

REACT FRONT SUSPENSION KIT



P/N 2883686

APPLICATION

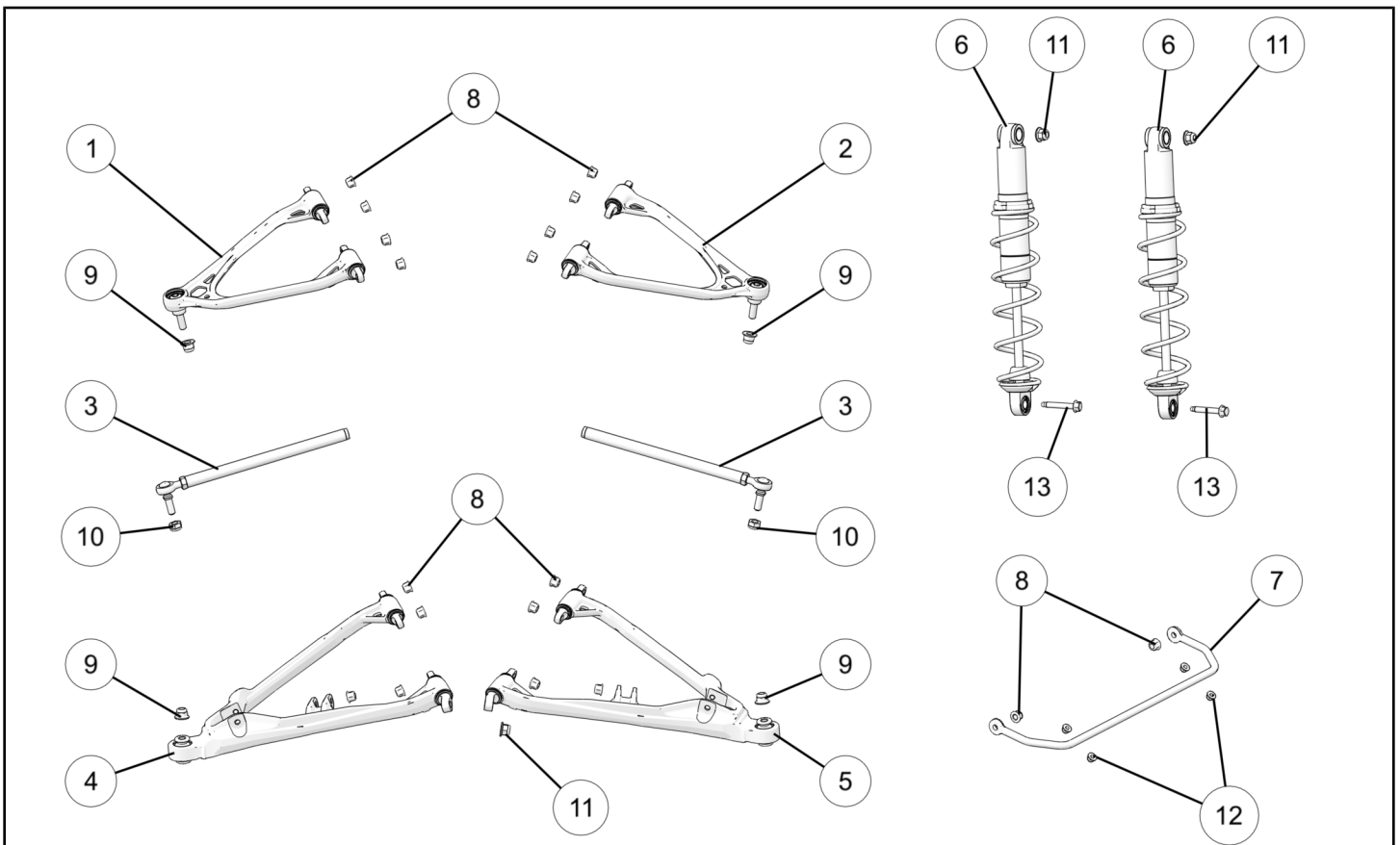
Verify accessory fitment at Polaris.com.

BEFORE YOU BEGIN

Read these instructions and check to be sure all parts and tools are accounted for. Please retain these installation instructions for future reference and parts ordering information.

KIT CONTENTS

This Kit includes:



REF	QTY	PART DESCRIPTION	PART NUMBER
1	1	UPPER CONTROL ARM ASSEMBLY, NARROW – RH	1824655
2	1	UPPER CONTROL ARM ASSEMBLY, NARROW – LH	1824654
3	2	TIE ROD ASSEMBLY, NARROW	1824651
4	1	LOWER CONTROL ARM ASSEMBLY, NARROW – RH	1824653
5	1	LOWER CONTROL ARM ASSEMBLY, NARROW – LH	1824652
6	2	SHOCK ASSEMBLY	1824662
7	1	SWAY BAR, NARROW	5264094
8	18	NUT - M8 X 1.25, FLG, NYLOC	7547332

