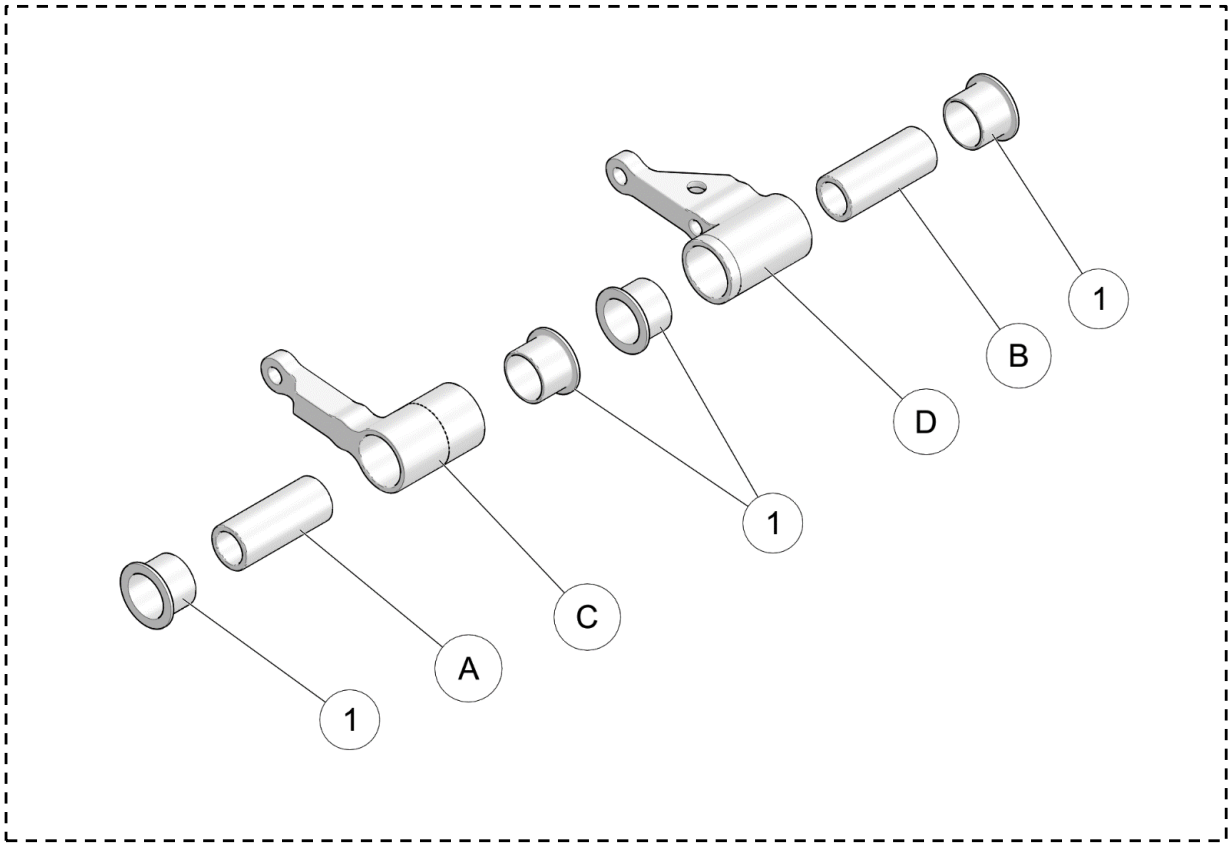
FITMENT PARTS

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: FITMENT PARTS	
1	YAAK3019	S-KIT - FITMENT PARTS MY2019	1
2	YAAC1986	TOOL, BIKE MOUNT INSTALLATION 2.1 - 2.2	1
3	YPAC1710	SYRINGE, 60MM CATHETER TIP	1
4	YPBM1748	CHAIN PROTECTOR, BIKE ADAPTER, 2.1	1
5	YPDR1682	D.I.D. 62 LINK CHAIN 520	1
6	YPDR1792	BELT, MITSUBOSHI GIGA TORQUE 896MMX28MM,	1
7	YPDR1843	HOSE, BRAKE LINE BLEEDING	1
8	YPHW1595	SOCKET, ECCENTRIC NUT, 22MM-19MM	1
9	YPHW1683	RUBBER GROMMET 3/8"ID X 1/2"OD X 1/8"TK	1
10	YPHW1798	SPRING, CHAIN TENSIONER - HEAVY (RED STR)	1
11	YPSU1389	REACTOR LOWER TRANSFER ADJUSTER STYLE 1	1



SOFT STRUT ASSEMBLY

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: SOFT STRUT ASSEMBLY	
1	YPHW3061	ROD END, RH, 5/8-18, ZP	1
2	YPHW1062	JN, 5/8-18, RH, TI	1
3	YPBM1156	BUSHING, 0.625 TO M10, 22MM WIDE	2
4	YPHW2596	O-RING, YSS TOP	2
		BIKE SPECIFIC SOFT STRUT ASSEMBLY PARTS * SEE YETISNOWMX.CA/YETIVERTER *	
A	--	YTSS SOFT STRUT ASSEMBLY	1
B	--	STRUT, YSS	1
C	--	STRUT, SOFT, ROD END CONNECTOR	1
D	--	SOFT STRUT, TOP BUSHING	2



BIKE MOUNT ADAPTER ASSEMBLY

ITEM	PART #	DESCRIPTION	QTY
		YETI SNOWMX MY2019 :: BIKE MOUNT ADAPTER ASSEMBLY	
1	YPBM1746	BEARING, BIKE MOUNT	4
		BIKE SPECIFIC, BIKE MOUNT ADAPTER PARTS * SEE YETISNOWMX.CA/YETIVERTER *	
A	--	BUSHING, BIKE MOUNT, RH	1
B	--	BUSHING, BIKE MOUNT, LH	1
C	--	BIKE MOUNT ADAPTER, RH	1
D	--	BIKE MOUNT ADAPTER, LH	1