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REV-XP SUMMIT (163" TRACK) M-10 W-2 INSTRUCTIONS

020712

1. **Turn off the fuel valve.** Safely and securely lift and support the rear of the sled. Remove stock suspension from sled.
2. On RH side of sled, from the custom location of the centerline of drive axle, measure back 8.420" and scribe a line. From the inside top of the tunnel, measure down 5.980" and scribe a line. Center punch the intersection of these two lines, this will be the new front arm location. Drill the punch mark to 25/64" or 10mm.
3. On the RH side on the outside of the tunnel align the black outside support plate over the hole drilled in Step #2. Mark the rivet holes in the four corners. Remove plate and drill tunnel for the provided 3/16" rivets. Rivet outside support plate into place.
4. On RH side of sled, slip a bolt through the hole drilled in step #2. On the inside of the tunnel slip on end of the steel template (Arm Center Template 25.555") on this bolt. Take the RH rear drop bracket and loosely bolt the other end of the steel template through the 7/16" cupped-hole in drop bracket. Swing the drop bracket with steel template attached up into the tunnel. Measure down 7.070" from the inside top of the tunnel to the center of the 7/16" cupped-hole in the rear drop bracket. Transfer the second from the front top pilot hole and the fourth from front upper pilot hole in the drop bracket to the tunnel. Remove drop plate and template and drill the tunnel for 3/16" rivets. Rivet the drop plate to the inside of the tunnel.
5. This step is referencing the numbers on the Diagram #1 and an alternate way or a check-up of Step #3. Place the rear drop bracket at these dimensions. From the custom location of the centerline of drive axle, measure back 33.974". From the inside top of the tunnel, measure down 7.070". This is the location that the center of the 7/16" cupped- in rear drop bracket should arrive at; this will be the new rear arm location. See Diagram #1.

6. Once you are sure the rear drop bracket is positioned correctly you may drill more of the rivet holes through tunnel and fill with provided rivets. Only drill the pilot holes that run below the two pilot holes you started with when mounting the drop bracket to the tunnel. In this custom application the pre-drilled 3/8" holes in the rear drop bracket are probably going to fall below the running board and out of the rear of the tunnel. You must to drill two 3/8" holes through the bracket and the tunnel to properly secure the rear drop plate. Locate the two new holes just above the running board for proper strength. Bolt plate to the tunnel with hardware provided. The rear drop plate must be bolted and riveted securely in place.
7. Repeat steps #2, 3, 4, 5 and 6 on LH side of tunnel.
8. Place suspension into track. **Note:** Raise front arm and bolt into place. Raise rear arm and bolt into place. Torque to 70 ft lbs.
9. Attach upper front and rear shock mounts. Torque to 40ft lbs. Attach limiter strap and adjust to a safe cornering ski pressure. Adjust track with at least 1/2" of free hang (no weight) and proceed to set-up pages.

