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Mountain Horse ST & LT Instructions

Important: Please go to timbersled.com/sbreg.htm or call to register your kit with us.
Warranty is not valid until registration has been received.

Before you start:

- This instruction sheet is universal for all bikes using the ST or LT Mountain Horse kits
- The Mountain Horse kit will only fit the listed bikes on the Fitment Chart (Page 4)
- Read the entire installation instructions before starting.
- See Fitment Chart for engine sprocket size to achieve proper chain tension.
- All Fit Kit spacers/reducers are color coded with a paint mark, see fitment chart for their proper location.
- Clean and grease all parts as you reassemble so that water does not get in and corrode them.
- All of the bolts and nuts on your Motorcycle are Metric. All of the bolts and nuts on the snow bike kit are SAE.

Back Tear Down:

1. Place a stand under the bike to hold it up and balance it.
2. Remove the seat, side panels, exhaust silencer with mid pipe. (will be reinstalled).
3. Remove chain and upper and lower chain rollers/guides from bike (will not be reinstalled).
4. If you plan to use the handbrake, remove the foot-brake master cylinder and lever from the bike frame, do not detach brake line.
5. Remove upper shock bolt from frame (will be reinstalled).
6. Remove suspension linkage bolt from frame if your bike has one (will not be reinstalled).
7. Remove swing arm pivot bolt (will be reinstalled).
8. Remove shock, tire, brake, and swing arm assembly from the bike as a complete unit (will not be reinstalled).
9. Remove front brake line from handlebar master cylinder (master cylinder and banjo bolt will be reinstalled).

Installing Snow Bike Track System:

10. **Fit Kit part placement.** See the Fitment Chart that is provided. Each spacer/reducer has a color code marked on it for identification. Some bikes will use an uneven amount of spacer/reducers. If this applies to your bike, you will see a blank box on the Fitment Chart.
11. Install strut rod onto snow bike sub-frame using the provided bolt and nylock nut that is installed loosely on the snow bike strut rod bracket. To do this you will need to first place the spacer/reducer into each side of one end of the strut rod.
12. Install the sub frame spacer/reducers (see fitment chart on page 4).
13. Push the snow bike track assembly into bike between engine and frame, with top end of strut rod guided up toward the upper shock mount on bike frame. Visually make sure everything looks correct and is aligned properly.
14. Install swing arm pivot bolt and install nut but do not tighten yet.
15. Install the top end of the strut rod onto the bike frame in the same hole as the shock was bolted, using the stock shock bolt. You will first need to install a spacer/reducer (see page 4) into the top hole of the strut rod. Install nut but do not tighten yet.
16. Remove stand from under bike so that the weight of the bike is on the ground. Then tighten the upper and lower strut rod nuts and swing arm pivot shaft nut.
17. **If you want to use your handbrake.** Route the supplied 5' brake line up to the handle bars and connect to the factory master cylinder using the stock banjo bolt. Secure it with zip ties so it does not touch the exhaust or anything that will damage it. **Note:** The brake line has 2 different bends on the banjo fittings; if the brake line does not fit comfortably to your master cylinder you can flip it around for a better bend angle to fit your bike. (Optional Brake Lever/Master Cylinder available on Timbersled Parts page)
If you want to use your footbrake. Attach the stock foot brake line to the snow bike caliper.



18. **Bleed the brake system.** This can be difficult; we have found that the best way to bleed the brake system on the Mountain Horse is to use a medical style syringe with a hose on the end that fits the bleed screw on the caliper.

