USA Front Shock & USA (AIR) Rear Shock

Mounting Instructions Rev 11/25/19

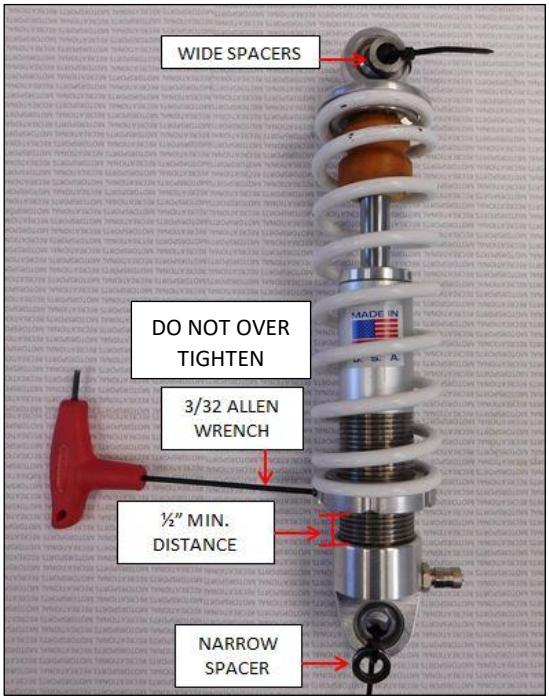
Our new USA Shocks were designed to utilize your OEM front shock spring or the heavy duty accessory front spring from Arctic Cat or Yamaha.

When removing the spring from your OEM shocks use CAUTION spring will have pressure on it.

Install OEM spring on new shocks, and adjust spring retainer as shown. →

After spring adjustment make sure to tighten the set screw on the retainer to keep the retainer from moving. NOTE: Do not over tight the screw.

Make sure to use supplied spacer bushings at the top and bottom of the new shock. NOTE: The 2 wider spacer go on the top of the shock.



(REAR SHOCK)

Remove rear shock from sled, this is done by removing top idler wheel bolts on the tunnel and bottom shock shaft bolts from the skid. NOTE: loosening the rear axle bolts will allow for easier shock removal. You will need to remove the snap rings on the top idler wheel shaft to be able to remove shock from the shaft.

Remove black bushings from OEM shock and install into new rear shock. NOTE: It is not uncommon for bushings to come out of shock hard. Use a small amount grease on shaft when installing new shock on shaft.

Make sure when reinstalling bolts for rear shock to use BLUE LOCTITE

NOTE: YOU WILL NEED TO USE A HAND AIR PUMP TO USE ON THESE SHOCKS. WE RECOMMEND USING PART NUMBER 3806-0116 FOR BEST ACCURACY.

**********PLEASE NOTE**********

This product is intended for closed-course racing only and is sold "as-is" without warranty. Manufacturer and distributor specifically disclaim all responsibility for consequential and incidental damages or any other losses arising from the use of this product. Any dispute arising out of the use of this product must be settled in Linn County, Iowa under Iowa law.

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USA Front and USA (Air) Rear Shock

Tuning Instructions

(Front Shocks)

Shock tuning is done by changing air pressure in the shock with a hand pump and changing spring pressure with the adjustable spring retainer.

- More spring pressure = Stiffer ride
- Less spring pressure = Softer ride
- More Air pressure = Stiffer compression rate and faster rebound
- Less Air pressure = Softer compression rate and slower rebound.

Shock Air Pressure Min 75 PSI Max 250 PSI

(Rear Shock)

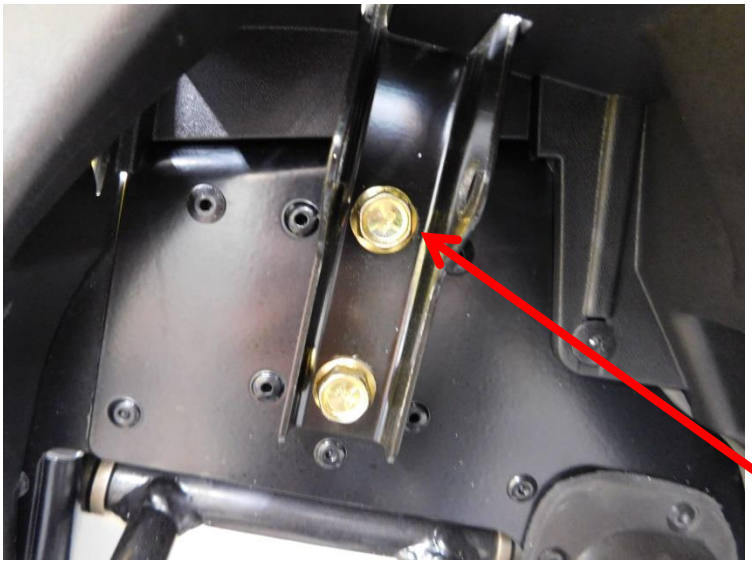
Shock tuning is done by adjusting air bag for ride stiffness and black knob for rebound setting.

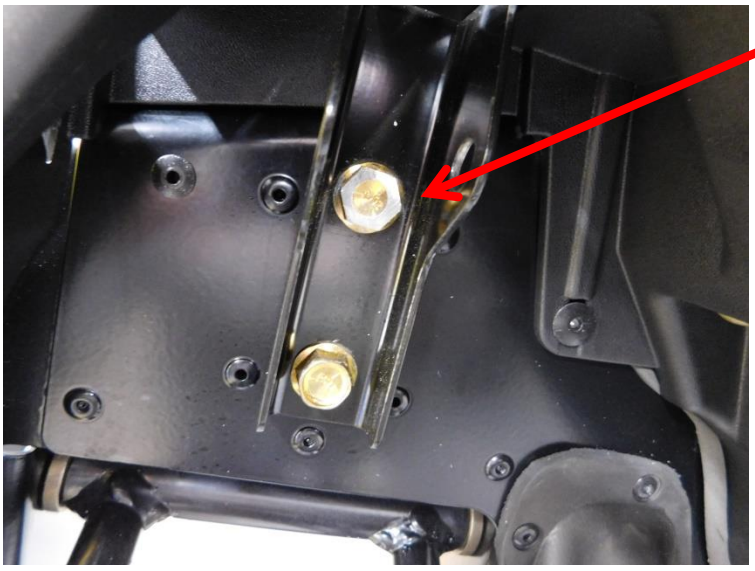
- More Air pressure = Stiffer ride or heavier rider
- Less Air Pressure = Softer ride or lighter rider

Shock Air pressure Min 15 PSI Max 250 PSI

NOTE: We have tested the Air Bag and it is VERY durable and will resist puncture from rocks or Ice, but it is IMPORTANT not to let any part of the suspension to rub against the air bag or damage will occur.

We recommend using a good digital Hand pump to fine tune you shock due to the low air pressure that can be used.





All models will require you to remove material from the top mounting bolt for proper clearance as shown.

Before

After

When properly installed your shock should look like this with air valve pointing down.

See other side for rear shock

When properly installed your rear shock will look like this.