

FRONT SUSPENSION SETTINGS

MXZ X-RS 20TH ANNIVERSARY EDITION

The MXZ, the closest to the championship-winning Ski-Doo snocross sled, will get a unique color scheme and design elements but also adds the **Racing Integral Base Valve** shocks that feature rebound plus high and low speed compression damping adjustments

Integral Base Valve Adjuster: Straight off the racing MXZ 600RS this allows riders to fine tune both high and low speed compression plus rebound damping quickly and easily.



RACING INTEGRAL BASE VALVE

Your 20th Anniversary Ski-Doo MXZ X-RS features high-performance KYB PRO racing shock absorbers equipped with Racing Integral Base Valve. These components allow you to precisely tune low-speed compression, high-speed compression, and rebound damping to match aggressive trail conditions.



ski-doo



1. Low speed compression
2. High speed compression
3. Rebound

LOW SPEED COMPRESSION

Controls the compression damping, at lower shock speed – generally at lower vehicle velocity – body roll or bigger "G" bumps.

Turn clockwise to get a firmer compression damping (slow compression).

Turn counterclockwise to get a softer compression damping (slow compression).

HIGH SPEED COMPRESSION

Controls the compression damping, in case of high-speed shock impacts – generally at higher vehicle velocity.

Turn clockwise to get a firmer compression damping (fast compression).

Turn counterclockwise to get a softer compression damping (fast compression).

REBOUND

Fine-tunes the shock extension speed – generally at higher vehicle velocity. Faster or open rebound increases traction and ground contact.

Turn clockwise to reduce suspension extension speed.

Turn counterclockwise to get a faster suspension extension.

HOW TO ADJUST

1. Use a flat-blade screwdriver to adjust. Turn clockwise to increase damping force and counterclockwise to decrease damping force.



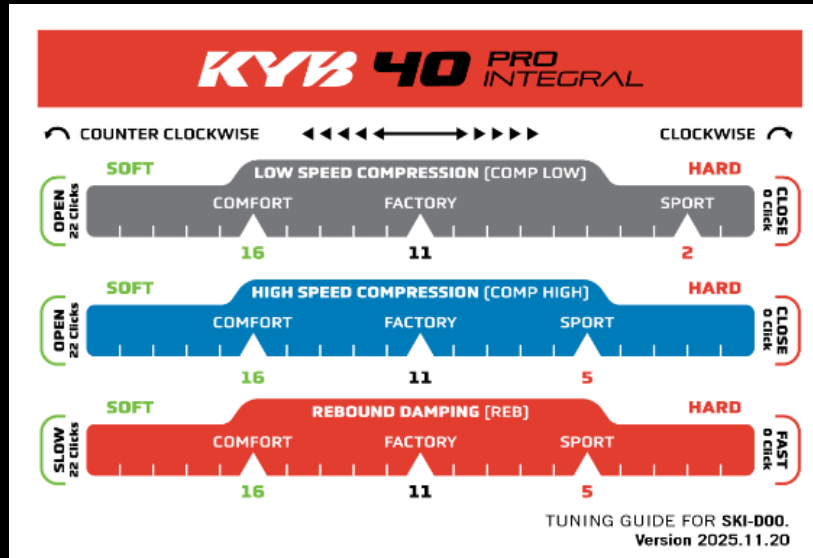
NEVER use force on the adjuster screw when it is in the fully closed or fully open position.

2. Turn each knob clockwise to the fully closed position (0).
3. Turn each knob counterclockwise in increments of 1 or 2 clicks. Count the clicks until the desired setting is reached.
4. Use the following Tuning Guide to adjust the suspension. Sport, factory, and comfort settings are suggested but you are free to customize your suspension up to 22 clicks.



To return to the default factory setting, turn each knob clockwise to the fully close position (0). Then turn each knob counterclockwise **11 clicks**.

TUNING GUIDE



BRP recommends using the same suspension settings on both sides of the vehicle to help maintain balanced, consistent, and predictable handling under various riding conditions. For more information, refer to the *Tune Your Ride* section of your Operator's Guide.

Q & A

Is this new Base Valve the same as the 600RS race sled?

It is the same valve component, but with 22 increments instead of 44 on the 600RS, making it easier to adjust.

What does the Integral Base Valve control?

Low shock speed compression
High shock speed compression
Rebound

What is the main advantage of the Integral Base Valve?

It allows the user to fine-tune their ride with precision and independent settings.

How do I choose my settings?

You can find adjustment settings decal on the belt guard. The decal shows the factory, comfort and sport settings suggestions.

What does each knob do?

COMP LOW – Grey knob: Low shock speed compression damping adjustments.

COMP HIGH – Blue knob: High shock speed compression damping adjustments.

REB – Red knob: Rebound (extension) damping adjustment.