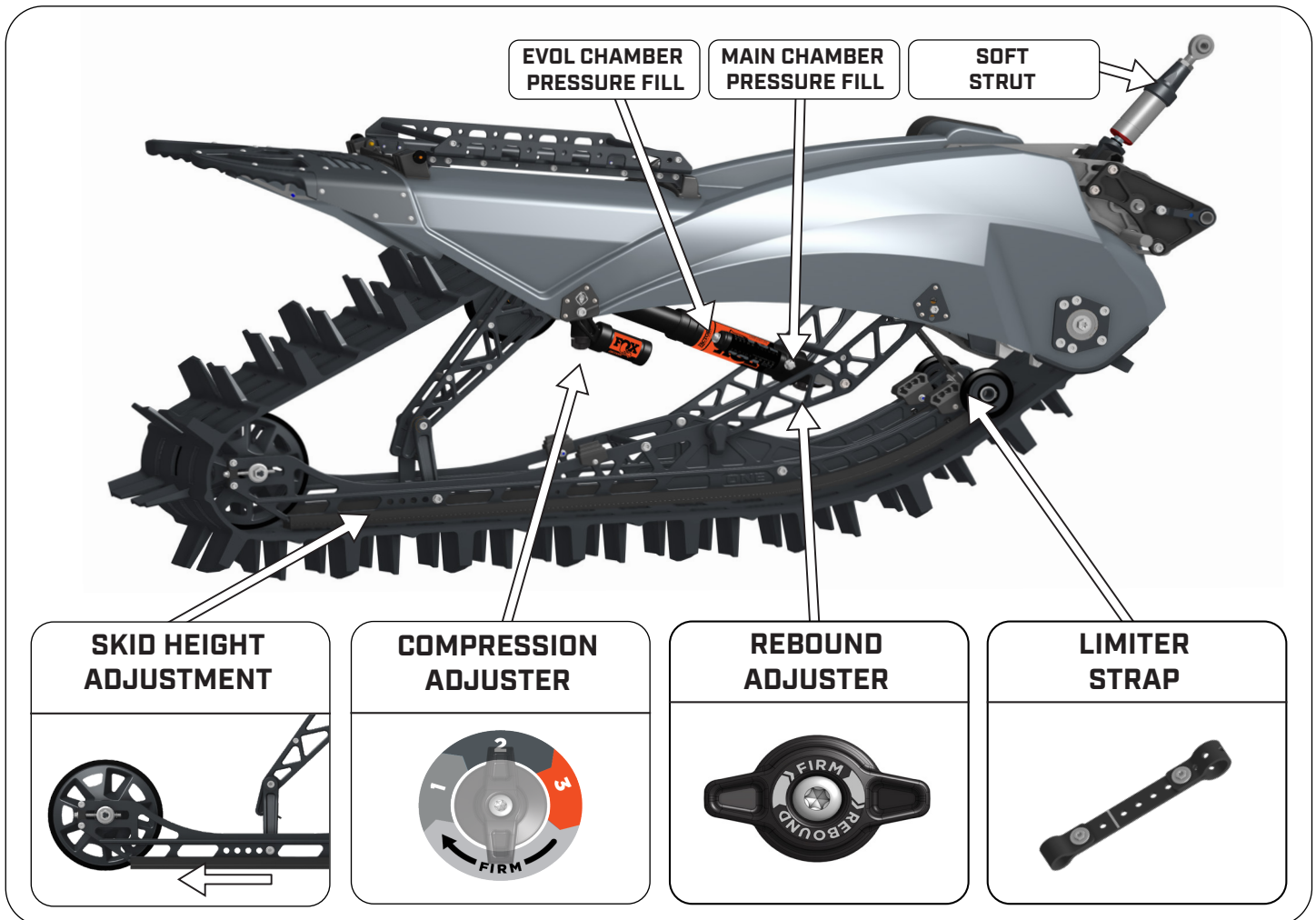


2026

ONE SKID SETUP



ONE SKID SETUP GUIDELINES



ONE SKID OVERVIEW :

The ONE skid was designed and developed to give riders the ultimate freedom to adjust their setup to their riding style. From setting your skid height, adjustments to compression, rebound and air pressures to setting your front limiter strap, this skid allows you to fine tune every aspect of your ride. This manual will go over all of these settings in detail to help you get the best performance out of your skid.

