ROKON motorcycles are no strangers to winter landscapes; in fact you will be hard pressed to find ANY two-wheeled vehicle that is as capable in the snow as our legendary 2x2 motorbike. That’s why cross country ski clubs and fat tire mountain bike associations nationwide have been increasingly utilizing the ROKON as their primary means of trail grooming and maintenance. Not only does the narrow width of the machine allow access to the most remote sections of the winding trail systems, but its ability to tow heavy rollers or grooming sleds makes ROKON the perfect tool for the job. When it comes to snow riding though, it’s not all about work. Riders worldwide eagerly await that big winter snow storm so they can get out and sling some powder!
There are many reasons why the ROKON makes a great winter vehicle. Having two drive wheels means you can conquer snow covered terrain with ease, but the narrow and lightweight design means you can also go where no other snow machines can. The aluminum drum wheels found on the Trail-Breaker and Ranger are ideal for deep snow riding. Unlike spoked wheels, drum wheels have no open space for snow to collect and surround your hubs with ice. This prevents chain derailment and uncomfortable imbalance at higher speeds. And should you accidentally find yourself on a patch of thin ice, the buoyancy provided by the hollow drum wheels could save your life!

There are different types of snow and ice conditions and ROKON offers a variety of traction aides to help get you through all of them. For light coverings of snow on road surfaces or sheer ice, the Tire Stud Kit is ideal. These unique V shaped studs cut deep into the surface of ice or penetrate through snow cover to a road surface. The result is superior traction and controllability over hard snow pack or frozen water bodies. The drawback of the Tire Stud Kit is that its installation is irreversible, meaning they will either need to be used year round or should be installed on a dedicated set of snow tires.

For riders looking for a less permanent solution for winter traction, the Tire Chains can be quickly installed or removed to adapt to changing terrain conditions. In addition to handling hard snow pack and ice with ease, the Tire Chains also help get you through deep snow drifts. ROKON’s Tire Chains install in minutes and are specifically designed to fit over the standard Maxxis 2.0 tire as well as the Titan 489XT.

Deep or heavy wet snow is best tackled with the aggressive Grim Reaper radial tire. It’s thick and robust tread lugs displace lots of snow very rapidly so you can dig through the snow and get a grip on the ground. Serious winter riders combine the snow throwing paws of the GrimReaper with the razor sharp teeth of the Tire Stud Kit for an unstoppable combination that will take you through a wide variety of winter conditions.
AGRESSION MEETS COMPLIANCE IN THE NEW KANATI MONGREL™

ROKON has introduced a new tire option for 2019, the KANATI MONGREL. This lightweight, aggressive and smooth riding tire is now standard on all 2019 ROKON Rangers and can be purchased as an upgrade for all other models. ROKON’s new tire offering is the industry’s first DOT approved off-road radial. Unlike previous road legal tire offerings, the aggressive but lightweight design is versatile enough to handle a wide variety of terrains while delivering an unmatched level of on road comfort and safety. Its unique tread pattern will keep road noise to a minimum and the durable 10 ply rating will provide owners with thousands of worry-free road miles. ROKON provides a single size for the KANATI MONGREL (25 x 8 R12).

“The KANATI MONGREL has been featured in the winner’s circle of numerous UTV races for its reliable performance across all terrain types”

– GBC Motorsports

GENERATION 8 OWNER’S MANUAL NOW AVAILABLE

The ROKON generation 8 Owner’s Manual is now available online and in print form. The REV 8 Manual is the most comprehensive ROKON manual to date and covers bikes from model year 2016 and newer. Upgrades over previous versions include a huge troubleshooting section and component removal guide. Updated parts breakdown images in the illustrated parts guide will assist you when ordering replacement parts and accessories. Owners can also view detailed wiring diagrams that include all street legal and optional electrical components. Check out the Manuals and Resources tab to download the latest version.
GREAT AMERICAN OUTDOOR SHOW 2019

For the first time, ROKON will be exhibiting at the Great American Outdoor Show in Harrisburg PA. The show (which runs from Feb 2-10) is hosted by the NRA and is held at the Pennsylvania Farm Show Complex in Harrisburg PA. It is the world’s largest outdoor and hunting expo and will feature over 1,100 exhibitors. The experienced and knowledgeable team from our Pennsylvania dealership Penn-Sylvan Equipment will be on hand to educate attendees about the features and capabilities of the 2019 ROKON models (see them at booth #105). Find out more about the 2019 Great American Hunting Show [HERE](#) and be sure to check out our friends at Penn-Sylvan Equipment.

