

## 36" True Clearance Instructions for React Geometry

36" a-arm install with the front of the sled supported and both skis off the floor (full droop) remove the stock arms. For the upper arms screw the jam nuts on the 1/2"-20" rod end first. On the upper arms the rod ends should be fully threaded in, no threads showing beyond the jam nut. Stock flat washers on the upper a-arm to spindle will not be used. Be sure to use Loctite on all threads except for the rod ends that screw into the a-arm, Loctite the jam nuts and especially the stud that goes into the upper a-arm to spindle attachment. If you are having trouble getting your camber back to stock you can put the jam nut on the upper rod end on the inside toward the coil spring. This will give you another 1/4" of adjustment inward, which is negative camber.

For the lower arms screw the jam nut onto the 5/8"-18" Rod end. If something doesn't thread in easily don't force it, it's more than likely a powder coating interference. Be sure to use Loctite on all threads except for the rod ends that screw into the a-arm, Loctite the jam nuts. It is not uncommon for a new rod end to be slightly stiff they will loosen up with in a few hours of riding.

On the True Clearance Arms screw the rod end into the arms leaving 5/8" (11 threads) of thread showing beyond the jam nut.

Do not be afraid of going an extra couple threads, this can gain you turning radius as well as let the rod ends work better in terms of bending or breaking instead of the arm during an impact, but never "less" exposed threads. There is a slot in the back of the rod end for easy removal with a flat tip screwdriver if you were to shear one off when riding.

Remove the stock aluminum axles that fasten the arms to the bulkhead. Be gentle with the small snap rings as these will not stay in place on the new arms if they get over spread or deformed. A thin layer of grease is needed on all bushing surfaces. If the snap ring groove is not visible enough for the snap ring, the powder coating on the a-arm bushing may need slightly sanded to let the stock washer move back. If this is still an issue be sure the white Delrin bushing is completely seated in the steel a-arm bushing. Snap rings have a flat side and a slight radiused side, be sure to put the radiused side against the delrin bushing so that the snap ring will stay in the groove.

Now you can start the process of installing the 36" arms. Stickers on the uppers and shock mounting tab logos on the lowers need to face forward. Next mount the arms to the bulkhead and second rod ends to the spindle. The misalignment bushings are used on the top and bottom side of the lower rod ends. When everything is bolted up and properly fastened down be sure (ski's still in the air) the steering turns free, no binding!! The only grinding modification to the spindle would be if you don't have full turning radius, and this will be determined by how the camber is set, meaning whether the rod ends are screwed in or out from where we recommend. When installed according to the instructions grinding on the spindle is not necessary, or advised. For the sway bar if re using the stock bar from 39" stance remove the plastic link that's on the outside and move it to the inside. When bolting the link to the new arms if the nut gets excessively tight remove and clean threads of powder coating, these are 5/16"-18". Before you set the sled back on the ground be sure the shock springs are not going to bind against the threaded rod end bushing of the upper arm. There is a sweet spot that provides proper clearance here, and you can simply spin the coil spring as needed to get this putting the threaded bushing between a set of coils if you deem necessary. Again, if properly set up this is not an issue. Adjust the shock coil spring preload fairly light to start with. To do this loosen the adjuster nut on the shock body until the spring no longer has contact on either end. Tighten the adjuster nut until it just starts to compress the coil. From here every complete turn on the adjuster nut gives you 1/16" of preload. We recommend starting with 1/8" for this kit. If you feel the front bottoms out give each shock an additional 1/16" until its where you like it. Too much preload will collapse the rear track shock causing the rear suspension to sag. Always do a ski re alignment after any a-arm change. Quick rundown on ski realignment is as follows. Handle bars perfectly straight forward. You need a 'STRAIGHT' edge (2x4 is not recommended) approximately 5-6' long pushed up against the track, extending to the tips of the skis. Measure from two points of the inside of the ski where it's still straight, and get 1/8 to 1/4" of toe OUT by turning the tie rods. Now on the steering tie rods. Unless you purchased the new ones with the kit or have a stock 36" ski stance you need to cut 1-1/4" off the right-hand threaded side (usually the spindle side) and chase threads with a 10mm x 1.5 (2010 +) tap. For 2005-09 use 3/8" fine.