

PRODUCT OVERVIEW

Built around Elka's well proven High-Flow technology, the new 3.0" Stage 5 shocks feature a redesigned dual-speed compression adjuster combined with rebound and spring preload adjustments. They also feature adjustable crossover rings that allows precise setting of the transition from the dual-rate springs to the main spring, allowing fine-tuning of the plush initial portion of the wheel travel vs. a firmer spring platform deeper in the travel to prevent bottoming-out. Other technical features include low-friction Teflon-coated body (PTFE), COM10 spherical bearings for mounting, fully sealed mounting spacers, a sturdy induction-hardened 7/8" (22mm) steel shaft and durable hard-anodized billet machined aluminum components. Internal seals and wear-bands are huge and wide to reduce lateral flex and ensure fade-free consistent performance. This platform also uses an Elka-exclusive internal top-out spring that prevents wear, noise and vibration caused by sudden full extension. Remote reservoirs are linked with swiveling big-bore hoses & fittings and are secured to the vehicle using the included billet-machined clamps.

This new platform is being raced professionally this season in the Best In The Desert Series and SCORE Series in the UTV Pro Turbo Class by Team BlackHills UTV of Mike Cafro & Jamie Kirkpatrick and Team Desert Toyz of Cory Sappington and also in the WORCS Series' SXS Pro and SXS Pro Stock by Beau Baron and Matthew Hancock.

ADJUSTMENTS

- LOW-SPEED COMPRESSION**
 Controls body roll when cornering, rear-end squatting under hard acceleration, front-end diving when braking, riding over whoops at moderate speed, undulations and elevation changes in the terrain
- HIGH-SPEED COMPRESSION**
 Controls landing from big jumps, resistance to harsh or sudden square-edged impacts, riding at high-speed over whoops, vibration when riding at very high speed or when riding over choppy terrain and tire tracks
- REBOUND**
 Controls the speed at which the shock absorbers return to their fully extended position after being compressed from an impact, keeping the wheels on the ground for maximum traction and reducing the bucking effect caused by the spring pressure pushing back after an impact
- SPRING PRELOAD**
 Lets the driver fine-tune the initial force applied on the springs and precisely balance the weight distribution across the front and rear wheels while setting up the ride height (ground or chassis clearance) and to lower or raise the vehicle to adapt to various situations or to suit your personal preference
- ADJUSTABLE CROSS-OVER TRANSFER RINGS**
 Provides precise adjustment of the transition from the dual-rate springs to the main spring, allowing fine tuning of the plush initial portion of the wheel travel vs. firmer spring platform deeper in the travel to resist bottoming

TECHNICAL FEATURES

- Massive 3.0" (66mm) aluminum body and 2.5" (56mm) reservoir, allowing huge oil displacement providing smooth, plush and precise damping
- Low-friction Teflon-coated body (PTFE)
- Sturdy, induction-hardened 7/8" (22mm) steel shaft
- Hard anodized billet machined aluminum components

APPLICATIONS & PRICING

Polaris RZR 1000 XP / 1000XP-4, two rear shocks **\$2,799.98 /pair USD**

Can-Am Maverick X3-XRS / X3-XDS, two rear shocks **\$2,799.98 /pair USD**

*Available with valving tuned for Desert Racing, XC Racing, MX Racing, Dune Riding, Recreational / Trail Riding
 Configurations available for stock geometry as well as Lonestar, Grounded4 and Holtz geometries.*



TECHNICAL FEATURES



High-Flow Dual-Compression Adjuster



Included Billet-Machined Clamps



Elka-Exclusive Internal Top-Out Spring



Rebound Adjuster



Huge 2.5" (56mm) Remote Reservoirs



Heavy-Duty, Wide Wear-Bands and Sealing O-Rings



Adjustable Crossover Transfer Rings



High-Flow Swivel Fittings



**COM10 Spherical Bearings
& Sealed Mounting Spacers**



Spring Preload Adjustment



High-Flow, Big Bore Hoses



High-Flow Circuits