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NEWS RELEASE

**TeamFAST.com Announces New
TEK Kit Product Line
9/22/09**



Eveleth, Minn. -- TeamFAST.com, the suspension technology specialists, has created a series of new suspension kits specifically tailored to today's *rider forward platforms*.

In a departure from the company's customary business model of selling complete proprietary suspension systems, they will also be producing bolt-on air-shock/spring kits that improve the big four's stock suspensions. "These kits have been developed primarily to enable owners to bridge the ride quality gap between their stock suspensions and our all-out M10 and M-20 systems," said Brian Rogers, general manager at TeamFAST.com. "We will recommend these systems to customers seeking performance improvement from their existing suspension." Rogers went on to state "a significant component in delivering the substantial gains our customers have come to expect will be the use of our flexible membrane rolling lobe airspring as opposed to the more common metal canister used on traditional airshocks. When you couple this technology with industry firsts like our DIVE-TEK system and TRI-TEK systems, we are 100% confident we can keep our promise of delivering significant and measurable ride and handling improvements for our customers."

Unique Advantages in Design Concepts

Steve Ridlon, a development specialist within TeamFAST stated, "with our Assault Airshocks we have some terrific advantages to offer a rider. Take useable stroke for instance, if you compare our Assault Airshocks to those currently on the market having the same extended length, generally you will find that our shock has roughly $\frac{3}{4}$ " more travel. With current era ski motion ratio in the area of 1.6 to 1, this equates to about 1.200" more ski travel, a significant advantage." Brian Roger was quick to add, "some time ago our R&D team learned that the relatively small air chamber volume of existing airshocks cause overly progressive spring rates. This over progressiveness tended to leave those airshocks too soft at lower pressure setting and too harsh at higher pressure leaving them with relatively narrow effective operating ranges. In contrast Assault Airshocks have nearly twice the volume and that point blank allows us to deliver a more suitably progressive spring rate for a broader effective operating range. This makes

them easier to set up and quite compliant throughout their full stroke, something existing airshocks haven't been able to deliver.”

TeamFAST.com has developed a series of **TEK-KITS** and as often has been the case with this group their front end kits have a different twist. The first product that stands out in the market is their three shock **TRI-TEK** kit which features three matched Assault Airshocks that work together as a team on the forward 2/3rds of the snowmobile – the primary damping for “rider forward snowmobiles”. The second and perhaps even more unique is their **DIVE-TEK** kit. Here TeamFAST has teamed up with CC-Ski-doo of Alaska to come up with a cross linking of the ski airshocks, said to produce a large improvement in chassis maneuverability when working the deep snows and side-hilling of the great white North. “This is a hot new user friendly addition to the mountain riding technique and we are going to use every tool available including the patent process to protect this technology”, stated Gerard Karpik the company's president.

TEK Kits Pass the TEST

Paul Kahtova of Virginia Minesota stated, “you can really tell the difference between riding with and without the **TRI-TEK system**. Normally my REV is quite choppy entering and exiting corners on well used trails. With that system in place it filters the annoying stuff right out, making me much quicker when the going starts to get rough!

Riding in the wilderness of Alaska present its unique set of conditions which include extreme climbing and out-of-the-way challenges where maneuverability can make the difference between getting in and out. Through the support of suspension specialists TeamFAST.com, Hal and Korey Cronquist of Team CC in Alaska were able to realize their ideas. Hal stated, “we get into some pretty rugged country around here and sometimes when your making a cut, it really needs to happen. We approached TeamFAST with some ideas and a want to improve our sled's carving ability in the steep and deep. Their **DIVE-TEK systems** make things a whole lot easier bending our sleds in and out of

trees and obstacles while we're working through Alaska's back country. The design is simply superior, they improved our ability to maneuver the sled while boondocking and sidehilling, there's the weight reduction and they overcame the cylinder friction inherent with other air shocks, it's something we've needed on the Ski-doo XP's." We really love this system!"

FOR MORE DETAILS OF INDIVIDUAL **TEK-KITS** PLEASE REVIEW BELOW

DUO-TEK BIG AIR ... AT LAST. Finally an airshock that has air chambers that are properly sized to meet the defined load range of ski suspensions, featuring two Assault SK ski shocks.

To date, snowmobile airshocks have metal air chambers that are so small they're unable to deliver the smooth and gradual force curve needed to match the wide yet defined range of loadings a ski suspension confronts. Because those airshock chambers are so small, their force curve ramp up is steep. There lies the root cause of the common experience of a rider being able to set air-pressure to work reasonably well in smaller bumps but then can't properly handle bigger ones. The results can be a fatiguing riding experience on anything resembling the average choppy trail. As proof of this, just check out how many secondary aftermarket bolt on "air chamber kits" are being sold to increase overall air chamber volume hoping to improve ride quality.

Through the use of our large and properly sized airsprings we are able to provide full stroke smoothness, while at the same time deliver severe bump bottoming prevention. These units deliver the greatest range of isolation or widest sweet spot available of any airshock, which is exactly what a rider needs to enjoy the ever changing conditions of trail systems today.

As for matching your Assault Airshocks to cornering needs, the large surface area of our pistons require just small shifts in air pressure when tailoring chassis roll-stiffness to your personal riding

style. To date these kits have been checked out for all Polaris IQ and Fusion models, Yamaha Nytro, Apex, Attack, RX-1 and some Venture models as well as all Ski-doo REV standard and XP models. Kits for Arctic and others will be added through the season so call in or check our website for the latest on additional models.