SKID HEIGHT ADJUSTMENT

On your ONE skid you can set the height of your kit. By changing the rear pivot link you are able to change the skid height by up to 2.5in [63.5 mm]. Each increment / hole position you move the pivot link towards the rear lowers the kit by .625in [15.875mm].

Note: When changing the height of the skid be aware that this will affect how the kit handles. You will need to make adjustments to your air pressures and limiter strap to compensate for this change. By lowering the kit it will also reduce the total travel of the kit.

LIMITER STRAP

Your limiter strap will have a significant affect on how your kit will handle. We recommend that you adjust this to your riding style.

By running a fully extend limiter strap [210mm] your kit will be playful and want to wheelie. By running your limiter strap in its shortest position [170mm] your kit will feel more planted and will be better for climbing.

AIR PRESSURES

The air pressures you run are dependent on rider weight with gear and your riding ability. We suggest that you fine tune your air pressures to your riding style. While we have a suggested air pressure chart this is a guideline. We recommend setting your pressure to where you experience 1-2 bottom outs a day. This may change throughout the riding year as you progress in your riding and may need readjust pressures.

COMPRESSION

A 3-position compression adjustment on the shock allows you to fine-tune how the suspension feels when absorbing impacts. There are three settings to chose from — Soft, Medium, and Firm.

REBOUND

A 3-position rebound adjustment on a your shock controls how quickly the suspension returns to its extended position after being compressed. There are three settings to choose from — Slow, Medium, and Fast.



STEP ONE SKID HEIGHT SETUP



WARNING



WARNING: There are several **pinch points** on your skid. Always remove all main chamber pressure from your shock before adjusting the rear pivot link. Failure to do so may result in parts moving unexpectedly. Make sure that your skid is in a stable position when changing any setting.

ONE SKID HEIGHT ADJUSTMENT:

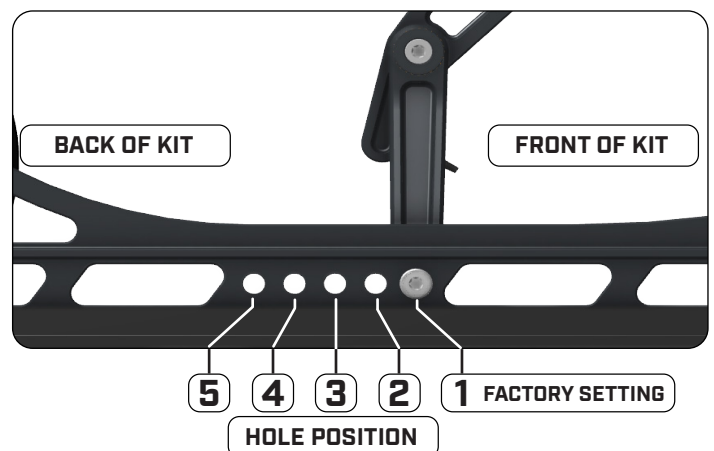
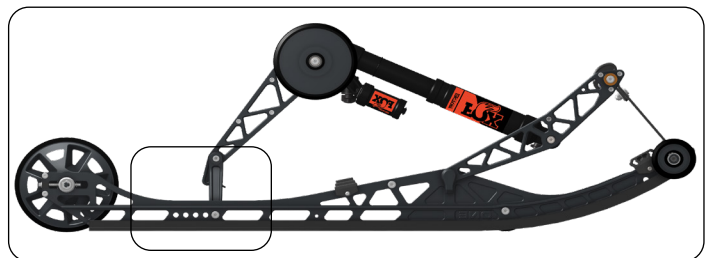
Your kit comes from the factory in its full suspension travel setting. The pivot link is set to the hole furthest forward on the kit. This will give the maximum performance and suspension travel. By setting your pivot link in the rear hole you can reduce the overall height of your skid by 2.5in (63.5 mm) If you are looking for the maximum performance then you can leave the pivot link in its factory setting and proceed to the next setup step.

