

Hartman, Inc.

2011-2012 Yamaha Performance Specialists



www.hartmaninc.com



(208) 468-1073

Established In 1984

Building Mountain Sleds before there were Mountain Sleds...

400 S Grays Lane Nampa, ID. 83687

Hartman, Inc.

Established Since 1984

Building Mountain Sleds before there were Mountain Sleds...

Hartman Inc.'s Philosophy

Because of the unlimited variations that altitude, model of snowmobile, rider weight, and type of terrain you prefer to ride in, it is important to discuss over the phone options that will work best for you. We provide custom set-ups for each individual customer NOT one size fits all. **Please be patient, Tom Hartman (owner) will personally help you with your order.**

PLEASE LEAVE YOUR NAME AND PHONE NUMBER **I WILL CALL YOU BACK**

We are Yamaha specialists. Our goal is to supply our customers with the highest quality long track kit available for your Yamaha snowmobile. "Quality and customer satisfaction are our highest priorities," while taking advantage of modern laser cutting and CNC machining. We also seek out and test after market performance products on the snow against the competition not relying on dyno sheets or marketing hype. Because, you can't tell your buddy you beat him on paper, you have to show him your taillight! Giving our customers technical advice from what we have learned on the snow using two identical shop sleds to compare new products and performance tuning is what we have built our business on.

The reason our prices may be higher than other aftermarket companies follows the old adages "Cheaper is not better" and "You get what you pay for". This is your pride and joy we're talking about. Our kits don't have any exposed cooler hoses because we want our products to look as good as they perform. We were also looking ahead with the 141" kit. We have ability to easily upgrade it to a 144" track with the only addition being small rail extensions for track tension adjustment. That's why the Yamaha dealers come to us. Shouldn't you? We have actually had dealers order our kit and a kit from another aftermarket company, and they ended up sending back the other, stating our kit was better in every aspect except price, but it is worth it.

ALL PRICES SUBJECT TO CHANGE WITHOUT NOTICE.

Canada Customers

NO Duty Nafta Agreement

NO Broker Fees

Order tracking and Insurance

www.hartmaninc.com

208-468-1073

Hartman Inc.

2011-2012

All tracks sold at dealer cost with kits

All long track kits parts are also sold separately.

Model	Length	Kit Only	
2008-2012 Nytro-FX-RTX Long Track Kits			
121" To 128"	1.25" x 128"	\$95.00	
121" To 128"	1.50" x 128"	\$95.00	
121" To 136"	1.25" x 136"	\$275.00	with full billet hyfax extensions
121" To 136"	1.50" x 136"	\$275.00	with full billet hyfax extensions

Slide frame Relocation for deep snow and less trenching

121" To 141"	2.00" x 141"	\$375.00	with full billet hyfax extensions
121" To 144"	1.25" x 144"	\$375.00	with full billet hyfax extensions
121" To 144"	1.50" x 144"	\$375.00	with full billet hyfax extensions
121" To 144"	2.00" x 144"	\$375.00	with full billet hyfax extensions
121" To 144"	2.25" x 144"	\$375.00	with full billet hyfax extensions

2009-2012 Nytro XTX Long Track Kits

144" To 144"	1.50" x 144"		
144" To 144"	2.00" x 144"		
144" To 144"	2.25" x 144"		
144" To 151"	1.25" x 151"	\$95.00	
144" To 151"	1.50" x 151"	\$95.00	
144" To 151"	2.00" x 151"	\$95.00	
144" To 151"	2.25" x 151"	\$95.00	
144" To 156"	2.00" x 156"	\$95.00	
144" To 162"	2.25" x 162"	\$355.00	with full billet hyfax extensions

2008-2012 Nytro-MTX Long Track Kits

153" To 159"	1.50" x 159"	\$95.00	
153" To 159"	2.00" x 159"	\$95.00	
153" To 162"	2.25" x 162"	\$245.00	
153" To 156"	2.50" x 156"	\$95.00	
153" To 162"	2.50" x 162"	\$245.00	
153" To 174"	2.50" x 174"	\$355.00	with full billet hyfax extensions

No-Slip Drivers \$185.00

Hartman Inc.

2011-2012

All tracks sold at dealer cost with kits

All long track kits parts are also sold separately. No-Slip Drivers \$185.00

Model	Length	Kit Only	
2007-2012 Phazer Long Track Kits			
121" To 121"	1.50" x 121"		
121" To 136"	1.50" x 136"	\$155.00	with full billet hyfax extensions

2007-2012 Phazer MTN Lite Long Track Kits

144" To 144"	1.50" x 144"		
144" To 151"	2.31" x 151"	\$95.00	

2006-2010 Apex RTX-GT-ER Long Track Kits (Apex 2011-2012 tunnel extensions not Available at this time)

Model	Length	Kit Only	
121" To 136"	1.25" x 136"	\$335.00	with full billet hyfax extensions
121" To 136"	1.50" x 136"	\$335.00	with full billet hyfax extensions

Note: 2010-2012 Apex with mono shock II take special rail extensions for large axle.
The new rail extensions are in stock and ready to ship.

2006-2010 Apex LTX- Attak Long Track Kits (Apex 2011-2012

136" To 141"	2.00" x 141"	\$275.00	Not available at this time)
136" To 144"	1.25" x 144"	\$275.00	
136" To 144"	1.50" x 144"	\$275.00	
136" To 144"	2.00" x 144"	\$275.00	
136" To 144"	2.25" x 144"	\$275.00	
136" To 151"	1.25" x 151"	\$335.00	with full billet hyfax extensions
136" To 151"	1.50" x 151"	\$335.00	with full billet hyfax extensions
136" To 151"	2.00" x 151"	\$335.00	with full billet hyfax extensions
136" To 151"	2.25" x 151"	\$335.00	with full billet hyfax extensions

Note: 2010-2012 Apex with mono shock II take special rail extensions for large axle.
The new rail extensions are in stock and ready to ship.

2006-2012 Vector LTX - RS - GT- 2007 Nytro Long Track Kits

121" To 136"	1.25" x 136"	\$335.00	with full billet hyfax extensions
121" To 136"	1.50" x 136"	\$335.00	with full billet hyfax extensions

Note: 2010-2012 Vector with mono shock II take special rail extensions for large axle.
The new rail extensions are in stock and ready to ship.

2005-2012 121" Vector GT - RS Long Track Kits

121" To 136"	1.25" x 136"	\$335.00	with full billet hyfax extensions
121" To 136"	1.50" x 136"	\$335.00	with full billet hyfax extensions

Note: 2010-2012 Vector with mono shock II take special rail extensions for large axle.
The new rail extensions are in stock and ready to ship.

Hartman Inc.

2011-2012

All tracks sold at dealer cost with kits

All long track kits parts are also sold separately.

Model	Length	Kit Only	
2003-2005 121" RX-1 long Track Kits			
121" To 136"	1.25" x 136"	\$335.00	with full billet hyfax extensions
121" To 136"	1.50" x 136"	\$335.00	with full billet hyfax extensions

Slide Frame Relocation for deep snow and less trenching

(No relocation for 2005 and newer mono shock I skid)

121" To 136"	1.25" x 136"	\$440.00	with full billet hyfax extensions
121" To 136"	1.50" x 136"	\$440.00	with full billet hyfax extensions
121" To 141"	2.00" x 141"	\$440.00	with full billet hyfax extensions
121" To 144"	1.25" x 144"	\$440.00	with full billet hyfax extensions
121" To 144"	1.50" x 144"	\$440.00	with full billet hyfax extensions
121" To 144"	2.00" x 144"	\$440.00	with full billet hyfax extensions
121" To 144"	2.25" x 144"	\$440.00	with full billet hyfax extensions

2004-2005 136" RX-1 Warrior long track kits

Model	Length	Kit Only	
136" To 141"	2.00" x 141"	\$275.00	
136" To 144"	1.25" x 144"	\$275.00	
136" To 144"	1.50" x 144"	\$275.00	
136" To 144"	2.00" x 144"	\$275.00	
136" To 144"	2.25" x 144"	\$275.00	
136" To 151"	1.25" x 151"	\$335.00	with full billet hyfax extensions
136" To 151"	1.50" x 151"	\$335.00	with full billet hyfax extensions
136" To 151"	2.00" x 151"	\$335.00	with full billet hyfax extensions
136" To 151"	2.25" x 151"	\$335.00	with full billet hyfax extensions

2005-2007 136" RS Rage Long Track Kits

136" To 141"	2.00" x 141"	\$275.00	
136" To 144"	1.25" x 144"	\$275.00	
136" To 144"	1.50" x 144"	\$275.00	
136" To 144"	2.00" x 144"	\$275.00	
136" To 144"	2.25" x 144"	\$275.00	
136" To 151"	1.25" x 151"	\$335.00	with full billet hyfax extensions
136" To 151"	1.50" x 151"	\$335.00	with full billet hyfax extensions
136" To 151"	2.00" x 151"	\$335.00	with full billet hyfax extensions
136" To 151"	2.25" x 151"	\$335.00	with full billet hyfax extensions
No-Slip Drivers		\$185.00	

Hartman Inc.

2011-2012

All tracks sold at dealer cost with kits

All long track kits parts are also sold separately.

Model	Length	Kit Only	
2002-2005 121" Viper Venom Long Track Kits			
1997-2004 121" SX-SXR-SRX-XTC-V-MAX Long Track Kits			
121" To 136"	1.25" x 136"	\$395.00	with full billet hyfax extensions
121" To 136"	1.50" x 136"	\$395.00	with full billet hyfax extensions

Slide Frame Relocation for deep snow and less trenching

121" To 136"	1.25" x 136"	\$425.00	
121" To 136"	1.50" x 136"	\$425.00	
121" To 141"	2.00" x 141"	\$425.00	
121" To 144"	1.25" x 144"	\$485.00	with full billet hyfax extensions
121" To 144"	1.50" x 144"	\$485.00	with full billet hyfax extensions
121" To 144"	2.00" x 144"	\$485.00	with full billet hyfax extensions
121" To 144"	2.25" x 144"	\$485.00	with full billet hyfax extension
121" To 151"	1.25" x 151"	\$485.00	with full billet hyfax extensions
121" To 151"	1.50" x 151"	\$485.00	with full billet hyfax extensions
121" To 151"	2.00" x 151"	\$485.00	with full billet hyfax extensions
121" To 151"	2.25" x 151"	\$485.00	with full billet hyfax extensions

2003-2005 151" RX-1 Mountain Long Track Kits

2005-2007 151" Vector Mountain Long Track Kits

Model	Length	Kit Only
151" To 156"	2.00" x 156"	\$275.00
151" To 159"	1.50" x 159"	\$275.00
151" To 159"	2.00" x 159"	\$275.00
151" To 159"	2.25" x 159"	\$275.00
151" To 162"	2.25" x 162"	\$275.00

2003-2006 144" Viper Mountain Long Track Kits

144" To 151"	1.25" x 151"	\$255.00	
144" To 151"	1.50" x 151"	\$255.00	
144" To 151"	2.00" x 151"	\$255.00	
144" To 151"	2.25" x 151"	\$255.00	
144" To 156"	2.00" x 156"	\$255.00	
144" To 159"	1.50" x 159"	\$315.00	with full billet hyfax extensions
144" To 159"	2.00" x 159"	\$315.00	with full billet hyfax extensions
144" To 159"	2.25" x 159"	\$315.00	with full billet hyfax extensions
144" To 162"	2.25" x 162"	\$315.00	with full billet hyfax extensions

No-Slip Drivers \$185.00

All tracks sold at dealer cost with kits
All long track kits parts are also sold separately.

