

U819B
U818B



Polaris RZR Turbo S Long Travel & RZR 1000 Sport Max Installation Instructions

PLEASE CHECK THE CONTENTS OF YOUR PACKAGE BEFORE INSTALLING

Your set includes 4 mud flaps, 4 accent flaps, 2 boot guard flaps, 4 drill templates, 4 backing plates, 2 metal backing plates, and 1 hardware bag.

TIP - The hardware is strong and can be securely fastened.

TIP - Road vibrations can cause the hardware to loosen over time. It is advised that you check and retighten hardware every couple of months. Additionally, using some thread locker on the threads may help prevent loosening over time.

TIP - Wait to tighten the screws until the flaps are adjusted to your liking.

TIP - Gently prying open the metal clips just a bit (too much can break them) may ease installation.

TIP - The factory plastic retainers/plugs can be quite stubborn sometimes and become brittle with age or in the cold. Using flat head screw drivers (and a bit of patience) to help pry them out is useful.

TIP – BEND LINES: Your mud flaps will need to be bent along the lines etched across them to conform to the angled lines of the factory fender flares. We've done it this way to reduce labor/manufacturing costs as well as shipping costs (keeping the flaps flat is much less expensive to ship) to keep the overall costs to our customers lower. The bends are very easy to do by hand. **DO NOT BEND WHILE COLD.** It helps if the area to be bent is warm to the touch (hair dryer or just sitting in the sun works too). Simply hold the mud flap on either side of the bend-lines and “fold” the mud flap in the direction of the bend. Bend it over further than it needs to be to conform to the fender so it will “hold” the bend better.

FRONT:

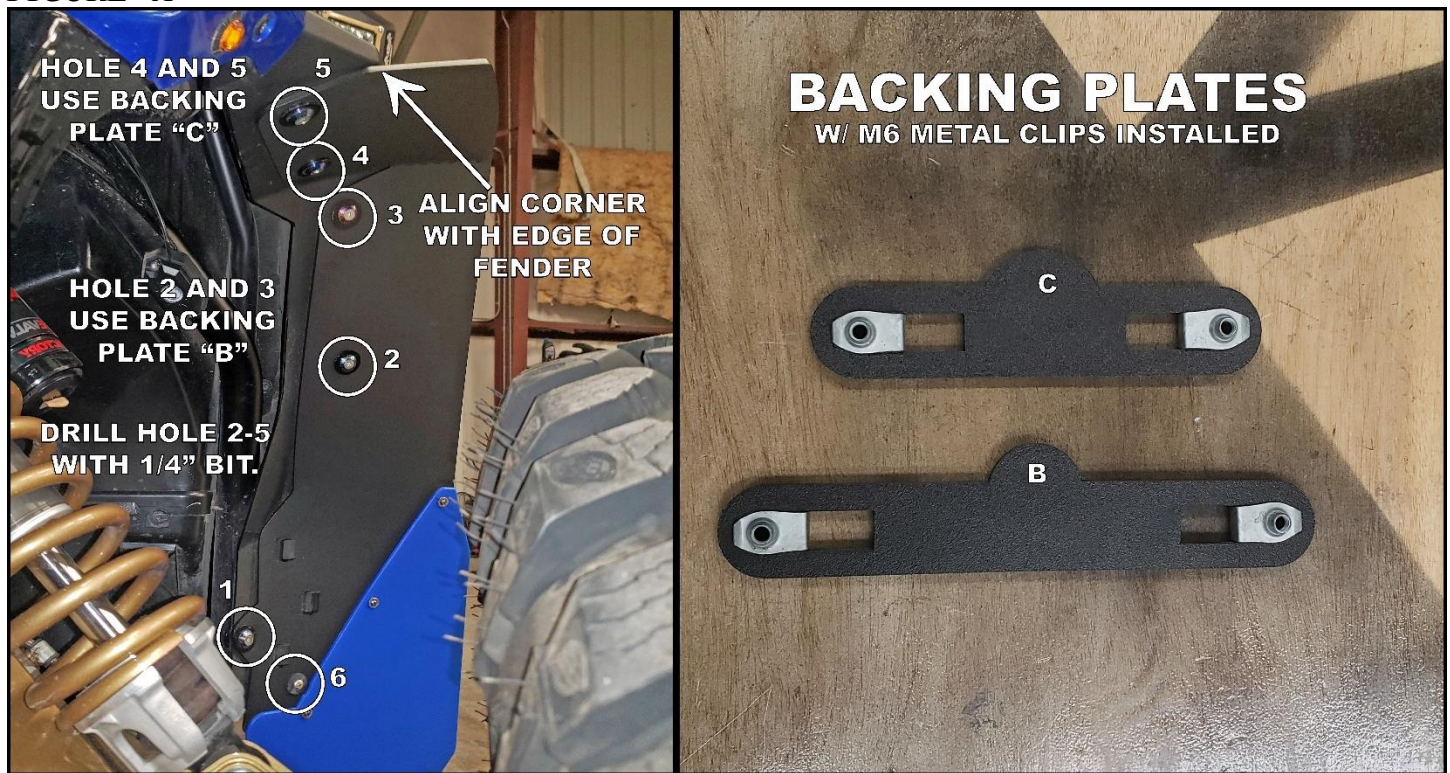
(FOLD AT THE BEND LINE BEFORE BEGINNING)

