



Date: October 24, 2016

TECHNICAL SERVICE BULLETIN

Slingshot

Bulletin Number: T-16-06
Model Years: 2015-2017

☒ Safety Bulletin

☐ Service Bulletin

☐ Service Alert Fax

Distribution: ☐ Owner/Principal ☐ Service Manager ☐ Sales Manager ☐ Parts Manager ☐ Technicians

This Service Bulletin is located at www.polarisdealers.com

-Confidential and Proprietary-

VERSION: R01 (October 24, 2016)

IMPORTANT STOP SALE SAFETY NOTICE!

STOP SELLING ALL SLINGSHOT VEHICLES IMMEDIATELY UNTIL THE REPAIR PROCEDURE HAS BEEN COMPLETED ON ALL AFFECTED UNITS AT YOUR DEALERSHIP

IMPORTANT

If you are working with a printed copy, please verify you have the most current version of these instructions.

SUBJECT:

2015-17 SLINGSHOT – Swingarm Replacement

PURPOSE:

Certain Slingshot vehicles may have been assembled with an improperly manufactured swing arm, resulting in decreased swing arm strength. If the swing arm is compromised it can result in a loss of forward momentum or control, increasing the risk of a crash.

Refer to “Unit Inquiry” on the dealer website to ensure each vehicle is within the specified VIN range for this Safety Bulletin. Refer to the repair procedure below for the proper steps to complete this bulletin.

Your service department **MUST** perform the following actions as directed by this Safety Bulletin:

1. Each member of your service department team must review this Safety Bulletin in its entirety.
2. Each member of your service department team must watch the training video prior to ordering **ANY** parts, completing **ANY** work, or submitting **ANY** warranty claim for this Safety Bulletin.

AFFECTED MODELS:

MODEL YEAR	MODELS	MODEL NUMBERS	VEHICLE IDENTIFICATION NUMBER RANGE
2015	Slingshot	T15AASFAAC / BC / CC	Reference “Unit Inquiry” on the dealer website or the Service Bulletin list on the STOP site to lookup affected units.
	Slingshot SL	T15AAPFAAB / BB / CB	
	Slingshot LE	T15AAPFAAD / BD / CD	
2016	Slingshot	T16AASF AAA / AC / BA / BC / CA / CC	
	Slingshot SL	T16AAPFAAB / AH / AJ / BB / BH / BJ / CB / CH / CJ / EB / EH / EJ	
	Slingshot LE	T16AAPFAAF / AG / AK / BF / BG / BK / CF / CG / CK / EF / EG / EK	
2017	Slingshot	T17AASF AAA / BA / CA	
	Slingshot SL	T17AAPFAAF / AL / BF / BL / CF / CL	
	Slingshot SLR	T17AARFAAE / AM / BE / BM / CE / CM	

The information contained within this Bulletin is confidential and protected by U.S. and international copyright laws, and is the property of Polaris Inc. This Safety Bulletin is provided for the sole use of authorized Polaris dealers and distributors. This Safety Bulletin is not to be distributed, duplicated, or copied, digitally or otherwise, without the written consent of Polaris Industries Inc.

© 2016 Polaris Inc. (Page 1 of 32)

KIT ORDERING INFO

BULLETIN NUMBER	MODELS	BULLETIN DESCRIPTION	REQUIRED PARTS
T-16-06AA	T16AAPFAAK T16AAPFABK	Swingarm Replacement	(1) 2207085-133 - SWINGARM, BRIGHT WHITE (QTY.1)
T-16-06AB	T16AAPFACK T16AAPFAEK	Swingarm Replacement with Double Axle Nut	(1) 2207085-133 - SWINGARM, BRIGHT WHITE (QTY.1) (2) 7547831 - NUT, AXLE (QTY.2)
T-16-06BA	T16AAPFAAF T16AAPFAAG	Swingarm Replacement	(1) 2207085-293 - SWINGARM, INDY RED (QTY.1)
T-16-06BB	T16AAPFABF T16AAPFABG T16AAPFACF T16AAPFACG T16AAPFAEF T16AAPFAEG	Swingarm Replacement with Double Axle Nut	(1) 2207085-293 - SWINGARM, INDY RED (QTY.1) (2) 7547831 - NUT, AXLE (QTY.2)
T-16-06CA	T17AARFAAM	Swingarm Replacement	(1) 2207085-385 - SWINGARM, CLOUD SILVER (QTY.1)
T-16-06CB	T17AARFABM T17AARFACM	Swingarm Replacement with Double Axle Nut	(1) 2207085-385 - SWINGARM, CLOUD SILVER (QTY.1) (2) 7547831 - NUT, AXLE (QTY.2)
T-16-06DA	T17AARFAAE	Swingarm Replacement	(1) 2207085-589 - SWINGARM, ORANGE MADNESS (QTY.1)
T-16-06DB	T17AARFABE T17AARFACE	Swingarm Replacement with Double Axle Nut	(1) 2207085-589 - SWINGARM, ORANGE MADNESS (QTY.1) (2) 7547831 - NUT, AXLE (QTY.2)
T-16-06EA	T15AAPFAAB T15AAPFABB T15AAPFACB T15AASF AAC T16AAPFAAB T16AAPFAAH T16AAPFAAJ T16AAPFABB T16AAPFABH T16AAPFABJ T16AAPFACB T16AAPFACH T16AAPFACJ T16AAPFAEB T16AAPFAEH T16AAPFAEJ T16AASF AAA T16AASF AAC T16AASFABA T16AASFABC T16AASFACA T16AASFACC	Swingarm Replacement	(1) 2207085-650 - SWINGARM, TITANIUM GREY (QTY.1)
T-16-06EB	T17AAPFAAF T17AAPFAAL T17AAPFABF T17AAPFABL T17AAPFACF T17AAPFACL T17AASF AAA T17AASFABA T17AASFACA	Swingarm Replacement with Double Axle Nut	(1) 2207085-650 - SWINGARM, TITANIUM GREY (QTY.1) (2) 7547831 - NUT, AXLE (QTY.2)
T-16-06FA	T15AAPFAAD T15AAPFABD T15AAPFACD	Swingarm Replacement	(1) 2207085-698 - SWINGARM, NUCLEAR SUNSET (QTY.1)
T-16-06FB		Swingarm Replacement with Double Axle Nut	(1) 2207085-698 - SWINGARM, NUCLEAR SUNSET (QTY.1) (2) 7547831 - NUT, AXLE (QTY.2)

CUSTOMER NOTIFICATION

A customer notification letter will be sent to all registered owners of affected vehicles. In addition to the notification letter sent by Polaris, dealers are required to review sales records and contact consumers who have purchased a potentially affected vehicle. Make arrangements to perform the steps outlined in this Safety Bulletin immediately.

WARRANTY CLAIM / PARTS INFORMATION

A single group claim may be submitted listing the complete (17-digit) Vehicle Identification Number for machines with the same model number. File claim type **SB (Service Bulletin)**. Do **NOT** put more than one model number on a claim.

SAFETY BULLETIN #	T-16-06AA-FB
CLAIM TYPE	SB (Service Bulletin)
LABOR ALLOWANCE	120 Minutes (2.0 Hours)
PART NUMBER / DESCRIPTION	See table on pg.2
PARTS AVAILABILITY	Limited quantities available by the end of November 2016. Supply meeting demand beginning January 2017.
UNIVERSITY OF POLARIS VIDEO TRAINING REQUIREMENT	YES*

*Polaris requires one person from a dealership to be certified before parts ordering may occur and two people from a dealership to be certified before warranty claims may be processed.

NOTE

Polaris requires dealers to maintain warranty records, including repair orders and supporting documentation for five years. All claims for additional labor, dealer transport/travel or part stock claims for T-16-06 are subject to audit and inspection. Infractions will result in chargebacks and fines in accordance with the Polaris Audit Policy

POLARIS DEALER SCHEDULING TOOL

A new scheduling tool is available for dealers to keep a record of customers contacted and scheduled for bulletin repairs. This optional tool provides visibility for your dealership and will allow Polaris to prioritize parts allocations in cases of backorder. For more information log in to www.universityofpolaris.com

WARRANTY COVERAGE PERIOD

Warranty coverage for Safety Bulletin T-16-06 will begin October 24 2016. This bulletin has no expiration date.

DISPOSAL INFORMATION

Dealers/Distributors: Under no circumstances shall the parts removed in this repair be re-used, sold, or re-purposed for another application. It is your dealership / distributor's responsibility to make sure every part replaced (related to this bulletin) is taken out of circulation and disposed of properly.

SERVICE BULLETIN COMPLETION DECAL

A Service Bulletin Completion Decal must be completed for this bulletin repair. Remove the hood and place the decal on an easily visible portion of vehicle. If you require more decals, order them through normal Polaris parts ordering channels.

Sincerely,



Doug Koch
Technical Service and Warranty Manager

IMPORTANT

Several steps of this procedure require an audit by another dealership representative other than the technician who is completing the repair. Completing these check backs is a critical component to ensuring the repair has been properly completed.

An audit checklist will be provided with each kit. It must be completed and retained with the instruction sign-off and repair order.

AUDIT CHECKLIST:

- ☐ Verify that the shock bracket fasteners have been torqued using a torque wrench set to the correct specification and marked with a paint pen. Torque value: **50 lb-ft (68 Nm)**
- ☐ Verify that all bushings are properly installed in the swingarm.
- ☐ Verify that the needle bushing is not damaged before installation.
- ☐ Verify that the brake caliper fasteners have been torqued using a torque wrench set to the correct specification and marked with a paint pen. Torque value: **60 lb-ft (81 Nm)**
- ☐ Verify that the routing line fasteners and wheel speed sensor fastener have been torqued using a torque wrench set to the correct specification and marked with a paint pen. Torque value: **8 lb-ft (11 Nm)**
- ☐ Verify that Loctite has been applied to the leading edge of the rear axle and driven sprocket splines.
Record time and date of Loctite application **TIME:** _____ **DATE:** _____
- ☐ Verify that Loctite has been applied to the leading edge of the rear axle and inside rear axle nut threads.
Record time and date of Loctite application **TIME:** _____ **DATE:** _____
- ☐ Verify that Loctite has been applied to the leading edge of the rear axle and outside rear axle nut threads.
Record time and date of Loctite application **TIME:** _____ **DATE:** _____
- ☐ Verify that the axle nuts have been torqued using a torque wrench set to the correct specification and marked with a paint pen. Torque value: **Inside = 250 lb-ft (339 Nm), Outside = 150 lb-ft (203 Nm)**
- ☐ Verify that the lower shock mounting fastener has been torqued using a torque wrench set to the correct specification and marked with a paint pen. Torque value: **50 lb-ft (68 Nm)**
- ☐ Verify that the wheel lug nuts have been torqued using a torque wrench set to the correct specification.
Torque value: **75 lb-ft (102 Nm)**
- ☐ Verify that the drive belt deflection is within specification. Record tension / deflection _____
- ☐ Verify that the right angle drive fasteners have been torqued using a torque wrench set to the correct specification and marked with a paint pen. Torque value: **85 lb-ft (115 Nm)**
- ☐ Verify that the pivot shaft nut has been torqued using a torque wrench set to the correct specification and marked with a paint pen. Torque value: **195 lb-ft (264 Nm)**
- ☐ Verify that the pivot shaft has been torqued using a torque wrench set to the correct specification and marked with a paint pen. Torque value: **30 lb-ft (40 Nm)**
- ☐ Verify the angle drive adjuster nut has been torqued using a torque wrench set to the correct specification and marked with a paint pen. Torque value: **40 lb-ft (54 Nm)**

UNIVERSITY OF POLARIS VIDEO TRAINING REQUIREMENT

Each member of your service department team must watch the training video on University of Polaris prior to completing any work, or submitting ANY warranty claim for this Safety Bulletin. You must watch the video through the University of Polaris in order to get credit for watching the video.