2000-2004 141" Mountain Max Long Track Kits

141" To 144"	2.00" x 144"	\$95.00	
141" To 144"	2.25" x 144"	\$95.00	
141" To 151"	1.25" x 151"	\$255.00	
141" To 151"	1.50" x 151"	\$255.00	
141" To 151"	2.00" x 151"	\$255.00	
141" To 151"	2.25" x 151"	\$255.00	
141" To 156"	2.00" x 156"	\$315.00	with full billet hyfax extensions
141" To 159"	1.50" x 159"	\$315.00	with full billet hyfax extensions
141" To 159"	2.00" x 159"	\$315.00	with full billet hyfax extensions
141" To 159"	2.25" x 159"	\$315.00	with full billet hyfax extensions
141" To 162"	2.25" x 162"	\$315.00	with full billet hyfax extensions

1997-1999 136" Mountain Max Long Track Kits (Relocated slide frame)

136" To 141"	2.00" x 141"	\$270.00	
136" To 144"	1.25" x 144"	\$340.00	
136" To 144"	1.50" x 144"	\$340.00	
136" To 144"	2.00" x 144"	\$340.00	
136" To 144"	2.25" x 144"	\$340.00	
136" To 151"	1.25" x 151"	\$370.00	
136" To 151"	1.50" x 151"	\$370.00	
136" To 151"	2.00" x 151"	\$370.00	
136" To 151"	2.25" x 151"	\$370.00	
136" To 156"	2.00" x 156"	\$370.00	
136" To 159"	1.50" x 159"	\$430.00	with full billet hyfax extensions
136" To 159"	2.00" x 159"	\$430.00	with full billet hyfax extensions
136" To 159"	2.25" x 159"	\$430.00	with full billet hyfax extensions

Rail extensions with billet hyfax extension are used on rail extension 7 1/2" and longer.

No-Slip Drivers \$185.00

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Canada Customer

NO Duty Nafta Agreement

NO Broker Fees

Order tracking and Insurance

Hartman, Inc. See Catalog on Web for more information

2008 – 2012 New Nytro



2008 – 2012 FX Nytro 121" to 136"



2009-2012 Nytro XTX 144" to 151" or 162"



2008 – 2011 Nytro MTX 153" to 162"



2008 – 2011 Nytro MTX 153" to 174"



2008 – 2012 Nytro Light Weight Exhaust



Custom Works Rear Shocks MTX



Light Weight Gel Battery



Front Bumper



Complete Light Weight Skid



2008 – 2012 Nytro Supercharger 200HP+ Kits

2008-2012 Exhaust System - Nytro

New light weight exhaust system for the 2008-12 Nytro 4-stroke that is 7 ½ lbs lighter than stock. It is ceramic coated and boasts a 3-4 hp gain with only 1-2 db louder with excellent sound quality. This exhaust system is designed to install using all factory mounts, plus the exhaust outlet port is turned to keep the exhaust off your storage rack and tunnel.



No need for new fuels controller box.

2008-2012 Nytro Exhaust System \$255.00

NEW Works Gas Shocks - Nytro MTX- Apex MTX -Phazer MTX

Each Works Gas Shock is custom build by Works to Tom Hartman's spec with special spring rate combo and valving. These high quality nitrogen shocks are a direct replacement for the stock hydrolic throw-away shock. The new works nitrogen shocks will stop bottoming out and eliminate shock fade.

Rear Rear \$390.00
Center Rear \$400.00
Front Set 17 ¼" \$510.00



2008-2012 Light Weight Gel Battery - Nytro

New light weight super sealed gel type battery that shaves weight off the front, but still has 246 cranking amps along with a 14 amp-hour capacity. . This gel type battery is a higher grade battery then factory batteries and will work better and last twice as long.



Light Weight Super Sealed Gel Type Battery \$ 135.00

2008-2012 Front Bumper - Nytro

Protect your in your investment with the new wider and stronger front bumper. The bumper is polished aluminum and is a direct bolt in.



Bumper kit \$150.00

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208-468-1073

2008-2012 Nytro Simmons Skis

The New Simmons Gen II Ski and the standard Simmons Flexi-Ski are the best skis on the market! These skis have a concave design between the wear bars which help **eliminate darting** and gives you better control and flotation. The New Simmons Gen II ski are the ultimate powder ski with a 10 inch ski surface. Available only in black.



Simmons Flexi-Ski Gen I	6"w	\$420.00
Simmons Gen II Ski	10"w	\$470.00
Simmons Gen III Ski	8"w	\$450.00

(Includes nytro brackets and 4" cutter carbides) No charge

Stop the trenching with a 17 to 20 degree approach angle.

Complete Light Weight Bolt in Skid Suspension Kits

Nytro MTX, Nytro XTX, Apex MTX, RX-1 and Vector

This is a complete bolt in suspension designed to replace your Yamaha OEM suspension. All suspensions have a 10" of travel at the rear swing arm mount along with a low approach angle. Weight transfer can also be controlled by three different adjustments. The suspension comes with all the light weight items as standard equipment. (Suspension brackets may need to be moved on some models.) Available for Arctic Cat, Polaris, and Ski-Doo.

Features include:

Lengths Available: 144", 151", 153", 156", 159", 162", 166" and 174".

Walker Evans Air shocks: Adjustable air chamber for your riding style.

Tipped Up Rails: This makes it handle like a short track on hard pack snow.

Delron bushings and grease zircs on all shaft pivot points.

Tig welded 4130 chrome molly arms.

New composite 8" rear wheels and composite 5 5/8" idler wheels.

Hardened cross shafts.

Hardware and mounting instructions.

Color: Silver

Weight of suspension:

144"	43 lbs.
151"	44 lbs.
153"	44.5 lbs.
156"	45 lbs.
159"	45.5 lbs.
162"	46 lbs.
166"	46.5 lbs.
174"	47 lbs.



Complete Skid Kit \$2,650.00

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208-468-1073

2008-2012 Nytro Custom Long Track Kits

Update your 121" Nytro to a 136" long track. This long track kit improves performance by increasing the footprint on the snow which allows better traction, acceleration and powder flotation. You will also notice that it gives you a smoother ride quality in rough terrain and increased stopping power. Also available are the 144" long track kits with relocated suspension with less trenching. This kit reduces approach angle from 30 degrees to 19-20 degrees. Now available are 151", 159" and 162 and 174" long track kits with a new lightweight skid.



All tunnel extensions are plastic coated aluminum sheets that are laser cut and are CNC formed to eliminate break marks and scratches during manufacturing. All kits come complete with laser cut rivet holes and bracket cutouts with all welded seams. All kits come with a full set of bumper support brackets that strengthens the tunnel for small rack and lifting and towing.



Custom Rails with Hyfax Extensions

The rail extensions are made of aircraft aluminum and are CNC machined for accuracy. The raised island on the rail extension locks into your stock rail slot for added strength and durability. Each set of rails are custom sized for your application and come complete with all top quality hardware for installation. Hyfax extensions give you the ability to run full length hyfax for added strength, durability and better looks. All rail extensions have a life time warranty.

[All long track kits parts are also sold separately](#)

2008-2012 Nytro-FX-RTX Long Track Kits

		Kit Only	Superchargers Kits
121" To 128"	1.25" x 136"	\$ 95.00	Rear Gas Rack
121" To 128"	1.50" x 136"	\$ 95.00	No-slip Drivers
121" To 136"	1.25" x 136"	\$275.00 **	Tracks
121" To 136"	1.50" x 136"	\$275.00 **	Light Weight Exhaust
Slide Frame Relocation for deep snow and less trenching			
121" To 141"	2.00" x 141"	\$375.00 **	Simmons Skies
121" To 144"	1.25" x 144"	\$375.00 **	Custom Clutching
121" To 144"	1.50" x 144"	\$375.00 **	Custom Gearing
121" To 144"	2.00" x 144"	\$375.00 **	Lightweight Skids
121" To 144"	2.25" x 144"	\$375.00 **	

151" and 162" and 174" Long track kits with light weight skid

** Includes full billet hyfax extensions

2008-2012 Nytro

Custom Long Track Kit 144" Skid Relocation

Update your 121" Nytro to a 144" long track kit with a relocated skid. This kit also increases the footprint on the snow and improves the stock approach angle of 30° to a phenomenal 17° to 20° depending on front limiting strap adjustment. This new approach angle allows the sled to get up on top of the snow better with less trenching, better traction, acceleration and powder flotation with adjustable ski pressure brackets. You will also notice that it gives you a smoother ride quality in rough terrain with increased stopping power.



All tunnel extensions are plastic coated aluminum sheets that are laser cut and are CNC formed to eliminate break marks and scratches during manufacturing. All kits come complete with laser cut rivet holes and bracket cutouts with all welded seams. All kits come with a full set of bumper support brackets that strengthens the tunnel for a small rack, lifting and towing.



Also available are the 151", 159" and 162" long track kits with a new lightweight skid.

Custom Rails with Hyfax Extensions

The rail extensions are made of aircraft aluminum and are CNC machined for accuracy. The raised island on the rail extension locks into your stock rail slot for added strength and durability. Each set of rails are custom sized for your application and come complete with all top quality hardware for installation. Billet Hyfax extensions give you the ability to run full length hyfax for added strength, durability and better looks. All rail extensions have a life time warranty.

Tracks sold at dealer cost with kits

2008-2012 Nytro-FX-RTX Long Track Kits

121" To 141"	2.00" x 141"	\$375.00 **
121" To 144"	1.25" x 144"	\$375.00 **
121" To 144"	1.50" x 144"	\$375.00 **
121" To 144"	2.00" x 144"	\$375.00 **
121" To 144"	2.25" x 144"	\$375.00 **



** Includes full billet hyfax extensions

All long track kit parts are
Also sold separately

2009-2012 Nytro XTX Custom Long Track Kits

Update your 144" Nytro XTX to a 151" 156" 159" or 162" long track. This long track kit improves performance by increasing the footprint on the snow which allows for better traction, acceleration and powder flotation. Also available are 151", 159" and 162" long track kits with a new lightweight skid.

All tunnel extensions are plastic coated aluminum sheets that are laser cut and are CNC formed to eliminate break marks and scratches during manufacturing. All kits come complete with laser cut rivet holes and bracket cutouts with all welded seams. All kits come with a full set of bumper support brackets that strengthens the tunnel for a small rack, lifting and towing.



144" To 151" or 162"

Custom Rails with Hyfax Extensions

The rail extensions are made of aircraft aluminum and are CNC machined for accuracy. The raised island on the rail extension locks into your stock rail slot for added strength and durability. Each set of rails are custom sized for your application and come complete with all top quality hardware for installation. Billet Hyfax extensions give you the ability to run full length hyfax for added strength, durability and better looks. All rail extensions have a life time warranty. [All long track kits parts are also sold separately.](#)

2009-2012 Nytro XTX Long Track Kits

Tracks sold at dealer cost with kits

144" To 144"	1.50" x 144"
144" To 144"	2.00" x 144"
144" To 144"	2.25" x 144"
144" To 151"	1.25" x 151"
144" To 151"	1.50" x 151"
144" To 151"	2.00" x 151"
144" To 151"	2.25" x 151"
144" To 156"	2.00" x 156"
144" To 162"	2.25" x 162"

Kit only

\$ 95.00
\$ 95.00
\$ 95.00
\$ 95.00
\$ 95.00
\$305.00 **

Superchargers kits
 Tracks sold at dealer cost
 Light Weight Exhaust
 Simmons Skis
 Custom Clutching
 Custom Gearing
 Lightweight Skids

** Includes full billet hyfax extensions

2008-2012 Nytro MTX Custom Long Track Kits

We were disappointed in the Yamaha Maverick track with the paddle lay over. Update your 153" Nytro MTX to a 156", 162" or 174" long track kit and new style track. This long track kit improves performance by increasing the footprint on the snow which allows better traction, acceleration and powder flotation. Also available are 153", 156", 162" and 174" long track kits with a new lightweight skid.

