



# SNOWTRACKER

## The Inside Ski-Lift and Darting Cure?

By AJ Lester

After an amazing start to the winter in just about every area of the North American snowbelt - particularly in areas where snowmobiles are used on trails - our phones and e-mails have been inundated with riders complaining about darting and unpredictable steering feedback on their new sleds. Inevitably the "biggie" comes up: "How can I eliminate or at least reduce inside ski-lift?"

Truthfully, the dynamics that create inside ski-lift, essentially vehicle center of gravity (CG) and roll center, cannot be altered or changed in any meaningful way to either reduce or control inside ski lift. The way the sled is built is the way it's built. You could lose some weight, that might help. However, there is a way to make inside ski-lift manageable and to eliminate - or rather, eradicate annoying darting and hunting on trails. Let me talk about the issues sled by sled. The sleds with the most profound darting issues on the trails we've ridden thus far this year are the Yamaha Nytro and the new Ski-Doo XP. Keeping in mind we've had lots of snow and the trails are not really hard packed except for a few hours after grooming and freezing, conditions this year - at least, where we ride - have not been at all like last season.

Enter the SnowTracker ski system. This weird looking set up installs as quickly as a new set of carbides requiring only one 1/8 inch hole be bored into the front leading surface of the bottom of the ski. Total installation time once you get your sleds ski's off the ground to when they touch back down should be in the neighborhood of half an hour for a reasonably mechanically inclined person. These wild and aggressive looking pieces create a completely settled, controllable and rider determined response to any trail surface we've covered in the first dozen weeks of riding this season.

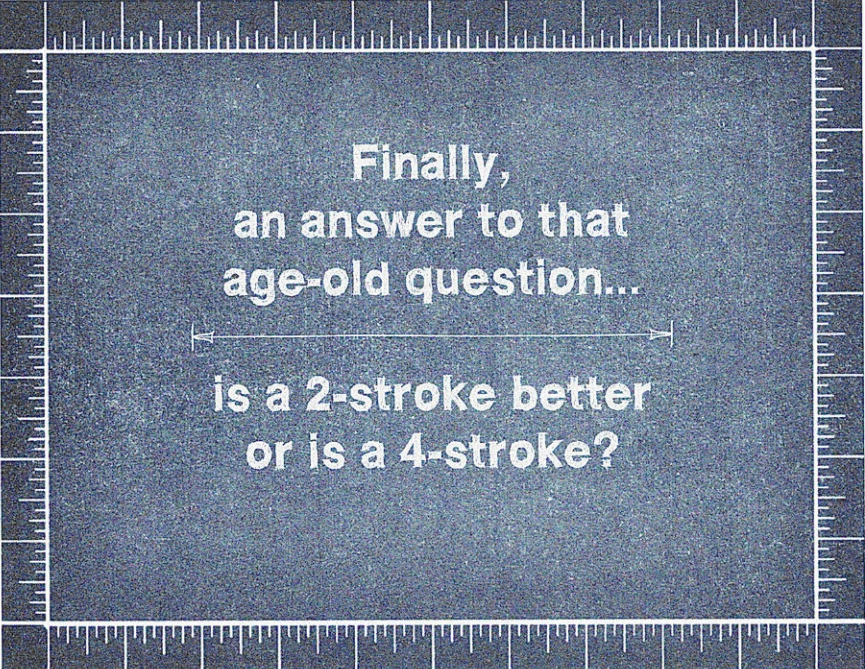
We've also tried a set of USI skis on our 2008 Vector with Stud Boy Deuce bars and these, too, have been very effective at controlling darting. However, I would warn you that the Nytro, the XP and the Vector do not need more aggressive ski profiles; they need less aggressive dual skags or Snow Trackers.

The only down side to the SnowTrackers is when encountering washouts where sand and dirt are exposed or where there's bare pavement or gravel roads. At high speeds you won't be bothered, it's when you slow down or, worse,

stop on these surfaces that the aggressive tracker can grab quite hard and become very stubborn. If your sled is studded this is less of a problem and, for the most part, sand, dirt and bare roads get a little tricky even with regular carbides. It's been our experience that the benefits far, far outweigh the occasional need to rock the skis to get unstuck.

If your sled suffers from darting, try out SnowTrackers and see what we believe is the most cost effective and simple to install answer to a serious snowmobiling problem.

[www.snowtracker.com](http://www.snowtracker.com) ▲



Finally,  
an answer to that  
age-old question...

is a 2-stroke better  
or is a 4-stroke?