

2026

USER MANUAL

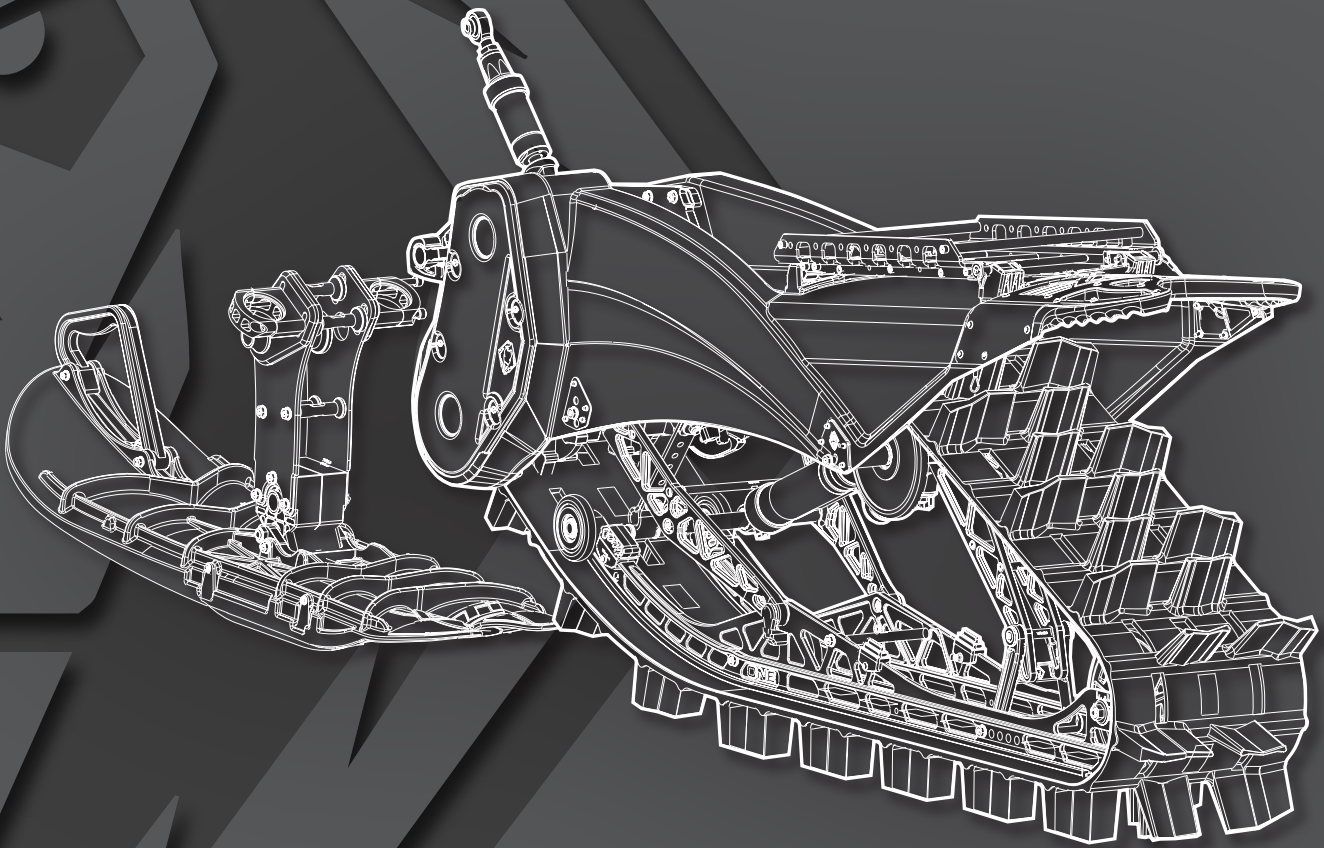


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WARNING



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

TECHNICAL SUPPORT

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

EMAIL: INFO@YETISNOWMX.CA

WEBSITE: WWW.YETISNOWMX.CA



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:



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.



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 www.yetisnowmx.ca

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. YETI SnowMX is proud to offer dirt-to-snow motorcycle conversion Systems 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.



2 YEAR LIMITED WARRANTY

YETI SnowMX guarantees that the new, unused YETI SnowMX 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 YETI SnowMX 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 YETI SnowMX.

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. YETI SnowMX 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.

YETI SnowMX 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.



YETI CARE

YETI SnowMX offers a 1-year YETIcare Program

This program is designed to **guard against the unforeseen events** that could spoil our riding season. This program will offer customers with replacement parts, on items that have taken structural damage.

The following situations and items are not intended to be 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, 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 YETI SnowMX.
- 8] Damage resulting from incidents that are unrelated to riding, including but not limited to: car accident while transporting the machine, robbery, vandalism, war, or unforeseen event or act of God.
- 9] The use of the System on a motorcycle used for public rental, including by a previous owner, will render this warranty null and void.

10] 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 three (3) months, for a total of twelve (12) months.

All carbon fiber chassis will be FREE *excluding shipping and limited to one exchange per customer/VIN under the YETIcare Program.

In no event shall the warranty extend beyond a total of twelve (12) 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. YETI SnowMX 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.

YETI SnowMX 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.

*For All YETIcare Claims please use the following link: [YETIcare Form](#)

***Available to in-season customers for an additional cost**

***If selected during Snowcheck, this was a FREE add-on**



SAFETY & SERIAL NUMBER LOCATION



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 the Conversion System

MAINTENANCE

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



JACK SHAFT ALIGNMENT WARNING

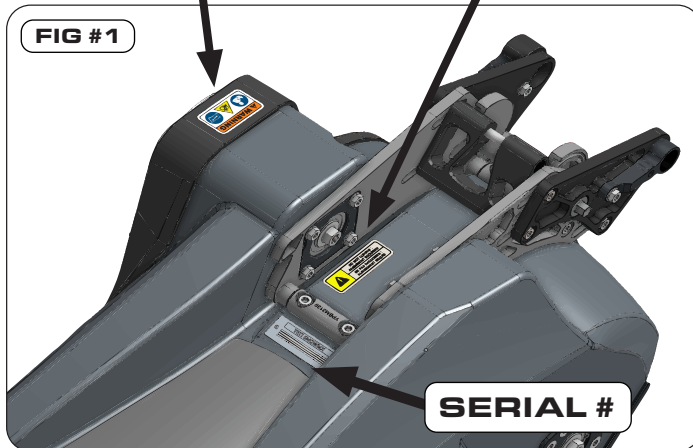
The Jack Shaft's bearing housing assembly bolts must not be loosened. The Jack Shaft needs to be realigned if these bolts are loosened.

CONVERSION SYSTEM WARNING

Bolts and fasteners on your Conversion System are subject to vibration and heavy use, which may cause them to loosen over time. Failure to maintain proper bolt tightness can result in missing hardware, component damage, or serious injury.

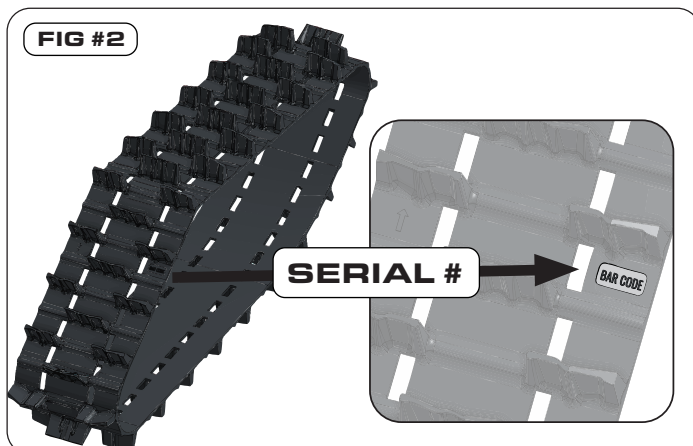
We strongly recommend that you inspect and tighten all bolts and fasteners before use.

- Check for loose or missing hardware.
- Replace any damaged or worn components immediately.
- Always use proper torque specifications and thread-locking compound where required.



SERIAL NUMBER LOCATION

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



INSTALLATION INSTRUCTIONS

MOTORCYCLE PREPARATIONS

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.

PRE-ASSEMBLY VALIDATION: Before installing the conversion system, take angle measurements of the bike's configuration with the wheels still on. You will then be able to reproduce your preferred bike set-up after the YETI conversion system is installed.

FIG #3



PRE-ASSEMBLY VALIDATION

Before installing the conversion system, take angle measurements of the bike's configuration with the wheels still on. You will then be able to reproduce your preferred bike set-up after the YETI conversion system is installed. See **figure 3**.

NOTE: To take the following measurements, stand the bike straight up on its wheels, on a level surface.

FORK ANGLE

- Using a digital angle gauge or a smartphone with an angle gauge app, measure the bike's fork angle.

SEAT ANGLE

- Using a digital angle gauge or a smartphone with an angle gauge app, measure the bike seat angle.

IMPORTANT: Keep these measurements. They will be used as reference when adjusting your bike, equipped with the YETI conversion system.

FIG #4



SECURE MOTORCYCLE

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. See **figure 4**.

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



INSTALLATION INSTRUCTIONS

FIG #5



FRONT WHEEL ASSEMBLY REMOVAL

- 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).

**** LIGHT WEIGHT BRAKE & HAYNES BRAKE ****

NOTE: Do not disassemble the brake hose from caliper. The motorcycle's brake system must be removed as one unit.

- Unbolt and disassemble the brake handle (master-cylinder) from the handlebars.
- Remove the brake hose mounting hardware and the entire braking system as one unit.

**** BILLET BRAKE ****

Loosen and remove front brake caliper assembly bolts.

- 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.

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



INSTALLATION INSTRUCTIONS

FIG #6



REAR WHEEL ASSEMBLY REMOVAL

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 mastercylinder from the 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 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.

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

- Remove mud deflector from rear part of frame.
- Disassemble and remove the kickstand, if equipped.

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

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:

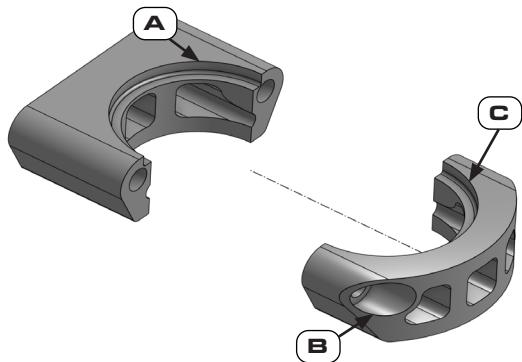
- Front wheel axle and nut.
- Rear swingarm axle and nut.
- Upper shock absorber bolt and nut.
- Crankcase Chain cover and bolts.

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.



INSTALLATION INSTRUCTIONS

FIG #7



INTERIOR CLAMPS SPECS

- No counter bores to sink assembly bolt heads.
- Clearance diameter **[A]** on top to protect fork seal.

EXTERIOR CLAMPS SPECS

- Counter bores **[B]** to sink assembly bolt heads.
- Clearance diameter **[C]** on top to protect fork seal.

VERIFICATION OF CLAMPS

Verify that the mounting clamps received in the installation System have the right dimensions and fit perfectly on the forks. See **Figure 8**.

Note: A clamp with a bore diameter too small will not install on the fork.

A clamp with the right bore diameter will fit perfectly on the fork, without any play.

A clamp with a bore diameter too large will have a little play on the fork.

Check if the clamps have the same bore diameter.

CAUTION: A clamp which has too much play will not provide enough rigidity for the ski assembly and may damage the fork.

