

TIMBERSLED TRIO™ KIT



P/N 2883324;2883325;2883326;2883327

APPLICATION

The Timbersled TRIO Kit is designed to fit the below listed makes and models of bikes. The installation instructions given may vary slightly depending on your make and model of bike.

- **Honda®** : 2013 - present CRF250/450 R, X and RX models.
- **Yamaha®** : 2010 - present 250/450 WR/YZ/X and FX two-stroke and four stroke models.
- **Kawasaki®** : 2011 - present 250/450F models.
- **Husqvarna®** : 2014 - present 250/300/350/450/501 two-stroke and four stroke models.
- **KTM®** : 2013 - present 250/300/350/450/500 two-stroke and four stroke models.
- **Husaberg®**: 2013-2014 450/501 models.

BEFORE YOU BEGIN

Read these instructions and check to be sure all parts and tools are accounted for. Please retain these installation instructions for future reference and parts ordering information.

KIT CONTENTS

For installation on pre-2018 Timbersled kits the following kit is also required (sold separately):

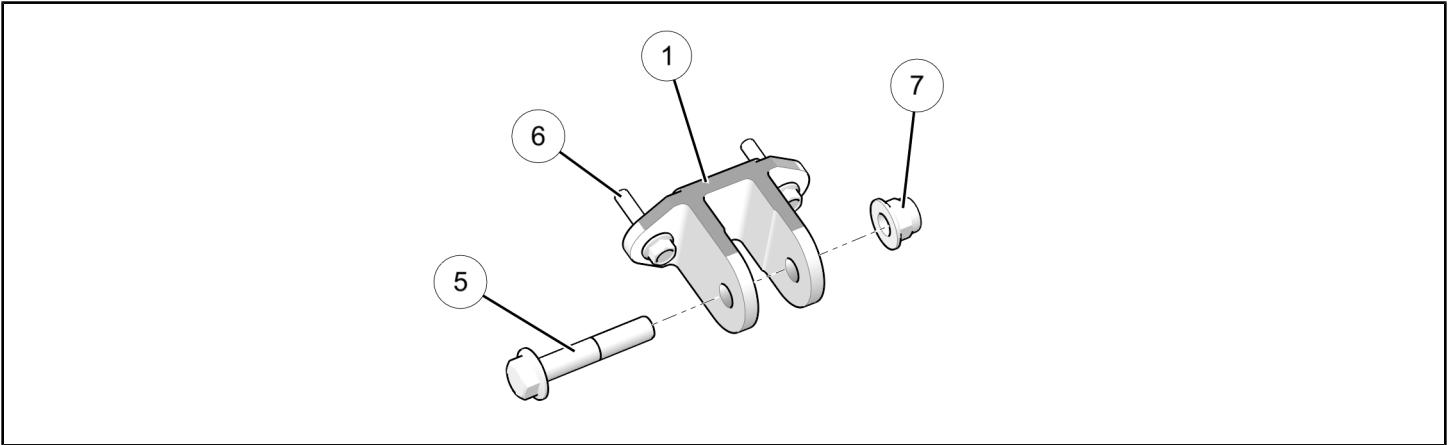
- **PN 2883418** - Traverse Ski Upgrade Kit

Depending on your make and model of motorcycle your kit contents will vary. See table below for each kit and their respective contents.

REF	QTY	PART DESCRIPTION	KTM HUSABERG HUSQVARNA KIT PN 2883324	HONDA KIT PN 2883325	YAMAHA KIT PN 2883326	KAWASAKI KIT PN 2883327
1	1	Shock Bracket	5141838	5141840	5141843	5141845
2	2	Spacer, Long	-	5141841	-	-
3	2	Spacer, Short	-	5141839	-	-
4	4	Spacer	-	-	5141842	5141844
5	1	Screw- M10X1.25X55	7519285	7519285	7519285	7519285
6	4	Screw-M6X1.0X30	7520874*	75208742*	7520874	7520874
7	1	Locking Nut	7547333	7547333	7547333	7547333
8	2	Screw-M6X1.0X40	-	7519878	-	-
	1	Instructions	9928531	9928531	9928531	9928531

