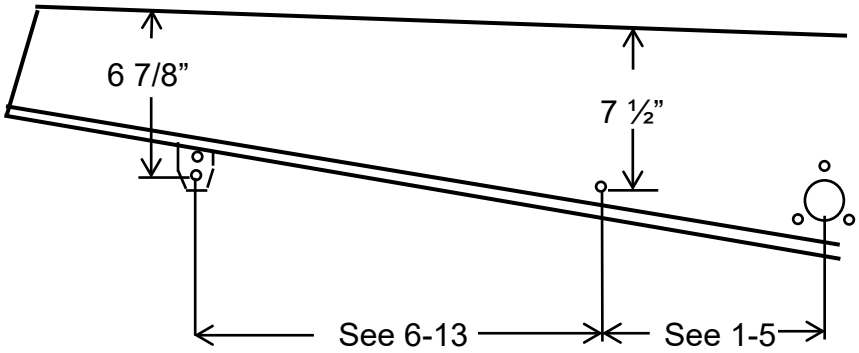
Wahl RT & LT Drag Suspension Mounting Instructions



1. 7 Tooth Drive Wheel 14 ¾”
2. 8 Tooth Drive Wheel 14”
3. 9 Tooth Drive Wheel 13 ¼”
4. 10 Tooth Drive Wheel 12 ¼”
5. 11 Tooth Drive Wheel 11 ½”
6. 116” = 24 7/8” 02-165A / 02-798A
7. 121” = 27 3/8” 02-160A / 02-803A / 02-794A
8. 128” = 31 1/8” 02-820A / 02-821A / 02-804A / 02-805A / 02-795A
9. 136” = 34 7/8” 02-161A / 02-806A / 02-796A
10. 144” = 38 5/8” 02-809A / 02-808A / 02-797A
11. 154” = 43 5/8 02-810A
12. 156” = 38 5/8” 02-800A
13. 159” = 46 1/8” 02-811A / 02-812A

- Rail Lengths
  116” – 42 ¾”
  121” – 45 ½”
  128” – 49 ¼”
  136” – 52 ¾”
  144” – 56 ½”
  154” – 61 5/8”
  156” – 62 7/8”
  159” – 64 ¼”

- If using Long Travel Rear Scissor, use the upper hole in the rear mounting plate, 5 7/8” from top of tunnel. This will be the measurement for the 156” suspension. If the measurements from the top of the tunnel to the front and/or rear mount holes are different than specified, you must move both mount holes the same distance. For example, if you raise the front hole ½”, you must also raise the rear hole by ½”.

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Setup and Troubleshooting

- **INITIAL SETUP**
  Adjust front limiters so full length of rail is flat to table, floor or track surface. When lifting the rear of machine the full length of rail should come up equally front to rear. When pushing down on the rear of the machine it needs to be quite stiff.

- **FRONT LIMITERS**
  These control the height of the skis going down the track. Loosening the limiter lifts the skis, while tightening them adds more ski pressure. This should be the first adjustment made when testing. A turn on the limiter bolt nuts is a noticeable change.

- **REAR SPRING**
  The rear spring controls the ski lift on the start. Tightening the spring has less ski lift and softening the spring allows more ski lift and weight transfer. The front limiters also affect the start but keep in mind that the limiters affect the ski height all the way down the track, the rear spring is just the start.

- **FRONT ARM SPRINGS**
  Start with a small amount of tension on these springs, adjust them equally. They need to be stiff enough to help penetrate the studs at the front of the track. Running these springs too tight will make the machine teeter around the front of the rail. It's normally better if they are somewhat softer allowing the whole suspension to collapse uniformly on the start.

- **TROUBLESHOOTING**
  Too much lift: Tighten rear spring or pull up some rail.
  Too much track spin: Loosen rear spring or let some rail out.
  Sled pulls to the left: Loosen LH limiter or tighten RH limiter.
  Sled pulls to the right: Loosen RH limiter or tighten LH limiter.