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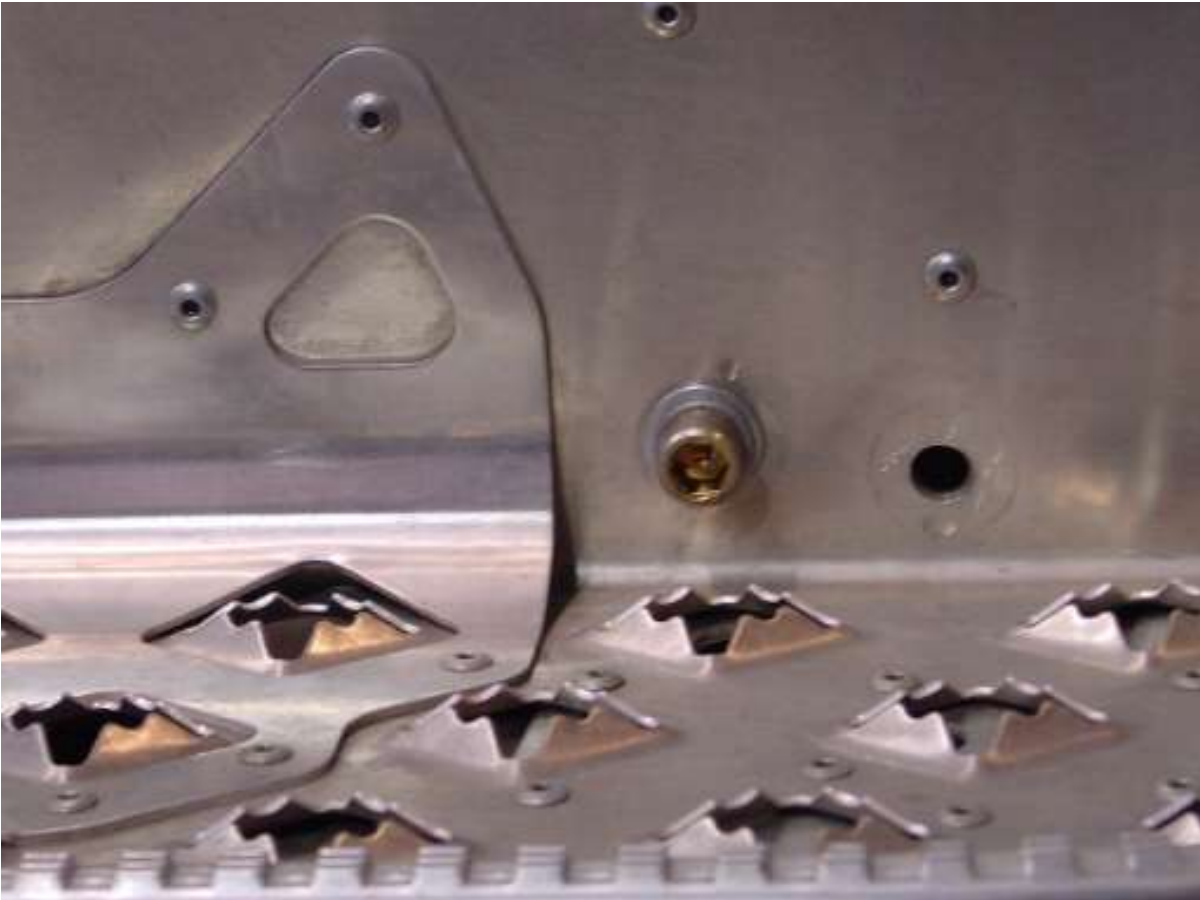
## **2008 – CURRENT YAMAHA NYTRO M-10 INSTALLATION INSTRUCTIONS** 020613

1. Remove stock suspension.
2. On RH side of sled, locate and remove the rivet shown in Diagram #1 near the front of the sled. Drill this rivet hole out to 25/64" or 10mm.
3. Temporarily mount the RH torque arm bracket through the rear hole position and the hole drilled in Step #1. Measure down 6.223" or 158.1mm from top of stock mount plate to the center of the front hole in torque arm bracket, tighten bolt to hold securely in place. Then center punch the upper middle hole in torque arm bracket. Mark area of stock plate boss area and grind down flush with plate. Remove torque arm bracket to drill and grind plate. See Diagram #1
4. Locate stock RH rear arm factory plate on inside of tunnel and grind off the weld-nut on the inside of the tunnel and drill this hole out to 29/64" or 11.5mm. This will be the rear arm location. See Diagram #1.
5. Repeat steps #2, 3 and 4 on LH side of tunnel.
6. Bolt front torque arm brackets to front arm shaft. Lay arm flat with torque arm brackets lying flat on floor. Torque to 70 ft lbs making sure brackets stay flat or parallel.
7. Place suspension into track. Attach front arm and torque arm brackets to the tunnel. **Note:** There are two 3/8" washers included with hardware. Place one washer between torque arm bracket and inside of tunnel on the rear mount location of torque arm bracket on each side of tunnel when bolting front arm into the tunnel. You may need to slightly pry against tunnel to clear torque arm bracket over factory tunnel bracing. Raise rear arm and bolt into place.
8. Attach upper front and rear shock mounts, then Attach limiter strap. Adjust the limiter strap for good ski pressure and safe cornering on the trail. Adjust track with at least 1/2" to 3/4" of free hang (no weight) and proceed to set-up pages in the M-10 Owners' Manual.