Items marked with * use a quantity of 2

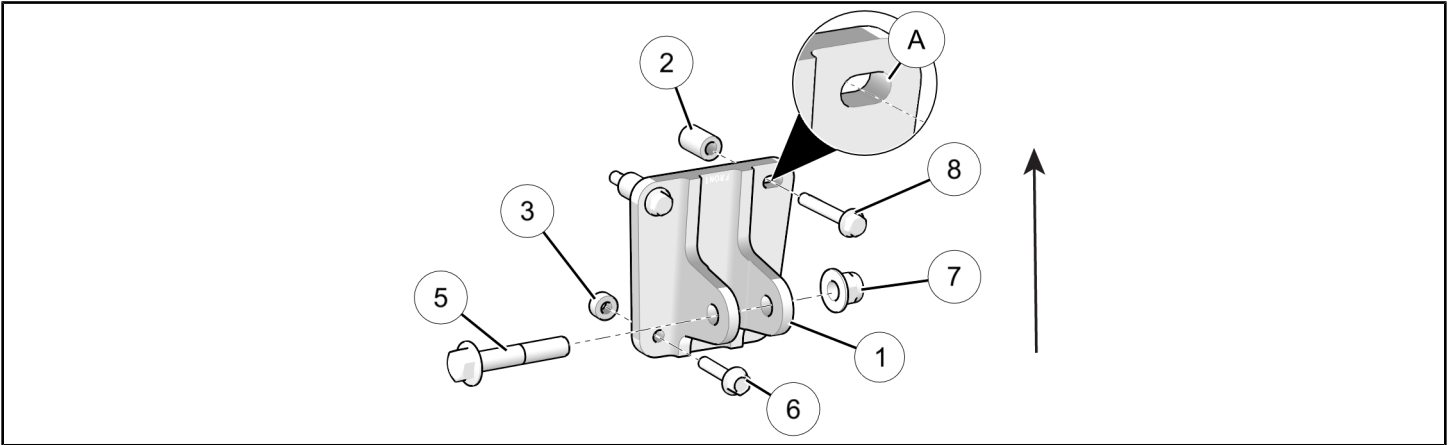
KTM - HUSABERG - HUSQVARNA KIT PN: 2883324



