

## Installation Tips

- **DO NOT REUSE YOUR AXLE OR HUB BOLTS**
  - We included a package that has 4 bolts only, those are your rail to shock tower bolts (hub bolts).
    - These bolts have a larger head than the other 4 bolts.
  - We included a package that has 4 bolts and 4 lock-washers, these are your axle bolts.
    - These bolts have a smaller head than the other 4 bolts.
- For WTF kits you will find a bag labeled WTF Spacers. It is **ABSOLUTELY NECESSARY** that these spacer washers be used. They go between the axle and new axle blocks. If you have any problems installing these please contact us as there is an alternate method that may be easier.
- Under the left shock in your packaging, you will find 4 allen keys. Sometimes these can shift around in shipping so look under the foam if you can't find them.
- Apply Loctite to ALL threads and make sure all the bolts are fairly tight.
- Installing the motor wire cap is a patience exercise. Make sure the wheel is all the way down and push the motor wire down into the channel. It makes it a bit (easier) to put one of the screws in the motor wire cap and use the

Allen key to push the cap down onto the wire. We apologize for how difficult this part is. We are trying to find a better way.

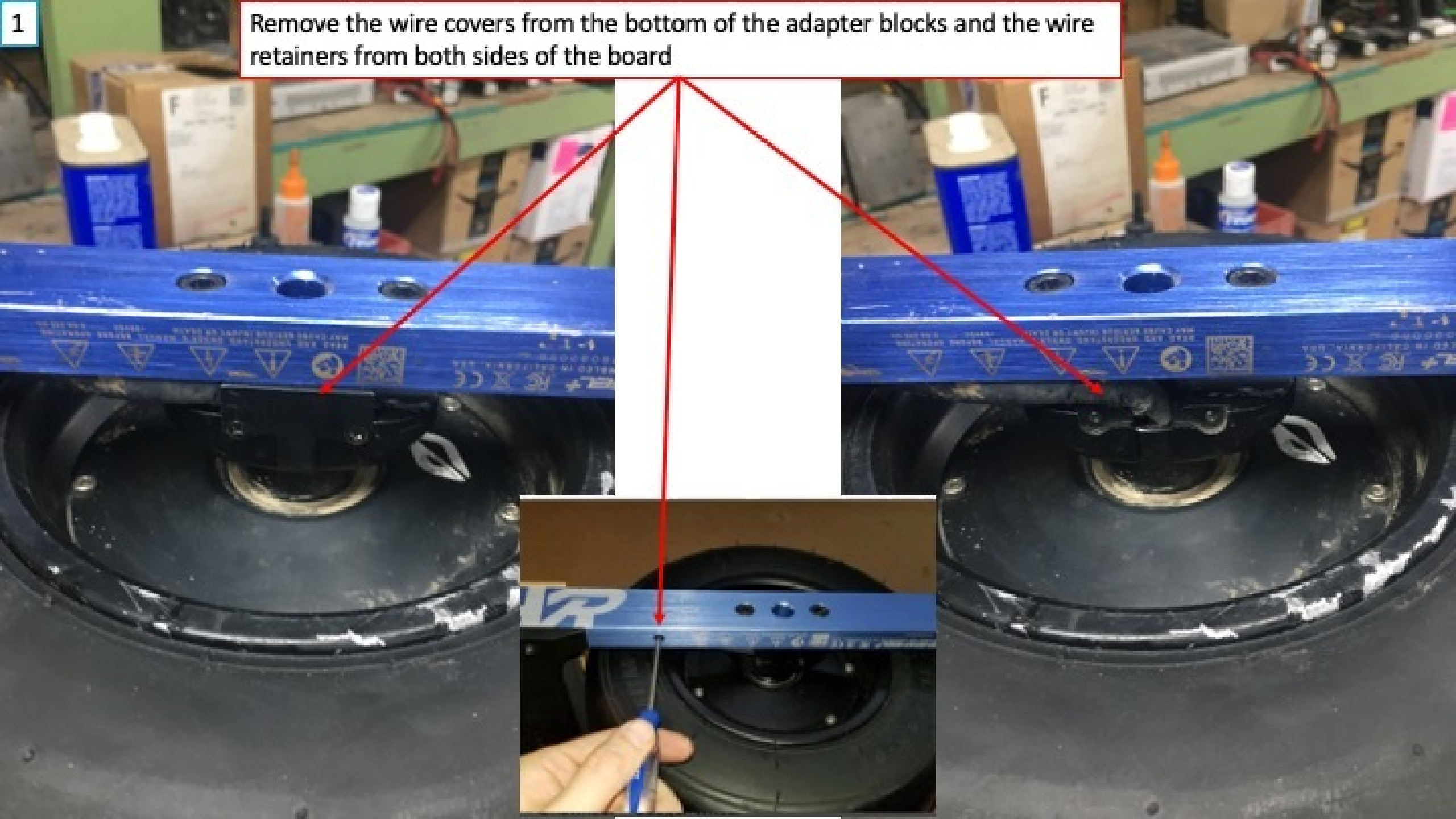
- Make sure that your shocks springs are loose when you install the shocks, this can be done by loosening the threaded collar on the shock.
- If you have issues with getting the shock bolts in try pushing down on the shock with the board laid on its side.
- The hardware stack-up for the top shock mount is: bolt, 1 black washer, shock, silver spacer.
- The hardware stack-up for the bottom shock mount is: bolt, 2 black washers, shock, no spacer.
- The orientation of the shocks doesn't matter, whatever you think looks best!
- Make sure you lift your fender with the provided kit, or if you have a fender we don't have a lift kit for, make sure to shim it up about  $\frac{3}{4}$  inch with washers otherwise the wheel will hit the fender.
  - Flight fins fender doesn't need to be lifted it clears without changes.
- The kit will not feel smooth until the footpads and crossbar are installed. Everything needs tightened up to pull everything into alignment.