- A. Suck any remaining fluid out of the master cylinder.
- B. Remove bleed screw from caliper.
- C. Gently blow compressed air into the caliper bleed hole until you see both pistons push the brake pads out to the brake disk.
- D. Reinstall the bleed screw so that you can open and close with our finger tips.
- E. Fill the syringe using Dot-4 brake fluid and place the hose on caliper bleed screw while holding it onto the bleed screw with your fingers, slowly open the bleed screw and push fluid into the system with the syringe until you see the master cylinder is full.
- F. Close the bleed screw and tighten.
- G. Pull and release brake lever many times, you will see small bubbles rising out of the master cylinder and start to feel some brake pressure. Lean the bike to the left and right side while pulling and releasing the brake lever. You will continue to see bubbles coming out the top of the master cylinder. Do this until you stop seeing bubbles. It may take a while.
- H. Bleed brake the traditional way down at the brake caliper. Pump the brake a few times. At this point your brake pressure will feel fairly good
- I. Push both brake pads back using a flat blade screw driver; be careful to not overflow your master cylinder. This may push some more air bubbles out the top of the master cylinder. Then re-pump up the brake, your brake lever should feel more solid.
- J. Repeat steps "H" and "I" if needed. You will know when your brake is bled free of any air because the brake lever will feel solid when you pull it.
- K. Fill your master cylinder full of fluid so that when you put the cap on it overflows. It is best this way because when you flip your snow bike upside down it will not get air from the reservoir into the line and make your brake go soft.



19. **Installing the chain.** On some bike models in order to fit the wider O-ring engine chain supplied with this kit, the engine sprocket may need to be removed and turned around or require a supplied spacer placed behind it to provide more clearance between the chain and engine. The Fitment Chart will specify this.
20. Install the engine chain with master link by wrapping the 2 ends of the chain around the jack shaft sprocket. **Note:** Be sure to thoroughly grease the link pins and O-rings with the supplied grease. If the chain is slightly too tight use pliers to press the links together to install master link. Install O-rings and outer link plate by placing it on the pins and pressing it on with channel lock pliers. Install clip so that it is facing backwards of rotation.
21. Adjust chain so that it is tight to the touch. **Note:** This is required due to the new chain quickly loosening up on your first ride.
22. **Finish up work.** Install the supplied Pre-Filter onto the stock air filter. It is recommended to first clean the air filter or install a new one. It is also best on the snow bike that you do not put any filter oil on the air filter. **Note:** On the snow bike it is not mandatory but can be helpful to seal the air box in any way you can with coarse foam and pre filter material.
23. Reinstall the exhaust, side panels and seat.
24. **Important:** Grease the back suspension using quality water-proof synthetic bearing grease. Pump each grease zerk full until you see it coming out of both ends. Note: There are 7 zerks on the 11-14 kits and 5 n the 15 and newer kits.
25. **Important:** Do not grease the bearings. They are extremely full of the best available grease for this application. You will only contaminate them at this point. It is okay to grease them after 5 rides. See Tuning Page for more details.



Front End Tear Down:

26. Remove front brake system from forks (will not be reinstalled).
27. Remove axle nut. Loosen axle bolt clamps. Then remove axle bolt (will be reinstalled).
28. Remove wheel from bike (will not be reinstalled).
29. Remove fork guards (can be reinstalled).

Spindle Install:

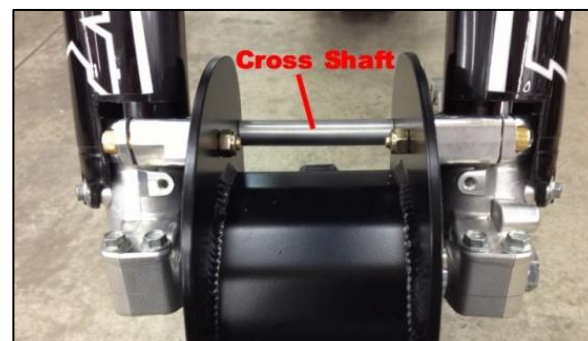
30. Install the spacer/reducer into the left and right side of the spindle cross tube. Some models have a 3 piece setup with a spacer/reducer on the left hand side with a tube style spacer that will fit into the center of the spindle and a washer style spacer on the right hand side. Fitment Chart will specify this.



31. Slide the stock axle bolt in with this assembly in place and install and snug up the nut but do not yet tighten it or the bolt clamps yet.