www.universityofpolaris.com

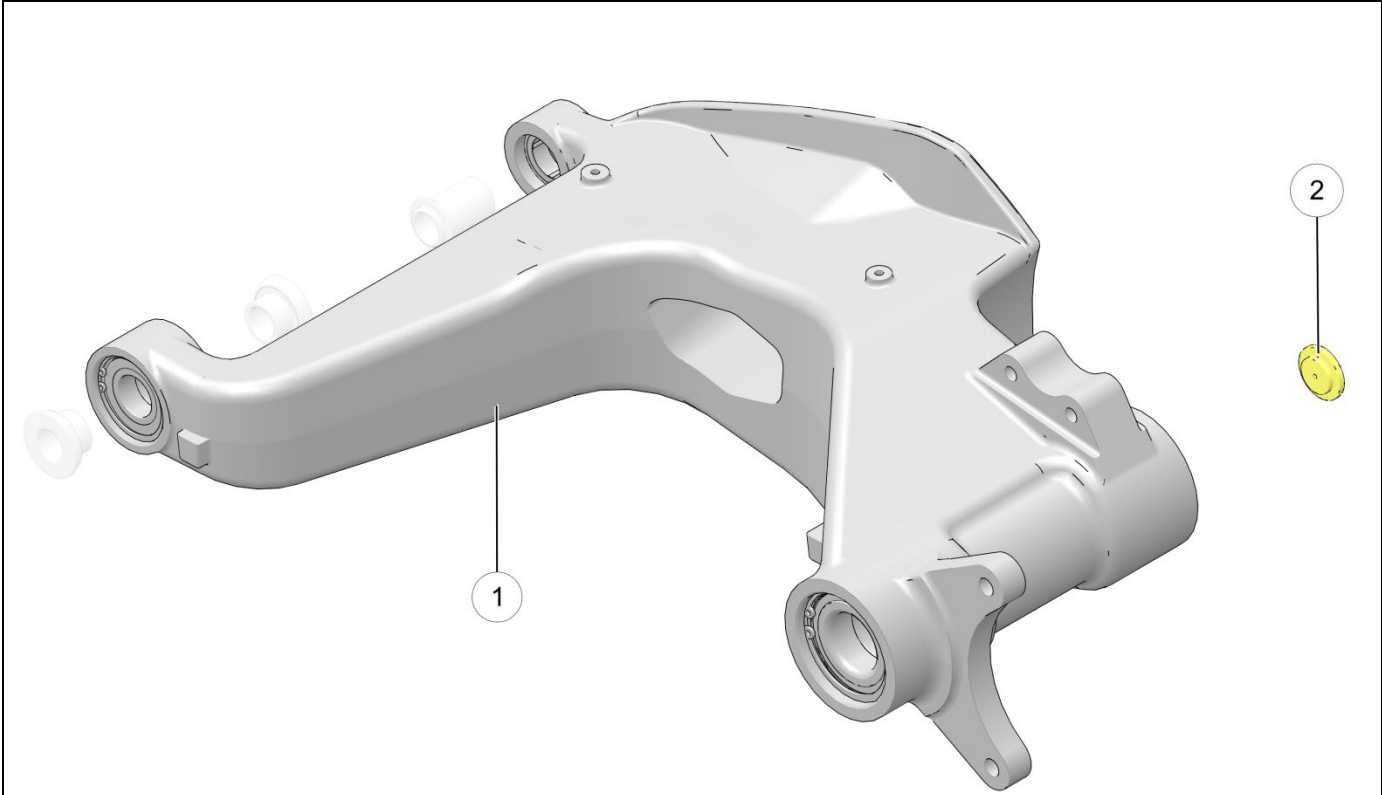
FEEDBACK FORM

A feedback form has been created for the technician to provide POLARIS with an overall satisfaction rating for the instructions, provide comments on your experience or upload pictures/videos from a specific repair. This feedback form is viewable on a mobile device by scanning the QR code shown or by clicking [HERE](#) if viewing this document electronically.

FEEDBACK FORM



KIT CONTENTS (P/N 2207085)



REF	PART DESCRIPTION	PART NUMBER	QTY
①	Swingarm Assembly w/bearings	5141107-XXX	1
②	Wheel Sprocket Puller Seat	5264214	1
	Loctite 680 (not shown)	8560253	1
	Kit Instructions (not shown)	9927930	1

2207085-PART PROCEDURE

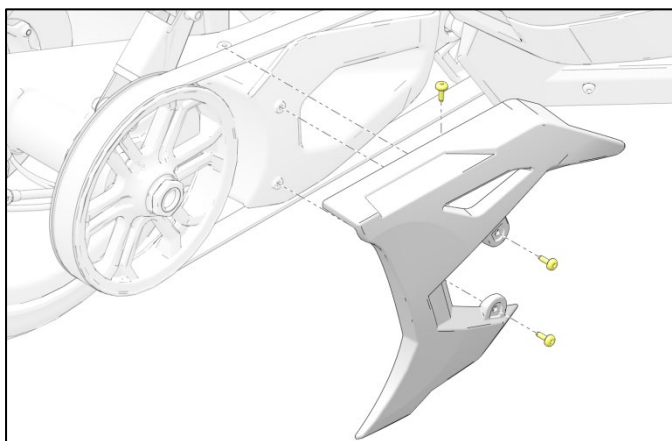
PART 1: SWINGARM REPLACEMENT

Tools Required:

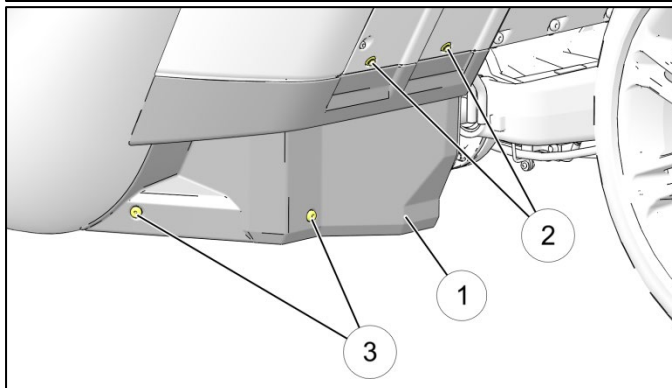
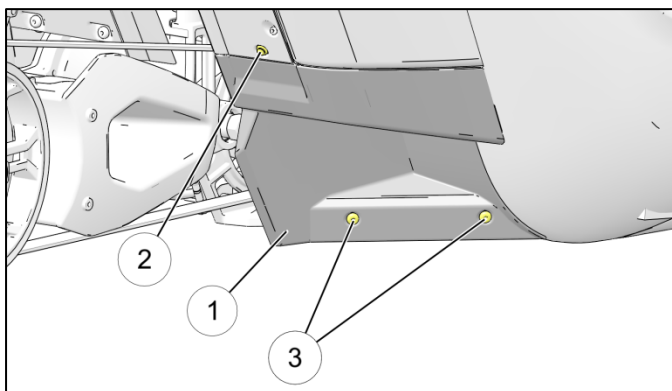
- T-40 Torx Wrench
- 10mm, 15mm, 17mm, 18mm, 30mm, 40mm, 46mm Sockets
- 15mm, 18mm Open End Wrench
- Multi-Pliers
- ½ to ¾ adapter or ¾ torque wrench
- 3 Jaw Puller
- Torch
- 22mm Allen Wrench
- Ratchet
- Torque Wrench
- Sonic Tension Meter or PV-43532

REMOVAL

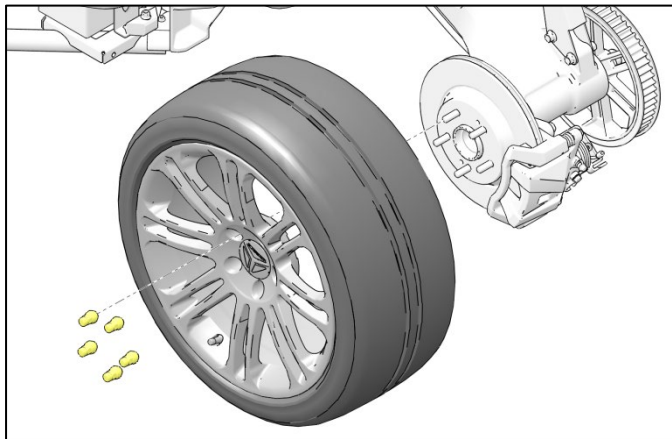
1. Shift transmission into neutral. Engage parking brake. Turn key to “OFF” position and remove from vehicle.
2. Remove three T-40 fasteners and Drive Belt Cover.



3. Remove both the driver and passenger side lower close out panels (1) by removing the push rivets (2) and T40 fasteners (3).



4. Remove lug nuts and remove rear wheel.



5. Remove the Axle Nut(s).

NOTE

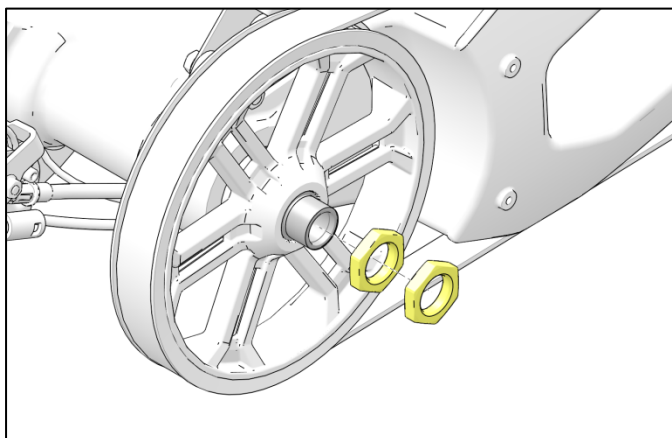
Heat may need to be applied to aid in the release of Loctite. If required, lightly apply heat to the axle nuts threads.

NOTE

Some vehicles will be equipped with a single axle nut. If equipped with a single axle nut, discard and install double axle nuts.

IMPORTANT

DO NOT reuse single axle nut.
SINGLE AXLE NUT = DISCARD
DOUBLE AXLE NUTS = KEEP & CLEAN



6. Release parking brake.

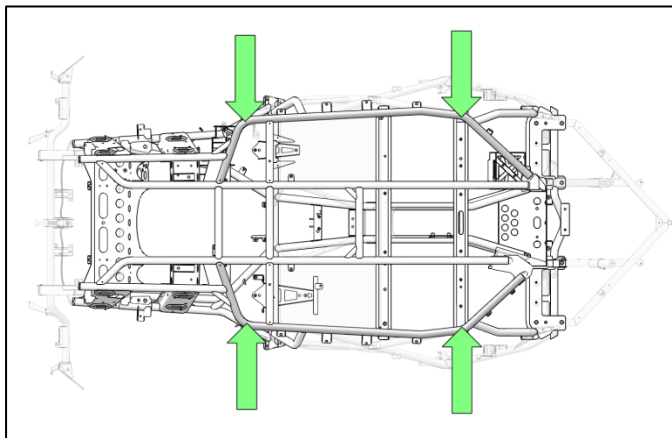
7. Raise vehicle off the ground.

IMPORTANT

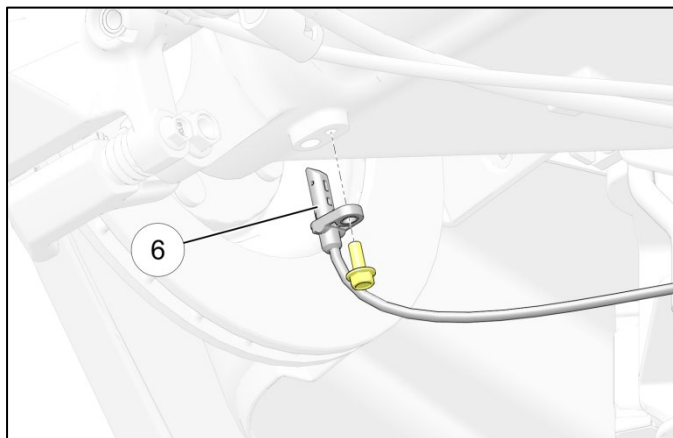
Make sure you lift the vehicle using the appropriate lift points.

WARNING

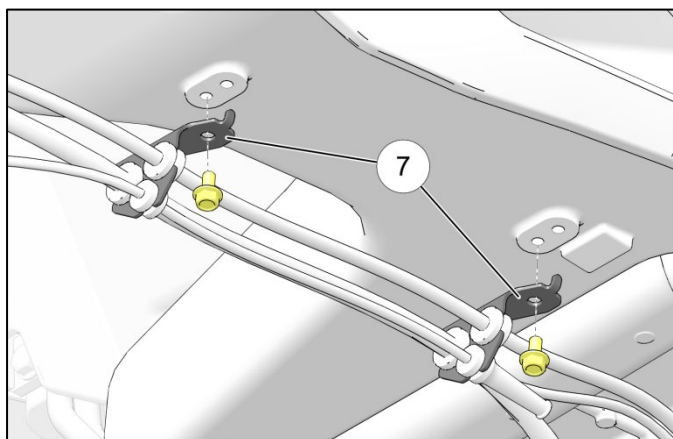
Take precautions when vehicle is off the ground. Do not walk or stand underneath a vehicle. Failure to follow this warning may result in serious injury or death.



