



Bullet Proof Anti-Stab Instructions

Kit Contains:

- 1 – Solid Machined Aluminum Center Shaft w/ two press fit wheels
- 2 – Solid Machined Aluminum Outer Shafts w/ press fit wheel
- 2 – 12mm x 100mm Flange Headed Bolts

Recommended Tools for Installation:

- ½" Drill Bit & Drill
- Air Reciprocating Saw and/or Disc Grinder (a sawzall or similar product works well also)
- Silver Pencil, Marker, or something to mark cutting lines.
- 18mm & 10mm Socket & Ratchet
- #40 Torx Bit
- 10mm End Wrench
- Torque Wrench

NOTE:

Frequently when installing aftermarket or upgraded tracks and/or suspension components it becomes necessary to trim the front of the slide rails for clearance. Usually this is done to facilitate installing ex-volute anti-ratchet drivers. When the front protective plastic guides are removed they must be replaced with something to prevent the rails from piercing the track (stabbing). Usually due to the high amount of friction at this location wheels are added to prevent rubbing and track stabbing. Currently on the market there are several companies that build similar products, but as mountain sleds have evolved the current designs have not. Most use small wheels, shafts and bolts that are prone to breakage, causing the exact damage they were installed to prevent. Our Bulletproof Anti-Stab Kit is built strong enough to give customers confidence that it will NEVER fail. Even in high horsepower, boosted applications where the front of the track is subjected to repeated wheelie impacts this product will hold up. When installing this Anti-stab kit, it is not necessary to remove rear skid, however, it does make installation easier and less likely to damage other parts of the machine.

FIGURE 1



Start by removing the support bar from the front of your rear suspension. **(Figure 1)** Then remove the rubber track glides from the front of your skid. You will not need these after Anti-Stab Kit is Installed **(Figure 2)**

FIGURE 2

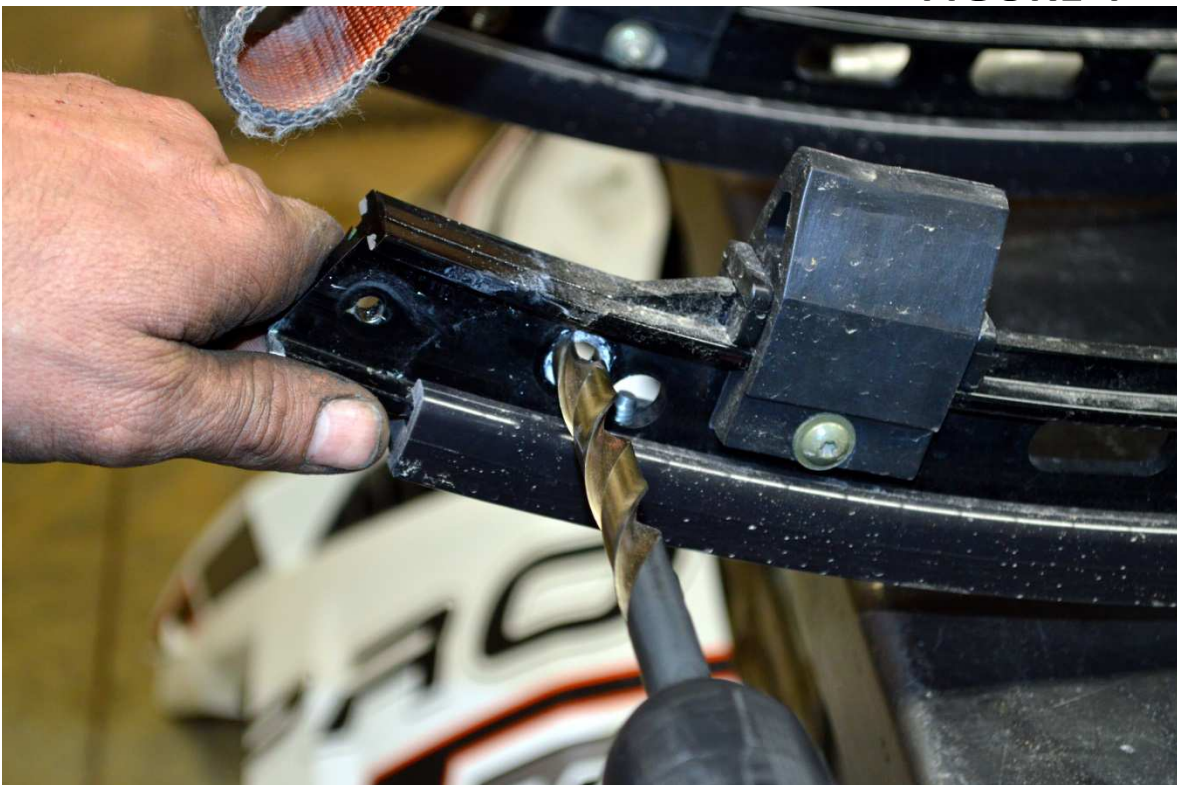


FIGURE 3



Now take out the torque head bolt on the bottom of your limiter strap and remove the plastic bushing. **(Figure 3)** You will not need this bushing. Using a ½" drill bit, drill out the preexisting hole that you removed the front support bar from. **(Figure 4)** THE FOLLOWING STEPS SHOULD BE APPLIED TO BOTH RAIL ENDS.