32. **Installing the fork clamps.**

- A. Place both fork clamps on the fork tubes above the spindle with the fork seal relief groove facing up.
- B. Slide both fork clamps down between the spindle and fork tubes. It may be a loose or snug fit, do not worry, it will self-align when you tighten everything.
- C. The spindle is universal for all models of bikes. To make it fit your bike you will have to drill the spindle to install the fork clamps.
- D. For proper placement rotate the spindle until the back of the fork clamp is between flush and $\frac{3}{16}$ " to back edge of the spindle. This will determine how much trailing the ski will have in relation to the axle bolt. Note: to help hold the spindle in place while you work on it; set it on the ground. You can then tap it back and forth to get the correct positioning.
- E. It is important that the left and right fork clamps are sitting as low as possible and are at the same height. Slide the brake-side clamp down as low as it will go first, then match other side. Once in position drill a $\frac{21}{64}$ " hole through the spindle, using the fork clamps as a guide. After the holes are drilled thoroughly clean all metal chips away making sure there are no metal fragments between the fork tubes and clamps.
- F. Place the fork clamp cap onto the fork tube with bolts in place.
Note: Use the $2\frac{1}{2}$ " long bolts on the front portion of the clamps and the $2\frac{3}{4}$ " long bolt on the rear. On the back fork clamp bolts you will use an included cross shaft that the $2\frac{3}{4}$ " bolt will thread into. This cross shaft will fit in-between the ears of the spindle and will provide support to the assembly. Install the nylok nuts onto the front clamp bolts and tighten the front and back evenly. **Note:** Be careful not to over tighten the bolt, you can break the clamp.



33. **Reinstalling fork guards.** It is optional to reinstall your fork guards. To do this you will need to modify them to fit around the spindle fork clamps. To do this you will first need to hold the fork guard up into place and free hand draw a line where they will need to be cut. Use tin snips to cut out this portion of the fork guards. Install them onto the bike using only the two outside screws to hold them on. The inside screws will not be able to be reinstalled due to this portion being cut away.

34. **Install ski onto spindle.** First make sure that the thick side of the ski rubber is in the front. Adjust bike so that the aluminum ski base is slightly higher than the ski saddle. Place the ski under the ski base and lift up on the front of the ski to pull it up into place. Note, it will be a tight fit between the ears of the ski saddle. If you turn the spindle and wiggle it back and forth it will go on. Push the bolt through and install a lock washer on each side of the saddle. Tighten nylock nut to 45 ft. lbs.