REF	QTY	PART DESCRIPTION	PART NUMBER
9	4	NUT - M10 X 1.25, FLG, NYLOC	7547333
10	2	NUT - HEX M10 X 1.5	7547442
11	3	NUT - M10 X 1.5, HFN, NYLOC	7547423
12	4	NUT - M6 X 1.0, FLG, NYLOC	7547339
13	2	SCR - HXFL - M8 X 1.25 X 50	7519245
	1	Instructions	9928856

TOOLS REQUIRED

- Safety Glasses
- Socket Set, Metric
- Socket Set, Torx® Bit
- Tie-Down Straps (or equivalent)
- Torque Wrench
- Wrench Set, Metric
- Vehicle Lift/Support Equipment
- **Special Service Tool:**
 - Alignment Bar (PN: 5333508)

CONSUMABLES REQUIRED

- None

IMPORTANT

Your React Front Suspension Kit is exclusively designed for your vehicle. Please read the installation instructions thoroughly before beginning. Installation is easier if the vehicle is clean and free of debris. For your safety, and to ensure a satisfactory installation, perform all installation steps correctly in the sequence shown.

ASSEMBLY TIME

Approximately 90 minutes

NOTE

Additional time may be required for optional steps, or to accommodate other installed accessories.

INSTALLATION INSTRUCTIONS

CAUTION

BEFORE STARTING INSTALLATION, always ensure vehicle is properly secured on a flat stable surface to avoid accidental tipping, unwanted movement and to prevent personal injury and/or damage to equipment. Turn key to "OFF" position and remove from vehicle.

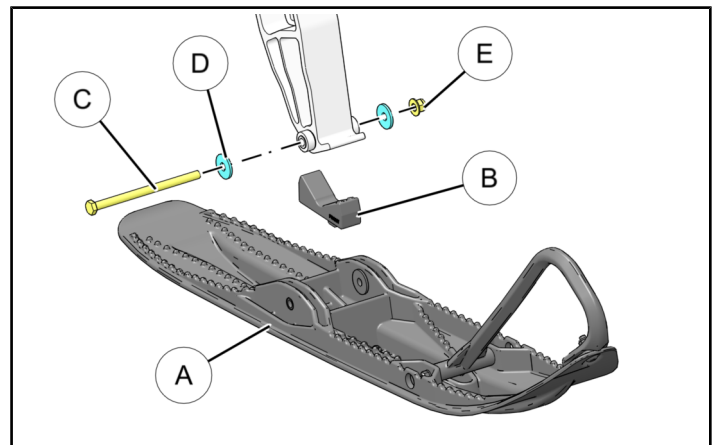
COMPONENT REMOVAL

1. Raise front of vehicle so the skis are no longer in contact with the working surface.

WARNING

ALWAYS properly block and secure vehicle to avoid accidental tipping. Failure to comply could result in death or severe personal injury.

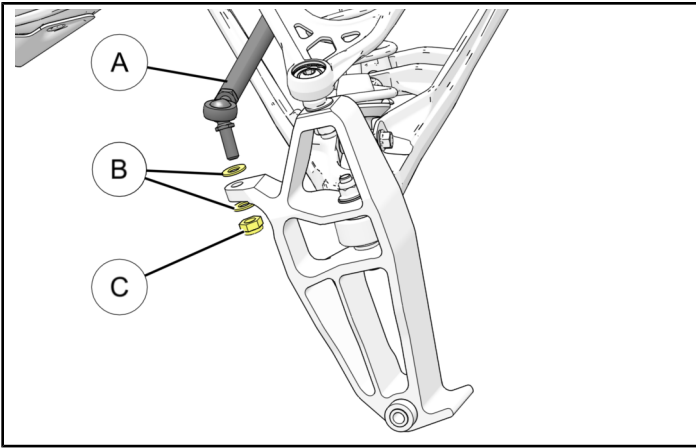
2. Remove ski assemblies (A).
 - a. Remove lock nut (E), washers (D), bolt (C) and ski rubber (B).



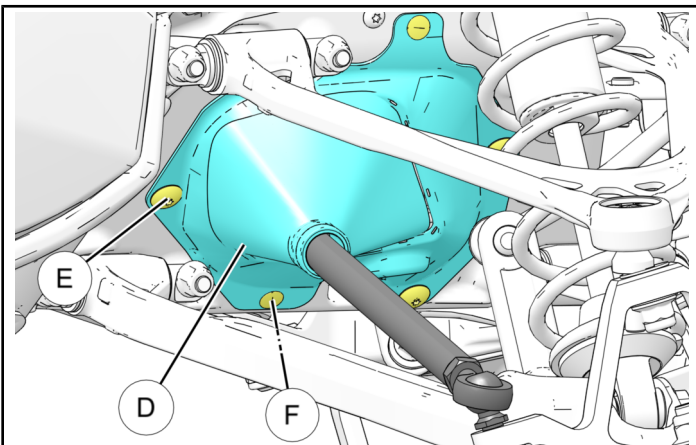
b. Repeat for opposite side.

