ARCTIC CAT®

2021 SERVICE MANUAL



p/n: 2262-425
10/20

Wildcat XX

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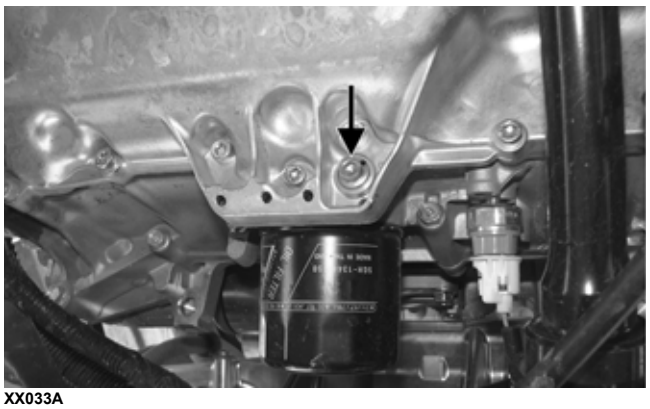

XX231

4. Remove the drain plug and crush washer from the bottom of the oil tank. Use a funnel to direct the oil into a drain pan.


XX232

5. Remove the drain plug and washer from the bottom of the engine and drain the oil into a drain pan.

■NOTE: There is a "triangle" symbol cast into the oil pan located next to the drain plug for identification purposes.


XX033A

6. Using the oil filter wrench and a ratchet handle (or a socket or box-end wrench), remove the old oil filter and dispose of properly. Verify the oil filter seal has been removed along with the filter. Do not re-use oil filter.

■NOTE: Clean up any excess oil after removing the filter.

7. Apply new engine oil to the new oil filter seal; then install the new oil filter onto the engine. Tighten securely.
8. Install the engine drain plug and new washer. Tighten to 7.2 ft-lb (9.8 N-m). Install the oil tank drain plug and new washer. then tighten to 12 ft-lb (16 N-m).
9. Pour 2.70 US qt (2.55 L) of ACX All Weather synthetic oil into the oil tank. Install the dipstick. Install the fill plug on top of the valve cover.
10. Start the engine (while the vehicle is outside on level ground) and allow it to idle until at least one of the radiator fans cycles on and off. Check for any leaking oil. If oil is leaking, immediately stop the engine and correct the cause of the leak before proceeding.

■NOTE: The manufacturer recommends the use of genuine lubricants.

■NOTE: The oil level stick should NOT be threaded into the oil tank for checking purposes

11. Turn the engine off and wait approximately one minute. Remove the dipstick from the oil tank and recheck the oil level. Add more oil if the level is not visible on the dipstick. The oil level MUST be within the operating range.

Front Differential — Transaxle Lubricant/Fluid

To change front differential lubricant, use the following procedure:

■NOTE: The fill plug is located on the front right side of the differential.

1. Place the vehicle on level ground; then remove the fill plug.

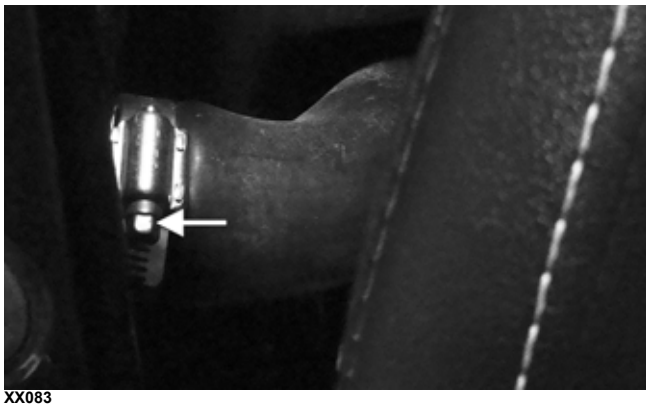

XX116

2. Drain the lubricant into a drain pan by removing the drain plug. Clean away any debris that may have accumulated onto the magnetic end of the plug.