Fitment Chart for ST & LT Kits

Kit	Bike	Strut Rod Shaft Number	Strut Rod Reducers				Sub Frame Reducers				Fork Clamps	Spindle Reducers/Washers			Engine Spro	Chain	Notes
			Lower		Upper		Left Side		Right Side			Left	Center	Right			
			Left	Right	Left	Right	Outer	Inner	Inner	Outer							
SB-124	Honda 91-01 CR500	SH-216 13-5/16"	RE-610	RE-610	RE-611	RE-611	RE-707	RE-696	RE-698	RE-699	PG-024	See Note		See Note	13	70	91-95 Left=Gray, Right=Pink 96-01 Left=Green, Right=Purple
SB-125	Honda 02-04 CR450	SH-216 13-5/16"	RE-610	RE-610	RE-611	RE-611	RE-639	RE-630	RE-647	RE-656	PG-021	RE-680	SP-300	WA-410	13	70	Insert Center spindle reducer with fat collar portion on left
SB-126	Honda 05-12 250-450 CRF	SH-210 14-1/4"	RE-610	RE-610	RE-611	RE-611	RE-639	RE-631	RE-648	RE-656	PG-021	RE-680	SP-300	WA-410	13	70	Insert Center spindle reducer with fat collar portion on left
SB-128	Honda 13 250-450 CRF	SH-234 13.5"	RE-610	RE-610	RE-611	RE-611	RE-639	RE-756	RE-755	RE-656	PG-021	RE-680	SP-300	WA-410	13	70	Insert Center spindle reducer with fat collar portion on left
SB-566	Husaberg 09-14 390-570	SH-214 14-3/16"	RE-616	RE-616	RE-617	RE-617	RE-644		RE-653	RE-653	PG-020	WA-412		WA-412	13	70	
SB-675	Husaberg 06-08 450-650	SH-215 12-1/8"	RE-610	RE-610	RE-619	RE-619	RE-646	RE-638	RE-655	RE-661	PG-020	RE-682		RE-682	13	70	
SB-785	Husqvarna 06-09 450-510	SH-217 12"	RE-616	RE-616	RE-620	RE-620	RE-622	RE-621	RE-623	RE-624	PG-023		SH-218	WA-413	13	70	includes special spindle shaft
SB-786	Husqvarna 12-13 449-511	SH-236 16-1/16"	RE-610	RE-610	RE-613	RE-613	RE-757			RE-757	PG-028		SH-218	WA-413	15	66	includes special spindle shaft
SB-571	Husqvarna 14-15 250-501 TE/FE/FC	SH-219 13"	RE-610	RE-610		RE-688	RE-644		RE-653	RE-653	PG-029	WA-412		WA-412	13	70	
SB-235	Kaw 01-04 KX500	SH-213 12-5/16"	RE-610	RE-610		RE-612	RE-714	RE-714	RE-716	RE-715	PG-024	RE-681	SP-302	RE-717	13	70	
SB-236	Kaw 05-14 250-450 KXF	SH-211 13.75"	RE-610	RE-610		RE-612	RE-640	RE-632	RE-649	RE-657	PG-020	RE-681		RE-681	13	70	Includes engine sprocket spacer (SP-301)
SB-237	Kaw 15 250-450 KXF	SH-211 13.75"	RE-610	RE-610		RE-612	RE-640	RE-632	RE-649	RE-657	PG-029	RE-681		RE-681	13	70	Includes engine sprocket spacer (SP-301)
SB-563	KTM 00-04 400-520 SX/MXC/EXC	SH-214 14-3/16"	RE-616	RE-616	RE-617	RE-617	RE-702		RE-693	RE-693	PG-026	RE-694		RE-695	13	70	
SB-564	KTM 07-10 450-505 SX-F/XC-F	SH-214 14-3/16"	RE-616	RE-616	RE-617	RE-617	RE-643	RE-635	RE-652	RE-659	PG-020	WA-412		WA-412	12	70	
SB-566	KTM 03-15 400-530 XCW/MXC/EXC	SH-214 14-3/16"	RE-616	RE-616	RE-617	RE-617	RE-644		RE-653	RE-653	PG-020	WA-412		WA-412	13	70	KTM 525 requires 14-5/16" strut rod length
SB-567	KTM 08-15 250-300 PDS	SH-214 14-5/16"	RE-616	RE-616	RE-617	RE-617	RE-645	RE-636	RE-654	RE-660	PG-020	WA-412		WA-412	12	70	
SB-568	KTM 10-12 690R	BP-006	RE-610	RE-610	RE-618	RE-618	RE-637			RE-637	PG-020	WA-412		WA-412	15	73	Requires KTM Side Stand disassembly kit part #61011046044
SB-569	KTM 11-12 350-450 SXF/XCF	SH-219 13"	RE-610	RE-610		RE-688	RE-684	RE-686	RE-687	RE-685	PG-020	WA-412		WA-412	12	70	
SB-570	KTM 12-13 350 XCW/EXC	SH-214 14-3/16"	RE-616	RE-616	RE-617	RE-617	RE-643	RE-635	RE-718	RE-719	PG-020	WA-412		WA-412	12	70	
SB-571	KTM 12(Dung)-15 350-450 SXF/XCF	SH-219 13"	RE-610	RE-610		RE-688	RE-644		RE-653	RE-653	PG-020	WA-412		WA-412	13	70	2015 uses Green (RE-770) spacers for front axle
SB-572	KTM 12-15 250-300 Linkage	SH-219 13"	RE-610	RE-610		RE-688	RE-645	RE-636	RE-654	RE-660	PG-020	WA-412		WA-412	12	70	2015 uses Green (RE-770) spacers for front axle
SB-346	Suzuki 08-14 RM450	SH-211 13.75"	RE-610	RE-610	RE-613	RE-613	RE-641	RE-633	RE-650		PG-020	RE-763		RE-763	13	70	
SB-347	Suzuki 15 RM450	SH-211 13.75"	RE-610	RE-610	RE-613	RE-613	RE-641	RE-633	RE-650		PG-029	RE-763		RE-763	13	70	
SB-453	Yamaha 06-09 YZ250 2-stroke	SH-212 13-5/8"	RE-610	RE-610	RE-614	RE-615	RE-689	RE-690	RE-691		PG-020	RE-682		RE-682	13	70	
SB-454	Yam 06-07 YZ450 & 05-11 WR450	SH-212 13-5/8"	RE-610	RE-610	RE-614	RE-615	RE-642	RE-634	RE-651	RE-658	PG-020	RE-682		RE-682	13	70	
SB-455	Yamaha 08-09 250-450 YZF	SH-212 13-5/8"	RE-610	RE-610	RE-614	RE-615	RE-642	RE-634	RE-651	RE-658	PG-020	RE-683	SP-302	WA-411	13	70	Insert Center spindle reducer with fat collar portion on left
SB-456	Yamaha 10-13 250-450 YZF	SH-213 12-5/16"	RE-610	RE-610	RE-614	RE-615	RE-703	RE-702	RE-704	RE-705	PG-020	RE-683	SP-302	WA-411	13	70	Insert Center spindle reducer with fat collar portion on left
SB-457	Yamaha 14-15 250-450 YZF, 250 FX	SH-213 12-5/16"	RE-610	RE-610	RE-614	RE-615	RE-703	RE-702	RE-704	RE-705	PG-020	RE-762	SH-248	RE-777	13	70	
SB-458	Yamaha 12-14 WR450	SH-212 13-5/8"	RE-610	RE-610	RE-614	RE-615	RE-642	RE-634	RE-651	RE-658	PG-020	RE-682		RE-680	13	70	wider green reducer goes on right side of axle