8. Locate the rear wheel speed sensor ⑥ underneath the swingarm and remove. Retain fastener for installation.



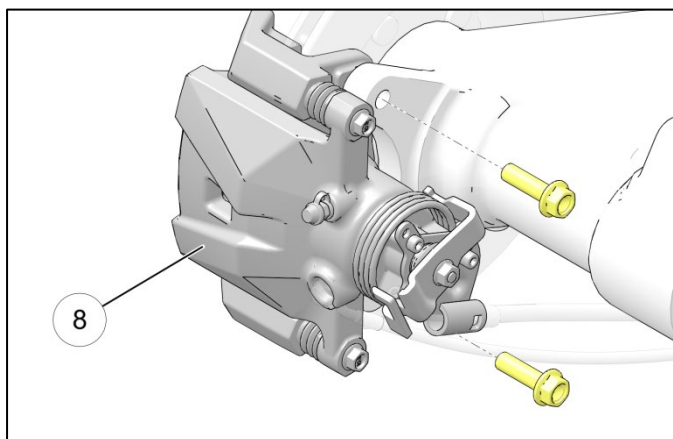
9. Remove routing line fasteners and brackets ⑦ from the bottom of the swingarm. Retain fasteners for installation.



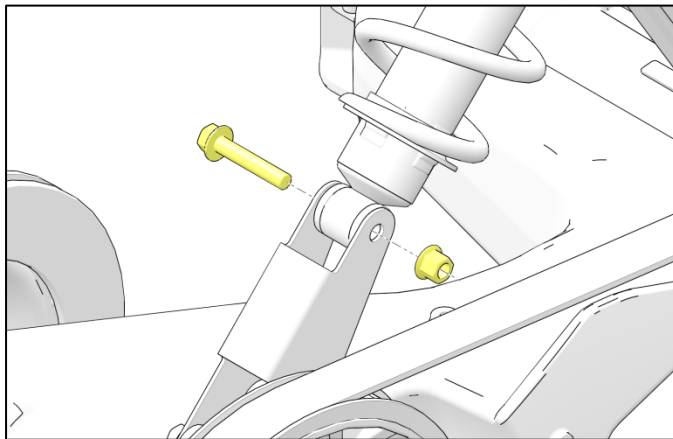
10. Remove two fasteners and brake caliper ⑧. Retain fasteners for installation.

CAUTION

When removing caliper, use care not to damage brake line. Support caliper to avoid kinking or bending brake line.



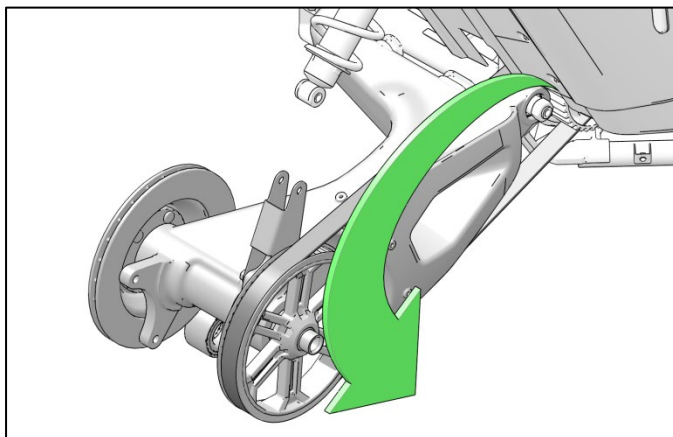
11. Support swingarm and remove lower shock mount bolt.



12. Allow swingarm to pivot downward and remove drive belt.

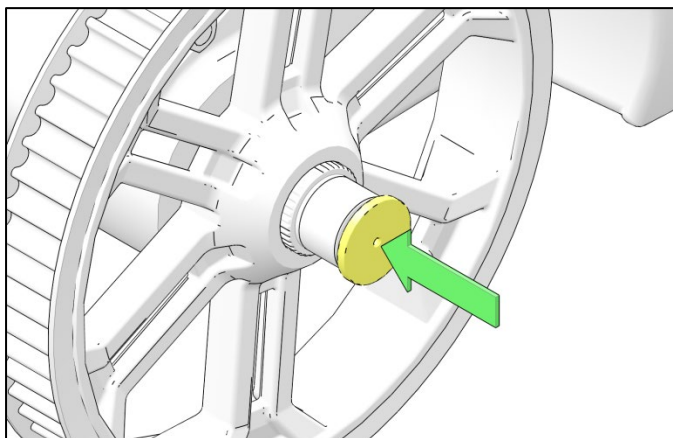
CAUTION

Use caution when lowering swingarm not to damage brake line and hoses.



13. With the help of an assistant, pivot swingarm upward and loosely re-install lower shock mount bolt.

14. Install Wheel Sprocket Puller Seat 5264214, included in kit into the open end of the axle.



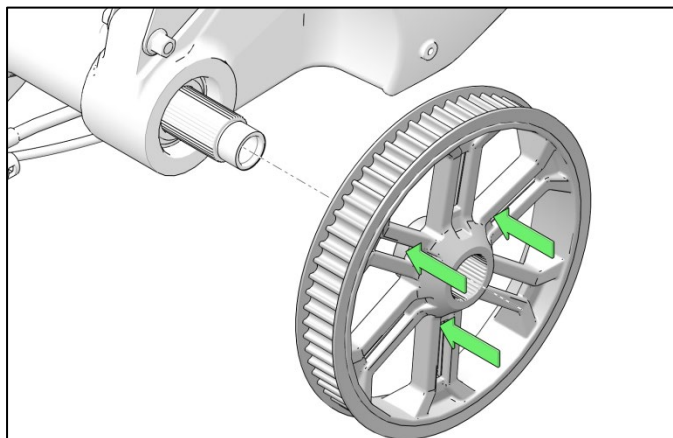
15. Use a commercially available 3 jaw puller to remove the rear sprocket, pressing against the provided puller seat. Install the puller between the sprocket spokes as shown.

NOTE

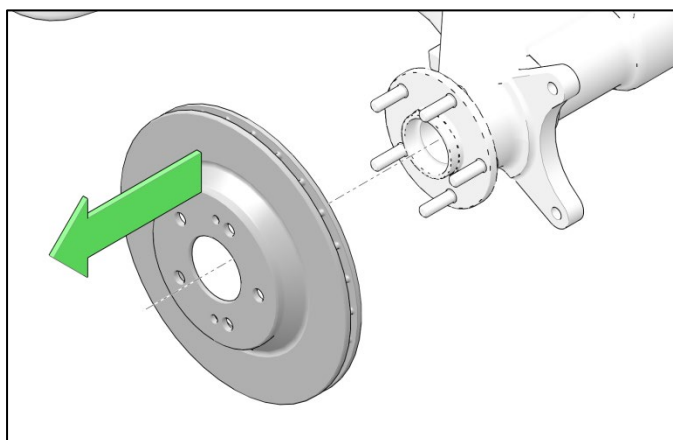
Heat may need to be applied to aid in the release of Loctite. If required, lightly apply heat to the inner splines of the rear sprocket.

CAUTION

Do not use puller on outer flange of the sprocket. Pulling on the outer flange will damage the sprocket.



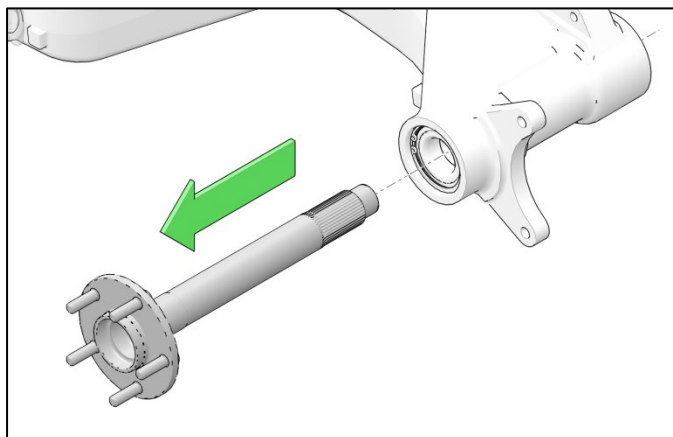
16. Remove brake disc from the axle.



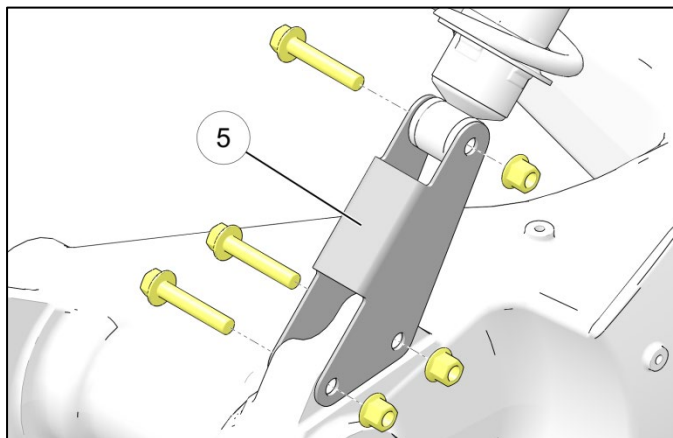
17. Remove axle from the swingarm.

NOTE

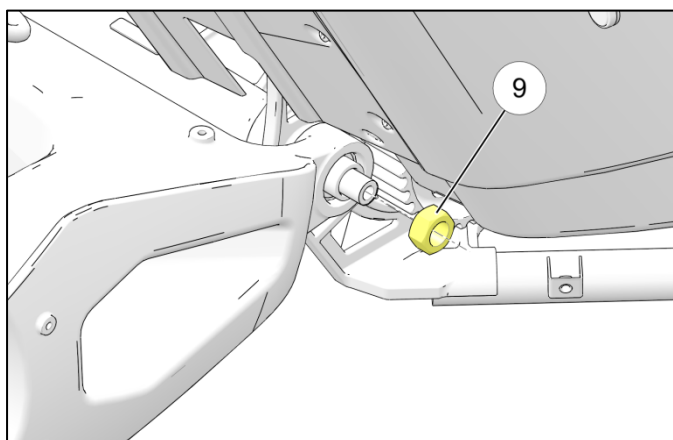
If required, use a soft faced hammer to drive the axle out of the swingarm. Partially install the axle nut onto the axle before hitting with a hammer to avoid damage to the threads.



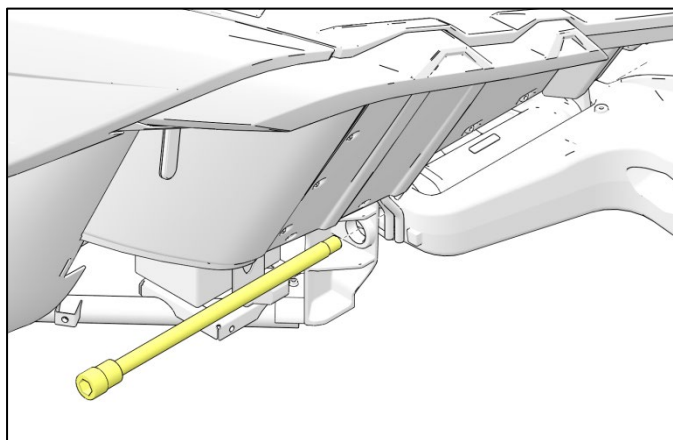
18. Remove three fasteners securing rear shock bracket to the swingarm and remove shock bracket ⑤. Retain fasteners for installation.



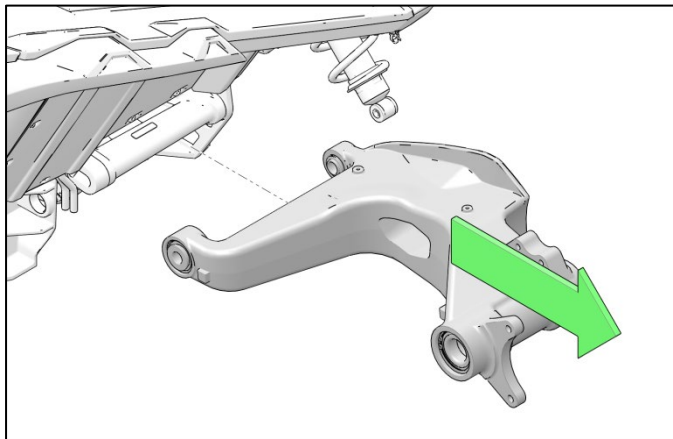
19. Remove pivot nut ⑨.