3. Remove tie rod assemblies.

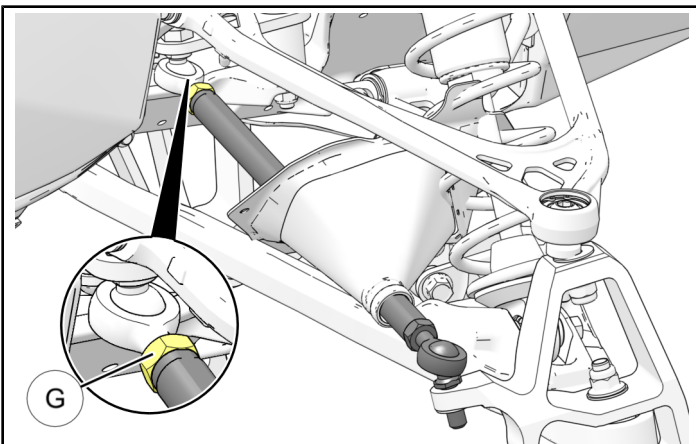
a. Remove lock nut (C) and washers (B) from outer tie rod end (A). Retain washers for later installation.



b. Detach the rubber tie rod boot (D) from the chassis by removing the three screws (E) and two push darts (F).



c. Loosen inner tie rod end jam nut (G) and remove outer tie rod assembly by unscrewing it from the inner tie rod end. Leave inner tie rod end attached to the steering frog.

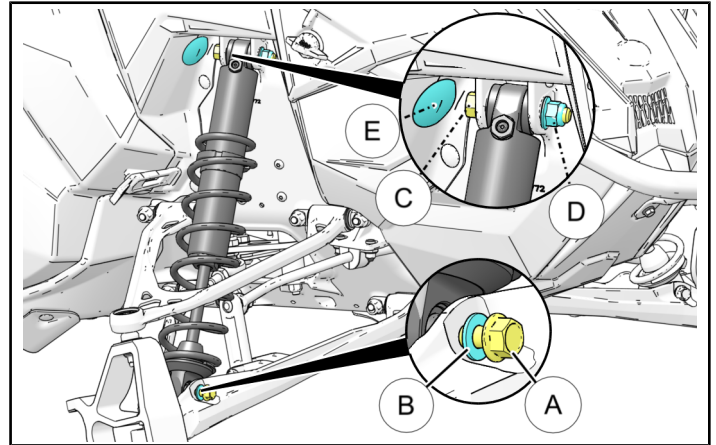


d. Repeat steps 2a-2c for opposite side.

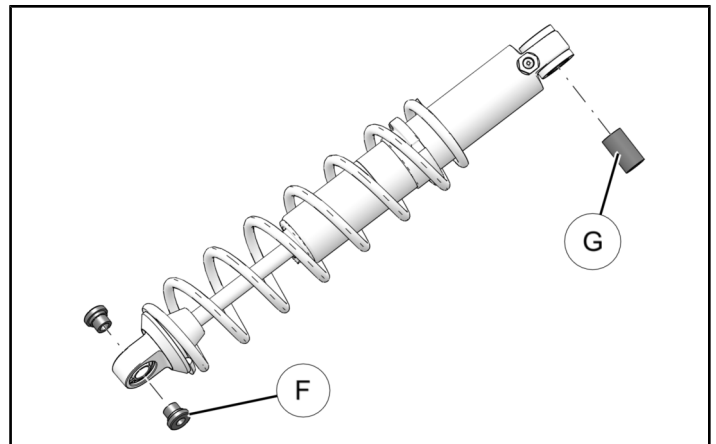
4. Remove shock assemblies.

a. Remove the lower shock bolt (A) and washer (B).

b. Remove the rubber plug (E) in the fender to allow the upper shock bolt (C) to be removed. Remove the locking nut (D) and remove bolt (C).



c. Remove shock assembly. Make note of number and location of spacers (F) and bushings (G) in upper and lower shock ends as these will be reinstalled.



d. Repeat steps 4a-4d for opposite side.

CAUTION

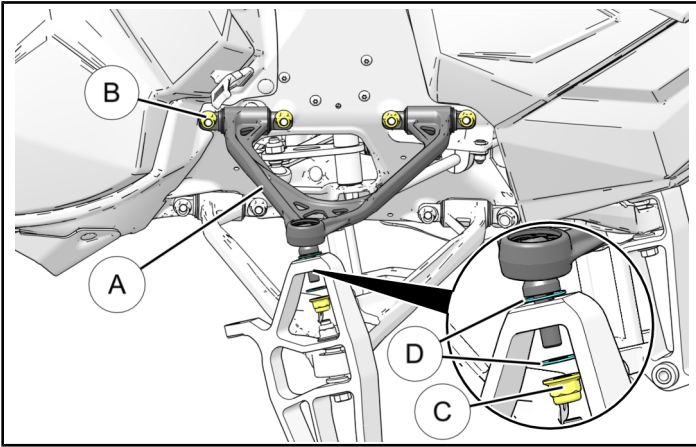
PINCH POINT DANGER!

Removing shock bolts may allow the IFS assembly to fall, creating a pinch points between the arms and the underlying components. It is recommended to hold the spindle up with one hand while removing the bolt with the other. **Keep ALL body parts away from all pinch point areas. Failure to comply may cause serious personal injury.**

5. Remove upper control arm assembly.

a. Remove the outer ball joint nut (C) and washers (D). Retain washers for reinstallation.

