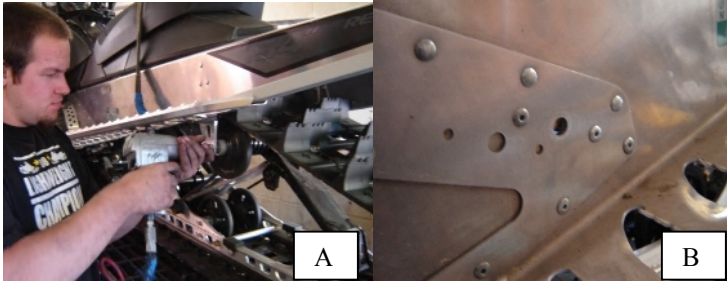
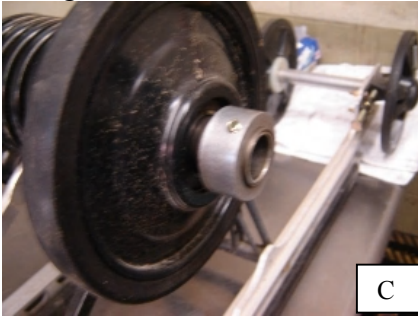


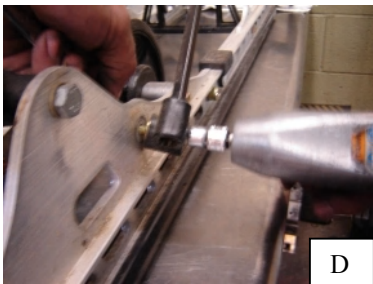
1. Suspend the rear end of the snowmobile lifting the rear suspension completely off the ground.
2. Using a 3/8 Drive & 16mm socket remove all (4) bolts mounting the suspension to the tunnel. You may need to loosen then retighten the bolts to ease the removal. (Pic A, B)



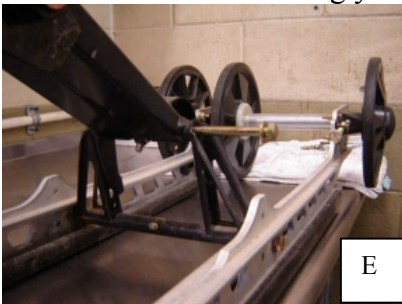
3. Now that the rear suspension is free of the tunnel, remove the bushings and axles out of the front arm and rear arm(set aside to be re-used later in the installation).
4. Using 3mm allen wrench, remove upper idler wheel retaining collars(2)(pic C)



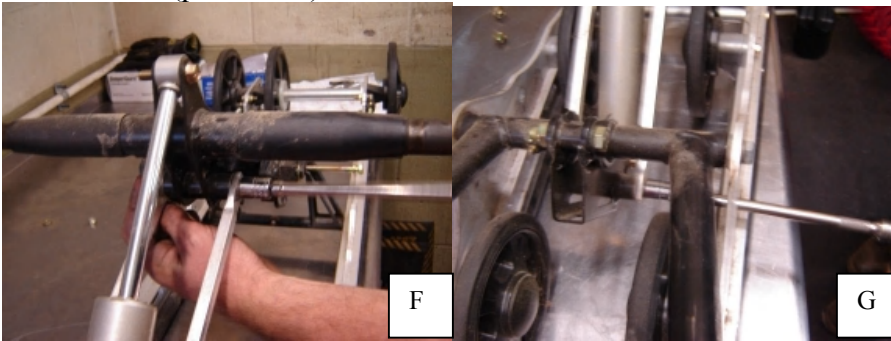
5. Set both of your torsion spring adjustment to the softest setting #1, then **carefully** remove lower torsion spring retainers from the rails. CAUTION: keep a hold of your torsion springs when removing retainers. (pic D)



6. Loosen the nut holding your upper rear pivot arm to the lower pivot arm, but do not remove at this point(pic E)

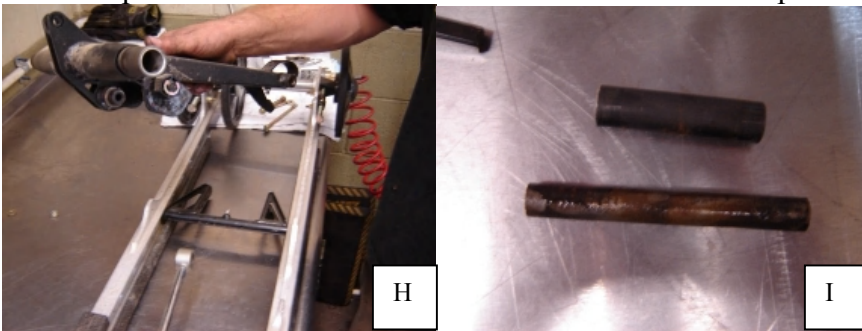


7. Remove nuts & bolts from the throttle rods running almost parallel to the rear track shock, retain all bolts after removal. (pic F & G)