**PHOTO #1**



**PHOTO #2**



**PHOTO #3**



**PHOTO #4**



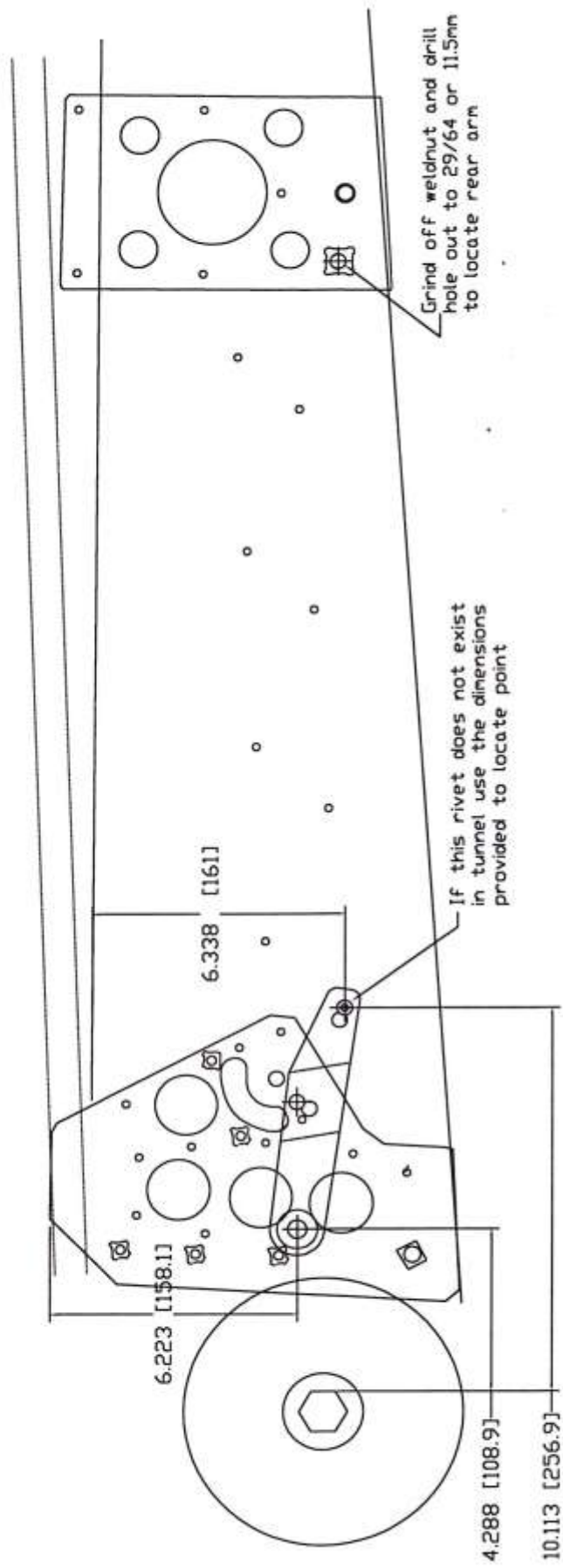
PHOTO #5



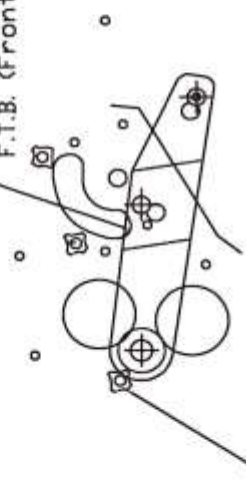


# NYTRO W/O SIDE PLATE RE-INFORCEMENT DIAGRAM

12-22-10



Grind this rib upward approximately 1/4" for clearance for the F.T.B. (Front Torque Arm Bracket)



This weldnut must be ground off to clear the F.T.B.