XX084

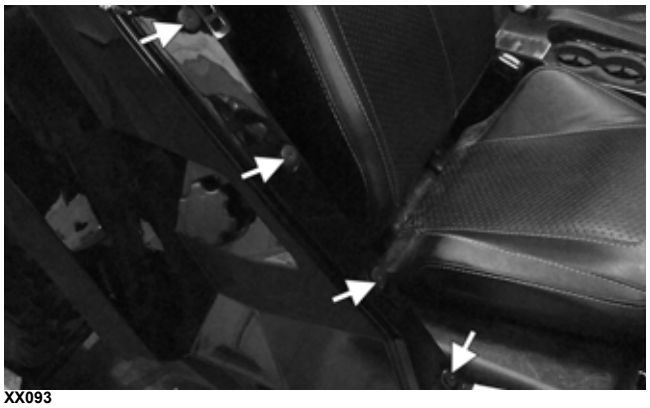
INSTALLING REAR FENDERS

1. When installing right rear fender, install filler hose onto fender. Tighten hose clamp on gas tank filler hose.

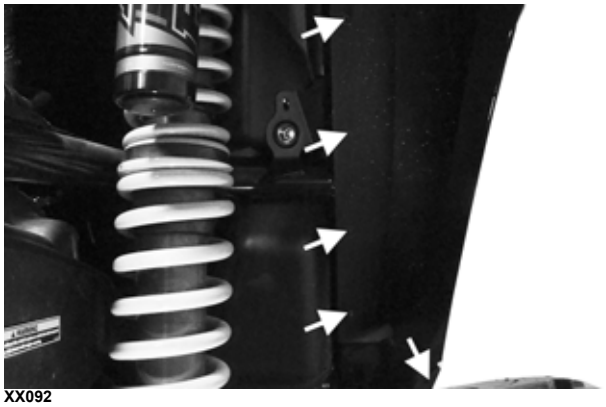

XX083

2. Install the rear lower fender. Secure with cap screws.


XX085B1


XX093


XX091


XX092

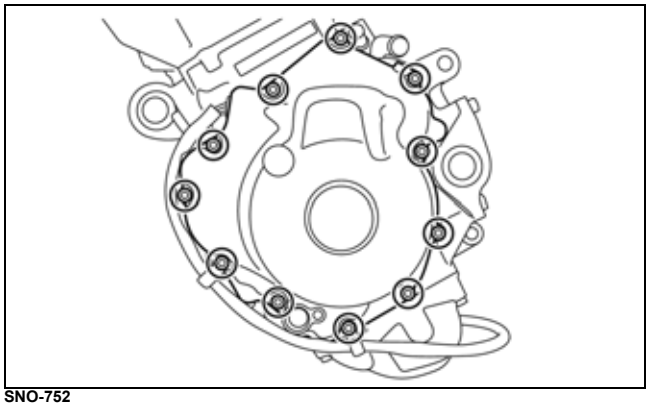
3. Install the rear upper fender. Secure with cap screws.


XX085A1


XX089

Troubleshooting

Problem: Handling too heavy or stiff	
Condition	**Remedy**
1. **Front wheel alignment** incorrect 2. **Lubrication** inadequate 3. **Tire inflation pressure** incorrect 4. **Tie rod ends** seizing 5. **Linkage connections** seizing 6. **EPS** malfunction	1. Adjust alignment 2. Lubricate appropriate components 3. Adjust pressure 4. Replace tie rod ends 5. Repair — replace connections 6. Troubleshoot — replace EPS
Problem: Steering oscillation	
Condition	**Remedy**
1. **Tires inflated** unequally 2. **Wheel(s)** wobbly 3. **Wheel hub cap screw(s)** loose — missing 4. **Wheel hub bearing** worn — damaged 5. **Tie rod ends** worn — loose 6. **Tires** defective — incorrect 7. **A-arm bushings** damaged 8. **Bolts — nuts (frame)** loose	1. Adjust pressure 2. Replace wheel(s) 3. Tighten — replace cap screws 4. Replace bearing 5. Replace — tighten tie rod ends 6. Replace tires 7. Replace bushings 8. Tighten bolts — nuts
Problem: Steering pulling to one side	
Condition	**Remedy**
1. **Tires inflated** unequally 2. **Front wheel alignment** incorrect 3. **Wheel hub bearings** worn — broken 4. **Frame** distorted 5. **Shock absorber** defective	1. Adjust pressure 2. Adjust alignment 3. Replace bearings 4. Repair — replace frame 5. Replace shock absorber
Problem: Steering impaired	
Condition	**Remedy**
1. **Tire pressure** too high 2. **Steering linkage connections** worn 3. **Cap screws (suspension system)** loose	1. Adjust pressure 2. Replace connections 3. Tighten cap screws
Problem: Tire wear rapid or uneven	
Condition	**Remedy**
1. **Wheel hub bearings** worn — loose 2. **Front wheel alignment** incorrect	1. Replace bearings 2. Adjust alignment
Problem: Steering noise	
Condition	**Remedy**
1. **Caps screws** — **nuts** loose 2. **Wheel hub bearings** broken — damaged 3. **Lubrication** inadequate	1. Tighten cap screws — nuts 2. Replace bearings 3. Lubricate appropriate components
Problem: Rear wheel oscillation	
Condition	**Remedy**
1. **Rear wheel hub bearings** worn — loose 2. **Tires** defective — incorrect 3. **Wheel rim** distorted 4. **Wheel hub cap screws** loose 5. **Trailing arm bushings** worn	1. Replace bearings 2. Replace tires 3. Replace wheel 4. Tighten cap screws 5. Replace bushings or link