All tunnel extensions are plastic coated aluminum sheets that are laser cut and are CNC formed to eliminate break marks and scratches during manufacturing. All kits come complete with laser cut rivet holes and bracket cutouts with all welded seams. All kits come with a full set of bumper support brackets that strengthens the tunnel for a small rack and lifting and towing.

153" TO 162"



153" To 174"



Custom Rails with Hyfax Extensions

The rail extensions are made of aircraft aluminum and are CNC machined for accuracy. The raised island on the rail extension locks into your stock rail slot for added strength and durability. Each set of rails are custom sized for your application and come complete with all top quality hardware for installation. Billet Hyfax extensions give you the ability to run full length hyfax for added strength, durability and better looks. All rail extensions have a life time warranty. [All long track kits parts are also sold separately.](#)

2008-2012 Nytro MTX Long Track Kit

Tracks sold at dealer cost with kits

		Kit Only	
153" To 159"	1.50" x 159"	\$ 95.00	Superchargers kits
153" To 159"	2.00" x 159"	\$ 95.00	Light Weight Exhaust
153" To 162"	2.25" x 162"	\$ 245.00	Simmons Skis
153" To 156"	2.50" x 156"	\$ 95.00	Custom Clutching
153" To 162"	2.50" x 162"	\$ 245.00	Custom Gearing
153" To 174"	2.50" x 174"	\$ 305.00 **	Lightweight Skids

** Includes full billet hyfax extensions

Update your 2008-2009 Nytro MTX to the 2010-2012 Nytro MTX full Tapered Tunnel Extension

We were disappointed in the Yamaha Maverick track with the paddle lay over. This 162" tunnel extension kit improves performance by eliminating the back lower portion of the running boards. This allows for more clearance and less snow drag when riding in deep snow. This also gives the same new tapered tunnel look of the 2010-2012 Nytro MTX.

All tunnel extensions are plastic coated aluminum sheets that are laser cut and are CNC formed to eliminate break marks and scratches during manufacturing. All kits come complete with laser cut rivet holes and bracket cutouts with all welded seams. All kits come with a full set of bumper support brackets that strengthens the tunnel for small rack and lifting and towing. . Note; you must modify running boards to fit.

Owner, Tom Hartman, has spent hundreds of hours in designing and building them to achieve the highest quality and cleanest fit and finish.

New updated Hartman Inc. Nytro MTX full Tunnel Extension Kit

\$200.00



2008-2009 Stock MTX Nytro



New 2010-2012 Stock Tunnel



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New updated Hartman Inc Nytro MTX Tunnel Extension Kit



www.hartmaninc.com

208-468-1073

2007-2012 Phazer Exhaust System

New light weight exhaust system for the 2007-2012 Phazer 4-stroke that is 7 ½ lbs lighter than stock. It is ceramic coated and boasts a 2-3 hp gain with only 1-2 db louder with excellent sound quality. This exhaust system is designed to install using all factory mounts, plus the exhaust outlet port is turned to keep the exhaust off your storage rack and tunnel.

No need for new fuels controller box.

2007-2012 Phazer Exhaust System \$255.00



2007-2012 Phazer Speedo Pod Relocation Bracket

Protect you OEM speedometer pod by relocating your gauges lower on the steering column riser block. This relocation helps protect the pod from damage due to rollovers.

2007-2012 Phazer Pod Relocation Bracket \$70.00



2007-2012 Phazer Track Kits and Long Track Kits

Tracks sold at dealer cost with kits

2007-2012 Phazer Long Track Kit

		Kit Only
121" To 121"	1.50" x 121"	
121" To 136"	1.50" x 136"	\$155.00 **

** Includes full billet hyfax extensions

The 136" kit is the best setup power and weight combo for the Phazer.

2007-2012 Phazer Mtn Lite 144"

2007-2012 Phazer MTN Lite Long Track Kit

		Kit Only
144" To 144"	1.50" x 144"	
144" To 151"	2.31" x 151"	\$95.00

2007-2012 Phazer Simmons Skis

The New Simmons Gen II Ski and the standard Simmons Flexi-Ski are the best skis on the market! These skis have a concave design between the wear bars which help eliminate darting and gives you better control and flotation. The New Simmons Gen II ski are the ultimate powder ski with a 10 inch ski surface. Available only in black.



Simmons Flexi-Ski 6"W	\$420.00
New Simmons Gen II Ski 10"W	\$470.00
New Simmons Gen III Ski 8"W	\$450.00

(Includes phazer mtn lite buckets and 4" cutter carbides at no charge)

Stop Hyfax Wear and Over Heating Universal Scratchers for Skis

After testing different types of ski scratchers over the last 28 years, we have found that the ski mounted scratchers work the best. They kick up the snow and ice in front of the hyfax so the track and suspension is lubed through out and reaching the heat exchanger for better cooling, unlike the rail mounted scratchers that only lube the back half of the suspension and risk damaging the track edge. They will mount to the spindle bolt, thru the plastic ski bottom or thru the ski bucket. This universal scratcher is designed to fit all ski models using one of the described mounting methods. Now with stainless steel mounting brackets.



Ski Scratchers (set) \$ 56.00

2007-2012 Phazer Light Weight Gel Battery

New light weight super sealed gel type battery that shaves weight off the front, but still has 246 cranking amps along with a 14 amp-hour capacity. This gel type battery is a higher grade battery then factory batteries and will work better and last twice as long.



Light Weight Super Sealed Gel Type Battery \$ 135.00

2006-2010 Apex-RTX-GT-ER

Update your 2006-2010 121" Apex-RTX to 136" long track kit. This long track kit increases performance by increasing the footprint. With this increase of track on the snow it will improve traction, acceleration, and powder flotation. You will also notice that it gives you a smoother ride quality in rough terrain and increased stopping power. All tunnel extensions are plastic coated aluminum sheets that are laser cut and are CNC formed to eliminate break marks and scratches during manufacturing. All seams are welded and kits come complete with lightweight round aluminum bumper that does not hurt your fingers and a full set of bumper support brackets that strengthens the tunnel for lifting and towing Also high volume rear cooler sheet. Also included are detailed full color instructions. Owner, Tom Hartman, has spent hundreds of hours in designing and building them to achieve the highest quality and cleanest fit and finish.

(Apex 2011-1012 Tunnel extensions not available at this time)

Note: 2010-2011 Apex with mono shock II take special rail extensions for large axle and outside adjusters. Now in stock and ready to ship.

2006-2010 Apex-RTX-GT-ER Long Track Kit

Tracks sold at dealer cost with kits		Kit Only
121" To 136"	1.25" x 136"	\$335.00 **
121" To 136"	1.50" x 136"	\$335.00 **

** Includes full billet hyfax extensions

New Style Tapered Tunnel Kit only **\$245.00**



2006-2010 Apex-LTX-GT-Attak

Update your 2006-2010 136" Apex-LTX-GT-Attak to 141", 144" or 151" long track kit. This long track kit increases performance by increasing the footprint. With this increase of track on the snow it will improve traction, acceleration, and powder flotation. You will also notice that it gives you a smoother ride quality in rough terrain and increased stopping power. All tunnel extensions are plastic coated aluminum sheets that are laser cut and are CNC formed to eliminate break marks and scratches during manufacturing. All seams are welded and kits come complete with lightweight round aluminum bumper that does not hurt your fingers and a full set of bumper support brackets that strengthens the tunnel for lifting and towing Also high volume rear cooler sheet. Also included is a detailed full color instructions. Note: 2010-2012 Apex with mono shock II take special rail extensions for large axle. (Now in stock)

2006-2010 136" Apex-LTX Attak Long Track Kits

Tracks sold at dealer cost with kits		Kit Only
136" To 141"	2.00" x 141"	\$275.00
136" To 144"	1.25" x 144"	\$275.00
136" To 144"	1.50" x 144"	\$275.00
136" To 144"	2.00" x 144"	\$275.00
136" To 144"	2.25" x 144"	\$275.00
136" To 151"	1.25" x 151"	\$335.00 **
136" To 151"	1.50" x 151"	\$335.00 **
136" To 151"	2.00" x 151"	\$335.00 **
136" To 151"	2.25" x 151"	\$335.00 **

** With full billet hyfax extensions

New Style Tapered Tunnel Kit only **\$245.00**



2006-2012-RS Vector-GT and 2007 Nytro

Update your 121" 2006-2011 RS Vector-GT or 2005-2007 121" Nytro to 136" long track kit. This long track kit increases performance by increasing the footprint. With this increase of track on the snow it will improve traction, acceleration, and powder flotation. You will also notice that it gives you a smoother ride quality in rough terrain and increased stopping power. All tunnel extensions are plastic coated aluminum sheets that are laser cut and are CNC formed to eliminate break marks and scratches during manufacturing. All seams are welded and kits come complete with lightweight round aluminum bumper that does not hurt your fingers and a full set of bumper support brackets that strengthens the tunnel for lifting and towing Also high volume rear cooler sheet. Also included is a detailed full color instructions. Note: 2010-2012 Apex -Vector with mono shock II take special rail extensions for large axle and outside adjusters now in stock.

2005-2012 RS Vector GT Long Track Kits 2006-2007 Nytro-RS Vector GT

Tracks sold at dealer cost with kits		Kit Only
121" To 136"	1.25" x 136"	\$335.00 **
121" To 136"	1.50" x 136"	\$335.00 **

**** Includes full billet hyfax extensions**

New Style Tapered Tunnel Kit only \$245.00



2005-2012 Vector-LTX-GT and 2007 RS Rage

Update your 2005-2012 136" Vector-LTX 2006 RS Rage to 141", 144" or 151" long track kit. This long track kit increases performance by increasing the footprint. With this increase of track on the snow it will improve traction, acceleration, and powder flotation. You will also notice that it gives you a smoother ride quality in rough terrain and increased stopping power. All tunnel extensions are plastic coated aluminum sheets that are laser cut and are CNC formed to eliminate break marks and scratches during manufacturing. All seams are welded and kits come complete with lightweight round aluminum bumper that does not hurt your fingers and a full set of bumper support brackets that strengthens the tunnel for lifting and towing Also high volume rear cooler sheet. Also included is a detailed full color instructions. Note: 2010-2012 Apex with mono shock II take special rail extensions for large axle and outside adjusters. (Now in stock)

2005-2012 136" Vector-LTX GT 2007 Rage Long Track Kits

Tracks sold at dealer cost with kits		Kit Only
136" To 141"	2.00" x 141"	\$275.00
136" To 144"	1.25" x 144"	\$275.00
136" To 144"	1.50" x 144"	\$275.00
136" To 144"	2.00" x 144"	\$275.00
136" To 144"	2.25" x 144"	\$275.00
136" To 151"	1.25" x 151"	\$335.00 **
136" To 151"	1.50" x 151"	\$335.00 **
136" To 151"	2.00" x 151"	\$335.00 **
136" To 151"	2.25" x 151"	\$335.00 **

**** Includes full billet hyfax extensions**

New Style Tapered Tunnel Kit only \$245.00



2004-2005 RX-1 Warrior

Update your 2004-2005 136" RX-1 Warrior to 141", 144" or 151" long track kit. This long track kit increases performance by increasing the footprint. With this increase of track on the snow it will improve traction, acceleration, and powder flotation. You will also notice that it gives you a smoother ride quality in rough terrain and increased stopping power.

