



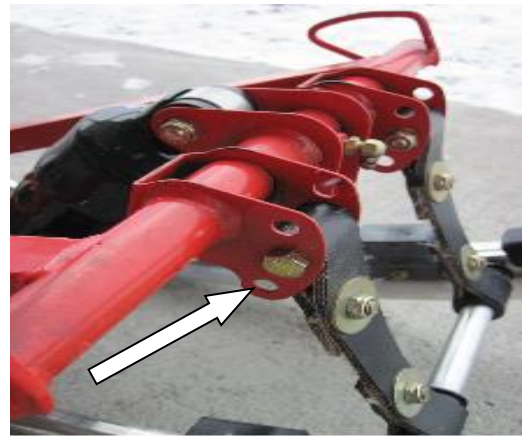
Polaris Switchback Assault (Up to 2016)

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

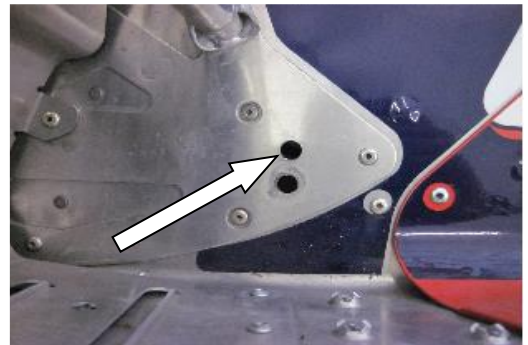
The Solution: Relocate the front arm to the upper hole and extend the limiter straps to allow the shock to have maximum travel.

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.



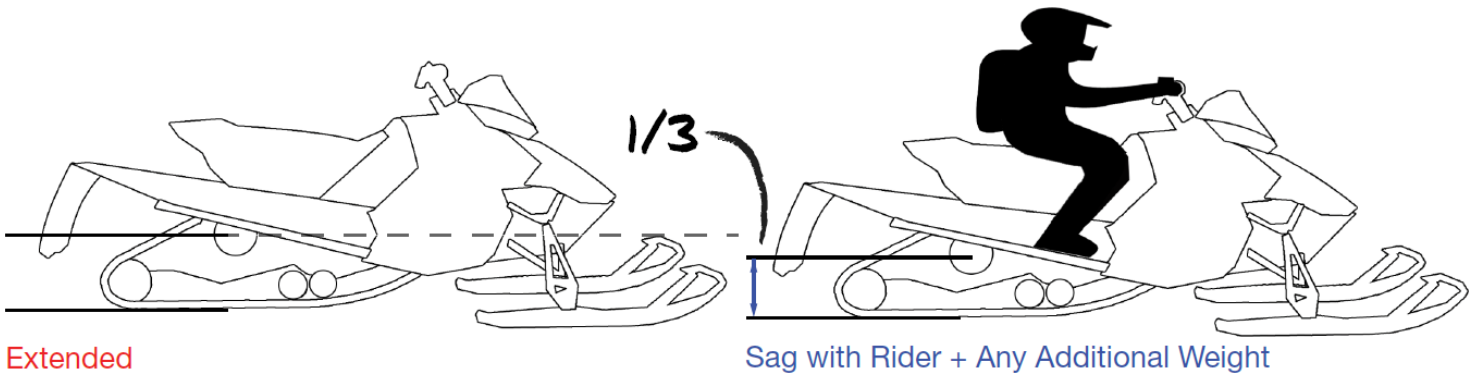
It is important to do both steps to ensure that the rear track remains level to the surface of the floor when the rear bumper is fully extended. After installation is complete it is important to always cycle the suspension through its travel to ensure the components have been properly installed.

Setting Ride Height

Pull up on the rear bumper and measure the distance from the ground to the rear arm bolt.



Place rider and gear on vehicle and re-measure. This should be $\frac{2}{3}$ the distance as the previous measurement without rider. Adjust preload as necessary to achieve this.



Helpful Equation:

$$\text{Extended} \times .67 = \text{Sag with Rider}$$

$$\underline{\hspace{2cm}} \times .67 = \underline{\hspace{2cm}}$$