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RAV-TECH INSTRUCTIONS REV & REV-XP SLEDS WITH SC-4 & SC-5 REAR SUSPENSIONS

WARNING: When installing your airshocks, it is best to pressurize each airspring to 20psi (minimum) before installing.

If the airspring becomes deflated anytime after installation, **DO NOT** lift the snowmobile's chassis by hand or mechanically, this may cause the airspring's piston or endcap to become unseated.

Simply add air pressure to the deflated airspring(s) to raise the chassis, and then set each airspring to your desired pressure. Never operate any airspring below 20 psi.

NOTE: These instructions cover the installation of the two rear shocks (CENTER SHOCK or the REAR-REAR SHOCK). If you are only replacing one of the shocks make sure you follow the steps pertaining to that shock.

1. Safely and securely support the rear of the sled. Remove rear suspension and place on work bench. Make sure there is not fuel draining from sled while supported off the floor.
2. Remove either both stock shocks or single shock you are replacing and hardware from the rear suspension. Some of the stock hardware will be used when installing the ASSAULT Shocks.
3. Remove torsion springs, adjuster blocks and hardware. Torsion springs will not be used with the rear shock RAV-TEK Kit. **NOTE:** Do not remove if only center/mid shock is replaced.
4. **CENTER SHOCK.** Remove the front wheels and wheel mounts. They will be installed later.
5. Step number six is optional and applies with rear ASSAULT SHOCK. There is a ten percent performance gain by following the procedure to relocate the lower end of the mid-shock where it mounts to the rails. If you choose not to perform step number six there are two lower shock eye bushings provided in the kit to mount the RAV-TEK mid-shock to the factory hardware. The REV-XP SUMMIT sleds will use this bushing in the lower shock eye. Step #6 is not an option, and will not be performed on the REV-XP SUMMIT model sleds.
6. **OPTIONAL:** Locate the lower front shock mount hole in the rail. See enclosed RH and LH drill location templates and instructions. Optional way for locating drill holes (If template is damaged, missing or lost): From the center of this hole in the rail measure forward 1.190" and scribe a line. At the line scribed measure down 0.390" from the under edge of the rail beam and scribe a line. Center punch the intersection of the two lines. First drill the punch mark out to a 1/4" pilot hole, then drill to a 0.390" (25/64") hole. This will be the new lower front shock location. Photo #1 shows the old location and the new location. See PHOTO #1. **NOTE:** Step #7 must be performed for ASSAULT-FT shock installation.

7. Front wheel mount relocation. Move the wheel mounts and wheels to the outside forward set of holes in the rails. The middle set of wheel mounts will need to be moved to the rearward set of holes. If you have a third set of wheel mounts on the inside of the rails they will need to move to the set of holes in the rails towards the rear in front of the rear axle. Mount these wheels on the outside of the rail also. See PHOTO #1, #13, #14.
8. Using the hardware provided, install the ASSAULT-FT shock. Upper bushings and a new lower shock shaft with spacers are provided in the kit. See PHOTO # 2, 3 & 4.
9. **REAR-REAR SHOCK.** Before installing the ASSAULT-RT shock. Take note of the factory hardware sequence as you remove the shaft, spacers and washers. The factory shaft has washers on the inside of the rails as well as the outside of the rails. Remove the factory rocker arms and replace with the machined rocker arms provided in the kit from TeamFAST. The factory bushings in the rocker arms must be removed and used in the new rocker arms provided in the kit. Note which way the bushings were in the stock rocker arms and install them in the same orientation, this is important for the spacing of the components on the rocker arm shaft. **Wheels on the inside must move to the outside of the rails.** PHOTO #5, 6, 7&14.
10. Install the ASSAULT-RT shock with the hardware provided. Upper shock eye bushing is installed into shock and lower shock eye has the brass bushing already pressed in. Upper and lower wider chrome torsion arm shafts arm provided in the kit. Upper Torsion Arm hardware sequence: bolt head-washer-torsion arm-washer-tube spacer-stock torque arm-tube spacer-washer-torsion arm-washer-nut. Lower Torsion Arm hardware sequence: bolt head-washer-torsion arm-washer-tube spacer-rocker arm-lower shock eye with brass bushing-rocker arm-tube spacer-washer-torsion arm-washer-lock washer-nut. **NOTE:** There are four lock washers used with the steel torsion arms. One placed at bolt heads and one placed at the nuts. **Do not use the lock washer at the bolt head with the aluminum torsion arms. The aluminum torsion arms use only two lock washers. One at the nut end of each assembly only.** The lower portion of the rocker arms will use the stock mounting hardware. See PHOTO #8, 9, 10 & 11.
11. NOTE: Refer to factory torque specs when tightening fasteners.
12. **Initial or Starting Air Pressures:**

