MOTOTRAX

TRACK KIT

INSTALLATION MANUAL


MOTO TRAX

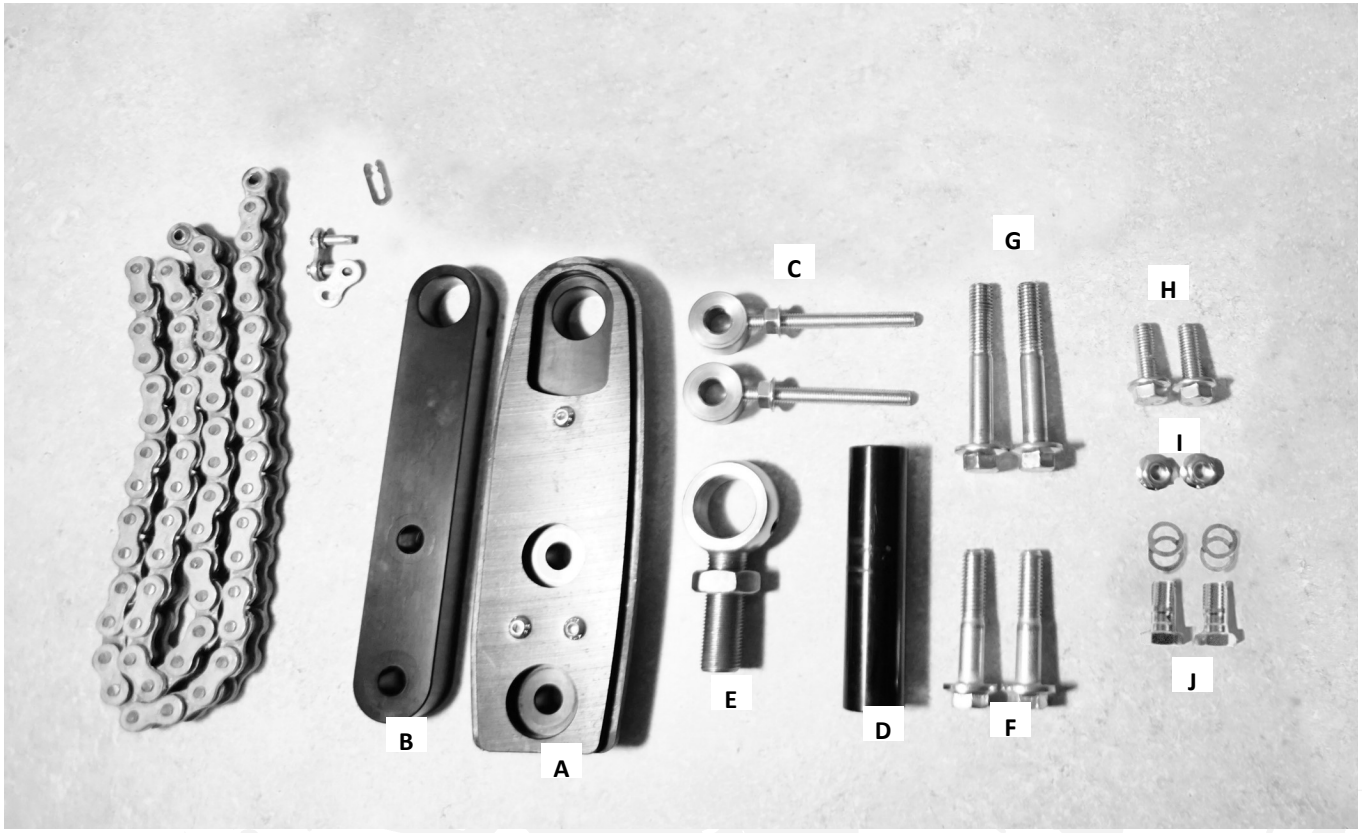
PREPARING THE BIKE

1) Put motorcycle on stand
2) Remove stock drive chain
3) Remove the rear wheel
4) Remove the mud flap
5) Disconnect the suspension linkage from the lower shock and bike frame (if your bike does not have a linkage then just disconnect the lower shock from the swing arm)
6) If you are using the foot brake then disconnect the brake line from the foot brake master cylinder, if you are using the hand brake setup then completely disconnect the foot brake master cylinder and brake lever from the frame of the bike.
7) Remove the kickstand if equipped.
8) Remove the swing arm from the bike, clean and lightly grease the swing arm axle as it will be reused.
9) Remove the shock, note on some bike models it may be necessary to remove the exhaust and/or loosen the lower sub frame bolts to get the shock out.

Note: consult your owner's manual if you need assistance on any of the above steps!

UNBOXING THE MOTOTRAX

REAR TRACK ASSEMBLY PARTS



A—Left swing arm mount (with chain guard)

