

Instructions for V2-Aero XL 125S, 150S & 150SC



AERO XL150S



AERO XL125S

SHOPS: Please make sure that the customer gets a copy of the roller ski Instructions. It is your responsibility to make sure the customer receives the Instructions with the skis. **CUSTOMER:** Please read instructions carefully before using the product.

SAFETY: Like most sports roller skiing can be dangerous. If you have not roller skied before, seek instruction from a qualified person. Practice on flat terrain, away from traffic hazards. Start slowly with simple tasks such as double poling. Always inspect your skis before every outing. Replace worn or damaged parts. Wear protective gear: Helmet, gloves, knee pads, etc. Concentrate on where you are going and be aware of hazards such as stones, pebbles, cracks and pot holes in the pavement. Do not go down steep hills. **Use common sense and ski safely.**

Aero XL 125S, 150S & 150SC: The Aero XL125 S and 150S are for skating only. The Aero XL150SC can be used for both skating and classic. For classic we recommend one outside Outrigger on each ski.

PAVED AND HARD PACKED DIRT ROADS: The V2 Aero XL's can be used on both paved and hard packed dirt roads. The XI 150 models can also be used on grass that is cut extremely short. The Aero will not negotiate sandy or soft dirt roads.

MOUNTING OF BINDINGS: General guidelines for mounting bindings is shown in Fig. 1. For precise mounting use the V2 drill jig specially made for V2 roller skis. The grooves in the shaft also align with the screw holes in the binding. The holes should be drilled with a 5/ 32" (4mm) drill. Follow the binding manufacturers instructions except for the drilled hole size. We recommend putting epoxy on all screws and turning the skis upside down after mounting the binding so the epoxy forms a bead around the screw. For skating use the stiffest binding plug available. **For balance and control it is imperative to have good stiff ski boots.**

FRONT CLUTCH OR RATCHET WHEEL ON 150SC: Caution! Do not move the ratchet wheel from the front to the rear as there will be too much weight and torque load on the wheel which could result in clutch failure. Also note that the free wheels should be tightened just enough so they don't wobble. However, the clutch wheel must be **very tight**, about 120 in. lbs., or the clutch spacers will slip. The clutch locking mechanism is dependent on very high tension in the bolt.



Fig. 1. Aero XL150S shown. Same dimensions for XL 125S

Dimension **A** is from the **front vertical** portion of the wheel fork to the back heel portion of the boot. For larger boots, such as this size 46 in the picture, the heel portion of the boot is lined up evenly with the vertical section of the fork. The dimensions noted below are general guidelines for mounting bindings. Experienced skiers usually have their own ideas on where to mount bindings.

Shoe Size U.S.	8 & smaller	8.5 to 10.5	11 & larger
Shoe Size FR.	41 & smaller	42 to 45	45.5 & larger
	Dim. A	Dim. A	Dim. A
Aero XL 150S & 125S	.75 in. front of fork (18 mm)	.375 in. front of fork (9 mm)	Heel even with Fork
Aero XL 150SC	1.375 in. in front of fork (34 mm)	.875 in. in front of fork (22 mm)	.5 in. in front of fork (12 mm)

INFLATING TIRES: The 125 should be inflated to 100 psi and the 150 to 90 psi. The best way is to use a mountain bike shock pump. Modified shock pumps that makes inflating tires easier are available from V2 Jenex. Tires should be inflated before every ski session. You must remove the pump rapidly to prevent air loss. Almost all tube failures are due to underinflated tires. **For replacing tubes and tires see separate instructions in pdf format.**

REPLACING WHEELS: To replace wheels you need a 5 mm Allen hex key and a 10 mm wrench. For clutch wheels you also need a good socket wrench, preferably a torque gage wrench. Free wheels need only be tighten sufficiently so they do not wobble. Clutch wheels must be very tight. Before installing clutch wheels lubricate the side of the nut facing the washer with grease. Torque the bolt to about 120 in. pounds. The clutch does not slip, however if there is insufficient pressure the wheels can slip on the aluminum spacers.

!! Caution! Make sure you install the wheel so the valve stem is facing backwards from the rotation of the wheel. See Figure 2 below.

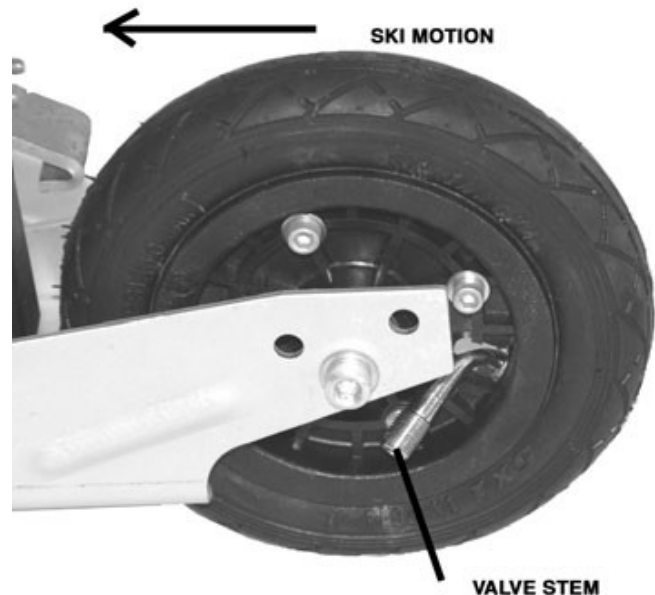


Fig. 2

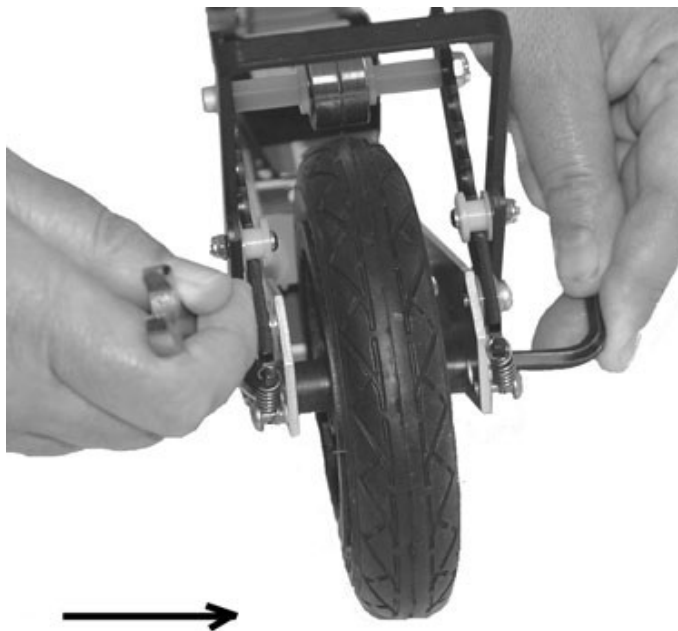


Fig. 3

TRACKING: The Aero XL are designed so you can slightly alter the tracking of the ski. Most tracking problems are due to bindings not being mounted properly, or the user is anatomically misaligned. One hole on the front fork, where the nut is mounted, is slightly oval shaped. If the ski pulls to one side loosen the nut about 1/2 turn while pushing the wheel against a table top in the opposite direction of the "pull". The serrated washer will keep the wheel from shifting back to the center of the hole. See Figure 3.