1. Please check to make sure you have all parts. You should have 4 flaps with an etched number matching the number at the top left of these instructions, 4 accent flaps, 2 boot guard flaps, 4 drill templates, 4 backing plates, 2 metal backing plates, and 1 hardware bag labeled with the same number. There is a parts list at the end of these instructions to compare all your parts against.
2. Begin by bending the flap at the partial cut bend-lines. Its ok to overbend these and put a slight crease, in fact, it will give you crisper looking install. Seriously, bend them like your snapping into a Slim Jim. After it's installed the bend will relax into a more natural looking curve.
3. Next, remove the OEM plastic retainer/insert on the inner/lower portion of the fender and mount the mud flap over the factory mounting tabs.
4. Use the longest (40mm) M6 screw and dress washer along with two 1.25” fender-washers (one on each side of the mud flap/fender) to secure the lower portion of the flap in place (JUST HOLE #1). *Take most of the slack out of this screw but wait to fully tighten until the top screws are secured.*
5. Next, using a 1/4” bit, drill through the center of the next 2 upper mounting holes (holes #2, #3) being careful to NOT drill through both sides of the fender (just the tire-side). These holes must be perfectly centered for the backing plates to align properly.
6. Now use the shorter M6 screws with anodized washers plus the 1.25” fender-washers and backing plate “B” to secure the mounting points. Leave them a bit loose to allow for adjustments.
(USE BACKING PLATE “B” FOR HOLES #2 & #3, see FIG A)
7. Moving on to holes 4 & 5, repeat the above process. Be sure to align the front corner of the flap with the edge of the fender. You may have to “pull” the flap in towards the fender for proper alignment. This helps put some tension on the flap and will help it to hold its shape.

(USE BACKING PLATE "C" FOR THE UPPER MOST HOLES #4, #5. See FIG. A)

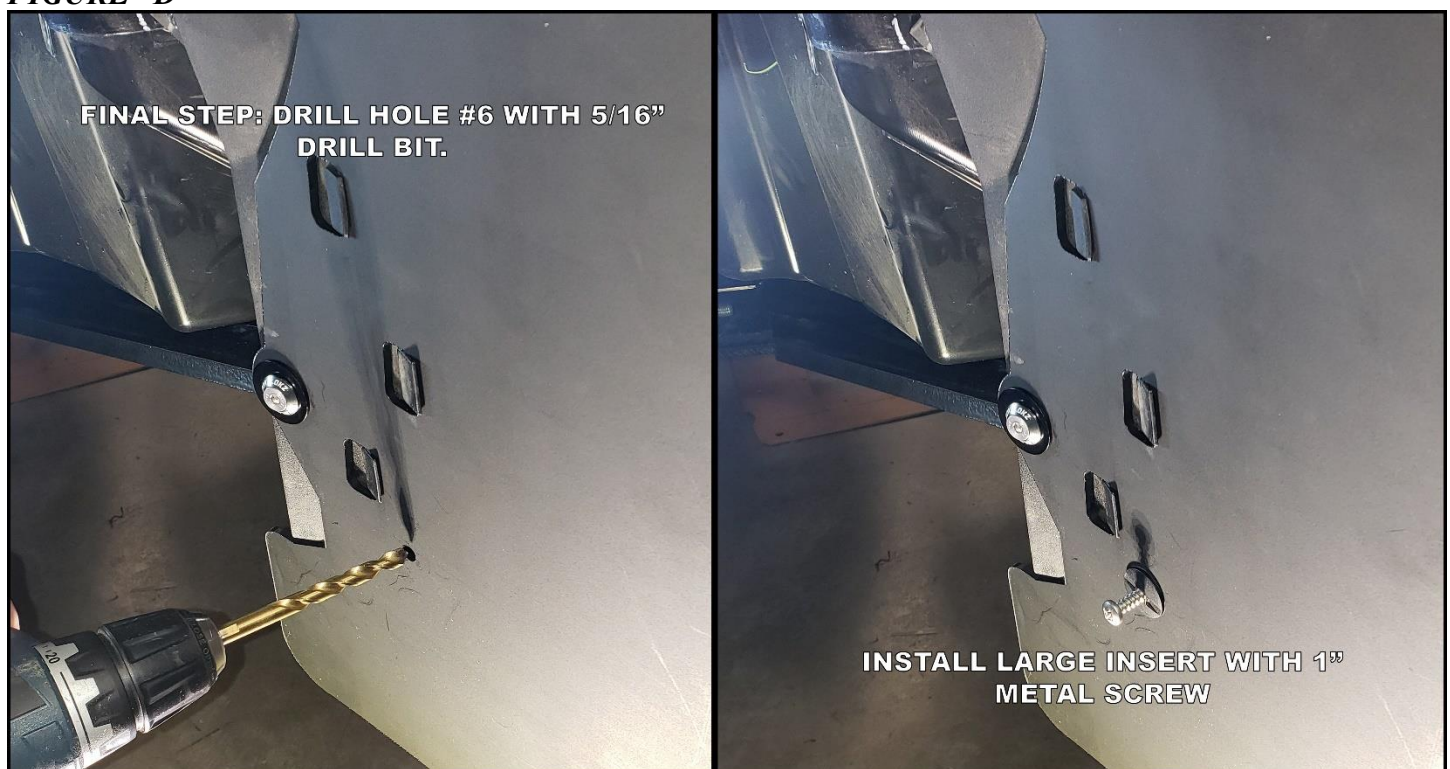
8. Now use the shorter M6 screws with anodized washers plus the 1.25" fender-washers and backing plate "C" to secure the mounting points.
9. Tighten all the M6 bolts in holes 1 through 5.

