

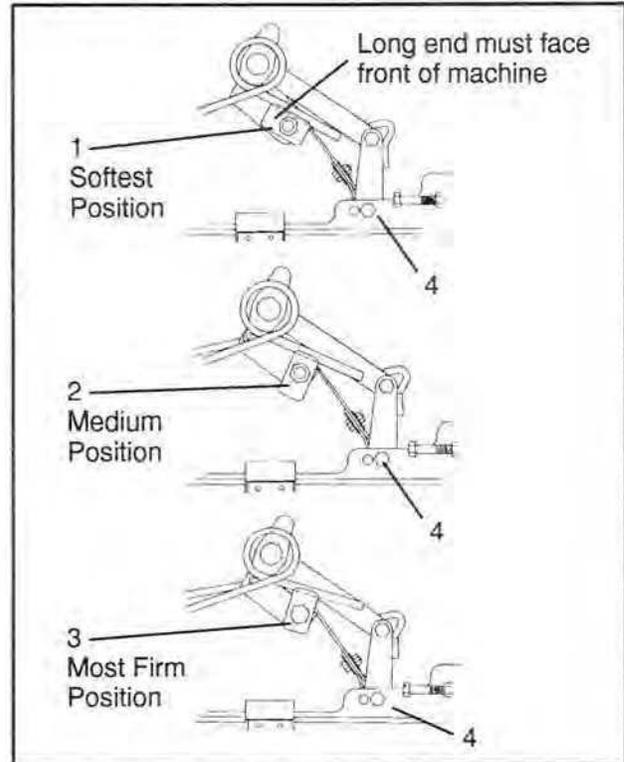
SUSPENSIONS Type ITS Adjustment

Rear spring tension adjustments are made by rotating the eccentric spring block as shown with the engine spark plug tool. The block provides three spring tensions positions. **NOTE:** This adjustment is easier if the long spring leg is lifted over the roller and replaced after the block is properly positioned.

1. Softest position - long end forward
2. Medium position - short end up
3. Most firm position - long end up

CAUTION: The long end of the block must never be positioned facing toward the rear of the machine or the block will break, or the spring may slip off the eccentric and gouge the track.

Rear scissor lower mount (4) should **not** be changed unless the eccentric block is positioned with the long end forward (softest position).



Suspension Adjustment Springs - ITS

Although the snowmobile's suspension has the capability of providing the best ride possible, the following accessory springs are available to better suit individual riding needs. Refer to the specification page in this section to find the spring used as standard equipment and determine from the chart below which spring best suits the individual's needs.

1993

Available Spring	Wire Dia.	Color	
7041276 Left Hand	.406	Tan	Lighter ↑ ↓ Heavier
7041277 Right Hand	.406	Tan	
7041273 Left Hand	.421	Orange	
7041274 Right Hand	.421	Orange	
7041278 Left Hand	.437	Red	Heavier ↑ ↓ Lighter
7041279 Right Hand	.437	Red	

1994

Available Spring	Wire Dia.	Color	
7041335 Left Hand	.406	Gray	Lighter ↑ ↓ Heavier
7041336 Right Hand	.406	Gray	
7041337 Left Hand	.421	Brown	
7041338 Right Hand	.421	Brown	
7041339 Left Hand	.437	Yellow	Heavier ↑ ↓ Lighter
7041340 Right Hand	.437	Yellow	

When changing rear suspension spring rate and/or rear ride height, the amount of downward ski pressure will change. If the pressure is too much, the handlebars will be hard to turn. If the pressure is too little, the skis will not dig in and the machine won't turn. The front of the rear suspension provides a number of adjustments so that the right ski pressure can be maintained. The rear suspension front shock top has two mounting positions. The more vertical position provides a stiffer suspension and less ski pressure while the more laid down position provides a smoother ride with more ski pressure. **NOTE:** The lower rear torque arm shock mount cannot be used or the suspension will not pivot.

In addition to the shock, there is a front torque arm limiter strap which controls the amount of downward travel in the front of the suspension rail. If the strap is lengthened, the front of the rail will push down more, lifting some pressure off the skis. Shortening the limiter strap will lift the front of the suspension, increasing ski downward pressure.