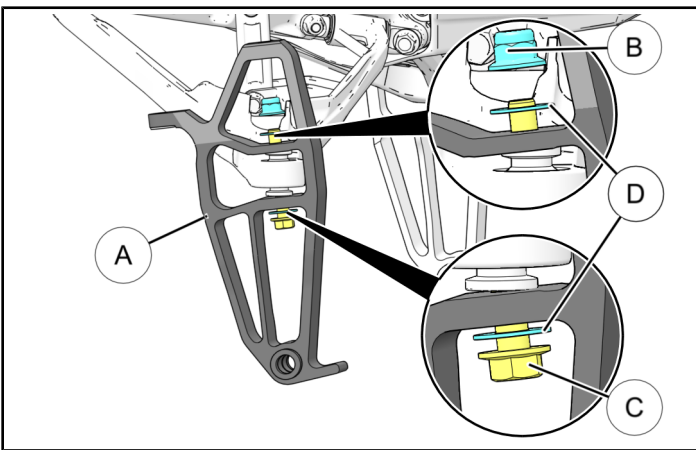
- b. Remove the four inner mounting fasteners (B) and remove upper control arm.



- c. Repeat steps 5a-5b for opposite side.

6. Remove Spindle assemblies.

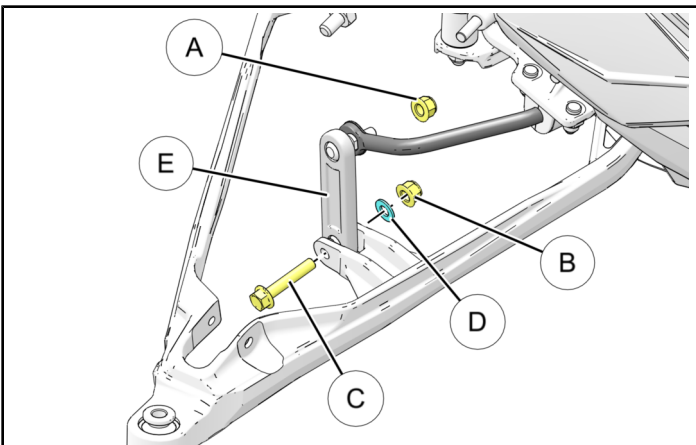
- a. Remove outer most fasteners (B) and (C) from lower control arm spherical bearing and remove spindle. Make note of number and placement of washers (D).



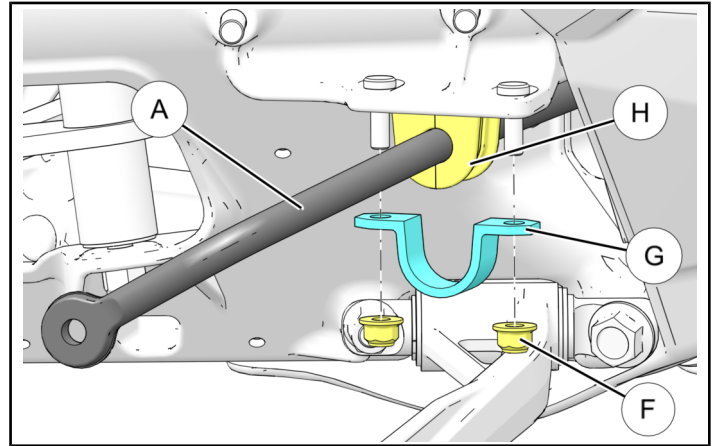
- b. Repeat for opposite side.

7. Remove sway bar assembly.

- a. First remove the upper locking nut (A) on the sway bar link (E). Then remove the lower nut (B), washer (D), bolt (C) and remove the sway bar link (E).



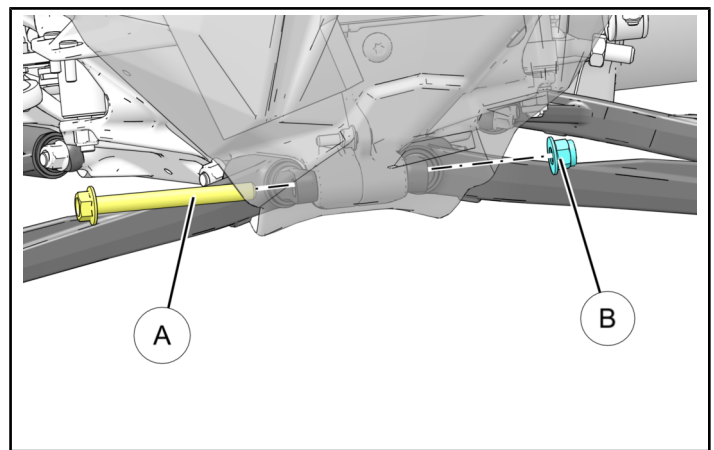
- b. Next remove the two sway bar mounting bracket nuts (F). Then remove the bracket (G) and bushings (H).