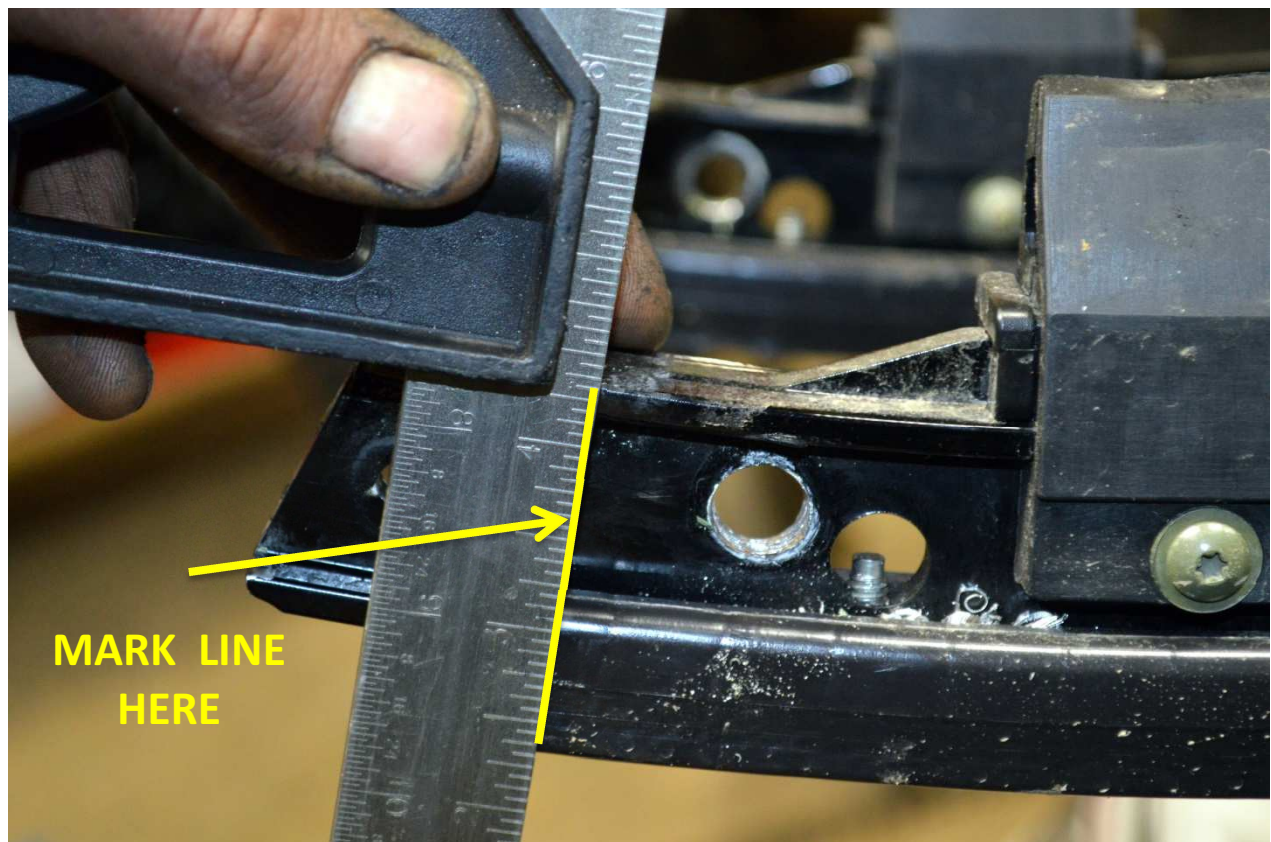
FIGURE 4



Now place the Outer Shaft with wheel and bolt attached to the suspension where you drilled the 1/2" hole. Using a straight edge, mark just past where the wheel clears the suspension skid. **(Figure 5)**



FIGURE 5



Using a cutting wheel or blade, cut your suspension skid where you placed your mark. Cut all the way through your skid and Hi-Fax. **(Figure 6)** Once you have your straight edge cut, notch your Hi-Fax to a 45 degree angle as shown. **(Figure 7)**

