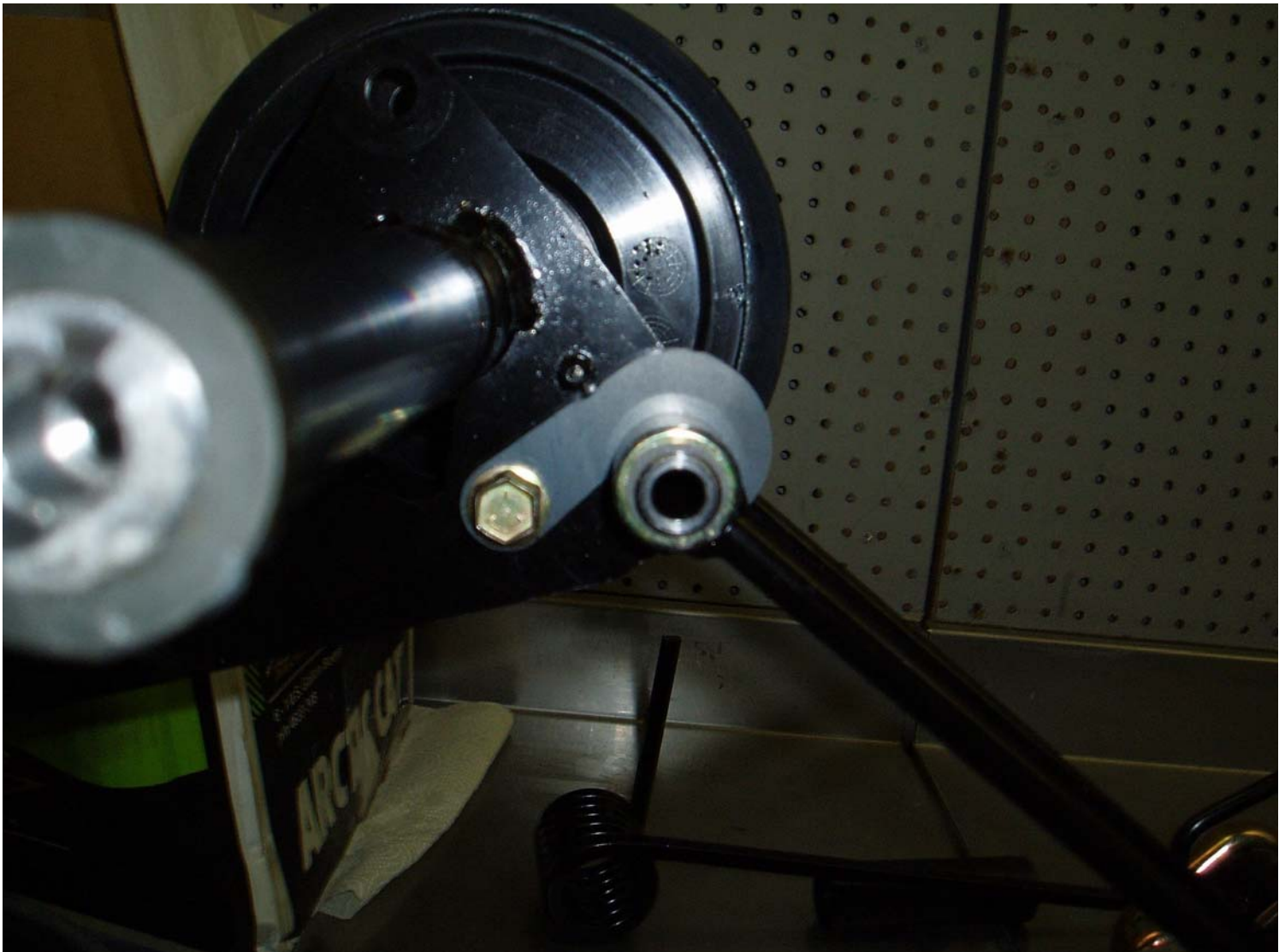


Nov. 24th 2008

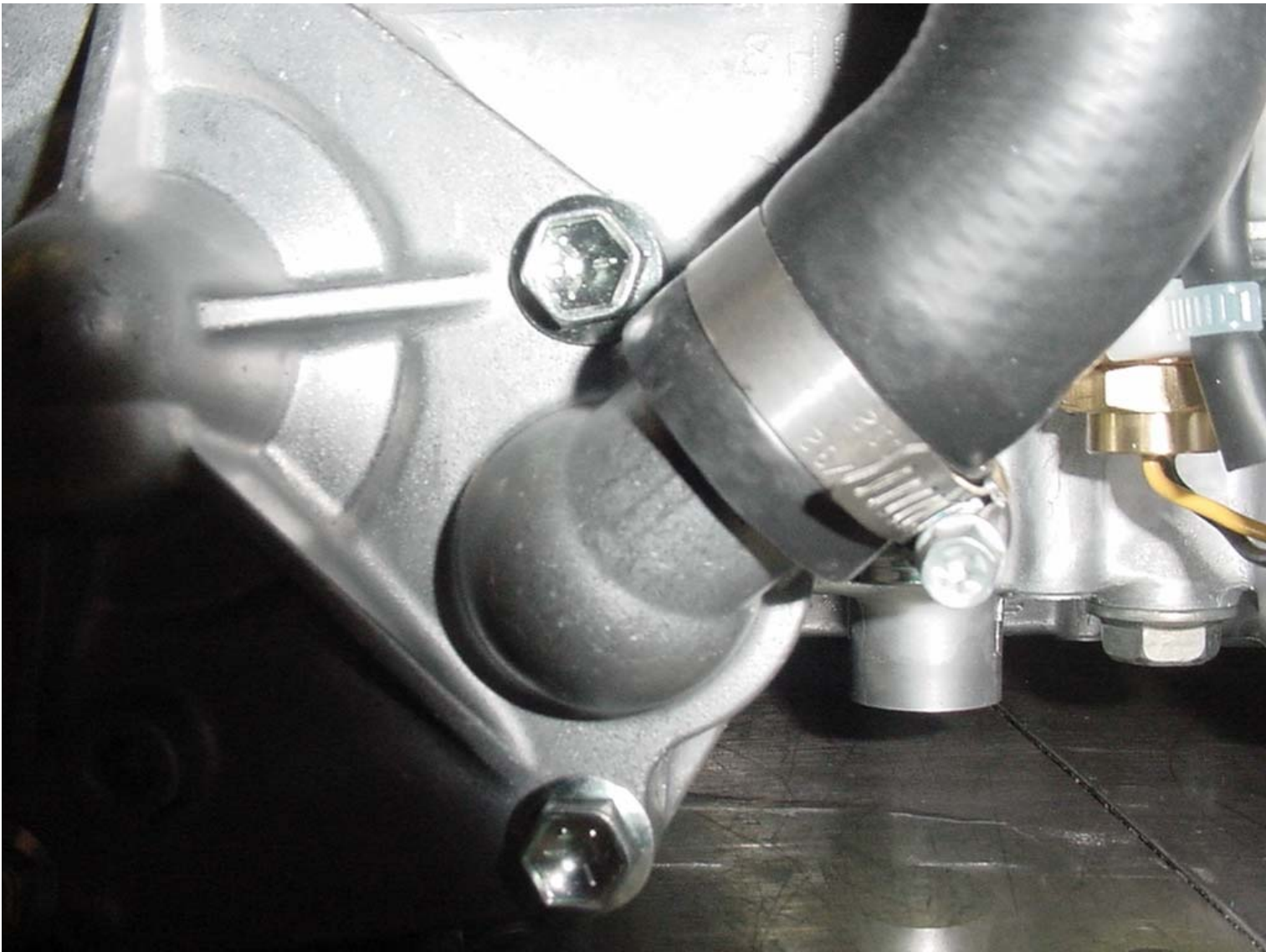
December racing Updates for the 2009 600 sno pro

- 1.) Race School replacement DVD is all but done and should be shipping here very soon.
- 2.) It has been determined that all 2009 600 Sno Pro exhaust pipes and Manifolds will need to be replaced. The patch that was spot welded into the bottom of the pipes is coming loose and can damage the pipe sensor if left loose inside. These parts will be available at Duluth and then will be shipped out from there as soon as they become available.
- 3.) Shocks. You should check all shock body end caps for tightness as we have seen some that have been loose. Also re loc-tite the front arm shock shaft eyelet.
- 4.) You should recheck the torque of the top gear in the chain case after some break in time.
- 5.) There will be rear idler arm brackets that will need to be installed to strengthen the Idler arm. These will be mailed / handed out to all owners with instructions. See photo.



6.) We had one call of a drive clutch that was missing all the bushing in the cam arms.

7.) We have seen a couple water pump outlet hose clamp bands break. It is highly recommended that you look at the positioning of the hose clamp as we have seen some witness marks from the hose clamp on the close off panel. You may need to replace and reposition the hose clamp if it was orientated in correctly please see attached photos.



CORRECT ROUTING



INCORRECT ROUTING

8.) There will be new hardware for the skid frame mounting and rear spar assemblies. New parts will be handed or shipped out, please follow the instructions included.

