

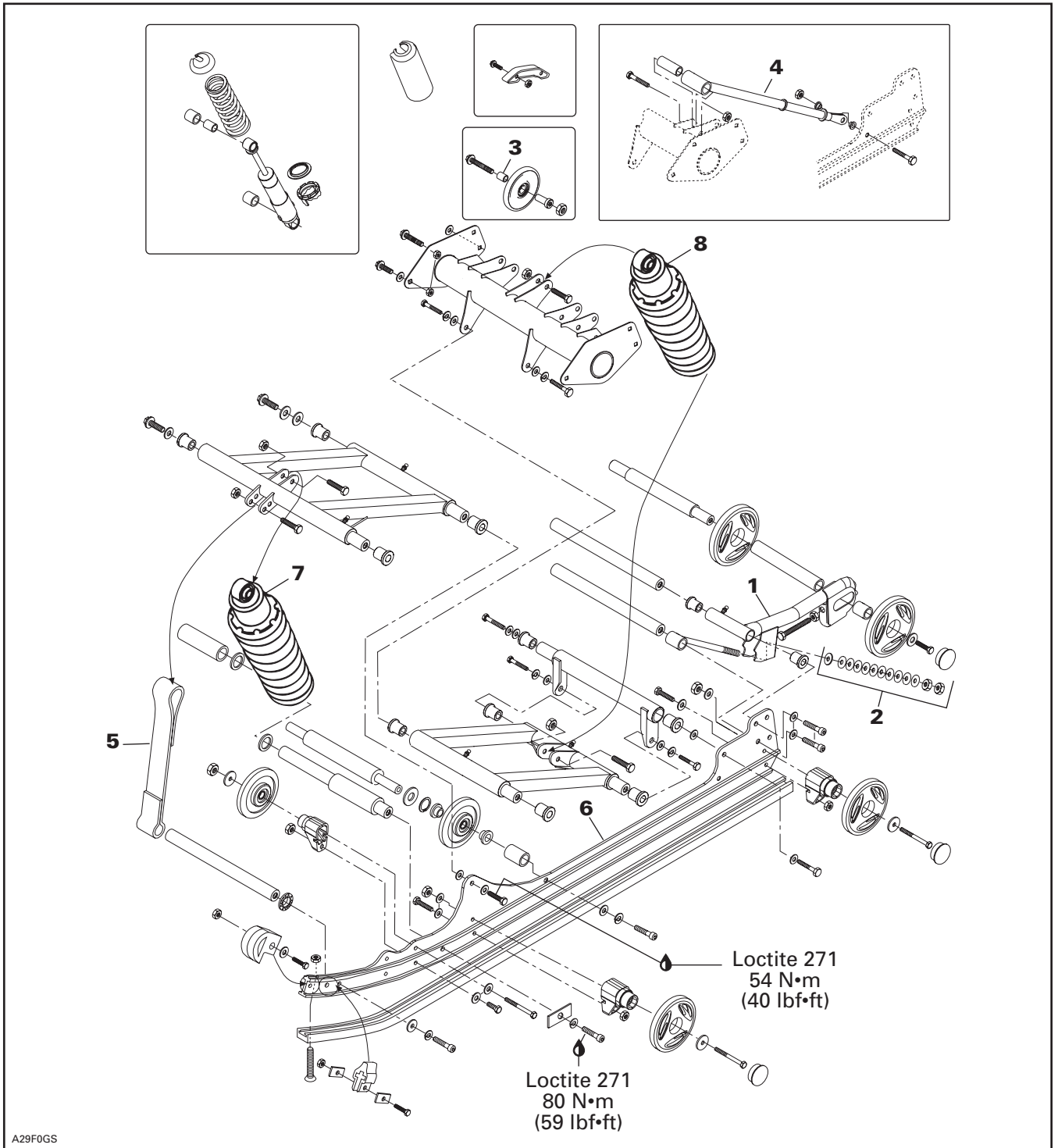
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# SKANDIC SUV SUSPENSION

*Skandic SUV*



TYPICAL

## Section 07 REAR SUSPENSION

### Subsection 06 (SKANDIC SUV SUSPENSION)

## REMOVAL

Release track tension.

Lift rear of vehicle and support it off the ground.

Unbolt front arm then rear arm.

