



Date: May 7, 2001

Service Bulletin

Affected Model(s): 2002 ZL 600 EFI SS (Early Build)

Bulletin No: 2002-1-01

VIN: 4UF02SNW22T100646 through 4UF02SNW92T101132

Product Line: Snowmobile

Subject: Rear Shock Link Mounting Location

The introduction of the 2002 ZL 600 EFI SS snowmobile has been received with much praise and positive feedback from dealers and customers. The innovative Smart-Ride Suspension, which automatically reacts to the position of both rear shocks, allows the optimum in riding comfort. Arctic Cat takes pride in introducing the best in engineering and is indeed proud of the Smart-Ride Suspension; however, a concern regarding the new shock system has been brought to our attention by our customers.

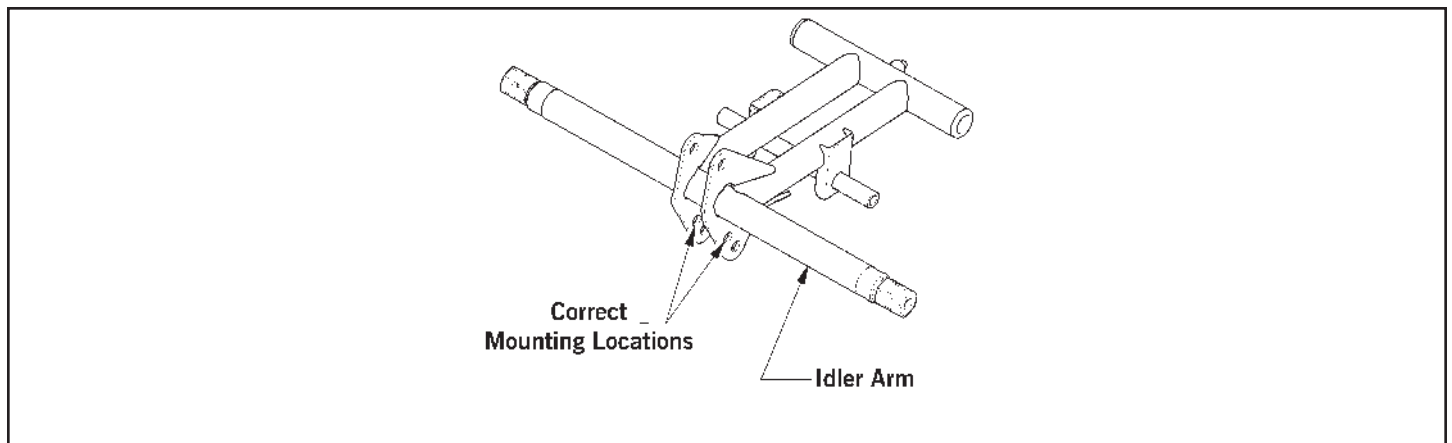
Condition: In some cases, the idler arm shock mounting bracket may come into contact with the shock reservoir when the skid frame is collapsed or “bottomed” out. This condition may cause damage to the shock reservoir clamp, the top edge of the shock reservoir, or the reservoir hose.

It has been determined through extensive testing that the above condition will occur if the upper shock link eyelets are mounted in the incorrect mounting holes (lower) on the idler arm bracket. Although Arctic Cat is confident that the majority of the shock links were installed properly, it has come to our attention that, in some cases, the shock links may have been installed in the lower mounting holes during assembly.

■ **NOTE:** The shock links (p/n 0704-350) should be mounted in the upper mounting holes of the bracket. If the shock links are mounted in the upper mounting holes, the bracket will not come into contact with the reservoir.

Solution: Inspect the mounting location of the rear shock links on the affected snowmobile. If the shock links are mounted in the lower holes in the rear idler arm bracket, it will be necessary to move the mounting locations to the upper mounting holes. See Fig. 1 for the proper mounting location.

Fig. 1



Recommended Procedure for Changing the Rear Shock Link Locations

■ **NOTE:** Although it may be possible for one person to perform the following procedures, it is strongly recommended that an assistant be available to aid in some of the procedures.

1. Place the snowmobile onto the right side; then release the left suspension spring tension.
2. Place the snowmobile onto the left side; then release the right suspension spring tension. Remove the rear cap screw securing the skid frame to the tunnel.
3. Place the snowmobile onto the right side; then remove the rear cap screw securing the skid frame to the tunnel. Pull rear section of the skid frame free from the tunnel.
4. Using a flex socket, remove the cap screw securing the upper shock link eyelets to the idler arm bracket. Account for lock nuts, washers, flanged axle links, shock sleeves, and a shock link spacer.
5. Making sure the flanged axle links, shock sleeves, and the shock link spacer are in the proper positions, align a shock link eyelet with the **upper** bracket mounting hole.
6. Making sure the shock link spacer is positioned between the shock link eyelet mounting holes, insert the cap screw w/washer through the shock link eyelets. Secure with washer and lock nut. Tighten to 3.2 kg-m (23 ft-lb).
7. Install the cap screw securing the skid frame to the tunnel; then place the snowmobile on the opposite side and install the remaining cap screw securing the skid frame to the tunnel. Install the suspension spring.
8. Place the snowmobile on the opposite side and install the suspension spring.
9. Place the snowmobile in an upright position; then tighten both skid frame/tunnel cap screws to 3.2 kg-m (23 ft-lb).

■ **NOTE:** At this time, inspect the reservoir clamp securing the reservoir to the shock body to make sure it is secure. The clamp should be tightened to a minimum of 0.09 kg-m (30 in.-lb).

Parts: None

Warranty: A labor allowance of 0.7 hr will be paid per affected snowmobile for inspecting and tightening the reservoir clamp and changing the mounting location of the rear shock links if necessary.

Only one vehicle identification number (VIN) per claim can be entered. Do not submit a group claim.

Enter 2002-1-01 in the Complaint section of the Warranty Claim Request form.

■ **NOTE:** This bulletin expires May 7, 2003.



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