



## 2018+ Polaris Ranger XP 1000 Rear Upper Adjustable Arms # S3228



### INSTALLATION INSTRUCTIONS

# Polaris Ranger XP 1000 Rear Upper Adjustable Arms



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## PARTS LIST

| ITEM | PART # | DESCRIPTION                   | QTY |
|------|--------|-------------------------------|-----|
|      | S3228  | Passenger A-Arm               | 1   |
|      | S3228  | Driver A-Arm                  | 1   |
|      |        | Adjustable Bushing Tube       | 4   |
|      |        | 3/4" Jam Nut                  | 4   |
|      |        | M10 x 1.5 x 120 Hex Head Bolt | 2   |
|      |        | M10 Flat Washer               | 2   |

#### Tools Needed:

- Ratchet (3/8" or 1/2") (Impact Optional.)
- Dead Blow Hammer
- 15mm Socket
- 15mm Wrench
- Drill
- 3/16" Drill Bit

#### Disassembly:

- 1.) Place Ranger in park (P) on a flat level surface and elevate rear of machine. Support Ranger with suitable jack stands for safety.
- 2.) Remove rear tires.
- 3.) Drill out rivets holding brake line, using 3/16" drill bit. (See *Picture A*)
- 4.) Remove the bolt securing the bottom shock bolt, using a 15mm socket and wrench. (See *Picture B*)
- 5.) Remove the sway bar lower mount bolt, using a 15mm socket and wrench. (See *Picture C*)
- 6.) Remove outer a-arm bolt passing through the bearing carrier, using 15mm socket and wrench. (See *Picture D*)



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- 7.) Remove inner a-arm bolts (2) passing through the frame, using 15mm socket and wrench.  
(See Picture E)
- 8.) Lift shock and sway bar to remove stock arm.
- 9.) Remove brass cap/O-ring from stock bushing assembly. These will be reused in S3 a-arms.  
(See Picture F)
- 10.) Remove pivot tube and bushings. *(Pro Tip : A screwdriver works well to tap the bushings out. Use care to not damage the bushing. A small socket works well to tap pivot tube out.)*

#### Assembly:

- 11.) Reinstall bushings and pivot tubes into S3 Adjustable Bushing Tubes, using a dead blow hammer. Fitment will be tighter than OEM. There should be ~1/4" from the edge of the Adjustable Bushing Tube to the edge of the bushing/pivot tube. (See Picture G)
- 12.) Snap brass caps/O-rings back into place, ensuring chamfered edge faces outwards. (See Picture H)
- 13.) Thread jam nuts onto the Adjustable Bushing Tubes until there are 6 threads showing. Be sure this is even on both sides. Slight adjustment may be necessary when fitting on the Ranger. (See Picture I)
- 14.) Thread Adjustable Bushing Tube into S3 a-arm until it reaches the jam nut. Be sure the Adjustable Bushing Tubes are parallel to the ground. (See Picture J)
- 15.) For initial fitment, install the S3 A-Arm by lifting the shock out of the way. The bearing carrier will also need to be manipulated for proper alignment of the outer arm bolt. The brake line should be routed on top of the S3 A-Arm. (See Picture K)
- 16.) Install inner a-arm bolts, leaving loose at this time. *(Pro Tip : if having difficulty lining up bolts, the threaded bushings may need to be adjusted.)*
- 17.) Check for alignment of the outer a-arm "C" bracket in relation to the bearing carrier.
- 18.) If alignment is too far outward, remove inner arm bolts and arm from frame. Adjustable bushing tube should be threaded inward, or tightened/shortened in 180° increments. Recheck alignment.
- 19.) If alignment is too far inward, remove inner arm bolts and arm from frame. Adjustable bushing tube should be threaded outward, or loosened/lengthened in 180° increments. Recheck alignment.
- 20.) Once complete, reinstall inner arm bolts and now install provided 120mm bolt and washer into bearing carrier, front to back, reusing stock nylock nut. Leave loose at this time. *(Pro Tip : If installing 4" lift, the Adjustable Arm will not fit if the camber is not adjusted properly. If there are clearance issues with the shock while assembling, loosen each Adjustable Bushing Tube equally until there are no clearance issues.)*



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- 21.) Reinstall sway bar and shock. (*Pro Tip : For easiest installation of sway bar, insert the bolt first, then lift suspension up. An extra hand may be helpful.*)
- 22.) Tighten all nuts and bolts EXCEPT jam nuts.
- 23.) Install wheels/tires and place Ranger back on the ground. Drive around briefly to settle suspension.
- 24.) Check camber, on a flat level surface, by using a long straight edge on the sidewall of the tire. A digital angle finder works best for a precise measurement. Zero the angle finder on a flat surface and measure the angle of the tire. A regular level also works but is less precise. (*See Picture J*)
- 25.) If no further adjustment is needed, skip to step 28.
- 26.) If the angle is less than 90° from the ground, both adjustable bushing tubes need to be tightened to remove the positive camber (top of tire inwards). (*Pro Tip : Adjust both bushing tubes equally to ensure proper alignment of "C" bracket and bearing carrier.*)
- 27.) If the angle is more than 90°, both adjustable bushing tubes need to be loosened to remove the negative camber (top of tire outwards).
- 28.) Once camber is at desired angle, place Ranger in park (P) on a flat level surface and elevate rear of machine. Support Ranger with suitable jack stands for safety. Prepare for final assembly.
- 29.) Loosen nuts for inner and outer arm bolts, shock and jam nuts. Do not remove – only loose enough to expose the threads.
- 30.) Apply red threadlocker to all threads and tighten to factory spec.
- 31.) Use zip tie to attach brake line to brake line guide welded to underside of S3 arm. Stock brake line tabs can be discarded.
- 32.) Repeat on both sides.
- 33.) Reinstall wheels/tires and place Ranger back on the ground. Test drive and recheck fasteners/hardware.
- 34.) See Picture L for final assembly.