SKI SHOCKS – 40 PSI

MID-SHOCK – 35-40 PSI

REAR-SHOCK – 70 PSI

NOTE: These are starting pressures. Air pressures will go up for some riders and may come down for other riders. Never operate any ASSAULT Shock below 20 PSI, shock damage will occur.

PHOTO #1

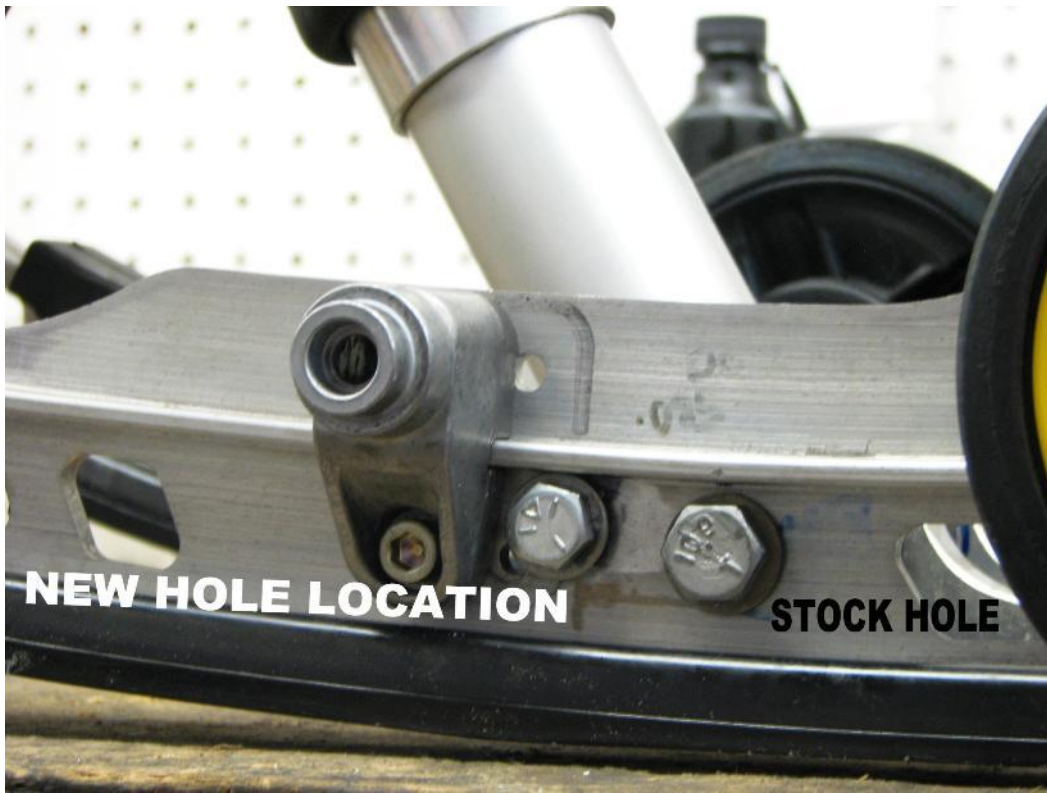


PHOTO #2



PHOTO #3

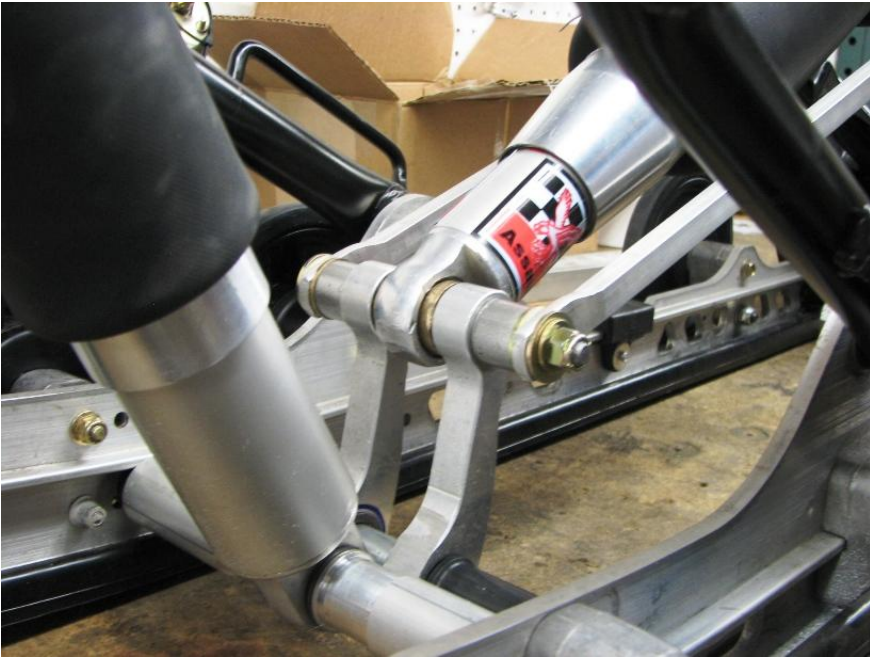


