



Tip Sheet

Number: 09-04

Date: 02/12/09

2009 TIP Sheet Ski-Doo Race Department

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1. Front suspension springs update:

<u>OPTIONAL SPRINGS 600RS 2009</u>				
<u>SKI</u>	<u>CODE COLOR</u>	<u>PN</u>	<u>Wire diameter (mm)</u>	<u>Free length (mm)</u>
110 lbs/in	white/pink	486 900 125	8,25	270
135 lbs/in	white/yellow	486 900 123	8,84	285
145 lbs/in	N/A	505 072 687	9,20	290
Ti 145 lbs/in	white/gold	486 900 002	10,00	272
155 lbs/in	white/silver	486 900 124	9,20	290
165 lbs/in	white/blue/orange	486 900 173	9,52	300
175 lbs/in	white/orange	486 900 174	9,52	290

Note: Stock spring rate is 145 lbs/in.

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2. Testing results indicate the following changes should be made for best Sno-X performances:

Suspension Sno-X (ski):

For better cornering and handling capability, optional stiffer spring may be used. 155 lbs/in seem to be the minimum rate. 165lbs/in is probably a good compromise for most of the racers. Along with this change, here is a proposed ski shock valving:

600 RS 2009 Ski	
505 072 564-565	
Valve spec	
REB.	COMP.
30-t0.203 x 1	34-t0.254 x 4
16-t0.114 x 1	22-t0.152 x 1
26-t0.114 x 1	34-t0.203 x 6
30-t0.203 x 5	28-t0.114 x 1
17-t0.114 x 1	26-t0.114 x 1
17-t0.700 x 1	18-t0.203 x 1
0 mm bleed piston	
BASE VALVE SPEC	
Rebound=0clicks // Low speed bump=4 clicks // High speed bump=1 turn	
IFP height = 54.5mm	
Spring rate = 155 or 165 lbs/in * 1/4" to 1/2" prel	

Remove 26 x .114 shim from rebound stack.
Changes are highlighted in Yellow. Parts to order and QTY are listed **below**.

Part description	Part #	QTY
Shim 30 x 0.203	486 900 085	2
Shim 18 x 0.203	486 900 075	2
155lbs/in Ski spring	486 900 124	2
165lbs/in Ski spring	486 900 173	2
175lbs/in Ski spring	486 900 174	2

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Suspension Sno-X (Center):

600 RS 2009 Center	
503 191 923	
Valve spec	
REB.	COMP.
30-t0.254 x 1	34-t0.254 x 7
16-t0.114 x 1	22-t0.152 x 1
26-t0.114 x 1	34-t0.254 x 3
30-t0.203 x 5	28-t0.114 x 1
17-t0.114 x 2	26-t0.114 x 1
	20-t0.203 x 1
0.9mm bleed piston	
BASE VALVE SPEC	
Low speed=2clicks // High speed=1 turn	
IFP height = 54,5mm	
Spring rate = 190lbs/in x 1/8"	

Remove 26 x .114 shim from rebound stack

Changes are highlighted in Yellow. Parts to order and QTY are listed **below**.

Part description	Part #	QTY
Shim 22 x 0.152	486 900 065	1
Shim 20 x 0.203	486 900 076	1
Shim 30 x 0.203	486 900 085	1
190lbs/in Center spring	486 900 122	1

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Suspension Sno-X (Rear):

600 RS 2009 Rear	
503 191 925	
Valve spec	
REB.	COMP.
30-t0.254 x 1	34-t0.254 x 8
16-t0.114 x 1	22-t0.152 x 1
26-t0.114 x 1	34-t0.254 x 3
30-t0.203 x 5	28-t0.114 x 1
19-t0.305 x 1	26-t0.114 x 1
	19-t0.114 x 2
0.9mm bleed piston	
BASE VALVE SPEC	
low speed=1clicks // High speed=1 turn	
IFP height = 54,5mm	
Spring rate = 1.56-100 #3	

Remove 26 x.114 shim from rebound stack

New shims highlighted in yellow. Parts to order and QTY are listed **below**.

Part description	Part #	QTY
Shim 34 x 0.254	486 900 098	1
Shim 22 x 0.152	486 900 065	1
Shim 19 x 0.114	486 900 050	2

