Polaris Switchback Assault

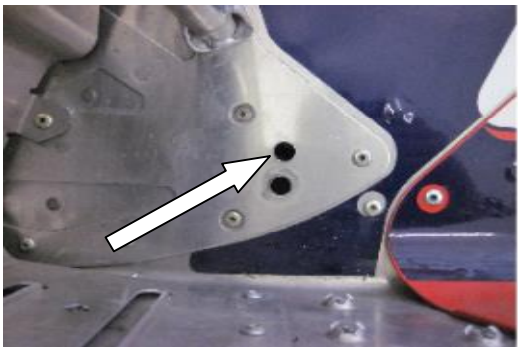
The Problem: The center shock has limited travel causing excessive bottoming on rough terrain.

The Solution: Relocate the front arm to the upper hole and extend the limiter straps to allow the shock to have maximum travel.

Move limiter strap mount to lower hole. Using a track drill. Drill new holes in the straps to enable the shock to be fully extended when installed. The ideal extended length for the strap will require an 1/8" of shock compression for the mounting bolts to be reinstalled.

(Moving the mounting hole location by itself does not change the length enough, the limit strap needs to be lengthened.)

The front arm should be mounted in the upper hole.

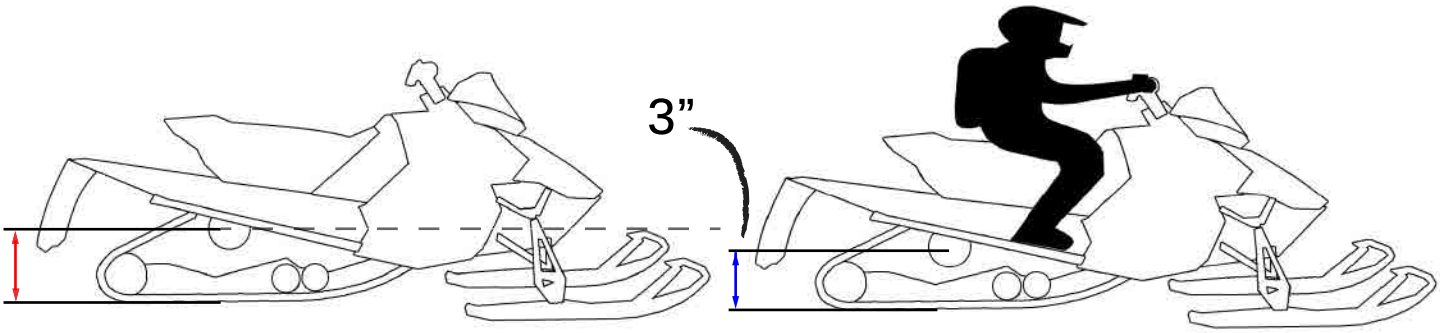


It is important to do both steps to ensure that the rear track remains level to the surface of the floor when the rear bumper is fully extended. After installation is complete it is important to always cycle the suspension through its travel to ensure the components have been properly installed.

Setting Ride Height

1. Pull up on the rear bumper, until rear suspension is unloaded, and measure the distance from the rear arm bolt to the ground.

2. Place rider and gear on vehicle and re-measure. This should be 3” less than the previous measurement without rider. Adjust air pressure/preload as necessary to achieve this.



Extended

Sag with Rider + Any Additional Weight

3. Once the vehicle ride height is set, make sure that your track rail is level to the ground. Make any adjustments as needed.

Vehicle track is level to ground
- Ideal for optimal handling
- Loaded ride height is at 1/3 of total travel

Problem: Rear of track is off the ground

Solution:
- Increase front preload
- Check tunnel mount location

Problem: Front of track is off the ground

Solution:
- Decrease front preload
- Check limit strap position is in std. location
- Check tunnel mount location