- If you have any other questions message us on Instagram, Facebook, or feel free to text or call us directly at (307) 274-6954

Enjoy your kit!!!

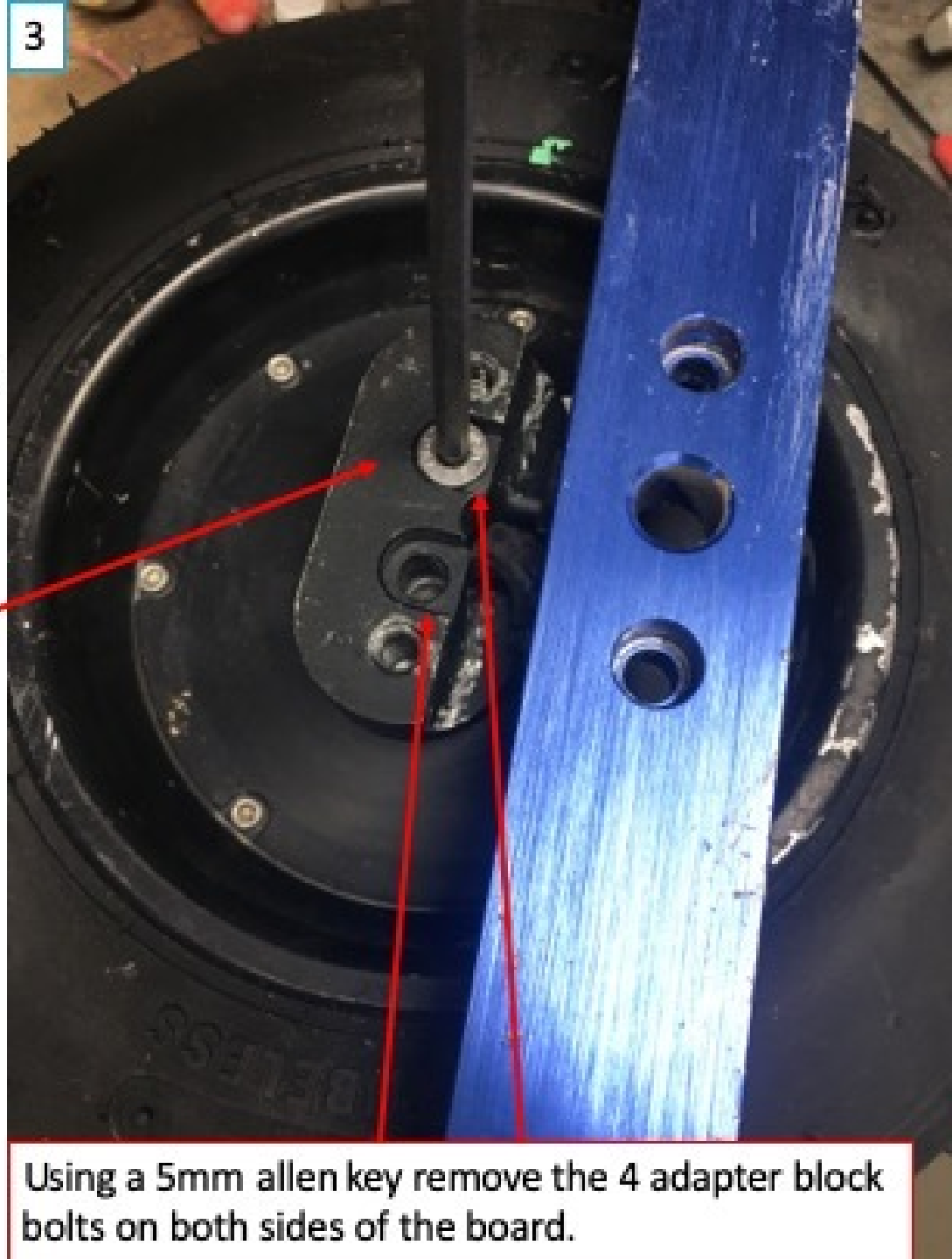
1

Remove the wire covers from the bottom of the adapter blocks and the wire retainers from both sides of the board





Using a 1/4 allen key remove the 4 hub bolts on both sides of the board



Using a 5mm allen key remove the 4 adapter block bolts on both sides of the board.

These can be extremely difficult to remove. If you loosen one side of your hub bolts but don't fully remove them you can tilt one end of your axle out and the board will hold the axle adapter block in place to loosen the bolts