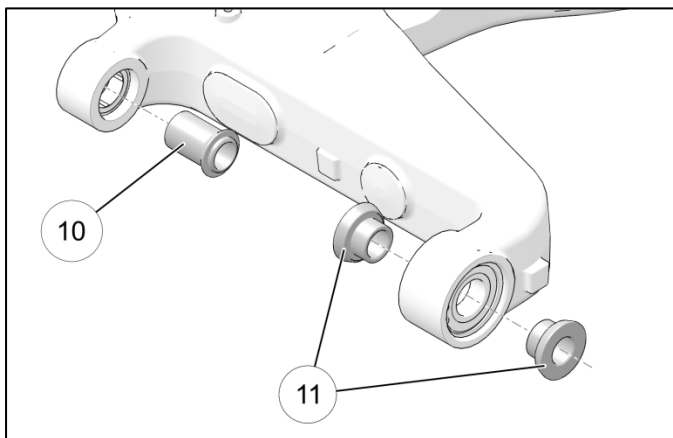
20. While supporting the swingarm, remove pivot shaft.



21. Remove swingarm

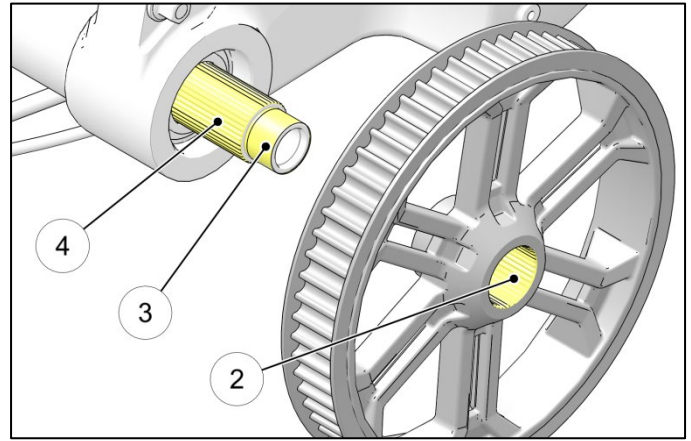


22. Remove bushings ⑩ and ⑪. Retain bushings for installation.

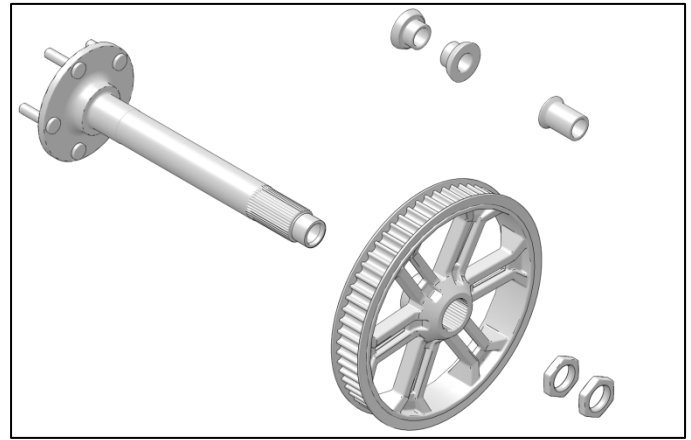


PREPERATION:

1. Thoroughly clean pivot shaft, pivot nut and all bushings removed from the original swingarm with contact cleaner.
2. Remove all Loctite residue. Using degreaser and a wire brush, thoroughly clean axle splines ④, threads ③ and the sprocket splines ② before installation.



1. If reusing double axle nuts, clean threads.
2. Inspect for any damage or excessive wear on all parts being reused. Parts should be replaced if gouging or damage is present.

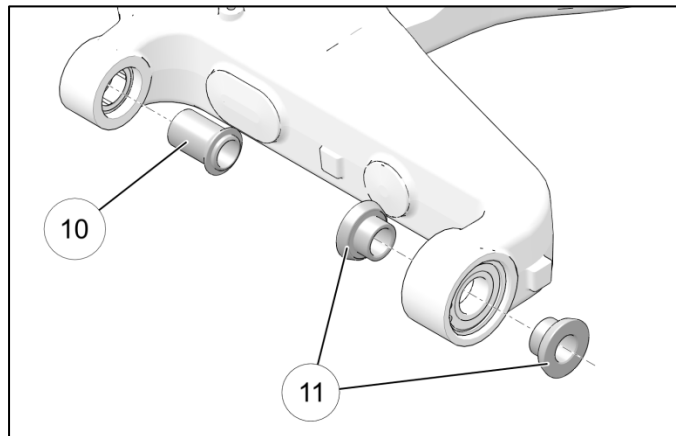


INSTALLATION

1. Install clean bushings ⑩ and ⑪ into new swingarm.

NOTE

Lubricate bushings with Polaris All-Season grease prior to assembly.



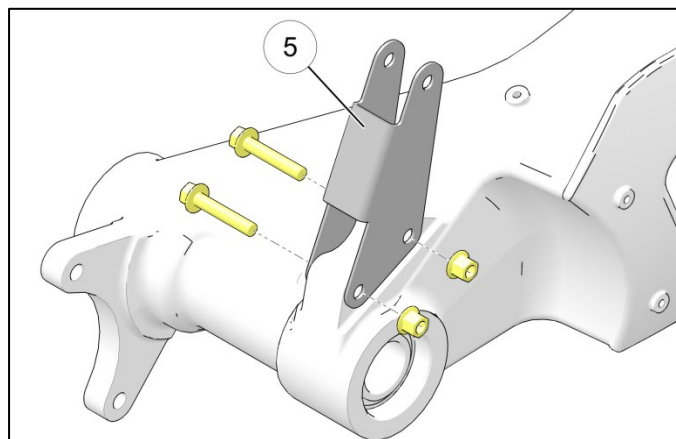
2. Install two fasteners securing rear shock bracket ⑤ to the swingarm. Torque fasteners to specification.

TORQUE

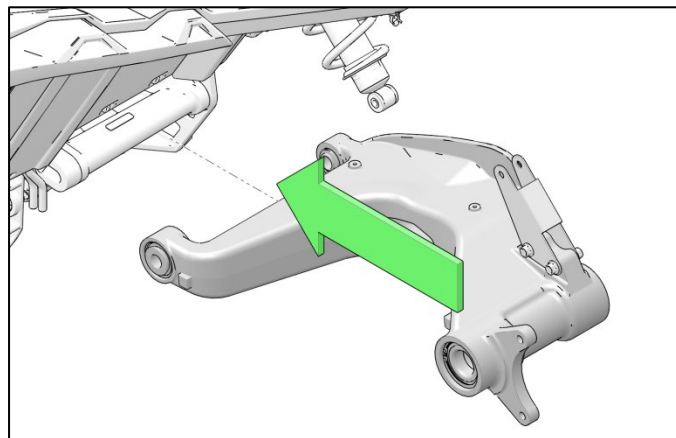
Shock Bracket Fasteners:
50 lb-ft (68 Nm)

IMPORTANT – AUDIT STEP

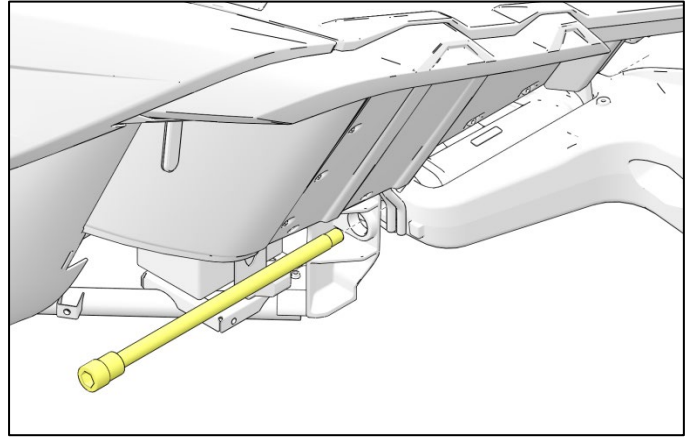
A secondary dealer representative must verify that the shock bracket fasteners have been torqued using a torque wrench set to the correct specification. Mark the fasteners with a paint pen to indicate the audit has been completed.



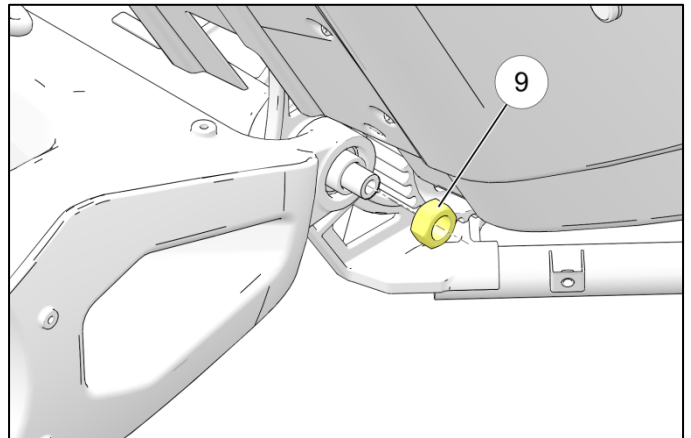
3. Install swingarm



4. Loosely install pivot shaft.

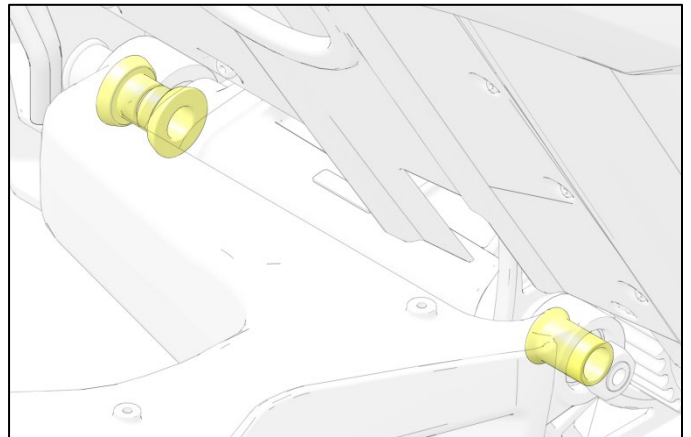


5. Loosely, install pivot shaft nut ⑨ onto pivot shaft.

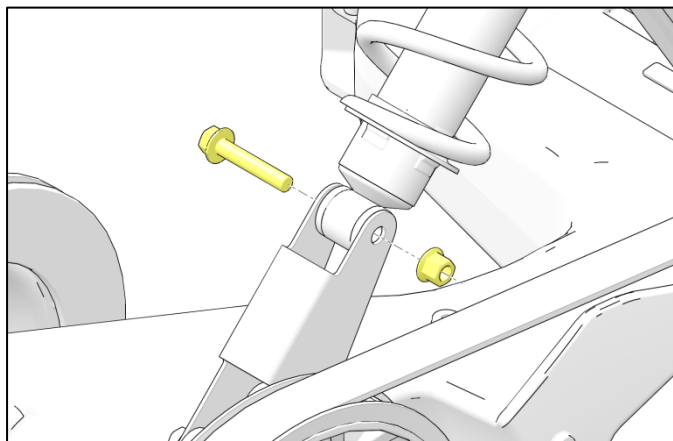


IMPORTANT – AUDIT STEP

A secondary dealer representative must verify that all bushings are properly installed in swingarm.



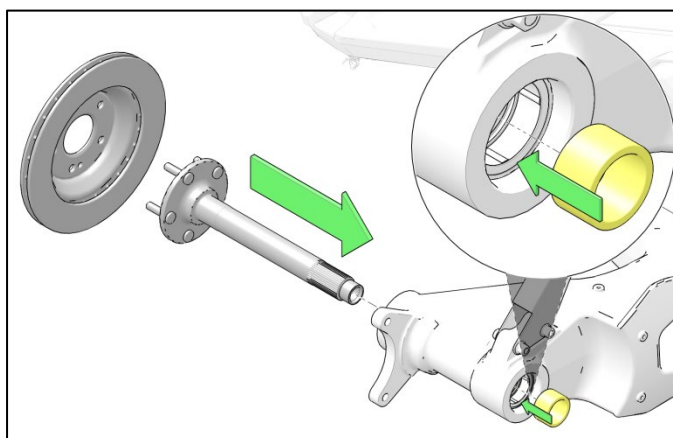
6. Loosely install lower shock mount fastener.



7. If installed, remove rear axle needle bearing before installing rear axle. Install brake disc and axle into swingarm. Inspect rear axle needle bushing to ensure it is not gouged or damaged. Install rear axle needle bushing.

IMPORTANT – AUDIT STEP

A secondary dealer representative must verify that the needle bushing is not damaged before installation.



