Timbersled Aro 120

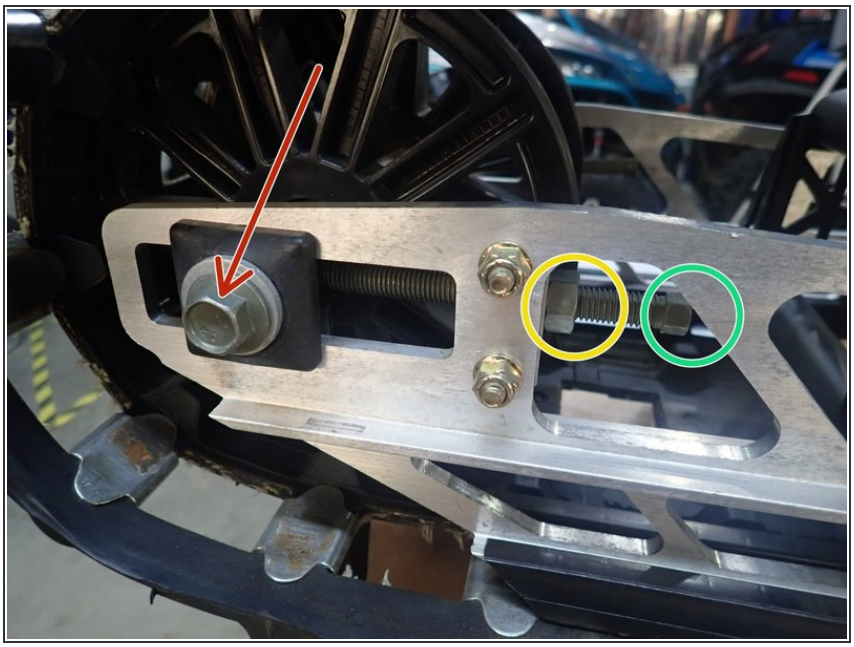
FLS-208025_revA

Written By: Sebastien Blain



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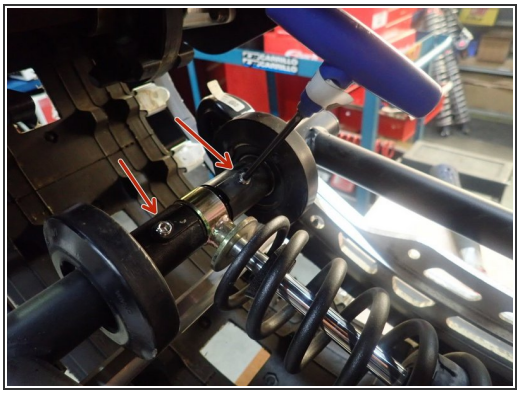
Step 1 — Removing the stock shocks



- Lift the vehicle using a jack or engine crane so that the track is off the ground.
- Remove tension of the track by loosen rear wheels bolt indicated by red arrow first, then loosen left and right nuts (see yellow circle) and unscrew bolts (see green circle) far enough to remove enough track tension.

Step 2 — Removing the stock shocks (continued)





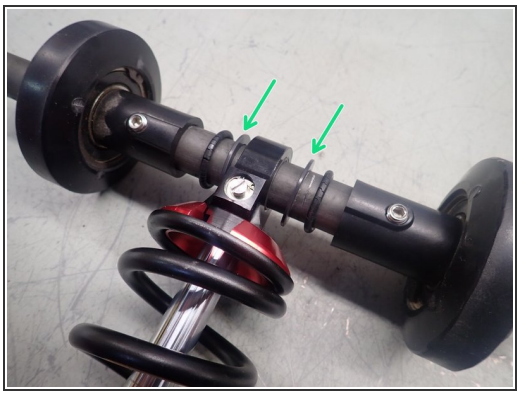


- Remove bolts that hold upper suspension arms first, then remove bolts that hold lower shocks mount.
- Loosen upper idler wheels set screws to allow shaft to get removed.
- Remove upper mount shafts and keep all parts to re-install Elka shocks.
- Remove shocks.

