

### FRONT, LIMITER-STRAP

- **P/N:** 3022-6005-00
- **FITS:** XFR Front Suspension Arm
- **INCLUDES:** 1 Strap, Fasteners

#### INSTALLATION INSTRUCTIONS:

1. Remove the anti-stab wheel from rails. Then slide off 1 wheel and spacer.
2. With the preinstalled bolt and nylock nut slide limiter-strap onto the center section of the shaft. Center the strap up and then tighten the nut using a 4mm hex key and 10mm socket. Note: do not over tighten until it bend the washers; it just need to be snug.
3. Reinstall the wheel and spacer. Then reinstall the anti-stab wheel assembly with limiter-strap nut facing the front. Note: This will allow the strap to bend the correct direction (forward) when the suspension cycles.
4. To install the top portion of the limiter-strap first lay the bike on the floor on its right-hand side.
5. Remove the upper shock bolt and nut with a 13mm wrench and socket.
6. Guide the limiter-strap to the front side of the suspension arm tube. Then route it around the tube between the shock brackets. Secure the strap to the 1<sup>st</sup> (upper) hole and install the supplied wing-nut. Note: The wing-nut must be on the front side. Note: The purpose of the wing nut is so that you will not need any tools to make adjustments to the limiter-strap.
7. Reinstall the shock bolt and nut. Note: if you are having problems getting the bolt in then it is best to take the wing-nut loose to give you some more slack to get the bolt in.
8. IMPORTANT: You are now finished. Make sure that all fasteners are tight, and everything is functioning properly before riding.



#### TUNING INSTRUCTIONS:

Each adjustment hole will make a 1/2" height difference on the suspension arm. To adjust take the wing-nut off. The bolt will stay stuck in the end hole of the strap. Pull the strap through as needed to the desired hole. When reinstalling the wing-nut you do not need to over tighten it. Tight, by using your figure is good enough.

Notes: If pulling up the limiter-strap you will need to have a friend sit on the back of the tunnel to compress the suspension. Normally when pulling up the straps you will not re-adjust the shocks. They will be stiffer. That is one drawback to running a lowered suspension arm. It is recommended to make adjustments when the suspension is wet, the strap will slip through more easily. The strap is a snug fit between the suspension arm and shock. It sometime will not slip through smoothly and you have to wiggle it to move it between the 2 parts.

- **Hole 1:** This is your factory setting. This position gives you the best quality ride and handling. If the snow has a base it is recommend to run this position. You will likely run in this position 80% of the winter.
- **Hole 2:** If the kit is a little to rowdy for you and want some added ski pressure it is recommended to try this position first before pulling it down more.
- **Hole 3:** If the snow is deep and bottomless (such as early season snow) it is recommended pull the limiter-strap up to this hole. This flattens the track approach angle and puts the suspension into more of a climbing stance that works better for deep snow conditions. Note: In these conditions you will not notice much of a ride and handle difference, but once the snow sets up and has a base you will likely want to let the limiter-strap back out to Hole 1 for a improved ride and handling.
- **Hole 4:** If you are adding a rear limiter-strap to lower your snow bike kit you will need to use this hole to achieve a 1-1/2" lower seat height.