

# INSTRUCTIONS FOR V2-XL125S, V2-XL150S AND V2-XL150SC

## PLEASE READ INSTRUCTIONS BEFORE ROLLER SKIING

**SAFETY:** Like many sports, roller skiing can be dangerous. If you are new to the sport, we recommend that you seek instruction from a qualified person. Wear protective gear; helmet, gloves, knee and elbow pads etc. Ski in areas without traffic.

Read the Jenex E-book, "Steady and Confident" by Doug Garfield, watch the video; "Becoming a Better Skier" by Zach Caldwell.

**MAINTENANCE OF ROLLER SKIS:** Before every ski you should check to ensure that your equipment is in good condition. Inspect the shafts for damage. Indentations or deep scrape marks in the bottom of the shaft or wheel forks seriously increases the risk of the shaft or wheel fork breaking. If you are skiing with proper technique the shafts and forks will not be damaged. Ensure proper tire inflation.

If you have brakes or speed reducers make sure they are functioning properly. Tighten loose parts, grease any metal on metal functions (such as speed reducer roller arms).

**AERO ROLLER SKIS:** The XL150S is for skating only. The XL150SC can be used for both skating and classic technique. The skis can be used on both paved and hard packed dirt surface. The skis will not negotiate soft or sandy roads.

**MOUNTING OF BINDINGS:** For precise mounting use a V2 drill jig. The holes should be drilled with a 5/32 drill bit (4mm). We recommend putting epoxy on the screws. The general guidelines for binding location are shown in Fig.1



Shoe size:	8/41 & smaller	8.5 to 10.5/42 to 45	11/45.5 & larger
<b>150S (Dim.A)</b>	0.75 in 18mm	0.5 in. 13mm	0.25 in. 6mm
<b>150SC (Dim.A)</b>	1.375 in. 35mm	.875 in. 22mm	.5 in. 13mm

FIG.1

**TOURQUE REQUIREMENTS FOR WHEELS:** To replace the wheels you need a 5MM Allen wrench and 10mm socket wrench. Free wheels should be just tight enough so they don't wobble. Do not over-tighten free wheels. Over-tightening will not allow the wheel to spin properly. The front clutch wheel must be tightened to 120 in. pounds (16 Newton Meters). When tightening the clutch wheel there must be grease on the nut and threads of the bolt. *The clutch locking mechanism will not function if the bolt is not sufficiently tight.*



**TRACKING:** (see FIG. 2) All skis are placed in a jig so that the wheels are perfectly aligned with the shaft. This does not guarantee that the ski will track straight for the user. Very few people are perfectly aligned anatomically, and boots and bindings may also be slightly misaligned. The tracking device is the small aluminum piece, rectangular in shape but rounded at one end, attached to the front fork between the lock nut that holds the wheel axle bolt and the fork. Scribe a pencil line on the fork along the edge of the tracking device. If your ski is tracking to the right, loosen the lock nut and move the tracking device slightly forward and retighten. If the ski tracks left, move the device slightly toward the rear. Adjust incrementally until the skis track properly for your physiology.

FIG. 2

**INFLATING TIRES:** Use a mountain bike shock pump and inflate the tires to about 90 PSI for the W150 or 85PSI for the W125. When removing the pump you will lose some air, so inflate to about 3- 5 pounds more to ensure correct PSI while skiing.

**Tire pressure should be checked before every roller ski session.**

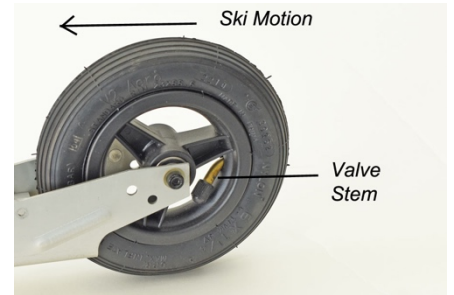


FIG. 3

**CAUTION!!!!!!!!!!** Make sure the valve stem is positioned so it cannot accidentally be caught in the wheel fork. See Fig. 3.

**WARRANTY:** Jenex Inc. warrants to the original purchase of V2 roller skis, that Jenex will repair free of charge any item that 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. The claimed defective product must be returned to Jenex with transportation charges prepaid.

**Warranty applies only if the skiers weight is less than 195 pounds (89 Kg) for XL150 models, 175 lb for XL125 models**

Warranty does not include wear items like wheels, speed reducers and brake pads. Warranty does not cover tires and tubes. The chassis (shafts and fork assemblies) are not warranted if there is substantial stress damage such as deep scrape and gouge marks on the bottom of the shafts and/or fork assembly.

**V2 JENEX INC. 172B SOUTH ST. MILFORD, NH 03055 603-672-2600 1-877-825-3639**

[www.jenex.com](http://www.jenex.com)

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