

## F.A.Q. about TeamFAST.com's RAV-TEK suspension 09-10-2010



**Q: How much of an improvement will I see over my stock Ski-doo suspension?**

**A:** The SC-IV and SC-V suspensions have garnered a lot of respect from their owners and snowmobile press. This doesn't mean there isn't plenty of room for improvement. Any REV owner who feels the cumulative effects at the end of a days ride will be able to take advantage of the benefits RAV-TEK's full four point air suspension provides. When properly executed, the isolating advantages of airsprings over steel springs area good deal more than noticeable. They have the capacity to knock the edge off of nearly all bump shapes and sizes. When you apply this advantage to all four points of a sled's suspending units the combination becomes an immediate standout. Any rider that installs this system will obtain a significant increase in bump isolation. The results are increased control and comfort leaving riders stronger, more energetic and enduring while they enjoy more of our great sport.

**Q: How does the new RAV-TEK system compare with a sled that has Assault ski shocks and M-20?**

**A:** M-20 equipped sleds are known for their ability to capably beat down the toughest bumps while delivering refined small bump performance. When they are compared to RAV-TEK units there is a gap. However, the isolating advantages of the RAV-TEK's four point air system narrows that gap. With RAV-TEK there is an increased width in the sled's comfort zone compared to stock so the reduction in the most frequent bump energies riders encounter is significant. Even though the RAV-TEK's comfort zone doesn't have the breadth of the M-20 its increase in range is impressive. Over and above the unit's comfort improvements is big bump, high energy performance. The new system does a great job of rounding off the peak energy spikes REV riders normally absorb when attempting to top or smash through high energy bumps. This combination leaves riders stronger, more capable and energetic than rider's with stock suspension.

**Q: How does the new RAV-TEK system compare with a sled that has Assault ski shocks and an M-10?**

**A:** In the case of the M-10 it narrows the gap between a well adjusted M-10 on the trail and a properly setup SC-IV or V but remains a bit shy of the M-10's trail friendly manners. In the rougher higher speed events they are close in performance with the exception being G-bumps events where the RAV-TEK performs better. These bumps are defined as high gravitational and low shock speed events as can be felt in gully shaped bumps or crossing the bottom of a sharp ditch. This is the one area in sport riding where rising rate suspension geometries perform better. In G-bumps the RAV-TEK does exhibit better performance than the M-10 and in high speed very rough conditions it does deliver the In G-bumps it

**Q: How much air pressure will I need for my weight?**

**A:** One of the greatest advantages an airshock has over conventional coil over shocks is the fact that setting and changing preload is easy. You simply add or reduce air-pressure. There are no sticky locking collars and slipping wrenches to deal with. For an average rider weighing 200 lbs the rear arm pressure will be in the 65-75 psi range and the front arm will be 25 to 35 depending on riding style. An initial setup chart will be available with each kit.

**Q: Is there an onboard air compressor kit available for the kit?**

**A:** The kits come standard with Shrader valve fillers on the upper end of the airshocks. An optional universal compressor kit is available.

**Q: Do you have much testing time on this system?**

**A:** We fully understand that buyers need solid, dependable products when they make a purchase from us. We haven't rushed this project. The system has two seasons of trail time on it. Our track record has generally been quite good in this area and with so much testing we are confident the RAV-TEK will perform to expectations.

**Q: Will this kit work in my older REV with an SC-III suspension?**

**A:** We are certain the ski calibration is just fine but our development group has as of yet to run the rear system in SC-III equipped sled. This is the first test they've scheduled to perform this fall. Our intent is to be shipping SC-III specific kits before Christmas. If you'd like to get on the waiting list please contact our sales personnel.

**Q: Does the new kit increase the travel of my sled?**

**A:** No, the travel remains exactly the same as the stock suspension. In real world numbers this is the space measured between the rear arm and the slide rail which is about 9.0" on an SC-V suspension. If you choose to compare using un-real double digit marketing numbers (that are frequently floated around the press) then these numbers remain equal between the RAV-TEK and the stock suspensions.

**Q: Do you offer the rear slide rail airshocks as a set?**

**A:** We do offer this as a partial set but with the understanding of our customers that it is as an economic stepping stone on the way to a complete four airshock kit. The reason the complete kit is needed to obtain the most out of the system is the rear skid and ski suspensions are matched to each other. If the sled is run with the rear system only, the sled will feel harsher overall because the energy from the skis will transfer back into the rest of the chassis.