



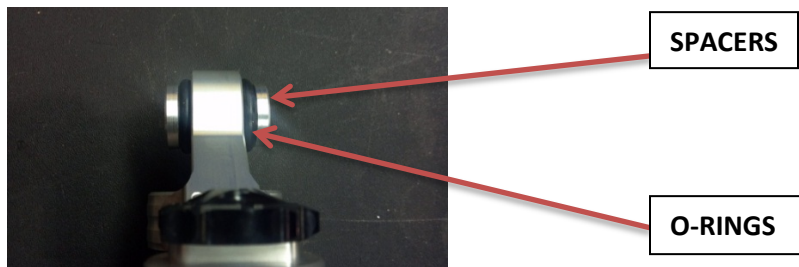
SKI SHOCK INSTALLATION

Our Polaris, Ski-doo and Yamaha, Cat shocks are a direct replacement for your stock shocks and require no modifications to the stock vehicle prior to running them. Skidoo G-4 shocks are R.H-L.H. and need to be indexed with the reservoirs to the front of the sled. Kinetic shocks are also R.H.- L.H. with the V1-RC logo facing forward.

We do on occasion add extra length to our shocks depending on the vehicle and you should not be alarmed if your shocks show up and they are slightly longer than stock. Our triple rate springs allow us to run more ski travel and maintain the same ride height as your stock vehicle. There is simply no substitute for long travel, the more you have the better your sled will ride the key is controlling ride height.

Follow these simple installation instructions and contact us with any questions.

- 1.) Lift the front of your sled off the ground securing it properly.
- 2.) Remove old shocks saving hardware for the installation process.
- 3.) Install your Raptor shocks using supplied spacers with an O-ring on each spacer.
- 4.) Springs are set with $\frac{1}{4}$ inch of preload and clickers on position five.



Suspension Setup & Fine Tuning:

You will find these shocks are extremely adjustable and will just about fit anyone's riding style with external adjustments. We tune our shocks for a given vehicle with custom valve codes along with springs so every model is truly different from the other and not some generic setup



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that is a one size fits all. We do have rare occasions and unique circumstances where we need to go inside our shocks and change our codes to better suit someone's riding style. This generally happens on opposite ends of the scale where there is a 120 # rider that needs a more compliant ride or a larger 250 # rider that's much more aggressive. Here are some of our best practices and general setups that will get you started.

All of our shocks leave here with ¼ inch of preload (unless specified) on the springs and position 5 on the clickers (unless specified). We recommend that if you need to make changes that you make one change at a time and make them in small increments to not tune yourself right out. If you are turning on the clickers turn them one to two clicks at a time they are very effective and if you turn them five clicks at a time it will likely have a profound effect. We have 20 positions to choose from and we recommend running them where you see fit and if 20 is where you like it run it there it will not hurt the shocks in any way. Here are a couple scenarios on why to adjust clickers.

Question & Answer:

Q.) Vehicle is dropping to far into the stroke on moderate to big bumps.

A.) Click the shocks firmer by two clicks at a time until you feel you have remedied the problem.

Q.) Vehicle feels like it is deflecting off of bumps and not absorbing them.

A.) More times than not your sled is trying to tell you it is too stiff and you need to back down on the compression again do this one or two clicks at a time.

Q.) Vehicle feels like it's bouncing in the front end and not very compliant.

A.) This should tell you that you want to add some compression if you are on very soft settings. Adding compression will act like stiffening rebound. Also shocks equipped with rebound adjusters you can increase the rebound control by turning in the adjuster 2 clicks at a time.

Q.) Vehicle has a noticeable amount of feedback in the handle bars.

A.) Setup is too stiff and needs to be loosened up. This can be a combination of too much compression and too much spring preload.

Q.) Sled wants to wallow around and not stay flat.

A.) This is not a bad thing depending on what you're doing (boon docking) but if you feel it a negative you can crank in two turns of preload at a time until you reach your goal. Some potential negatives with this is excessive ski pressure resulting in heavy steering.

A.) Our shocks adjust at very low shock velocities so adding compression will help slow down some of the excess wallowing, increasing the rebound will also slow this down.



Q.) Vehicle has heavy steering and wants to dart excessively on the trail.

A.) This has many culprits but as far as springs too much preload on the ski shocks will cause excess weight on the skis and heavier steering. Back off on spring preload on the ski shocks and increase the preload on the front track shock this should solve the heavy feeling.

Q.) Vehicle won't turn on the trail and wants to push in the corners.

A.) This also has many culprits but as far as springs the more preload you give the springs the more weight it will put on the skis and the better they will bite.