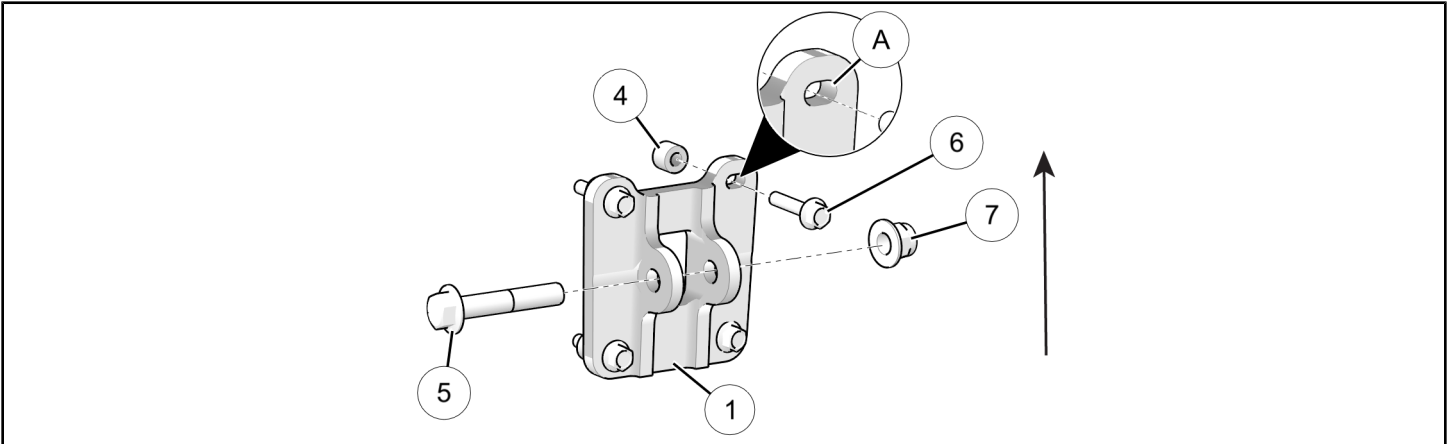
NOTE

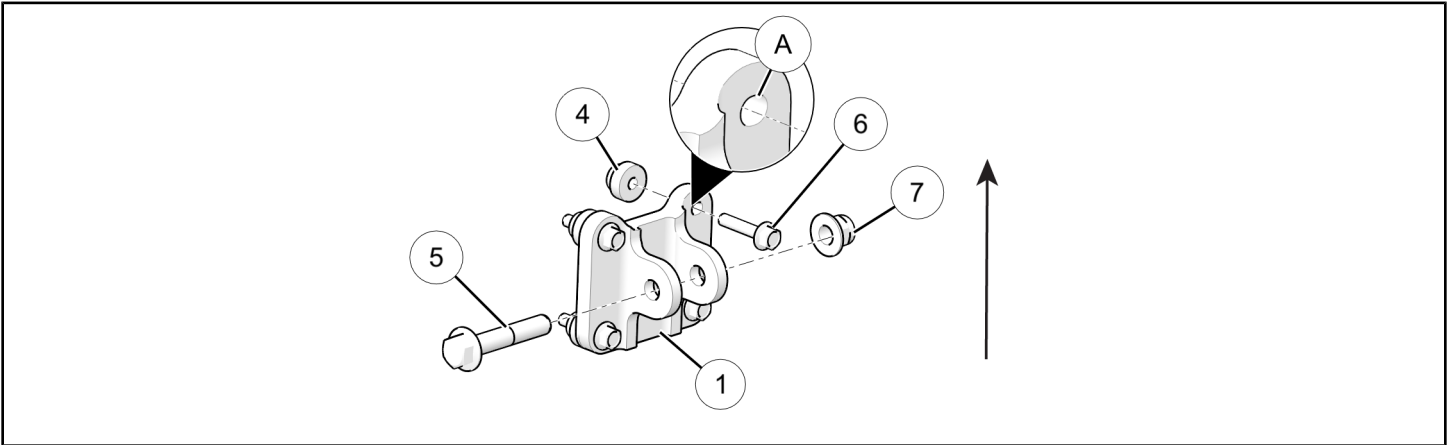
Slotted holes (A), along with arrows indicate forward direction of the shock bracket ①. Always mount shock bracket so that the slotted holes are towards the front of the motorcycle.

HONDA KIT PN: 2883325



YAMAHA KIT NO: 2883326





TOOLS REQUIRED

- Safety Glasses
- Socket Set, Metric
- Wrench Set, Metric
- Torque Wrench
- Vehicle Lift/Support Equipment

IMPORTANT

Your Timbersled TRIO™ Kit is exclusively designed for your vehicle. Please read the installation instructions thoroughly before beginning. Installation is easier if the vehicle is clean and free of debris. For your safety, and to ensure a satisfactory installation, perform all installation steps correctly in the sequence shown.

