



2012-18 Can-Am Outlander/Renegade 2" Stretched Trailing Arms # S3174



INSTALLATION INSTRUCTIONS

Can-Am Outlander & Renegade 2" Stretched Trailing Arms



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PARTS LIST

ITEM	PART #	DESCRIPTION	QTY
	S3174	Passenger Trailing Arm	1
	S3174	Driver Trailing Arm	1

Tools Needed:

- Floor Jack
- Jack Stands
- Impact (1/2" or 3/8")
- Press (Strongly recommended if pressing out/in wheel bearings)
- Ratchet (1/2" or 3/8")
- Sockets (25mm or 1-1/16", 24mm or 15/16", Deep 17mm, 15mm, 10mm)
- Wrenches (24mm or 15/16", 15mm, 10mm)
- Flat Blade Screwdriver
- Needle Nose Pliers or Diagonal Cutters
- Snap Ring Pliers
- Dead Blow Hammer
- Brass Hammer
- Red Threadlocker
- Drill with 3/16" Drill Bit

Installation Notes:

- In an effort to keep track of hardware, we recommend replacing where removed from.
- Disassemble/assemble both sides at the same time due to the OEM trailing arm bolt design.
- Use red threadlocker on all fasteners during assembly, except lug nuts.
- Hand tighten all nuts during assembly, unless otherwise noted. Final tightening of all fasteners is one of the final steps.

Disassembly:

- 1.) Place unit in park (P) on a flat level surface and elevate rear of machine. Support with suitable jack stands for safety. Chock front tires.
- 2.) Remove rear tires and wheels, using 17mm socket for OEM lug nuts.
- 3.) Separate brake line from OEM trailing arms, 10mm socket/wrench to remove small bolt close to brake rotor and 3/16" drill bit to remove rivet close to lower shock mount. (See Image 1)
(Note : Some models are not equipped with brake rotor/caliper assemblies on both sides.)



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- 4.) Remove the (2) brake caliper bolts with a 15mm socket. Remove calipers from rotor and secure caliper so there is no tension on the brake line. *(See Image 2)*
- 5.) Remove axle nut covers, using small flat blade screwdriver and pressing inward on tabs from back side of hub. *(See Image 3)*
- 6.) Remove cotter pins from rear axles. These can be reused if undamaged during removal. If damaged, replace with new. *(Pro Tip : Needle nose pliers or diagonal cutters work well.)*
- 7.) Using a 25mm or 1-1/16" socket on an impact, remove axle nuts and spring washers.
- 8.) Rotor assemblies can now be removed. Set aside safely. *(Note : Some models are not equipped with brake rotor/caliper assemblies on both sides.)*
- 9.) Remove lower shock bolts, using 15mm socket and wrench. *(Pro Tip : Secure shock out of the way using a bungee or ratchet strap.)*
- 10.) Remove lower sway bar bolts, using 15mm socket and wrench.
- 11.) Ensure that both sides have completed Step 10. *(See Image 4)*
- 12.) Remove one of the 24mm nuts on either side of the long Trailing Arm bolt. *(Pro Tip : An assistant may be useful for this step.) (See Image 5)*
- 13.) Using a long punch (or similar), tap the Trailing Arm bolt out the same side the nut was removed. *(See Image 6)*
- 14.) Remove both OEM trailing arms.
- 15.) Remove metal spacers and seals, taking care to not damage seals. *(Pro Tip : A small flat blade screwdriver works well to gently and evenly pry around the seal for removal.)*
- 16.) Remove (4) small bearings from each Trailing Arm, exposed after removing seals. *(Pro Tip : These are a press fit. A long blunt object is needed to gently and evenly tap the inner race of each bearing from the opposite side it is pressed in, taking care to not damage the bearings. Two bearings will be removed from each side of one trailing arm. An assistant is helpful for this step) (See Image 7)*
- 17.) Remove bushings and pivot tubes from sway bar mount on OEM trailing arm.
- 18.) Remove wheel bearing circlips. *(Pro Tip : A 90° pick or small flat blade screwdriver works well) (See Image 8)*
- 19.) Press out wheel bearings, taking care to not damage the bearings. A bearing press (or similar) is ideal for this step.