FIGURE "A"



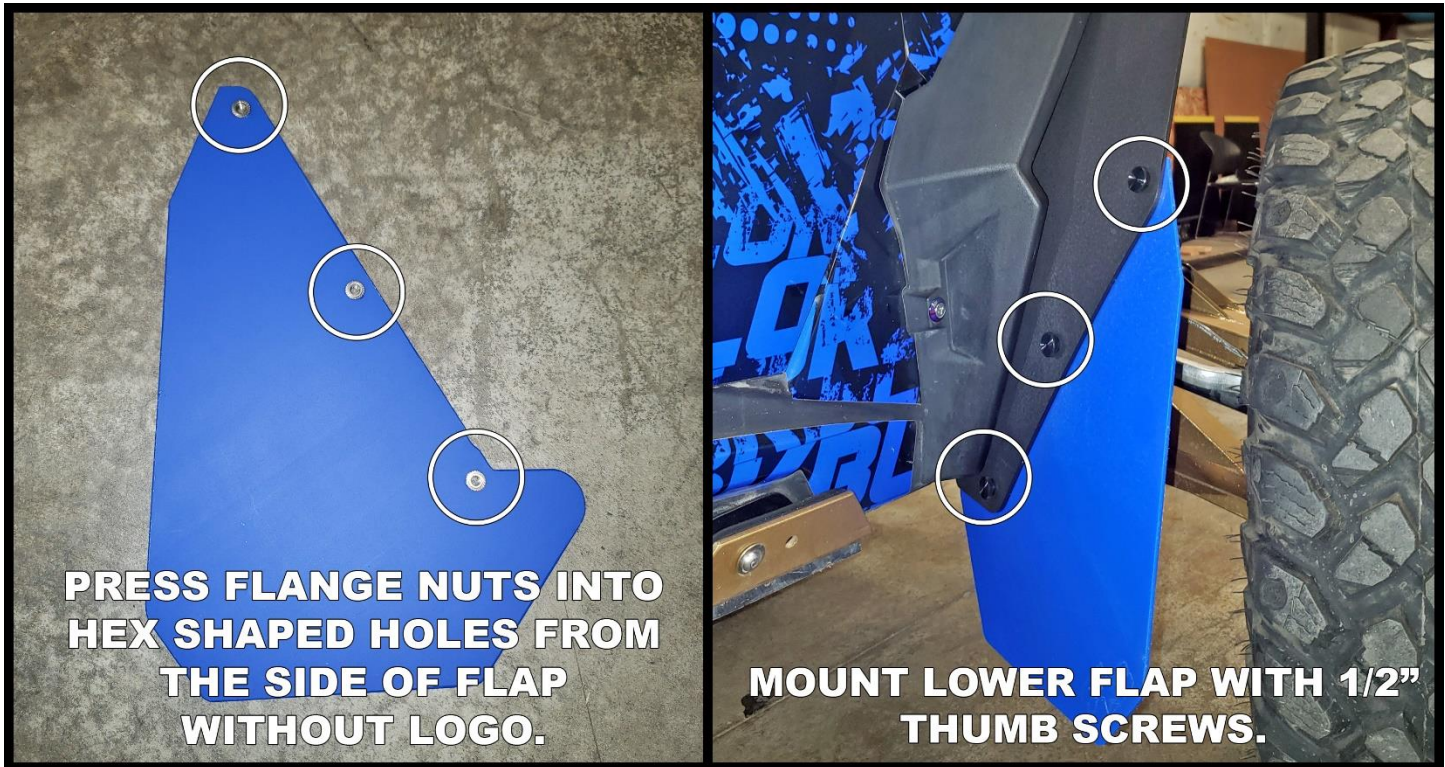
10. Using a 5/16" drill bit, drill through the center of hole #6. Push the included plastic insert firmly into this hole through the mud flap then insert the coarse-thread screw and tighten.

