

Suspension Adjustment Springs

Although this snowmobile suspension has the capability of providing the best ride possible, the following accessory rear springs are available to better suit individual riding preference.

Coil Spring Part No.	Spring Wire Dia. x Free Length - Rate
7041396283 x 11.88 - 50 #/in. (Stock on XLT SP)
7041405283 x 11.88 - 65 #/in. (Stock on RXL)
7041398318 x 11.88 - 75 #/in.
7041351318 x 11.88 - 75/125 #/in.
7041404331 x 11.88 - 90/200 #/in.

Torsion Spring Part No.	Wire Dia./Degrees
7041394 & 7041395406/55°
7041406 & 7041407421/55°

NOTE: Springs on the front ski shocks and front (center) track shock are interchangeable.

CAUTION: Springs on front skis must be the same rate. Valving in shocks may have to be changed in some cases or loss of control could result. See pages 9.76-9.86, or the suspension wallchart for additional valving information.

Initial Suspension Set Up

The following chart is only a guideline to be used for initial suspension set up. Set up may vary based on desired riding style. * Indicates factory set up.

Rider Weight	Front Track Spring	Torsion Spring	Rear Track Spring
110-160 lbs. (50-73 kg)	75 #/in.	.406 Low Setting	200 Var #/in.
*160-210 lbs. (73-95 kg)	75/125 #/in Low-Med Preload	.406 Low Setting	200 Var #/in.
210-260 lbs. (95-118 kg)	75/125 #/in High Pre-load	.406 High Setting	200 Var #/in.
260+ lbs. (118+ kg)	90/200 #/in Low Preload	.406 High Setting .421 Low Setting	200 Var #/in.

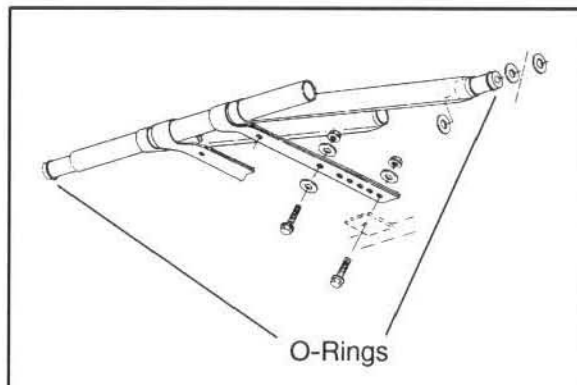
Suspension Shafts

All suspension shafts which are housed in a tubing will have O-Rings installed on either end of the shaft. This will keep moisture out of pivoting areas and help retain lubrication.

Suspension Shaft Maintenance

As suspension shafts are cleaned or replaced, the O-Rings should be inspected and replaced as required.

1. Lubricate shafts and install in pivot tubes without O-Rings. **CAUTION:** If O-Rings are installed first they may be damaged when pushed past the grease fitting. Remember to install O-Rings last.
2. With the shaft in place, extend shaft far enough to allow O-Ring installation on either end.