B—Right Swing arm mount

C—chain adjusters

D—Strut shaft

E—Strut end

F—Strut Shaft mount bolt

G—Adjuster mount bolt

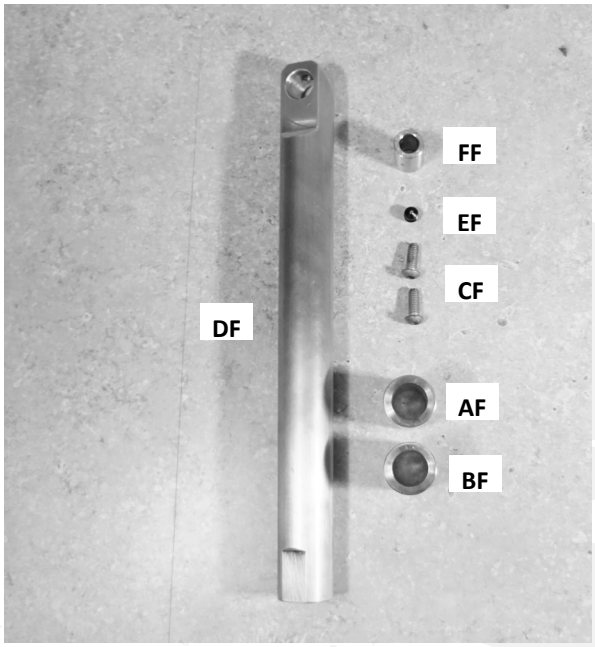
H—Lower Shock Bolts

I— Adjuster nuts

J—Banjo Bolts

UNBOXING THE MOTOTRAX

REAR FIT KIT



AF— Left swing arm spacer

BF— Right swing arm spacer

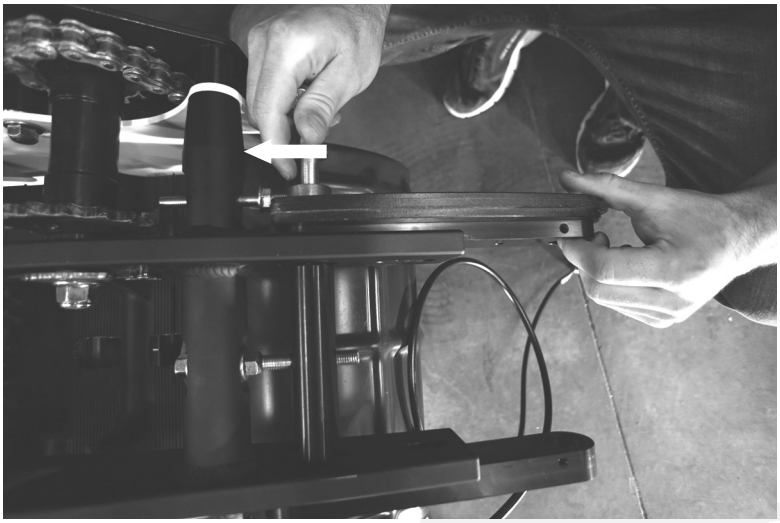
CF— Swing arm spacer set screws

DF— Shock strut

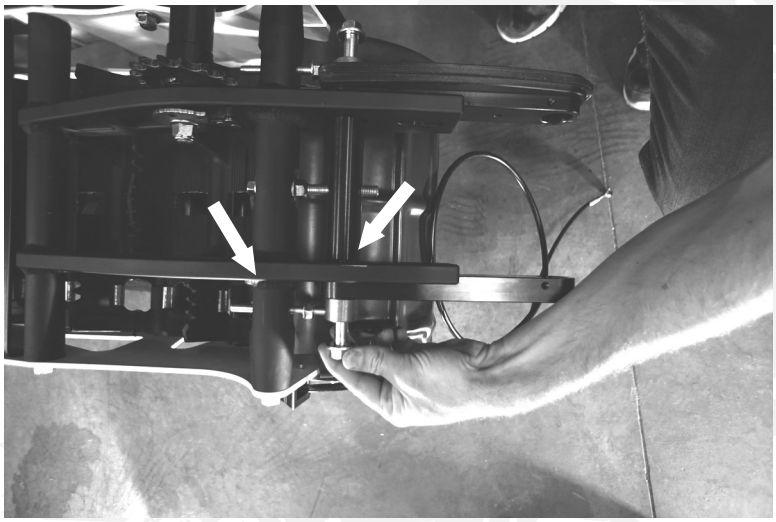
EF— Strut spacer set screw

FF— Strut Spacer

UNBOXING THE MOTOTRAX

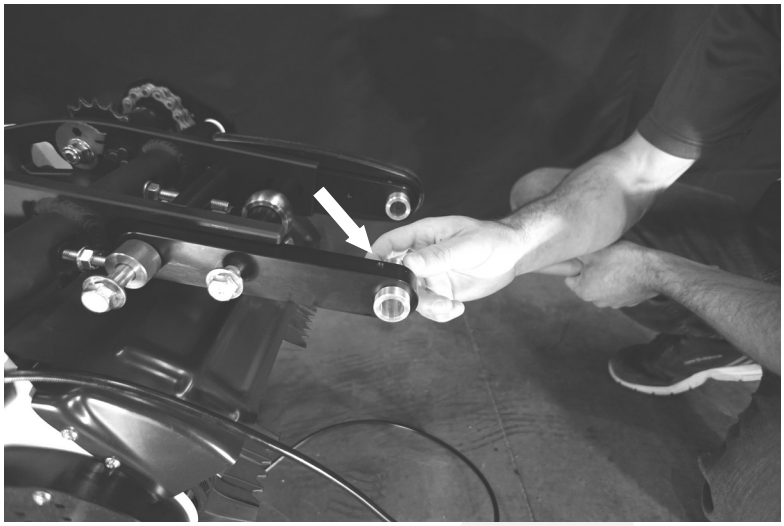


⇒ Install swingarm mount (A) with chain guide on left using bolt (G) and slide in adjuster (C) at the same time as shown



⇒ Install swingarm mount (B) without the chain guide on right using bolt (G) and slide in adjuster (C) at the same time as shown

⇒ Install nuts (I) on adjusters as shown



⇒ Slide swingarm collars (AF) and (BF) (from fit kit) into swingarm mounts as shown.

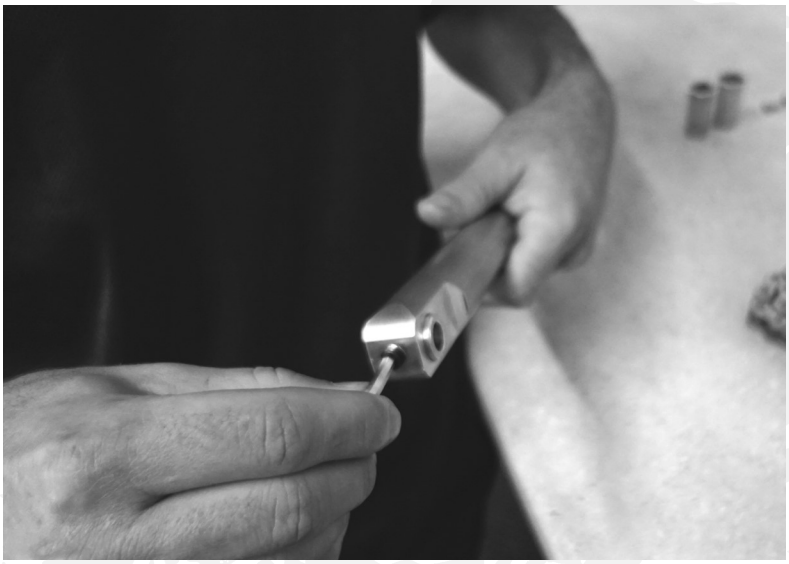
⇒ Hand tighten set screws (CF) (from fit kit), then slightly loosen them so the collars will slide freely

⇒ Put the strut end (E) over the strut shaft (D) as shown.