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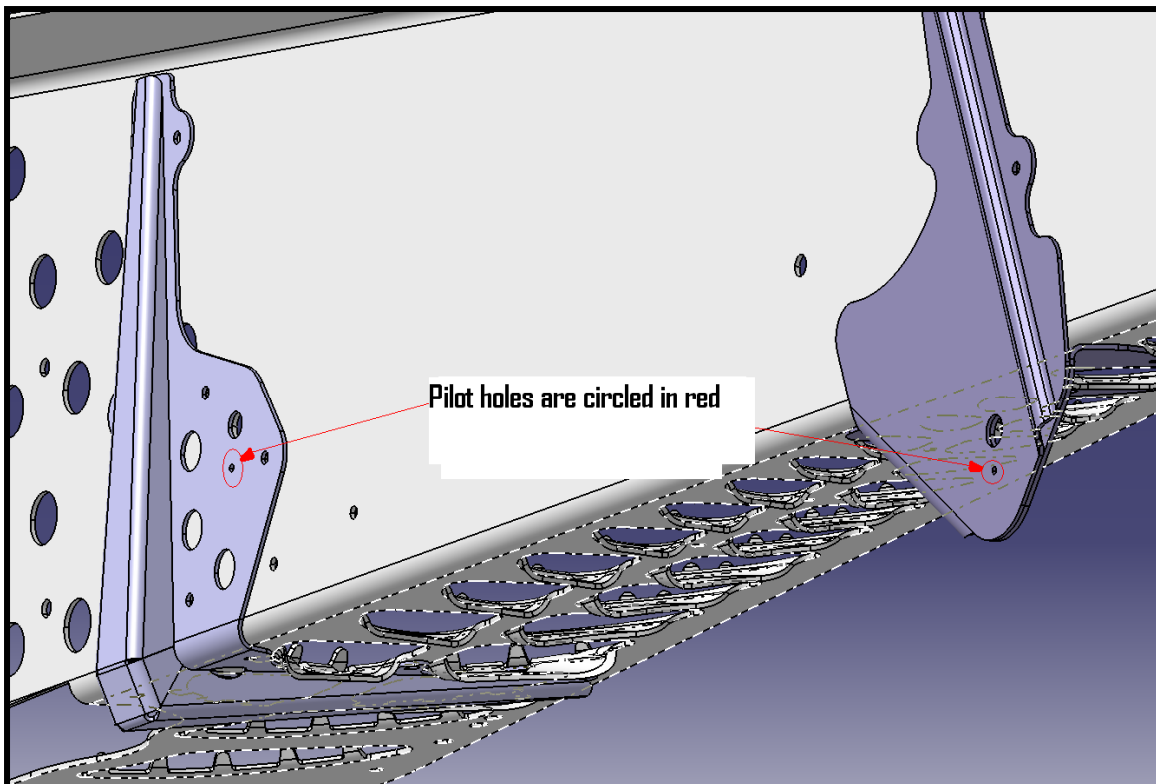


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3.) Rear suspension mounting points:

Your chassis has been produced with optional rear suspension mounting points. There is an optional lower position for both front and rear arm. The optional position is approximately 5/8" lower than stock. Using the lower position gives more chassis clearance with the ground and keeps better momentum through the whoop sections. It is legal to drill through and use this position in stock and open class. See below picture for pilot hole positions inside your tunnel:



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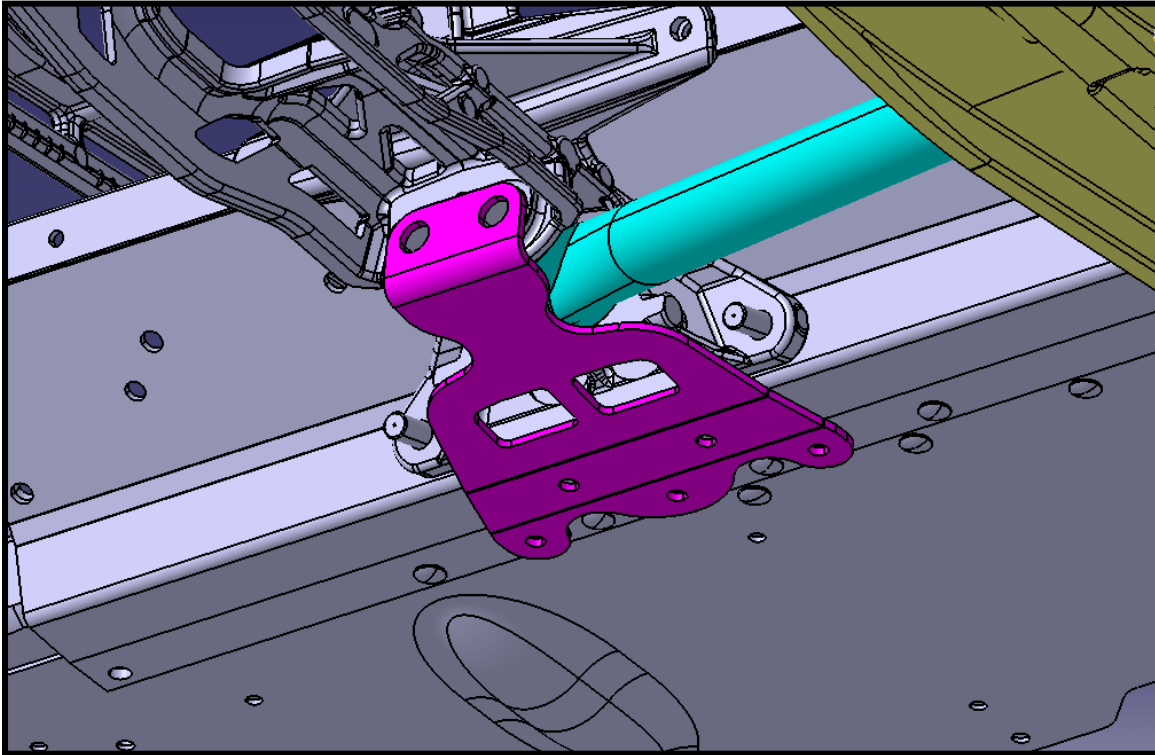


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3.) Suspension module reinforcement:

Some racers have experienced a problem with their front suspension module. In order to reinforce the suspension module casting, a new part will be available through the race shop soon: #486 900 164.



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