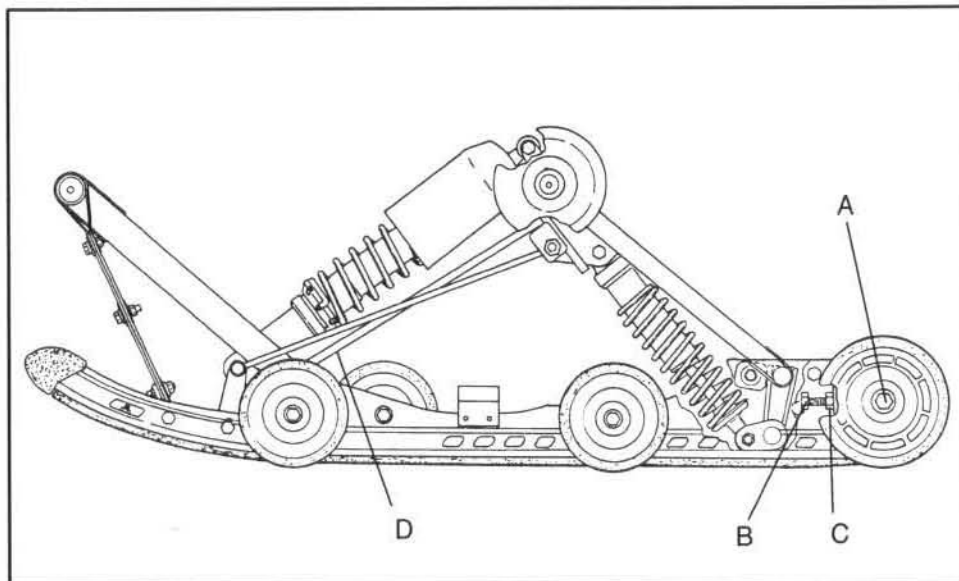
SUSPENSIONS

XTRA Suspension

XTRA Suspension Shock Removal

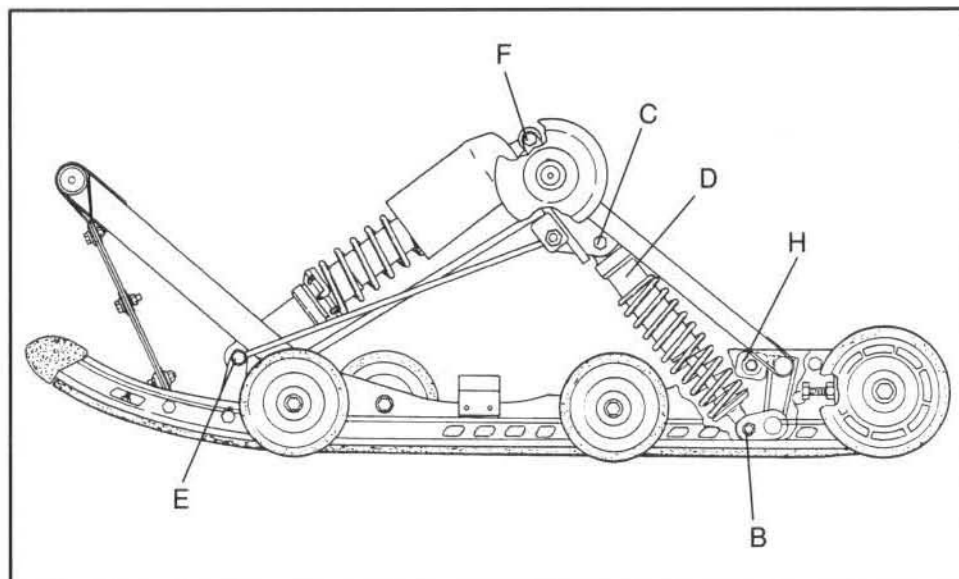
Both front and rear suspension shocks and Hi-Fax can be removed from the rear suspension without removing the suspension from the machine. Steps 1-4 (immediately below) may be used for either front or rear.

1. Turn fuel valve to off position.
2. Lift and securely support rear of machine high enough to assure access to track and suspension.
3. Loosen rear idler bolts (A) and track adjuster bolts (B) with lock nuts (C).
4. Lift rear torsion springs (D) from their lower mounts.



Rear Shock Removal

1. Remove scissor stops from rail in front of rear torque arm. To aid in removal, collapse rear of suspension slightly by applying pressure on rear bumper.
2. Remove retaining bolts, nuts, washers and scissor stop block (H) from both sides.
3. Remove rear lower shock bolt (B).
4. Remove upper shock bolt (C).
5. Remove shock (D).