(Do not tighten set screw (CF) yet)

⇒ Spin the shock strut (DF) onto the strut end (E) as shown, leave about a 3/8” of space between the lower nut and the base of the mount, hand tighten the jam nut.

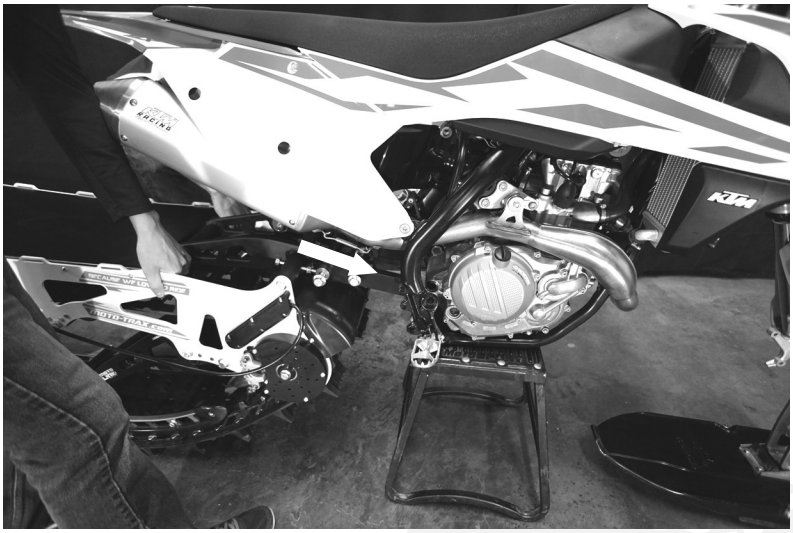
⇒ Insert the shock Strut Spacer (FF) as shown.



⇒ Tighten set screw (EF) as shown. Apply blue Loctite to secure set screw.

⇒ You are now ready to install your track kit.

INSTALLING THE MOTOTRAX UNIT

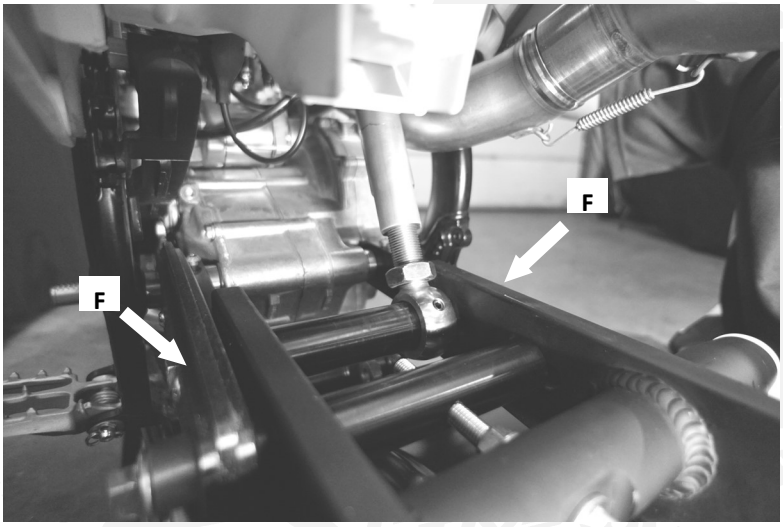


⇒ With help slide the kit into place as shown behind the bike. The more aligned the kit is at this step the easier it will be to mount the kit.

⇒ Now lift the kit from both sides using two people and slide the swingarm mounts and collars into the swingarm axle location, secure using the stock greased swingarm axle. Note a rubber mallet may be required to get the axle to go through the collars and make sure that the collars stay aligned or you may damage the collors or swingarm axle.

⇒ Once the axle is in, secure it using your OEM axle specs

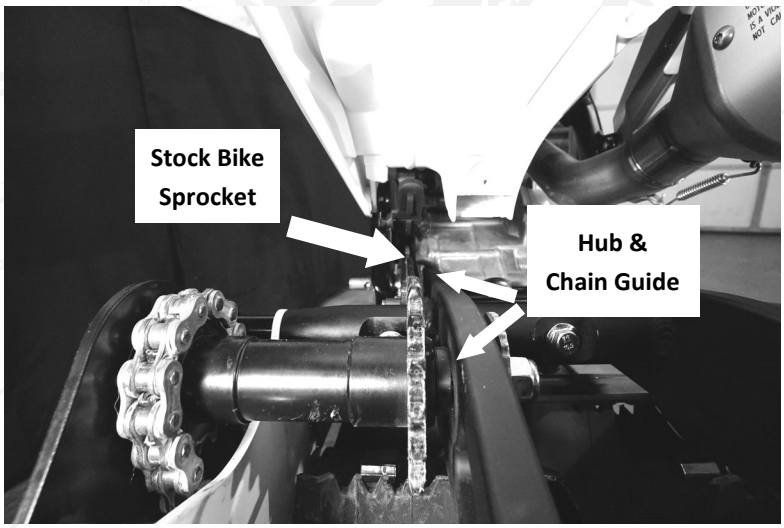
⇒ Mount the strut into the upper shock hole as shown, fully tighten bolt to OEM specs.



⇒ Next you should mount the lower shock shaft to the left and right swingarm mounts as shown using bolts (F).