FIGURE "D"



11. For maximum tire spray protection: Attach the lower extension piece to the tire side of the main flap with the included 1/2" thumb screws and m6 flange nuts. (FIG. E)

FIGURE "E"



The lowers have been designed so they can be removed quickly with thumb screws while rock crawling. This will reduce the amount of surface area that can bind against your tire when backing off of rocks or ledges.

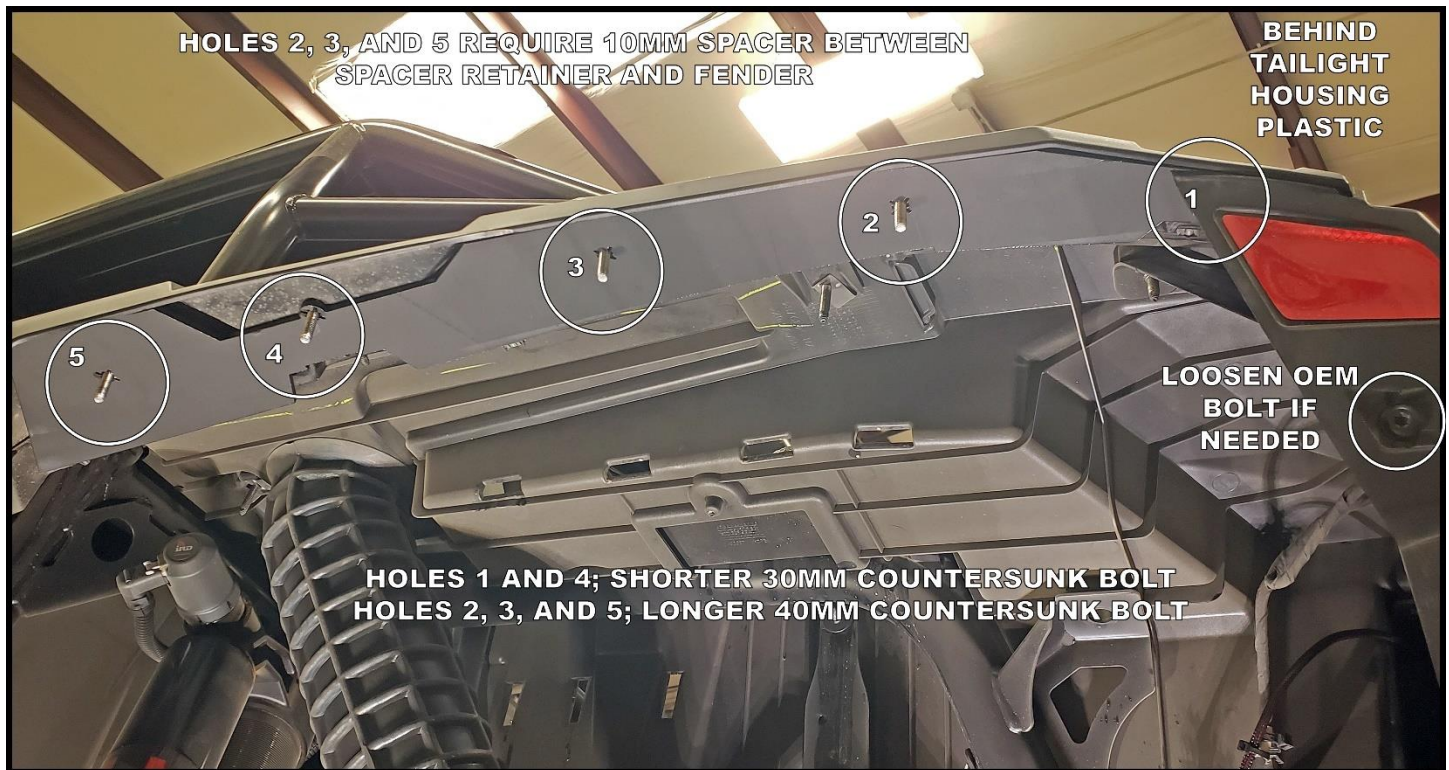
REAR: See pictures.