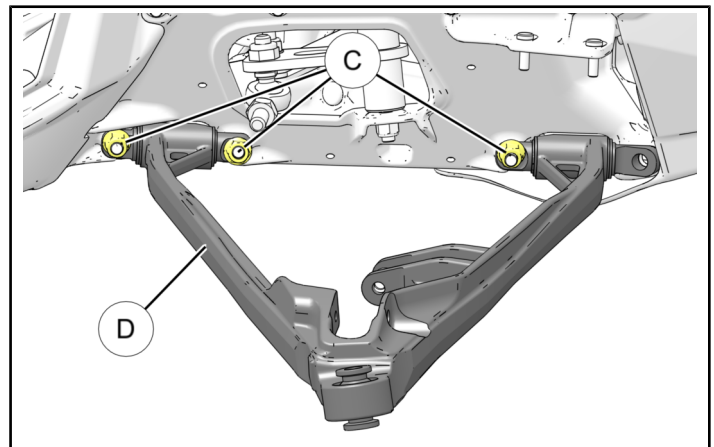
- c. Repeat steps 7a-7b for opposite side and remove sway bar (A).

8. Remove lower control arm assembly.

- a. Remove the forward most lower control arm mounting bolt (A) and lock nut (B).



- b. Remove the three remaining nuts (C) as shown and remove lower control arm.

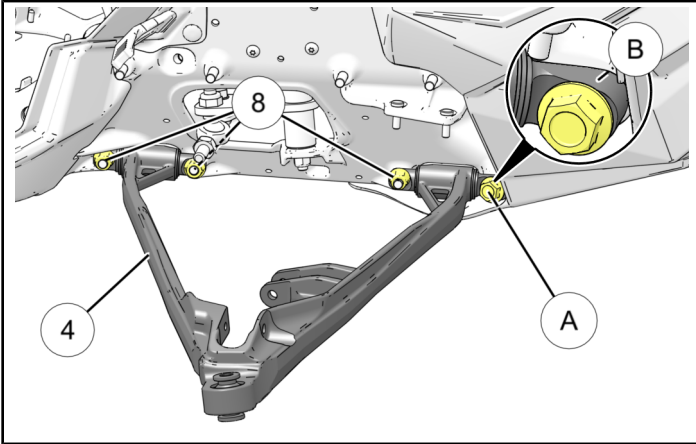


- c. Repeat for opposite side.

NEW COMPONENT INSTALLATION

1. Install lower control arms.

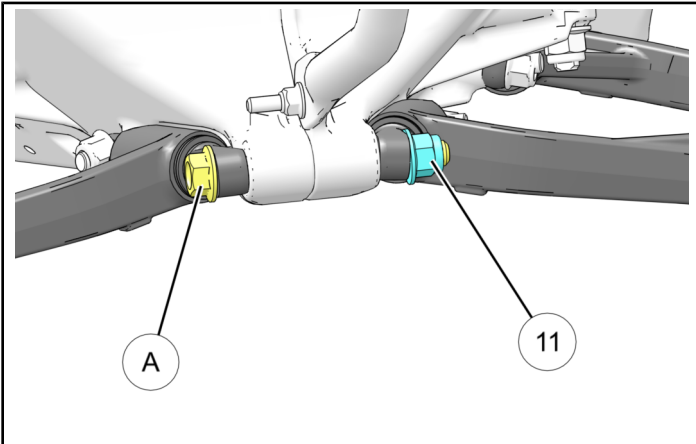
- a. Loosely install lower control arm ④ and secure into position using supplied locking nuts ⑧ and previously removed lower control arm mounting bolt ① as shown. Ensure the forward most pivot bushing ② has the angled side oriented as shown.



- b. Repeat steps 1a for opposite side.

NOTE

For opposite side you will need to install the supplied locking nut ⑩ onto previously installed forward most lower control arm bolt as shown.



- c. Torque the three lower control arm locking nut fasteners ⑧ on both sides of vehicle to specification.

TORQUE

30 ft. lbs. (41 Nm)

- d. Torque the forward most lower control arm bolt and locking nut ⑩ to specification.

TORQUE

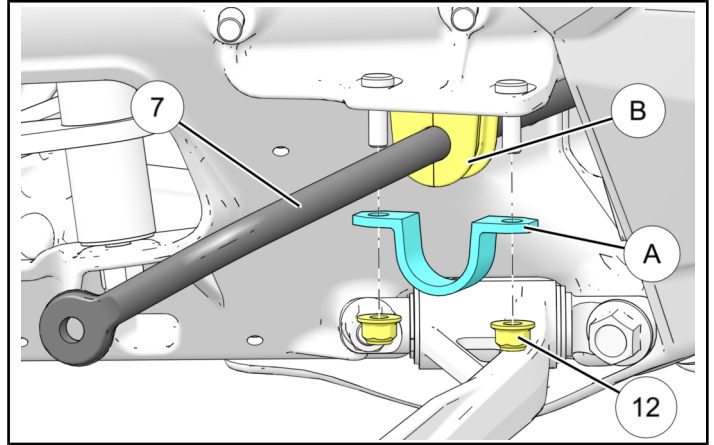
40 ft. lbs. (54 Nm)

2. Install sway bar assembly.

- a. Place new sway bar ⑦ into position and reinstall the sway bar bracket ① and bushings ② on both sides of vehicle as shown. Secure with new supplied locking nuts ⑫
- b. Torque nuts ⑫ to specification.