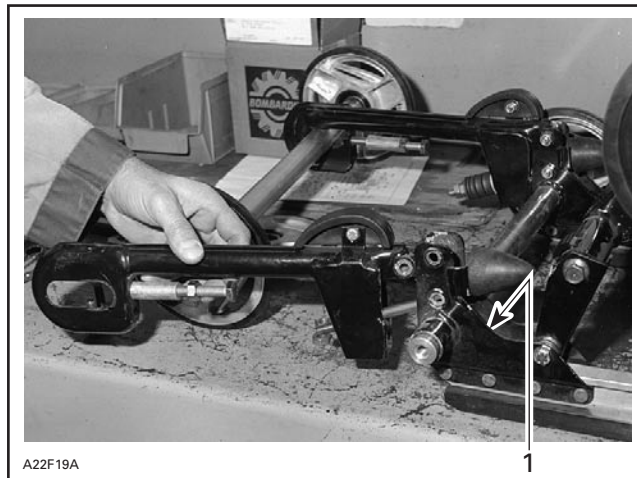
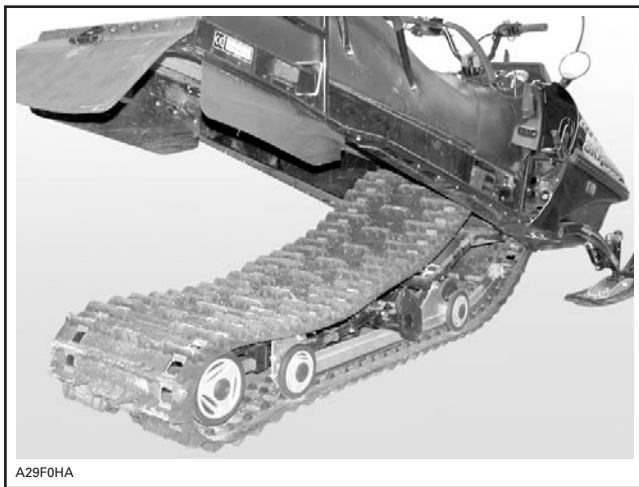
### Self-Locking Screws

**CAUTION:** These self-locking screws must always be replaced by new ones every time they are removed.

**NOTE:** To prevent axle from turning when unscrewing self-locking screws, proceed as follows:

- Remove one self-locking screw then install a 10 mm shorter non-self-locking one in place. Torque as specified in exploded view.
- Remove the opposite self-locking screw.
- Remove the temporary installed non-self-locking screw.
- If it doesn't work, heat bolt head to melt thread-locker.

Remove suspension assembly.

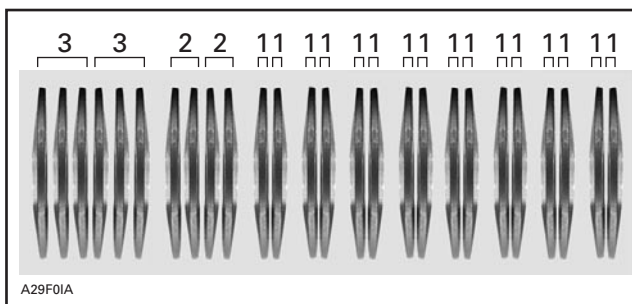


TYPICAL

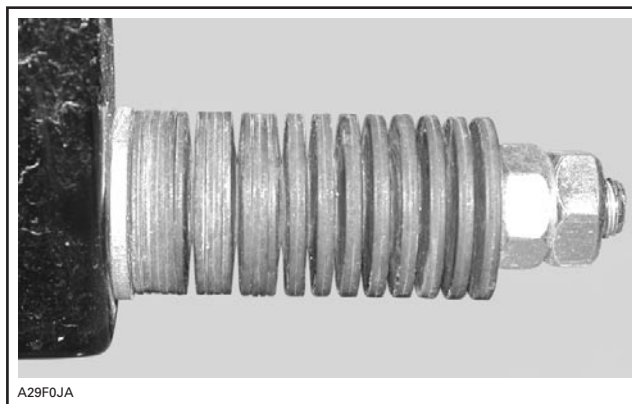
1. Support

### 2, Conical Washer

At installation, position conical washers as shown.



WASHER QUANTITY AND MOUNTING POSITION



Tighten nut 3/4 turn after contacting washers for better deep snow performance. Maximum pre-load is 3 turns after nut touching washers. This last adjustment is for trail riding with or without a load and for pulling a load.

## DISASSEMBLY AND ASSEMBLY

### 1, Extension

Remove nuts and conical washers from the eye bolt adjuster. Remove bolt retaining eye bolt adjuster to support.

Remove rear idler wheel on appropriate side.

Remove idler wheel from support.

Unbolt extension from its support.