All tunnel extensions are plastic coated aluminum sheets that are laser cut and are CNC formed to eliminate break marks and scratches during manufacturing. All seams are welded and kits come complete with lightweight round aluminum bumper that does not hurt your fingers and a full set of bumper support brackets that strengthens the tunnel for lifting and towing Also high volume rear cooler sheet. Owner, Tom Hartman, has spent hundreds of hours in designing and building them to achieve the highest quality and cleanest fit and finish.

Included is a detailed full color instructions.



2004-2005 RX-1 Warrior Long Track Kits

Tracks sold at dealer cost with kits

		Kit Only
136" To 141"	2.00" x 141"	\$275.00
136" To 144"	1.25" x 144"	\$275.00
136" To 144"	1.50" x 144"	\$275.00
136" To 144"	2.00" x 144"	\$275.00
136" To 144"	2.25" x 144"	\$275.00
136" To 151"	1.25" x 151"	\$335.00 **
136" To 151"	1.50" x 151"	\$335.00 **
136" To 151"	2.00" x 151"	\$335.00 **



**** Includes full billet hyfax extensions**

New Style Tapered Tunnel Kit only \$245.00

All long track kits parts are also sold separately

2003-2005 Mountain RX-1

Increase your handling and powder performance by updating your 2003-2005 151" Mountain RX-1 to 156" 159" or 162" long track kit. The tunnel extensions are plastic coated aluminum sheets that are laser cut and CNC formed to eliminate break marks and scratches during manufacturing. All seams are welded and kits come complete with lightweight round aluminum bumper that does not hurt your fingers and a full set of bumper support brackets that strengthens the tunnel for lifting and towing Also high volume rear cooler sheet. Owner, Tom Hartman, has spent hundreds of hours in designing and building them to achieve the highest quality and cleanest fit and finish. Also included is a detailed full color instructions.



We are also very disappointed with Yamaha's RX-1 stock 151" tunnel extension and now offer a new tapered tunnel that follows the bulkhead body line, and has a more uniform look than the factory extension. The kit will also accept 151", 156" 159" or 162" length tracks. This new tapered design will allow for more clearance in the rear when the rear suspension is fully compressed. Owner, Tom Hartman, has spent hundreds of hours in designing and building them to achieve the highest quality and cleanest fit and finish.

2003-2005 Mountain RX-1 Long Track Kit

Tracks sold at dealer cost with kits		Kit Only
151" To 156"	2.00" x 156"	\$275.00
151" To 159"	1.50" x 159"	\$275.00
151" To 159"	2.25" x 159"	\$275.00
151" To 162"	2.25" x 162"	\$275.00
151" To 162"	2.50" x 162"	\$275.00

New Style Tapered Tunnel Extension Kit only \$245.00

[All long track kits parts are also sold separately](#)



2005-2007 Mountain Vector

Increase your handling and powder performance by updating your 2005-2007 151" Mountain Vector to 156" 159" or 162" long track kit. The tunnel extensions are plastic coated aluminum sheets that are laser cut and CNC formed to eliminate break marks and scratches during manufacturing. All seams are welded and kits come complete with lightweight round aluminum bumper that does not hurt your fingers and a full set of bumper support brackets that strengthens the tunnel for lifting and towing Also high volume rear cooler sheet. Owner, Tom Hartman, has spent hundreds of hours in designing and building them to achieve the highest quality and cleanest fit and finish.

Included is a detailed full color instructions.

We are also very disappointed with Yamaha's Vector stock 151" tunnel extension and now offer a new tapered tunnel that follows the bulkhead body line, and has a more uniform look than the factory extension. The kit will also accept 151" 156" 159" or 162" length tracks. This new tapered design will allow for more clearance in the rear when the rear suspension is fully compressed.

Owner, Tom Hartman, has spent hundreds of hours in designing and building them to achieve the highest quality and cleanest fit and finish.

2005-2007 Mountain Vector Long Track Kit

Tracks sold at dealer cost with kits		Kit Only
151" To 156"	2.00" x 156"	\$275.00
151" To 159"	1.50" x 159"	\$275.00
151" To 159"	2.00" x 159"	\$275.00
151" To 159"	2.25" x 159"	\$275.00
151" To 162"	2.25" x 162"	\$275.00
151" To 162"	2.50" x 162"	\$275.00

New Style Tapered Tunnel Extension Kit only \$245.00



All long track kits parts are also sold separately

www.hartmaninc.com

208-468-10736

2003-2006 Mountain Viper Long Track Kits

Update your new 2003-2006 144" Mountain Viper to the ultimate power machine. Increase handling and floatation by installing the new 151" 156" 159" 162" length track kit. The



Viper Long Track Kit comes complete with CNC machined rail extensions, tunnel extensions, All Needed hardware. Tunnel extensions are plastic coated aluminum sheets that are laser cut and CNC formed to eliminate break marks and scratches during manufacturing. All seams are welded and kits come complete with a full set of bumper support brackets that strengthens the tunnel for lifting and towing Owner, Tom Hartman, has spent hundreds of hours in designing and building them to achieve the highest quality and cleanest fit and finish.

Also included is a detailed full color instructions.



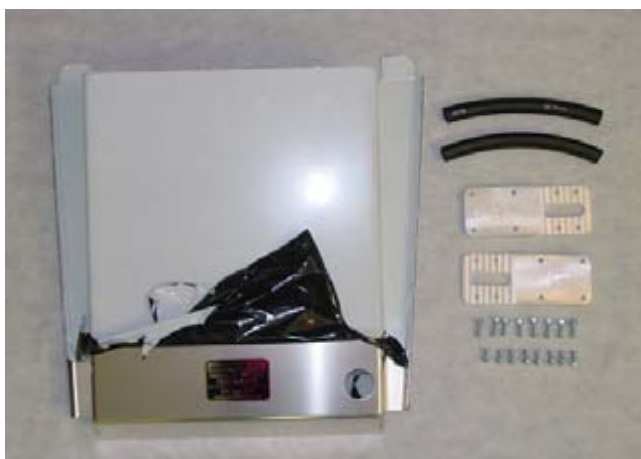
2003-2006 Mountain Viper Long Track Kits

Tracks sold at dealer cost with kit

Kit Only

144" To 151"	1.25" x 151"	\$255.00
144" To 151"	1.50" x 151"	\$255.00
144" To 151"	2.00" x 151"	\$255.00
144" To 151"	2.25" x 151"	\$255.00
144" To 156"	2.00" x 156"	\$255.00
144" To 159"	1.50" x 159"	\$315.00 **
144" To 159"	2.00" x 159"	\$315.00 **
144" To 159"	2.25" x 159"	\$315.00 **
144" To 162"	2.25" x 162"	\$315.00 **

**** Includes billet hyfax extension**



All long track kit parts are also Sold separately

www.hartmaninc.com

208-468-1073

2000-2004 Mountain Max Long Track Kits

Update your 2000-2004 141" Mountain Max long track to the ultimate powder machine. Increase handling and flotation by installing the new 144", 151", 156", 159" length track. The MM Long Track Kit comes complete with CNC machined rail extensions, tunnel extensions, and all the hardware. All seams are welded and kits come complete with a full set of bumper support brackets that strengthens the tunnel for lifting and towing. Owner, Tom Hartman, has spent hundreds of hours in designing and building them to achieve the highest quality and cleanest fit and finish.

Also included is a detailed full color instructions. All tunnel extensions are Natural polished tunnel extensions.



2000-2004 Mountain Max Long Track Kits

Tracks sold at dealer cost with kits

Kit Only

141" To 144"	2.00" x 144"	\$ 95.00
141" To 144"	2.25" x 144"	\$ 95.00
141" To 151"	1.25" x 151"	\$255.00
141" To 151"	1.50" x 151"	\$255.00
141" To 151"	2.00" x 151"	\$255.00
141" To 151"	2.25" x 151"	\$255.00
141" To 156"	2.00" x 156"	\$315.00 **
141" To 159"	1.50" x 159"	\$315.00 **
141" To 159"	2.00" x 159"	\$315.00 **
141" To 159"	2.25" x 159"	\$315.00 **

** Includes full billet hyfax extensions



All long track kit parts are
Also sold separately

2002-2005 Viper and Venom Long Track Kits 1997-2004 SX, SXR, SRX, XTC, and V-Max

“Custom Manufacturers of the Viper 136” Kit”
The Viper Long Track Kit comes with CNC machined rail extensions, 2003 Mountain Max hose covers with new cross-over heat exchanger. The tunnel extensions are plastic coated aluminum sheets that are laser cut and CNC formed to eliminate break marks and scratches during manufacturing. This allows for a clean fit and finish. All seams are welded and come complete with a full set of bumper support brackets that strengthens the tunnel for lifting and towing. Owner, Tom Hartman, has spent hundreds of



hours in designing and building them to achieve the highest quality and cleanest fit and finish. Also included is a detailed full color instructions. The complete kits start at 136” length in 1.25” and 1.5” lugs for eastern snow conditions. Kits are also available in 141”, 144”, and 151” tracks for western snow conditions.

2002-2005 Viper Long Track Kits 1997-2004 SX, SXR, SRX, XTC, and V-Max

Tracks sold at dealer cost with kits

121" To 136"	1.25" x 136"	\$395.00 **
121" To 136"	1.50" x 136"	\$395.00 **
Slide Frame Relocation for deep snow and less trenching		
121" To 136"	1.25" x 136"	\$425.00
121" To 136"	1.50" x 136"	\$425.00
121" To 141"	2.00" x 141"	\$425.00
121" To 144"	1.25" x 144"	\$485.00 **
121" To 144"	1.50" x 144"	\$485.00 **
121" To 144"	2.00" x 144"	\$485.00 **
121" To 144"	2.25" x 144"	\$485.00 **
121" To 151"	1.25" x 151"	\$485.00 **
121" To 151"	1.50" x 151"	\$485.00 **
121" To 151"	2.00" x 151"	\$485.00 **
121" To 151"	2.25" x 151"	\$485.00 **

** Includes full billet hyfax extensions



All long track kit parts are
Also sold separately

Anti-Ratchet and Tunnel Update

2008-2012 [Nytro-FX-RTX-MTX-XTX](#)

2006-2010 [Apex -RTX-GT-ER](#)

2006-2010 [Apex LTX-Attak-RX-1](#)

2004-2005 [RX-1 Warrior](#)

2003-2005 [Mountain Viper](#)

1997-2005 [Mountain Max](#)



Anti-Ratchet Drive and Tunnel Update:

With seven years experience on Yamaha pro-action rear suspension on the 700 Mountain Max and Viper, we feel the new 4-stroke models do have the same ratcheting problems. Now Yamaha for selected 2010 models have designed there own version. The bad news is the timing is wrong on Yamaha drivers, the driver tips melt back when you get the track clips super hot. The increased torque and horsepower of the 4-stroke models along with the partially clipped track and old style drivers will cause the track to ratchet.

We have found that if you increase the track tension enough to stop the ratcheting it will cause suspension binding, which has resulted in bent suspension parts, and broken drive shafts. Also the increased tension will cause excessive wear on the **hyfax** where the track meets the rails. This significantly decreases horsepower to the track because of increased friction. These new anti-ratchet drivers allow you to run your track looser that will eliminate binding and drag during suspension compression creating a smooth quality ride. You will get more horsepower to the snow by decreasing track tension and friction. For use on all fully clipped open window tracks only.

