

Ski-Doo a-arm install

With the front of the sled supported and both skies off the floor (full droop) remove the stock arms. Upper rod ends on the new arms should be screwed in fully no threads showing beyond the jam nut towards the bearing end of the rod end, jam nut going on the rod end first unless you have a 2016 RAS2, which in this case, jam nut goes on the inboard side (shock side) and no exposed threads showing. Some models reuse the stock rod ends that slide in with a jam nut on the end. There is basically no adjustment to these. These would be 2008-10ish. With the supplied jam nut for the upper arm rod ends on the outside or spindle side for the XP, and Gen4 chassis. The XM/T3 or others with the RAS 2 front suspension jam nut will go on the inside (shock side). Meaning screw the rod end into the arm first, then jam nut on the back side. Again the 2017 Gen 4 upper a arm to spindle rod end jam nut goes on outside with no exposed threads. For true clearance arms, remove the steering tie rod-rod ends from the spindles and install the supplied aluminum flat washers between the rod end and the top of the spindle. This will slightly raise the tie rods for clearance on the lower a arm cross tube. For the steering tie rods, this kit does not include them, because most are simply replacing the same ski stance a-arm kit, so if you're narrowing your current ski stance you will need to get the correct length tie rods from a dealer, or cut your existing ones. If you choose cutting and tapping, this is really easy to do as you in most cases still have threads to start with. Now you can start the process of installing the new arms. The kit comes with 4 titanium spindle studs. Any titanium threads need blue Loctite to prevent galling of the threads. Stickers and shock mounting tab logos facing forward. Starting with the lower is usually the easiest. After mounting the lower to the bulkhead, without the shock, run the arm through its range of travel making sure everything clears especially the rear main tube in conjunction to the aluminum webbing at the bulkhead. This is normally only an issue with the 2015+. If you find the tube makes contact with the web structure normally a file can take care of what little needs to be removed. Remove as little as possible but allow for front to back movement clearance. We like to see no less than 1/16" clearance. Now take the 5/8" rod ends and screw them into the lower a-arms leaving 4-5 threads exposed beyond the jam nut (2017 gen4 will be 10 threads exposed). If your using new rod ends on the uppers supplied by us don't be afraid of going an extra couple threads but if you do one do all four evenly, 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, although we DO NOT recommend having any "less' than 1/2" of rod end threads in the arm itself. This will put the sled back in the stock camber setting. TIP: take a hacksaw or cut off wheel and put a slot in the stud end of the rod end, just deep enough for a flat tip screwdriver. This can be helpful for removal if you sheer one off. Now install the uppers. When everything is bolted up and properly tightened be sure (ski's still in the air) your steering turns free, no binding!! The only

grinding modification to the spindle would be if you don't have your full turning radius, and this will be determined by how the camber is set, meaning whether the rod ends are in or out from where we have recommended them to be. Every sled can vary slightly so another thread or two beyond the jam nut on the lowers is rare but possible. When installed according to our instructions grinding on the spindle is not necessary, but if need be to get more turning radius be sure to round all inside corners you may make to prevent a crack. In most cases it takes VERY little to gain a lot. Before you set the sled back on the floor be sure the shock springs are not going to bind against the threaded rod end bushing of the upper a-arm. You can spin the coil to find the sweet spot which allows for more clearance between coils. Always do a ski re alignment after any a-arm kit change.