PHOTO #4



PHOTO #5



PHOTO #6



PHOTO #7



PHOTO #8



PHOTO #9

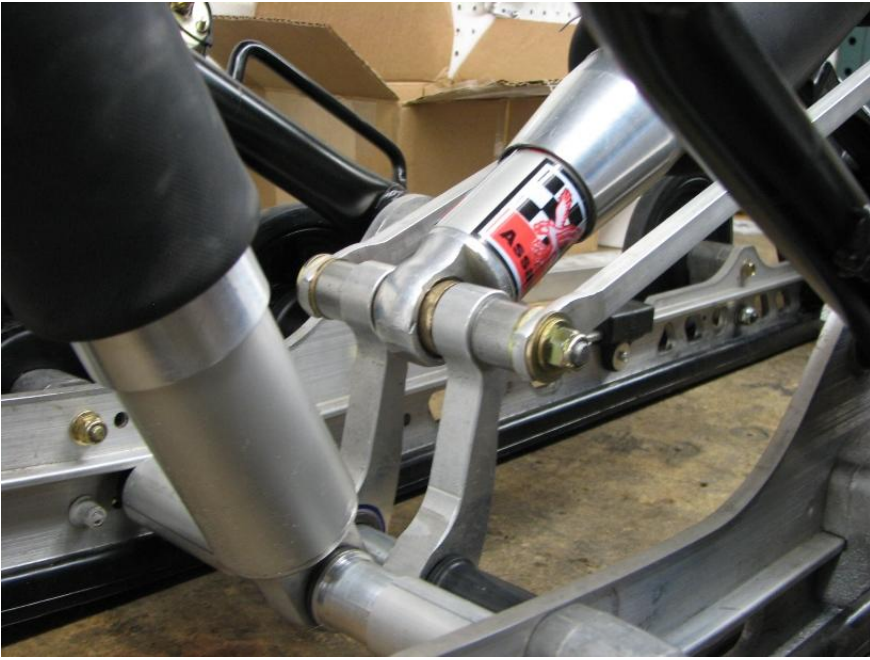


PHOTO #10

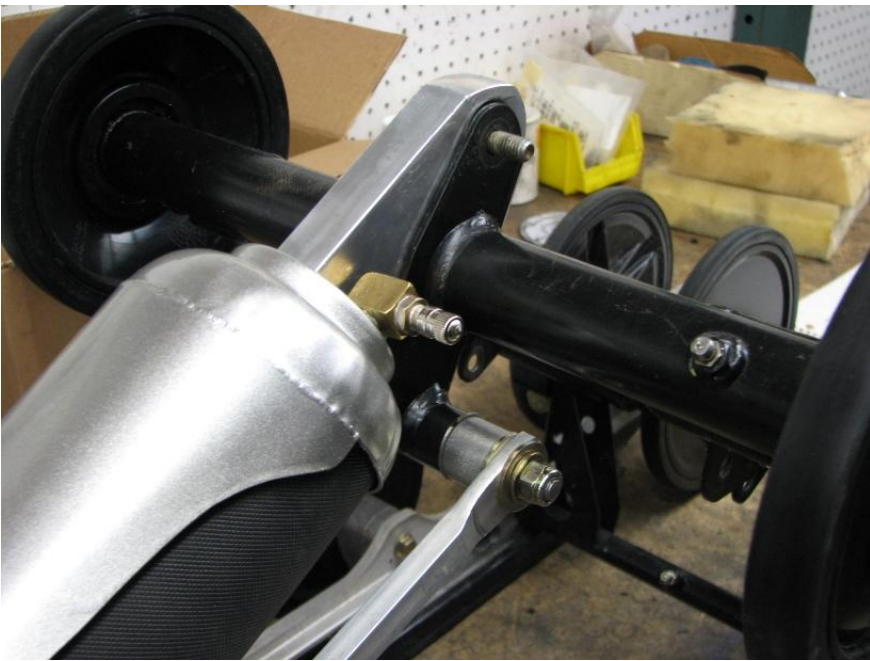