SNO-752

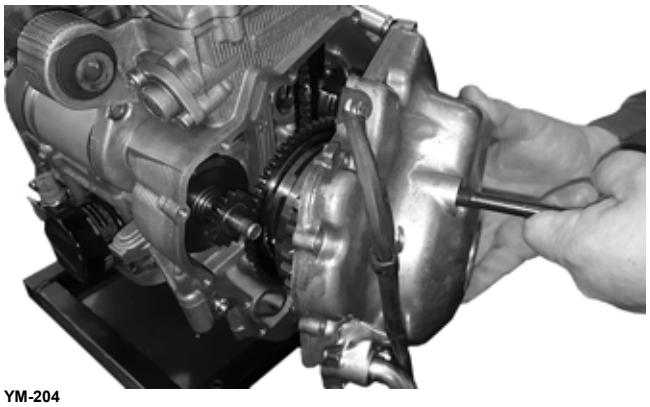
8. Thread the MAG Cover Removal Cap Screw into the timing mark hole; then carefully pull the MAG cover from the crankcase. Account for two dowel pins and a gasket.



YM-203

⚠ WARNING

When removing the cover be sure to keep hands away from being pinched between the cover and the case.



YM-204

9. Remove the starter gear and shaft.



YM-205

10. Using Flywheel Puller, remove the flywheel from the crankshaft. Account for the key in the crankshaft.



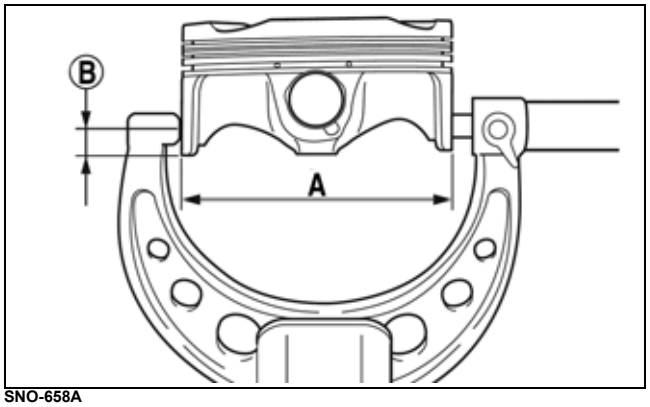
YM-206



YM-207

11. Thread the primary sheave bolt into the end of the crankshaft and pull the output shaft assembly from the engine.

12. Remove the Allen-head screws securing the water pump assembly to the crankcase; then remove the assembly. Account for two dowel pins and two gaskets.

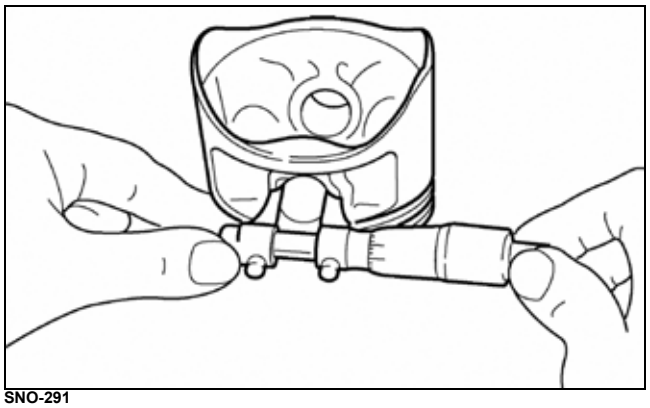


SNO-658A

Measuring Piston Pin Bore Diameter

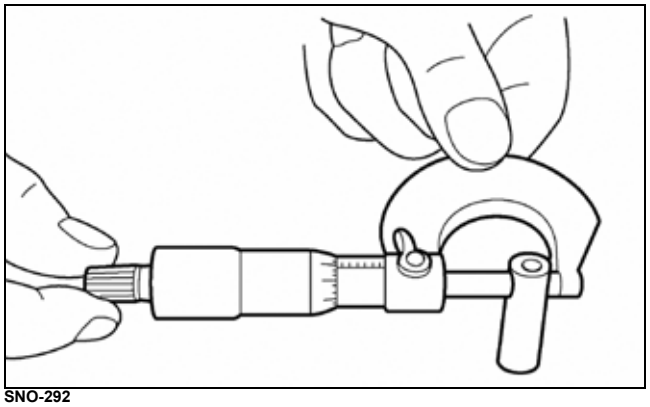
■NOTE: It may be necessary to use Piston Pin Puller to remove the piston pins.