## 8, Rear Spring

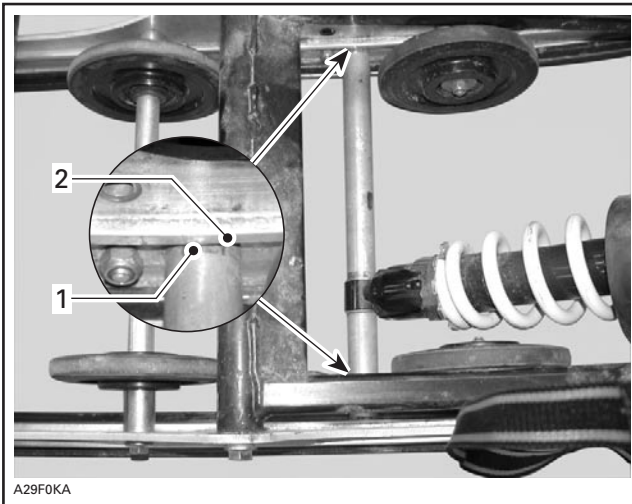
Unbolt top and bottom ends of shock.

## 7, Front Spring

Unbolt top end of shock.

Unbolt axle retaining bottom end of shock.

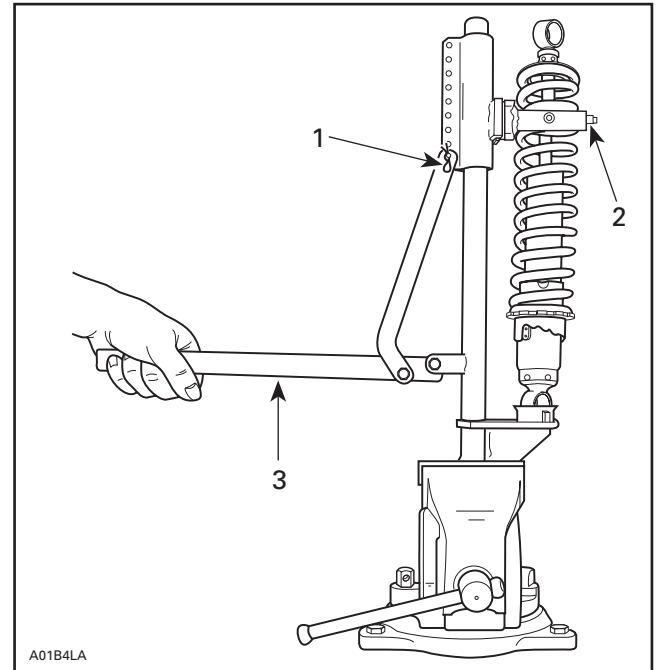
At assembly, make sure that notch on both axle sleeves match rail rib.



1. Notch
2. Rail rib

For shock spring disassembly use shock spring remover (P/N 529 027 100) in a vise. Mount shock in it and turn shock so that spring coils matched spring compressor.

Close and lock the bar. Adjust the handle at horizontal position by changing the position of the clevis pin.

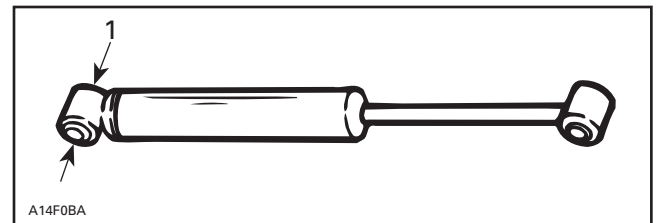


1. Clevis pin
2. Bar
3. Handle horizontal

Push down on the handle until it locks. Remove spring stopper then release handle.

## SHOCK ABSORBER INSPECTION

Secure the shock body end in a vise.



TYPICAL

1. Clamp

**CAUTION:** Do not clamp directly on shock body.

Examine each shock for leaks. Extend and compress the piston several times over its entire stroke then check that it moves smoothly and with uniform resistance.