FIG #8

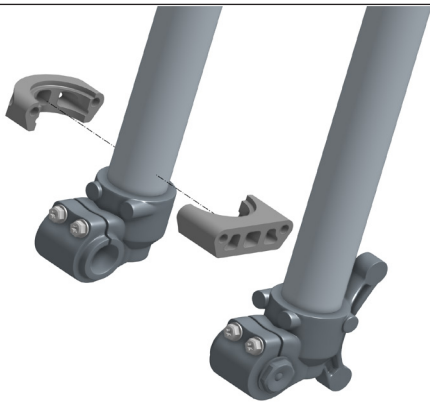
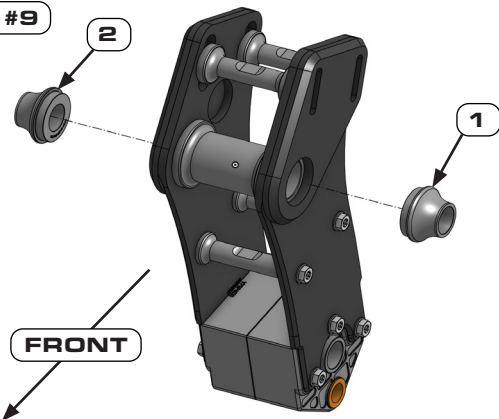


FIG #9



SPINDLE PREPARATION

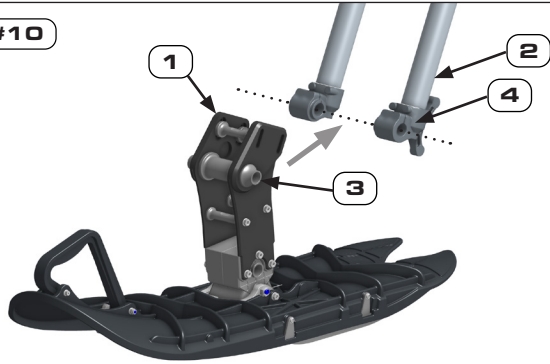
Insert left **[1]** and right **[2]** axle spacers in the large holes in spindle side plates. See **Figure 9**.

- Left: **[YPSP-xx-1xxx]**
- Right: **[YPSP-xx-2xxx]**



INSTALLATION INSTRUCTIONS

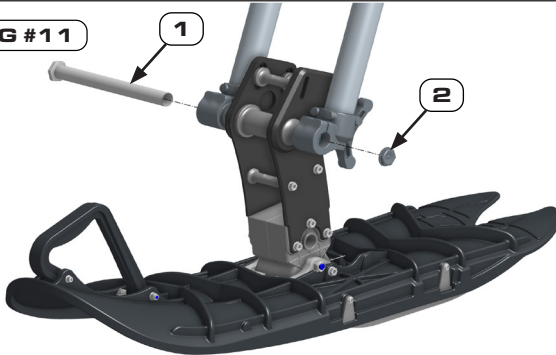
FIG #10



SPINDLE ALIGNMENT

Position spindle assembly [1] between front forks [2] and align axle spacers [3] with fork axle mounting points [4]. See Figure 10.

FIG #11



AXLE INSTALLATION

Insert front wheel axle [1] through forks and axle spacers to secure spindle assembly. Install axle nut [2] and hand-tighten temporarily. Figure 11.

NOTE: Lube wheel axle before assembly.

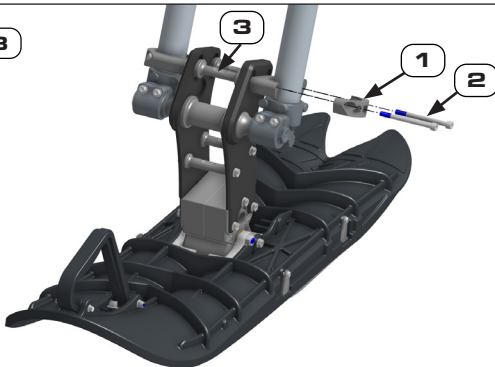
FIG #12



INNER CLAMP INSTALLATION

Position inner clamps [1] at bottom of forks. Clearance bore must be face upward. Figure 12.

FIG #13



OUTER CLAMP INSTALLATION

Position outer clamps [1] on forks. Clearance bore must face upward. Insert assembly bolts [2] through inner and outer clamps. Thread bolts in cross shafts [3]. Do not tighten assembly. See Figure 13.

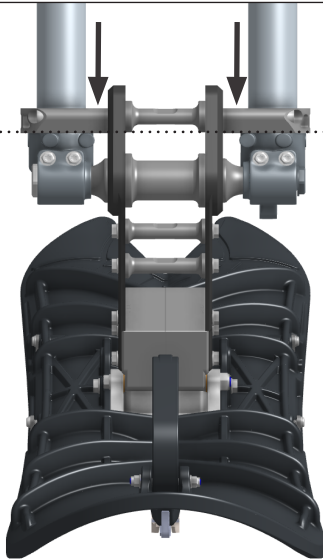
NOTE: Apply a thread lock compound(e. g. Blue Loctite 242) to Fork clamp assembly bolts.



INSTALLATION INSTRUCTIONS

FIG #14

POSITION AS LOW
AS POSSIBLE

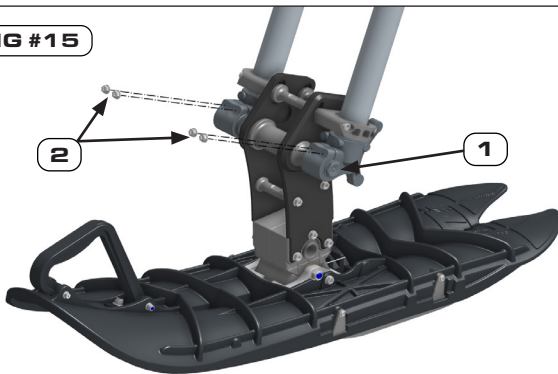


SPINDLE TIGHTENING

CAUTION: Before final tightening, clamps must be straight, aligned and positioned at the bottom of the forks. Clamps incorrectly positioned may cause damage to forks if front suspension bottoms out.

Apply pressure on clamps on both sides of the spindle to lower them as much as possible on the forks. Tighten clamp assembly bolts to **25 Nm (18 lb-ft)** of torque. See **Figure 14**.

FIG #15



AXLE AND PINCH BOLT INSTALL

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 bike's manufacturer. See **Figure 15**.

NOTE: Alternate tightening between the 4 pinch bolts to distribute tightening force.

FIG #16



INSTALLATION INSTRUCTIONS

FIG #17



FIG #18

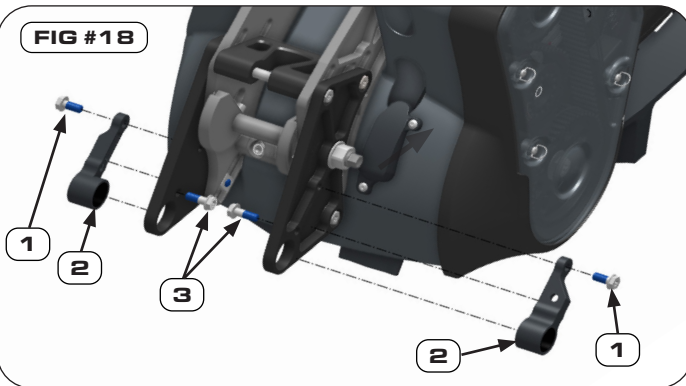


FIG #19

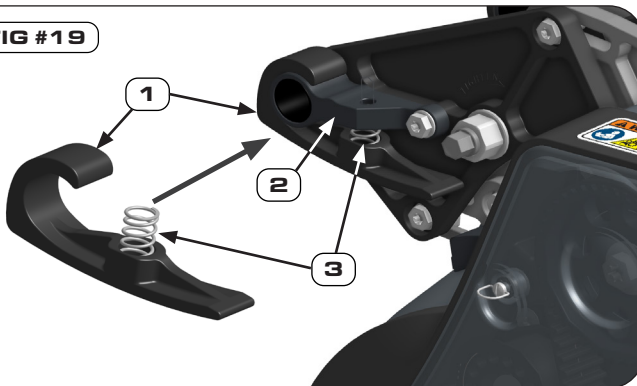
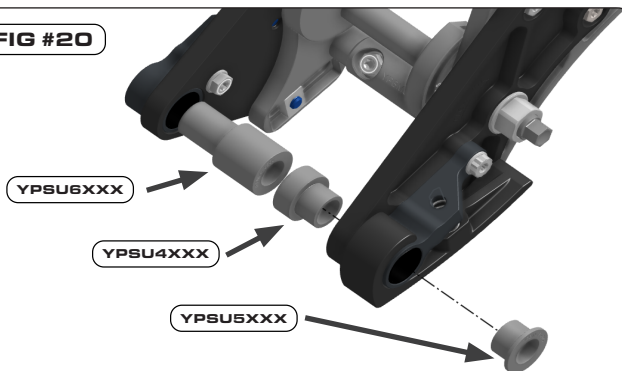


FIG #20



VERIFICATION OF ADAPTERS AND BUSHINGS

Check that the mount adapters and bushings received match your bike's model. All parts can be identified by their own part number; Consult the **YETIVERTER** tool on **YETISNOWMX.CA** to confirm the parts and identify their installation position.

BIKE MOUNT ADAPTERS

Place mount adapters **[2]** in position outside of Bike Mount. Finger tighten the MB assembly bolts **[1]** MBx20mm inside of bike mount and **[3]** MBx25mm on the outside of the bike mount, See **Figure 18**.

NOTE: Apply a thread lock compound (e.g. **Blue Loctite 242**) to Mount adapter assembly bolts.

Secure adapters to Bike Mount. Tighten bolts **[1]** and **[3]** to **25 Nm** or **[18 lb-ft]**. See **Figure 18**.

CHAIN SLIDER

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 19**.

T BUSHINGS

Insert T-bushings in the System's chassis mounting points, making sure that they are installed in the right position and direction. See **Figure 20**.

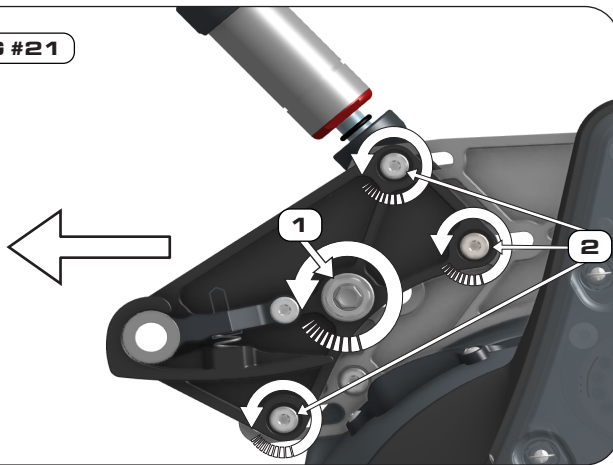
- Left side in **[YPSU4xxx]**
- Left side out **[YPSU5xxx]**
- Right side in **[YPSU6xxx]**

CAUTION: Respect mounting position and direction of each T-Bushings. Installation will be problematic if these components are not in their Proper assembly position.



INSTALLATION INSTRUCTIONS

FIG #21



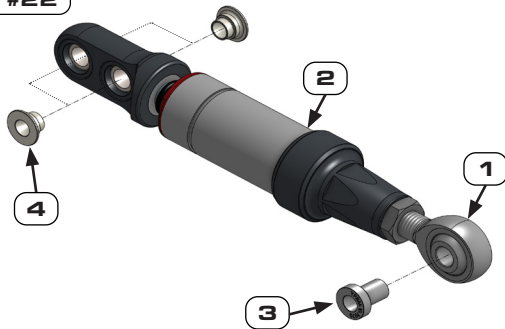
VERIFICATION OF ADAPTERS AND BUSHINGS

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 21**.

FIG #22



SOFT STRUT

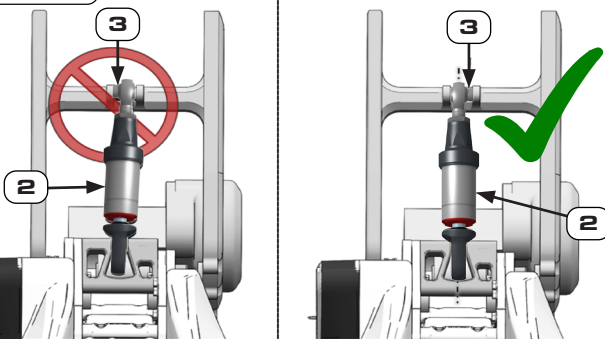
Before installing the soft strut on your bike, the strut components must be assembled as shown in **Figure 20**. Proceed as follows:

Assemble rod end **[1]** to strut body **[2]**.

Insert the flanged spacer bushing **[3]** in the soft strut's rod end.

Set aside the 2 spacer bushings **[4]** they will be installed later.

FIG #23



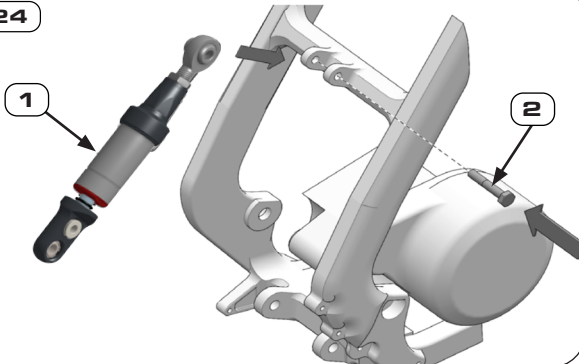
SOFT STRUT PRE-INSTALLATION

Position the Soft Strut to the bike's shock absorber upper mount. See **Figure 23**.