1. Insert an inside dial indicator into the piston-pin bore. Take two measurements to ensure accuracy.
2. Piston pin bore must be within 21.003-21.013 mm (0.8269-0.8273 in.).


SNO-291

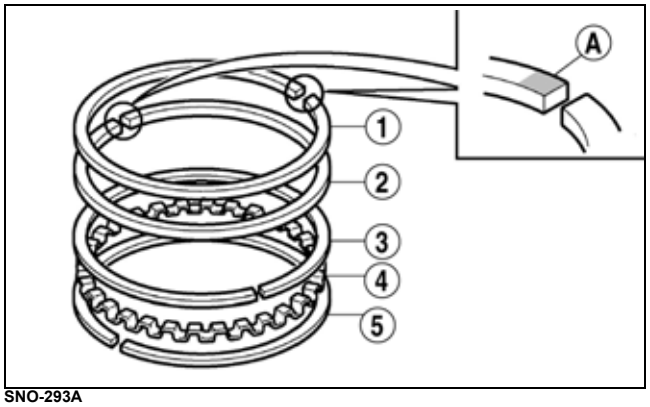
Measuring Piston Pin Diameter

Measure the piston pin diameter at each end and in the center. Measurement must be within 20.990-20.995 mm (0.8264-0.8266 in.). If measurement is not within specifications, the piston pin must be replaced.


SNO-292

Installing Piston Rings

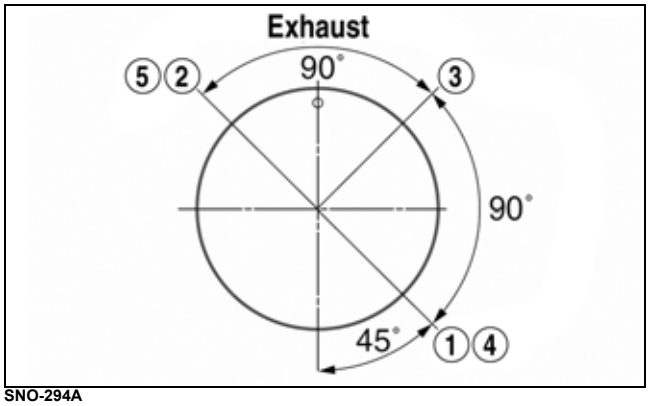
1. Install the piston rings according to the illustration below. Stagger the end gaps of the upper and lower thin oil rings until they are on directly opposite sides of the piston.



SNO-293A

■NOTE: Be sure to install the piston rings so that the manufacturer marks (A) face up.

2. Rotate the rings until the ring end gaps are 120° from one another.



SNO-294A

CAUTION

Incorrect installation of the piston rings will result in engine damage.