1. Begin by holding or clamping the drill template (used later to retain spacers) to the top side of the factory fender. (FIG. F) Be sure to align and center the front factory notches and rear corners/edges as shown in Pictures. Now drill or mark the pilot holes in the center of each hole on the template using an 1/8" bit or marker and **remove template and keep close by as you will use it to mount the flaps.**

FIGURE "F"



FIGURE "G"



2. Next use a 1/4" drill bit to bore out each hole you just made.
3. Now mount the spacers and spacer retainer using the included hardware in the following order, from the rear of the RZR starting with hole #1 working forward: (FIG. G)

THE HARDWARE WILL CATCH ON THE “TEETH” OF THE DRILL TEMPLATE HOLES AND THE SPACERS WILL BE SANDWICHED BETWEEN THE FENDER AND DRILL TEMPLATE WHEN INSTALLED CORRECTLY.

REFER TO *FIGURE “G”* FOR THIS SECTION

Hole #1: Insert a 30mm countersunk screw through a dress washer; then the fender; and thread through the teeth of the drill template.

Hole #2: 40mm countersunk screw with dress washer; fender; 10mm spacer; and thread through the teeth of the drill template.

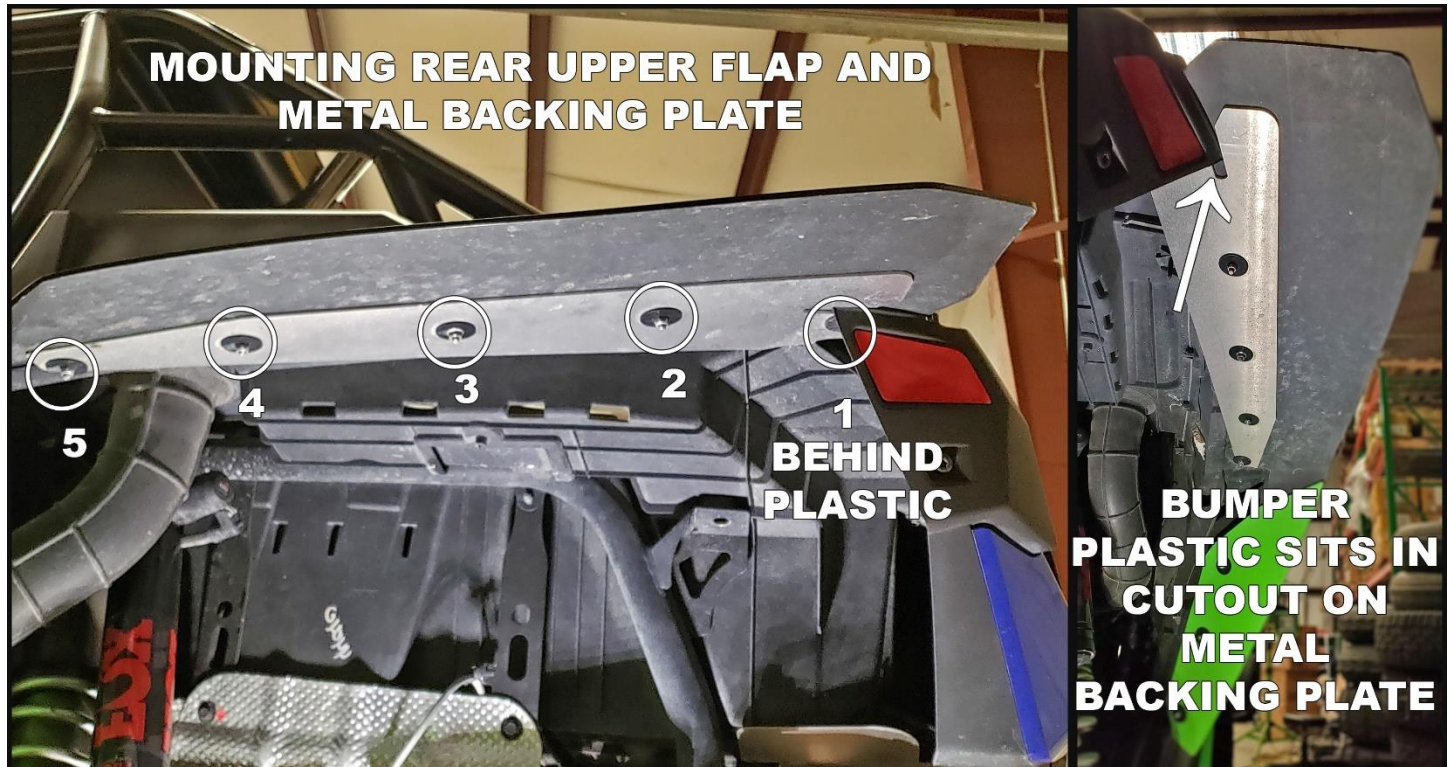
Hole #3: 40mm countersunk screw with dress washer; fender; 10mm spacer; and thread through the teeth of the drill template.

