



K41-0622100 POLARIS Turbo R TRAILING ARMS



INTRODUCTION

PLEASE RETAIN THIS DOCUMENT FOR FUTURE REFERENCE

If your ZBROZ® product has a damaged or missing part, please contact customer service directly and a new replacement part will be sent to you immediately.

For warranty issues, please return to the place of installation and contact ZBROZ®.

Business hours are Monday through Friday 8AM-5PM MST.

PHONE: (435) 753-7774

EMAIL: customerservice@zbrozracing.com

WEBSITE: www.zbrozracing.com

LIMITED LIFETIME WARRANTY

ZBROZ® will warranty to the original purchaser any failed ZBROZ® suspension product in the event of failure due to construction or material failure of the product. You will be required to contact ZBROZ® customer service with descriptions and photos that resulted in failure.

ZBROZ® builds suspension products to meet and exceed your expectations in quality, performance and durability. All ZBROZ® suspension products are rigorously tested during development and prototype parts are pushed to the limit by professional industry athletes, backcountry athletes and race teams. ZBROZ® Limited Lifetime Warranty excludes the following wear parts as these parts are considered defective when worn: Ball Joints, Bushings, Bump Stops, Tie Rod Ends, Heim Joints, Shock Absorbers Product purchased directly from ZBROZ® has a 90 day return policy on uninstalled products from the date of purchase (may be subject to restocking fee). Uninstalled product returns must be in the original ZBROZ® packaging. Please call (435) 753-7774 to get an RMA# for any return. Customer is responsible for shipping costs back to Zbroz Racing. Returns without RMA# will be refused. Contact ZBROZ® directly about any potentially defective parts prior to removal from vehicle.

ZBROZ® is NOT responsible for any subsequent damages to any related vehicle parts due to misuse, abuse, improper installation, or lack of maintenance. Furthermore, ZBROZ® reserves the right to change, modify or cancel this warranty without prior notice.

FOLLOW INSTRUCTIONS TO ENSURE PROPER INSTALLATION

READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION. INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED. ZBROZ® IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.

 **TOOLS:**

- Floor Jack (1)
 - 10mm End Wrench (1)
 - 10mm Socket (1)
 - 15mm End Wrench (1)
 - 15mm Deep Well Socket (1)
 - 21mm End Wrench (1)
 - 21mm Deep Well Socket (1)
 - Ratchet (1)
 - Ratchet Extension (1)
 - Hammer (1)
 - Srewdriver/punch/chisel (1)
 - 3/16 Drill Bit (1)
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Step 1 — Safety Warning



- **MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.** You should never operate your vehicle under the influence of alcohol or drugs. All raised vehicles have increased risk including blind spots; damage, injury and/or death can occur if these instructions are not followed.
- Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers.
- Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers. You should never operate your vehicle under the influence of alcohol or drugs.
- Driver and passengers must **ALWAYS** wear your seat belts, avoid quick sharp turns and other sudden maneuvers. ZBROZ® does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

- Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.
- It is the responsibility of the retailer and/or the installer to review all state and local laws, with the end user of this product, related to bumper height laws and the lifting of their vehicle before the purchase and installation of any ZBROZ® products.
- It is the responsibility of the driver to check their surrounding area for obstructions, people, and animals before moving the vehicle.
- All raised vehicles have increased blind spots; damage, injury and/or death can occur if these instructions are not followed.

Step 2 — Installation Warning



- All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks.
- Use caution during all disassembly and assembly steps to insure suspension components are not over extended causing damage to any vehicle components and parts included in this kit.

- Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications.
- ZBROZ® recommends the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components.
- Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual.
- Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.
- Larger tire and wheel combinations may increase leverage on suspension, steering, and related components.
- Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

Step 3 — Removing Stock Trailing Arms



- Start by making sure you are parked on a flat surface. With your floor jack or lift, raise your car off of the ground and remove the rear wheels and tires.
 - Remove the rivets by drilling out the center with a 3/16 drill bit.
 - Next take your 18mm end wrench to remove sway bar bolt. Remove the Shock nut with 21mm end wrench and socket leaving the bolt in place for now. **IMAGE 1**
- i NOTE:** The rear shock and sway bar do not need to be removed completely.

Step 4

- Using the 21mm socket, remove the 5 bolts holding the trailing arm to the hub assembly, radius rods and toe link.
- Using 1 3/16" or 30mm socket to remove axle nut. Now remove brake caliper with 15mm end wrench.
- Using 10mm socket drop skid plate near front of trailing arm. Remove toe link bolt with 21mm end wrenches.
- Remove hub from trailing arm while removing toe link at same time. Now remove radius rods.
- At this point remove lower shock bolt. Rotate trailing arm down and be careful not to stretch brake line at pivot point.
- Finally, remove the pivot bolt from the front of trailing arm using a 21mm socket.
- You should now be able to completely remove the trailing arm.
- Repeat these steps on the opposite side.

Step 5 — Installing new T-arms



- (IMAGE 1) Begin by Installing the new 5/8" reducers into the spherical joint.
 - (IMAGE 1) Now place the T-arm with the reducers installed, into the pivot location and insert the factory bolt and nut.
- i** **NOTE:** You will not re-use the factory OEM reducers, just the nuts and bolts.

Step 6 — Connecting new T-arm



- (IMAGE 1) Now that you have the front/pivot point of T-arm connected. Install all brake line bracket rivets. **IMAGE 1**
 - ⓘ The 2nd stock rivet bracket will need to be removed. The 3rd will need to be moved forward. The rubber grommet will need to be skinned from brake line hose and reused with bracket.
- Now swing trailing arm into place connecting lower shock bolt.
 - ⓘ **NOTE:** Having an additional person will help in maneuvering the radius rods and hub assembly into T-arm.
- Install toe link with reducers through the T-arm up to pivot point and reinstall and tighten bolt and nut. **IMAGE 2**
- Reinstall hub over the axle into the toe link, then into the T-arm. Once you have the bolts in place, go ahead and re-install the 4 nuts holding the trailing arm in place to the hub/radius rods and tighten to factory torque specs. **IMAGE 3**
- Now reinstall axle nut.

Step 7

- You will now be able re-install your sway bar into the appropriate position.
- Repeat above step on the other side.

⚠ Double check all bolts are tightened back to factory specs before lowering the vehicle.

Step 8 — Camber adjustment



- To begin adjusting tire toe loosen 2 set screws holding inner sleeve.
- To adjust front of tire out, shorten toe link with provided crows foot.
- To adjust front of tire in, lengthen toe link in with provided crows foot. Once adjusted torque clamp screws to 40ft lbs.
- Repeat steps on opposite side.

By installing this product, you acknowledge that this vehicle has been modified. As a result, this vehicle may handle differently than that of factory-equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some modifications (and combinations of modifications) are not recommended and may not be permitted in your state. Consult your owner's manual, the instructions accompanying this product, and state laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.