Assembly:

- 20.) **IMPORTANT** – Note direction of removal/install of wheel bearings!!
- 21.) Locate/separate driver side from passenger side S3 Trailing Arms.
- 22.) Carefully press wheel bearings into S3 Trailing Arms in the same direction as OEM arms. A bearing press (or similar) is ideal for this step. Reinstall wheel bearing circlips, taking care that circlip is fully seated.



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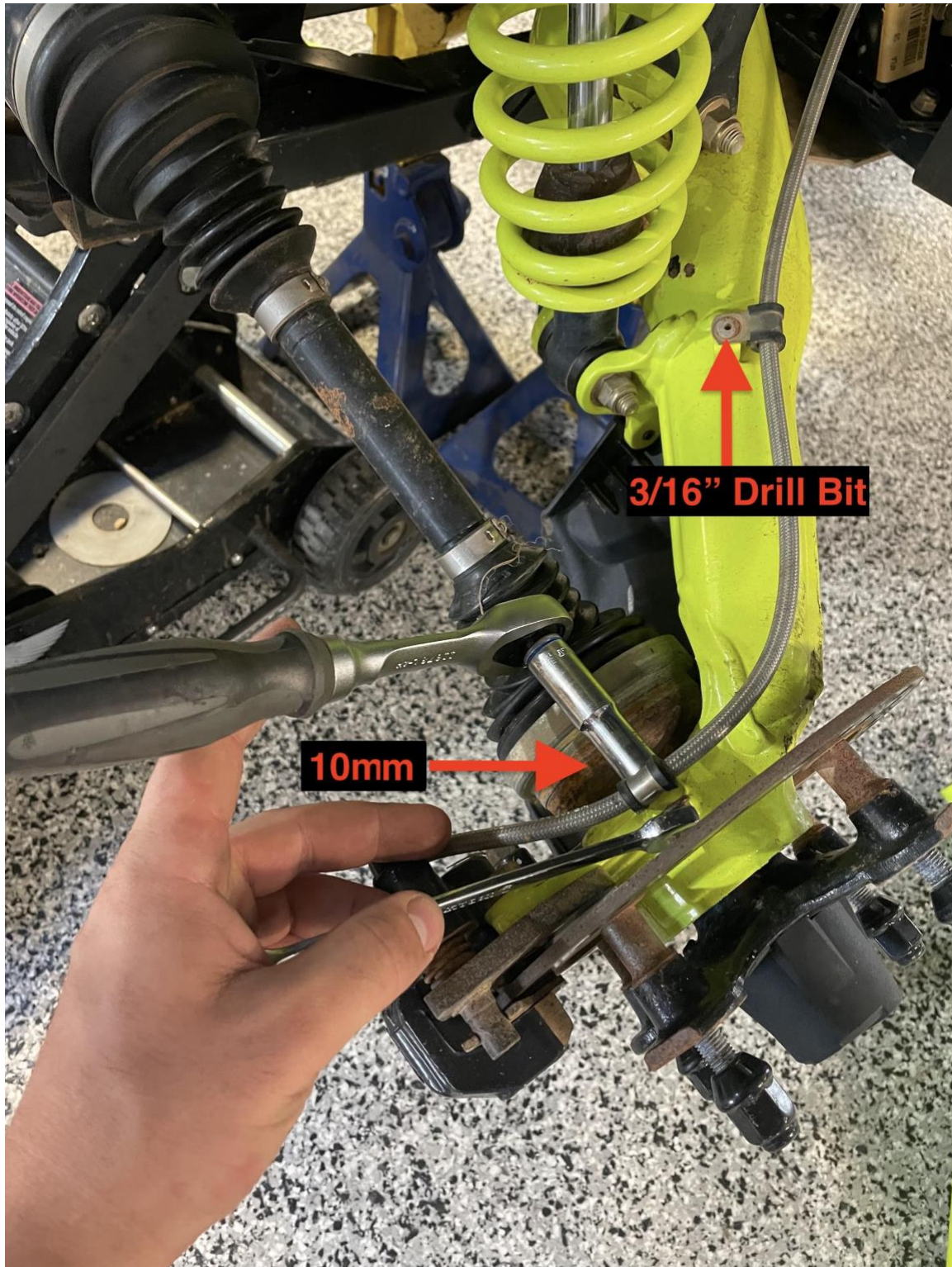
- 23.)** Carefully press small bearings into S3 Trailing Arms. A bearing press (or similar) is ideal for this step. **IMPORTANT** – After pressing in both bearings on one side of one trailing arm, insert long metal spacer, then press other two bearings in. (*Pro Tip : Two bearings per side of each Trailing Arm, 4 total per Trailing Arm*)
- 24.)** Insert OEM dust seals then OEM metal caps on each side of S3 Trailing Arm. (*See Image 9*)
- 25.)** Carefully install S3 Trailing Arm. (*Pro Tip : Position shock and sway bar link into respective places to allow Trailing Arm pivot tube to align properly.*)
- 26.)** Slide long Trailing Arm bolt through frame and into Trailing Arm that is being installed. (*Pro Tip : An assistant may be helpful for this step.*) (*Note : Be sure Trailing Arm bolt is not protruding through other side of Trailing Arm or installing opposite side Trailing Arm will not be possible.*)
- 27.)** Install opposite side Trailing Arm and tap long Trailing Arm bolt through both Trailing Arms and both frame tabs. Reinstall metal spacer, then hand tighten OEM nut.
- 28.)** Install bushings and pivot tubes into S3 Trailing Arm lower sway bar mounts.
- 29.)** Reconnect sway bar links to S3 Trailing Arms. (*Pro Tip : An assistant may be helpful for this step.*)
- 30.)** Next, install shocks into S3 Trailing Arms. (*Pro Tip : If having difficulty aligning bolt, try unbolting top shock mount and starting with lower shock mount first. Then align upper shock mount.*)