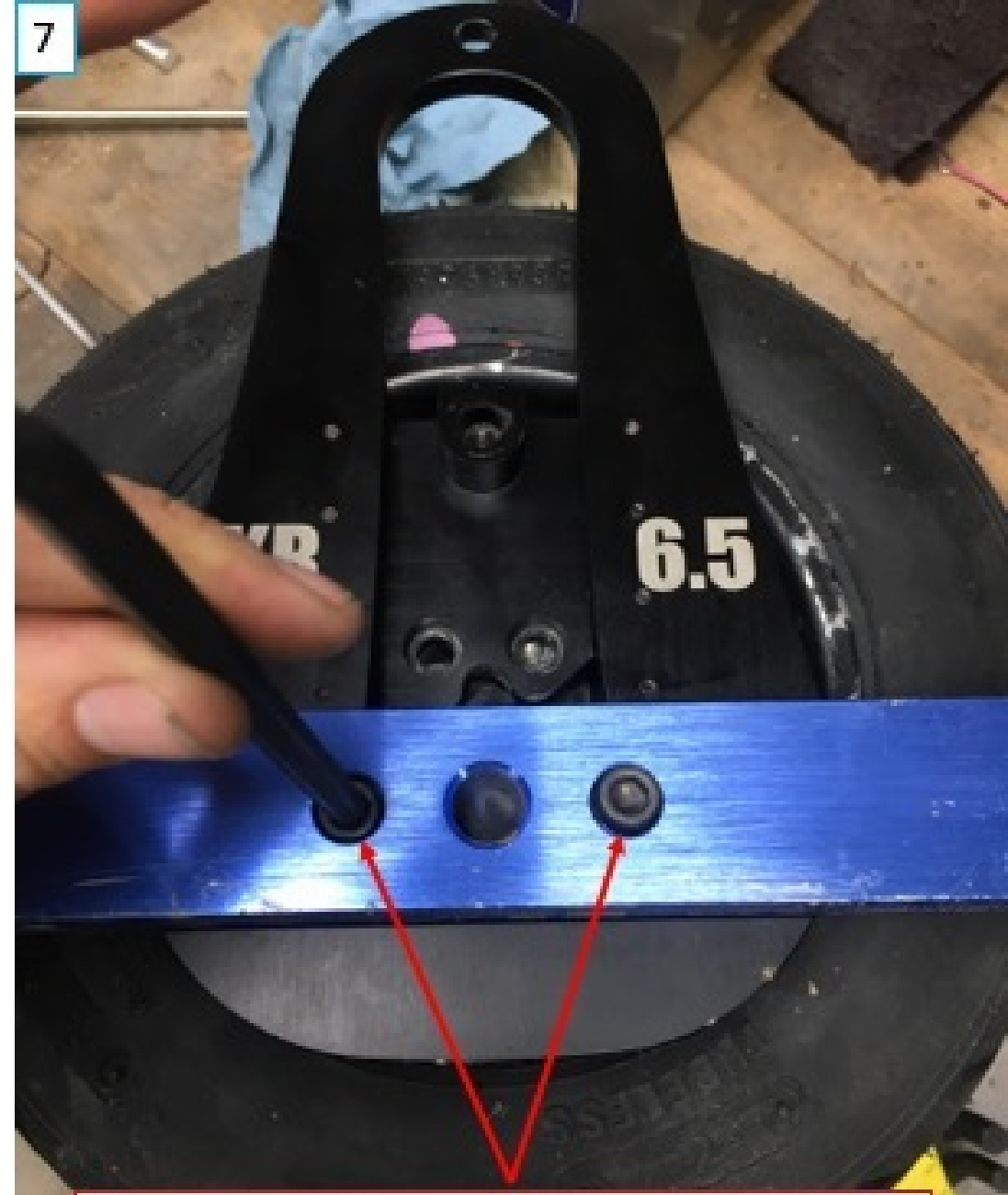
Remove the lower adapter blocks from both sides of the axle



5 This tower and bearing block assembly goes on the motor wire side of the axle.



Insert the tower and bearing block assembly between the rail and the axle so the tower engages onto your rail



Using a 1/4 allen key Install the two screws into your tower using loctite

8

Using a 5mm allen key Install the two screws and lockwashers into your axle also using loctite



9

Position your motor wire so there it fits into the milled portion of the bearing block and clears the tower.