PHOTO #11



PHOTO #12

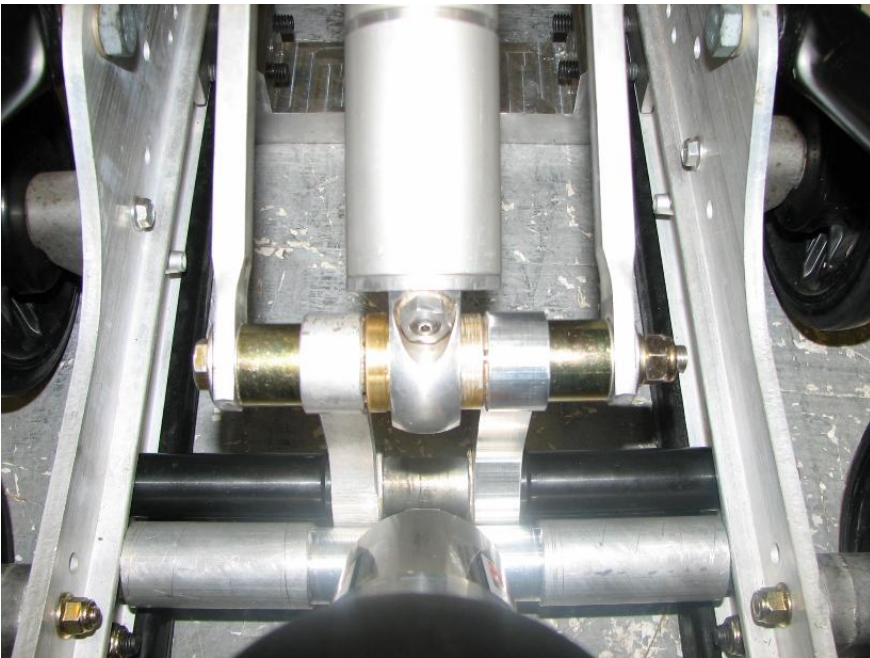


PHOTO #13

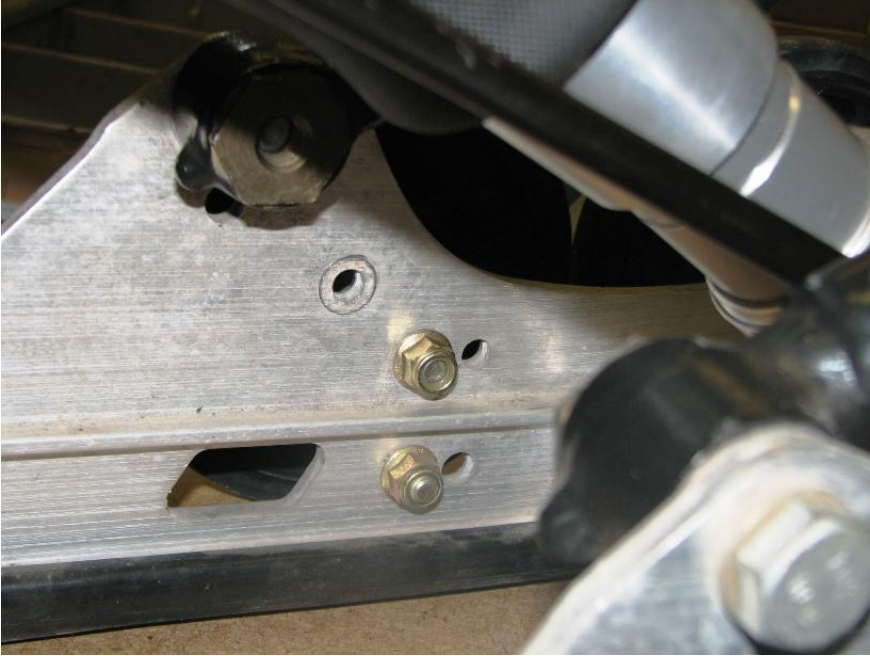
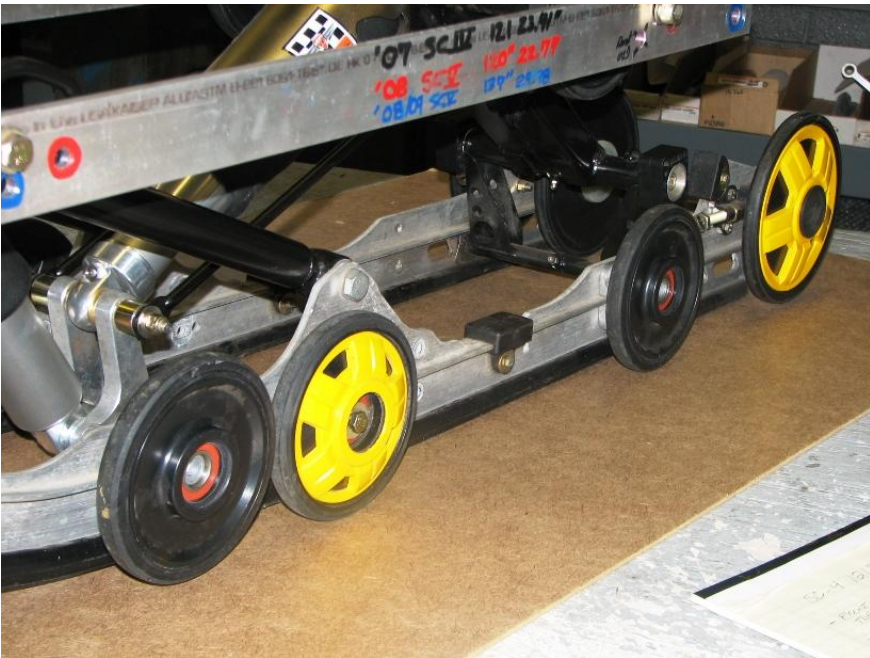