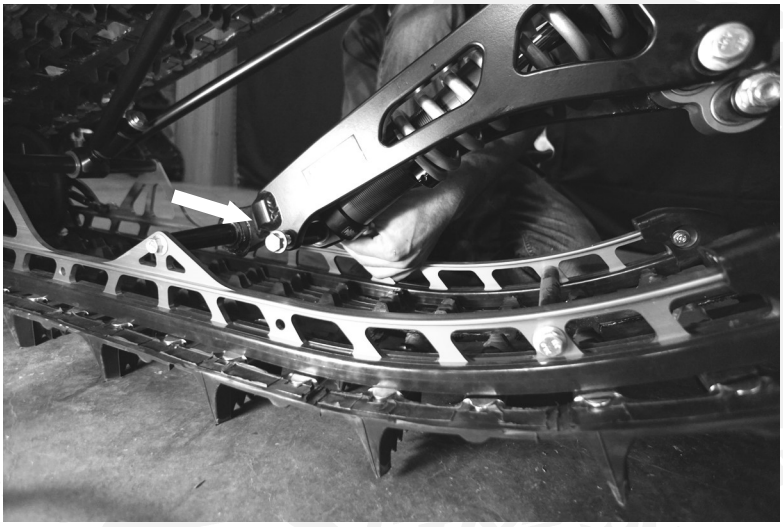
⇒ Now fully tighten all four swingarm mount bolts.

⇒ Torque NM: 45.0 F/LBS: 33.0



⇒ Align the Hub, Chain guide, and stock bike sprocket visually.

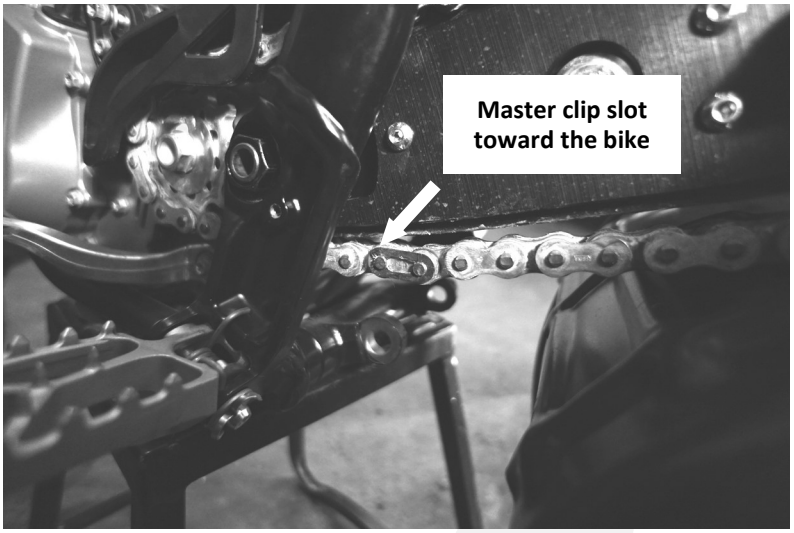
⇒ Now fully tighten the collar and strut set-screws to lock in the chain alignment and fit kit. Apply blue Loctite to secure set screw.



⇒ Install lower shock bolts (H) as shown and fully tighten, Note that a second person holding up the rear grab bar and adjusting the skid helps a lot during the shock installation. Apply blue Loctite to secure bolts

⇒ Torque: NM: 59.0 F/LBS: 43.5

⇒ Now install the final drive chain from the kit to the bike, if the chain is very loose check to see if you can remove two links, the chains are intentionally sent long so that we can accommodate different counter sprocket size and gearing options.



⇒ Once the chain is installed, install the master clip as shown, it is important to make sure the clip is fully seated and oriented as shown to reduce risk of master clip and chain failure.

SETTING UP BRAKES — FOOT BRAKE

⇒ Install the brake line to the rear master cylinder. The kit includes a fine thread and course thread banjo bolt (J) to fit any bike so make sure you use the correct thread for your application. You may also reuse the stock bolt but we do recommend using new copper crush washers.

⇒ Make sure the brake line is routed in a manner that it will not hit the drive chain, exhaust, or anything that can cause damage to the line.

⇒ Once the line is fully secured you can start the bleeding process.

SETTING UP BRAKES — HAND BRAKE

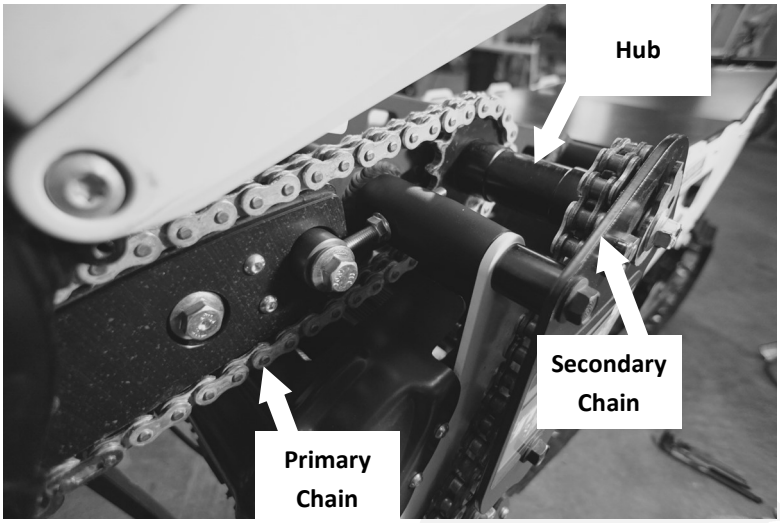
⇒ Route the brake line through the track system and around the strut as shown making sure it is clear of the drive chain, exhaust and anything else that my snag, tear, or burn the line and cause future failure.

⇒ When routing through the steering head make sure that you turn the bars fully both directions and confirm that the line will not snag or kink on anything. Cable ties may and should be used to hold the line in place to prevent the line from shifting during use.

⇒ Install the brake line to the front master cylinder. The kit includes a fine thread and course thread bolt to fit any bike so make sure you use the correct thread for your application. You may also reuse the stock bolt but we do recommend using new copper crush washers.

⇒ Once the line is fully secured you can start the bleeding process.