10

Using a 3/32 allen key install the motor wire cap with the two small screws





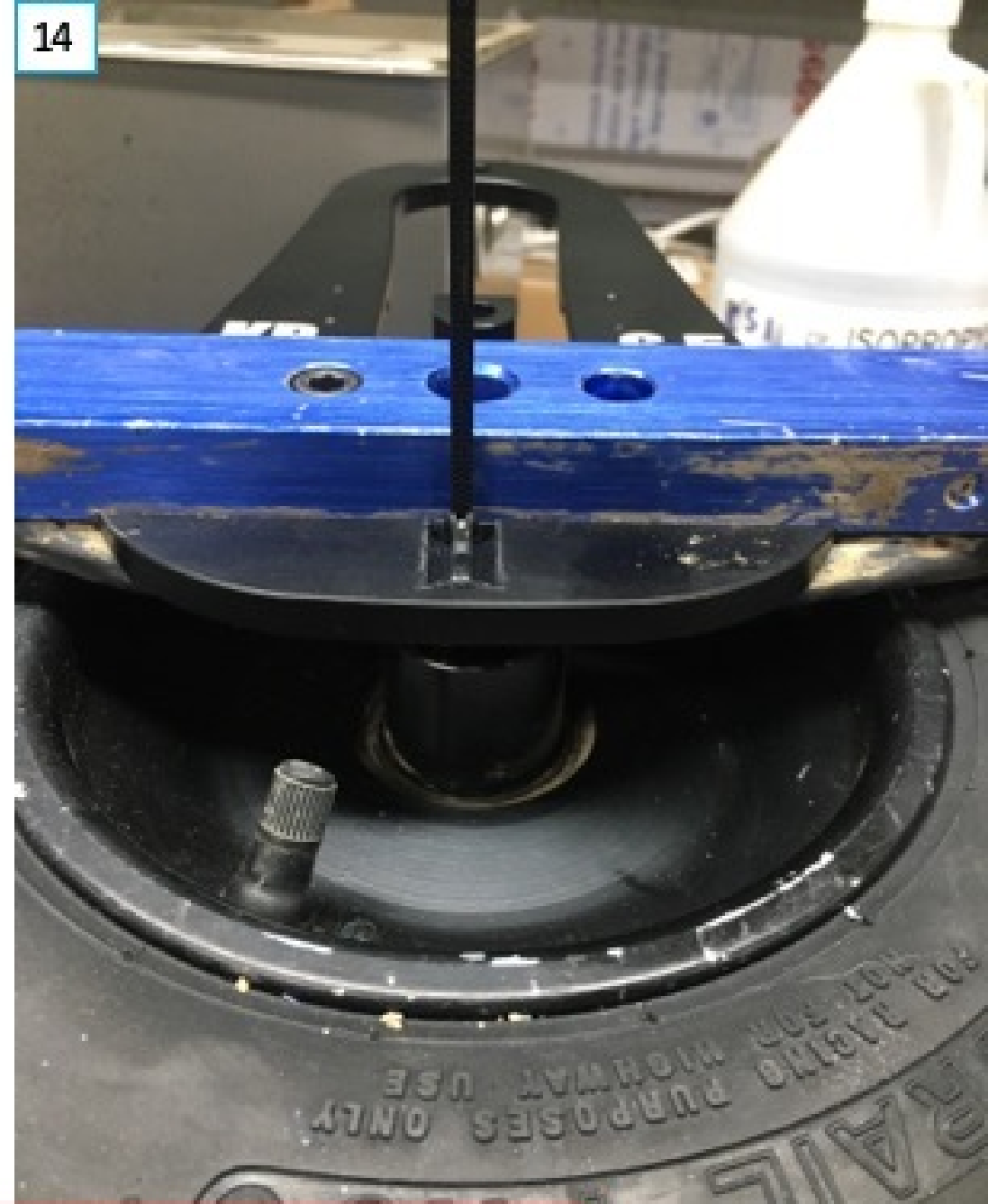
milled channel for harness

Take your harness side tower and bearing block assembly out and slide it in between your rail and axle ensuring the harness fits into the milled channel



12 Install the tower bolts and axle bolts(axle bolts need lock washers also). Use loctite

12



Install the zip tie around your harness to secure it to the tower and trim the excess

Install your lower shock bolt with 2 washers (the valve stem cap may hit your bolt if you use only one washer). Using a 5/32 allen key install the lower eye of the shock into the bearing block using loctite

