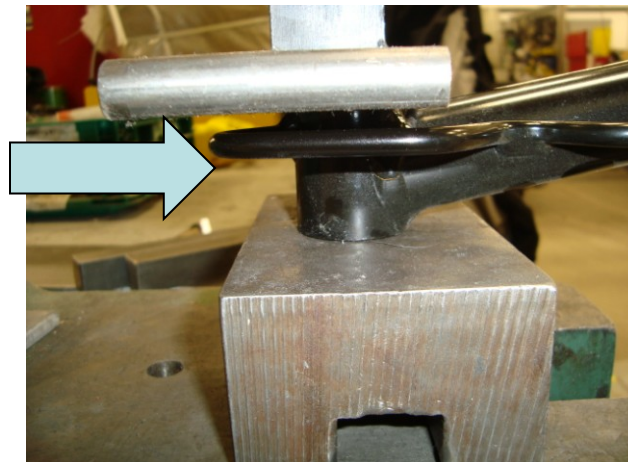
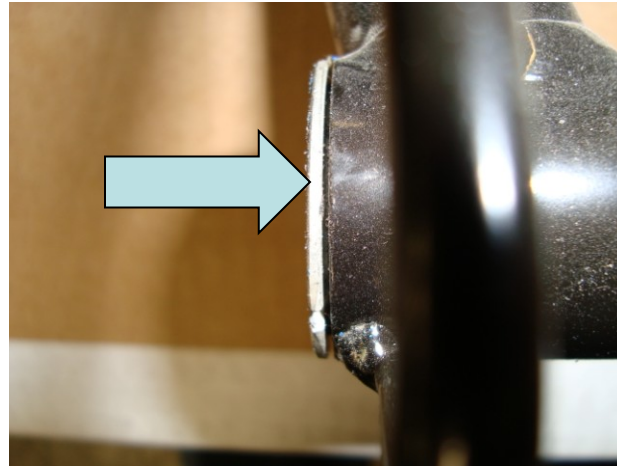
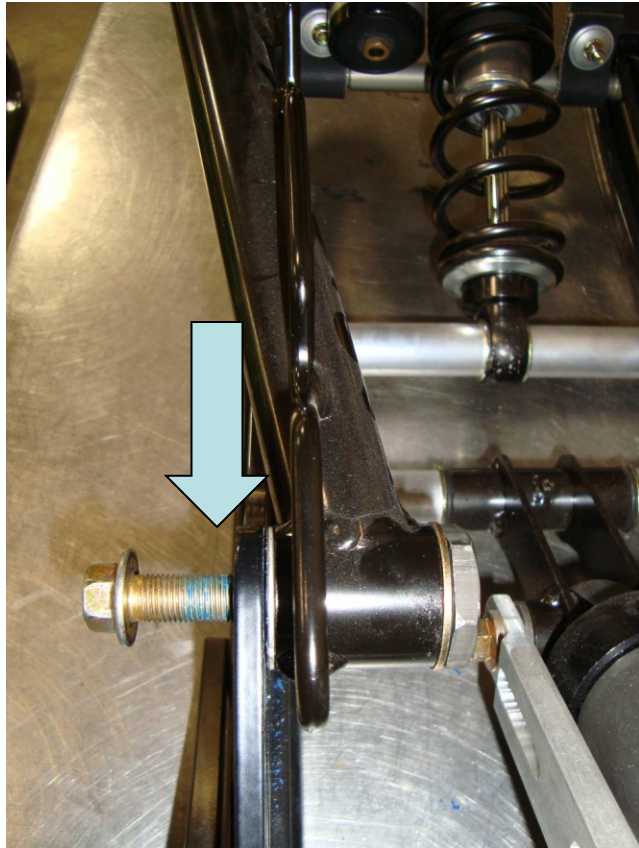