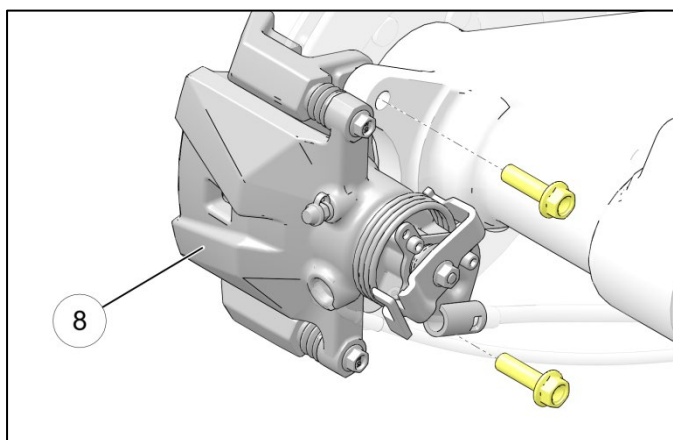
8. Position Brake Caliper (8) onto rotor and re-install two original fasteners. Torque fasteners to specification.

TORQUE

Brake Caliper Fasteners:
60 lb-ft (81 Nm)

IMPORTANT – AUDIT STEP

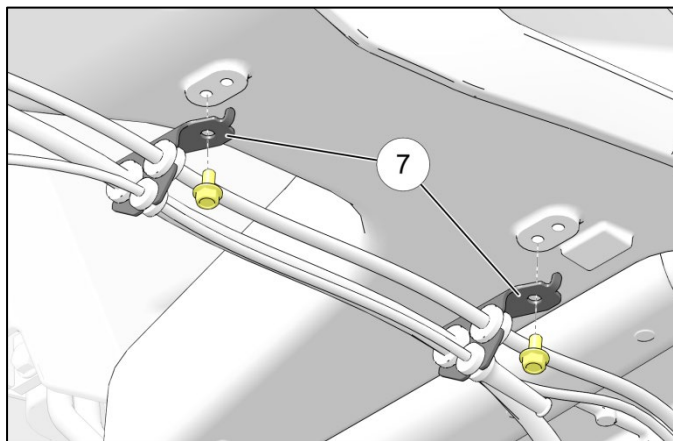
A secondary dealer representative must verify that the brake caliper fasteners were torqued using a torque wrench set to the correct specification. Mark the fasteners with a paint pen to indicate the audit has been completed.



9. Install routing line fasteners and brackets (7) to the bottom of the swingarm. Torque fasteners to specification.

TORQUE

Routing Line Fasteners:
8 lb-ft (11 Nm)



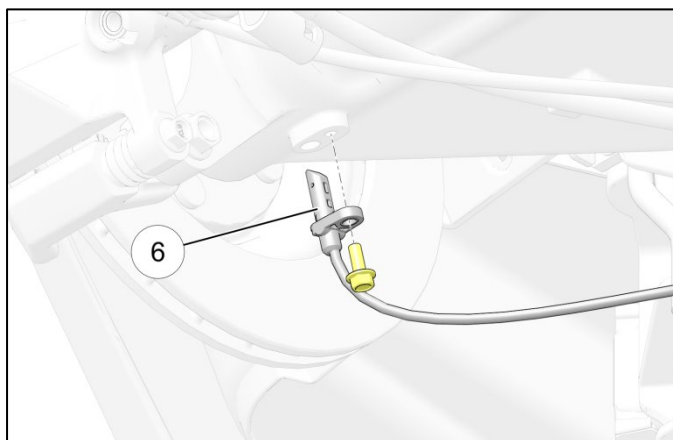
10. Install the rear wheel speed sensor (6) underneath the swingarm. Torque fastener to specification.

TORQUE

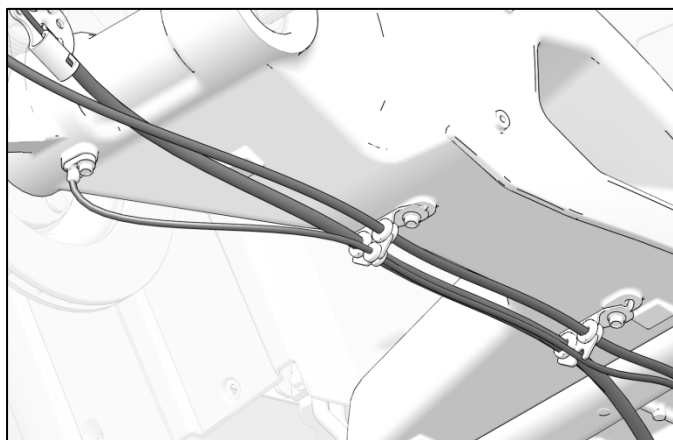
Wheel Speed Sensor Fastener:
8 lb-ft (11 Nm)

IMPORTANT – AUDIT STEP

A secondary dealer representative must verify that the routing line fasteners and wheel speed sensor fastener have been torqued using a torque wrench set to the correct specification. Mark the fastener with a paint pen to indicate the audit has been completed.



11. Inspect brake lines and rear wheel speed sensor to make sure the lines are routed properly.



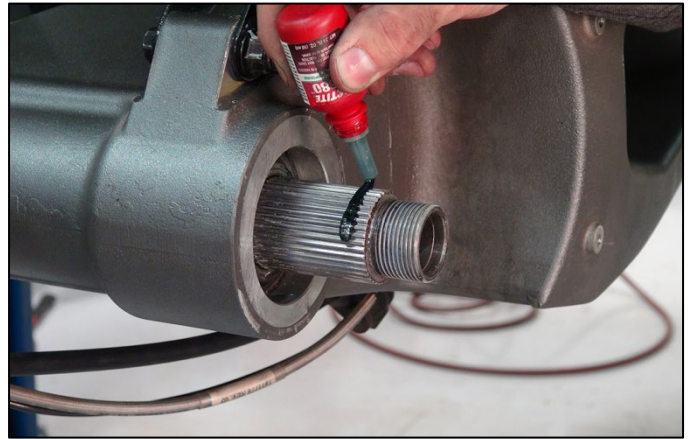
12. Inspect axle splines and threads, sprocket splines, and axle nut threads to ensure they are clean and free of old Loctite.
13. Apply a bead of Loctite (provided in kit) around the leading edge of the rear axle and driven sprocket splines.

CRITICAL

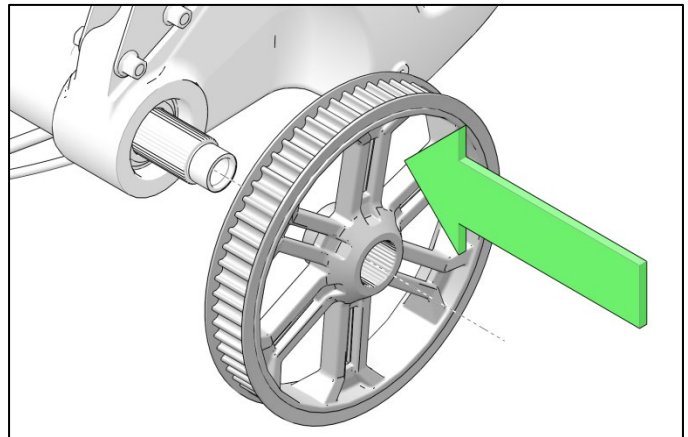
It is critical that Loctite 680 is applied to the indicated areas. After final assembly, Loctite must be allowed to cure for at least 3 hours.

IMPORTANT – AUDIT STEP

A secondary dealer representative must verify that Loctite has been applied to leading edge of the rear axle and driven sprocket splines. Record time and date of Loctite application on the T-16-06 bulletin completion form.



14. Install the driven sprocket onto the rear axle.



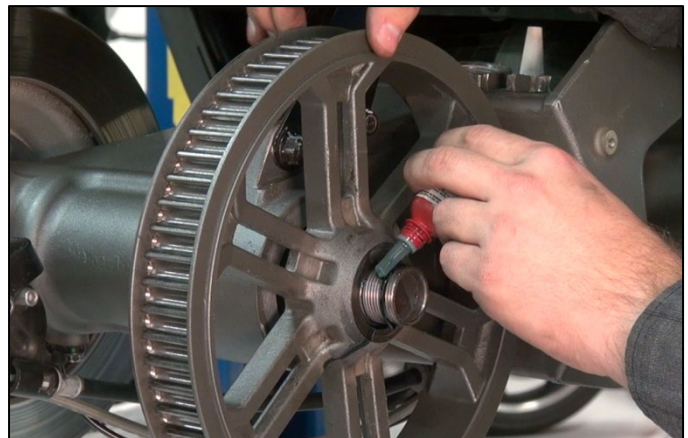
15. Engage parking brake.
16. Apply a bead of Loctite around the leading edge of the rear axle and inside rear axle nut threads.

CRITICAL

It is critical that Loctite 680 is applied to the indicated areas. After final assembly, Loctite must be allowed to cure for at least 3 hours.

IMPORTANT – AUDIT STEP

A secondary dealer representative must verify that Loctite has been applied to leading edge of the rear axle and inside rear axle nut threads. Record time and date of Loctite application on the T-16-06 bulletin completion form.



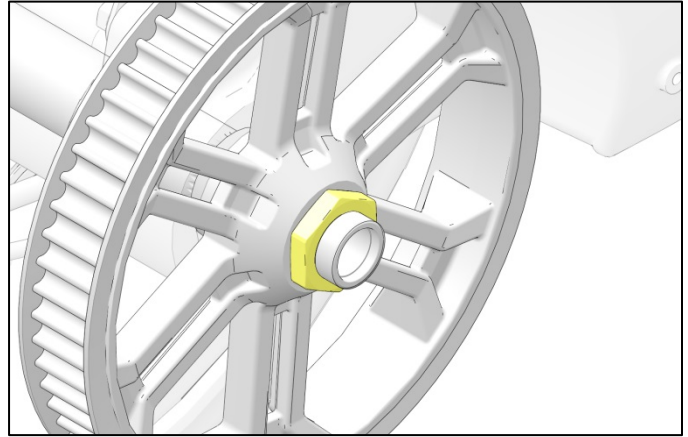
17. Install inside rear axle nut. Torque nut to specification.

TORQUE

Inside Rear Axle Nut:
250 lb-ft (339 Nm)

IMPORTANT

DO NOT reuse single axle nut.
SINGLE AXLE NUT = DISCARD
DOUBLE AXLE NUTS = REUSE



18. Apply a bead of Loctite around the leading edge of the rear axle and outside rear axle nut threads.

CRITICAL

It is critical that Loctite 680 is applied to the indicated areas. After final assembly, Loctite must be allowed to cure for at least 3 hours.

IMPORTANT – AUDIT STEP

A secondary dealer representative must verify that Loctite has been applied to leading edge of the rear axle and outside rear axle nut threads. Record time and date of Loctite application on the T-16-06 bulletin completion form.



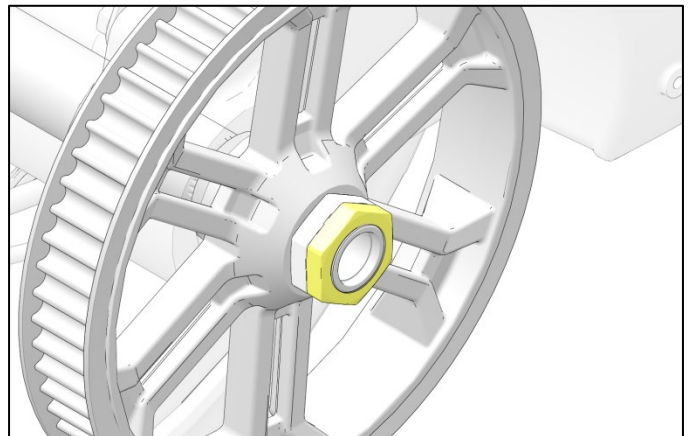
19. Install outside rear axle nut. Torque nut to specification.

TORQUE

Outside Rear Axle Nut:
150 lb-ft (203 Nm)

IMPORTANT – AUDIT STEP

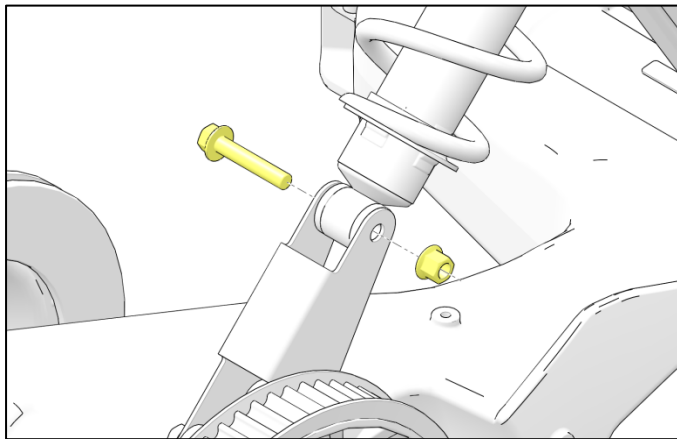
A secondary dealer representative must verify the Inside and Outside axle nuts have been torqued using a torque wrench set to the correct specification. Mark the fasteners with a paint pen to indicate the audit has been completed.