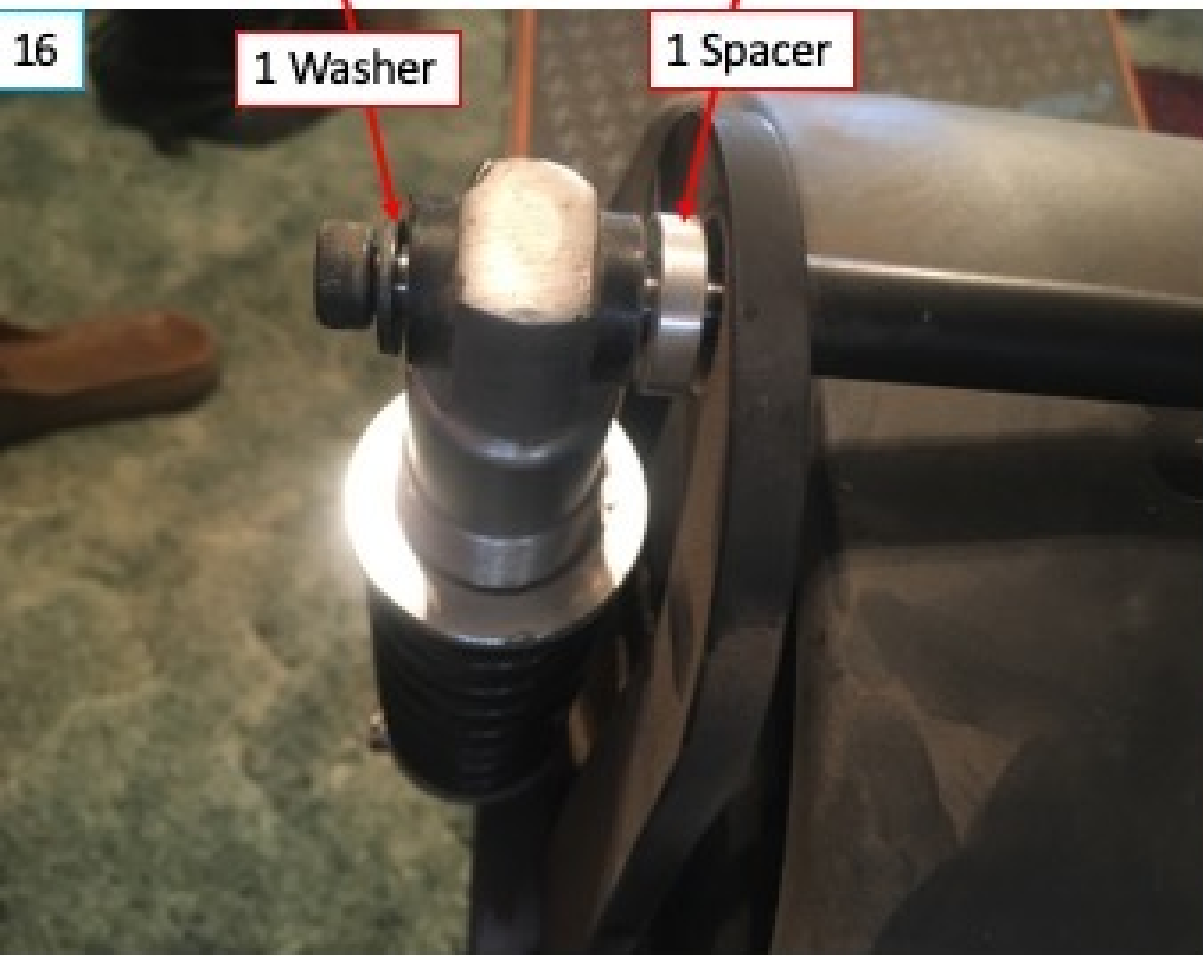


2 Washers on bottom



If you are using a fender certain models will need spacers to add clearance for your tire to move upward. Using the supplied screws install your fender and spacers before installing your crossbar.

Insert the spacer between the tower and the shocks upper eyelet using your upper bolt with a washer and put your crossbar in place.



Install your crossbar between your towers and insert your upper shock bolts. The towers are easier to flex apart with the wheel in the full down position



Set the sag rate on your shocks. Using the adjustment collar on the shocks tighten or loosen the springs to adjust the height. Different riders may prefer different centers of gravity and this may be adjusted using the collar. The suspension kit has 0.5" of down travel so the factory ride height is 0.5" from full extension.



Full extension with no rider



Set center of lower bolt near laser etched sag rate indicator line