CRANKSHAFT RUNOUT

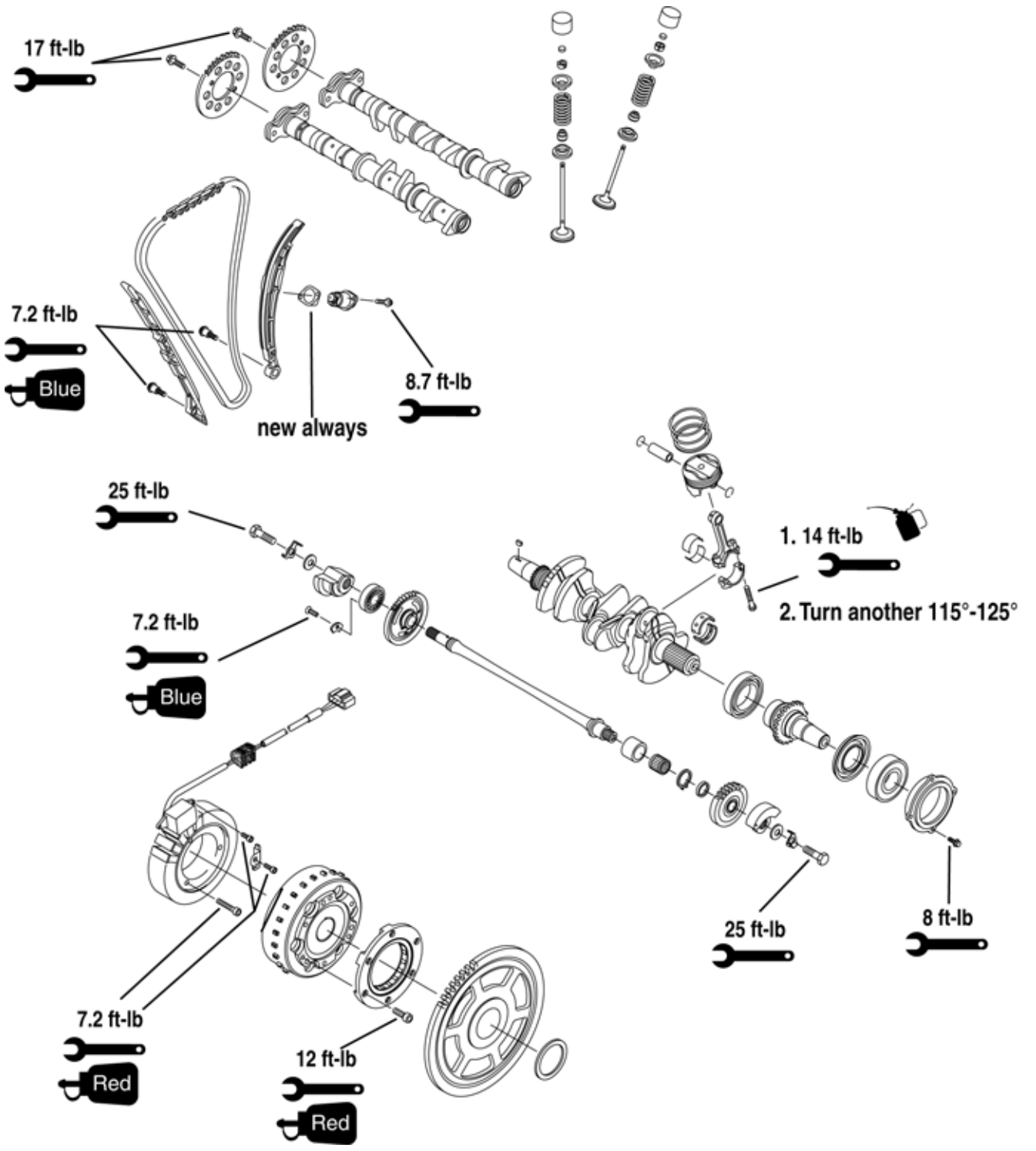
1. Support the crankshaft using a set of V Blocks; use a dial indicator to read crankshaft runout.

■NOTE: The contact point of the dial indicator should be on either side of the oil port hole of the center crankshaft journal and to the outside of the oil port hole on the MAG and PTO end of the crankshaft.

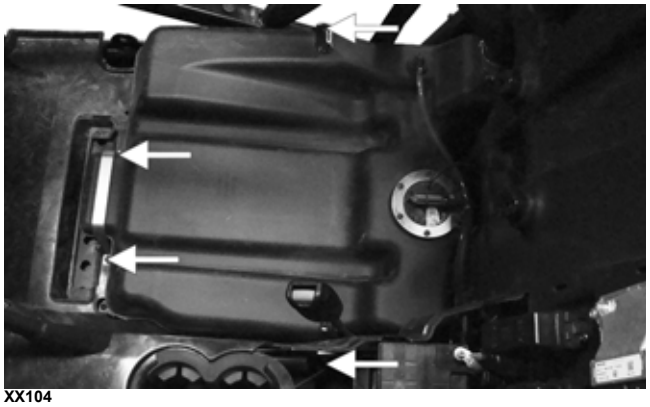
2. Rotate the crankshaft slowly.
3. The reading must be 0.03 mm (0.0012 in.) or crankshaft repairing/replacing will be necessary.

MEASURING CRANKSHAFT MAIN/ROD JOURNALS (Bearing Surfaces)

1. Using a micrometer, measure each main and connecting rod bearing journal from along its length and 90° from the first measurement. Measurement must be within 36.976-37.000 mm (1.4557-1.4567 in.) diameter for the crankshaft main journal and 37.976-38.000 mm (1.4951-1.4961 in.) diameter for connecting rod journal.


17 ft-lb
7.2 ft-lb
Blue
8.7 ft-lb
new always
25 ft-lb
1. 14 ft-lb
2. Turn another 115°-125°
7.2 ft-lb
Blue
25 ft-lb
8 ft-lb
7.2 ft-lb
Red
12 ft-lb
Red

XX998cc_18_1



XX104

6. Remove gas tank.

INSTALLING

1. Place the gas tank into position; then connect the gas line hose, vent hose, and fuel pump.
2. Place the three brackets into place.
3. Install and tighten cap screws securing brackets securing the gas tank.
4. Place the battery into position and connect the battery cables (positive cable first). Tighten the cables securely.
5. Install the battery access panel and passenger seat.

