

TOOLS REQUIRED

- Paint Marker
- Button Removal Tool
- T-40 Torx
- Torque Wrench
- Ratchet Wrenches
- 8, 10, 13, 14, 15, 17mm sockets
- 13mm and 17mm Wrenches
- 4" Socket Extension
- 8" Socket Extension
- Socket Swivel
- Hammer and Punch
- Bearing Puller Tool

INSTALL VIDEO



youtube.com/sandcraft_diy

DISASSEMBLY AND REMOVAL

- 01** Lift and support front and rear of vehicle on a level surface so that all four tires are off of the ground and the vehicle is stable.
- 02** Remove front passenger tire for easier access. Locate the prop shaft roll pin. Mark the front prop shaft and front differential 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.
- 03** Discard roll pin.
- 04** Loosen and remove the four bolts under the front differential.
- 05** Removing skid plate is recommended for easier access.
- 06** Remove the two front seats.
- 07** Remove the push rivets and the Torx screws (T-40) retaining the center console. Push the rubber boots around the seatbelt buckle and the shifter through the center console.
- 08** Remove the two fasteners on the OEM carrier bearing with a 15mm socket.
- 09** Mark the two joining drivelines next to the carrier for ease of installation. (Note: the OEM driveline has a master spline and will only go on one way.)
- 10** Remove rear prop shaft. For non-Turbo models, 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. Turbo models will need a 6mm allen tool to remove the four bolts that attach the driveline to the transmission.
- 11** Disengage and remove the rear driveline. For non-Turbo models, 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. For Turbo models, remove the 10mm bolt on the frame connecting the intercooler lines and lift intercooler bracket up above plastic tunnel to gain access to the T-25 fastener. Remove intercooler bracket then scatter shield. At this point the OEM carrier will have sufficient room to be removed from the vehicle.
- 12** Remove front prop shaft out of the bottom of the vehicle. For the Turbo model, remove carrier bearing rubber housing from the shaft prior to removing shaft. XP 1000 will slip forward while Turbo will slip off to the rear.

INSTALL AND REASSEMBLY

- 01** Remove the existing/old bearing from the shaft using a bearing puller tool (not supplied). A two jaw puller with 4.5" depth is an ideal tool. Clean bearing surface with Scotch Brite.
- 02** The two 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 offset to the **DRIVER'S** side. The supplied RCR bushings are designed to fit around the weldnut from the bottom up and flush to the bracket (to allow for clearance of radiator lines). Using the supplied hardware, install the bolts from the top going down.
- 03** Once the carrier base plate is in location and the bolts are through, install the nuts supplied to the through bolts using the supplied blue Loctite and torque to 33 ft-lbs.
- 04** 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 with the snap ring facing the brass ring.
- 05** Use the green Loctite 603 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
- 06** Install the front driveline first. **NOTE** – Properly align the hole in the front yoke with the front differential input shaft hole. **NOTE** – Turbo models – Place scatter shield in OEM location for now, re-install intercooler bracket starting with the T-25 fastener then on to the 10mm.
- 07** Install rear prop shaft, lining up the marks/master spline. **NOTE** – Turbo models – Fasten driveline scatter shield in OEM location at this point, then fasten the four bolts that are a 6 mm allen tool with Loctite and torque to 33 ft-lbs.
- 08** Install the supplied front roll pin bolt (replaces OEM front roll pin) and torque to 24ft-lbs. Also torque the four front differential bolts to 30 ft-lbs.
- 09** Install the two supplied 30mm bolts to attach the base plate to the bearing housing using the supplied blue Loctite.
- 10** Install skid plate, center console, seats and belts. **NOTE** – Double check all your work and make sure all steps are completed properly.