

## POLARIS PRO 39" & 42" assault INSTALL

With the front of the sled supported and both skies off the floor (full droop) remove the stock arms. On the new upper arms, if your using rod ends we provided, they should be screwed in just flush with the back (shock side) of the threaded bushing of the a arm and the jam nut going on the outside (spindle side). You should have no threads showing beyond the jam nut. If using stock rod ends, keep the outer jam nut (spindle side) in the same location, and discarding the inner jam nut. Now you can start the process of installing the' arms. Stickers and shock mounting tab logos facing forward. The stock thin wavy washers will not be re used. Next mount the arms to the bulkhead but do not attach the spindle yet. Now take the provided 5/8" rod ends and screw them into the lower arms leaving 5 threads showing beyond the jam nut, again jam nut going on first... Do not be afraid of going an extra couple threads but if you do one do all four evenly, this can gain you turning radius as well as let the rod ends work better in terms of bending or breaking instead of the arm during an impact, but never "less" exposed threads. Depending on your shocks you may have to drill out the shock tabs on the arms. We send them all out with the small holes due to so many variations of stock and aftermarket shocks. TIP: Take a hack saw or cut off wheel and put a slot in the stud end of the rod end just deep enough for a flat tip screwdriver. This can be helpful if you happen to shear one off during an impact. When everything is bolted up and properly fastened down be sure (ski's still in the air) the steering turns free, no binding!!The only grinding modification to the spindle would be if you don't have full turning radius, and this will be determined by how the camber is set, meaning whether the rod ends are screwed in or out from where we recommend. Don't be afraid to have a few more exposed threads more than recommended, this will not only give more turning radius but allow the lower rods to be more efficient at saving the arm in an impact. They should all be done equally. Before you set the sled back on the ground be sure the shock springs are not going to bind against the threaded rod end bushing of the upper arm. There is a sweet spot that provides proper clearance here, and you can simply spin the coil spring as needed to get this putting the threaded bushing between a set of coils. Adjust the shock coil spring preload fairly light to start with. To do this loosen the adjuster nut on the shock body until the spring no longer has contact on either end. Then tighten the adjuster nut until it just starts to compress the coil. From here every complete turn on the adjuster nut gives you 1/16" of preload. We recommend starting with 1/8" for this kit. If you feel the front bottoms out give each shock an additional 1/16" until It's where you like it. Too much preload will collapse the rear track shock causing the rear suspension to sag. Always do a ski re alignment after any a-arm change.