M-10 SUSPENSION INSTRUCTIONS
ARCTIC CAT CROSSFIRE-R 128”
TECHLINE (218)744-2107

1. Remove stock suspension from sled.

2. On RH side of sled locate the stock front arm hole. On the inside of the tunnel grind the four rivets and remove the small stock inside plate. From center line of stock front arm hole, measure forward **4 7/16” (112.9mm)** and scribe a line. Measure down **5 9/16” (141.3mm)** from the top of the tunnel (lower edge of cooling extrusions) and scribe a line. Center punch the intersection of the two scribe lines. This punch mark is the front torque arm location. **Do not drill**. Temporarily bolt the right hand torque arm bracket into place with the punch mark centered in the countersunk hole at the front of the torque arm bracket. Grind flat from the inside of tunnel any rivets that fall in the path of the torque arm brackets. The torque arm brackets must be flat against the inside of the tunnel. See Diagram #1.

3. With the torque arm bracket bolted securely into place you will drill two 5/16” holes through torque arm bracket and the tunnel. Using the machined punch marks on torque arm bracket choose which two will be the best points to drill through in your tunnel layout. Leave torque arm bracket in place for the next steps. See Diagram #1.

4. Locating the right hand rear mount plates. Place the large RH rear mount plate on the inside of tunnel as shown in Diagram #1. With torque arm bracket still in place measure back **25 19/32” (650.2mm)** from center of the front (countersunk) hole in the torque arm bracket to the center of the hole in the rear mount plate. This is done with the steel template provided. Align the **7/16”** hole in steel template with the front **7/16”** hole in the torque arm bracket. Align the rear **7/16”** hole in steel template with one of the **7/16”** holes in the rear mount plate (there are two holes in rear mount plate, use the one which best fits your tunnel layout). Measure down from lower edge of cooling extrusion **6 9/16”** to the center of the rear mount hole in the rear mount plate. Temporarily secure the plate (duct tape) in place at these measurements. Center punch the holes from rear mount plate to tunnel. Remove plate and drill the punch marks for 3/16” rivets. There are also some bolts provided for additional strength as an option for the large rear mount plate. You may choose to use these in place of some of the rivets. Rivet and bolt the rear mount plate into place.

5. Rear L-bracket support. The rear L- bracket mounts under the running board and against the rear mount plate. Align with the tunnel and the rear mount plate and rivet into place. Secure to the rear mount plate and under side of running board with rivets. Drill the **7/16”** rear mount hole in large plate tough the L-bracket mount.

6. Repeat steps two through five on the left hand side of the sled.

7. Torque arm brackets will be bolted to front arm before placing suspension into tunnel. Lay front arm forward on garage floor with front shaft and torque arm brackets loosely bolted in place. Hold arm down while keeping torque arm brackets flat to keep them parallel. Torque bolts to **70 ft lbs**.

8. Place suspension in track. Lift front arm into place and bolt torque arm brackets to tunnel. Torque these bolts to **24 ft lbs (5/16”) and 35 ft lbs (3/8”)**. Place rear shaft, spacers and carrier wheels onto rear arm. Raise rear arm and bolt into place. Torque rear arm mount bolts to **70ft lbs**. Attach front shock to upper mount. Attach rear shock to upper mount. Torque shock bolts to **35 ft lbs**. Attach limiter strap to lower hold down tab.

9. Track adjustment should have **½”** to **¾”** of free track hang between hyphax and track. No weights pulling the track down.

10. Proceed to M-10 set-up pages.

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