TORQUE

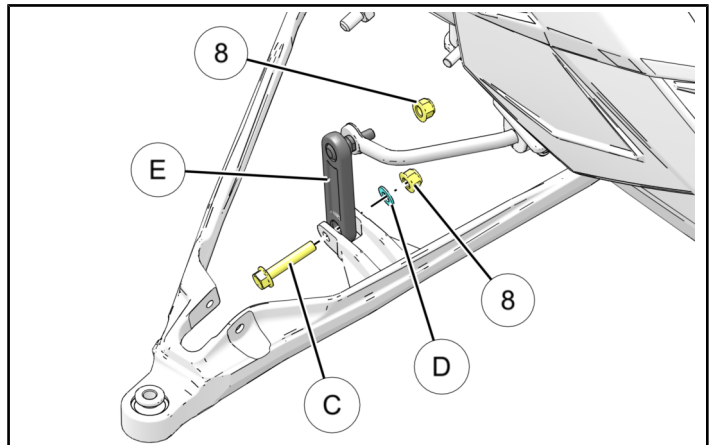
7.5 ft. lbs. (10 Nm)



- c. Install sway bar link ⑤ by first inserting upper ball joint end into sway bar as shown. Then loosely install the provided locking nut ⑧.
- d. Next, loosely install the previously removed lower bolt ③, washer ④ and new supplied locking nut ⑧.
- e. Torque fasteners ⑧ to specification.

TORQUE

18.5 ft. lbs. (25 Nm)

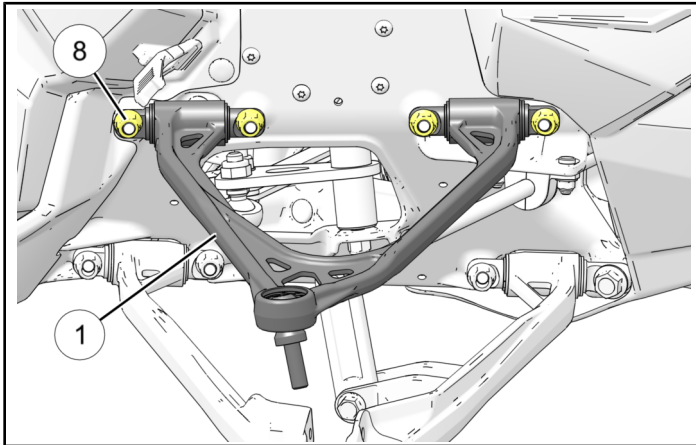


- f. Repeat steps 2a-2e for opposite side.

3. Install upper control arms.
 - a. Loosely install new upper control arm ① and secure into position using supplied locking nuts ⑧ as shown.
 - b. Torque all four upper control arm fasteners ⑧ to specification.

TORQUE

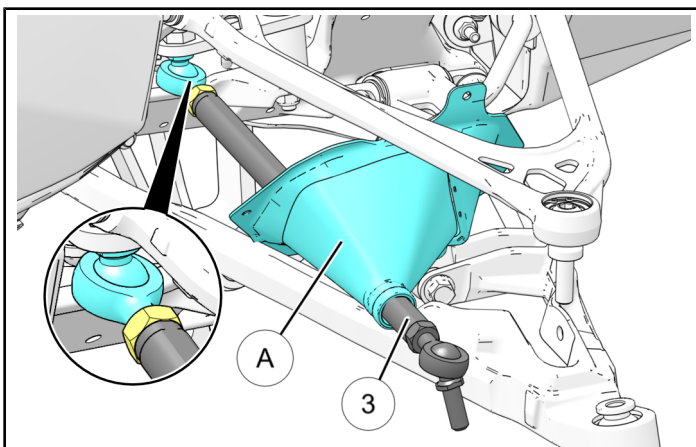
30 ft. lbs. (41 Nm)



- c. Repeat steps 3a-3b for opposite side.
4. Install new outer tie rod assembly.
 - a. Insert the new tie rod assembly ③ through the rubber tie rod boot (A) and loosely install onto the inner tie rod end that remained attached to the steering frog. Inner and outer tie rod end jam nuts will be torqued after the ski toe/ski alignment process. Tie rod boot will then be reinstalled at that time.

NOTE

Ensure there are approximately equal amounts of thread showing on each tie rod end.

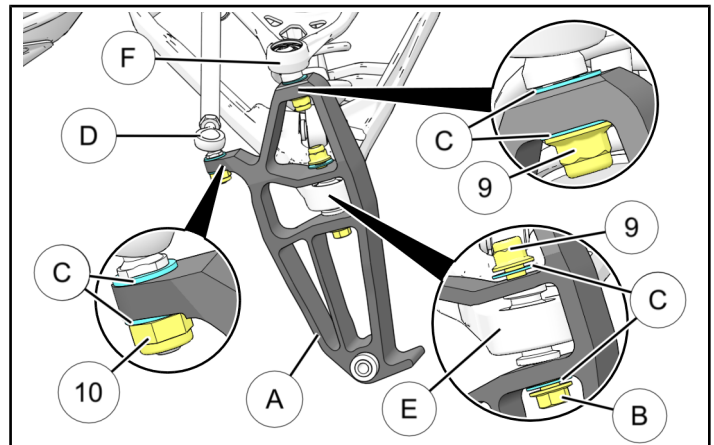


- b. Repeat step 4a for opposite side.