Important: Flanged spacer bushing **[3]** must be installed and positioned correctly in Soft Strut rod end.

If needed, verify and adjust insertion direction of the spacer bushing **[3]** to align the Soft Strut **[2]** as straight as possible once the rear System is installed. See **Figure 23**.

FIG #24



SOFT STRUT BOLT ASSEMBLY

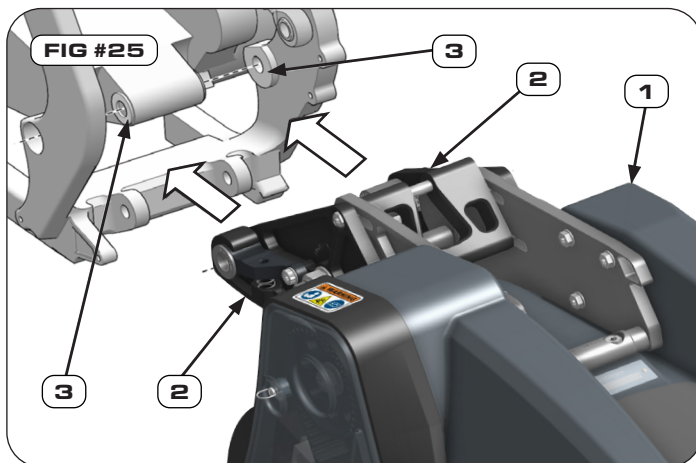
Assemble Soft Strut **[1]** using the bike's shock absorber assembly bolt **[2]**. See **Figure 24**.

Tighten shock assembly bolt **[2]** to manufacturer's recommended torque specification. **Figure 24**.

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



INSTALLATION INSTRUCTIONS

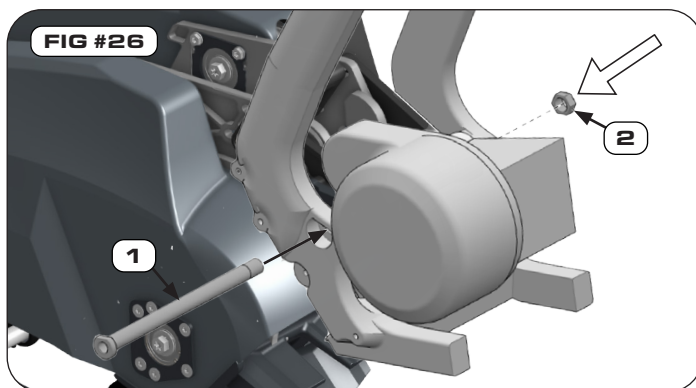


BIKE MOUNT

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

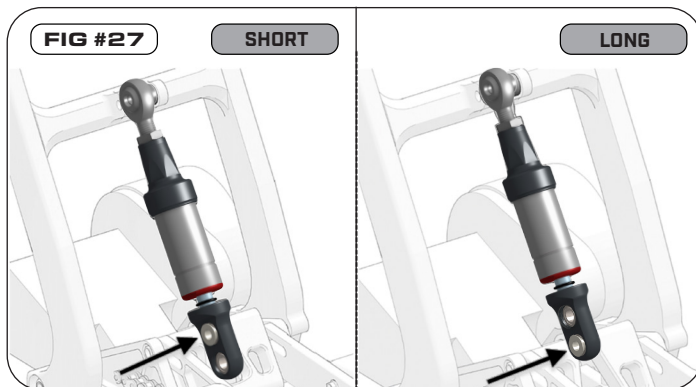
Assemble the rear system to the bike as follows:

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 25**.



SWING ARM BOLT

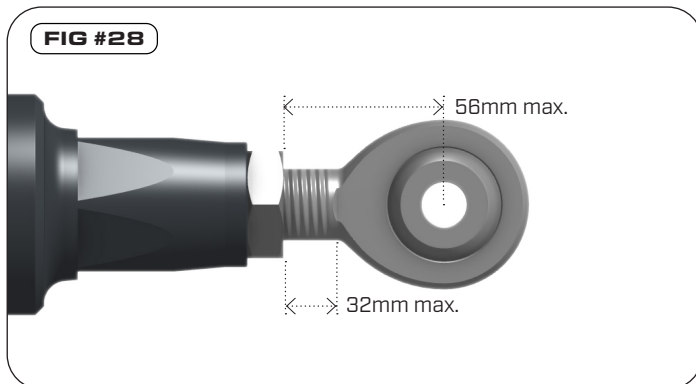
Attach YETI System to the bike by reinstalling the swing arm assembly bolt **(1)** and nut **(2)**. Tighten bolt to the bike manufacturer's recommended specification. See **Figure 26**.



SOFT STRUT

The Soft Strut can be mounted in two positions, allowing two sets of lengths as needed to fit different bike models. See **Figure 27**.

- Short position - 228 to 258 mm (9 to 10 $\frac{1}{8}$ in.)
- Long position - 258 to 288 mm (10 $\frac{1}{8}$ to 11 $\frac{1}{8}$ in.)

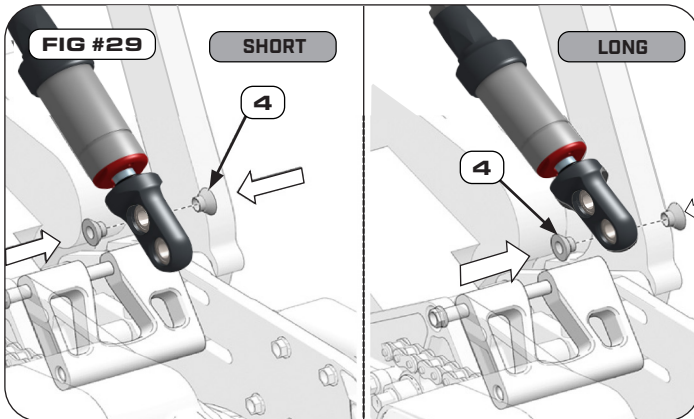


ROD END MAX LENGTH

CAUTION: The rod end can be extended up to a specified maximum length. Do not go over 32mm of visible threads on the rod end or 56mm between lock nut and center of rod end. See **Figure 28**.

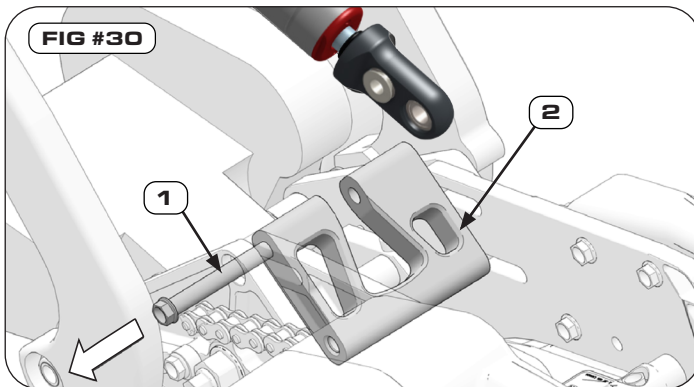


INSTALLATION INSTRUCTIONS



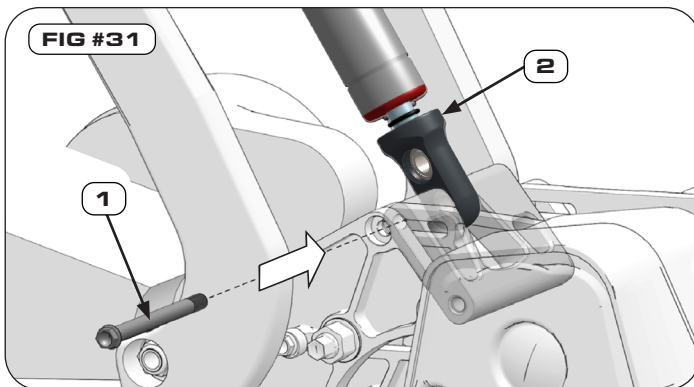
SOFT STRUT SPACERS

Insert the two spacer bushings **[4]** in the holes that will produce the optimal mounting position while keeping inside the maximum allowable rod end length. See **Figure 29**.



SOFT STRUT BOLT

Loosen and remove bike mount bolt **[1]** to install the Soft Strut in the Strut block **[2]**. See **Figure 33**.

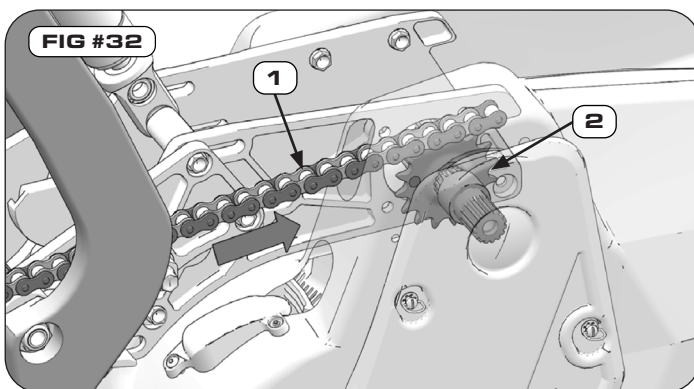


SOFT STRUT

Raise rear of YETI System and align the Soft Strut lower mount point and Strut block in Bike mount.

IMPORTANT: Make sure Spacer bushings are correctly positioned in Soft Strut lower mount point.

Re-insert assembly bolt **[1]** to attach Soft Strut **[2]** to Bike mount. Do not tighten the bolt completely at this point. See **Figure 31**.



CHAIN INSTALLATION

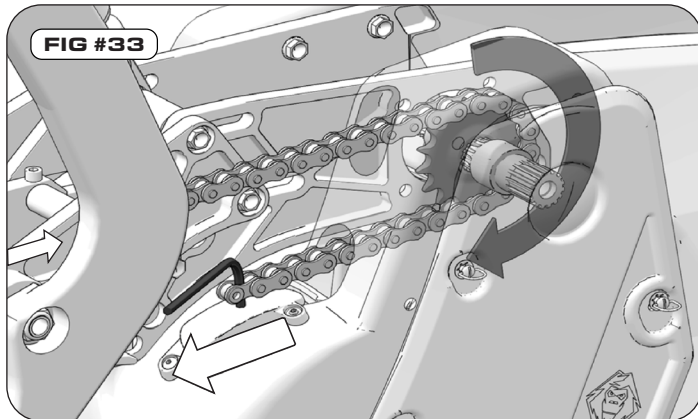
Before installing the chain, the Bike mount should be retracted as much as possible.

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 32**.



INSTALLATION INSTRUCTIONS



CHAIN INSTALL

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 33**.



MASTER LINK

Install the provided chain on the engine sprocket and join the ends using the master link. See **Figure 34**.

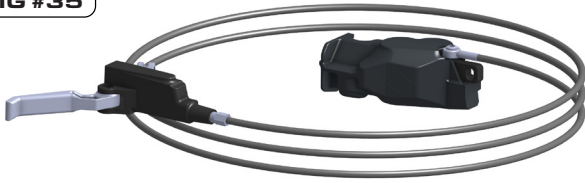
IMPORTANT: Chain adjustment is not done at installation but will be done later. Leave play in the chain to allow for other necessary adjustments to be done first. Soft Strut adjustments impact chain tension and therefore must be done before adjusting chain tension.

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



INSTALLATION INSTRUCTIONS: BRAKE SYSTEM

FIG #35



BRAKE SYSTEM

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



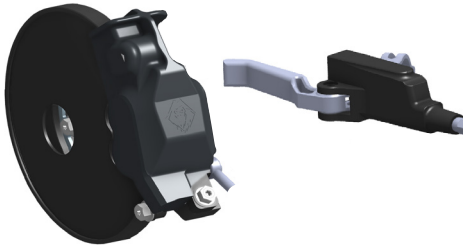
WARNING



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.