**Idle Adjustment**

One of our most frequently asked questions is; “How do you change the idle speed?” The idle speed setting is a very simple and quick adjustment and can be necessary if you live in an area with extreme seasonal changes in ambient temperature or humidity. Before you make an adjustment, you should understand a few things about your bike’s engine idle speed.

ROKON sets the engine idle speed for each bike accordingly after a 15 minute warm-up at approximately 200 feet above sea-level. Elevation, relative humidity, ambient temperature and oil viscosity can all influence your idle speed. As your machine ages, the wear of internal engine components will tend to change your idle speed. It can also change based on the fuel grade you are using and whether or not you are using a stock air filter. Idle speed is too LOW if engine is stalling after warm-up period, it’s too HIGH if the clutch can be heard or visibly observed engaging (or if the transmission makes a clicking or grinding sound when a gear change is attempted). A high idle that results in a clicking noise from the transmission WILL result in premature failure of driveline components. If possible, try to set idle on the low side to avoid this. There is no “one size fits all” RPM that is considered to be a correct idle speed. This is because there are many factors that determine the ideal setting for your machine. Generally though it will reside somewhere between 1,100 RPM and 1,400 RPM for most late model bikes.

It is important to understand that no adjustments to the idle speed should be attempted on any bike unless the engine has been properly broken-in for a period of at least 3 hours. Adjustments may be required if you will be riding in an area with a nominal elevation above 4000 feet. Seasonal idle adjustments may also be required depending on temperature. Don’t attempt to adjust the idle speed unless engine has been warmed for 10 – 15 minutes and has still failed to idle normally. If you’re unable to prevent your drive belt from slowing down or stopping even with the idle at its lowest possible setting, you may have a problem with your torque converter or your belt tension may require adjustment. If your engine fails to idle properly on even the highest setting, a fouled idle jet is likely the culprit and a carburetor cleaning is recommended.

©2019 Rokon International Inc. ROKON® and its logo are registered trademarks
In general, there are 3 different locations of the idle speed adjustment screw depending on the vintage of your machine and the engine that it has. Here is where you will find the three most common locations for the idle speed adjustment screw.

**7HP KOHLER CH270 (2010-Current)**

To find the idle adjustment screw you will need to remove the carburetor cover. The black plastic Phillip's-head screw is located on top of the carburetor facing towards the rear of the bike. The screw on **Honda 5.5hp** powered machines (1994-2012) is in the same location. It is a bit tricky to get to and a right angle Phillip’s driver is the ideal tool for making the adjustments. To increase engine idle speed, rotate idle adjustment screw clockwise. Rotate counter-clockwise to decrease.

**6HP KOHLER CS6 (1999-2010)**

Depending on the year of your machine, you may need to remove the upper fiberglass fairing from the right side of the bike to access the idle speed adjustment screw. The Phillip’s-head screw is made of stainless steel and surrounded by a tensioner spring. It faces towards the front of the machine. A long Phillip’s-head screwdriver will work just fine for adjusting the idle speed setting. To increase engine idle speed, rotate idle adjustment screw clockwise. Rotate counter-clockwise to decrease.

**2 STROKE POWER BEE 820 (1966-1998)**

Early 2 stroke models have idle speed adjustment screws that can be accessed without having to remove any covers. Late model MK5 models with fiberglass side covers will need to have the right side cover removed in order to access the screw. The flat-head screw on the upper-right side of the carburetor is the idle speed adjustment screw; it is surrounded by a tensioner spring and faces towards the front of the machine. (Note that this screw does not change idle air/fuel ratios, only idle speed). A flat head screwdriver can be used to adjust the idle speed, to increase rotate idle adjustment screw clockwise. Rotate counter-clockwise to decrease.

www.rokon.com (603)335-3200

©2019 Rokon International Inc. ROKON® and its logo are registered trademarks