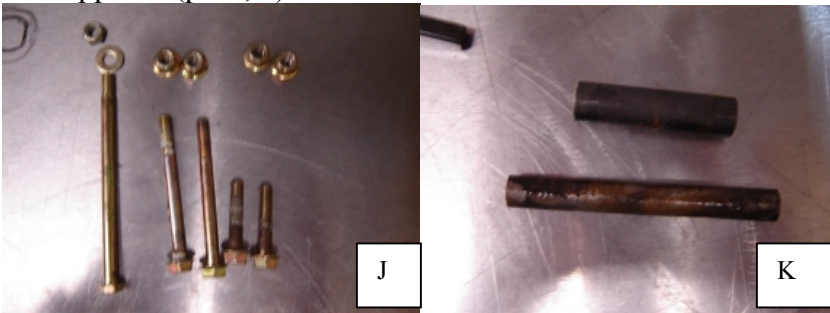


8. With that the throttle rods have been removed, remove the upper & lower nuts and bolts from your rear track shock and remove from the suspension.

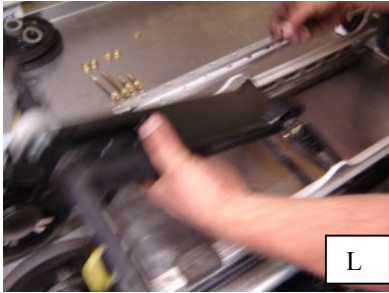
9. Remove the upper rear arm by removing the bolt you loosened in step #6. Be sure to remove the axles located in the top and bottom of the arm once it is free from the suspension. Set aside axles to be re-used later. (pic H, I)



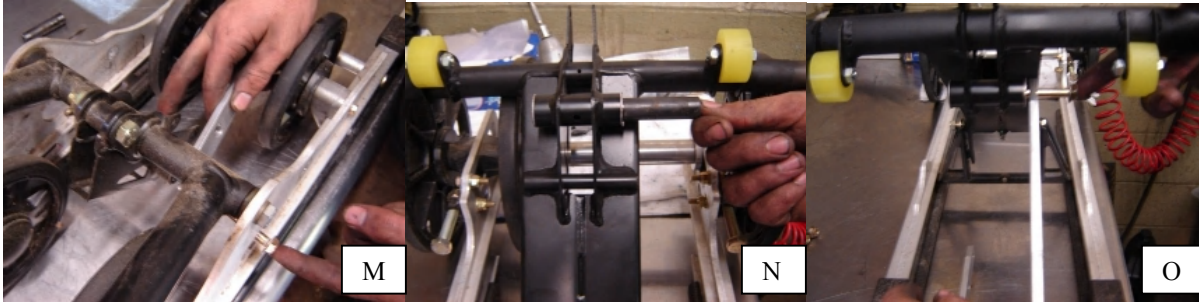
10. At this point this is the hardware you should have set aside for re-use. Discard all nuts and use new ones supplied. (pic J,K)



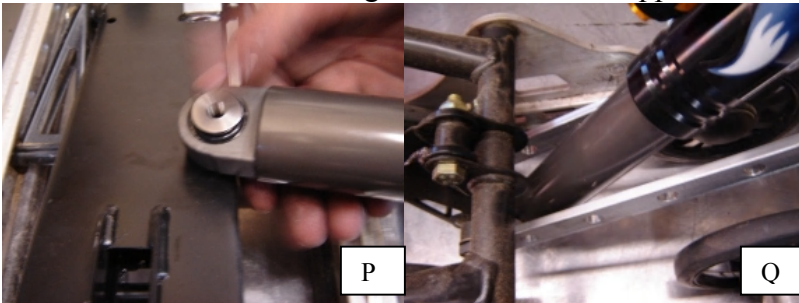
11. Take your NEW rear arm and attach it to the existing lower rear arm re-using the original bolt and axle bushing you pulled out and the new nut supplied. Make sure the stop tab is located behind the lower rear arm. Do not tighten at this point.(pic L)



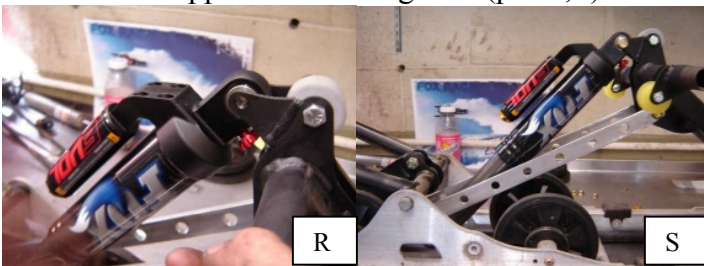
12. Install your new throttle rods, first attaching at the bottom linkage arm, then insert existing short axle bushing into the upper pivot arm and connect throttle rods. Again, use existing bolts, axle bushing and new nuts supplied.(pic M,N,O)