Back Suspension Tuning:

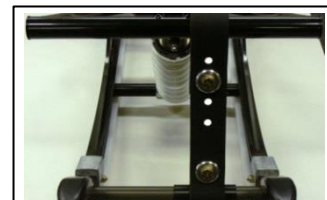
Shock: The only adjustment the shocks have is the spring pre-load. This is measured by the extended length of the spring (8" free length) down to what you adjust the spanner nut to. The preload of the springs are pre-set from the factory at 1/2" pre load for both front and back shocks.



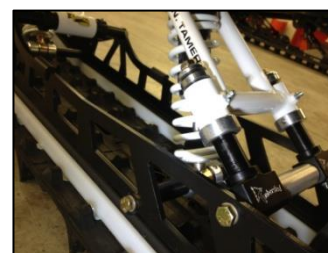
Front Arm: The front arm has 1 adjustment. The front arm will pivot on the lower cross shaft giving the bike a seamless roll center similar to a rounded tire. By adjusting the black collars (located on each side of the arm on the lower cross shaft) in or out, you can change the amount of articulation it has. To do this you have to loosen the set screw with a 5/32 hex key (Allen wrench) and slide it in or out. The collar has 3 steps on it representing 6° on the smallest step, 3° on the middle step, and 0° (locked out) on the largest step. **Note:** when making adjustments, make sure you have it even on both sides. It is pre-set from the factory on the 6° setting. We have found that this is the best all-around setting for deep powder snow to hard pack trail. The only time you might want to adjust it tighter is in wet snow with a crust on top and slushy spring time snow.



Limitier Strap: The limiter strap has 4 adjustment holes in the middle of the strap and is pre adjusted from the factory in the 2nd hole down. By shortening the strap you will add more ski pressure and/or will work in conjunction with lowering the bike with the slide shims that can be placed onto the back arm slide mechanism. By lengthening the straps you can lighten the ski pressure which will give you more ski lift when climbing. **Note:** if you adjust the limiter strap you will also need to readjust the shock spring pre load back to your desired settings.



Back Arm: The back arm has 2 possible adjustments but they are not normally used on the Mountain Horse rear suspension; but it is good to know about them. The first adjustment is on the top side of the slide mechanism. This adjustment will raise or lower the ride height of the bike. Adding a shim will lower the bike while removing a shim will raise the bike. This is a fine tune adjustment and can make up to a 1 1/2" seat height difference. In this position you can put a max of 1/2" of shim in. From the factory it has one 1/4" shim in this position.



