



Gen 3 Installation instructions

Read all instructions before beginning any work

Removal of OEM Carrier bearing

- 1- Lift and support front and rear of vehicle on a level surface so that all 4 tires are off of the ground and the vehicle is stable.
- 2- Remove Front passenger tire for easier access. Locate the prop shaft roll pin – Mark the front Prop shaft and front diff in-line with roll pin for ease of installation. Use a punch or the roll pin removal tool- Polaris Part#2872608- to remove the roll pin from the front differential.
- 3- Discard roll pin
- 4- Loosen and remove the 4 bolts under the front diff.
- 5- Remove Skid plate is recommended for easier access
- 6- Remove the 2 front seats
- 7- Remove the Push rivets & the Torx screws (T-40) Retaining the center console. Push the rubber boots around the seatbelt buckle & the shifter through the center console.
- 8- Remove the 2 fasteners on the OEM carrier bearing with a 15mm socket
- 9- Mark the 2 joining drivelines next to the carrier for ease of installation Note the OEM driveline has a master spline and will only go on 1 way.
- 10- Remove rear prop shaft – Note for NON Turbo – Move the front prop shaft as far forward in the vehicle as possible to allow the rear driveline to disengage from the splines on the front driveline. Note - Turbo models will need a 6mm allen tool to remove the 4 bolts that attach the driveline to the transmission.
- 11- Disengage the rear driveline and remove the rear driveline. Note for NON Turbo – Move the front prop shaft as far forward in the vehicle as possible to allow the rear driveline to disengage from the splines on the front driveline. 2nd Note –TURBO Models- Remove 10mm bolt on frame connecting the intercooler lines, lift intercooler bracket up above plastic tunnel to gain access to the T-25 fastener remove intercooler bracket then scatter shield. Then the OEM carrier will have sufficient room to exit the vehicle.
- 12- Remove front prop shaft out the bottom of the vehicle – Note – TURBO model – Remove carrier bearing rubber housing from the shaft prior to removing shaft – 1000 will slip Forward/ Turbo will slip off to the Rear.

INSTALL/ REASSEMBLY

- 1- Remove the existing/old bearing from the shaft using a bearing puller tool (not supplied) A 2 jaw puller with 4.5" depth is an ideal tool. Clean bearing surface with scotch brite.
- 2- The 2 piece carrier base plate will need to be installed at this point. The RCR carrier bearing mounts to the BOTTOM SIDE of the frame/mounting bracket, NOT the top side like the OEM carrier Bearing, This should be installed so the bearing will be off set to the DRIVER side. The supplied RCR bushings are designed to fit around the Weld-nut from the bottom up flush to the bracket. (to allow for clearance of radiator lines) Using the supplied hardware Install the bolts from the top going down. Once the Carrier base plate is in location and the bolts are thru then install the nuts supplied to the thru bolts, using the supplied Blue Loctite torque to 33ft lbs.
- 3- Supplied is a Brass ring. This Brass ring goes on before the bearing on the driveline. Pay attention to the chamfer on the brass ring – the chamfer side goes on first so that it is against the driveline shoulder. Using a press, Install the new carrier bearing with the supplied Green Loctite 603.Snap ring facing the brass ring. Use the 603 green Loctite on the inner surface of bearing and on the shoulder of the driveshaft. Press bearing until it is fully seated against the brass ring. Be careful not to over press the bearing – this will cause excessive side load pressure and potentially damage bearing. The Snap Ring side of the bearing housing must go on first. The snap ring side of the bearing housing will be pressed up against the BRASS ring. **THIS IS CRITICAL**
- 4- Install the front driveline first NOTE – Properly align the hole in the front yoke with the front diff input shaft hole.
Note – Turbo models – Place scatter shield in OEM location for now, reinstall intercooler bracket starting with the T-25 fastener then on to the 10mm.
- 5- Install rear prop shaft line up the marks and or the master spline. Note – Turbo models – Fasten driveline scatter shield in OEM location at this point, then fasten the 4 bolts that are a 6 mm allen tool with Loctite & torque to 33 ft lbs.
- 6- Install the supplied front roll pin bolt (replaces front roll pin) Torque to 24ft lbs. Also torque the 4 Front diff bolts to 30 ft lbs.
- 7- Now is the time to install the 2 supplied 30mm bolts to attach the base plate to the bearing housing using the supplied blue Loctite
- 8- Install skid plate, center console, and seats & belts. Note Double check all your work and make sure all steps are completed properly.