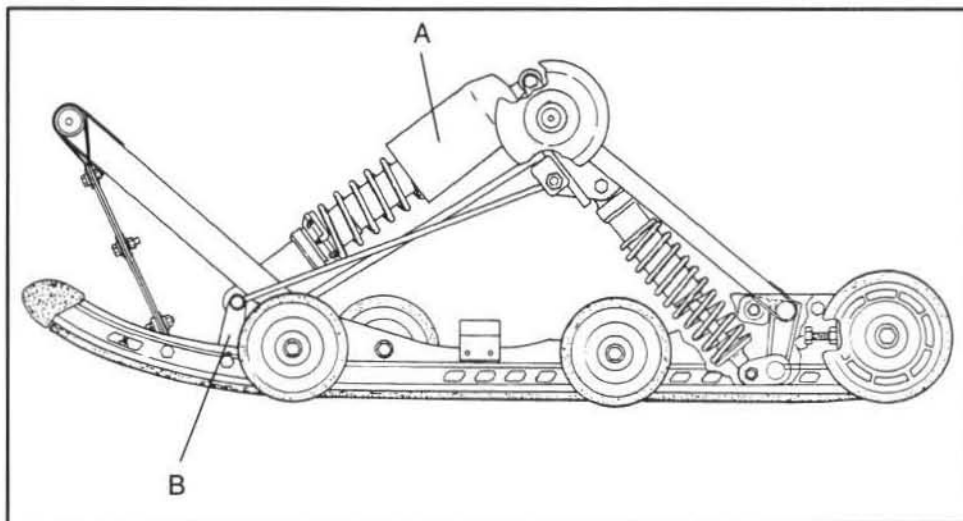
Front Shock Removal

1. Remove lower shock mount bolt (E), noting orientation of parts.
2. Remove upper shock bolt (F).
3. Remove shock (G).

Front Shock Reassembly

To reinstall front shock, the suspension must be fully extended and the track loose.

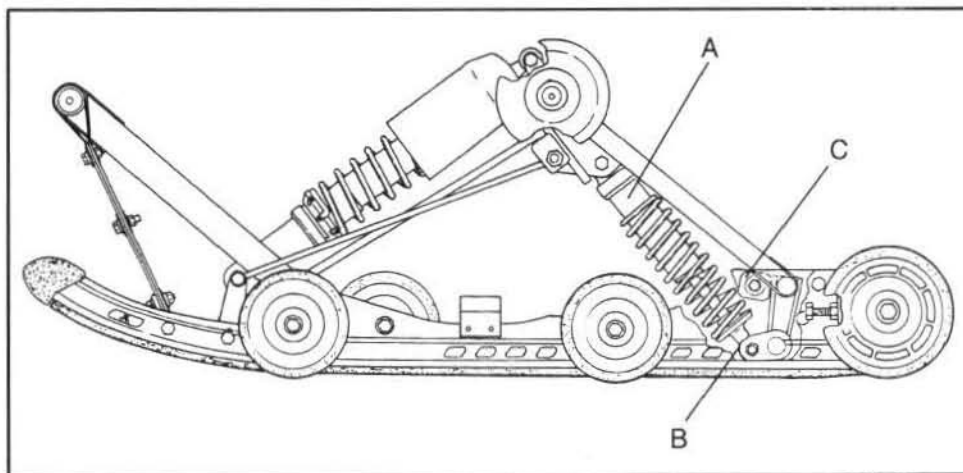
1. Install shock with booted end (A) toward top mount brackets. Using a new FlexLoc™ nut, tighten nut and bolt securely, making sure the shock still pivots and does not bind on spacer. Torque to 15-18 ft. lbs. (2.07-2.48 kg/m).
2. Fully extend shock and align with lower brackets (B). Position shock so valves point downward.
3. Position bolt, washer, bushing, and rod with shock to brackets (B).
4. Install a new FlexLoc™ nut and tighten assembly securely. **CAUTION:** Do not over tighten or shock will not pivot correctly. Torque to 12 ft. lbs. (1.66 kg/m).
5. Secure jam nuts and tighten rear idler bolts.
6. Position torsion springs with top eccentric and lower mount.
7. Readjust and align track. See pages 9.10-9.11.
8. Secure jam nuts and tighten rear idler bolts.



Rear Shock Reassembly

To reinstall rear shock, suspension must be fully extended and track loose.

1. Install shock with body up toward mounts (A), and valve pointing downward.
2. Using a new FlexLoc™ nut, tighten nut and bolt securely, making sure the shock still pivots freely. Torque to 15-18 ft. lbs. (2.07-2.48 kg/m).



3. Position lower shock mount (B) with brackets and insert bolt. Secure using a new FlexLoc™ nut. Torque to 15-18 ft. lbs. (2.07-2.48 kg/m).
4. Reinstall scissor stops (C) and position for rider preference.
5. Install a new FlexLoc™ nut and torque to 22 ft. lbs. (3.03 kg/m).
6. Position torsion springs on top eccentric and lower mount.
7. Readjust and align track. See pages 9.10-9.11.
8. Secure jam nuts and tighten rear idler bolts.