20. Install drive belt around the drive sprocket splines. Remove lower shock mount fastener and allow swingarm to pivot downward. Install drive belt around the driven sprocket splines.

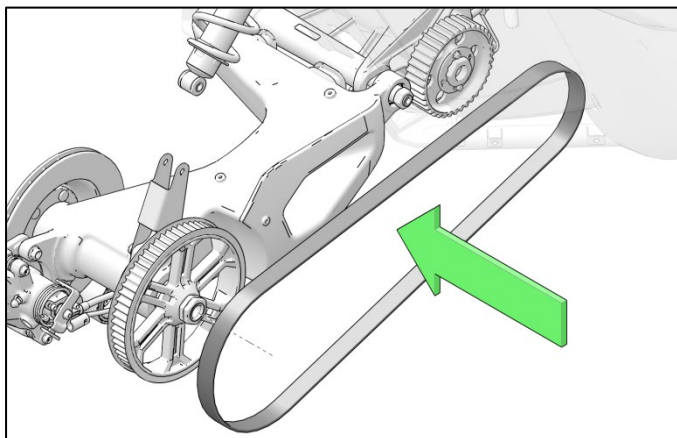
CAUTION

Use caution when lowering swingarm not to damage brake line and hoses.

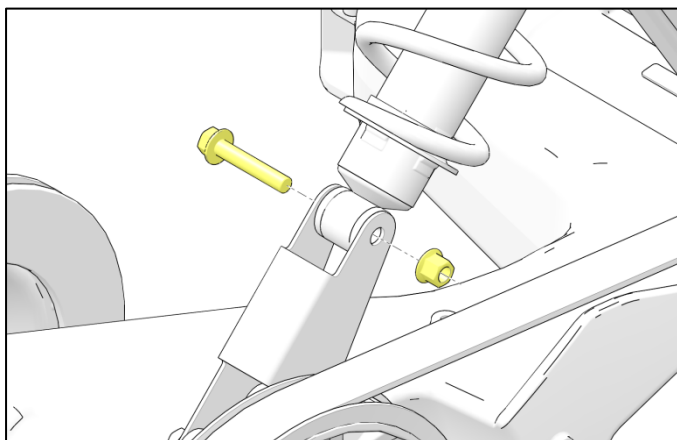


IMPORTANT

The belt is directional and marked with a part number that can be read when facing the vehicle. Make sure the belt is installed properly.



21. Raise swingarm into position and install lower shock mount fastener.



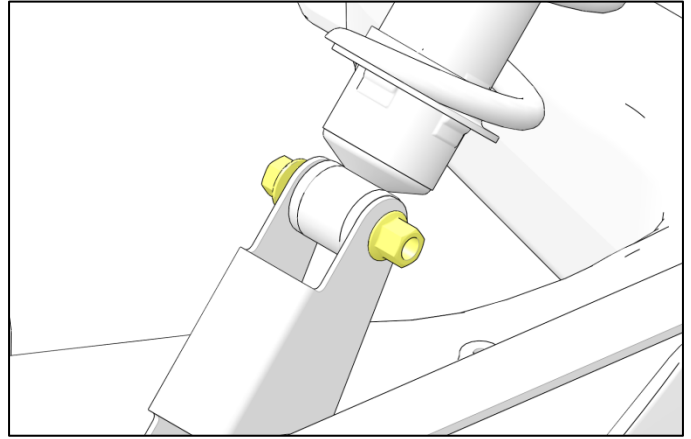
22. Torque lower shock mount fastener to specification.

TORQUE

Lower Shock Mount Fastener:
50 lb-ft (68 Nm)

IMPORTANT – AUDIT STEP

A secondary dealer representative must verify that the lower shock mount fastener has been torqued using a torque wrench set to the correct specification. Mark the fastener with a paint pen to indicate the audit has been completed.



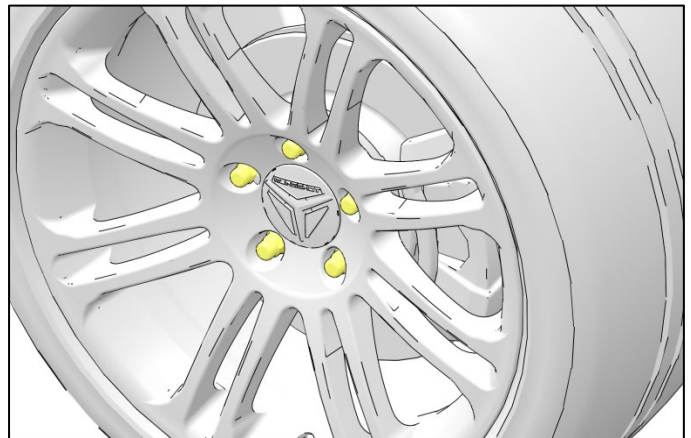
23. Install wheel. Install lug nuts and torque to specification.

TORQUE

Wheel Lug Nuts:
75 lb-ft (102 Nm)

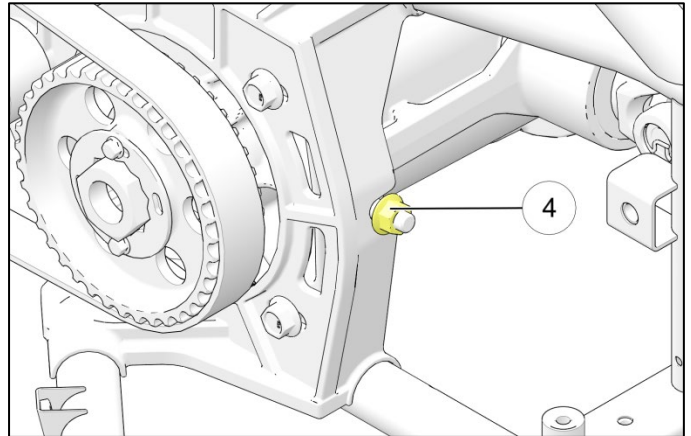
IMPORTANT – AUDIT STEP

A secondary dealer representative must verify that the wheel lug nuts have been torqued using a torque wrench set to the correct specification.



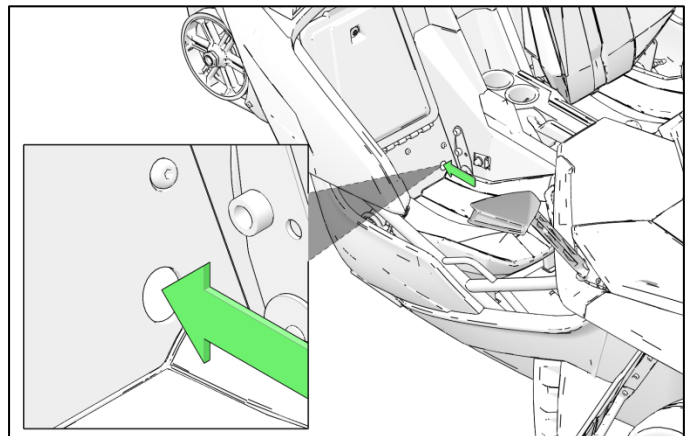
PART 2: BELT TENSION AND ALIGNMENT PROCEDURE

1. Lift and secure the rear of the vehicle so that the suspension is fully extended.
2. Loosen angle drive adjuster nut ④.

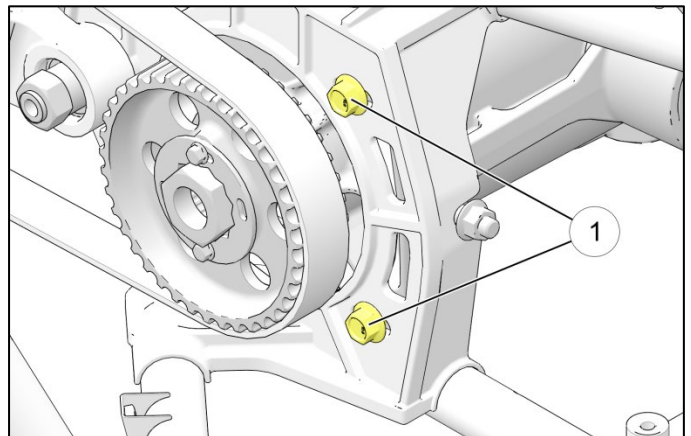


NOTE

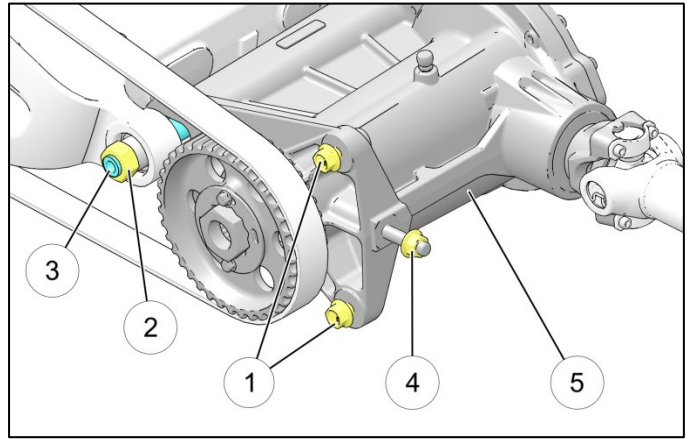
Access to Adjuster Nut can be achieved through a hole located behind the passenger seat.



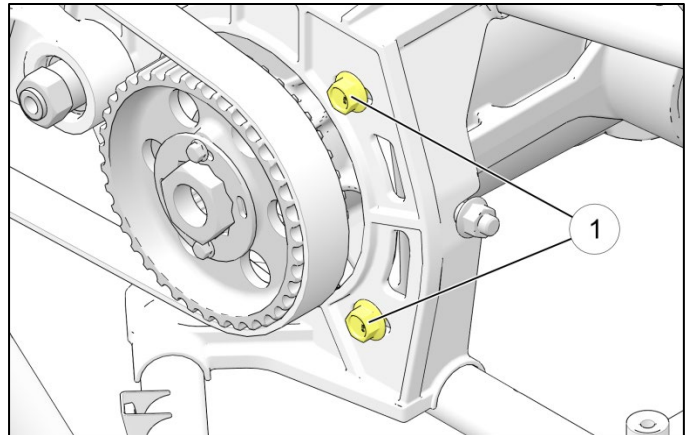
3. Loosen Right Angle Drive Fasteners ①.



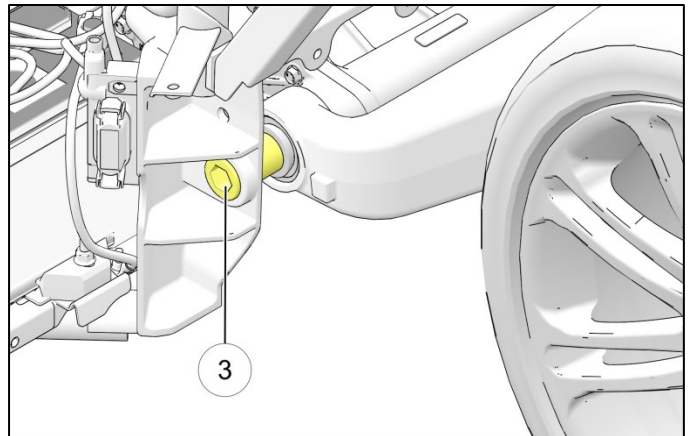
4. Loosen pivot shaft nut ② and pivot shaft ③ to ensure the Right Angle Drive ⑤ is able to move freely.



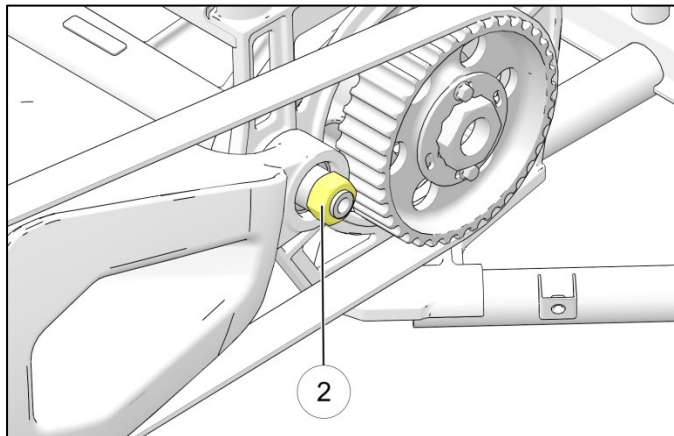
5. Torque the Right Angle Drive Fasteners ① to 15 lb-ft (20 Nm). Loosen the Right Angle Drive Fasteners ½ turn.