The second adjustment is in the bottom side of the slide mechanism. By adding shims in you can couple the front and back of the suspension together. This will make the front and back half of the suspension travel up and down as one instead of independently. This will make the bike have less ski lift and more traction when climbing a hill by keeping the track more parallel to the ground angle you are climbing, this allows the track to get more traction. The down side to having more coupling is when your ride on the trail or boondocking it will be heavier on the ski and will not have as much ski lift to pop the front end up and over obstacles. On the lower side of the slide mechanism you can add in a max of 3/4" of shim. From the factory is has no shims added.

If you chose to make any of these 2 adjustments you will need to purchase the shims from us or make your own. To learn more about suspension coupling you can see our video about the tuning of it at. timbersled.com/mnttamerVideo.htm

Note: It is recommended that you do not make any adjustment to the suspension until you have first ridden it. Timbersled has tested and fine-tuned the Mountain Horse kit to provide the best all-around mountain riding performance possible. If you decide to make further adjustments, then keep track of our factory settings that are noted on this page; because you may need to go back to them.

Back Suspension Maintenance:

- Grease suspension cross shafts every 10 rides.
- Grease back arm slide mechanism every 5 rides.
- Adjust track only if it starts to skip on drivers. Proper track tension should be 3/4" free hang from track to hifax.
- Inspect hifax regularly for wear, replace if they have thin spots. Hifax wear can be prevented by making sure snow is spraying on them. If you are riding down a trail that is hard set it is a good idea to periodically drag your feet to kick up snow. The other option is to install ice scratchers onto the rails. The rails are pre drilled for this. Ice Scratchers and hifax can be purchased through Timbersled or from any snowmobile shop. The hifax style is the same as a late model Polaris snowmobile.

Chain Maintenance:

Lubing the chains: Lift the back end of bike up off the ground. Start bike and put it into first or second gear and let the clutch out allowing the drive system to spin. Slowly spray lube directly onto the chain rollers and O-rings, soaking the chain. Spin chain for another 30 seconds after spraying. This will allow for good penetration into the moving chain parts.



Important: Lube chains every 1 to 2 rides. For best results use Maxima Chain Wax. Keeping the chain properly lubed and tensioned will greatly prolong the life of both chains and sprockets.

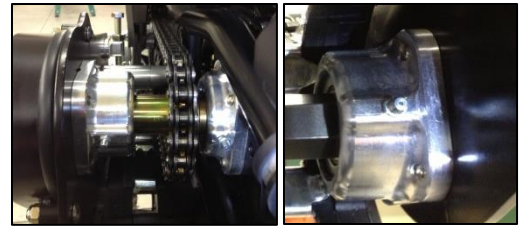
Adjusting Engine Chain: Always check chain tension before riding. Place a ruler on the top of the chain tensioner pivot point. Measure a total of 5/8" inch up and down free play on the top side of the chain. Do this by pinching the chain with your fingers and lightly pushing and pulling up and down. If the chain needs to be adjusted, loosen the jam nut on the adjuster bolt. Readjust and retighten jam nut and recheck one more time for proper adjustment.



Adjusting Chain Case Chain: Always check chain tension before riding. Remove the fasteners that hold the chain case cover on. Place a ruler against the back side of the idler sprocket with ruler facing back. Measure a total of 5/8" inch front to back free play on the back side of the chain. Do this by pinching the chain with your fingers and lightly pushing it front to back. If the chain needs to be adjusted, loosen the nut that hold the tensioner on. Readjust and retighten nut firmly, and then recheck one more time for proper adjustment.

Axle Bearing Maintenance:

The Mountain Horse kit has 4 grease-able axle bearing housings: 2 on top and 2 inside the tunnel. **(See pictures for their location)** It is recommended to grease them every 4 to 5 rides with 1 to 2 pumps of grease each from a hand operated grease gun. All bearings have a seal retainer so there is no risk of over greasing and forcing the seals out of the bearing. Use a quality wet condition lithium compatible grease that is a full synthetic.



