



Boot-Fitting Guide

This is a simple guide outlining a starting point and effective process for getting your new/current boots dialed in. The following notes are organized in chronological order:

- Soles and Boot Boards -

- 1) Check the footbeds and boot boards before getting into canting. Often, fit-related issues are caused by one or both pieces (footbeds and/or boot boards) not working together with the boot.
- 2) Ensure the sole of the boot is flat and has no play side to side when sat on a flat surface. Some boots come out of the box with slightly torqued soles and will have a slight rock from side to side, which affects alignment and binding contact. In most cases, the amount of plastic shaved off is less than 1mm.
- 3) (Optional) Add riser plates. FIS rules allow for a maximum boot height of 43mm, measured from heel sole to heel pocket inside the boot (including boot board, liner, footbed). When it comes to adding risers to your boots, it is best to have a professional boot-fitter do it to ensure everything fits properly, but if you have the tools and feel confident it is not a difficult process.
- 4) Check boot board and flatten (if necessary) to decrease ramp angle. A good target starting place is roughly a 2° ramp forward from heel to toe. Flattening the boot board allows your heel to sit more comfortably (and properly) in the heel pocket of the boot, thus minimizing the rubbing and vibration that creates those ugly heel-bumps most skiers have. It also helps by allowing your ankle to sit and move more naturally within the boot, rather than being locked in a flexed position.

2028 Rob Boyd Way, Whistler, BC, V8E 0B6
Tel: 604-932-4644 | Fax: 604-932-1180 | info@wmisc.info | www.wmisc.info



- Footbeds -

- 1) Choose Performance level footbeds. There are a lot of options, most aimed at comfort and cushioning, which sound nice on paper but do not offer the amount of support and longevity required for you will put them through.
- 2) When getting fitted for footbeds, be conscious of the amount of weight being put on the footbeds. Standing (versus sitting) and doing your best not to push into the footbeds is a good place to start. Creating a footbed that fits your foot is important but having an over-supportive footbed will cause your foot to sit in an unnatural position rather than being able to naturally flatten inside the boot.
- 3) After they are cooled off and hardened up, it's time to trim the footbeds to fit properly in your liners. Trimming should be done in small increments to avoid taking too much off, and the finished product should fit snugly without space to wiggle or any sides riding up the inside of the liner. A good place to start is by checking the footbeds sit flat on the sides (when placed perpendicular to a flat surface) from heel pocket to ball of foot/center-arch to ball of foot. Often, pressure points on either side of the ball of your foot are caused by a poor footbed-to-liner fit.
- 4) When lying flat on a flat surface, if your footbeds are a little dynamic it isn't a bad thing. Having enough flex/play in the footbed is key in allowing the foot to stiffen and release naturally, which minimizes muscle fatigue/foot cramps. Both the heel and toe of the footbed should be solid and relatively flat, but with just enough movement to feel like a "3-legged table".

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- Alignment -

- 1) Now that your soles are flat, boot boards are ramped properly, and footbeds fit perfectly, it's time to check alignment. Before making any changes, make sure both boots are aligned at 0° from the ground up (ankle canting pieces are the ones that say 0, seams line up, neutral, straight, etc.).
- 2) With your boots fully assembled on your feet (boots, liners, buckles), lean on your shins as you would if you were skiing. When flexed forward, check which part of the boot your knees line up with. A good place to start is with your knees lined up or just inside of the seam on the toe of your boot. Try to avoid making any radical changes (+/- 1°) before trying your boots on snow. Often, boots are aligned in shops based on what looks comfortable and have no thoughts towards performance (at least the kind of performance you are looking for).
- 3) Other than the initial setup, any further changes to alignment and canting should not be made until after the boots are skied in and you have a solid idea of how they feel/performance vs. how you want them to feel/performance.

Before doing any work on our boots, please contact your Age Category Lead Coach.

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