2013 SNO PRO ADDITIONAL UPDATES

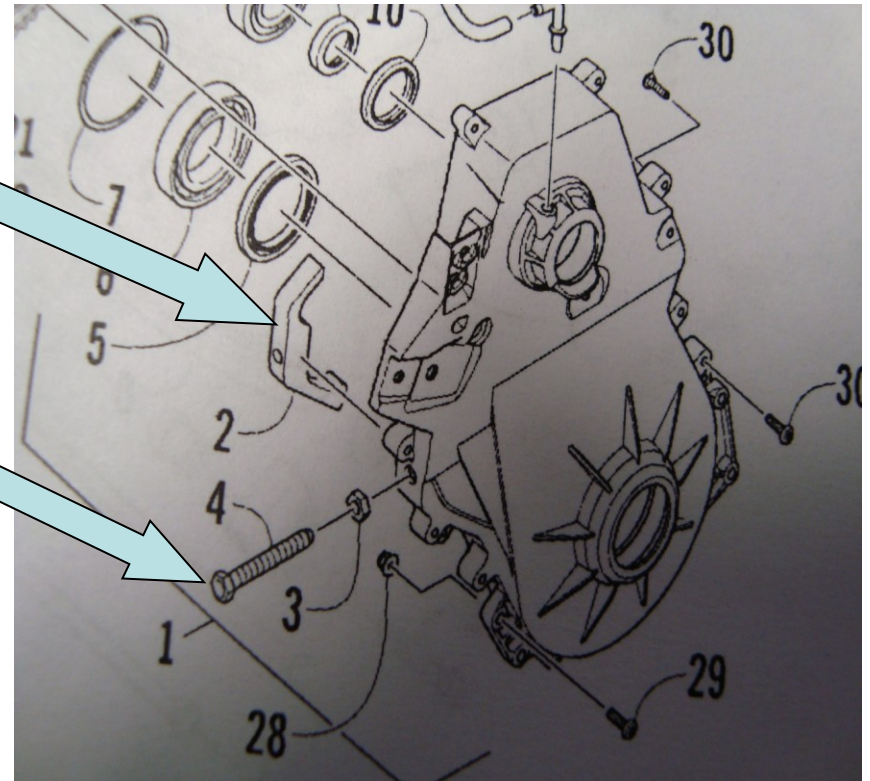
DATE: 12/4/12

Flange bushing on Front arm may not be fully installed causing the bolt to come loose. Remove front arm from rail and shock and put in a vise or press to press flange tight against the front arm spool.



Chain Tension

- It is very easy to over tighten your chain assembly. When tensioner(4) is backed off, aluminum tensioner plate(2) will rattle as you push in and out on bolt(4). Screw tension bolt(4) in until plate(2) no longer rattles. This means that the tensioner bolt(4) has just came in contact with the plate(2), and proper tension is applied. If you continue to thread in tensioner bolt(4), even by hand, you could very easily over tension chain causing failure or tight chain links.



REMOVING TRACK SHAFT

- Remove driven clutch using a 10mm wrench
- Remove brake disc guard using 8mm wrench and 25 torx
- Remove pads (note there is an inner and out and they are marked on the back side of the pad)
- Pump brake lever (4-6 times) to move pistons out. This will help in bleeding the brakes on the re-install.
- Lock Parking brake (keeps fluid from draining while caliper is split)
- Remove outer snap ring from drive shaft
- Remove bridge bolts using a 3/8" Allen wrench, take off outer half of caliper
- Remove brake rotor
- Remove inner snap ring (note this is a larger ID snap ring than the outer)
- Remove (3) 8mm bolts on inside of tunnel that secure inner caliper by using a 10mm wrench.
- Caliper is now free to slide off shaft
- Reverse process to install.
- Once caliper is bolted back together, un-lock parking brake and take reservoir cap off master cylinder.
- Force pistons back into caliper using two screwdrivers (or tool of choice). This will force any air out of the system.
- Install pads and replace cap on master cylinder once system is fully bled.