Hole #4: 30mm countersunk screw with dress washer; fender; and thread through the teeth of the drill template.

Hole #5: 40mm countersunk screw with dress washer; fender; 10mm spacer; and thread through the teeth of the drill template.

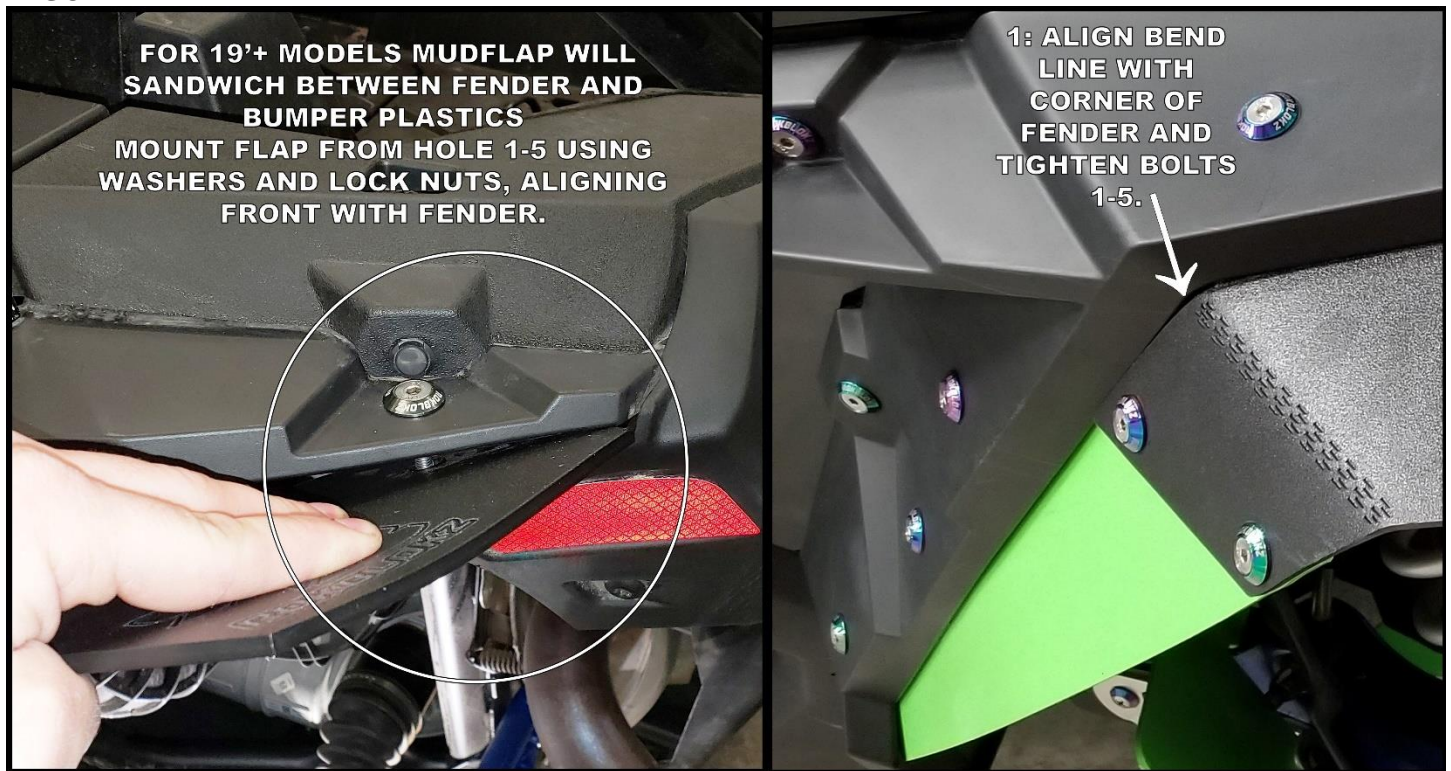
4. Now that all your hardware is in position and holding the drill template/spacer retainer plate and all the spacers. Mount the rear flap and metal backing plate (metal backing plate not required or included with Sport Max kit) starting with hole #1 using a washer and lock nut and moving toward the front of the machine. If you jump to hole #5 and hand tighten the hardware it will hold the flap in place while you work on the other holes. Shown in Figure H and I.