Oil Pump

■NOTE: Whenever internal engine components wear excessively or break and whenever oil is contaminated, the oil pump should be replaced.

TESTING OIL PUMP PRESSURE

1. Remove the cargo tray.
2. Remove the cap screw and washer located on the upper portion of the engine near the #3 cylinder intake (A).



XX459

■NOTE: The cap screw is M8 (diameter) x 1.25 (thread pitch) x 12 mm (length), and the crush washer is approximately 1.15 mm thick.

3. Install the Oil Pressure Test Kit with a suitable fitting; then start the engine. While the engine is running, there should be no leaks.
4. With a radiator fan on, increase the engine speed to 4800-4900 RPM. The oil pressure should be approximately 28-35 psi.
5. Remove the Oil Pressure Test Kit and suitable fitting from the engine and install cap screw with a new crush washer. Securely tighten the cap screw with washer.
6. Install the cargo tray.

■NOTE: If oil pressure is lower than specified, check for an oil leak, clogged oil filter, or defective oil pump.

■NOTE: If oil pressure is higher than specified, check for too heavy engine oil weight (see General Information/Foreword), clogged oil passage, or improper installation or type of oil filter.

Fuel Pump

■NOTE: The fuel pump is only serviceable as an assembly (see FUEL PUMP/FUEL LEVEL SENSOR in the Electrical System section).

Fuel/Vent Hoses

Inspect the fuel lines per the maintenance schedule. Damage from aging may not always be visible. Do not bend or obstruct the routing of the vent hose or fuel return hose.

Liquid Cooling System

■NOTE: Use a good quality, biodegradable glycol-based, automotive-type antifreeze. When filling the cooling system, use the recommended coolant/water mixture or one which will satisfy the coldest anticipated weather conditions of the area in accordance with the coolant manufacturer's recommendations.

⚠ WARNING

Never check the coolant level when the engine is hot or the cooling system is under pressure.

CAUTION

After operating the vehicle for the initial 5-10 minutes, stop the engine, allow the engine to cool down, and check the coolant level. Add coolant as necessary.

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TROUBLESHOOTING

■NOTE: The EPS assembly is not serviceable and must not be disassembled or EPS warranty will be voided.

1. Check 30-amp EPS fuse.
2. With the ignition off, disconnect the two-wire EPS power connector on the EPS assembly and connect a volt meter set to DC voltage to the harness (black meter lead to BLK and red meter lead to ORG/BRN).With the ignition switch in the ON position, the meter should read battery voltage (if correct voltage is not present, check connections and wiring harness).

CAUTION

Do not attempt to check resistance of the EPS motor. There are internal capacitors holding a charge that can cause internal damage to an ohmmeter.

3. With ignition switch off, disconnect the three-wire connector on the EPS assembly and connect a volt meter set to DC voltage to the harness (red meter lead to the ORG wire and black meter lead to battery ground.) With the ignition switch in the on position, the meter should read battery voltage (if correct voltage is not present, check for loose fittings or connections in the wiring harness).

CAUTION

If the CATT II has confirmed an active DTC relating to the CAN communication wires, use extreme caution when testing the wires. Do not probe the ECM connector with meter leads; instead use a small T-pin or other suitable testing component to make light and proper contact.

CAUTION

Never disconnect the ECM connector with the battery cables installed onto the battery.

■NOTE: If after completing the preceding tests and possible solutions with normal results an EPS issue persists with active DTCs confirmed by the CATT II, the EPS assembly must be replaced (see Steering/Body/Controls).

Ignition Switch

The ignition switch, dash switches, front accessory connectors, and front switched accessory connector can be accessed from under the dash.

VOLTAGE

■NOTE: Perform this test on the harness connector.

1. Set the meter selector to the DC Voltage position.
2. Connect the red meter lead to the red wire; then connect the black meter lead to battery ground.
3. Meter must show battery voltage.

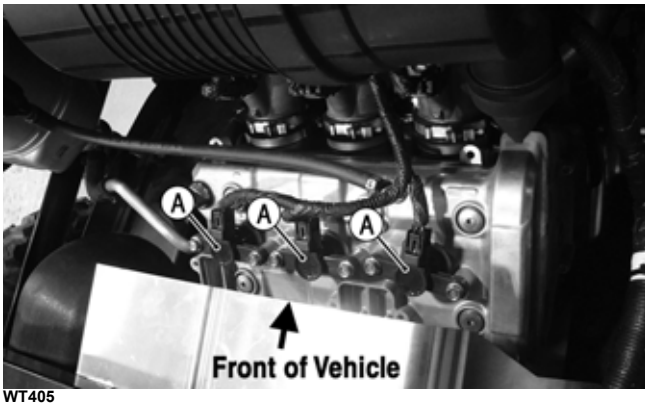
■NOTE: If the meter shows no battery voltage, troubleshoot the main 30-amp fuse, the battery, or the main wiring harness.