This is the **first step** to setting up your skid. Make sure your skid and bike are secured and you are aware of all pinch points on the skid.

- To adjust skid height, let the **MAIN pressure** out then the **EVOL pressure**

- Once you have removed the air pressure in your shock remove the two bolts holding the pivot link to the rail. These can be removed using a 12mm or T40 Torx.

- Each hole changes ride height by 0.625in (15.875mm) See hole position chart for adjustments .



NOTE: Changing your skid height from its factory height will affect the handling of both the kit and how the ski reacts. This may result in needing to change the strut rod length and the fork tube height in the triple clamps.

NOTE: It is recommended that when running the skid in **position 4 & 5** that you run our short spindle for best results. Our short spindle blades are 2.5in lower than our stock spindle blades. This will allow your kit to keep the geometry you like in a 2.5in shorter setup.

HOLE POSITION	KIT DROP	TRAVEL
1	0 in (0mm)	MAX TRAVEL
2	-.625 in (15.9mm)	
3	-1.25 in (31.75mm)	
4	-1.875 in (47.6mm)	
5	-2.5 in (63.5mm)	LEAST TRAVEL



STEP TWO: LIMITER STRAP SETUP

LIMITER STRAP SETUP:

The next step in setting up your ONE skid is setting your limiter strap length. The lengths suggested in this setup guide are for the skid in its full travel (**position 1**) in the rear height adjustment holes.

Your ONE skid limiter strap will come setup from the factory at **180mm**. We feel this is a great overall setting for exploring the mountain. We encourage you to play with this setting as it will change the way you attack the mountain.

NOTE: If you are running your skid in a **shorter setup** you will need to run a shorter limiter strap to achieve the same feeling.

TALL SKID HEIGHT (POSITION 1 FACTORY SETTING)

When using the factory skid height, you can refer to the LIMITER STRAP LENGTH chart.

MID SKID HEIGHT SETUP (POSITION 2-3)

If you are running the rear pivot link in **positions 2-3** you will need to drop -5mm on the chart to have a similar feel to the factory skid height settings. E.g. dropping from 180mm to 175mm.

SHORT SKID HEIGHT SETUP (POSITION 4-5)

If you are running the rear pivot link in **positions 4-5** you will need to drop -10mm on the chart to have a similar to the factory skid height settings. E.g. dropping from 180mm to 170mm.

NOTE: If you are unable to get the same climbing performance with your skid in the shortest position you can drop below the 170mm length to 160mm to have the best climbing results. In this case you will be below the marked line on the limiter strap.

