



► XF / XTX Aluminum rear arm

For Arctic Cat XF, Yamaha X-TX Viper and Sidewinder 141" track

Robert Véronneau ► Star Suspensions ► 12/22/2018



Star Suspensions
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Lighter and stronger than the stock item, this rear suspension arm fits with the Fox Float air shock or the ACT spring shock we find on these 141-inch track suspensions.

We also have two options for this arm:

- Auxiliary rear torsion Springs,
- Progressive geometry kit.

Aluminum rear arm :

The swingarm is designed with 6061T6 laser cut aluminum and machined by CNC. The pieces are bolted together (no welding), a design which allows flexibility of the arm and prevents fatigue breakage of the metal.



It has the same geometry as the original Arctic Cat arm. Bushings are also the same.

Auxiliary spring kit:

Do you ride with a passenger, or luggage, or you simply want to improve the comfort of the snowmobile?

We offer a torsion spring kit that fits on the aluminum arm. The idea is to use these springs as the main spring force and use the air pressure in the Fox damper solely to support an extra load.



A major disadvantage of the air damper when used in the rear relates to the need to use a lot of air pressure to support the snowmobile. The air seal is strongly compressed against the damper tube, creating unwanted friction/stiction.

With the spring kit and a single rider, we adjust the damper pressure to 0 psi. The reduction in friction in the shock absorber greatly improves the comfort of the suspension.

In addition to preloading the springs with the cams, a pressure of 30 to 50 psi is sufficient to support a passenger and/or luggage.

Progressive kit:

The original geometry of the 141-inch suspension is regressive. This means the shock ratio becomes weaker/softer as the suspension compresses in its travel. This works acceptably well with the air damper for a single rider but there are comfort gains to be had by transforming it to a progressive geometry.



We designed a pull rod set which works with the aluminum arm to make the suspension geometry progressive, providing increased comfort in small bumps while resisting bottoming. The progressive kit works particularly well with the ACT spring shock, or with the torsion spring kit.



Rebuilding and re-valving shocks :

Re-valving of the shocks is not required for this assembly. The arm and the springs already greatly improve the behavior of this suspension.

As kilometres accumulate, the oil in your shock absorbers degrade and may need to be changed. We have the parts and expertise to rebuild your shocks and we can re-valve them specifically for you, your use and your driving style. We excel at getting you that little edge that will make you love your snowmobile.

Price List XF-XTX 141 :

At December 22nd, 2018. Prices are in Canadian Currency.

- Aluminum rear suspension arm: \$ 360
- Torsion spring kit: \$ 230
- Progressive pull rod kit: \$ 140
- Rebuilding and re-valving reservoir-less shock: \$ 80 each (plus parts if required).
- Rebuilding and re-valving reservoir shock (QS3): \$ 90 each (plus parts if required).
- 5-position preload cam kit: \$ 85
- Re-valved ACT rear shock with spring, new: \$ 400
- New re-valved center shock: \$ 200
- Center shock spring: 50 - 80 \$
- Re-valved ACT front (skis) shock absorbers with springs, new : 500 \$
- ELKA shock absorbers: On request

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