4. Connect the red meter lead to the brown/black wire; then with the black lead grounded, turn the ignition switch to the ON position. The meter must show battery voltage.
5. Connect the red meter lead to the yellow/green wire; then with the black lead grounded, depress the brake, and turn the ignition switch to the START position. The starter should engage and the meter must show battery voltage.

■NOTE: When the starter is engaged, battery voltage will be approximately 10.5 DC volts.

Ignition Coils

The ignition coils (A) are attached to the valve cover with two fasteners per ignition coil.



WT405

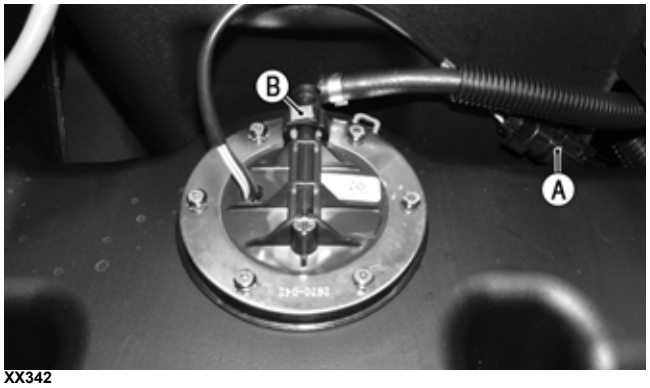
RESISTANCE

CAUTION

Always disconnect the battery when performing resistance tests to avoid damaging the multimeter.

■NOTE: The following test should be made using MaxiClips and the Fluke Model 77 Multimeter set to OHMS scale.

1. Disconnect an ignition coil connector.
2. Connect the red tester lead to one coil terminal; then connect the black tester lead to the other coil terminal. Primary coil resistance must be 1.19-1.61 ohms.



XX342

3. Reconnect the fuel pump electrical connector (A); then turn the ignition switch to the ON position. The fuel pressure should build until the pump shuts off. Pressure should read 3.0 kg-cm^2 (43.5 psi).
4. If the pump is not running, disconnect the fuel pump/sensor connector (A).
5. Connect a multimeter to the power supply leads with the red tester lead to the orange/red wire and the black tester lead to the black wire; then turn the ignition switch to the ON position. The meter should read battery voltage. If battery voltage is indicated and the fuel pump does not run, replace the pump assembly. If no battery voltage is indicated, check the ECM, fuel relay, and fuse.

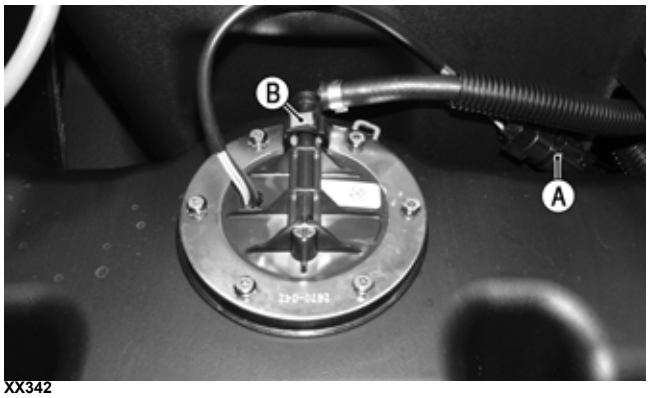
Removing Fuel Pump Assembly

1. Remove the key from the ignition switch.

⚠ WARNING

Always ensure that power cannot be inadvertently applied to the ignition/ECM when working on the fuel system. If the ignition switch is turned on, the electric fuel pump will start and gas could be rapidly pumped and spilled resulting in fire and severe injury.

2. Remove the passenger seat; then disconnect the negative battery cable.
3. Disconnect the electrical plug (A) from the main harness; then disconnect the fuel hose (B) from the fuel pump.