ADJUSTING THE CHAINS



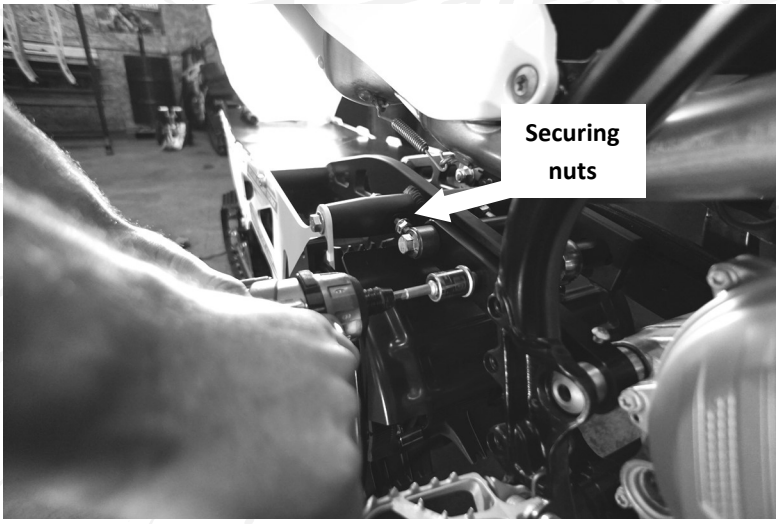
⇒ First and foremost, understanding how the chain system works is key, there are two drive chains to run the MotoTrax track systems. One comes off the sprocket from the motorcycle engine and to a hub located at the top of the kit. The other goes from the hub down to the drive shaft. It is critical to keep both adjusted correctly for reliable drivetrain performance.

⇒ First if you adjust the hub using the clamshell adjusters it will adjust both the primary chain (the chain coming from the engine) and the secondary chain (the outer most chain running to the driveshaft)

⇒ If you adjust the chain using the swingarm mount adjuster, then you ONLY adjust the primary chain, the secondary chain will remain unchanged.

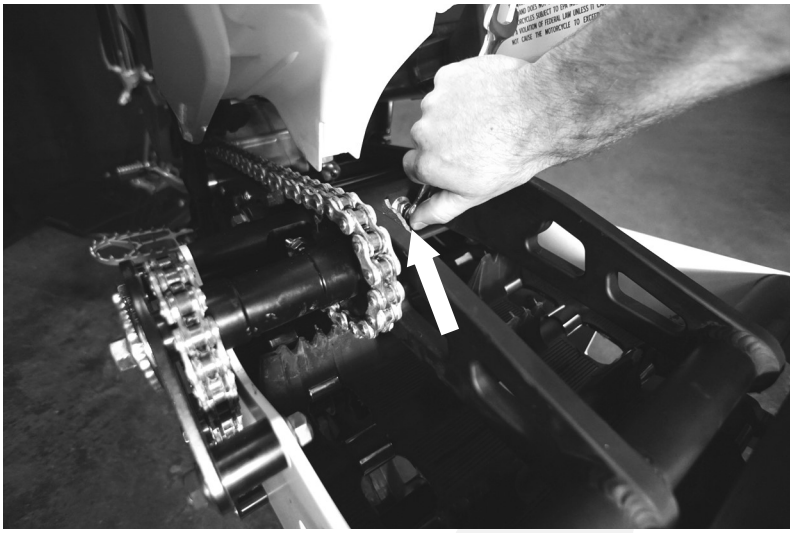
⇒ First you need to look at the kit and see what chain needs to be adjusted. It's a good idea to adjust both chains at the same time.

⇒ First loosen the primary chain using the swingarm mount adjuster.

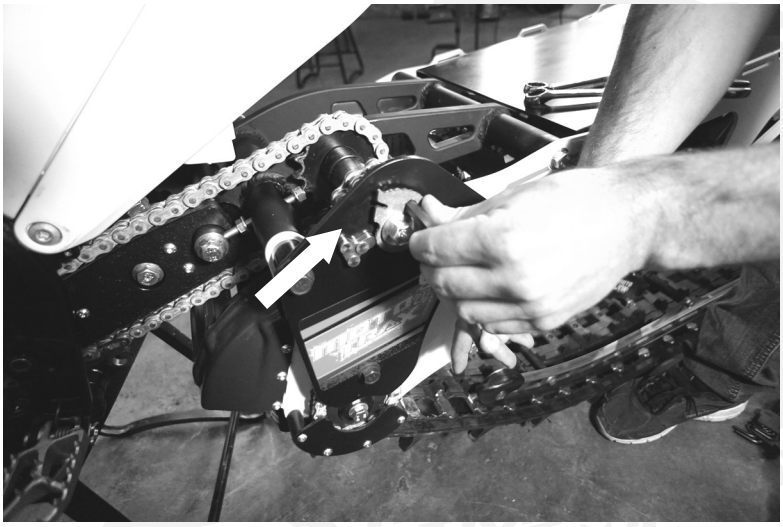


⇒ To do this loosen all four of the m12 bolts that hold the swingarm mounts tight as shown (Just loosen them so that you can fit a figure nail between the bolt head and the swingarm mount)

⇒ Now loosen and fully back off the securing nuts on the adjusters

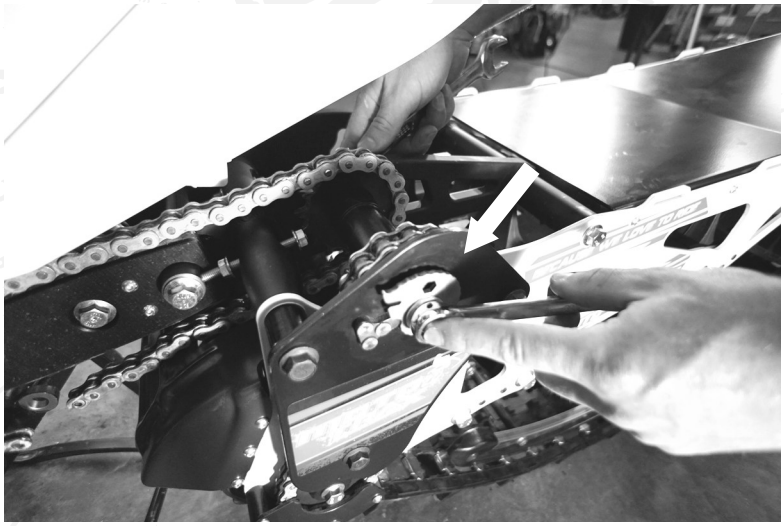


⇒ Spin the adjuster bolt in all the way until the chain primary chain is completely loose.



