

RIDER FRIENDLY

SPECIFICATIONS

FLOATATION

A track of 11^{1/2} X 109 in. gives a footprint of 575 sq. in. That's more than enough to float. Lugs of 1^{1/2} in. will also give the traction you need to keep your bike on top of the snow in any condition. Big footprint + light weight vehicle = floatation = less power required.

WEIGHT DISTRIBUTION

Easily accessible bolts allows the track system to slide from the front to the back for proper traction depending on the surface. Deep snow = front, hard pack = back. This adjustment takes less than a minute.

ORIGINAL PARTS

The only part you are taking off your bike is the front brake. Everything else stays on the motorcycle and nothing affects the structure of your vehicle. Just take the wheels out and use the original brake, brake rotor, swing arm and shock absorber.

INSTALLATION TIME

Every time you will switch from wheels to track, it should not take you more than 1^{1/2} hr. Leave the brake rotor on the system and the foot pegs links on the bike, and it's as easy as changing regular wheels.

FITS ON MOTOCROSS, ENDURO AND SUPERMOTO BIKES

Available for 250F and up



WINTER

SUMMER



THE RIDING SEASON IS NEVER OVER !

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Manufacturing Fun

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MADE IN CANADA

EXPLORER

Smart All Terrain System



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UNIQUE IN THE WORLD AND TECHNOLOGICALLY UNCOMPARABLE

- Engineered by the World leader in Snow Bike manufacturing and inventor of the Snow Hawk, the EXPLORER is the ultimate Snow Bike conversion kit !
- Manufactured with high quality parts, it is fully adjustable and easy to install.
- It will carry you anywhere you want. Boondocking, hillclimbing, sidehilling or trail riding, nothing will stop you.
- Don't leave your bike in the garage next winter !



ADJUSTABLE: 3 POSITIONS



Deep Snow



All Surfaces



Hard Pack

UNIQUE

GYRATION RADIUS

The curve in the track frame gives a smaller point of contact to the ground for easier handling, without losing traction. It also ensures an optimal track attack angle for floatation.



A "ROUNDED" TRACK ?

There is no need for a "rounded" track. By having the bogie wheels positioned in the middle of the system, there is no leaning resistance. The track can easily flex on each side, keeping the traction on the ground even in tight turns.



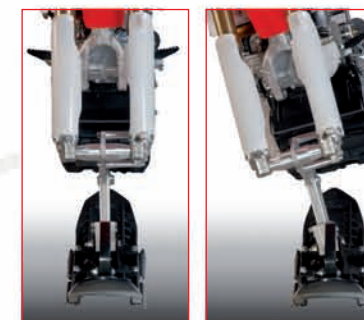
FREE WHEELING

With wheels positioned in the middle of the track, it is like a single wheel riding on a "never ending carpet". Bogie wheels, instead of sliders, do not overheat in low or no snow conditions. This means you can ride the EXPLORER in summer time. Lots of fun in the sand especially.



TWIN AXIS

The Snow Hawk's extraordinary handling device is integrated into the ski kit to optimize handling of your bike. When the motorcycle is leaning it keeps the ski flat on the ground up to 6°. Trust the ski and you'll "elbow" the snow!



TRACK ATTACK ANGLE

By moving the front of the bike up and down with the front ski adjustment, you change the track attack angle. This height adjustment (up to 4") gives better traction efficiency. The deeper the snow, the higher the front ski adjustment to climb and float on snow.



SNOW TRACKER

This anti-darting device was especially developed for the Snow Hawk's ski. The EXPLORER benefits from 8 years of R&D by using the exact same ski. Your motorcycle will go straight in any snow condition. You have the control !



UNCOMPARABLE