13. Take the new Float R EVOL shock and attach the o-rings and stainless reducers supplied with shocks. Attach the bottom of the shock first to the lower linkage arm with the secondary EVOL chamber at the top facing up and forward. Use existing bolt and new nut supplied. Do not tighten.(pic P,Q)



14. Unscrew gold anodized cap towards the top of the shock and remove ALL air pressure from the MAIN CHAMBER. Install the top of the shock into the shock mount on the new upper rear arm. Use existing bolt and new nut supplied. Do not tighten. (pic R,S)



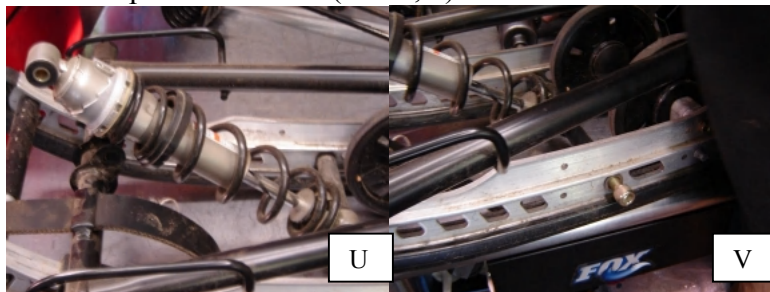
15. With the shock now installed, tighten all nuts and bolts. Torque throttle rod bolts to 18 ft. lbs and shock bolts to 35 ft. lbs. Torque the bolt that attaches upper pivot arm to lower pivot arm to 18 ft. lbs also. Now double check all nuts and bolts to make sure they are tight and secure.

16. On the front arm, completely loosen the limiter strap by removing the nut and bolt.(Pic T)



T

17. Remove the upper shock bolt, then remove the lower shock shaft by removing the bolt on each rail. retain ALL loose parts for re-use.(Pic U,V)



U

V

18. Generously apply lubrication to lower shock mount bushing. Reinstall shaft onto the new Fox Float (it is a very tight fit). Once the shock bushing is through the shock re-install plastic spacers.(Pic W,X)



W

X

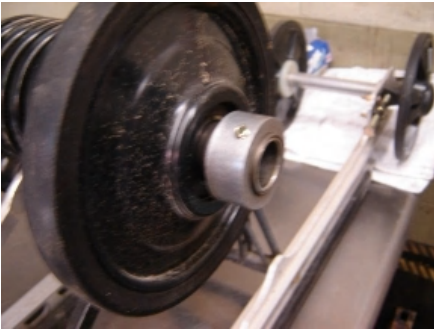
19. Reinstall the lower shock shaft making sure that you have the existing washers in between the rail and the shaft on both sides. You may have to use a flathead screwdriver to get the bolt holes to line up. Once they are aligned install shaft bolts using #242 blue loctite. Be sure you mount it so the Schrader valve on the top of the shock is facing UP for easy access.

20. Install upper shock mount and torque both upper and lower bolts to 35 ft. lbs. Reinstall limiter strap to desired height , typically 1 hole looser than stock and torque bolt to 97 in. lbs.

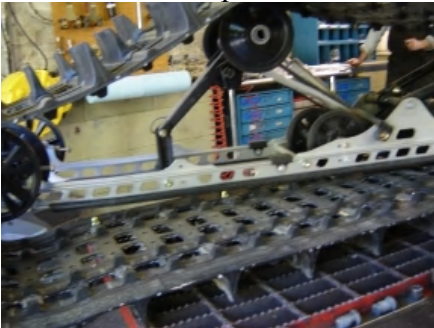
21. DOUBLE CHECK ALL NUTS AND BOLTS TO ENSURE PROPER TORQUE. Using the supplied recommended settings chart adjust all air pressures to their respective settings while the suspension is out.

We will now get ready to re-install the rear suspension back into the chassis. Before re-installing you need to make sure your upper rear arm axle bushing is **the correct length ON 2008 MODELS ONLY**. If you have a micrometer and can measure the length it should be 14.125 inches long. Any shorter than this you need to install the 1 supplied washer in the upper rear arm before re-installing the outer bushings. If you cannot measure the axle length, slide the axle bushing into the upper rear arm then insert the two outer bushings. You should be able to slide the bushings and axle back and forth 1/8 to 1/4 in. side to side. If you cannot, slide the 1 supplied washer into the arm next to the axle bushing, then insert the two outer bushings. You are now ready to re-install the suspension.

22. Re-install upper idler wheels and retaining rings on upper pivot arm using blue 242 loctite on the allen screw. DO NOT OVERTIGHTEN.



23. Slide rear suspension into track making sure the rails are properly aligned in the track.



24. align front arm with mounting point on your tunnel, insert bolt and torque to 35 ft. lbs.



25. Align rear arm with mounting points on the drop brackets, insert bolt and torque to 35 ft. lbs.



26. Once again, check all nuts and bolts to ensure a finished installation.