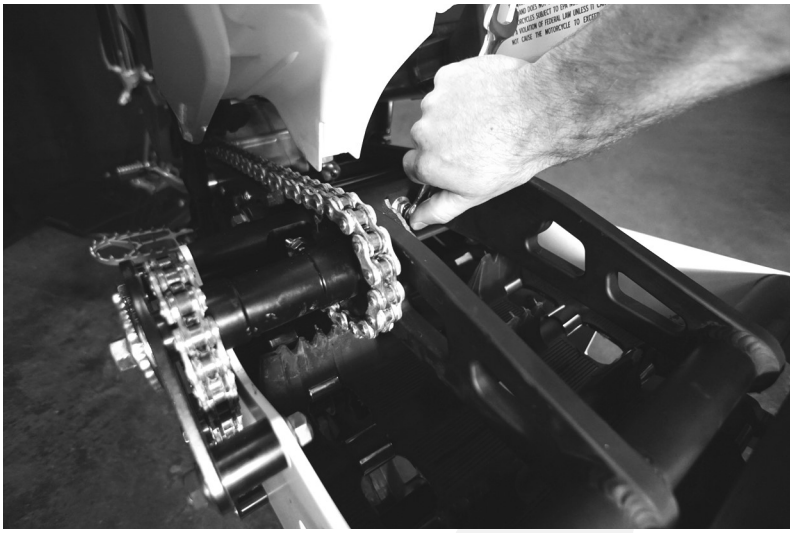
⇒ Now loosen the drive hub

⇒ Once the drive hub is loose, again one finger nail between bolt head and clamshell, use a 10mm allen to spin the clamshell out until the side chain is fully tightened. Note: Make sure both clamshells are in the same configuration, you may need to count the number of divots from fully rested to confirm this.

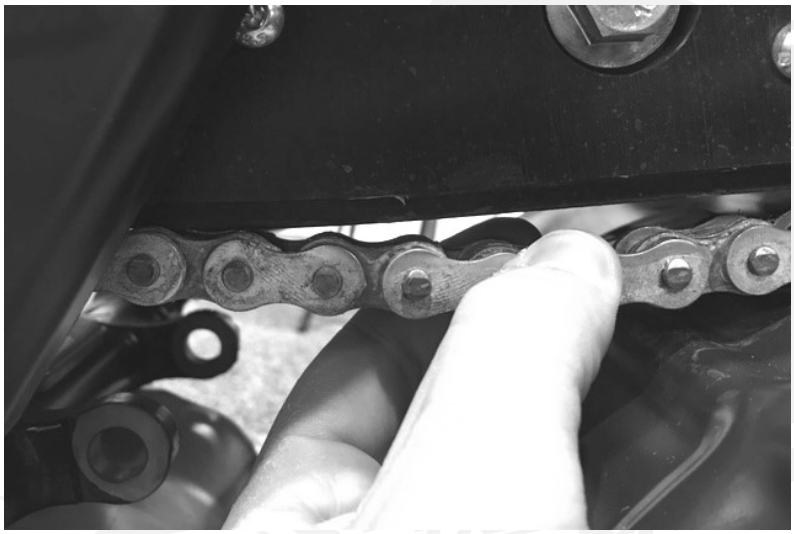


⇒ Tighten the hub from the outside holding the nut on the inside, this will ensure that the clamshells do not spin during the tightening process.

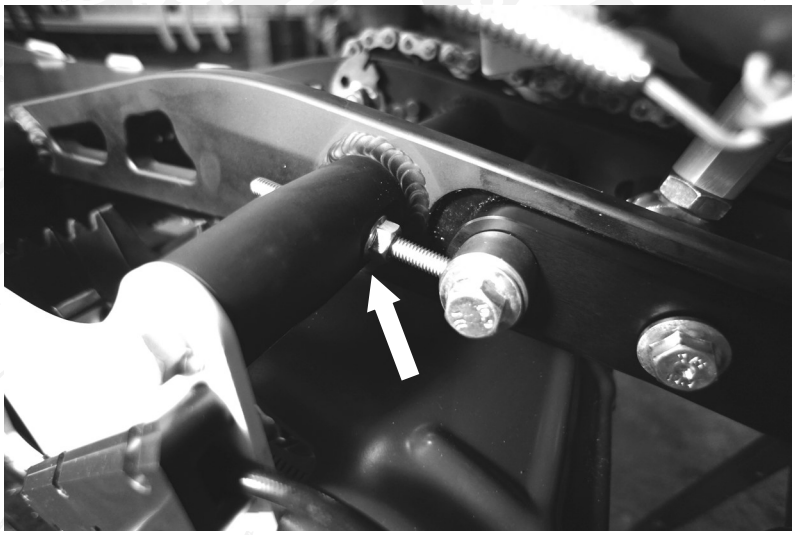
⇒ Torque: NM: 100.0 F/LBS: 76.0



⇒ Once the secondary chain is correctly adjusted and the hub is fully tightened, you need to adjust the primary chain.



⇒ Spin the adjusting bolt out until the extra play is out of the primary chain. The chain should be tight enough that you can only get 1/8” to ¼” of play between the chain guide and chain if you are pulling down on it.