New this year is the no slip anti-ratchet drive sprockets. Each sprocket drives off two track lugs and track clip. Extra long center hub eliminates hex shaft slippage. For use on all fully clipped open window tracks.

We are also very disappointed with Yamaha's RX-1 stock 136" and stock 151" tunnel extension and now offer a new tapered tunnel that follows the bulkhead body line, and has a more uniform look than the factory extension. The kit will also accept 151", 156", 159" and 162" length tracks. This new tapered design will also allow for more clearance in the rear when the rear suspension is fully compressed.



New Style Tapered Tunnel Extension Kit	\$245.00
No-Slip Anti-Ratchet Drivers 8-tooth	\$185.00
No-Slip Anti-Ratchet Drivers 9-tooth	\$190.00
No-Slip Anti-Ratchet Drivers 7-tooth	\$190.00
Rail Extension Kit	\$95.00
Billet Hyfax extension Kit	\$60.00
Round Alum bumper Kit	\$75.00
Bumper support brackets	\$25.00

1997-1999 Mountain Max Update Long Track Kit

Update your 1997-1999 600 or 700 Mountain Max to the new 2000 MM type geometry with a new 17 degree approach angle. The new update kit moves the W-arm and entire slide frame back to the 2000 MM geometry. With these modifications and addition of the new track length, (141", 144", 151", 156" or 159") it will make your Mountain Max get on top of the powder faster and stay on top at slower speeds. This kit comes complete with all the hardware for skid relocation and a new tapered tunnel extension. All 151" and 159" kits come complete with the new style mountain max hose covers for a cleaner look plus a full set of bumper support brackets that strengthens the tunnel for lifting and towing. Owner, Tom Hartman, has spent hundreds of hours in designing and building them to achieve the highest quality and cleanest fit and finish.

Also includes detailed full color instructions.



1997-1999 Mountain Max Long Track Kits

Tracks sold at dealer cost with kits

Kit Only

136" To 141"	2.00" x 141"	\$270.00
136" To 144"	1.25" x 144"	\$340.00
136" To 144"	1.50" x 144"	\$340.00
136" To 144"	2.00" x 144"	\$340.00
136" To 144"	2.25" x 144"	\$340.00
136" To 151"	1.25" x 151"	\$370.00
136" To 151"	1.50" x 151"	\$370.00
136" To 151"	2.00" x 151"	\$370.00
136" To 151"	2.25" x 151"	\$370.00
136" To 156"	2.00" x 156"	\$430.00 **
136" To 159"	1.50" x 159"	\$430.00 **
136" To 159"	2.00" x 159"	\$430.00 **
136" To 159"	2.25" x 159"	\$430.00 **

** Includes full billet hyfax extensions



All long track kit parts are also sold separately

Yamaha 200 H.P. On Pump Gas

Supercharger kits have a multitude of advantages: One day bolt on installation, no motor tear down, linear power with no lag and no under the hood heat to melt plastic parts and wiring issues.

This Nytro or Apex Supercharger kit, designed by Mac Randolph of MPI and a team of experienced engineers, it is a simple bolt on supercharger kit that runs on 92 octane pump gas. It will give your Nytro, or Apex, 200HP+ from sea level to 10,000 ft in elevation. Unlike the complex installation and tuning problems with the Turbocharger application, this supercharger kit takes half the time and effort to install. No need for motor removal or teardown. The supercharger kit has very low under hood heat buildup, and you do not have to install a smaller capacity gas tank.

We also have been using a by-pass valve from 2004 to date this makes the sled more user friendly and increase the fuel economy dramatically. With the addition of the cold air intake kit we have less heat buildup in the system. (More Power)

Optional 220-230+ HP Nytro or 240+ HP Apex is also available with a simple pulley change and the use of 110 octane race fuel.

Stage I kits are intended for a maximum of 11 PSI (slightly less at extreme altitudes over 10,000 ft). At 10 to 11 PSI we recommend all models use a 50/50 mix of Premium Gas (92+ R+M/2 Octane) and Race Gas (110+ Motor Octane) - or better yet 100% race gas. Kits can be run at 5-7lbs of boost (recommend 5psi at sea level). Each pound of boost is equal to approximately a 10HP increase, so when decreasing boost to run pump gas, you can apply that information to determine HP. Stage 1 Nytro produces 220HP at 11PSI. The Apex is shipping at 240+HP at 10 pounds of boost .

Complete bolt-in supercharger kit

Hartman Inc. will provide each supercharger kit with a high flow bypass valve kit and cold air intake kit also custom fuel controller and custom primary and matching secondary clutching package to fit your individual application. All at no charge to you with supercharger order. This is a \$918.00 value.

“Serious Performance Calls for Serious Measures”

Supercharger and Set-up Kit

2008-2012 Nytro EFI	\$4995.00
2006-2012 Apex EFI	\$4995.00

A normally aspirated motor loses 3% of its h.p. per 1,000 ft. of elevation gain.

Example: The stock Nytro at sea level has 135 h.p.

At 10,000 ft, the same stock Nytro has only 95 h.p.



Supercharger Kits

Nytro, Apex Supercharger Kits

Performance:

The Nytro and Apex boasts a consumer friendly 200+ h.p. on premium 92+ octane pump gas. For those desiring more horsepower, 220-240 h.p. Is possible on 50% race gas and a simple pulley change is all that is required.

Highlights:

This kit was designed by a team of experienced engineers with 4 specific goals in mind:

Easy Install: The consumer installs pre-assembled sub systems that typically take a Saturday to install. No need for motor Removal or teardown. No Turbo heat problems with a supercharger kit.

Dependable HP: Build on the awesome reliability of the Yamaha 4-stroke based motors.

Tuning and setup: This supercharger kit has great power with excellent drivability and easy tuning.

Instantaneous Throttle Response: The sled is just easier to ride in the trees, with a power curve that is smooth and predictable. There is zero lag.

Superchargers and Elevation Changes:

A normally aspirated motor loses 3% of its h.p. per 1,000 ft. of elevation gain.

Example:

The stock Nytro at sea level has **135 H.P**

At 10,000ft the same Nytro has only **95 H.P.**

“Serious Performance Calls for Serious Measures”

A supercharger kit makes your Yamaha have big h.p. at any elevation.

Supercharger

Nytro Apex

(Frequently Asked Questions)

Q - Why is a supercharger better than turbos? The supercharger has great power with excellent drivability with easy tuning. The sled is just easier to ride in the trees and has a smooth and predictable power curve. Superchargers also have very low under hood heat buildup and you don't lose any fuel capacity.

Q - What if I sell the sled, and want to keep my supercharger? "It is completely reversible"

Q - Are Superchargers and Turbochargers equal in efficiency? Yes, for all practical applications. For out and out maximum horsepower a Turbo is capable of making about 10% more power. Nearly 400HP has been demonstrated on the RX-1 with a Racing only Turbo but there is no power advantage for the consumer desiring 200 to 300HP on the Yamaha 4 stroke.

Q - Does a Supercharger Have Lag? No, none what so ever. Turbos have lag, because it takes time for the exhaust to spool up the turbo. A Supercharger, being driven directly by the motor, has zero lag time. In fact, a Supercharger has anti-lag. It is many times MORE responsive than any normally aspirated sled. When you are asked to think of the most powerful internal combustion engine you can, a Top Fuel Dragster should pop into your mind. They produce over 8000HP. They also run blowers...all of them. This instantaneous response can be a significant advantage for someone who is continuously on and off the throttle, which is typical of mountain riding.

Q - Do I have to modify the stock frame to install a blower? Yes. You have to remove two small tabs on the inside of the delta box. It is a very simple process and has no affect the structure integrity.

Q - Can a do-it-yourselfer install this kit? Yes! Although this is a fairly complex product, installation is a snap. If you can install a set of pipes, you can install our blower kit. Typical, first time installation will take a Saturday. Everything happens under the hood, you DO NOT remove the seat, exhaust or gas tank. This unit comes in pre-assembled sub systems to ease installation. No need for motor removal or teardown.



Q - Will I have problems jetting this kit? NO! Since the boost is instantaneous, there is nothing funny going on with the fuel management. We simply add a metered increase in fuel delivery as a direct relation to the boost. There is actually less variation in the air/fuel ratio than a stock sled.

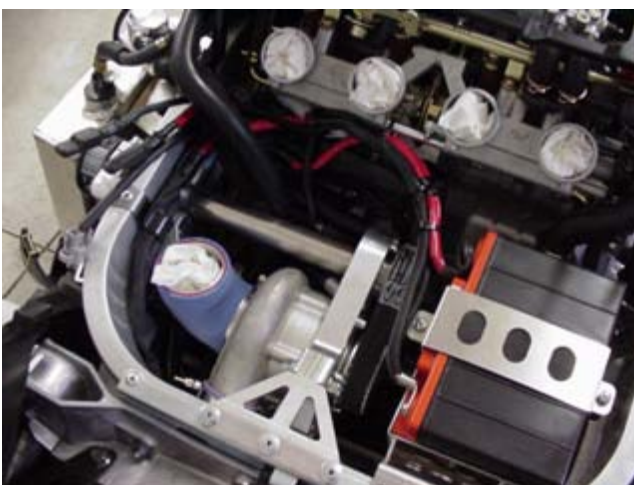
Q - What clutching changes do I have to make? Hartman inc. will offer each supercharger kit with a custom jetting and clutching package to fit your individual application. At no charge to you.

Q - My state has laws against modifying the exhaust system. Will this kit effect the noise level of the sled? NO! There is absolutely no modification required to the stock exhaust. All advertised performance numbers are through the stock exhaust. On back to back dyno runs with open exhaust and stock exhaust the sled produced exactly 231HP on both runs. Aftermarket exhaust is OK if you want to loose more weight, but be careful, some of the products out there don't work as well as the stock system; you could actually loose some power.

Q - What kind of durability does the supercharger itself have? There are no recorded failures with this units 2 year plus history. It has been used on motorcycles and larger versions with identical designs are used on cars. This unit actually packs a warranty that is not voided with off-road use. Off-road applications have a 90 day warranty and on-road units have a 150,000 mile 10 year warranty.

Q - How can this kit produce equal or greater horse power than turbo kits on the market? Simple, contrary to popular belief, turbos are NOT free horsepower. If you don't believe this, just take off your turbo's air box and setup the carbs stock and go ride the sled with the turbo still in the exhaust pipe. We have dyno tested this exact scenario for both turbos and blowers. Turbos take less power to drive than blowers, but there is less than 12HP difference. System design and compressor efficiency are key factors when choosing the system that is right for you.

Apex Supercharger



Nytro Supercharger



Supercharger Specifications

Nytro

Apex

Centrifugal Supercharger: It is exactly the same as the compressor side of a turbo. The Compressor's impeller is driven directly by the motor (where a turbo's compressor impeller is driven by a second impeller in the exhaust). Typical impeller speed is 154,000 rpm (180,000 max). Internal speed multiplication is 12.7:1. This is accomplished with a state-of-the-art "traction drive" unit. It functions like an automatic car transmission using sun, planets and ring. There are no internal gears, belts or other types of mechanical connections. This eliminates the need for bearings or bushings running at 180,000 rpm (like a turbo). Input speed to the blower is 11,800 rpm well under the maximum rating of the belt. This unit is capable of boost numbers in excess of 20psi. This unit carries a 3 month warranty for off road application. On road warranty is 150,000 miles or 10 years. Lubrication is accomplished with a special high grade type of transmission fluid. The unit utilizes positive pressure created by boost as well as an internal pump to circulate the fluid. This is a closed loop system.