6. Torque the Pivot Shaft ③ to 30 lb-ft (41 Nm).

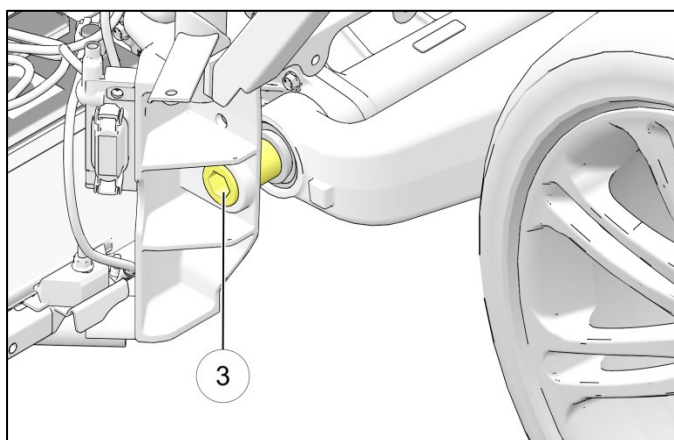


7. Torque the Pivot Shaft Nut ② to 195 lb-ft (264 Nm).



8. Completely loosen Pivot Shaft Nut.

9. Loosen the Pivot Shaft ③ 1 full turn.



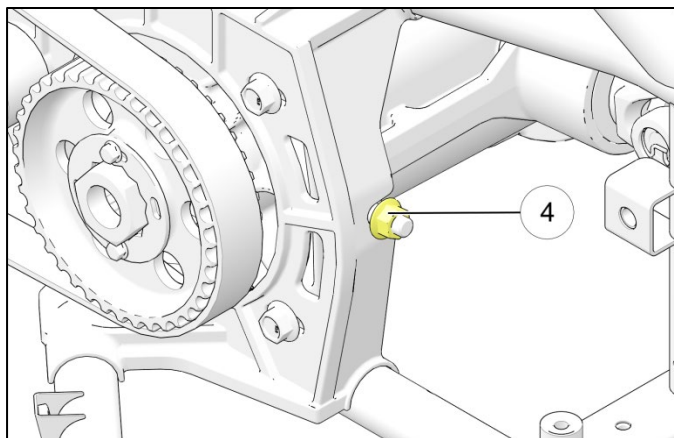
10. Tighten angle drive adjuster nut ④ to achieve proper belt tension.

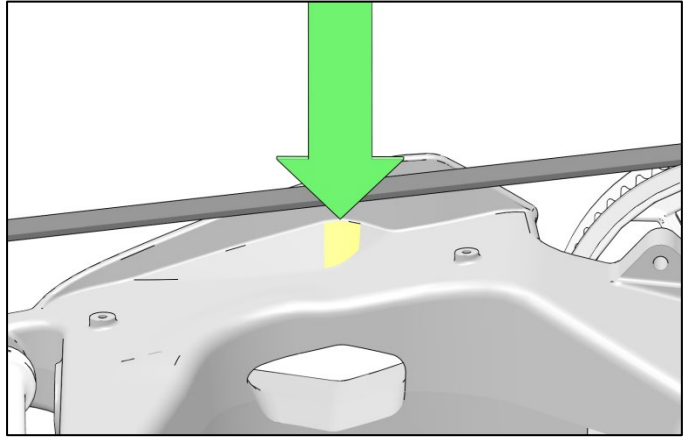
NOTE

To set initial belt tension, place downward force on the top of the belt with your hand. Tighten tension adjuster so that the belt cogs lightly contact the highlighted feature on the swingarm.

NOTE

If changing belt tension, tighten angle drive adjuster nut in small increments, approximately ¼ turn.

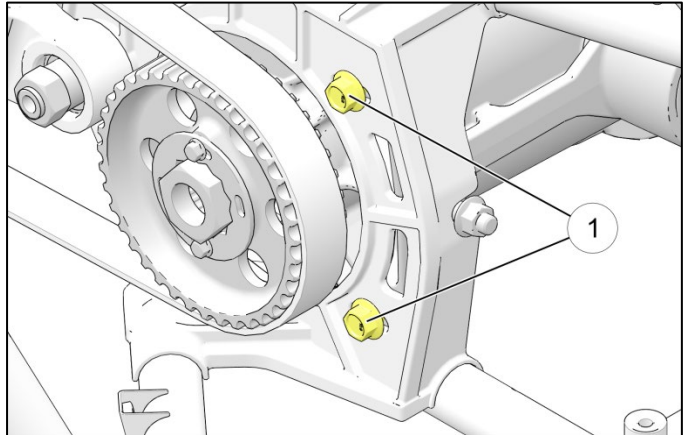




11. Torque the Right Angle Drive Fasteners ① to specification.

TORQUE

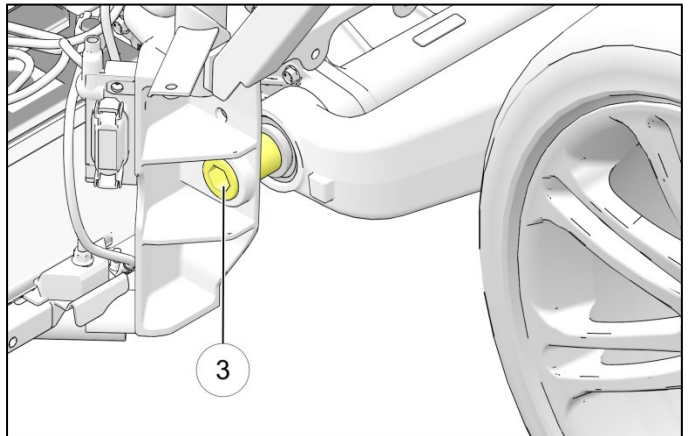
Right Angle Drive Fasteners:
85 lb-ft (115 Nm)



12. Torque the Pivot Shaft ③ to specification.

TORQUE

Pivot Shaft:
30 lb-ft (40 Nm)



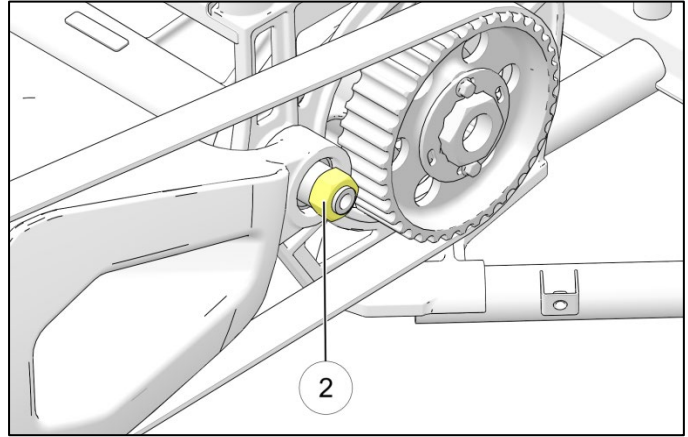
13. Torque the Pivot Shaft Nut ② to specification.

TORQUE

Pivot Shaft Nut:
195 lb-ft (264 Nm)

IMPORTANT – AUDIT STEP

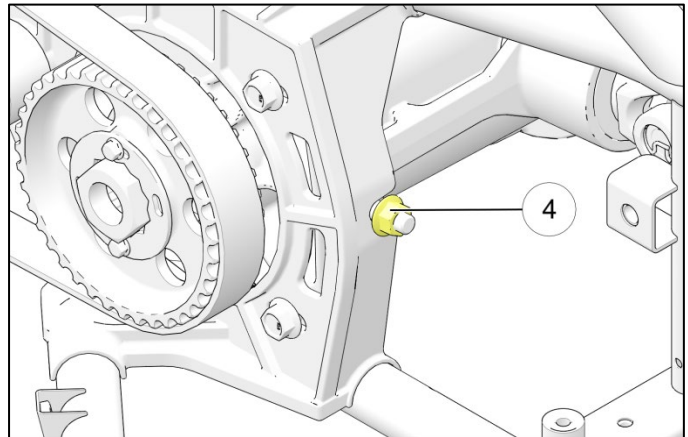
A secondary dealer representative must verify that the pivot shaft nut has been torqued using a torque wrench set to the correct specification. Mark the pivot shaft nut with a paint pen to indicate the audit has been completed.



14. Torque the Right Angle Drive Adjuster Nut ④ to specification.

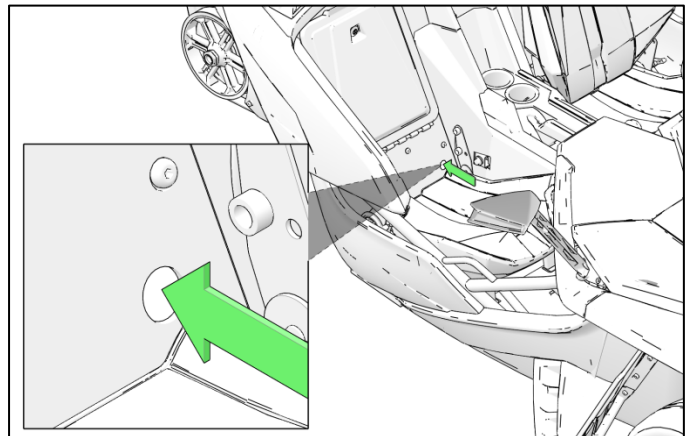
TORQUE

Angle Drive Adjuster Nut:
40 lb-ft (54 Nm)



NOTE

Access to Adjuster Nut can be achieved through a hole located behind the passenger seat.



15. Rotate rear wheel four full revolutions.

16. Lower the vehicle to the ground.

17. Compress and release the rear suspension multiple times, and roll the vehicle forward and backward to ensure the belt is fully seated.

18. Check belt tension with a sonic tension meter or measure deflection.

NOTE

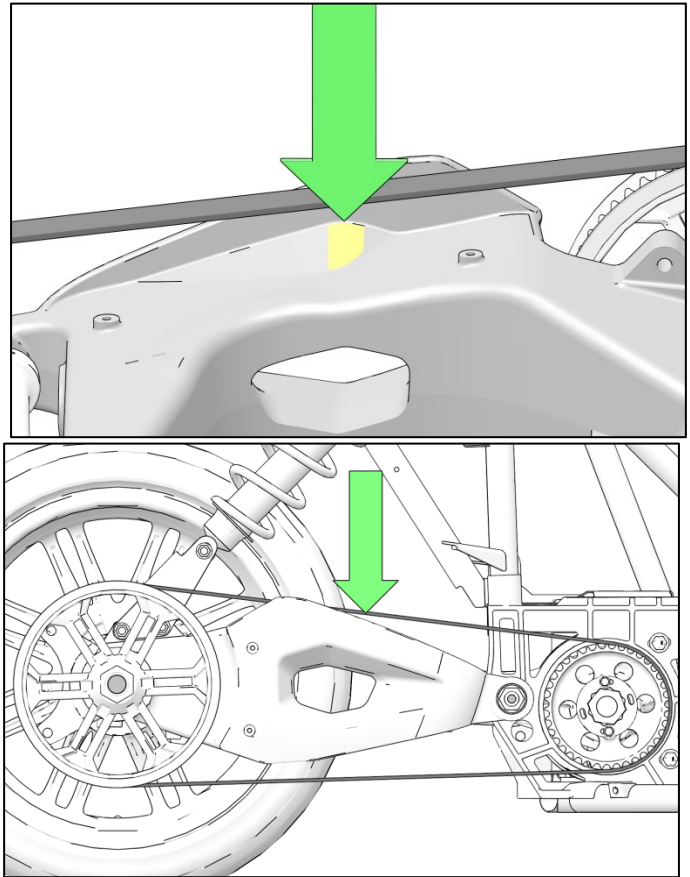
For reference, use the high point on the centermost part of the swingarm as shown.

MEASUREMENT

Drive Belt Tension: **40 ± 5 Hz**
Drive Belt Span: **26.4 in (671.6 mm)**
Drive Belt Width: **1.3 in (34.0 mm)**
Drive Belt Mass: **8.4**

MEASUREMENT

Drive Belt Deflection with 10 lbs of pressure:
0.63 in (16 mm)



19. * If belt tension is within specification, proceed to next step.
* If belt tension is outside specification, repeat steps 1-15 until proper belt tension is achieved.
20. Elevate and secure the rear of the vehicle so that the rear suspension is fully extended.
21. Rotate the rear wheel forward and observe where the belt tracks on the rear sprocket.