FIGURE 6

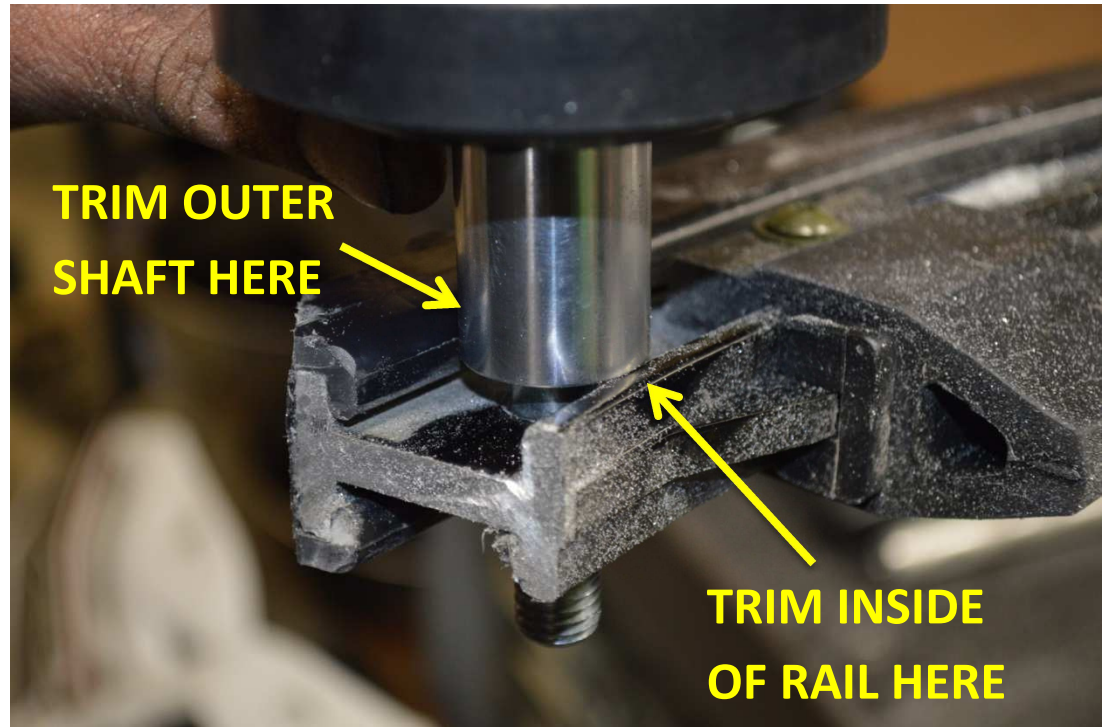


FIGURE 7



Now place your wheel and bolt back into the expanded mounting hole you drilled out earlier. It will not sit flush with rail. Mark where machined aluminum touches the rail. Then mark on Machined aluminum where the Hi-Fax touch the solid shaft. **(Figure 8)**

FIGURE 8



Using a grinding bit or tool, first grind off a small opening for the solid shaft to sit in. **(Figure 9)** Then using the same grinding tool, grind down a small amount on the solid shaft where the Hi-Fax will sit. **(Figure 10)** Do this to the inside of both rails and both solid shafts. **FIGURE 9**



FIGURE 10

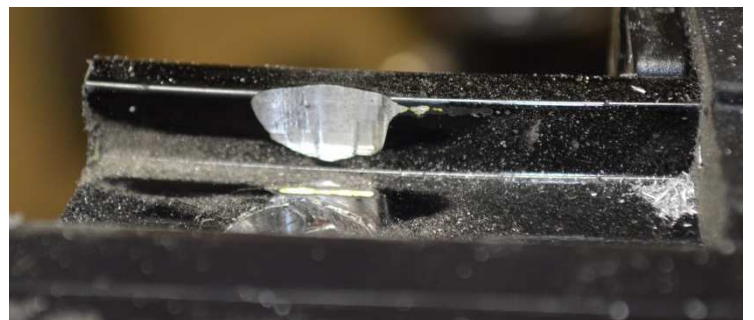


FIGURE 11



After you have ground down both the inside of the rail and the solid aluminum shaft, it should sit flush inside the rail as shown. **(Figure 11)**

Now slide the limiter strap onto the center shaft, but do not attach bolt. Slide center shaft into the center of the rails as shown.

(Figure 12)



FIGURE 12

Using Red Lock Tite (Figure 13) install both side shafts of the Anti-Stab Kit by first starting the bolt by hand, and then tightening the bolts to 45 foot pounds. (Figure 14) Finish installing your limiter strap by reinstalling the bolt and nut you previously took off. (Figure 15)

FIGURE 13



FIGURE 14

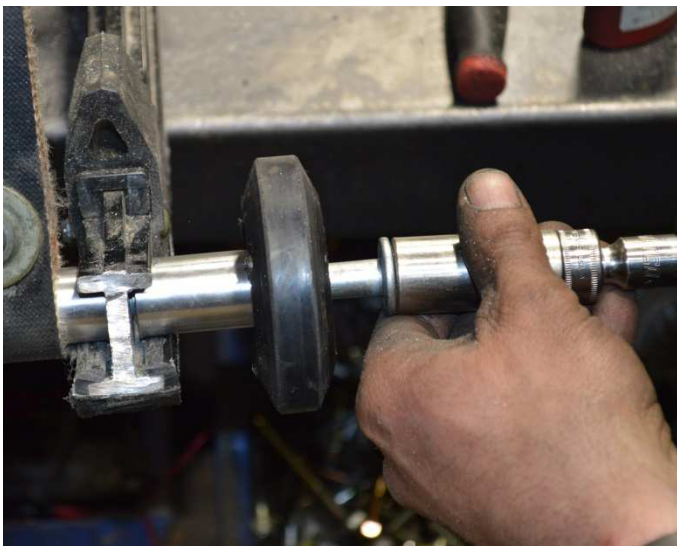


FIGURE 15



If you have any questions, please feel free to call

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