LIGHTWEIGHT

FIG #36



BILLET

FIG #37



HAYNES

FIG #38

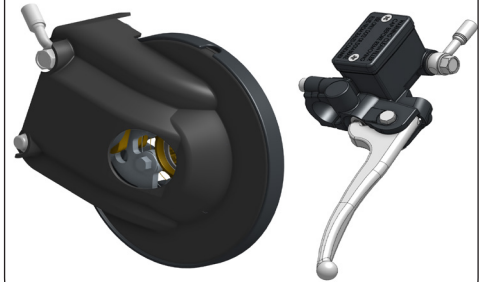


FIG #39



BRAKE LINE ROUTING

Two options are available to route the brake line. Option one: route brake line along the chassis up to the handlebars without removing any bodywork components. Option two: disassemble bodywork components to enable easy routing of line and master-cylinder up to handlebars. See **Figure 39**. 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 a large radius in the 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.



INSTALLATION INSTRUCTIONS: BRAKE SYSTEM

COMPLETE BRAKE SYSTEM

FIG #40 LIGHT WEIGHT BRAKE

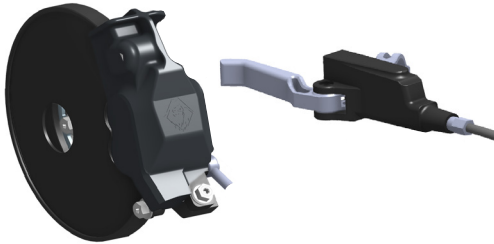
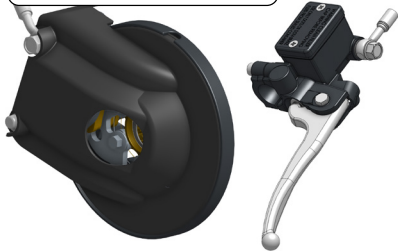


FIG #41 HAYNES BRAKE



LIGHT WEIGHT BRAKE AND HAYNES BRAKE

Both the YETI light weight brake and the Haynes brake systems come with a supplied brake lever. These are both **pre-bled systems** and allow you to replace your bikes front brake lever without requiring a bleed to your System's break.

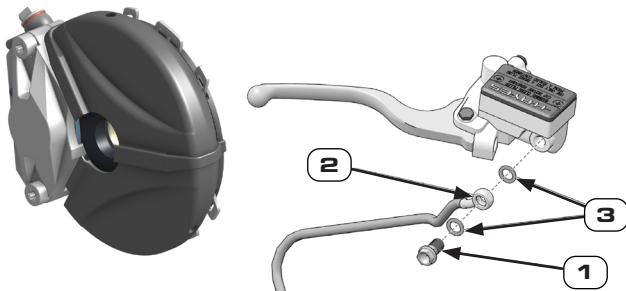
Install either of these systems on the handlebars at the same position occupied by the original braking system.

Re-assemble all motorcycle components removed during the Conversion 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.

OEM BRAKE LEVER SYSTEM BRAKE BLEED REQUIRED

FIG #42 BILLET BRAKE



NOTE: There must be no loops in the brake line. Keep it in an uphill position during the next step.

IMPORTANT: During 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. 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 42** (BILLET BREAK).

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 $\frac{1}{2}$ turn and push the other end of the plastic tube on the bleeder valve.
- Position the new brake fluid bottle securely at handlebar level. Submerge end of brake line in brake fluid.



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.



KIT ADJUSTMENTS: BRAKE SYSTEM

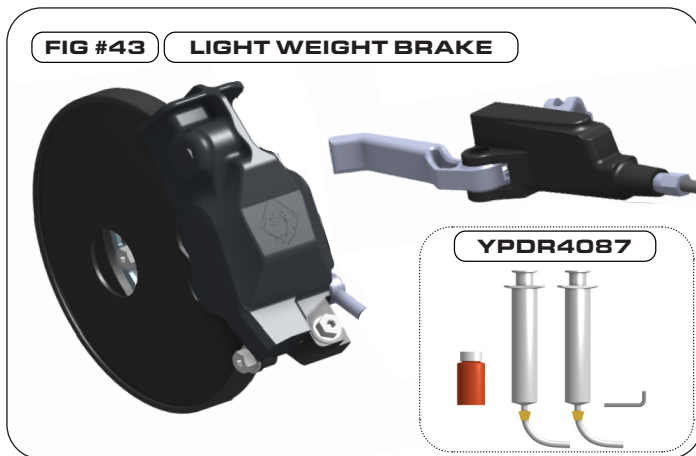
BRAKE SYSTEM VALIDATION

Perform the following test after assembly and bleeding of the braking system by pumping the brake lever a few times and lock it in the closed position for 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.

BRAKE BLEED FOR LIGHTWEIGHT BRAKE



IMPORTANT: The lightweight brake uses mineral oil, do not use any other type of fluid when servicing your system.

PARTS REQUIRED FOR LIGHTWEIGHT BRAKE BLEED

- YPDR4087 Bleed kit **Figure 43**
- Mineral oil [Supplied in bleed kit]
- Bleed block or spacer (Supplied in bleed kit)
- Torx keys [supplied in bleed kit]
- Paper towels or rags
- Gloves and eye protection

STEP 1:

- Crack loose all 6 bolts on the lower right hand bearing plate.
- Remove caliper from the kit by removing the two vertical rear bolts on the drive plate then remove brake pads.
- Start by making sure the brake lever is level and the caliper is the lowest point in the system.
- Insert the bleed block in the caliper to protect the pistons.
- Clean the lever and caliper area with isopropyl alcohol.

STEP 2:

- Fill one syringe [the “push” syringe] with 30ml of fresh mineral oil and remove as much air as possible.
- Leave the other syringe empty [this will be the “catch” syringe for old fluid].

STEP 3:

- Attach the full syringe to the caliper bleed port (at the bottom).
- Attach the empty syringe to the lever bleed port (at the top).
- Ensure both connections are snug but not overtightened.

STEP 4:

- Hold both syringes upright to prevent air from entering the system.
- Slowly push mineral oil from the bottom syringe [caliper] up toward the lever syringe. Do this until there is 5ml left.
- You’ll see bubbles rise into the upper syringe.
- Once the upper syringe is about halfway full, gently pull some fluid back down — this helps dislodge trapped air.
- Repeat the push-pull motion a few times until no bubbles appear then flick the break lever to help dislodge any remaining air pockets.

STEP 5:

- With light pressure on the lower syringe, crack the second bleed port on the caliper. When fluid starts escaping, close the second bleed port.
- Apply light pressure on the lower syringe again, then unscrew the top syringe and insert the brake lever bleed screw and tighten.
- Next close the caliper bleed port and remove the syringe. Re install the bleed screw and tighten.

STEP 6:

- Wipe away any spilled fluid with alcohol.
- Reinsert brake pads and attach caliper back to the kit.
- Pump the brake lever several times to seat the pads and check for firmness.
- If the lever still feels spongy, repeat the bleed or tap the lines gently to release micro-bubbles before closing.

NOTE: Avoid touching the brake rotor or pads with oily hands.

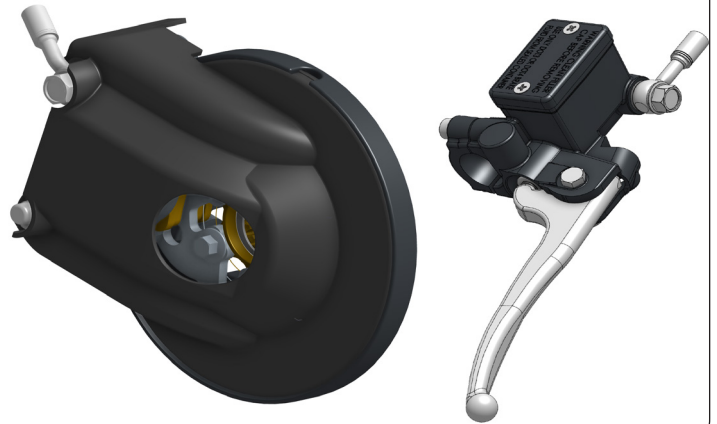


KIT ADJUSTMENTS: BRAKE SYSTEM

FIG #44 BILLET BRAKE



FIG #45 HAYNES BRAKE



BRAKE BLEED FOR BILLET AND HAYNES BRAKE

IMPORTANT: Different bikes and brake system requires different types of brake fluid make sure you are servicing your system with the correct fluid.

- 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 $\frac{1}{4}$ - $\frac{1}{2}$ 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 $\frac{1}{2}$ 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.

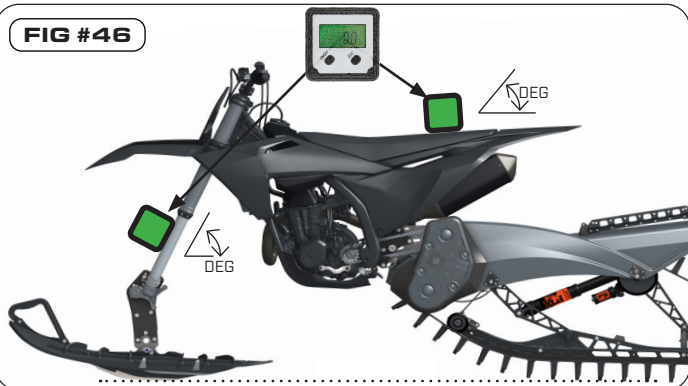


KIT ADJUSTMENTS: SOFT STRUT

ADJUSTMENTS

CAUTION: Adjustment settings on your YETI must be verified after first use of 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.

FIG #46



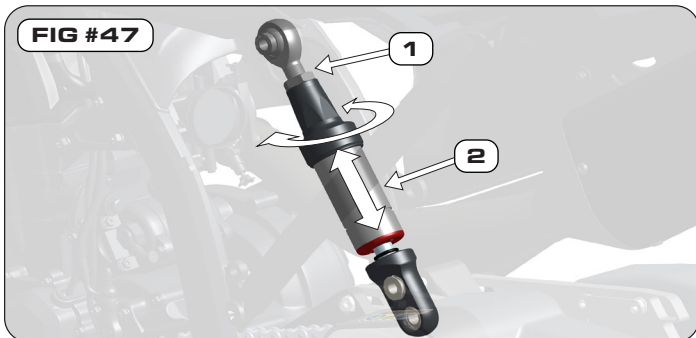
CONVERSION SYSTEM ADJUSTMENTS

Adjusting Soft Strut length has a direct impact on the bike's handling. Modifying the Strut's length to adapt to changing snow conditions has a radical effect on ski behavior.

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

Adjust length of Soft Strut to duplicate, as closely as possible, the bike's geometry as represented by the previously measured fork and seat angles. **Figure 46.**

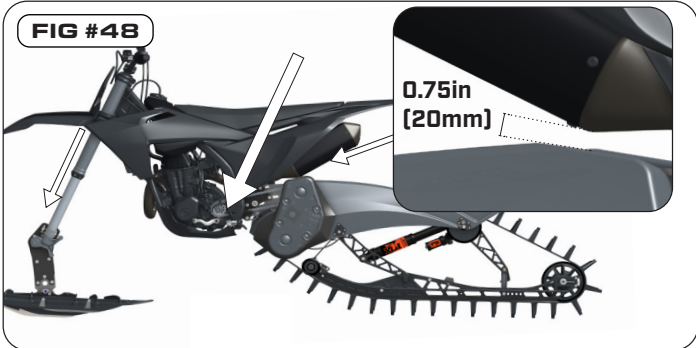
FIG #47



SOFT STRUT

Loosen the rod-end lock nut **[1]**. Adjust length of rod-end by rotating the Soft Strut **[2]** using a wrench. See **Figure 47.**

FIG #48

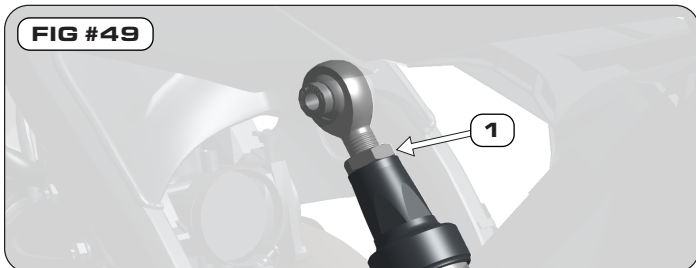


VERIFICATION

After having adjusted the Soft Strut, verify that the suspension dynamics are well balanced. In the sitting position, depress the suspension; the front and rear must move together in the bike's fork angle direction. See **Figure 48.**

CAUTION: Make sure exhaust is 0.75in (20mm) from your kit. Your soft strut can compress under load and could impact your Kit or effect your carbon without the clearance stated above.