Ski Maintenance:

- The TS BackCountry ski is extremely strong and does not need any maintenance, but it does take a beating in the mountains and it is recommended to inspect it for damage on a regular basis to insure that you have the best possible performance.
- Inspect for cuts or pealed up plastic that will cause the ski to handle badly.
- Inspect for bent or broken ski skags. There are 3 skags total.
- Inspect for wear on the center ski skag. Replace if worn out. **Note:** if you ride on snow only it will last forever but if you ever ride on the pavement or gravel it can wear out quickly.
- Inspect ski saddle for bends that might make the ski crooked.
- Inspect the ski rubber to make sure it is not smashed out. If it is, the ski will be floppy and the front end of the bike will push in the deep snow.
- Check ski bolt to make sure it is tight. Torque to 45 ft. lbs.
- **Important:** It is highly recommended to not tie your bike down against the front of the ski. The pressure will permanently bend the plastic ski and your bike will then handle badly. In a trailer we recommend tying it down directly to the side of the handlebar. In a truck bed we recommend lightly tying it down against the ski, then using a third strap on the back to suck the bike back so that the ski is not pressed up against the ski tip.

Spindle Maintenance:

The spindle does not require any maintenance but can take a beating when riding hard. It is very strong and will not bend under normal use. However it is designed to bend if you hit something like a rock or stump with the intention that the spindle will bend and the forks will not (this is not guaranteed). If you do hit something, it is recommended to thoroughly inspect the assembly for bends or cracks before you ride again. The first sign of something bent is that the handlebars are not straight with the ski. A lot of the time it is the handle bar clamps turned in the triple clamp.

Tool List:

We recommended carrying a few tools to work on the snow bike kit when in the backcountry. These tools will pretty much take the entire snow bike kit apart.

- End-Wrenches: 7/16, 1/2, 9/16, & 5/8
- Hex Keys (Allen wrench): 5/32, 7/32 & 1/4
- Other Tools: Flat blade screwdriver, Pliers

Safety Info:

Important: By installing a Timbersled Mountain Horse Snow Bike System, you will be using your motorcycle for something it was not originally intended to be used for. Due to the length of the sub frame & track system; it adds a tremendous amount of stress load to the motorcycle frame. The Motorcycle frames have been proven to be strong enough, but may be damaged along with the snow bike kit by doing extreme maneuvers. Jumping too high, landing crooked, crashing, pulling sideways on the ski when the back is stuck down in the snow are just a few things that should not be done. Timbersled Products Inc. is not liable for injury to the rider or damage to the motorcycle caused from riding.

Warning: The Mountain Horse Snow Bike System is a product that converts your dirt bike into an extreme backcountry snow machine that will now have the ability to put you in harm's way. Always be aware of avalanche and mountain terrain dangers. We strongly recommend you and your riding friend to take an avalanche safety course. Carry all proper safety equipment and check reports before you head out riding. Always ride with a partner and never by yourself. Timbersled Products Inc. is not liable for any injuries or death cause from riding a snow bike.

Warranty:

Timbersled Products Inc. warrants all products of its own manufacture against defects in materials and workmanship for a period of one year from the date of purchase. Replacement and / or repair warranty is valid only if all terms and conditions are met.

1. Timbersled Products Inc. requires notification prior to replacement of any part under this warranty.
2. Replacement and / or repaired parts will be supplied after receipt of defective parts.
3. Timbersled Products Inc. shall have no obligation under this warranty if:
 - Buyer fails to notify Timbersled Products Inc. of any potential warranty issue within a year of purchase date.
 - Damage occurs due to product being improperly installed.
 - Product is used in an application other than its original intent.
 - Buyer continues to use product after product malfunction.

The obligation of Timbersled Products Inc. is limited to replacement and / or repair of defective products for the period of time stated above. Timbersled Products Inc. has no other obligation or liability for any other injury or damage resulting there from.

Please go to timbersled.com/sbreg.htm or call to register your kit with us.

Warranty is not valid until registration has been done.

If you have any additional questions, please call (208) 255-5644