9.) The snow cross snow flap breaks off too easy. For now install the 4 rivets included in the hardware kits supplied by AC following the instructions included with the kit.

10.) Carburetor vent lines, you will need to have your existing vent lines modified and or install the new carburetor vent lines supplied by AC making sure to have them installed correctly for your racing application. See instructions supplied.

11.) Head light adjusting hardware can vibrate loose, applying a small amount of silicone to the tip of the adjust bolt.

12.) Clutching for Sno Cross racing. Stock Clutching is very good with the new pipe and manifold. If you want to test some improvements you may try the following changes. These changes will work in the Mod sled as well.

2009 Sno Pro 600 and Speedwerx Mod

- a.) Add a .060" shim under the drive clutch spider.
- b.) 190-330 blue/green Speedwerx drive spring
- c.) Q- 7N drive clutch weights, 58 gram adjustable
- d.) Stock cam in the 68-48-36 position.
- e.) 180-260 black/blue Speedwerx driven spring
- f.) Keep sheaves sanded W/ 180 grit sand paper

13.) Carburetion, fuel and timing changes for Sno Cross racing

Stock sled

- a.) 50 /50 fuel mixed with 110 & 92 octane
- b.) Change needle clip position to the 2nd from the top
- c.) 380 main jets @ 20 degrees & 1200' elevation.
- d.) Timing @ +1.
- e.) One turn on fuel screw
- f.) One turn on air screw

Mod Sled

- a.) Straight 116 fuel
- b.) Change needle clip position to 2nd from the top
- c.) 470 main jets @ -200 to -800 density / altitude
- d.) Timing @ Zero.
- e.) Stock
- f.) Stock