LIMITER STRAP LENGTH

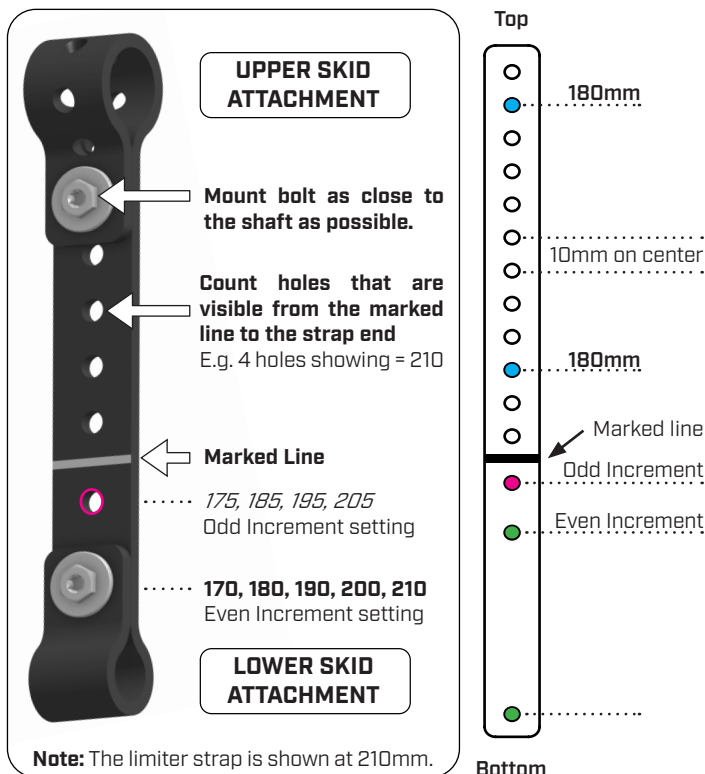
LENGTH	AFFECT ON HANDLING
170 mm	BEST FOR CLIMBING PLANTED SKI
175 mm	
180 mm	FACTORY LENGTH
185 mm	
190 mm	BEST FOR WHEELIES LIGHT SKI
195 mm	
200 mm	
205 mm	
210 mm	

LIMITER STRAP ADJUSTMENT:

Changing your limiter strap on your yeti skid will have a significant impact on how your kit handles in different conditions. Changing your limiter strap length allows you to fine tune how your kit handles and allows you to fine tune your skid to your riding style.

Running a shorter limiter strap will allow you to climb better and have more front end feel, this will also increase ski pressure.

Running a longer limiter strap will result in a more playful front end. This will reduce ski pressure and allow your kit to wheelie more easily.



EVEN INCREMENTS	ODD INCREMENTS
170 mm = NO HOLES	175 mm = 1 HOLE
180 mm = 1 HOLE	185 mm = 2 HOLES
190 mm = 2 HOLES	195 mm = 3 HOLES
200 mm = 3 HOLES	205 mm = 4 HOLES
210 mm = 4 HOLES	

ADJUSTMENT:

The blue and green markings indicate the factory setting that will set the strap to 180mm to change this you can adjust the hole positions by 10mm by adjusting the top hole positions. To use the odd increment scale move the lower attachment up one bolt hole to the odd increment setting indicated in the image by the red marking then adjust the top strap to desired length. The marked line should be facing the rear of your kit.

Note: the limiter strap should be able to rotate around the top arm and bottom arm. If it can't rotate this can cause premature wear or failure. Always inspect your limiter strap before every ride and replace if it is worn.



STEP THREE: FOX FLOAT 3 SETUP



⚠ WARNING ⚠

WARNING: DO NOT EXCEED **300PSI** IN THE EVOL CHAMBER

ALWAYS: set **EVOL** chamber pressure before your **MAIN** air chamber pressure.

NOTE: For complete shock information and set up please refer to the shock owners manual on yetisnowmx.ca

PRESSURE CHART RIDER WITH GEAR

WEIGHT	EVOL [1]	MAIN [2]
100 lbs [45kg]	100 psi	60 psi
125 lbs [57kg]	120 psi	70 psi
150 lbs [68kg]	140 psi	80 psi
175 lbs [79kg]	180 psi	85 psi
200 lbs [91kg]	190 psi	95 psi
225 lbs [102kg]	200 psi	100 psi
250 lbs [113kg]	220 psi	110 psi
275 lbs [125kg]	235 psi	125 psi
300 lbs [136kg]	255 psi	135 psi
325 lbs [147kg]	275 psi	145 psi

NOTE: This is a general guideline for shock pressures. Depending on rider style and experience this will vary. An ideal shock setup will bottom out once or twice a day.