Belt Drive System: It is connected directly to the crank and transmitted to the blower via a belt drive system. A stub shaft is connected to the end of the crankshaft on the magneto side of the motor. Strength is a null issue. The stub shaft is stronger and more durable than the crankshaft itself. Internal crank end sizing and bearing will support 8 times the horsepower that is actually used to drive the blower. The OEM side cover is not modified. Simply unscrew a plastic plug and screw in our Viton seal unit. It's that simple. A cog belt design was chosen due to long life, no chance of slippage due to tension or snow and minimal tension requirements. Belt construction is the same design used in snowmobile belt drives. Although only 20mm wide (snowmobile belt drives are 60mm wide), our belt sports a safety factor 3-1/2 times higher than the industry accepted belt drive, since we are transmitting less than 20HP and belt drives transmit over 200HP. The systems plumbing, although simple, is 1st class. All components are aluminum with stainless clamps. The Charge Air Tube (or CAC tube) is mandrel bent aluminum and less than 12" long. All connections are made with silicone hose and stainless Tee Clamps. The Intercooler / Air box design is also constructed entirely of aluminum and utilizes an intercooler core capable of supplying motors over 300HP. The unit is placed directly under the front hood vent for maximum cooling efficiency. Pressure drop across the core is less than 1/2lb. Air intake temperatures are typically between 0 and 10 degrees above the ambient air temperature. Connection to the OEM carbs is an optimized design employing silicone hose & stainless constant tension clamps. This design can sustain boost numbers in excess of 25 psi.



Automotive EFI style Fuel system: Our system employs the same electric pump used on OEM Ford automobiles. Durability meets stringent ISO-9000 and automotive A-100 quality standards. Power to the pump is electronically controlled. It only supplies the pump power while the motor is actually running or while the engine is cranking to start. If the motor stops, so does the fuel pump; no key or kill required! All electrical connections are made by plugging into or bolting onto the OEM wiring system. No splices are used and no wires are cut! The entire fuel system uses Extra Heavy Duty Tygon™ fuel line. This line maintains extreme flexibility under the harshest temperature changes and is impervious to any fuel or fuel additives. All connections are made with constant tension stainless hose clamps. OEM soft rubber Tee connections to the carbs are eliminated and replaced with internal o-ring billet aluminum Tees. These are also available as an upgrade kit for other applications. Exhaust remains 100% stock. The system is compatible with all after market exhaust systems, but advertised horsepower numbers are achieved through stock exhaust. All dyno numbers and other advertised performance statistics were obtained through the OEM exhaust.

Oiling systems: The OEM oil tank is replaced with an aluminum tank. The tank mounts in exactly the same location using the same bolts as the stock tank. All connections to the tank remain stock including all hoses, dip stick and low oil warning system. The new tanks capacity is only 3% less than the OEM tank. The blower's oiling system is self-contained. It employs an external filter and reservoir. This allows the owner to easily check the oil level. Oil changes are recommended once a year or every 50,000 miles (which ever comes 1st). The blower system includes an electronic temperature warning circuit that ties directly into the sleds electrical system. In case of an overheat situation both a warning symbol and the check engine symbol illuminate in the OEM Multifunction display.

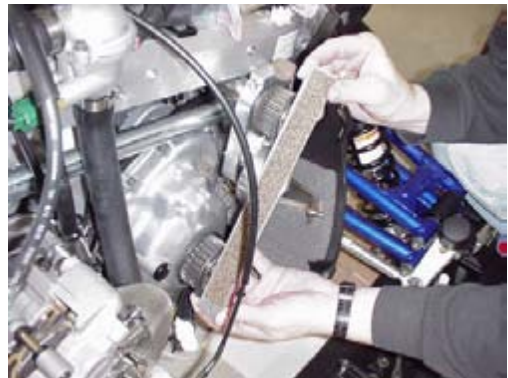
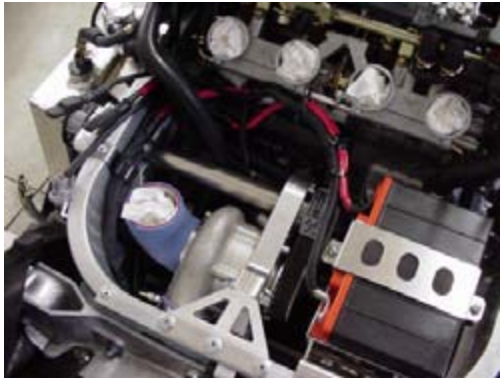
Blower and drive mounting: Components are made of billet aluminum and connect 100% into existing bolt holes. The system includes a new Odyssey Gel Cell Battery. This piece weighs less than the OEM battery and offers the same performance. There is no liquid acid to spill allowing the battery to be mounted in any orientation. It carries a full 2 year warranty (unlike the OEM unit).



www.hartmaninc.com

208-468-1073

Apex: Installation photos



Nytro: Installation photos



www.hartmaninc.com

208-468-1073

Nytro- Apex- Lightweight Kits

Take weight off your sled with simple one day installation.



New Light Weight Battery:

Light Weight Super Sealed Gel Type Battery

\$ 135.00



Light Weight Suspension Kit

151" 159" 162" only

Complete skid \$2,650.00



Light Weight Exhaust:

Completed Kit \$255.00 to \$450.00



Tunnel Extension Kit with Round Aluminum Bumper and bumper supports, rivets, plug with instructions

Completed Kit \$245.00

www.hartmaninc.com

208-468-1073

NEW Nytro A-Arm Kit

NEW PRODUCT RELEASE: "The A-Arms"

Hartman is now offering the Skinz "Concept" high performance front suspension for the Nytro. This front suspension repositions the spindle 4.5" forward along with an increase in caster which addresses many of the handling problems associated with the Nytro. This front suspension significantly improves trail handling and reduces or eliminates the erratic behavior of the Nytro. It enables the Nytro MTX to perform and function as a technical riding machine in the mountains allowing the rider to experience technical side hilling, off camber maneuverability, downhill to unphill turns, etc.. The kits will be available in 39" widths for the mountain models and 42" width for the trail/crossover models. Kits can be purchased with shock packages which includes Fox Float 2 or Fox Evol R. They are available with and without shocks but shocks used in this kit must have spherical mounting ends (Retrofitting of OEM shocks are available by OFT Racing). Kits range from \$950.00-\$1949.00.

Canada Customers

NO Duty Nafta Agreement

NO Broker Fees

Order tracking and Insurance

www.hartmaninc.com

208-468-1073

Complete custom built Light Weight Bolt in Skid Suspension Kits

Nytro FX, MTX, Nytro XTX, Apex MTX, RX-1 and Vector

Stop the trenching with a 17 to 20 degree approach angle.

This is a complete bolt in suspension designed to replace your Yamaha OEM suspension. All suspensions have a 10" of travel at the rear swing arm mount along with a low approach angle. Weight transfer can also be controlled by three different adjustments. The suspension comes with all the light weight items as standard equipment. (Suspension brackets may need to be moved on some models.) Available for Arctic Cat, Polaris, and Ski-Doo.

Features include:

Lengths Available: 144", 151", 153", 156", 159", 162", 166" and 174".

Walker Evans Air shocks: Adjustable air chamber for your riding style.

Tipped Up Rails: This makes it handle like a short track on hard pack snow.

Straight Rails available for turbos and superchargers.

Delron bushings and grease zircs on all shaft pivot points.

Tig welded 4130 chrome molly arms.

New composite 8" rear wheels and composite 5 5/8" idler wheels.

Hardened cross shafts.

Hardware and mounting instructions.

Color: Silver

Weight of suspension:

144" 43 lbs.

151" 44 lbs.

153" 44.5 lbs.

156" 45 lbs.

159" 45.5 lbs.

162" 46 lbs.

166" 46.5 lbs.

174" 47 lbs.



Complete Skid Kit \$2,650.00

www.hartmaninc.com

208-468-1073

Light Weight Gel Battery for the Nitro-Apex-Attak-Warrior-RX-1

Save 6 1/2 pounds on the RX-1. New light weight super sealed gel type battery that shaves weight off the front, but still has 246 cranking amps along with a 14 amp-hour capacity.



Light Weight Super Sealed Gel Type Battery \$135.00

Lightweight Tunnel Extension and Round Aluminum Bumper 2003-2005 Mountain RX-1

Update your 2003-2005 151" Mountain RX-1 to the new lightweight **5 lb** tunnel extension. We are very disappointed with Yamaha's RX-1 stock 151" tunnel extension and now offer a new lightweight tapered tunnel that follows the bulkhead body line, and has a more uniform look than the bulky factory extension.



The tunnel extensions are plastic coated aluminum sheets that are laser cut and CNC formed to eliminate break marks and scratches during manufacturing with welded seams. The kit will also accept 151", 156" 159" and 162" length tracks. This new tapered design will allow for more clearance in the rear when the rear suspension is fully compressed. New Light weight round aluminum bumper that does not hurt your fingers and two bumper support braces for use of a rack or towing. All kits come complete with detailed instructions and with colored pictures.

Complete Lightweight Tunnel Extension with Round Aluminum Bumper, and bumper supports, rivets, Instructions. \$245.00

Canada Customers

NO Duty Nafta Agreement

NO Broker Fees

Order tracking and Insurance

Custom Works Gas Shocks

For All Models

Each Works Gas Shock is custom build by Works to Tom Hartman's spec with special spring rate combo and valving. Works gas shocks are top quality at a fair price With no service problems, a good bang for the buck.

Works Gas Shocks are dual sprung, dual rated, and nitrogen filled high quality performance gas shocks. The dual spring combination gives you a soft smooth ride in the stutter bumps, and will cross over to the higher rate spring to resist bottoming on jumps and other big "hits." This shock kit adds one inch travel to some models which keeps the nose of your sled up and out of the powder.



Front Set	\$510.00
Rear Rear	\$450.00
Center Rear	\$400.00

(Available for All Yamaha Mode)

NEW Works Rear Gas Shocks - Nytro MTX- Apex MTX -Phazer MTX

Each Works Gas Shock is custom build by Works to Tom Hartman's spec with special spring rate combo and valving. These high quality nitrogen shocks are a direct replacement for the stock hydrolic throw-away shock. The new works nitrogen shocks will stop the bottoming out and eliminate shock fade for better ride Quality.

Rear Rear	\$390.00
Center Rear	\$400.00
Front Set 17 1/2"	\$510.00



www.hartmaninc.com 208-468-1073

Lightweight Exhaust

Nytro-Apex-All Models, RX-1, RX-1 Warrior, Mountain RX-1

The new lightweight steel ceramic coated exhaust system replaces the Yamaha RX-1 OEM system with **11 pound** weight savings. The new exhaust system increases horsepower by 4 and is only 1 to 2 db louder than stock. There are no moving parts inside the muffler to break and the exhaust ports are slightly kicked up to help eliminate black exhaust marks on tunnel and use of rack. This new lightweight exhaust system is easy to install and will compensate for Yamaha's over jetting.

No need for new fuel controller box.

