



SLINGSHOT



POLARIS



Team Tips

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Published for Polaris Dealerships, Distributors, and Service Technicians

SUBJECT: SLINGSHOT – REAR SPROCKET RETAINING NUT RUNNING CHANGE

MODELS: ALL 2015-2016 SLINGSHOT MODELS

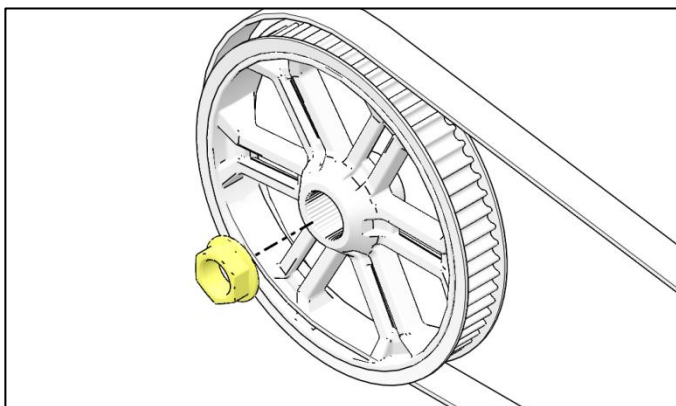
The Slingshot Division of Polaris Industries has developed updated rear sprocket retaining nuts and Loctite® on 2016 Slingshot models manufactured after 11/02/2015. The single hex flanged-style nut has been replaced with two hex head nuts. Loctite® 641 (Yellow) applied to the rear axle splines and threads has been replaced by Loctite® 680 (Green).

Updated rear sprocket retaining nuts and Loctite® should be installed on any vehicles built prior to 11/2/2015 if any of the following conditions are encountered:

1. A clicking or popping noise from the rear axle area during low speed operation
NOTE: This noise is similar to and may be mistaken for a damaged rear wheel bearing
2. Reduced clamp force on the rear sprocket nut
3. A service procedure requiring removal of the rear sprocket is performed

The Driven Sprocket Replacement procedure in the Slingshot Service Manual has been updated and posted on the STOP Site for reference, update your manual accordingly. The Polaris Online Electronic Parts Catalog has also been updated to include the new hardware.

OLD (PN 7547617 – QTY 1)

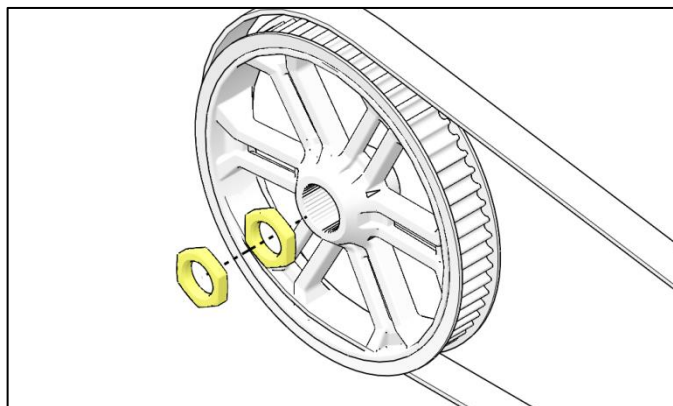


TORQUE

250 lb-ft (339 Nm)

Loctite® 641 (Yellow)

NEW (PN 7547831 – QTY 2)



TORQUE

Inside Nut: 250 lb-ft (339 Nm)
Outside Nut: 150 lb-ft (203 Nm)

Loctite® 680 (Green)