FIG #49



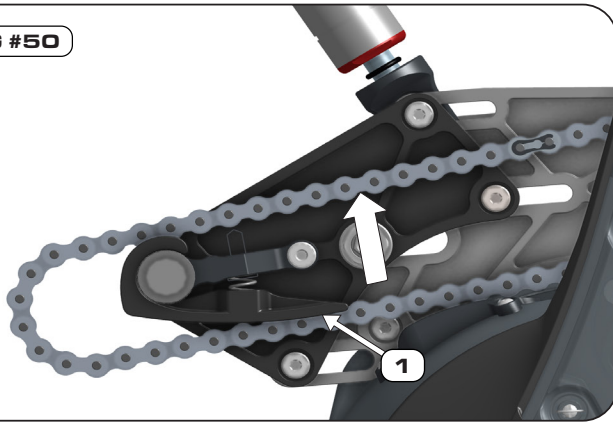
LOCK NUT

Once the Soft Strut adjustment is completed, tighten the lock nut **[1]** back to 40 Nm [30 lb-ft]. See **Figure 49.**



KIT ADJUSTMENTS: BIKE MOUNT

FIG #50



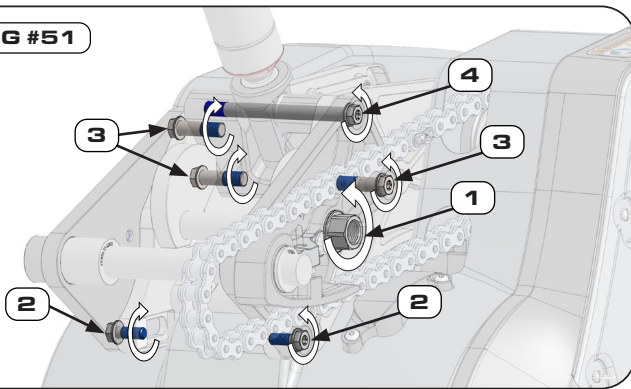
DRIVE CHAIN

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. See **Figure 50**.

FIG #51



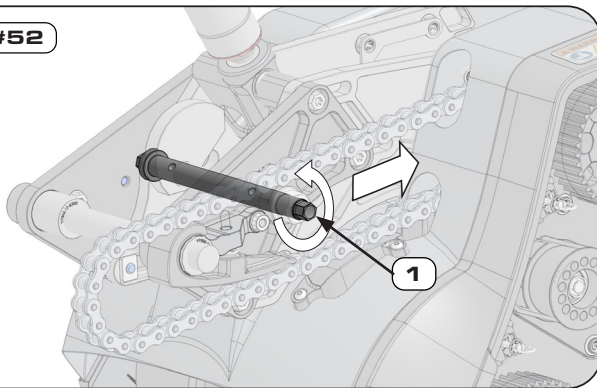
BIKE MOUNT LOOSENING

Loosen eccentric bolt nut **[1]** using the special socket provided in your YETI SnowMX parts kit. **Figure 51**.

Loosen 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 51**.

NOTE: Do not loosen the bolts too much **[2]**; This can result in the T-nuts falling out.

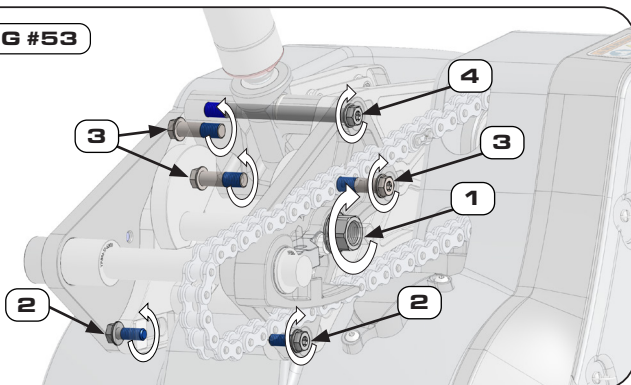
FIG #52



TENSION BOLT

Rotate eccentric bolt **[1]** to adjust chain tension as required. Use a 12-mm socket. **Figure 52**.

FIG #53



BIKE MOUNT TIGHTENING

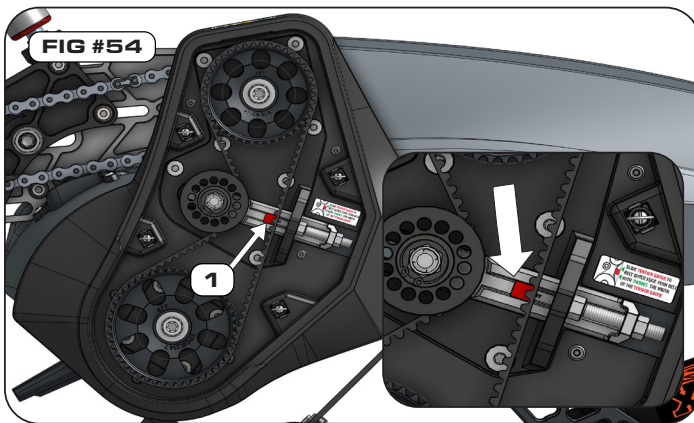
IMPORTANT: Remove all play in the chain without over-tensioning it. The chain must be tensioned before tightening Bike mount bolts and locking it in place.

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 53**.

Release the chain tensioner back onto the chain.

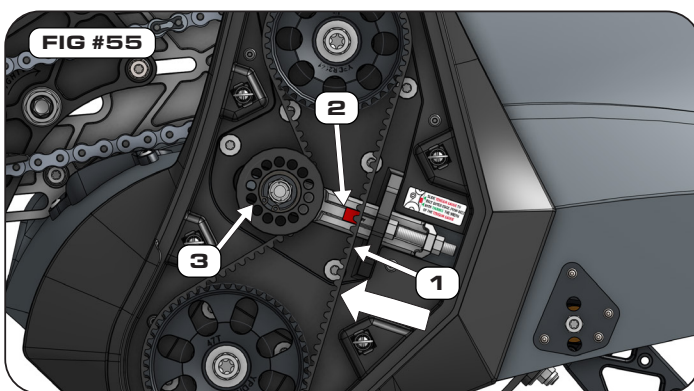


KIT ADJUSTMENTS: SYNCRODRIVE



SYNCRODRIVE BELT TENSION GAUGE

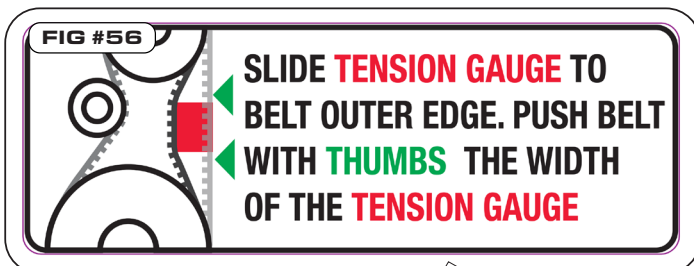
To test belt tension, slide the red tension gauge **[1]**, incorporated in tensioner mechanism, to the outer edge of the Syncrodrive belt. See **Figure 54**.



SYNCRODRIVE BELT TENSION CHECK

With your thumbs, apply pressure to the belt **[1]**, where the tension gauge **[2]** sits, toward the tensioner pulley **[3]**. See **Figure 55**.

Recommended 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 56**.



TENSION ADJUSTMENT

Loosen tensioner pulley nut **[1]** $\frac{1}{2}$ to $\frac{3}{4}$ turn. See **Figure 57**.

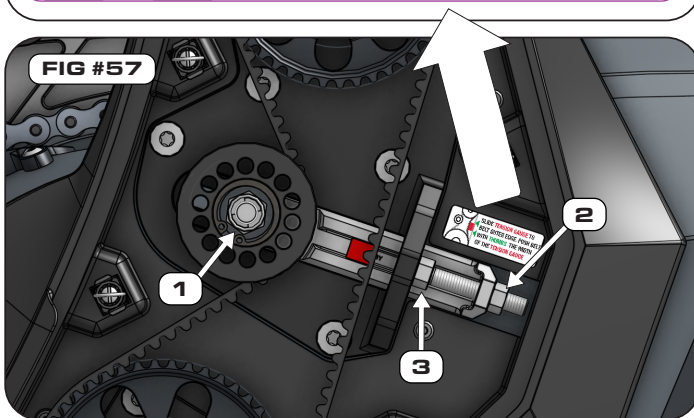
IMPORTANT: Do not loosen tensioner pulley nut **[1]** more than $\frac{1}{2}$ to $\frac{3}{4}$ turn. If the nut is too loose during the adjustment process, the belt tension could increase when the nut is tightened back.

Loosen lock nut **[2]** on the Belt Tensioner bolt. See **Figure 57**.

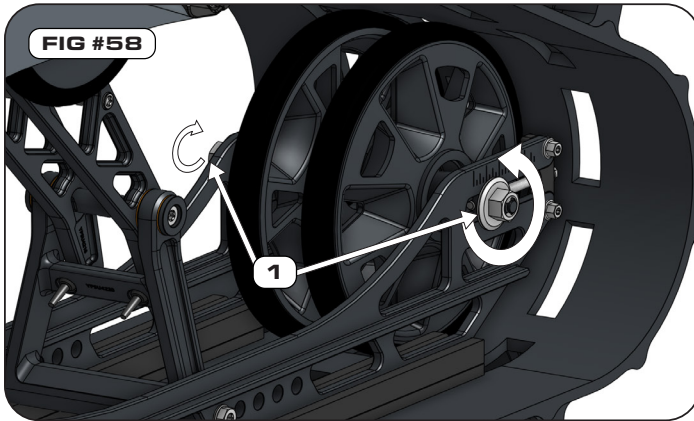
Rotate Belt Tensioner adjusting bolt **[3]** to raise or lower belt tension. See **Figure 57**.

Tighten tensioner pulley nut **[1]** back to 55 Nm [38 lb-ft] of torque. See **Figure 57**.

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

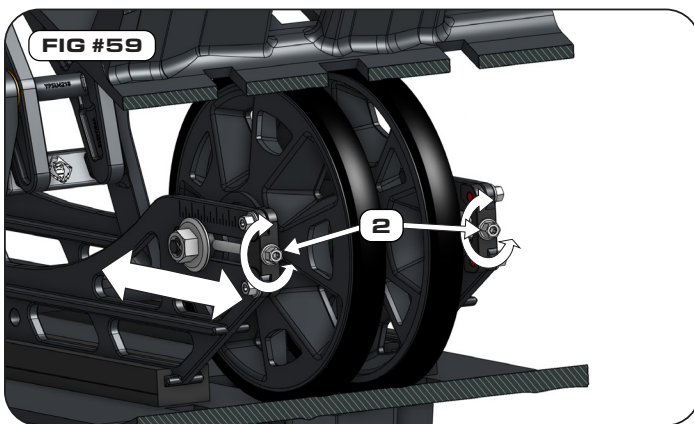


KIT ADJUSTMENTS: TRACK



TRACK TENSION

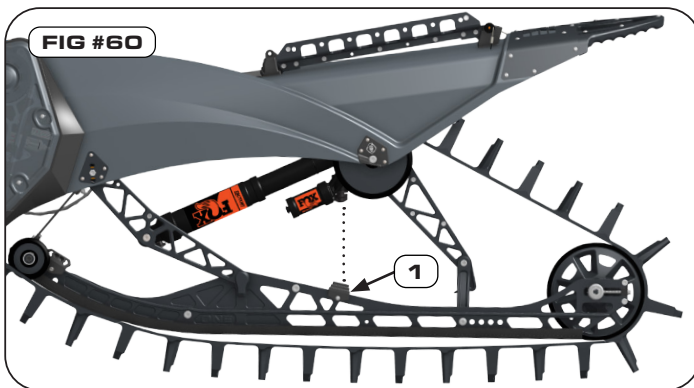
CAUTION: The two rear wheel assembly axle nuts **(1)** must be loosened before adjusting Track tension. See **Figure 58**



TRACK TENSION BOLT

Rotate the right and left rear wheel axle adjustment bolts **(2)** an equal number of turns, clockwise or counterclockwise, to set the Track to the recommended tension. See **Figure 59**.

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



TRACK DEFLECTION

The table below shows the force applied and the deflection which must/ occur when track tension is correctly set. Refer also to **Figure 60** and **Figure 61**.

FORCE	DEFLECTION
15lbs [6.8kg]	1.5in [38mm]

A higher rubber track tension reduces drive “ratcheting”.