ASSEMBLY TIME

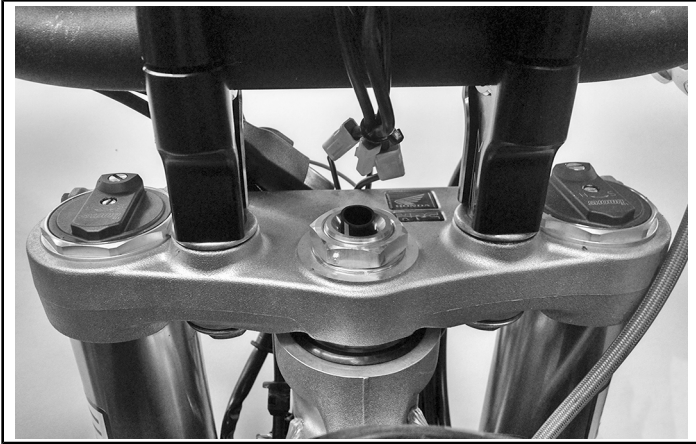
Approximately 18-30 minutes

NOTE

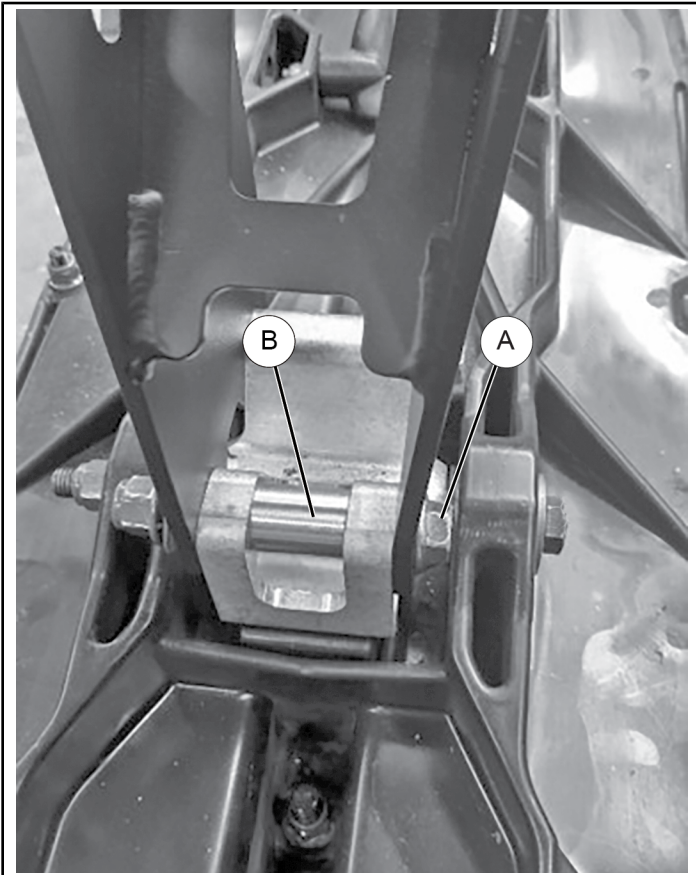
Additional time may be required for optional steps, or to accommodate other installed accessories.

INSTALLATION INSTRUCTIONS

1. Place your bike on a suitable support stand so that the ski is slightly off the ground and the bike is secure from tipping over.
2. Make sure your upper fork tubes are in the stock OEM position in the triple clamps. You may need to raise or lower the upper fork tubes in the triple clamps if they have been adjusted for specific summer riding.



3. Remove rear bolt (A) and aluminum spacer (B) from ski mounting block on spindle.



4. Remove the front fender from motorcycle.



5. Mount the upper TRIO mounting bracket as shown to the top of your TRIO shock using the supplied bolt. Make sure the Upper TRIO bracket is facing forward in relation to the bike and the TRIO shock reservoir is positioned towards the rear of the bike. Torque to the specification listed below.

NOTE

KTM shock mounting bracket is symmetrical. All other models shock brackets have slotted holes on the forward side of the bracket and must be mounted with the slotted holes towards the front of the motorcycle. See diagrams on pages 2 and 3 for details.

TORQUE

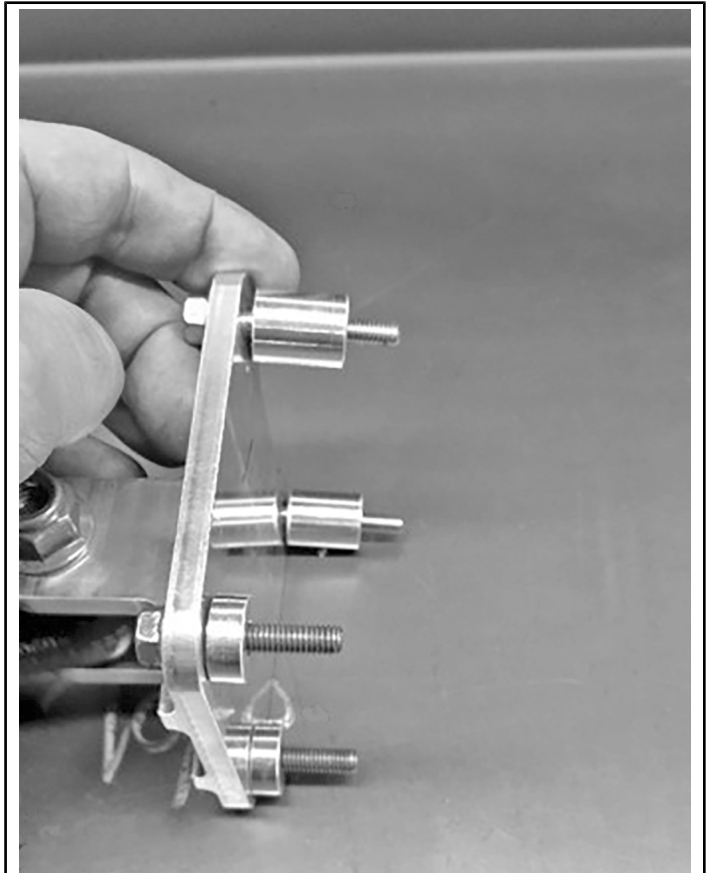
50 Nm (40 ft/lbs)



