SPRING KIT INSTALL (KYB)

Below are some simple installation instructions as well as our best practices on how to set up your springs for great all-around on and off trail performance.

Installation:

1.) Remove the spring preload indicator from your ski shocks. (See Figure 1.0)

Figure 1.0 - Spring Pre-load Indicator

2.) Install TRS decals on your shocks covering the first three threads on the shock body. This will ensure that your spring adjuster will not back off. (See Figure 2.0)

Figure 2.0 – TRS Decal Placement

Figure 3.0

3.) Install the springs on your ski shocks, making sure to engage spring tab into spring tab relief on the spring adjusters. (See Figure 3.0)

4.) Our ski shock springs have a free length of 10 ½ inches a good starting point is to set them with ¼" of preload. This means when the shock is fully extended with the spring installed, the spring should measure 10 ¼ inches. This is a starting point and you can turn more or less preload in the spring as you see fit.

5.) Install the front track shock adapter spacer as well as spring on the front track shock. The spring has a free length of 8 ¼ inches and should be set to 8.0 inches after it is installed, with the limiter straps are set. This is a good starting point, but feel free to adjust to your liking. (See Figure 4.0)

Figure 4.0

NOTE: Anytime you want to make changes to the preload make sure that there is NO load on the shock-spring or you will get inaccurate measurements. *Lifting the sled off the ground or flipping it onto its side works the best.*

Setup & Fine Tuning:

As far as adjusting the springs, our recomondations are simply a starting point or base reference point. We strongly recommend that you try multiple setings to find the limits of your suspension. If you feel that the vehicle needs more preload (less sag), we recommend working into this slowly making one adjustment at a time.

Question & Answer:

Q.) Sled wants to wallow around and not stay flat.
A.)This is not a bad thing depending on what you're doing but if you feel it's a negative you can crank in two turns of preload at a time into the ski springs until you reach your goal. Some potential negatives with this is excessive ski pressure resulting in heavy steering.

Q.) Vehicle feels bouncy and wants to deflect off of bumps.
A.) Too much preload on the springs can cause this issue back off until acceptable.

Q.) Vehicle has heavy steering and wants to dart excessively on the trail.
A.) This has many culprits but as far as springs to much preload will cause excess weight on the skis and heavier steering.

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 ski springs the more weight it will put on the skis and the better they will bite.

Q.) Vehicle bottoms in the rear at will and transfers (ski lift) to much weight under acceleration.
A.)Tightening up the rear torsion springs will help reduce both bottoming along with excessive ski lift. Finding a balance here can take a few adjustments and should be made along with front track preload to get a perfect balance of ride quality and ski lift.

Q.) Vehicle bottoms in the center and you can feel it on your heels.
A.) Tightening up the center spring will help for the bottoming out but can cause more ski lift under acceleration. This is a fine balance and adjustments should be made in conjunction with the rear track shock spring along with limiter strap adjusments.

Note: The settings provided in these instructions will give you more sag, ride in, droop however you want to refer to it. This is very normal and most of our systems are designed to have 30% of the travel used up in ride in. This does not mean you have less travel and at any time you want to eliminate ride in all you need to do is add more preload. 95% of ride in is dictated by spring preload and this is the first adjustments you need to make in the event you want less ride in.