## Section 07 REAR SUSPENSION

### Subsection 06 (SKANDIC SUV SUSPENSION)

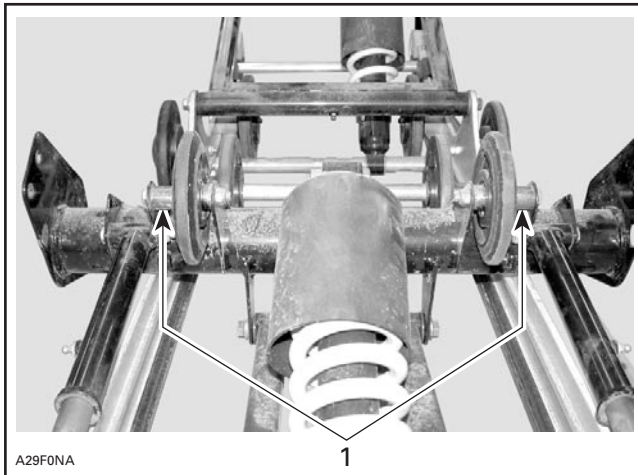
Pay attention to the following conditions that will denote a faulty shock:

- A skip or a hang back when reversing stroke at mid travel.
- Seizing or binding condition except at extreme ends of stroke.
- Oil leakage.
- A gurgling noise, after completing one full compression and extension stroke.

Renew if any fault is present.

### 3, Spacer

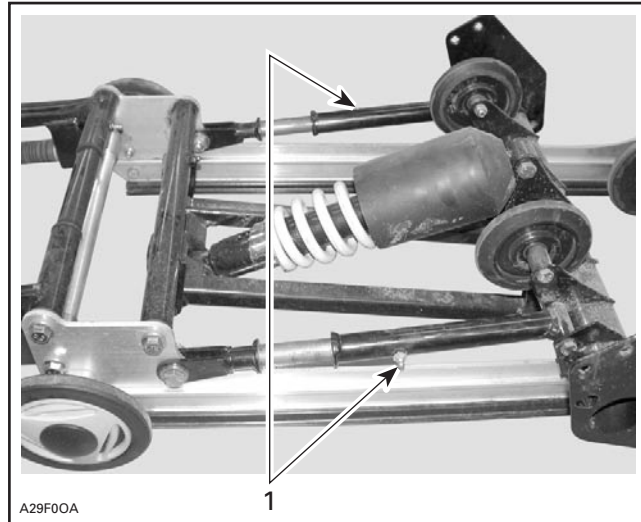
At assembly, install spacer on outer side of top idler wheel.



1. Spacers

### 4, Coupling Tube

At assembly, install coupling tube with its grease fitting facing outward.



1. Grease fitting facing outward

### 5, Stopper Strap

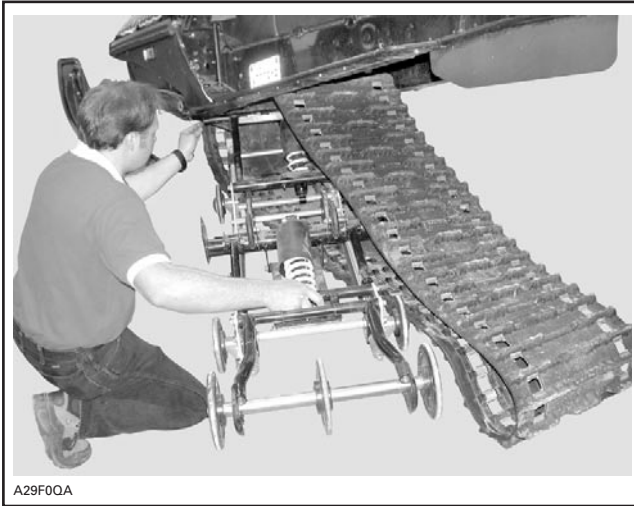
Fasten stopper strap to lower bracket hole.



## INSTALLATION

Threaded holes must be cleaned before a self-locking screw is installed. Use a metal brush or a screwtap to clean the hole properly then use a solvent (Methyl-Chloride), let act during 30 minutes and wipe off. The solvent utilization is to ensure the adhesive works properly.

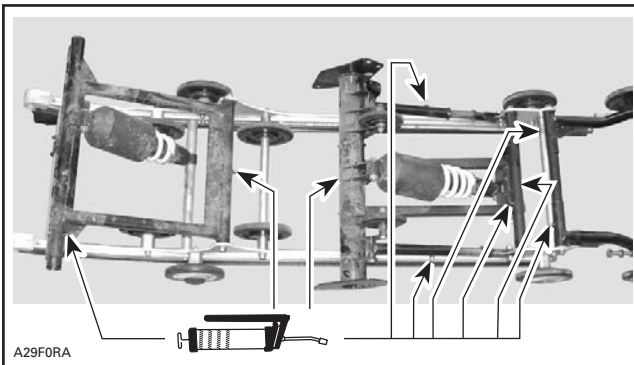
Install front portion of suspension first.



## LUBRICATION

Use synthetic grease (P/N 413 711 500).

**NOTE:** There is 9 grease fittings.



## RIDE ADJUSTMENT

Refer to *Operator's Guide*.