- 31.)** Reinstall hub/brake rotor assembly, ensuring splines of hub line up with splines on axle. Reinstall axle spring washer and thread on axle nut. (*Note : Note orientation of spring washer. Curved side of washer should face outwards*) (*See Image 10*)
- 32.)** Reattach brake caliper, using stock hardware. Final tighten (15mm) to OEM specifications using red thread locker.
- 33.)** Final tighten all remaining hardware, using red thread locker, to OEM specifications. (*Pro Tip : Refer to service manual for OEM torque specifications.*)
- 34.)** Install axle nut cotter pins and covers. Zip tie brake lines to brake line guides on S3 Trailing Arms. (*See Image 11*)
- 35.)** Install wheels/tires. Remove jack/jack stands.
- 36.)** Test drive, then recheck all hardware/fasteners.

Thank you for choosing S3 Power Sports! Let us know if you have any questions! 855-221-7097



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Image 1





2012-18 Can-Am Outlander/Renegade 2" Stretched Trailing Arms # S3174

Image 2





2012-18 Can-Am Outlander/Renegade 2" Stretched Trailing Arms # S3174

Image 3





2012-18 Can-Am Outlander/Renegade 2" Stretched Trailing Arms # S3174

Image 4





2012-18 Can-Am Outlander/Renegade 2" Stretched Trailing Arms # S3174

Image 5





2012-18 Can-Am Outlander/Renegade 2" Stretched Trailing Arms # S3174

Image 6





2012-18 Can-Am Outlander/Renegade 2" Stretched Trailing Arms # S3174

Image 7





2012-18 Can-Am Outlander/Renegade 2" Stretched Trailing Arms # S3174

Image 8





2012-18 Can-Am Outlander/Renegade 2" Stretched Trailing Arms # S3174

Image 9





2012-18 Can-Am Outlander/Renegade 2" Stretched Trailing Arms # S3174

Image 10





2012-18 Can-Am Outlander/Renegade 2" Stretched Trailing Arms # S3174

Image 11