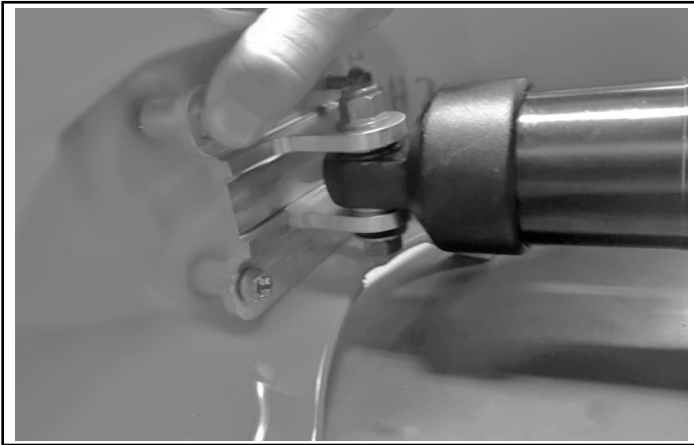
6. Install the supplied bolts and spacers into the upper mounting bracket. (Honda model shown)

NOTE

For **Honda** models install the two taller spacers to the front side of the shock mounting bracket as shown below. **KTM, Husaberg, and Husqvarna** models require no spacers. **Yamaha** models require four spacers of the same length that can be installed in any orientation. **Kawasaki** models require four spacers that will need to be installed with the larger diameter portion of the spacer against the shock mounting bracket.



- Place the fender onto the TRIO shock assembly with mounting bracket and hardware as shown. Ensure that the mounting hardware, upper TRIO bracket, spacers, and fender are lined up and the hardware is through all necessary pieces.



- Remount fender and TRIO assembly to the underside of the motorcycle's lower triple clamp. Torque to the specification listed below.

TORQUE

13Nm (9.5 ft/lbs)



- Place the lower eyelet of the TRIO shock into the original rear spindle block spacer location. The Timbersled TRIO shock is designed to have around $\frac{1}{4}$ " of pre-load when installed. This may cause the TRIO shock to appear to be too long when mounting into the rear spindle block spacer location.

For easy installation while maintaining proper pre-load of the TRIO shock, bleed off the air pressure in the main shock chamber of the TRIO shock until you can compress the shock the necessary amount to line up the lower mounting eyelet of the TRIO shock with the mounting hole of the spindle block. Insert the M10x1.5" rear spindle block bolt © when aligned and tighten nut ④. Torque to the specifications listed below.

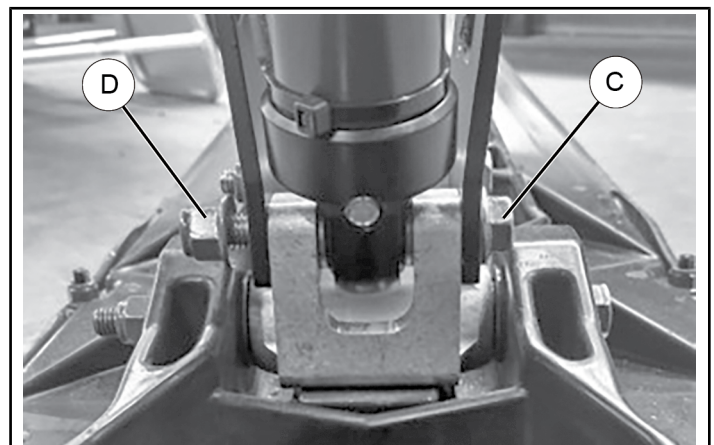
If your TRIO shock is too short for installation, loosen the pinch bolts on the motorcycles triple clamps and slide your motorcycle fork tubes up until the center of the rear spindle block bolt hole is $\frac{1}{4}$ " above the center of the lower TRIO shock mounting eyelet. Tighten the motorcycle triple clamp pinch bolts and torque to OEM manufacturer's specifications. This will ensure you maintain a $\frac{1}{4}$ " of preload on the TRIO shock when installed. Next, bleed off the air pressure in the main chamber of the TRIO shock until you can compress the shock enough to line up the lower eyelet of the shock with the mounting hole of the spindle block. Insert the M10x1.5" rear spindle block bolt © when aligned and tighten nut ④. Torque to the specifications listed below.