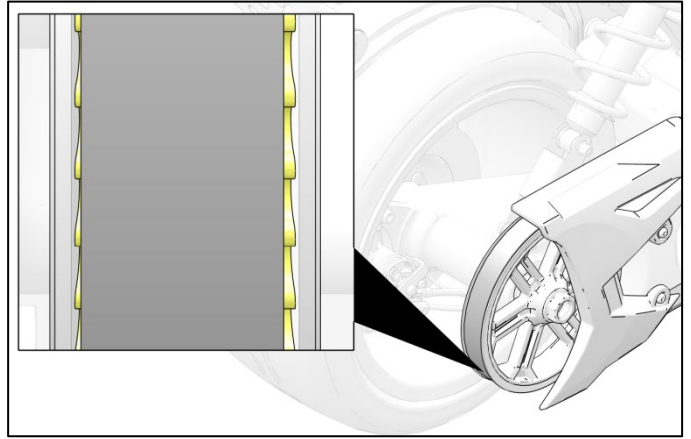
22. Rear wheel alignment is satisfactory when the drive belt tracks closer to the inboard driven sprocket flange. Sprocket teeth should still be visible on both sides of the drive belt.
23. If drive belt does not track properly, loosen Pivot Shaft Nut and tighten or loosen Pivot Shaft $\frac{1}{4}$ turn at a time to adjust where the drive belt tracks. Rotate the rear wheel forward and observe where the belt tracks on the rear sprocket.

NOTE

Turn the pivot shaft counter-clockwise to move the drive belt outboard and clockwise to move inboard on the driven sprocket.

NOTE

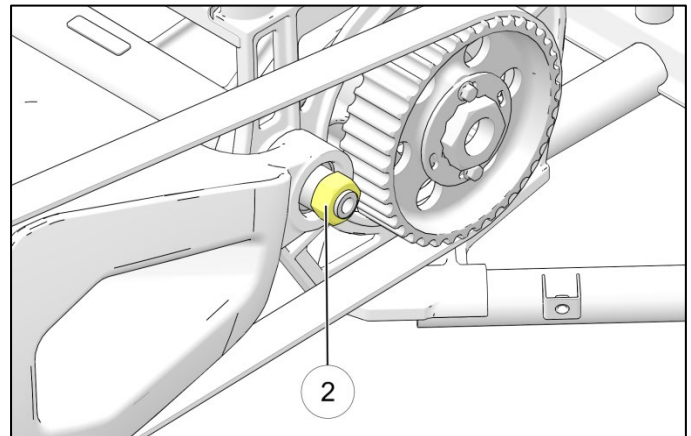
If the drive belt is too far inboard, the belt will make noise during deceleration. If the belt is too far outboard, the belt will make noise during acceleration or while under load.



24. If Pivot Shaft Nut ② was loosened during the rear wheel alignment inspection, torque to specification.

TORQUE

Pivot Shaft Nut:
195 lb-ft (264 Nm)



25. Lower vehicle to the ground.
26. Check belt tension with Sonic Tension Meter or measure deflection.

MEASUREMENT

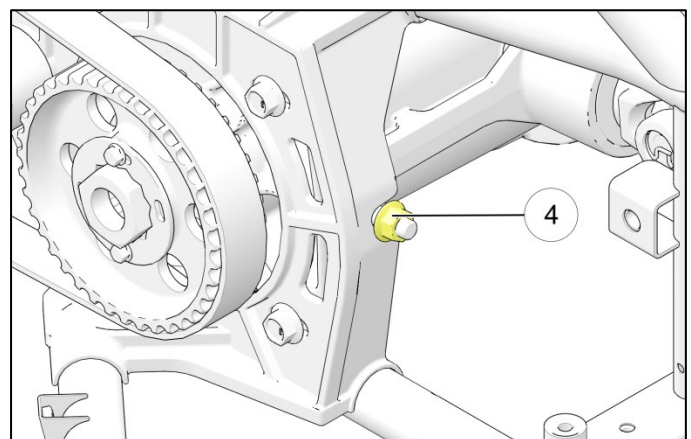
Drive Belt Tension: **40 ± 5 Hz**

MEASUREMENT

Drive Belt Deflection: **0.63 in (16 mm)**

IMPORTANT – AUDIT STEP

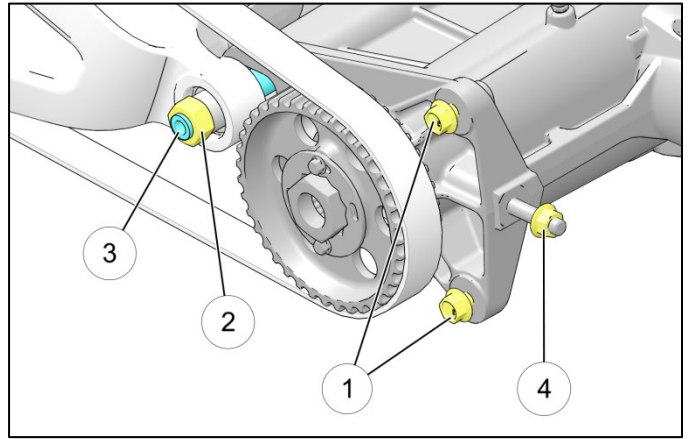
A secondary dealer representative must verify that the drive belt tension is within specification. Record drive belt tension value on the T-16-06 bulletin completion form.



27. * If belt tension is within specification, then continue on.
* If belt tension is outside specification, repeat steps 1-26 until proper belt tension and alignment are achieved.

IMPORTANT – AUDIT STEP

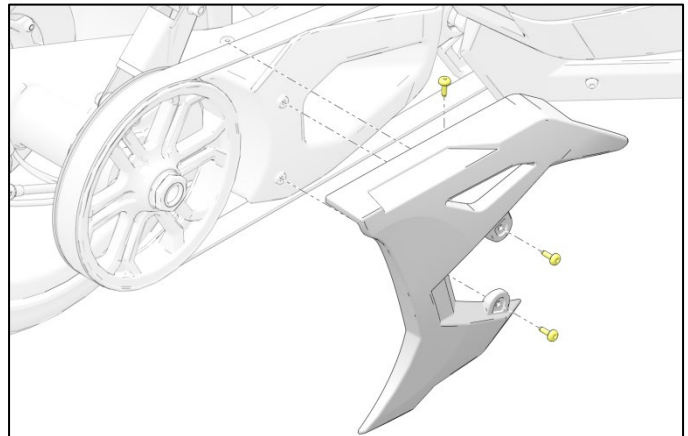
A secondary dealer representative must verify that the, right angle drive fasteners ①, pivot shaft nut ②, pivot shaft ③ and angle drive adjuster nut ④ have been torqued using a torque wrench set to the correct specification. Mark the nut with a paint pen to indicate the audit has been completed.



28. Install belt guard. Torque to specification.

TORQUE

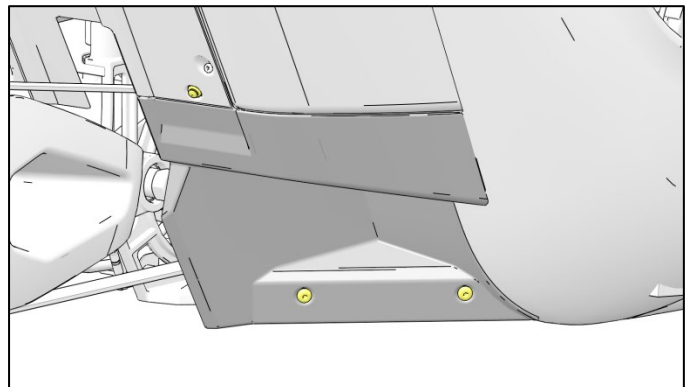
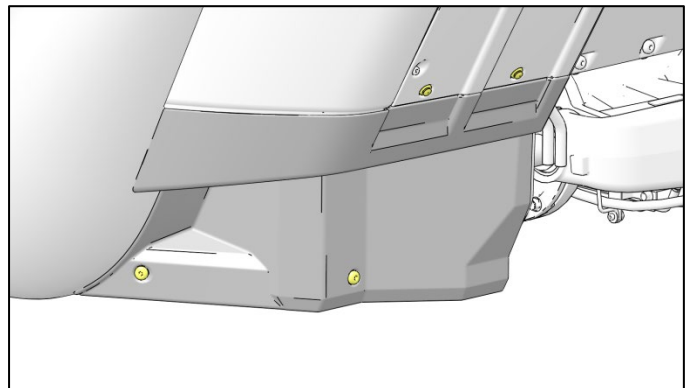
**Belt Guard Fasteners:
65 in-lbs (7 Nm)**



27. Install both the driver and passenger side lower close out panels by installing the push rivets and T40 fasteners. Torque fasteners to specification.

TORQUE

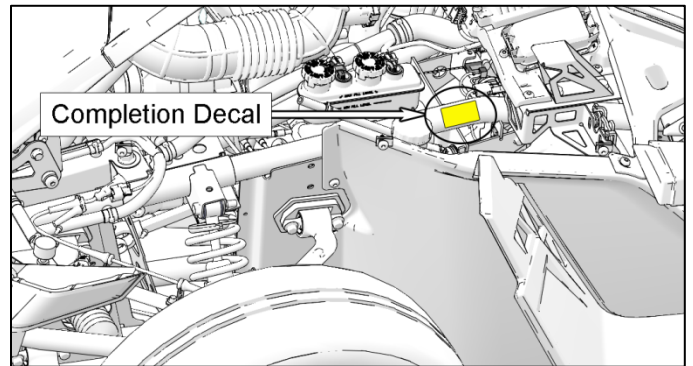
**Rear Body Panel Fasteners:
36 in-lbs (4 Nm)**



STOP!

Loctite must be allowed to cure at room temperature (higher than 60° F) for at least 3 hours before the operating the vehicle.

28. After 3 hour time has passed, test drive vehicle to verify proper function of the vehicle and confirm no malfunction indicator lights are present.
29. Install a completed Service Bulletin Completion Decal (7170107).



IMPORTANT SAFETY RECALL

This notice applies to your vehicle

VIN: INSERT VIN HERE

Recall Campaign: 16V755 – Swingarm

Subject: 2015-2017 Slingshot / Slingshot SL / Slingshot SLR

Swingarm Replacement

PLEASE READ IMMEDIATELY

Dear Slingshot Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. The Slingshot Division of Polaris Industries Inc. has decided that a defect which relates to motor vehicle safety exists in some 2015-2017 Slingshot vehicles. Our records indicate that you have purchased a potentially affected vehicle.

The reason for this recall:

Certain Slingshot vehicles may have been assembled with an improperly manufactured swing arm, resulting in decreased swing arm strength. If the swing arm is compromised it can result in a loss of forward momentum or control, increasing the risk of a crash.

What Polaris and your dealer will do:

While parts availability may be limited through the remainder of 2016, Polaris is working with suppliers to ensure parts will be available as soon as possible. Your Polaris Slingshot dealer has been authorized to complete the updates outlined below at no cost to you:

<u>Affected Component</u>	<u>Repair Action</u>
Recall T-16-06 Swingarm	Inspect, repair or replace the swingarm to reduce the risk of structural damage

What you should do:

Please contact your local Slingshot dealer at your earliest convenience to schedule an appointment to have bulletin repairs performed. When making contact with your dealer, discuss parts availability, their schedule and how long they will need to keep your vehicle to complete the updates.

If you have questions or if you need more information:

While your Slingshot dealer is in the best position to answer your questions, if you have any questions that your dealer cannot address, if you are having difficulty obtaining the recall repairs outlined in this letter, or if you need assistance finding a Slingshot dealer, please visit the Slingshot web site at <http://www.polaris.com/en-us/slingshot> or contact our Slingshot Consumer Service Department by calling 1-855-863-2284.

This notice was mailed to you according to our most current registration information. If you no longer own your Slingshot vehicle, please contact your local Slingshot dealer to have the ownership information changed. The Slingshot Consumer Service Department cannot change ownership information without identification. Federal law requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within 10 days.

If you have had these repairs performed before you received this letter, you may be eligible to receive reimbursement for the cost of obtaining a pre-notification remedy of the problem associated with this recall. For more information regarding reimbursement please contact your Slingshot dealer or the Slingshot Consumer Service Department using the information above.

If you believe that the Slingshot Division of Polaris Industries Inc. has failed to remedy this defect without charge or is unable to do so within a reasonable time, you may submit a complaint to the Administrator, National Highway Traffic Safety Administration, 1200 New Jersey Avenue SE., Washington, D.C. 20590; or call the toll-free Vehicle Safety Hotline at 1-888-327-4236 (TTY: 1-800-424-9153); or on the web go to <http://www.safercar.gov>.

Please accept our apologies for any inconvenience this may cause you. Your safety and continued satisfaction with your Slingshot is our primary concern. Thank you for your prompt attention to this matter.

Sincerely,

Polaris On-Road Vehicles