Lightweight Exhaust

\$480.00

Rx-1



Apex



2008-2012 Nytro **No need for new fuel controller box.**

\$255.00



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208-468-1073

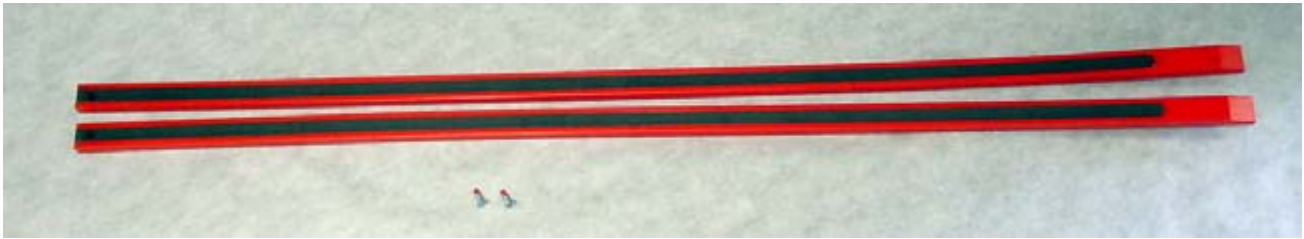
HIPERFAX

Tired of changing hyfax?

This high quality hyfax is made with patented materials that will reduce friction and helps eliminate melting. Stock hyfax melts at 325 degrees F, while HiperFax melts at 750 degrees F. Hiperfax is a must when removing bogie wheels, long tracking your sled or running at high speeds on hard packed trails. This is the fix for long track sleds to stop hyfax wear and driver melting damage due to hot clips.

This is the fix for the 4-strokes sleds.

HiperFax \$200.00



No-Slip Anti Ratchet Drivers

With years of experience on Yamaha's pro-action rear suspension on the 700 Mountain Max and Viper, we feel the new suspension on ALL the 4-stroke models such as the Apex, Mountain Apex, Nytro, RX-1 and Vector do have the same ratcheting problems. The increased torque and horsepower on the new 4-stroke models along with the partially clipped track and old style drivers will cause the track to ratchet. We have found that if you increase the track tension enough to stop the ratcheting it will cause suspension binding, which has resulted in bent suspension parts, and broken drive shafts. Also the increased tension will cause excessive wear on the hyfax where the track meets the rails. This significantly decreases horsepower to the track because of increased friction. These new anti-ratchet drivers allow you to run your track looser this will eliminate binding and drag during suspension compression creating a smooth quality ride. You will get more horsepower to the snow by decreasing track tension and friction. For use on all fully clipped or open window tracks only.



Wow, 2010 Yamaha is now using No-Slip Drivers, but it only took 20 years. The bad news is the timing is wrong on Yamaha drivers, the driver tips melt back when you get the clips super hot.

No-Slip Anti-Ratchet Drivers 8-tooth	\$185.00 pair
No-Slip Anti-Ratchet Drivers 9-tooth	\$190.00 pair
No-Slip Anti-Ratchet Drivers 7-tooth 3 Pitch	\$190.00 pair
No-Slip Anti-Ratchet Drivers 8-tooth 2.86 Pitch	\$190.00 pair

www.hartmaninc.com 208-468-1073

CLUTCH TECH TIPS

Clutch must be in good working condition with no worn rollers, clutch weights or bushings. Also the spider must have minimum side clearance.

Clutch efficiency is the most important part of your sled.

Tightening Steps: Only if removal is needed.

1. Initial tightening to 88 ft-lb.
2. Loosen the bolt and re-tighten the bolt to 44 ft-lb.
3. Clutch alignment center to center is 267mm. The offset is 15mm-17mm.

Clutch Alignment goal:

1. Get the drive belt to the top of the secondary sheaves on the driven clutch. (Adjust belt height). 3 bolts back
2. Belt must run in *center* of drive clutch.

Clutch Alignment setup:

1. Loosen the motor mount bolts in order adjust the motor position. On older sleds only.
2. Don't forget to loosen the motor torque stop if your sled has one.
3. Also, shim the secondary (driven) clutch in or out.
4. Always use new drive belt for proper set-up.

Clutch Tuning:

This is the most difficult part of your snowmobile and the most overlooked. The "*Rule of Thumb*" is, if you want to change the engine RPM for engagement or shift rpm, work on the Primary clutch. If you want to improve upshift or backshift, work on the secondary clutch. (High efficiency is "Free Horsepower"). Proper Gearing must match with clutching for your applications.

Clutch Tips: Periodically clean the clutches. Brake Clean works well. Put a towel in the belly pan to pick up mess. "Hot Tip for Carlisle": Wash your drive belt with hot water, soap, 409, Simple Green, etc. Also, use a brush to scrub the sides clean. Let it air dry. A clean belt lowers the heat and slippage and allows more acceleration. NOTE: Late model clutches use special bushing that needs NO LUBE.

Belt Brake In: Wash and Break in new belts **25-30 miles**. Do not overhead the belt during break in. It's a good idea to have your extra belt broke in and ready to go.

Warning: We have had a large number of YVXC Clutches **Blow-up**. Please inspect your primary clutch sheaves for heat cracks from the center, working outward or **groves** cut in sheaves. I feel the cracks are from very high heat due to all the belt slipping. Remember the Factory Clutching is set on a *general set-up*. "This should work for most of the machines we ship to the USA". (Ha-ha).

The Yamaha 8DN belt is very hard and has a high amount of slipping, which will create heat and loss of acceleration resulting in cracked clutch sheaves. The only "good" thing is that it will last forever. Harder is NOT BETTER for performance. We use the **Carlisle XS-805** which is softer and longer, this enables us to get the drive belt to the top of the secondary sheaves on the driven clutch. Carlisle has a one year warranty, refer to the back of the belt sleeve. Buy "two" and you have a lifetime supply of belts.

Less slipping is "Free Horsepower".

NEW Purchase 2 of the 138-4432-u4 Belts or more for **\$85.00 each**. Normal Retail is \$105.95 each.

H.P. Belts Purchase 2 of the XS -805 Belts or more for **\$98.00 each**. Normal Retail is \$119.95 each.

More tech tips on web-site plus printable color catalog

www.hartmaninc.com Hartman Inc. 400 S Grays Ln Nampa Id 83687 208-468-1073

Hartman Inc Custom Setup Instructions

Keep this in your files. You will need this information if you need to call me (FOR HELP)

CCs _____ Model _____ Altitude _____ Rider Weight _____

PRIMARY CLUTCH Controls RPM Track _____ Pipes _____

- 1. Primary Spring _____
- 2. Our Shims _____
- 3. Weights _____
- 4. Rivets _____

RPM

- 1. Engagement _____
- 2. Shift _____

NOTE: _____

SECONDARY CLUTCH Controls Upshift and Backshift

- 1. Helix _____
- 2. Spring Color _____
- 3. Spring Setting _____
- 4. Belt _____

NOTE: 8DN Belt is very hard and slips (Big loss of performance)

We use Carlisle 138-4432 U3 Belts. (Less slip with more performance) Big H.P. XS-805

MOTOR ALIGNMENT

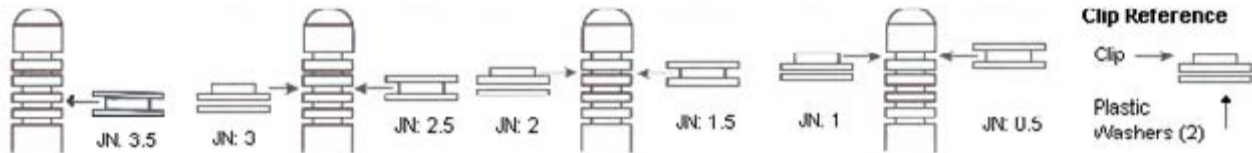
- 1. Sheave Center to Center _____ mm
- 2. Sheave Offset _____ mm
- Check Motor Stop

NOTE: _____

GEARING AND TRACK

NOTE: _____

CARBURETORS	1. PTO	2.	3. MAG	4. RX-1
1. Main Jets	_____	_____	_____	_____
2. Pilots	_____	_____	_____	_____
3. Needles	_____	_____	_____	_____
4. Fuel Screws	_____	_____	_____	_____
5. Air Jets	_____	_____	_____	_____



Note 2.5 Ball Allen tool is needed

There are a number of variables. We are not responsible for burn downs. **OIL PUMP ADJUSTMENT:**

Cable Adjust to Factory specifications. Note. If you shorten cable less oil used. Use 3 oz of oil per 1 gallon of gas use. www.hartmaninc.com 208-468-1073

Yamaha Custom Clutch Set-up is the most dramatic improvement you can do to your Yamaha Custom Primary Clutch Set-up

We are disappointed in Yamaha's primary clutch setup for the 4-stroke engine, the torque, RPM and horsepower characteristics are very different than the 2-stroke engines. We have found thru testing by using different profile weights and spring a major improvement in acceleration and backshift. I ask each buyer about rider weight, altitude, and other variables so I can build a complete clutch kit that will work best for the individual customer's sled. Clutch rollers and bushings may need to be changed on some applications. **This is a very big improvement on all sleds to have a proper custom clutch setup.**



Custom Primary Clutch Set-up starts at \$170.00

Custom Secondary Clutch Set-up

We have found that Yamaha's secondary clutch has room for great improvement. By running custom cut billet helix designed specially for the 4-stroke motor, we have found great improvements, "out of the hole", top end speed, up shift and backshift. Each helix is custom cut designed specifically whether you race the trails or on deep powder.



Custom Billet Helix

\$160.00

TEAM-LW Performance Secondary Clutch for Yamaha

New for Yamaha this year, the "Rapid Reaction-LW" roller secondary from TEAM Performance! Snow tested by, "Snow Tech Magazine" Oct/Nov issue. This new secondary features an encapsulated slotted roller helix that maintains contact between the roller and helix regardless of engine pull and torque, especially in abrupt load changing conditions. Dyno testing revealed a 7-8 horsepower increase across the midrange acceleration. Each TEAM helix has two "sets" of ramp angles to cover the full range of deep powder and spring riding conditions. Each clutch will come complete with custom setup for your personal riding style and sled modifications. Nitro requires special shaft. Not available for new Phazer



TEAM Performance Secondary Clutch with Custom Setup

\$415.00

Sorry the new Tide team driven clutch is not tested at this time, I will be working on it this season.

Hartman Inc

www.hartmaninc.com

Custom Clutch Set-Up: All 4-stroke and 2-stroke Yamaha Snowmobiles



I ask each buyer about rider weight, altitude, motor, output and other variables so I can supply a complete clutch kit that will work best for the individual customer's sled. The primary clutch (drive) controls engine RPM, the secondary clutch (driven) controls up shift acceleration and back shift, keeping track speed high. We also prefer to run multi-angle billet helixes with custom angles matched to each customer's sled.



Please inspect your primary clutch for heat cracks in the bottom of sheaves. If the heat cracks are ignored, the clutch will blow-up causing damage to several other parts, and cost you a fortune in repairs. We offer a reliable and very tunable balanced Polaris P-85 Primary Clutch for the Yamaha triple. In five years of testing the P-85, it shows less wear and improved belt performance.



Yamaha Custom Primary Clutch Kit	\$170.00
Custom Cut Billet Helix	\$160.00
Custom Secondary Spring	\$35.00
Nytro, Apex, RX-1 Dalton Adjustable Weights for Turbos and S/C	\$180.00
Polaris P-85 HD Clutch	\$599.00
Yamaha Install Kit	\$14.00
Custom Setup Weights/Spring Kit	\$85.00

**** See Apex-RX-1 Clutching for New TEAM Performance Secondary Clutch ****

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Primary and Secondary Clutch set-ups

I will custom build you a Primary and secondary to match your sled and riding style along with matching the gearing, this is one of the biggest improvements on the Yamahas. We use a set of archer fly weights with are muck more aggressive then the factory flat arch weights. We also use the New XS-805 belts that are a softer compound and will not cut into the sheaves (Grove) or over heat your clutch. Less slipping is also more power to the track and less clutch damage.