IMPORTANT

Ensure the TRIO shock has a minimum of a $\frac{1}{4}$ " pre-load when installed. The TRIO shock can become damaged if shock tops-out before motorcycle forks do at full extension during riding.

TORQUE

50 Nm (40 ft/lbs)



AIR PRESSURE SET-UP

1. First, use the supplied shock pump to set the air pressure in the EVOL chamber. To do so locate the lower Schrader valve and attach the supplied pump. See chart below for recommended setting.

IMPORTANT

To ensure proper ride characteristics always set the pressure in the EVOL chamber **FIRST**.

NOTE

Make sure the ski is off the ground so the shock is not under load and is fully extended before setting air pressures.



EVOL CHAMBER PSI SETTINGS

RIDER	PSI
Minimum	10 psi
125–150 lbs	20 psi
150–200 lbs	25 psi
200–250 lbs	30 psi
250–300 lbs	35 psi
Maximum	100 psi

2. Next, set the air pressure in the main shock chamber. To do so locate the TRIO's upper most Schrader valve and attach the supplied pump. Pump to recommended settings on the chart below.



MAIN SHOCK CHAMBER PSI SETTINGS

RIDER	PSI
Minimum	5 psi
125–150 lbs	10 psi
150–200 lbs	15 psi
200–250 lbs	20 psi
250–300 lbs	25 psi
Maximum	50 psi

3. Check to ensure all tools are accounted for and all steps have been completed.

⚠ WARNING

DO NOT exceed maximum pressures. Contents of shock are under pressure: Never incinerate or puncture; and never disassemble without consulting service manual; as any of those may result in serious **INJURY or DEATH**

TUNING TIPS

EVOL AIR CHAMBER - EXTRA VOLUME

¹ The infinitely adjustable pressure setting in the extra volume (EVOL) air chamber regulates spring rate in the final portion of the stroke and controls the bottom-out characteristics of the shock.

Increasing air pressure in the EVOL air chamber will give a more progressive spring curve to protect against harsh bottom-outs. Decreasing air pressure will provide a more linear curve to maximize usable travel.

When combined with the infinite adjustability of the main air spring, the EVOL air chamber allows the shock's spring curve to be tuned for any conceivable rider weight and/or terrain condition. The pressure in the EVOL air chamber is adjusted to control the bottom-out characteristics of the shock. More details at <http://www.ridefox.com/technology>.

FOX FLOAT - MAIN CHAMBER

Your TRIO main shock chamber is a FOX FLOAT shock specifically designed for Timbersled to increase spring rate, maintain ride height, and improve the overall ride and handling characteristics of the snowbike.

For Timbersled TRIO shock applications the recommended main chamber air pressure settings table on page 7 of your installation instructions are unique to the Timbersled TRIO application and should be followed to achieve the best overall ride characteristics.

² The spring rate is controlled by air pressure in the main body. Air pressure is infinitely adjustable making the FLOAT the most progressive and adjustable air shock on the market.

Source

¹ ©Fox Factory Inc. (2015). Technology: EVOL Air Chamber. Retrieved from <http://www.ridefox.com/technology.php?m=snow>

² ©Fox Factory Inc. (2015). Technology: FLOAT Air Spring. Retrieved from <http://www.ridefox.com/technology.php?m=snow>

FEEDBACK FORM

A feedback form has been created for the installer to provide any comments, questions or concerns about the installation instructions. The form is viewable on mobile devices by scanning the QR code or by clicking [HERE](#) if viewing on a PC.

