# Made for first. Built to last.

# Polaris RZR 10MM Direct Bolt Radius Rods

Fitment: 2014-2017.5 RZR XP/XPT



# INSTALLATION MANUAL

# Parts List:

| Item # | Description | Qty. |
|:------:|:-----------:|:----:|
| 1 | UPPER RADIUS ROD | 2 |
| 2 | LOWER RADIUS ROD | 2 |
| 3 | THIN MISALIGNMENT | 8 |
| 4 | MEDIUM MISALIGNMENT | 4 |
| 5 | THICK MISALIGNMENT | 4 |
| 6 | RUBBER O RING | 8 |

## MISALIGNMENT BUSHING REFERENCE

$\frac{1}{2}"$ THIN

$\frac{5}{8}"$ MEDIUM

$\frac{3}{4}"$ THICK
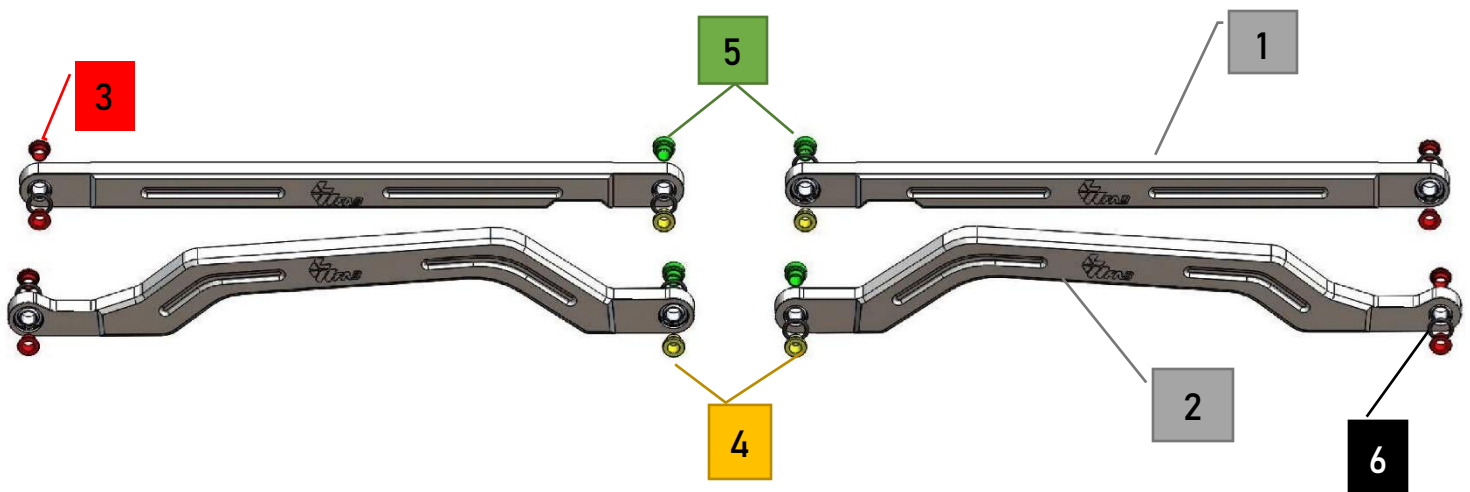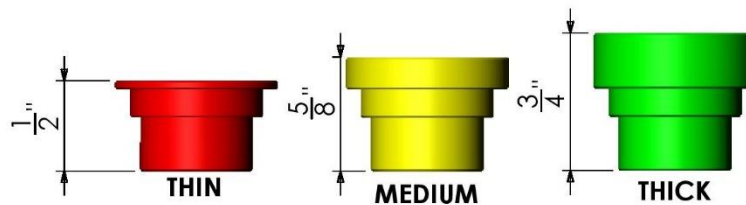
# Installation:

Jack machine up and remove wheels.

Using a 15mm socket and wrench, remove the 8 factory radius rod bolts. Remove old radius rods and prepare to install your new L&W Rods.