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



## 2018+ Polaris Ranger XP 1000

### Rear Upper Adjustable Arms # S3228

Picture A





## 2018+ Polaris Ranger XP 1000

### Rear Upper Adjustable Arms # S3228

Picture B





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### Rear Upper Adjustable Arms # S3228

Picture C





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Picture D





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Picture E

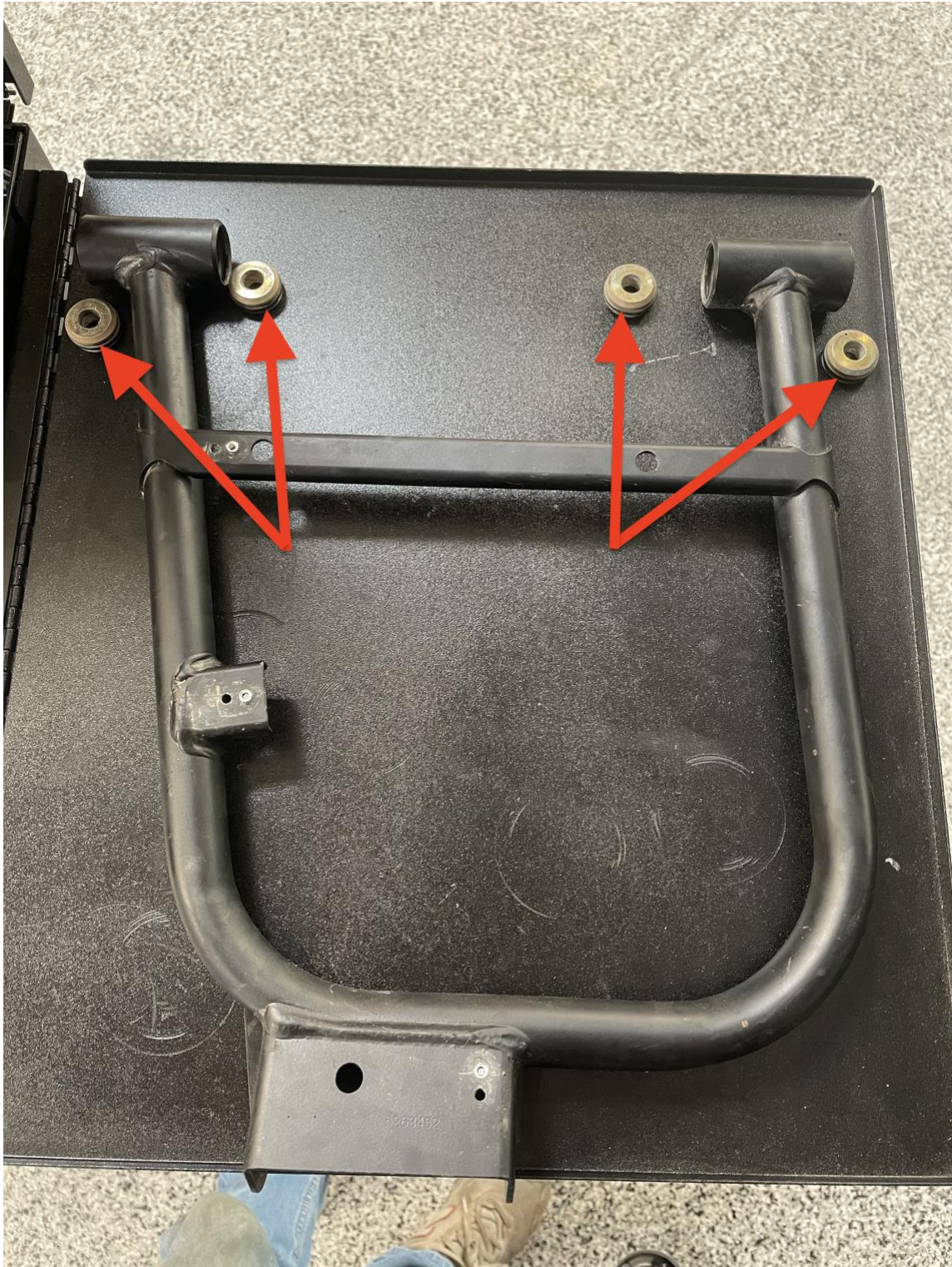




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Picture F





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Picture G





## 2018+ Polaris Ranger XP 1000

### Rear Upper Adjustable Arms # S3228

Picture H





## 2018+ Polaris Ranger XP 1000

### Rear Upper Adjustable Arms # S3228

Picture 1





## 2018+ Polaris Ranger XP 1000

### Rear Upper Adjustable Arms # S3228

Picture J





## 2018+ Polaris Ranger XP 1000

### Rear Upper Adjustable Arms # S3228

Picture K





## 2018+ Polaris Ranger XP 1000

### Rear Upper Adjustable Arms # S3228

Picture L