FOX FLOAT 3 SETUP:

Now that you have your skid height and limiter strap setup its time to set your shock pressures. Your fox float 3 is an air shock that comes with an EVOL air chamber, MAIN air chamber, rebound and compression. Each one of these settings can have a significant impact on the shocks performance.

Below we provide a general starting point for your shocks air pressures. The weights provided are rider with gear. The goal is to get your setup as close to how you would ride it on the mountain.

NOTE: When setting your air pressures you want to make sure that you are close to the air temperature that you will be riding as air shocks are temperature dependent.

CASUAL RIDER:

If your riding style is less aggressive and you aren't looking to attack through every set of whoop and side hits we recommend dropping down one weight class as a starting point for air pressures. E.g. if you are a 200lbs with gear drop to 175lbs

EXPERIENCED RIDER

If you enjoy going through the whoops quickly and enjoy exploring the mountain to the fullest of your ability then pressures on the chart are setup for this style of riding.

AGGRESSIVE RIDER

If you are looking for the max out of what the mountain has to offer and you are running the whoops like a race and getting after every side hit and jump you can find. For this we recommend going up one or two weight categories as a starting air pressure.

STEP 1:

Lift your kit up in the air or make sure that your kit is in its max stroke. If your kit has weight on it or is sitting on the ground it will put the shock into its stroke and this will affect your pressures.

STEP 2:

Select your rider weight from the chart below. We also recommend setting your kid up with your **compression** and **rebound** in its **middle setting**. This should be what you ride around the majority of the time, that way when you are looking to do a big climb or a drop you can add compression and rebound to accommodate these different conditions.

STEP 3:

Always set your **EVOL** pressure first. Set this based off of chart to the left. The **EVOL** is what sets your bottom out pressures. If you are experiencing regular bottom outs, but like how the shock is performing in its mid stroke, adjust the EVOL. Bottom out is indicated by the rubber travel indicator on the shock shaft. We recommend going up in 25psi increments on the EVOL.

STEP 4:

Next set your **MAIN** air chamber pressure. This is your shocks preload and is what deals with the majority of your shock's travel. If you feel that you are blowing through your mid travel or your suspension is feeling too stiff through its travel then you will want to adjust your shocks preload. We recommend 5psi increments.



STEP FOUR: FOX FLOAT 3 ADJUSTMENTS

FLOAT 3 SERIES

PRELOAD ADJUSTMENT:

Always lift your YETI kit off the ground and ensure there is no load on the shock prior to making any adjustments.

To adjust pressures, thread the shock pump onto the **EVOL** air filler valve and adjust the pressure to the recommended starting point pressure shown under the supplied pressure guide.

- **Always** set EVOL chamber pressure before your MAIN air chamber pressure.
- The EVOL chamber **does not** affect preload. Only adjust MAIN air chamber pressure when adjusting preload.
- To adjust preload thread the shock pump onto the **MAIN** air filler valve. Adjust the pressure in 5 PSI increments to your desired feel. You can decrease air pressure by pushing the BACK-BLEED valve on the pump.

NOTE: When re-checking pressures, the gauge will always read lower. This is due to air pressure traveling from the air chamber to the pump each time the pump is re-attached to the shock. This inherently causes a lower reading on the pump.

NOTE: Set the air pressure at a temperature as close to the anticipated riding condition as possible. Air shocks are temperature dependent. If the temperature changes by more than 30 degrees Fahrenheit or 17 degrees Celsius, it is recommended that the pressure settings be adjusted to compensate.

NOTE: When un-threading the pump from the air filler valve, the sound of air loss is from the pump only and not the shock.



COMPRESSION

POSITION 1: Low | Comfort ride

POSITION 2: Mid | Comfort/Aggressive ride (STOCK)

POSITION 3: Max | Aggressive ride

COMPRESSION

On your FOX FLOAT there is a 3-position compression adjustment on the shock. This allows the rider to fine-tune how firm or soft the suspension feels when absorbing impacts. The three settings—Soft, Medium, and Firm—control the flow of oil through the compression circuit, changing how quickly the shock resists compression. This lets riders adapt their suspension performance to different terrain types, from smooth trails to aggressive or high-impact riding conditions.