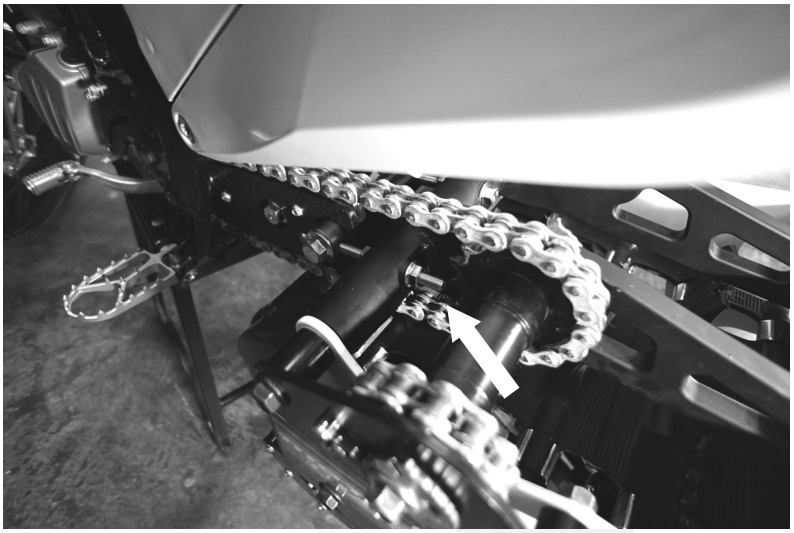


⇒ Once the chain is at the correct tension use the side adjuster nuts to lock the tension.

⇒ To do this spin the inner nut out until it hits the bar as shown. Make sure the kit is aligned by looking at the kit from the rear.

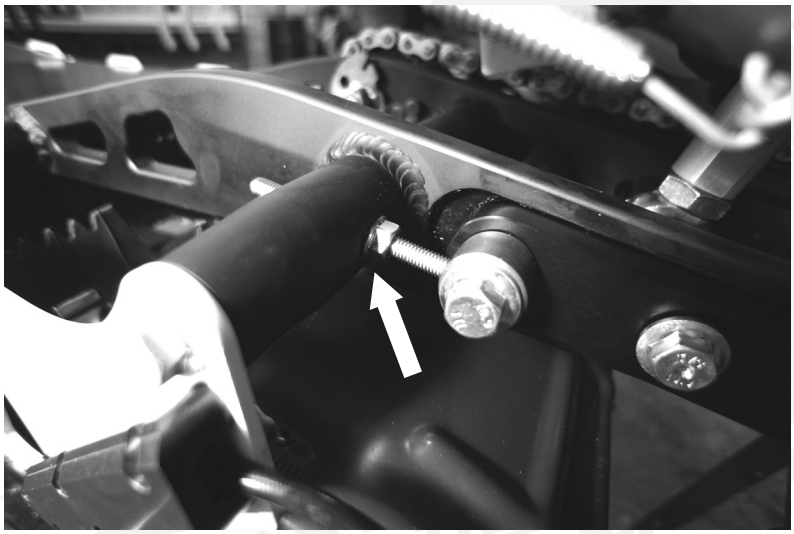
⇒ If it needs adjustments, make them now.

⇒ Torque: NM: 18.5 F/LBS: 13.5



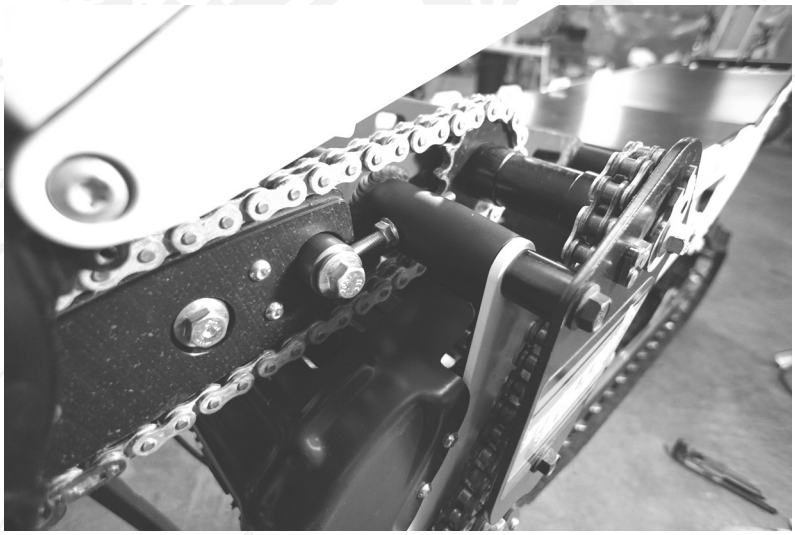
⇒ Once you have determined the kit is aligned tighten the rear bolts to the bar as shown and fully tighten them down.

⇒ Torque: NM: 18.5 F/LBS: 13.5



⇒ Now tighten the front adjuster bolts fully as shown .

⇒ Torque: NM: 18.5 F/LBS: 13.5



⇒ The drive chains should now be fully ready to ride.

ADJUSTING THE SHOCK ABSORBER (MX MODEL)

On the Motocross model there is a FOX RC2 shock. The shock is equipped with many forms of adjustment.

⇒ Spring Preload – This is used to set ride height. ONLY adjust spring preload for small amount of ride height adjustment, if major adjustment is needed you should install a different spring rate.

⇒ Turning the adjuster right increases the preload

⇒ Turning the adjuster left decreases the preload

⇒ High Speed Compression – This is used to adjust the compression damping effect of high speed impacts, note this is high shock shaft speed and not necessarily high speed riding.

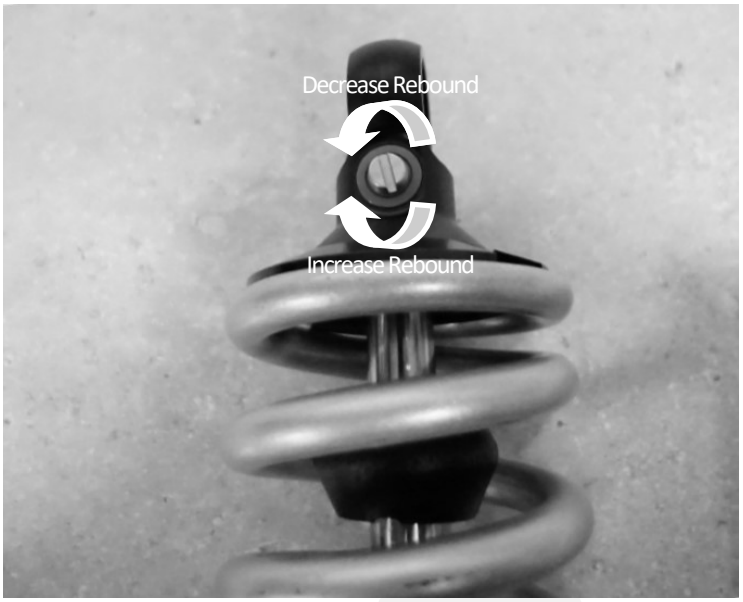
⇒ Turning the adjuster right increases the damping

⇒ Turning the adjuster left decreases the damping

⇒ Low Speed Compression – This is used to adjust the compression damping effect of low speed impacts, note this is low shock shaft speed and not necessarily low speed riding.