Install the supplied misalignment bushings and o-rings into your new arms. Refer to Figure 1 below for placement of Misalignment bushings and O-rings.  The thin bushings will go to the wheel side.  The thick bushing will go on the back side at the frame end, and the medium bushing on the front side at the frame end.  The reason for the different thickness is for spacing radius rods at the needed clearance away from the frame.

## Figure 1



CENTER OF MACHINE

O-RING ON SIDE OPPOSITE OF SNAP RING

PASSENGER SIDE
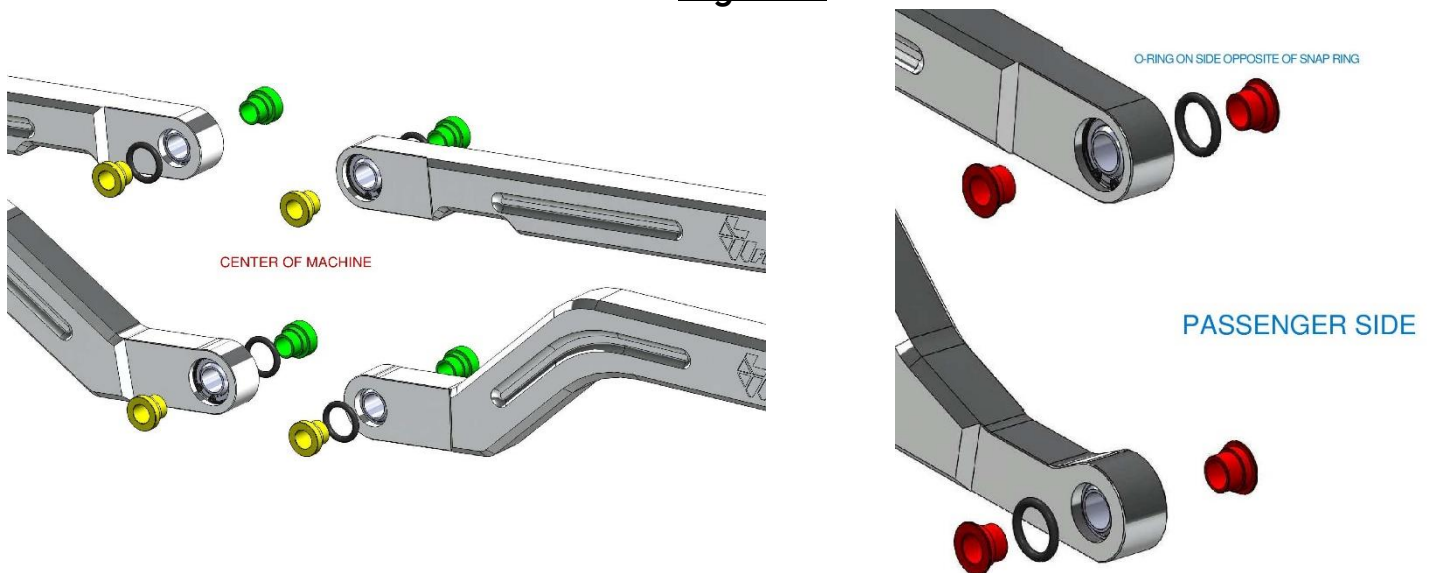
With the misalignments and o-rings in place, install the rods back on machine using the factory bolts you removed in step 1.  Your new upper rods have a notch on one side.  This notch is for clearance of the factory Polaris bumper.  Make sure to put the notch in the correct orientation using figure 1 for reference.  The bushings are designed to be a very snug fit. A dead blow hammer and line up bar will help with persuading the arms into place.

With everything in place, and bolts started, torque all bolts to 80 ft/lb.

STEP 5:
Reinstall wheels. Be sure to drive the machine around to let the suspension settle.



# THANK YOU FOR CHOOSING L&W FAB!