

## SECTION 01 SUB-SECTION 02 (SLIDE SUSPENSION)

### REMOVAL

Release track tension by loosening adjuster bolts located on inner side of rear idler wheels.

Position the adjustment cams at the lowest elevation, detach front stopper strap then apply downward pressure on the seat and disconnect the shock absorber.

Remove the four (4) bolts securing suspension to frame. Lift rear of vehicle then withdraw suspension ass'y from track area.

*Note: To prevent cross shaft from turning within the suspension arm, wedge the blade of a small screwdriver between the shaft and suspension arm.*

### DISASSEMBLY & ASSEMBLY

Clean all traces of plastic from threads. Prior to assembly, apply a light coat of "Loctite" thread locking compound on threads.

④ Center wheel grease fitting is angled at 45°.

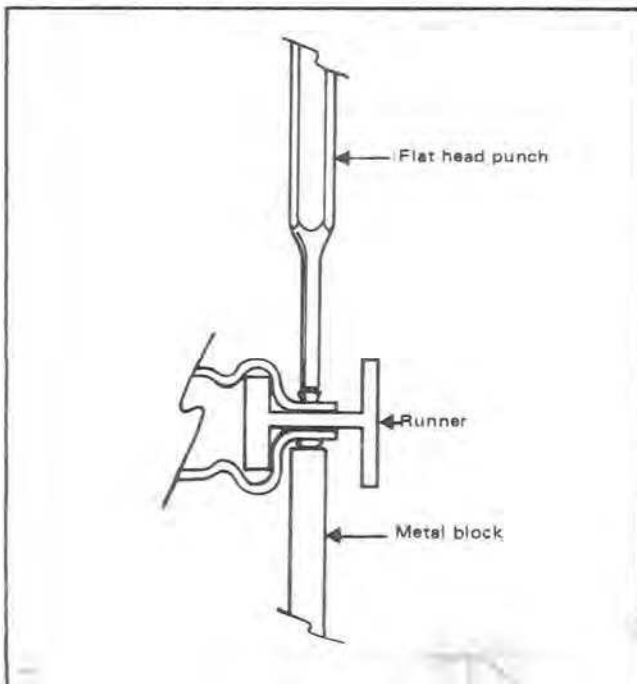
⑥ Bearing must be installed with shield facing the inside of idler wheel.

*Note: Center ball bearing on rear axle has a slightly larger inside diameter, i.e.: .999" instead of .984".*

⑨ At assembly, sliding block must be installed with the wide section of the offset facing up.

⑩ ⑮ ⑤② To remove rivet securing adjustment plate or front arm supports, cut rivet head with a chisel.

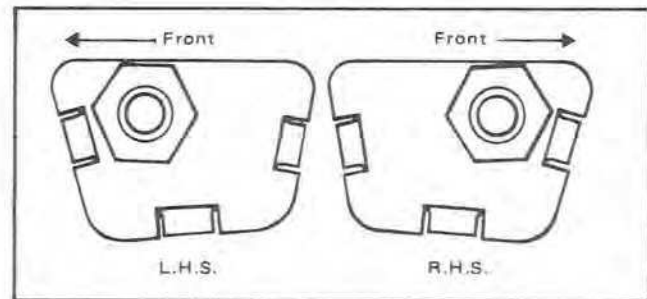
At assembly, rest rivet head on a suitable metal block and hold ass'y firmly. Using a flat head punch and hammer secure rivet as illustrated.



⑮ Rear arm clevis pin length is 1 5/8", front arm clevis pin length, 1 13/16".

⑮ At assembly, discard used cotter pin and install a new one.

⑳ Adjustment cam must be installed so that hexagonal projection on cam is located on upper front corner, as illustrated.



⑳ Prior to assembly, identify front and rear springs. Front spring diameter is 3/8", rear spring diameter is 13/32".

㉑ To remove rivet, use a 7/32" dia. drill.

㉒ Illustrated is front suspension arm. Same part layout applies to rear suspension arm.

㉓ Sliding support must be installed with offset toward rear.

㉔ ㉕ ㉖ ㉗ ㉘ To replace worn slider shoe, remove nut and bolt securing front of shoe to runner; also remove front and rear cross support. Slide shoe out of runner.

㉙ ㉚ To remove rivet, use a 3/16" dia. drill. At assembly, secure reinforcement bracket to runner with two (2) 10-32 X 1/2" bolts, and nuts.

㉛ The outside front arm support must be installed with idler wheel shaft located toward rear.

### INSTALLATION

Lift the rear of vehicle off the ground. Detach front stopper strap and shock absorber.

Place suspension within track and align front arm of suspension with front holes of frame and secure using bolts, lock washers and flat washers. Torque to 28-35 ft/lb.

Raise the rear section of the suspension and track into the tunnel and align rear arm with rear holes in frame. Secure to frame using bolts, lock washers and flat washers. Torque to 28-35 ft/lb.

Reposition vehicle on the ground. Position the adjuster blocks at the lowest elevation then apply downward pressure on the seat and connect the shock absorber. Attach front stopper strap.

*Note: There are four installation positions for the stopper strap. Standard position (2nd hole) provides maximum traction and steering efficiency for almost every snow condition. However, for very special purposes or snow condition, it may become necessary to alter this setting. Lengthening the strap (1st hole) has the same effect as shifting the weight toward rear of vehicle; as a result, traction is*