FIGURE “H”



5. Tighten the screws and lock washers snug but don't over tighten. The holes in the flaps are cut extra big to allow for some adjustment before tightening all the way. (Fig. I)

FIGURE "I"



6. Next, hold the lower drill template so that it sits on the inner ledge on the back side of the rear fender. then align the side of the template along the inner edge of the fender as shown. (Fig. J)
7. With the template is in place, mark or drill a pilot hole for holes 6, 7, & 8 using a 1/8" bit. (Fig. J)
8. Use a 1/4" bit, re-drill holes 6, 7, & 8.
9. Mount spacers and drill template by using the supplied hardware:

Hole #6: Insert a 40mm countersunk screw through a dress washer; then fender; 10mm spacer; and thread through the teeth of the drill template.

Hole #7: 30mm countersunk screw with dress washer; fender; and thread through the teeth of the drill template.

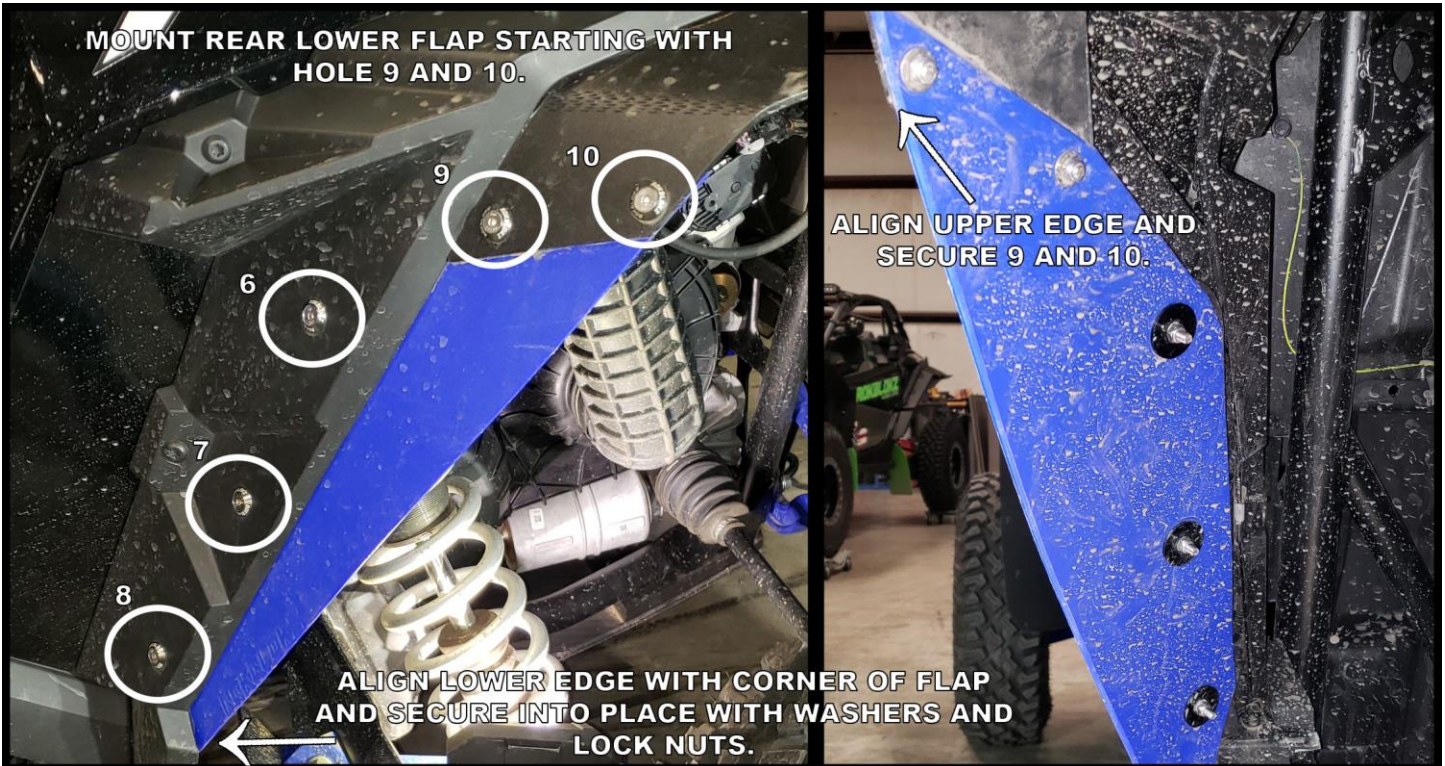
Hole #8: 40mm countersunk screw with dress washer; fender; 10mm spacer; and thread through the teeth of the drill template.