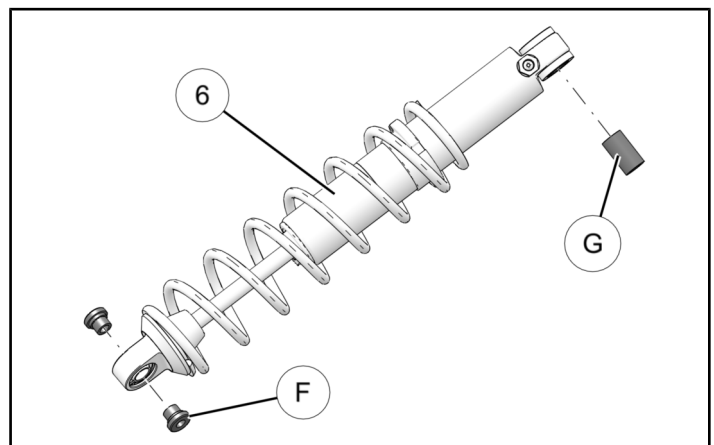
5. Install spindle.
 - a. Place previously removed spindle (A) into position and loosely install at the three points as shown using the supplied fasteners. To do so, first attach the lower control arm (E) using the previously removed bolt (B), washers (C) and new supplied lock nut (9) as shown. Then attach the upper control arm (F) making sure the previously removed washers (C) are located as shown and loosely install the new locking nut (9). Next attach the outer tie rod end with washers (C) and new supplied locking nut (10) as shown.
 - b. Torque all spindle mounting fasteners to specification.

TORQUE

- ⑩ Outer Tie Rod: 37 ft. lbs. (50 Nm)
- ⑨ Lower Control Arm: 40 ft. lbs. (54 Nm)
- ⑨ Upper Control Arm: 40 ft. lbs. (54 Nm)



- c. Repeat step 5a-5b for opposite side.
6. Install new provided shock (6).
 - a. Install previously removed lower shock spacers (F) and upper bushing (G) into new shock (6) as shown.

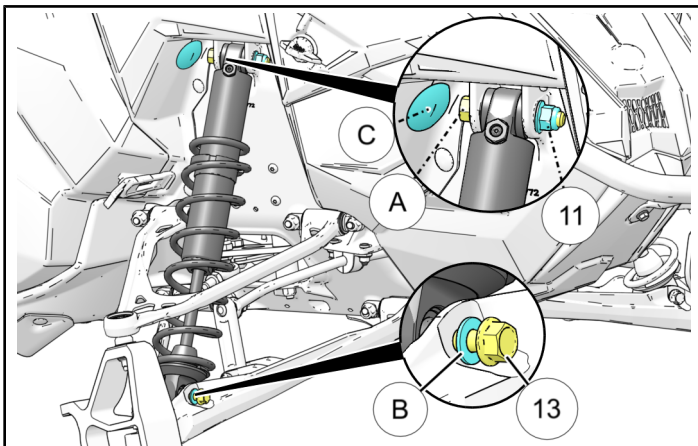


- b. Place upper portion of provided shock ⑥ into position and secure with previously removed upper shock bolt ① and new provided lock nut ⑪.
- c. Next, secure lower portion of shock using the newly supplied shock bolt ⑬ and previously removed washer ⑧ as shown.
- d. Torque both upper and lower shock mounting fasteners to specification.

TORQUE

⑪ Upper: 37 ft. lbs. (50 Nm)

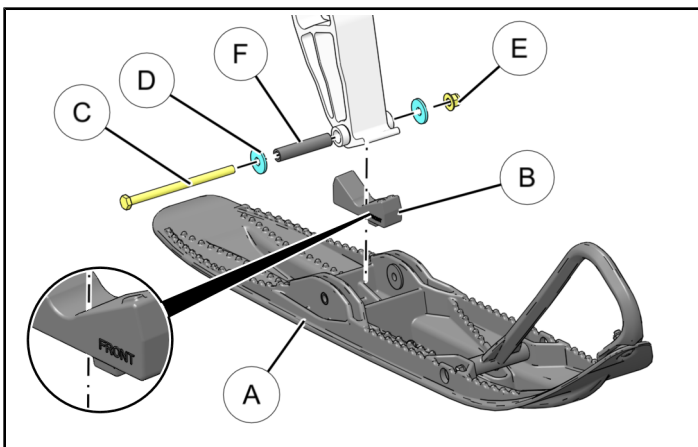
⑬ Lower: 18.5 ft. lbs. (25 Nm)



- e. Reinstall previously removed fender plug ③.
 - f. Repeat steps 6a-6e for opposite side.
7. Install ski assembly and related hardware.
- a. Place ski rubber ② oriented as shown into position and install ski onto spindle using all previously removed mounting hardware as shown.
 - b. Torque nut ⑤ to specification.