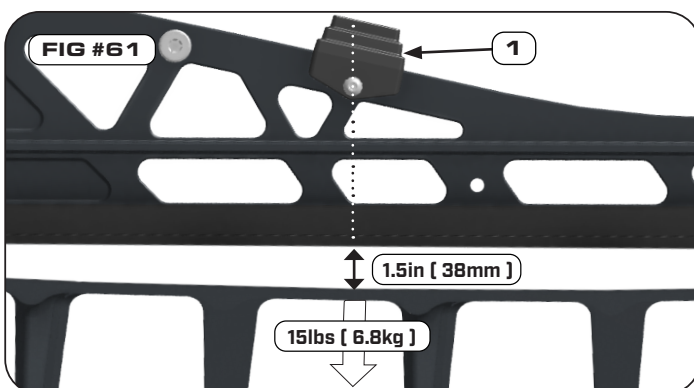
NOTE: Track tension set too high could cause premature wear on system components.

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

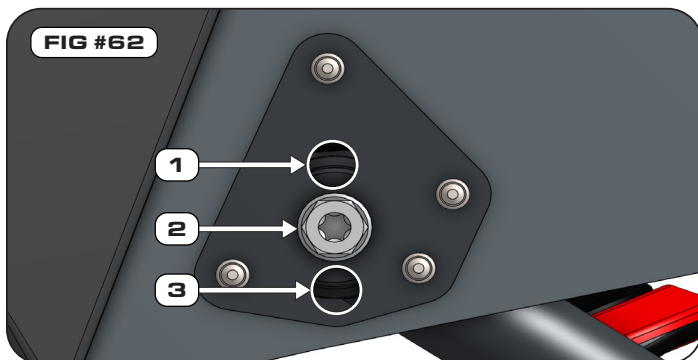
Check Track tension using as reference points the rubber bumpers located at mid-point between the two lower shock absorber mount shafts **(1)**. See **Figure 61**.

Tighten the two rear wheel axle nuts **(1)** back to 55 Nm (38 lb-ft) of torque. See **Figure 58**.

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



KIT ADJUSTMENTS: SUSPENSION



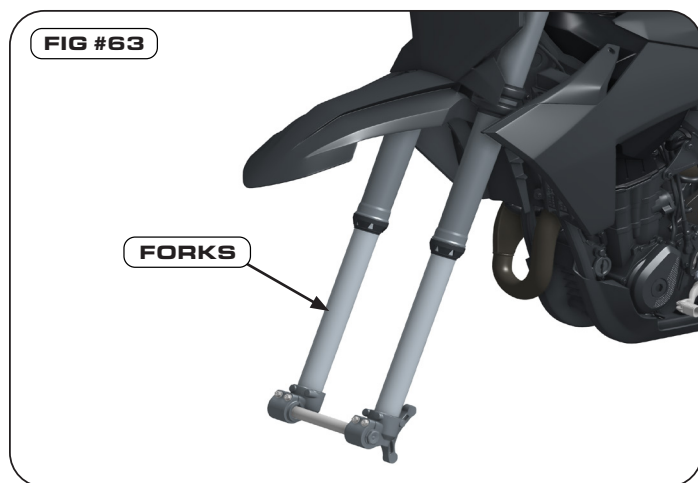
FRONT SUSPENSION PLATE ANGLE - ADJUSTMENT

The YETI SnowMX conversion system is shipped with the front suspension arm bolted in the middle position **(2)** on the frame. See **Figure 62**.

There are 3 adjustment settings for the front suspension arm bolting point. The bolting position has an effect on the suspension and on ski pressure.

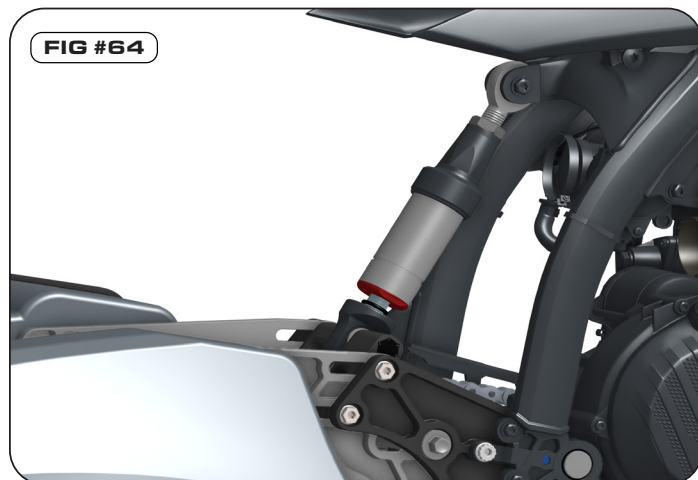
CAUTION: Make sure suspension arm assembly bolts are bolted in the same position on both sides of the frame.

BOLT POSITION	EFFECT ON HANDLING
1 UPPER	Higher ski pressure Great powder performance Best performance for climbing
2 MIDDLE	Factory setting: Best overall setting
3 LOWER	Lower ski pressure Better shock performance Performs well on hard pack



FORK ADJUSTMENT

Adjust compression of fork to your preferences while keeping dynamic balance with the rear suspension. Refer to the bike manufacturer's manual for the adjustment procedure.



SOFT STRUT ADJUSTMENT

Adjusting your soft strut will change your bikes geometry from its factory angles. Running a shorter soft strut will rake your bike's suspension, resulting in lower ski pressure. Lengthening your soft strut will increase ski pressure and fork angle. Adjust to your preference.

CAUTION: Make sure exhaust is 0.75in [20mm] from your kit. Your soft strut can compress under load and could impact your Kit or effect your carbon without the clearance stated above.



KIT ADJUSTMENTS: SUSPENSION



YETI ONE SKID

For the full setup guide for your **ONE** skid please see the ONE skid setup guide on www.yetisnowmx.ca



STANDARD SKID

For the full setup guide for your **STANDARD** skid please see the STANDARD skid setup guide on www.yetisnowmx.ca



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 for following the maintenance schedule provided by the manufacturer

CONVERSION SYSTEM MAINTENANCE

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 from pages 30 to 37.

TORQUE SPECS

Each assembly can vary in torque specs depending on the use of hardware. To see the torque specs for the assembly you are working on, see our YETI Parts List.

MAINTENANCE	FIRST USE	EACH USE	EVERY 25 HRS	EVERY 50 HRS	100HRS ANNUAL
SYSTEM - VISUAL INSPECT	Clean Inspect	Clean Inspect			
SYSTEM - ADJUSTMENTS	Adjust	Clean Inspect	Inspect Adjust		
BOLT TORQUE	Inspect	Inspect Adjust			
CHAIN / MASTER LINK	Adjust	Adjust Lube Chain	Lube Master Link	Replace Master Link	Replace Chain
SPROCKETS			Inspect		Replace
BRAKE	Inspect		Inspect Adjust		
CHAIN TENSIONER				Inspect	Inspect Replace
SYNCHRO DRIVE BELT	Adjust		Inspect Adjust		Inspect Adjust
BEARINGS, DRIVESHAFT			Inspect		Inspect Replace
SYSTEM - CRACKS					Inspect
BIKE MOUNT - LUBE					Inspect Lube
BIKE MOUNT - ADAPTERS				Inspect	Inspect Replace
TRACK- TENSION	Adjust	Inspect Adjust			
TRACK - WEAR					Inspect
WHEELS - WEAR					Inspect
WHEELS - BEARINGS				Inspect	Inspect Replace
SUSPENSION - GUIDE WEAR			Inspect		Inspect
SUSPENSION - LUBRICATION			Inspect Lube		
SUSP. - LOWER SHOCK BUSHINGS				Inspect	
SUSPENSION - NYLON BUSHINGS			Inspect		Inspect Replace
SUSPENSION - SPROCKETS			Inspect		Inspect
SUSPENSION - SWINGARM			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
SOFT STRUT - ROD END				Inspect	Inspect Replace
SOFT STRUT			Inspect	Inspect Replace	



MAINTENANCE

CAUTION: Some of the repair or maintenance tasks require the use of petroleum-based products, such as oil or grease, which should not be handled directly. Use protective gloves that are resistant to petroleum-based products are required. In case of contact with skin, clean immediately with soap and water.

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 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

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 23 & page 27.

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 lock compound 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 24.

SPROCKETS - WEAR: Verify wear and general condition of sprockets in chain drive mechanism. Refer to "Wear" in the Maintenance section on page 33. 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 33. 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 33.

CHAIN - LUBRICATION: Lubricate the System's drive chain according to the maintenance chart. Refer to "Lubrication" in the Maintenance section on page 33.

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 the drive system.

BRAKE PADS - WEAR: Verify wear on brake pads. Refer to "Wear" in the Maintenance section on page 33. Replace brake pads if wear is too great.

BRAKE - OIL LEVEL: With vehicle upright and on a level surface, check oil level to make sure that it is above 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 20-22.

CHAIN TENSIONER - WEAR: Verify wear and general condition of Chain tensioner. Refer to "Wear" in the Maintenance section on page 33.

SYNCRO DRIVE BELT - WEAR: Verify wear and general condition of Syncro Drive Belt. Refer to "Wear" in the Maintenance section on page 33.

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 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 32.

BIKE MOUNT - ADAPTERS: Check for play at points where the rear System mounts to the bike. Refer to "Wear" in the Maintenance section on page 36.



MAINTENANCE

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 26.

WEAR: Verify wear and overall condition of the System's rubber track. Refer to "Wear" in the Maintenance section on page 34.

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

WHEELS

WEAR: Verify general condition of wheels and inspect for wear on outside diameter or deformation. Refer to "Wear" in the Maintenance section on page 34. 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 34. Replace guide rails if wear is too great.

FRONT SUSPENSION ARM - CRACKS: Visually inspect front suspension arm for cracks or defects that can impair proper operation.

SHOCK ABSORBERS LOWER MOUNTING POINTS - WEAR: Check the shock absorber lower mounting points for wear. Replace parts if there is excessive play. Refer to "Wear" in the Maintenance section on page 36.

BUSHINGS - WEAR: Verify play and extent of wear of bushings on front and rear suspension arm. Refer to "Wear" in the Maintenance section page 37. 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 33. Replace the sprockets if wear is too great.

RUBBER DAMPERS: Check general condition of rubber dampers on suspension rails. See "Wear" in the Maintenance section, page 34. Replace dampers if severely deformed or cracked.

SKI

SKI SKAG: Inspect general condition of Skag. Refer to "Wear" in the Maintenance section on page 35. 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 35. 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 35.

SPINDLE

BUSHINGS - WEAR: Verify play and extent of wear of bushings on bolt securing ski to spindle. Refer to "Wear" in the Maintenance section on page 37. Replace bushings if play or wear is too great.

SOFT STRUT

ROD END: Check the Soft Strut's rod end for wear or excessive play. Refer to "Wear" in the Maintenance section on page 36. Replace rod end if it shows one of these defects.

SOFT STRUT - PLAY: Check play between the Soft Strut's body and stem. Replace Strut stem's inner urethane bushing if play is excessive. Refer to "Wear" in the Maintenance section on page 36.

DRIVE SHAFT - BRAKE HUB

Check for play between Drive Shaft and Brake rotor. If play is present between the components, disassemble Drive Shaft Brake Hub assembly, clean parts thoroughly, apply a layer of Loctite 660 in Drive Shaft and Brake Hub splines, and reassemble.

JACK SHAFT - SPROCKET

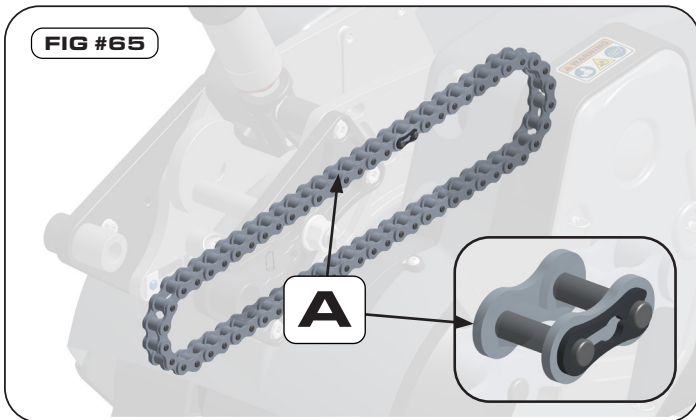
Check for play between Jack Shaft and sprocket. If present, disassemble Jack Shaft - Sprocket assembly, clean parts thoroughly, apply a layer of Loctite 648 in Jack Shaft and Sprocket splines, and reassemble.

