

Instructions for V2-Aero 125RC

2007



SHOPS: Please make sure that the customer gets a copy of the roller ski Instructions. It is your responsibility to make sure the customer receives the Instructions with the skis. **CUSTOMER:** Please read instructions carefully before using the product.

SAFETY: Like most sports roller skiing can be dangerous. If you have not roller skied before, seek instruction from a qualified person. Practice on flat terrain, away from traffic hazards. Start slowly with simple tasks such as double poling. Always inspect your skis before every outing. Replace worn or damaged parts. Wear protective gear: Helmet, gloves, knee pads, etc. Concentrate on where you are going and be aware of hazards such as stones, pebbles, cracks and pot holes in the pavement. Do not go down steep hills. **Use common sense and ski safely. For balance and control it is imperative to have good ski boots.**

MOUNTING OF BINDINGS: For precise mounting use the V2 drill jig specially made for V2 roller skis. (We have found that the main reason some roller skis do not track properly is due to the fact that the screw holes were not precisely drilled.) The holes should be drilled with a 5/ 32" (4mm) drill. Follow the binding manufacturers instructions except for the drilled hole size. We recommend putting epoxy on all screws.

Experienced skiers usually have their own ideas on where to mount bindings. If you plan on installing a Brake there must be a minimum clearance of 1.125 " (29 mm.) between the back of the boot and the end of the shaft. We recommend the bindings be mounted so the heel of the boot is about 1.5 to 2 inches from the end of the ski shaft.

REPLACING WHEELS: To replace the wheels you need a 10mm open end or a socket wrench and a 5 mm Allen Hex Key wrench. To replace a wheel remove the bolt, nut and washers. Insert the new wheel in the forks, making sure that the valve stem is pointing backward. Install the bolt, washers and nut. Tighten the rear wheels to about 50 in. lbs.

Note: There are separate instructional pdf's for replacing tubes and tires on the 125 and 150.

CLUTCH WHEEL: The clutch is dependent on very high tensile forces in the bolt and we use a special high tensile 12-9 nut. The clutch itself will not slip, but the clutch assembly will rotate on the spacers if the bolt - nut are not very tight. Before installing the clutch wheel clean the fork with a household cleaner such as Fantastic and wipe dry. Any dirt between the wheel spacer and the fork can cause the wheel to slip. Apply a small amount of grease to the face of the nut and torque the bolt and nut to between 120 to 140 in. lbs. Without grease on the face of the nut you will get an erroneous torque reading. 120 in. lbs. on the wrench without lubricant can be less than 50 in. lbs. with a lubricated nut. This would result in insufficient force between the spacers and the clutch wheel will slip. Make sure the valve stem on the clutch wheel is pointing backwards. **If the valve stem is not pointing backwards it could get caught in the fork, causing the wheel to stop suddenly.**

We recommend the clutch wheel be inflated to between 70 and 90 PSI.

Warranty: Jenex Inc. warrants to the original purchaser of V2 Aero 125SR roller skis, that Jenex will repair free of charge any item which under **normal service** proves defective in material or workmanship, as determined by Jenex inspection for a period of (9) months from the date of purchase provided the claimed defective product is returned to Jenex with transportation charges pre-paid. Warranty applies only if the skiers weight is under 200 pounds, 91 Kg. **Warranty does not include tires and tubes.** The chassis, also called the shafts and fork assembly, is not warranted if the shafts have substantial stress damage such as deep scrape and gouge marks on the bottom of the shaft and fork assembly.

**V2 Jenex Inc. 172 South St. Milford, NH 03055
Tel. 603-672-2600 Fax 603-672-5751 www.jenex.com**