Supercharger/Turbo 4-stroke Adjustable Custom Clutch Weights

New heavier custom primary clutch weights that are adjustable with Yamaha rivets with an aggressive curve that controls the primary throughout the power band to maintain proper RPM's.

Custom Primary Clutch Weights set	\$180.00
Custom Spring	\$ 25.00
Rivets (each)	\$ 2.00



Carlisle XS-805 for big H.P. sleds

The Yamaha 8DN is a very hard compound belt. It causes excessive slippage in the clutch sheaves, which means loss of acceleration and wasted horsepower. The excessive slippage causes excessive heat and heat cracking, and will cut groves into the sheaves over time. This is a dangerous situation and the sheaves will need replacing. The cure for these problems is a softer compound Carlisle belt. The 8DN may last forever but the loss in performance is not worth it.



New Carlisle Ultramax 4	138-4432u4 Belt	\$105.95 each (recommended for all 2-strokes)
New Carlisle Ultramax 4	138-4423u4 Belt	\$ 85.00 2 or more
Carlisle High H.p.	XS805 Belt	\$119.95 each (recommended for all 4-strokes)
Carlisle High H.p.	XS805 Belt	\$ 98.00 2 or more

Yamaha with Polaris Clutching

Polaris Primary Clutch

We offer a reliable and very tunable balanced Polaris heavy duty custom P-85 Primary Clutch for the Apex, RX-1, Nytro and all other Yamaha models. The Polaris clutch offers a wide range of tuning components for the enormous amount of torque generated by the 4 strokes. This allows for the ability to setup the clutch for exact engagement and shift RPM.

Polaris P-85 Primary Clutch	\$ 599.00
Yamaha Install Kit	\$ 14.00
Custom Setup: Weights and Spring	\$ 90.00



TEAM- LW Secondary Clutch

New for Yamaha last year, the LW “Rapid Reaction” roller secondary from TEAM Performance! Snow tested by, “Snow Tech Magazine” Oct/Nov issue. This new secondary features an encapsulated slotted roller helix that maintains contact between the roller and helix regardless of engine pull and torque, especially in abrupt load changing conditions. Dyno testing revealed a 7-8 horsepower increase across the midrange acceleration. Each TEAM helix has two “sets” of ramp angles to cover the full range of deep powder and spring riding conditions. Each clutch will come complete with custom setup for your personal riding style and sled modifications.

Sorry the new Tide team driven clutch is not tested at this time, I will be working on it this season.



TEAM- LW Performance Secondary Clutch with Complete Custom Setup

\$415.00



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Gearing

Hartman Inc. stocks a full line of lightweight gears and chains for all elevation and riding styles for your Yamaha snowmobile. Yamaha traditionally over geared their snowmobiles about 10%. With the correct gear setup, your snowmobile will accelerate harder and have more top end. Pictured is the popular Apex, RX-1, Viper and MM setup: 21 tooth and 42 tooth gears with a stock 70 link chain for mountain application.



21 and 42 Toothed Gear Set \$105.00 and up

Hardened Axle

Yamaha now has a hardened shaft for your drive axle. This axle is must for the 1997-1999 models years due to weak shafts.



Yamaha Hardened Axle \$143.00

Anti-Ratchet Drivers

We have found that if you increase the track tension enough to stop the ratcheting it will cause suspension binding, which has resulted in bent suspension parts, and broken drive shafts. Also the increased tension will cause excessive wear on the hyfax where the track meets the rails. This significantly decreases horsepower to the track because of increased friction. These new anti-ratchet drivers allow you to run your track looser that will eliminate binding and drag during suspension compression creating a smooth quality ride. You will get more horsepower to the snow by decreasing track tension and friction. For use on all fully clipped open window tracks only. Wow, 2010 Yamaha is now using No-Slip Drivers, but it only took 20 years. The bad news is the timing is wrong on Yamaha drivers, the driver tips melt back when you get the clips super hot.



New this year is the no slip anti-ratchet drive sprockets. Each sprocket drives off two track lugs and track clip. Extra long center hub eliminates hex shaft slippage. For use on all fully clipped or open window tracks only.

No-Slip Anti-Ratchet Drivers 8 Tooth	\$185.00
No-Slip Anti-Ratchet Drivers 9 Tooth	\$190.00
No-Slip Anti-Ratchet Drivers 7 Tooth 3-pitch	\$190.00
No-Slip Anti-Ratchet Drivers 8 Tooth 2.86 pitch	\$190.00
OEM Drivers (set of 4)	\$140.00

www.hartmaninc.com

208-468-1073

Carburetor

After testing aftermarket reeds for years, we determined that Carbon Tech Reeds work. They provide increased quick throttle response of the bottom end acceleration, increased horsepower and are the best bang for the buck.

Carbon Tech Reed With Spacers **\$180.00**



Also available main, pilot, needle, air jets and more.

VFORCE 3 Reeds
Easy bolt on with dramatic horsepower increase.

V-Force Reeds **\$349.00**



Motor Mods and Big Bores



Our custom porting and head work adds 10-14 HP and 6-9 Ft/Lbs of increased torque, with “stock” reliability. With our shop sleds to test with, we have found the balance between high horsepower and good reliability. All porting is hand profiled along with CNC machined head work to properly maintain squish and volume. Complete big bore and machine work on cases, cylinder, head with coating is approximately \$2500.00.

Complete upper end with gasket set for stock 700cc **\$420.00**

Bore Kits 750cc parts only **\$430.00**



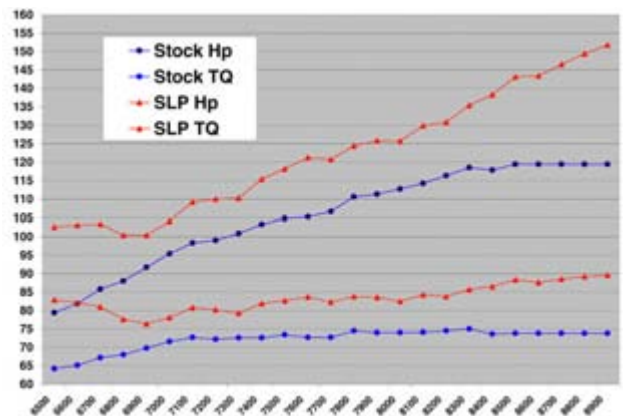
Motor parts, bearing, seals, cranks, pistons, cylinder, gasket sets and much more also available.

Complete upper end with gasket set for stock 700cc **\$420.00**
New style Yamaha wrist pin bearings \$30.00 each

Service Manual: 1997-2005 Triple Cylinder Motors **\$40.00**

Pipes

Let your Yamaha triple breathe like it should. These triple pipes come with a canister and not noisy glass packs. With no loss of reliability, these triple pipes increase horsepower along with a clean fit and finish. Each set of pipes comes complete with custom setup instructions designed towards your sled and riding conditions.



600/700 cc Triples	18 hp to 25 hp+	\$900.00
Triple Viper Pipes	33 hp+	\$900.00
Ceramic Coating		\$360.00



www.hartmaninc.com 208-468-1073

Light Weight Rear Suspension Drop Plates

Lightweight drop plates are made of aircraft aluminum and are CNC machined for a perfect fit and finish. They are half the weight and are stronger than stock. Available for Hartman Inc Long track kits.



Completed Kit with Mounting Hardware starting at: **\$80.00**



97-99 Mountain Max
Hartman Kit



00-05 Mountain Max
97-05 Short Tracks Hartman Kit



02-05 Mountain Viper
03-05 RX-1 Hartman Kit

Note On all yamaha skids if you move skid in tunnel it will bind and may break parts they are linking skids.

Bumper Support Brackets

\$25.00



All long track kits come complete with rivets bolts bumper and bumper support brackets. The bumper support brackets strengthen the tunnel for lifting and towing. Also parts are sold separately.

www.hartmaninc.com

208-468-1073

Custom Rail Extensions

The rail extensions are made of aircraft aluminum and are CNC machined for accuracy. The raised island on the rail extension locks into your stock rail slot for added strength and durability. Each set of rails are custom sized for your application and come complete with all the hardware for installation. All rail extensions have a life time warranty



Custom Rail Extension \$95.00

Hyfax Rail Extensions

Hyfax extensions are optional and will fit 7 1/2" long rails and up. Hyfax extensions give you the ability to run full length hyfax for added strength and better looks.



Hyfax Extensions \$60.00

New for 2010-2012, new rail extensions with billet hyfax extensions are now available for the Mono Shock II suspension with the larger rear axle and outside track adjusters. \$165.00 a set

Sizes	121" to 128"	121" to 136"
	136" to 144"	136" to 151"



Hartmaninc.com 208-468-1073

Light Weight Round Aluminum Bumpers

Light weight round aluminum bumpers that will fit all Hartman Inc. custom tunnel extensions. These bumpers are round and will not hurt your fingers when lifting.

For 163/4" wide tunnels

Bumper \$75.00



Canada Customers

NO Duty Nafta Agreement

NO Broker Fees

Order tracking and Insurance

www.hartmaninc.com

208-468-1073

Handle Bar Riser

Increase your handling and control by installing handle bar risers. These risers raise the stock handle bars by 1 inch which increases your leverage to improve your control. These risers do not require cable extensions for throttle, oil and brake cables.



Handle Bar Riser 1"	\$26.00
Handle Bar Riser 2"	\$30.00

Left Side Throttle and Grab Bar



This new left throttle is what I have needed for 35 years of riding. Who said old dogs can't learn new tricks. Now I look forward to side hilling because I am in control not the sled. With all my weight on the left side of the sled I can make it do exactly what I want and when I want. The left side throttle is one of the best things I have done to my sled. Single finger action with simple easy to follow installation.

Complete Left Finger Throttle Kit	\$100.00
Grab Bar	\$39.00

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208-468-1073

The Best Light Weight Carbon Fiber Trailing Arms on the market today



New light weight carbon fiber arms built with 4130 chromoly spindle heads with sway bar mounts. Easy bolt on installation and saves up to 10 lbs!

1997-2003 Mountain Max	\$580.00
2003-2005 Mountain Viper	\$580.00
OEM Type Trailing Arms we recommend OEM Yamaha	

Canada Customers

NO Duty Nafta Agreement

NO Broker Fees

Order tracking and Insurance

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208-468-1073

Cargo Racks

Light weight aluminum cargo rack that can be mounted in both directions with mounting hardware included. Also available for shorter tunnels is a smaller square rack.

Regular Size Cargo Rack \$90.00
Square Rack \$95.00



Trick High Output LED Taillight And
Mounting bracket.

\$35.00



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208-468-1073

Simmons Skis

Simmons Flexi-Ski is the best ski on the market! These skis have a concave design between the wear bars which help **eliminate darting** and gives you better control and flotation. The Skis includes mounting buckets and free cutter carbides.

Available only in black.

Cutter carbides and buckets at no charge

Simmons Flexi-Ski 6''w	\$420.00
Simmons Gen II Flexi-Ski 10''w	\$470.00
Simmons Gen III Flexi-Ski 8''w	\$450.00



Stop Hyfax Wear and Over Heating

Universal Scratchers For Skis

After testing different types of ski scratchers over the last 28 years, we have found that the ski mounted scratchers work the best. They kick up the snow and ice in front of the hyfax so the track and suspension is lubed through out and reaching the heat exchanger for better cooling, unlike the rail mounted scratchers that only lube the back half of the suspension and risk damaging the track edge. They will mount to the spindle bolt, thru the plastic ski bottom or thru the ski bucket. This universal scratcher is designed to fit all ski models using one of the described mounting methods.



Ski Scratchers (set) \$56.00

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208-468-1073