Step 3 — Installing the new Elka shocks (continued)



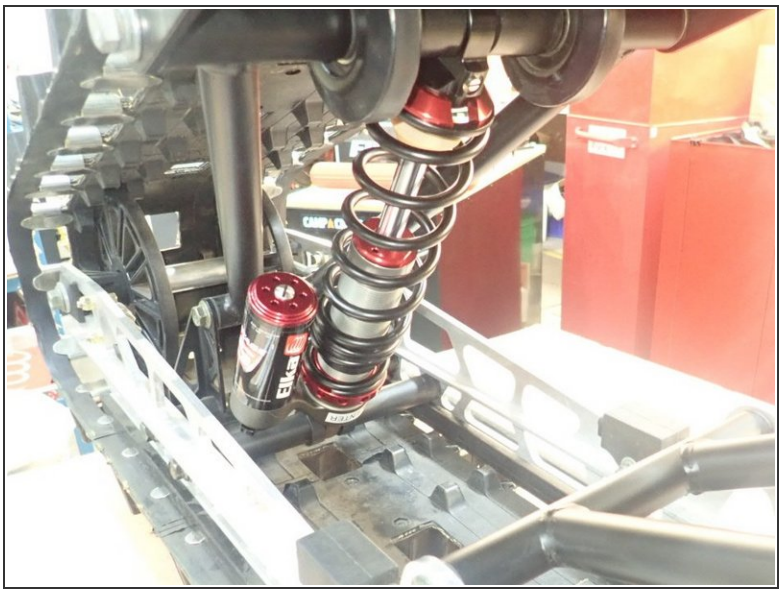


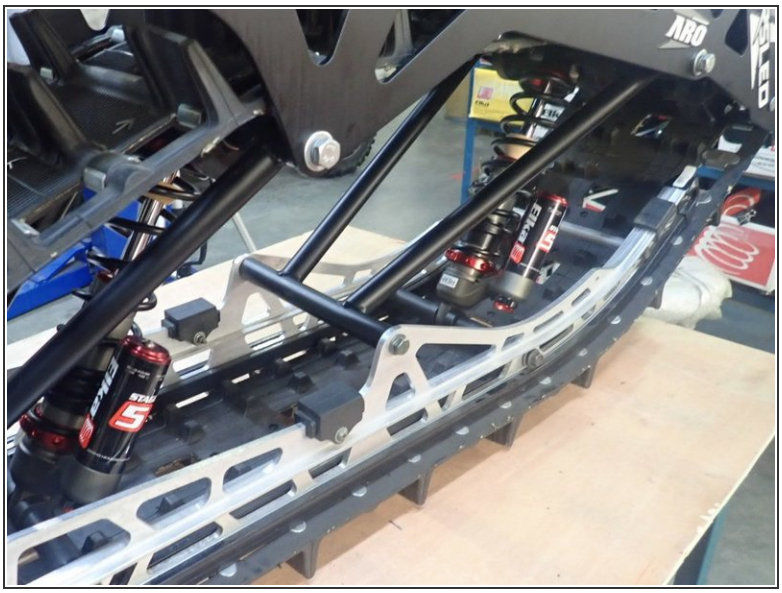


- Install supplied chromed shafts into Elka shocks head, then install both plastic spacers on each side of shock as shown. Center shaft before installing shocks in track.
- Elka shocks must be installed with the heads facing the ground and eyelets fixed into upper arms. Piggyback reservoir will be on the right side and the rebound adjusters must face the front of vehicle to be reachable with a screwdriver. Eyelets can be turned to be oriented properly.
- For upper arms, use all original hardware in addition to thin plastic spacers supplied (see green arrows).

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Step 4 — Installing the new Elka shocks (continued)





- Be sure installing "center" Elka shock in the front of the track and Elka "rear" shock at the back.
- Fix upper arm first, then fix lower shafts . Use manufacturer's torque specs for all bolts.
- On upper shafts, slightly squeeze O-rings with idler wheels assy and tighten set screws.
- When shocks installation is finished, put back the tension in track and tighten all bolts.