PHOTO #14



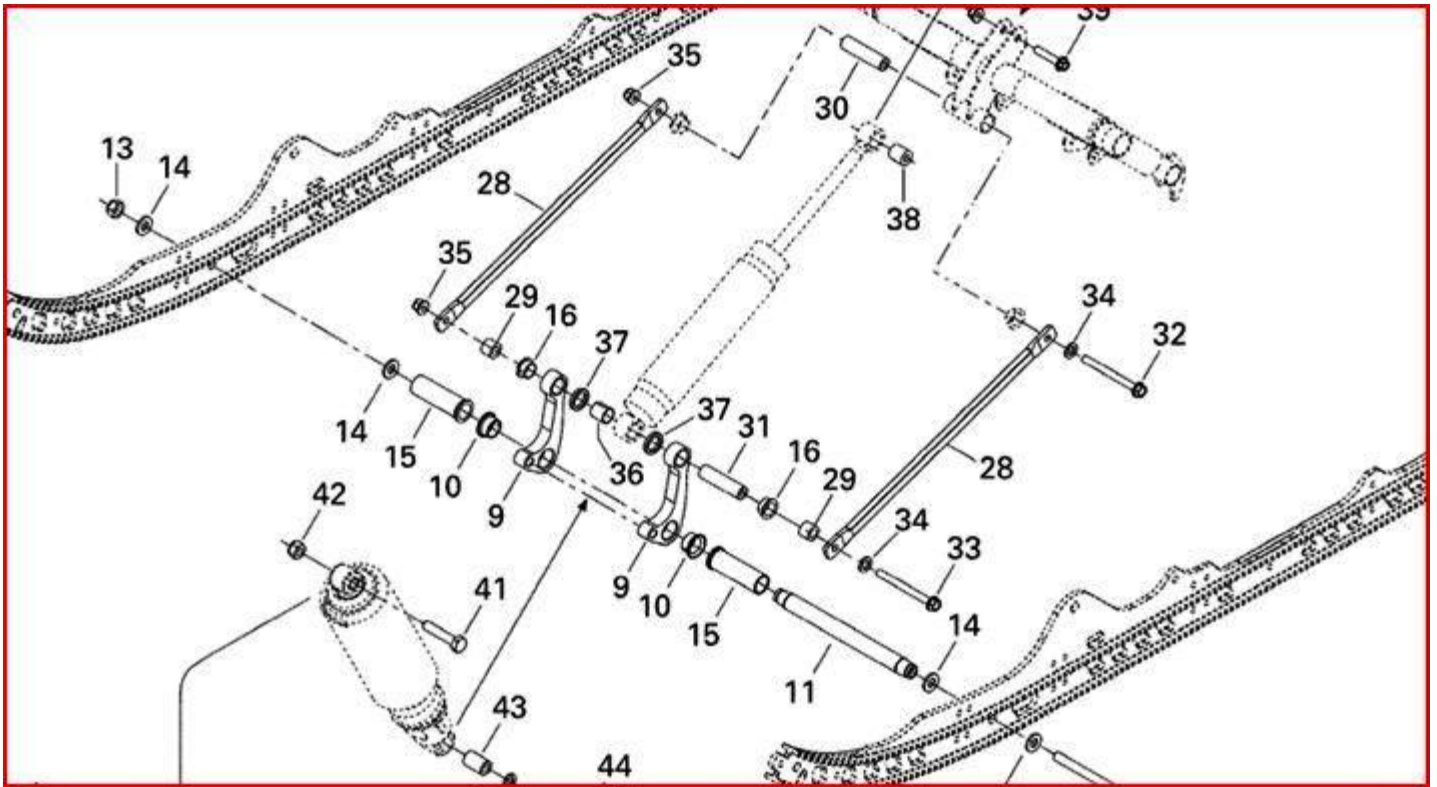


RAV-TEK MID-SHOCK DRILL LOCATION TEMPLATE

1. Enclosed you will find a RH and a LH drill location template. Follow these instructions.
2. On the left hand side of the suspension (using the LH template), with the factory mid-shock and hardware removed, align the hole punched and labeled Rev Stock Hole with the hole already drilled in rail. Make sure the upper black line on template is touching the upper portion of rail. See Photo.
3. Slip factory bolt through hole in template and rail and temporarily secure in place. **Note:** SC-4 lower mid-shock bolt uses a larger diameter bolt than the SC-5 models. Align template over stock hole then push the stock bolt through template and rail. See Photo.
4. Center punch the cross hairs of the circle in LH template labeled New Hole. Remove bolt and template and drill the punch mark to 0.390" (25/64"). This will be the new mid –shock location. See Photo.
5. Repeat Steps #1, 2, 3 and 4 on the right hand side of the suspension using the RH template.



FACTORY HARDWARE SEQUENCE



WARNING: When installing your airshocks, it is best to pressurize each airspring to 20psi (minimum) before installing. If the airspring becomes deflated anytime after installation, DO NOT lift the snowmobile's chassis by hand or mechanically, this may cause the airspring's piston or end cap to become unseated. Simply add air pressure to the deflated airspring(s) to raise the chassis, and then set each airspring to your desired pressure. Never operate any airspring below 20 psi.