A SOLID IMPROVEMENT IN AIRSHOCK PERFORMANCE FOR YOUR SKIS!

DIVE-TEK, A MOUNTAIN RIDING BREAKTHROUGH.

Designed to enhance the maneuverability of Mountain Sleds, system reduces the effort required in making tight cuts while boondocking in the steep or deep. In its essence, a pair of Assault-SK ski shocks are interconnected with our Cross-Linked Air Spring technology (C-LAS). In its open position, C-LAS allows air volume to escape from the loaded or uphill side airspring into the unloaded or low side airspring which in turn helps the chassis roll into a cut or side hill. This enhanced body roll system greatly increases the rider's ability to manipulate the chassis in tight terrain and particularly when carving up a heavily wooded slope.

When the rider returns to normal trail surfaces, the enhanced body roll would be considered a negative. With the DIVE-TEK's Cross-Linked Air Spring technology the rider can easily change the roll dynamics of the sled. The rider simply positions the sled on a level surface so the shocks are equally extended, then switches the C-LAS back to its normally closed position. In this setting the air-springs act totally separate from each other so the conventional anti-roll cornering characteristics of the sled are restored. Whether you are an experienced rider or not, the DIVE-TEK system with Cross-Linked Air Spring technology will greatly increase your sleds maneuverability. Kits are currently available for all REV chassis with other makes soon to follow. These systems will be available in three levels starting with the top of the line DIVE-TEK SS featuring on board air and solenoid switching. In the middle the DIVE-TEK EL features onboard air with manual switching and finishing up with the lightweight DIVE-TEK LI which feature manual air and switching.

WHEN YOU'RE CHALLENGING THE STEEP AND DEEP THIS PRODUCT IMPROVES YOU!

TRI-TEK, For the REV, Nytro and IQ Polaris M-10 families. Significant trail riding enhancements are as easy as the removal and replacement of six bolts. This is a kit that addresses more than just what your skis are doing. Consisting of a set of two ASSAULT-SK ski shocks and one – ASSAULT-FT front track shock. Featuring matched air shock calibrations between the skis and front arm that will improve your sled's ride and handling. In particular while grinding through the annoying trail chop that tends to hammer away at one's forearms and upper body.

In the front of the rear suspension our Assault Airshock prevents the all too frequent bottoming of the rear suspension's front arm. This problem is far too prevalent on many of today's sleds in particular the significantly rider forward sleds such as the REV , Nytros and IQs. On these sleds the weight is shifted forward and the front arm has become the most heavily challenged portion of the suspension system.

At the skis we calm the frozen waters using a set of Assault SK Airshocks. To date, current airshocks have metal air chambers that are so small they are unable to deliver the smooth and gradual force curve that match up with the wide range of loadings a ski suspension confronts. Because they're small, their force curves ramp up, is too steep. If a rider sets the air-pressure in this type of airshock to work reasonably well in small to medium bumps then it will be too firm and harsh in large bumps. The results are a fatiguing riding experience on the common chop of average trails. Just check out how many secondary aftermarket bolt on "air chamber kits" are being sold that increase air chamber volume to improve ride.

Through the use of our large and properly sized air chambers we are able to provide full stroke smoothness, while at the same time deliver severe bump bottoming prevention. Our units deliver the full range of isolation a rider needs to enjoy the ever changing condition found on trail systems today.

On this kit we have obtained apparent and appreciable improvements through the front half of the sled and by making the front half work better the overall sled feels better. When riding a sled with a TRI-TEK kit, it almost feels as if both rear shocks were changed as the whole sled feels better. To date these kits have been checked out for every year Ski-doo REV and '08 and newer Yamaha Nytro model as well as IQ Polaris M-10 equipped models. Additional models will be added through the season so call for the latest additions.

FOR A DRAMTIC IMPROVEMENT ON THESE SLEDS – FEEL THE POWER OF THREE!

SI-TEK, THE ANSWER TO FRONT ARM CRASH-THROUGH, combined with med/small bump filtering and compliance, featuring a single Assault-FT front track shocks.

At the front of the rear suspension our Assault Airshock prevents the all too frequent bottoming of the front arm of the rear suspension. This problem is far too prevalent on many of today's rider forward sleds. On these sled types the weight has been shifted forward and the front arm has now become the most heavily challenged segment of the suspension system.

This shock features valving and air-spring calibrations that improves control of small and medium bumps while preventing frequent front arm bottoming commonly experienced on many newer sleds. A large part of this is accomplished by having a properly sized rolling lobe airspring. Not so large that it's unable to build enough force to resist bottoming, while not too small which stops it from building up too much force and becoming harsh.

IF YOU'RE TIRED OF TAKING THOSE IMPACTS TO YOUR FEET....THIS KIT IS THE ANSWER!

	Suggested Retail
TEK-Kit Pricing	
SI-TEK	\$ 370.00
DUO-TEK	\$ 850.00
DIVE-TEK LI	\$ 975.00
DIVE-TEK EL	\$ 1,095.00
DIVE-TEK SS	\$ 1,195.00
DIVE-TEK PLUS ELEC	\$ 1,575.00
TRI-TEK KIT	\$ 1,245.00

M-10 Air Update Kits

M-10 Assault FT	\$ 385.00
M-10 Assault RT	\$ 400.00
M-10 Assault-Pack	\$ 745.00

CALL AND ORDER TODAY! 218-744-2101