TORQUE

37 ft. lbs. (50 Nm)



- c. Repeat steps 6a-6b for opposite side.

- 8. Verify all suspension and ski mounting fasteners have been torqued to proper specification.

⚠ WARNING

You **MUST VERIFY** all suspension and ski mounting fasteners have been torqued to proper specification. Failure to comply may result in death or serious personal injury.

SKI ALIGNMENT/TOE ADJUSTMENT

⚠ WARNING

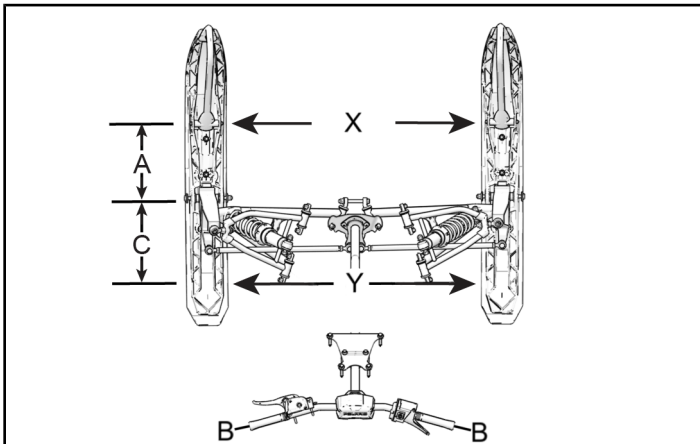
Improper ski alignment or adjustment may cause loss of steering control, resulting in serious injury or death.

IMPORTANT

Track alignment must be correct prior to starting this procedure. Ski alignment is measured at ride height.

1. Rock the front end of the snowmobile up and down and then set it down gently.
2. Place the handlebars in a straight-ahead position. Measure from each end ② of the handlebar to a common center point at the rear of the snowmobile to verify.
3. Measure 10 inches (25.4 cm) forward from the center of the ski mounting bolt on both skis, preferably on the center line of the skags as indicated by measurement ①. The measurement between these two points will be measurement X.
4. Perform the same measurement rearward from the center of the ski mounting bolt as indicated by measurement ③. The measurement between these two points will be measurement Y.
5. Place a straight edge along side the one side of the track. Make sure that the straight edge is touching along the length of the track.
6. Record the measurements from the edge of the straight edge to the X and Y marks. Adjust the tie rods so both measurements are the same.
7. Repeat steps 5 and 6 on the opposite side.
8. These steps will align the skis with the track. At this point, verify the handlebars are still centered with the skis.
9. To set ski toe, raise the front of the snowmobile until the skis are off the ground.

10. Turn both steering tie rods equally to set ski toe. When finished, the overall measurement (X) should be 0 - 1/8 inches (0 - 3 mm) wider than the overall measurement (Y).



11. Once the proper measurement is obtained ensure the tie rod ends have equal thread engagement. Both inner and outer rod ends should also be parallel to allow the steering to be turned fully in both directions with no binding on the tie rod ends. Once you have verified there is no binding and there is equal thread engagement torque both inner and outer jam nuts on each tie rod to specification.

TORQUE

11 ft. lbs. (15 Nm)

12. Verify all steering fasteners have been torqued to proper specification.

⚠ WARNING

You **MUST VERIFY** all steering fasteners have been torqued to proper specification. Failure to comply may result in death or serious personal injury.

FEEDBACK FORM

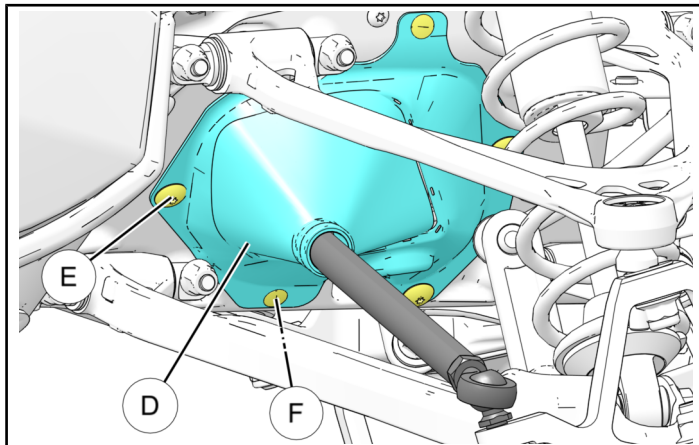
A feedback form has been created for the installer to provide any comments, questions or concerns about the installation instructions. The form is viewable on mobile devices by scanning the QR code or by clicking [HERE](#) if viewing on a PC.

FEEDBACK FORM



13. Install tie rod boot.

- a. Reinstall the tie rod boot (D) using previously removed fasteners (E) and (F) as shown. Tighten screws (E) just until snug being careful not to overtighten.



- b. Repeat for opposite side.

VERIFY WORK

1. Verify all steps have been completed and all tools are accounted for