REBOUND

POSITION 1: Low rebound dampening | Fast

POSITION 2: Mid rebound dampening | (STOCK)

POSITION 3: Max rebound dampening | Slow

REBOUND

A 3-position rebound adjustment on a your shock controls how quickly the suspension returns to its extended position after being compressed. The three settings—Slow, Medium, and Fast—regulate the flow of oil through the rebound circuit, affecting how the shock responds after impacts. This adjustment helps riders fine-tune traction and comfort, preventing the suspension from either “packing down” on rough terrain or rebounding too quickly and causing instability.

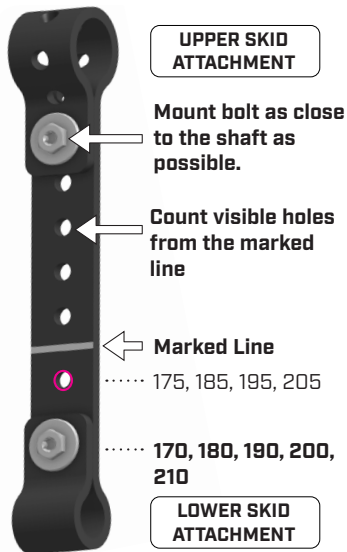
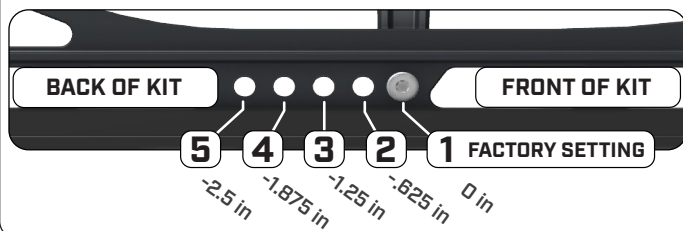
THANKS FOR SUPPORTING



MOUNTAIN CARD ONE SKID SETUP

ONE SKID MOUNTAIN CARD

SKID HEIGHT



Note: the limiter strap is shown at 210mm.

LIMITER STRAP

EVEN INCREMENTS

170 mm = NO HOLES
180 mm = 1 HOLE
190 mm = 2 HOLES
200 mm = 3 HOLES
210 mm = 4 HOLES

ODD INCREMENTS

175 mm = NO HOLES
185 mm = 1 HOLE
195 mm = 2 HOLES
205 mm = 3 HOLES

FOX FLOAT 3

WARNING: DO NOT EXCEED **300PSI** IN THE EVOL CHAMBER

ALWAYS: set **EVOL** chamber pressure before your **MAIN** air chamber pressure.

NOTE: An ideal shock setup will bottom out once or twice a day.

WEIGHT	EVOL (1)	MAIN (2)
100 lbs [45kg]	100 psi	60 psi
125 lbs [57kg]	120 psi	70 psi
150 lbs [68kg]	140 psi	80 psi
175 lbs [79kg]	180 psi	85 psi
200 lbs [91kg]	190 psi	95 psi
225 lbs [102kg]	200 psi	100 psi
250 lbs [113kg]	220 psi	110 psi
275 lbs [125kg]	235 psi	125 psi
300 lbs [136kg]	255 psi	135 psi
325 lbs [147kg]	275 psi	145 psi



COMPRESSION

POSITION 1: Low | Comfort ride
POSITION 2: Mid | Comfort/Aggressive ride (STOCK)
POSITION 3: Max | Aggressive ride



REBOUND

POSITION 1: Low rebound dampening | Fast
POSITION 2: Mid rebound dampening | (STOCK)
POSITION 3: Max rebound dampening | Slow