10. Mount the rear lower flap starting with holes 9 & 10 (Fig. K) using the supplied 20mm countersunk screws with dress washers and small washers and lock nuts on the back side to secure. Then align the outer edge to match the upper flap. Tighten fully.
11. Next, you can align the lower flap so that holes 6, 7 and, 8 line up with the holes you just made in the fender. You will then secure it using the supplied black fender washers and lock nuts. (Fig. K)
12. Align the bottom of the lower flap so that it matches the notch in the OEM fenders as shown at the bottom of (Fig. K).
13. Fully tighten all hardware.

FIGURE "J"



FIGURE "K"



INCLUDED PARTS LIST

FRONT:

- x2 M6 40mm Countersunk Screws – (H079) - hole #1.
- x8 M6 30mm Countersunk Screws – (H077) - holes #2,3,4, 5.
- x6 M6 ½” Thumb Screws – (H120) - holes on Lower Extension
- x2 M6 Lock Nuts – (H039) - holes #1,
- x12 1.25” Black Fender Washers – (H100) - holes #1, 2, 3, 4,5.
- x6 M6 Flange Nuts – (H038) - lower extension
- x2 Large Nylon Inserts – (H026) - hole #6.
- x2 #14 1” Screws – (H052) - hole #6.
- x10 Dress Washers - holes #1,2,3,4,5,
- x8 M6 Metal Clips – (H024) - backing plates “B” and “C”
- 2x Front Flaps
- 4x Backing Plates (same material as flaps)
- 2x Accent Flaps

REAR:

- x10 M6 40mm Countersunk Screws – (H079) - holes 2, 3, 5, 6, 8.
- x6 M6 30mm Countersunk Screws – (H077) - holes 1, 4, 7.
- x4 M6 20mm Countersunk Screws – (H075) - holes 9, 10.
- x20 M6 Lock Nuts – (H039) - all holes.
- x16 1.25” Black Fender Washers – (H100) - holes 1-8.
- x10 10mm Nylon Spacers – (H088) - holes 2, 3, 5, 6, 8.
- x20 Dress Washers - all holes.
- x4 ¼ x 5/8” Small Washers – (H098) - holes 9, 10.
- 2x Rear Flaps
- 2x Accent Flaps
- 2x Metal Backing Plates
- 4x Drill Templates (same material as flaps)
- 2x CV Boot Guard Flaps (see next page)

***TURBO S Kit includes 2 Metal Backing Plates.
These are not included with the RZR 1000 Sport Max kit.***



These instructions are meant only to be a guide and do not replace common sense and/or professional assistance. The manufacturer and or seller of this product cannot be held responsible for any damage to persons or property caused by/to/from installation or use of our product

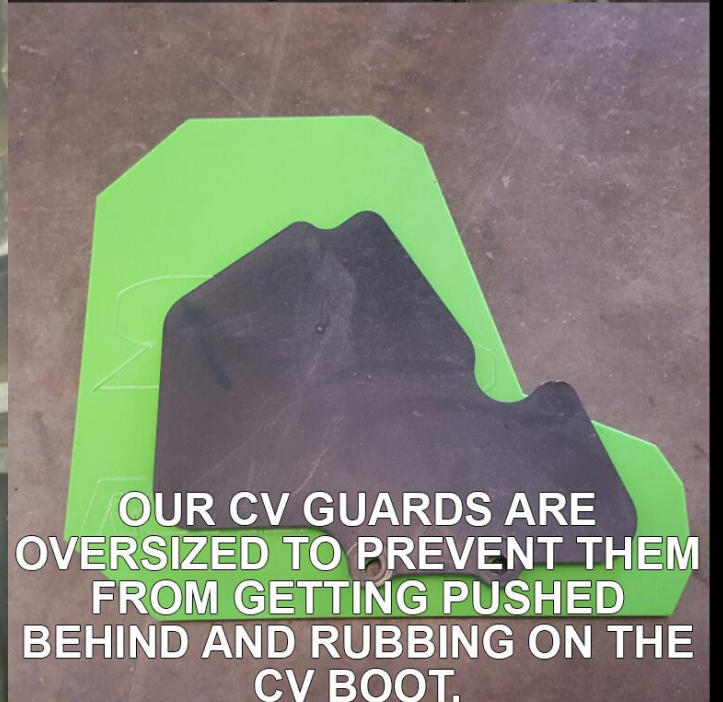
ROKBLOKZ CV BOOTGUARD UPGRADE



REMOVE OEM CV BOOT GUARDS BY REMOVING THE 2 SCREWS



INSTALL ROKBLOKZ CV GUARDS BY RE-USING OEM SCREWS.



OUR CV GUARDS ARE OVERSIZED TO PREVENT THEM FROM GETTING PUSHED BEHIND AND RUBBING ON THE CV BOOT.