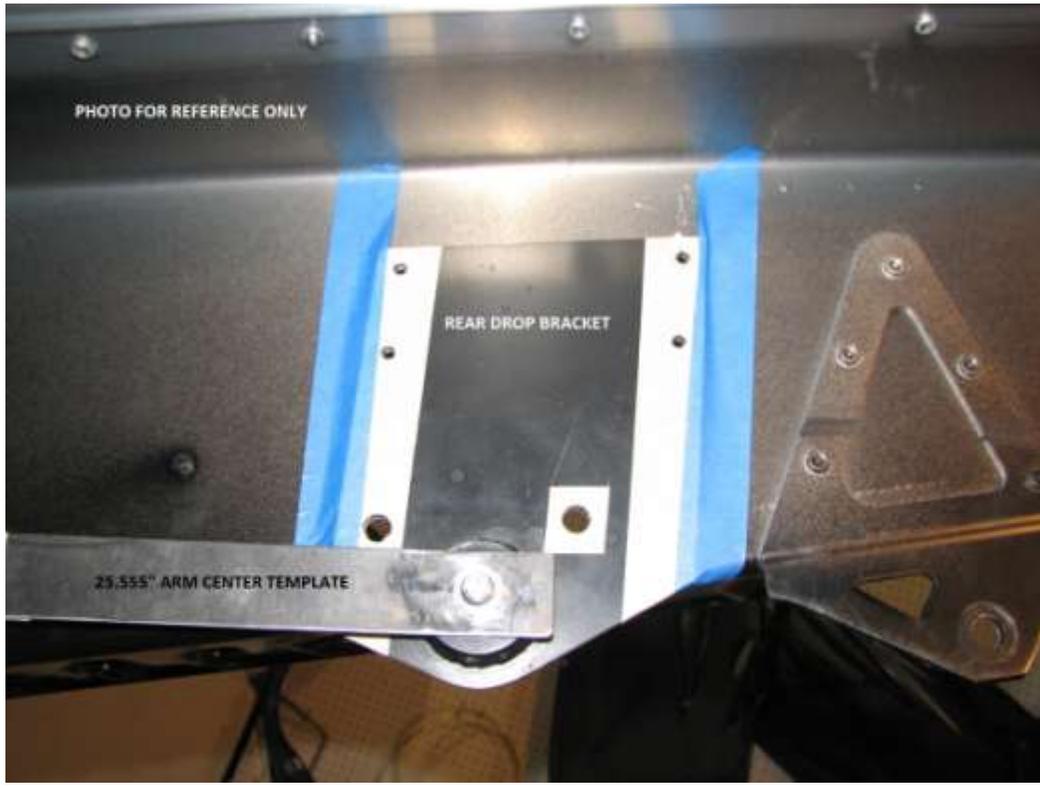
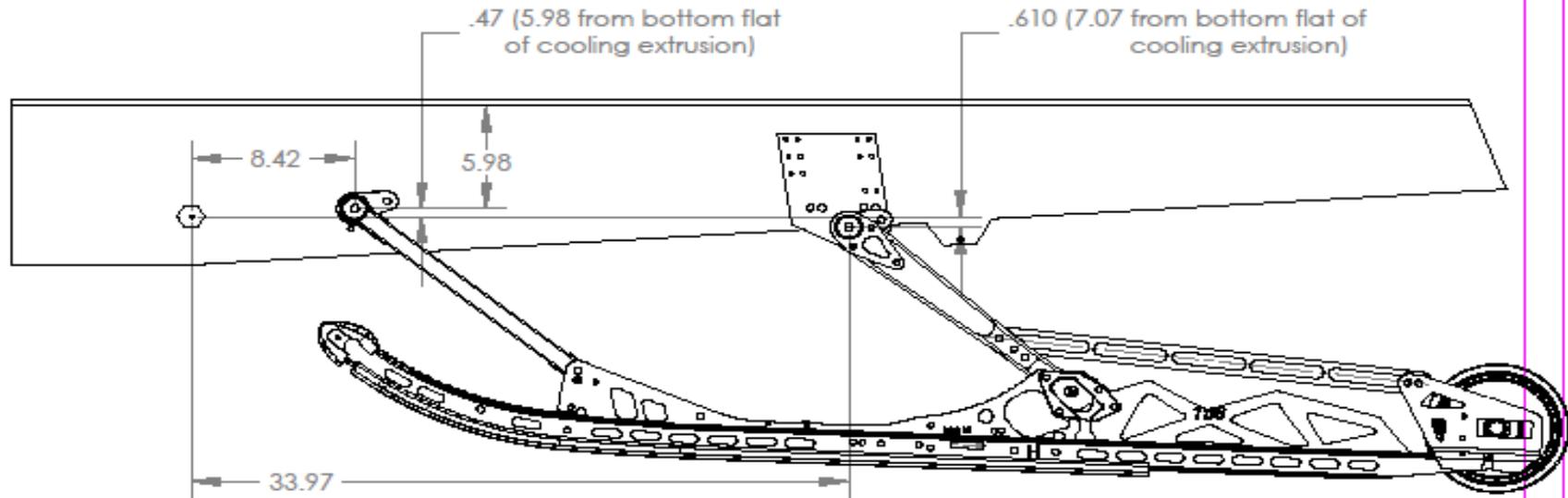


DIAGRAM #1

Dale, these dims will be correct if you are mounting into a 163" track with Std. drive axle location.

GK

Location M10W2 in 163" ~~Pro~~ RMK



ZONE		REV.	REVISIONS	DATE	APPROVED
			DESCRIPTION		

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		DIMENSIONS ARE IN INCHES		NAME	DATE
		TOLERANCES:		G. Karpik	12-14-11
		ANGULAR: MACH ± BEND ±		CHECKED	
		TWO PLACE DECIMAL ±		ENG APPR.	
		THREE PLACE DECIMAL ±		MFG APPR.	
		MATERIAL		Q.A.	
		FINISH		COMMENTS: THIRD ANGLE PROJECTION	
NEXT ASSY	USED ON				
APPLICATION	DO NOT SCALE DRAWING				



M10W2 159in163.021109

SIZE	A	M10W2 159in163.021109	REV.	-
SCALE:	1:1		SHEET 1 OF 1	