⇒ Turning the adjuster right increases the damping

⇒ Turning the adjuster left decreases the damping



⇒ Rebound damping – Used to adjust the rate at which the shock rebounds or extends after an impact.

⇒ Turning the adjuster right increases the damping

⇒ Turning the adjuster left decreases the damping

Internal Shock Valving

The FOX RC2 shock is able to be fully rebuilt and has adjustable internal valving, major suspension changes can be accomplished by changing the valving. Please contact an authorized Fox service center for any internal valving. DO NOT try to disassemble the shock without proper training or tools.

Fox Factory Settings

RC2 PN 951-03-001

Low Speed Comp – 12

High Speed Comp—12

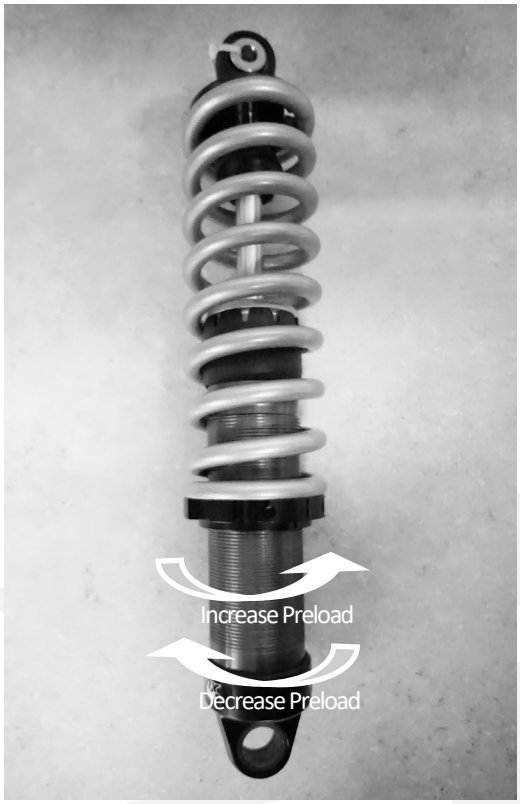
Rebound—12

Spring Preload— 8.74”

Spring Rate Chart

120lbs—175lbs	325lbs/in
175lbs—225lbs	350lbs/in
225lbs—280lbs	375lbs/in

ADJUSTING THE SHOCK ABSORBER
(ENDURO AND MOUNTAIN MODELS)



⇒ On the Enduro and Mountain model there is a FOX IFP shock. The shock has two forms of adjustment.

⇒ Spring Preload – This is used to set ride height. ONLY adjust spring preload for small amount of ride height adjustment, if major adjustment is needed you should install a different spring rate.

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⇒ Turning the adjuster left Decreases the preload

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TRACK SYSTEM TORQUE VALUES

Rail Slide Lock	M5 Allen	Torque	NM: 7.0	F/LBS: 5.0
Brake Rotor	M6 Allen	Torque	NM: 9.0	F/LBS: 6.5
Tunnel Cover/Grab Bar	M6 Allen	Torque	NM: 12.0	F/LBS: 9.0
Plastic Guards	M6 Allen	Torque	NM: 5.0	F/LBS: 3.5
Rail Cap	M6 Hex	Torque	NM: 12.0	F/LBS: 9.0
Idler Adjuster Ball with Locknut	M6 Hex	Torque	NM: 12.0	F/LBS: 9.0
Snow Flap Bolt with Locknut	M8 Allen	Torque	NM: 30.0	F/LBS: 22.0
Bearing Carrier	M8 Allen	Torque	NM: 28.0	F/LBS: 20.5
Chain Adjuster Stops	M8 Hex	Torque	NM: 18.5	F/LBS: 13.5
Banjo Bolt	M10 Hex	Torque	NM: 30.0	F/LBS: 22.0
Bulkhead/Panel	M10 Hex	Torque	NM: 45.0	F/LBS: 33.0
Rear Arm Upper	M10 Hex	Torque	NM: 45.0	F/LBS: 33.0
Rear Arm Lower	M10 Hex	Torque	NM: 59.0	F/LBS: 43.5
Rail Pivot	M10 Hex	Torque	NM: 59.0	F/LBS: 43.5
Skid Brace	M10 Hex	Torque	NM: 59.0	F/LBS: 43.5
Rear Slider	M10 Hex	Torque	NM: 59.0	F/LBS: 43.5
Shock Upper/Lower	M10 Hex	Torque	NM: 59.0	F/LBS: 43.5
Driveshaft	M10 Hex	Torque	NM: 59.0	F/LBS: 43.5
Chain Case with Locknut	M10 Hex	Torque	NM: 59.0	F/LBS: 43.5
Chain Case to Bulkhead	M10 Hex	Torque	NM: 45.0	F/LBS: 33.0
Brake Caliper Pin	M12 Hex	Torque	NM: 17.5	F/LBS: 13.0
Upper Swingarm	M12 Hex	Torque	NM: 100.0	F/LBS: 76.0
Upper Front Link	M12 Hex	Torque	NM: 100.0	F/LBS: 76.0
Mid Link Front/Back	M12 Hex	Torque	NM: 100.0	F/LBS: 76.0
Rear Idler Axle	M12 Hex	Torque	NM: 100.0	F/LBS: 76.0
Hub Axle	M12 Hex	Torque	NM: 100.0	F/LBS: 76.0
Primary Chain Adjuster	M12 Hex	Torque	NM: 100.0	F/LBS: 76.0