CAUTION: Removing jack shaft will require and alignment tool to reassemble jackshaft.



MAINTENANCE: LUBRICATION

FIG #65

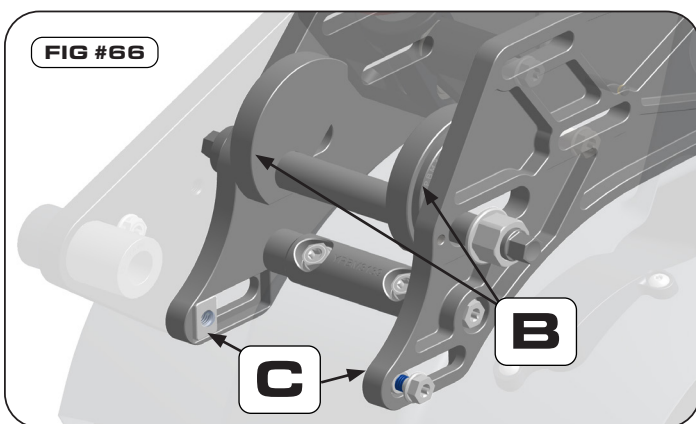


CHAIN AND MASTER LINK

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

Spray grease on the System's drive chain **[A]**. See **Figure 65**.

FIG #66



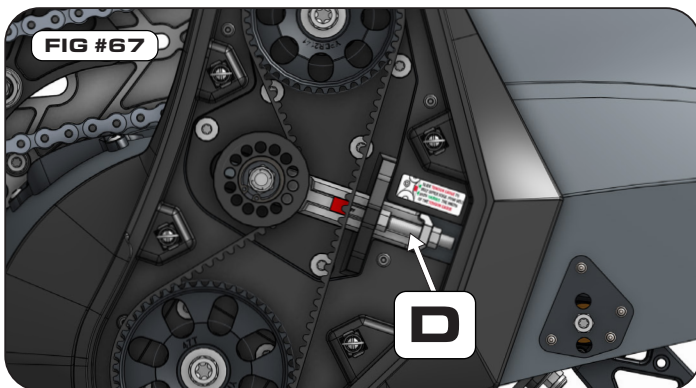
ECCESTRIC CAM - SLOT

Apply 1-2 cc of grease to circular slots **[B]** on each side of Bike Mount eccentric cam. See **Figure 66**.

T-NUTS - SLOTS

Apply 1 cc of grease to Bike Mount T-slots **[C]**. See **Figure 66**.

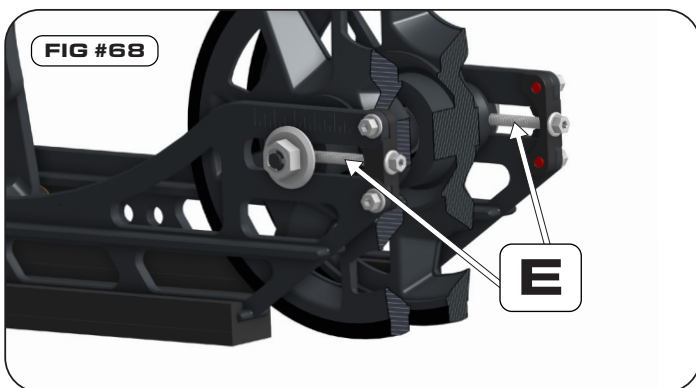
FIG #67



SYNCR0 DRIVE BELT - TENSION ADJUSTMENT BOLT

Apply 1 cc of grease to threads of belt tension adjustment bolt **[D]**. See **Figure 67**.

FIG #68

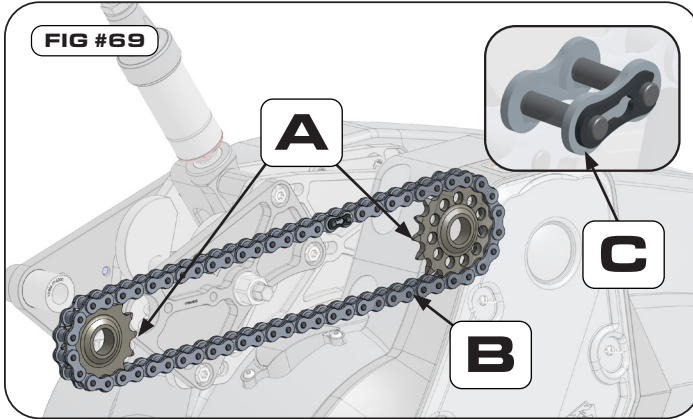


REAR AXLE - ADJUSTMENT BOLTS

Apply 1 cc of grease to threads of track tension adjustment bolts **[E]**. See **Figure 68**.



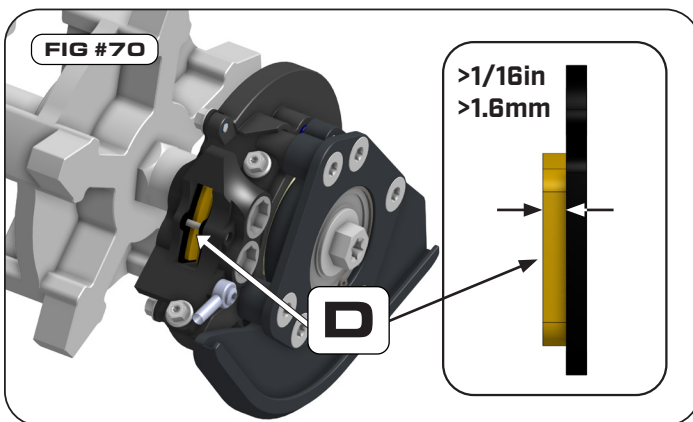
MAINTENANCE: WEAR



CHAIN AND SPROCKETS

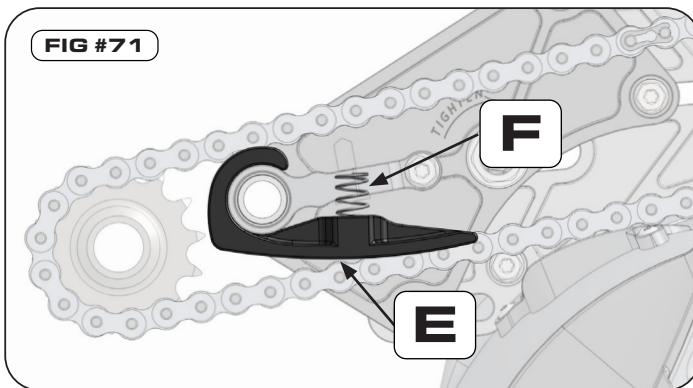
Inspect sprockets, chain and master link for wear. If worn replace sprocket, chain and master link **[A][B][C]**. See **Figure 69**.

CAUTION: Drive alignment tool required if changing jack shaft sprocket.



BRAKE PADS

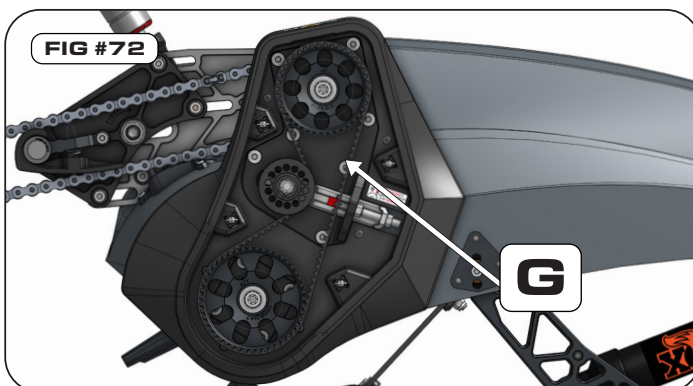
Inspect brake pads **[D]** for wear. If pad thickness is under 1.6 mm (1/16 in.), replace the parts **[D]**. See **Figure 70**.



CHAIN TENSIONER AND SPRING

Verify wear on Chain tensioner **[E]**. Replace tensioner if part number molded on the side is erased. See **Figure 71**.

Verify that the Chain guard spring **[F]** is functional and not damaged. Replace if defective. See **Figure 71**.



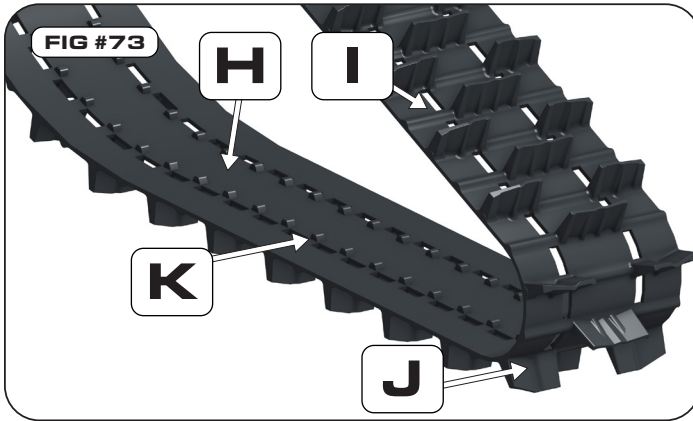
SYNCRO DRIVE BELT

Check the general condition of the Syncro Drive belt **[G]**. If you notice cracks or missing teeth, if cord is showing or there is abnormal wear, replace the belt. See **Figure 72**.

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



MAINTENANCE: WEAR



TRACK

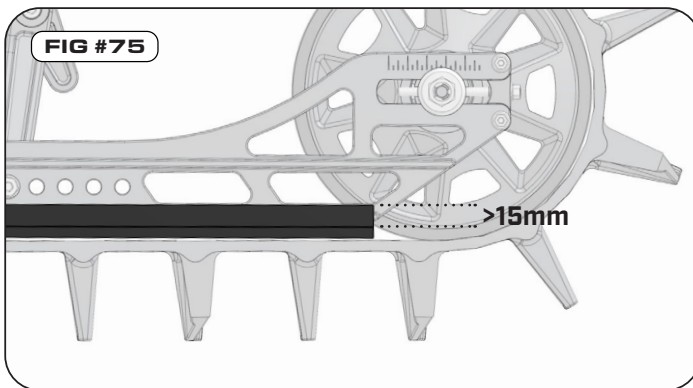
Verify wear on Track by inspecting the internal and external condition of the Track's carcass rolling path **(H)(I)**, driving lugs **(J)**. Make sure that the Track's internal structure does not have visible cuts or in worn areas. Make sure the steel clips **(K)** are not abnormally worn.

Inspect the sprockets (drivers) that drive the Track. If the Track is set to the required tension (38 mm deflection for an applied force of 6.8 kg) and that the sprockets (drivers) miss or skip over some of the driving lugs, the drivers must be replaced. See **Figure 73**.



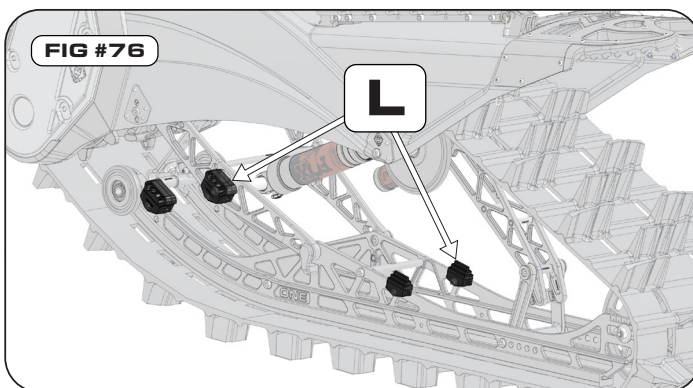
WHEELS

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. See **Figure 74**.



TRACK GUIDES (SLIDERS)

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 75**.

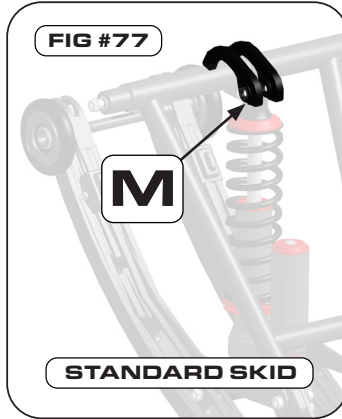


SUSPENSION BUMPERS

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 **(L)**. See **Figure 76**.

