

# INSTRUCTIONS FOR V2 XL 98R

March 2009

V2 JENEX INC. 172 SOUTH ST. MILFORD, NH 03055 TEL. 603-672-2600 FAX 672-5751 www.jenex.com

**Caution!** Roller skiing can be dangerous. Use helmet and other appropriate safety equipment and ski in areas without traffic. If you are a beginner seek instruction from a qualified skier. Always use common sense when roller skiing.

**MOUNTING OF BINDINGS:** Try to mount the bindings so the ski is balanced. With larger boots this is not always possible. For accurate binding alignment use a V2 Universal binding jig. The screw holes should be drilled with a 4 mm ( 5 /32" ) drill bit to a depth of about 12 mm ( 0.5 inches ) Make sure you put a **positive stop** on the drill bit so you drill to the proper depth. Put a small amount of hot glue on the screws.

**TOOLS REQUIRED TO INSTALL NEW TIRES:** 10 mm open, closed or socket wrench, a 5 mm Allen Hex key and a standard slot type screw driver.

**REMOVING THE WHEEL:** If you are removing the front wheel, put a pencil mark along the tracking adjustment lever so that when re mounting the wheel you know where the lever should be located. Using the 10 mm wrench and the 5 mm hex key remove the wheel from the wheel forks and next remove the wheel bearing spacers & the washer from the bearing tube. See figure 1. **Do not pull the bearing tube out of the wheel!**

**REMOVING THE TIRE:** First push the tool kit bolt with the aluminum spacer into the wheel bearing tube and the steel spindle over the tube on the opposite side as shown in Figure 2 and tighten the nut and bolt. Next remove the socket screws using the 9/64 Allen key. Remove the tool kit assembly from the wheel and remove the bearing tube from the bearings as shown in Figure 3. Using a standard screw driver pry the rim from the tire as shown in figure 4. Next remove the second rim.

**INSTALLING THE NEW TIRE:** Wipe the rim surface of the tire with soap water or Armoral™. ( Armoral™ is best ) Press one rim onto the tire and insert the bearing tube into the bearing spindle and place it into the bearing as shown in Figure 5. Take the second rim and insert the two taper pins into the **two socket screw holes** as shown in Figure 6 so the taper pins enter the metal threaded inserts in the opposing rim. **One rim should have the V2 logo at 12 o'clock, the other at 9 See Fig. 7 & 8.** With the rims aligned so the taper pins protrude about 5 mm out of the threaded inserts, install the wheel assembly kit as shown in figures 2 and 9 and tighten the center bolt and nut until there is a definitive stop, where you can feel the bearing spindle is fully compressed between the two bearings. Next insert the socket screws and tighten the screws as shown in Fig.10. Use the rotational method when tightening the screws. Tighten one screw partially on one rim then the other screw on the same rim, then do the same on the opposite rim. It's just like tightening the wheel nuts on a car. Keep rotating until the screws are tight. **Do not over tighten!** The screws should be about flush with the threaded inserts as shown in Fig.11.

**MOUNTING THE WHEEL TO THE WHEEL FORKS:** Install the wheel washers & spacers as shown in fig. 1 and using the 10 mm wrench and the 5 mm Allen key mount the wheels to the wheel forks. Tighten securely, but do not over tighten.

**TRACKING ADJUSTMENT:** When the skis are assembled at Jenex they are placed in a jig to make sure the wheels are perfectly aligned. This does not mean that the skis will track straight for the user. Few of us are anatomically balanced and just a slight misalignment of the ski binding can cause the skis to pull to one side. If the tires are worn unevenly the ski can also have tracking problems. With the tracking adjustment lever it is easy to move the wheel slightly to the left or to the right to correct tracking. Take a pencil and draw a line on **both** sides of the adjuster. Loosen the nut slightly. Pushing the adjuster forward will move the wheel to the left, pushing it back will move the wheel to the right. Re tighten the nut and try the skis.

**INSTALLING THE ISR:** Remove one rim as described above and then remove the bearing spindle from the bearing tube. Take the ISR assembly and insert the bearing tube into the spindle. One rim has a small dimple as shown in Fig.12. Insert the ISR with the lettering facing you **into the rim with the dimple**. Reassemble the wheel in the same manner as when installing a new tire. The rim without a dimple has a tight ISR counter bore and will lock the ISR to that rim. **Do not pull the spindle out of the ISR.** There is a high viscosity fluid trapped between the axial seals. Removing the spindle & losing fluid can damage the ISR.

