

ski delivers. To achieve front suspension compliance from a Timbersled, a complete re-valving and re-springing of the front suspension is necessary. Unfortunately this work runs anywhere from \$300 to \$500 and must be reversed when the motorcycle is converted back to dirt use in the spring. The new Trio Front Shock is a simple bolt-on procedure (provided you use the Aro spindle and ski) and provides all the benefits of an expensive fork re-working. The Trio shock retails for \$899.00 USD and requires an install kit for each individual motorcycle brand.

> While on the topic of Snow Bikes, in an upcoming Supertrax/Snowtrax interview with Arctic Cat VP, Craig Kennedy, we discuss the future of the Arctic Cat 450 SV-X Snow Bike project and where the company is heading with a turn-key Snow Bike in the next couple years.

> If you haven't entered the Reach For The Summit contest sponsored by Supertrax and Ski-Doo, what's holding you back? Go to www.supertraxmag.com/summit to enter as many times as you like (once per day) and get your chance to win an all-expense-paid, once-in-a-lifetime snowmobile adventure with Carl Kuster, Tony Jenkins, Rob Alford and the hosts



of Snowtrax Television, our own Luke and AJ Lester. You'll stay at Kuster's legendary CKMP facility in Sicamous, British Columbia and be the star in a Supertrax Magazine and Snowtrax Television feature story. Here's one better: Send us some words and/or a video of your best day snowmobiling and we'll enter you in a contest to win great swag including Cyclops Gear CGX2 4K action cameras and other cool stuff. ■

Legend ZX2 SR High Performance 2-Stroke Oil

In the snowmobile aftermarket few products and brands have withstood the test of time. Legend Performance and its full line of quality snowmobile and powersport lubricants has. We've come to trust Legend for high performance mods that actually deliver on the promise of increased performance. Funny thing this would even be an issue, however, too often overblown claims of performance are asserted by "here today, gone tomorrow" purveyors of performance.

So here's the straight goods on Legend's ZX2 SR lubricant products. These oils are made from the highest quality base stocks with custom blended additive packages developed specifically to deliver uncompromised performance in the extreme conditions snowmobile engines are exposed to. Many snowmobilers do not realize the extent of the stress today's sled engines are expected to perform under. Look at it this way: 2-stroke outboard engines use up to three times the displacement and significantly less RPM to achieve the power outputs of snowmobile powerplants. This unbelievable horsepower-to-displacement-ratio exists nowhere else in the recreational power products world. What it means to you and me is this: Using quality lubrication cannot be undervalued. Legend's ZX2 SR injector oil exceeds all critical industry standards including API TC, TC-W3, JASO FD or ISO-L-EGD for 2-cycle lubricants. Why? Because snowmobile engines require exceptional lubricants to reliably deliver their amazing power.

Interestingly, Legend's ZX2 SR is not a synthetic based oil but it easily out-performs many synthetics. Legend's ZX2 SR makes the bold claim of delivering virtually smokeless (warm engine) operation. We've experienced this much-sought-after trait first hand. Because of the sophisticated additive package in ZX2 SR we've seen outstanding power valve performance and cleanliness with virtually no gummy build-up or sticky actuation.



When the trails are slick, Mack Studs will do the trick.

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