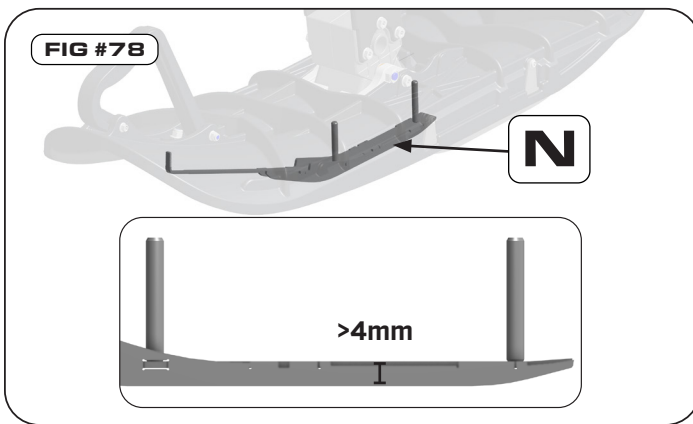


MAINTENANCE: WEAR



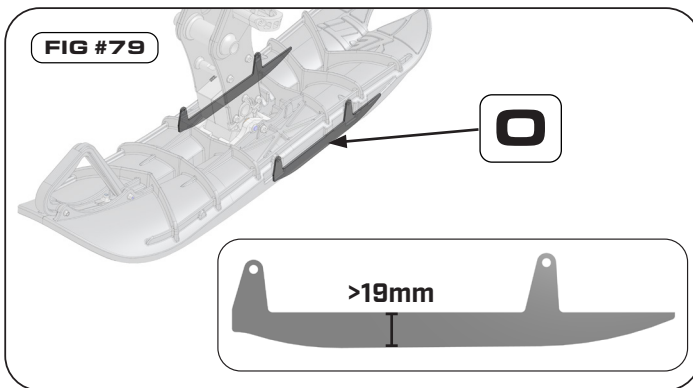
SKID PROTECTORS - FRONT ARM

Verify extent of wear on Front Arm Nylon Protectors **[M]**. If the track's inner drive lugs pass too close to the shock upper mount, replace both protectors. ONE skid **Figure 76**. STANDARD SKID **Figure 77**.



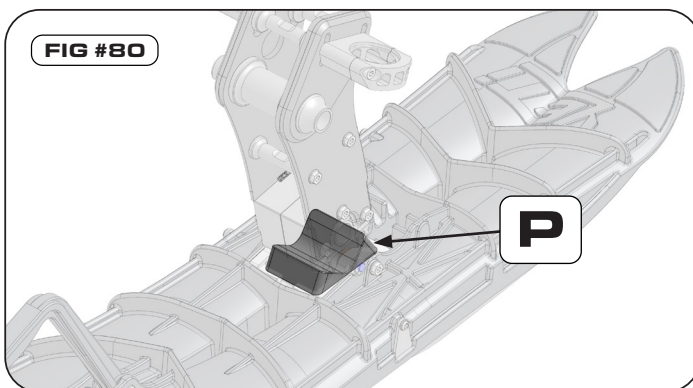
SKI SKAG

If the ski lacks support through turns on ice, check condition of the skag **[N]**. If the blades 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 78**.



SIDE RUNNERS

Verify the side runners **[O]** mounted on the ski. If they show rounded edges, they should be resharpened. Replace part if the height of a runner is under 19 mm (25mm when new). See **Figure 79**.



SKI RUBBER

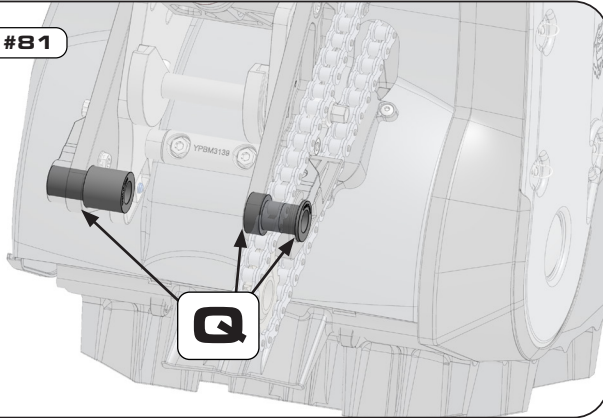
Inspect Rubber Damper mounted on ski. Replace damper if it shows cracks or is excessively worn or deformed **[P]**. A deformed Rubber Damper does not provide adequate support to the ski and affects the bike's steering behavior. See **Figure 80**.

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



MAINTENANCE: WEAR

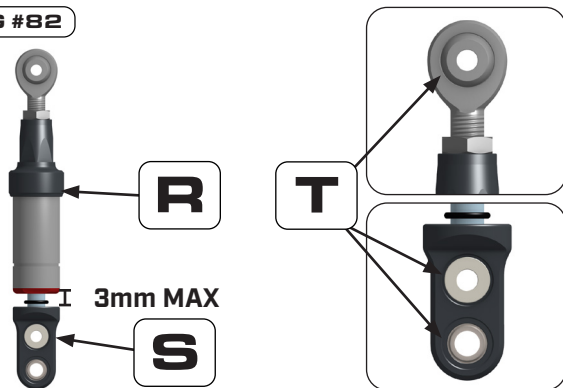
FIG #81



BIKE MOUNT BUSHINGS

Raise the YETI's rear above the ground and check for excessive lateral play at Bike Mount points where the System attaches to the bike. If play is too great, verify and replace the T-bushings [Q]. See **Figure 81**.

FIG #82



SOFT STRUT

Check for excessive play between the Soft Strut's lower mount point [S] and body [R]. If play is more than 3 mm, replace the Strut stem's inner urethane bushing or add shim [YPSU3939]. See **Figure 82**.

SOFT STRUT - BALL JOINT

Inspect ball joint on Soft Strut. Make sure that it is not seized or too loose [T]. see **Figure 82**.

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

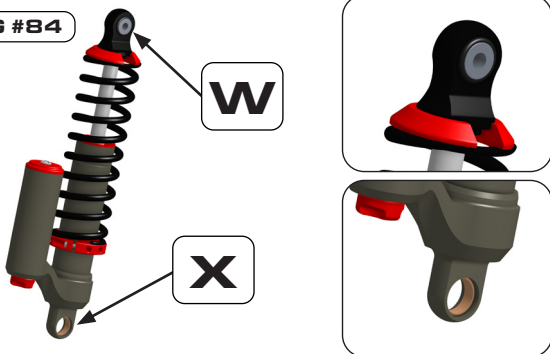
FIG #83



FOX SHOCK BALL JOINTS

A damaged or seized ball joint can cause damage to your system. Check for side to side play and rotation in the ball joints [U]. See **Figure 83**.

FIG #84



ELKA BUSHINGS

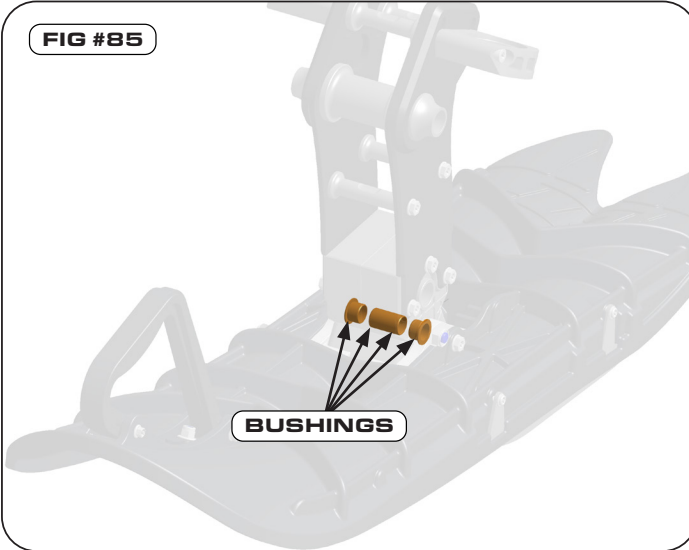
A damaged or seized ball joint can cause damage to your system. Check for side to side play and rotation in the ball joints [W].

Replace lower or upper shock sleeve if there is play relative to the mounting shaft [X]. See **Figure 84**.



MAINTENANCE: BUSHINGS

FIG #85

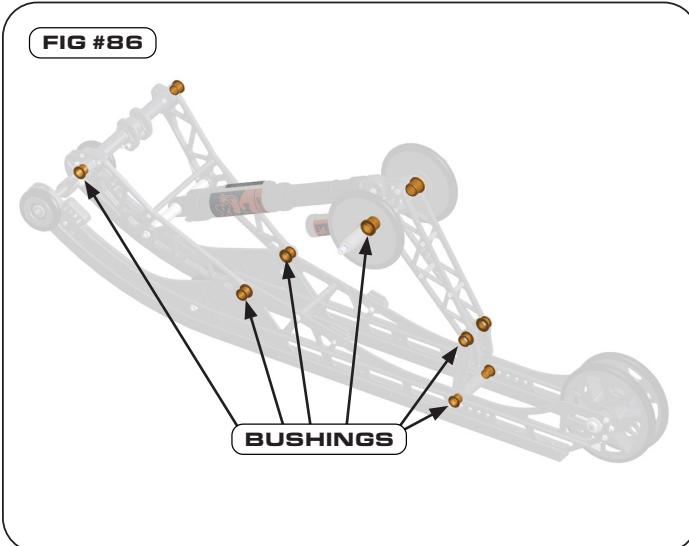


SPINDLE: BUSHINGS

Verify play and extent of wear on the bushings and the assembly bolt that secures the ski to the spindle. If there is abnormal play in the bushings, replace them. See **Figure 85**.

CAUTION: A damaged or worn bushing can lead to wear on structural parts. Running a worn or damaged bushing can result in unpredictable handling.

FIG #86

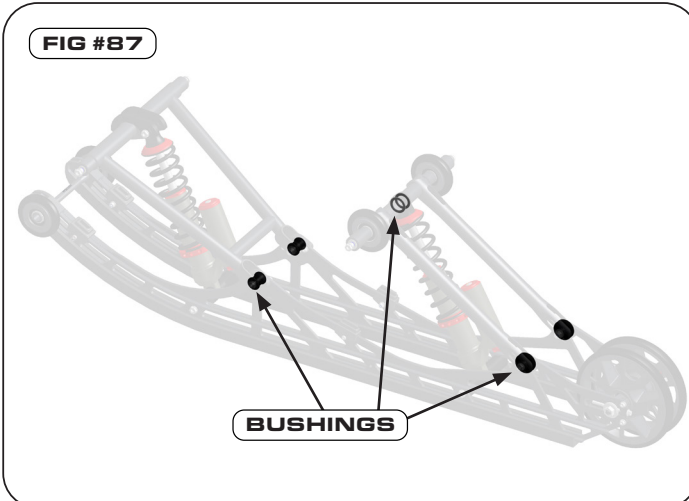


ONE SKID: BUSHINGS

Verify play and extent of wear on the bushings that connect suspension arms to the rails. If there is abnormal play in the bushings, replace them. See **Figure 86**.

CAUTION: A damaged or worn bushing can lead to wear on structural parts. Running a worn or damaged bushing can result in unpredictable handling.

FIG #87



STANDARD SKID: BUSHINGS

Verify play and extent of wear on the bushings that connect suspension arms to the rails. If there is abnormal play in the bushings, replace them. See **Figure 87**.

CAUTION: A damaged or worn bushing can lead to wear on structural parts. Running a worn or damaged bushing can result in unpredictable handling.



TROUBLESHOOTING

PROBLEM	CAUSE	SOLUTION
UNSTABLE SKI - HANDLING TO LOOSE	Incorrect angle of attack adjustment	Re-adjust the suspension's angle of attack
	Incorrect angle of attack adjustment	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 shock preload (spring or main air)
	Broken Suspension Limiter Strap	Replace Limiter Strap
	Limiter Strap is too long	Adjust Limiter Strap to a shorter position
SKI WASHOUT - UNDER STEERING	Sagged, damaged ski damper	Replace Ski damper if ski can move more than 20° up or 10° down
	Ski damper 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 too long	Adjust Limiter Strap to a shorter position
	Track too loose, worn sprockets, worn track	Adjust track tension, inspect parts, replace if needed
RATCHETING	Chain tensioner not adjusted properly or sprockets are worn out	Adjust chain tension. Inspect parts, replace if needed
	Improper chain adjustment or too little lubrication	Replace parts as a set, adjust & lubricate to manual specification (frequency)
RAPID WEAR OF CHAIN OR SPROCKETS	Misalignment of track drive shaft	Verify and realign drive track drive shaft assembly
RATTLING FROM REAR OF KIT	Rear bumper 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