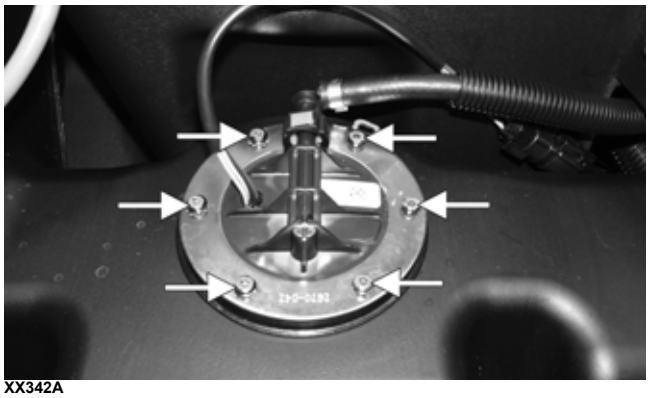


XX342

4. Mark the fuel pump mounting and gas tank for installing purposes; then remove the cap screws securing the fuel pump to the gas tank and remove the fuel pump.

CAUTION

Take care not to damage the float or float arm or replacement of the entire assembly will be necessary.


XX342A

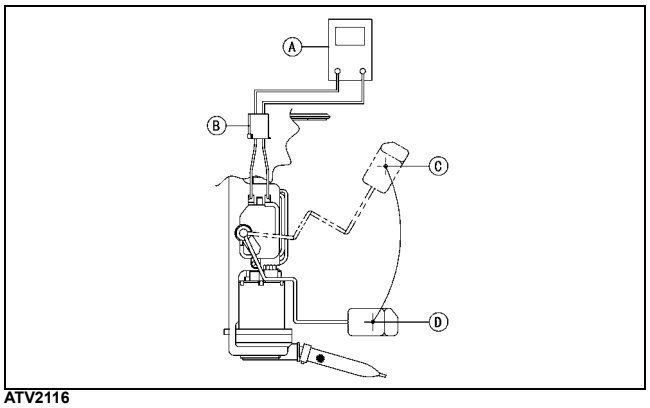
5. Using duct tape or other suitable means, cover the fuel pump opening.

Inspecting

☞ AT THIS POINT

If the pump has failed earlier test and must be replaced, proceed to INSTALLING.

1. Inspect the fuel screen and blow clean with low pressure compressed air.
2. Move the float lever and check for free movement. The float assembly should return to the lower position without force.
3. Test the fuel level sensor by connecting a multimeter (A) to the fuel level sensor leads (B); then select OHMS. The multimeter should show 5 ohms at full fuel position (C) and 95 ohms at empty fuel position (D).



ATV2116

■NOTE: If readings are erratic, clean the resistor wiper and resistor with clean alcohol and retest. If still not correct, replace the fuel pump assembly.

Replacing Fuel Level Sensor

To replace the fuel level sensor, use the following procedure:

1. Cut the two blue wires (A) in the location shown.

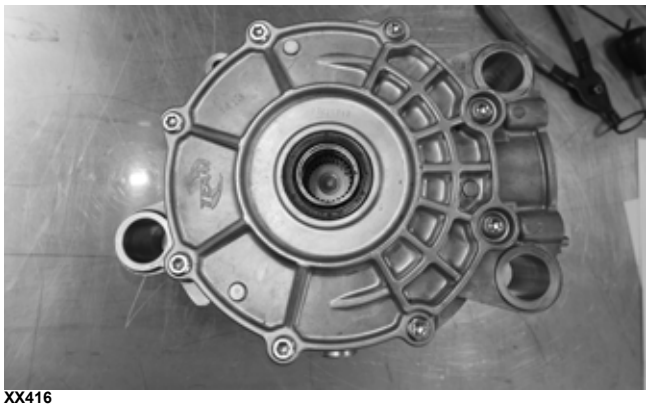
Display	Fault Description	Possible Cause	Fault Recovery Method
P0693	Fan-Secondary Relay Control Circuit Low/SG	The secondary fan relay or its interconnect harness are shorted to ground.	Correct condition*
P0694	Fan-Secondary Relay Control Circuit High/SP	The secondary fan relay or its interconnect harness are shorted to battery power.	Correct condition*
P1120	Throttle Position Sensor Lower Position	The electronic throttle valve was unable to cycle through its entire self check range.	Correct condition*
P1121	Throttle Position Sensor Lower Adaption	The electronic throttle valve was unable to cycle through its entire self check range.	Correct condition*
P1122	Throttle Position Sensor Lower Return	The electronic throttle valve was unable to cycle through its entire self check range.	Correct condition*
P1123	Throttle Position Sensor Adaption Condition	The electronic throttle valve was unable to cycle through its entire self check range.	Correct condition*
P1124	Throttle Position Sensor Limp Home Adaption	The electronic throttle valve was unable to cycle through its entire self check range.	Correct condition*
P1125	Throttle Position Sensor Upper Position	The electronic throttle valve was unable to cycle through its entire self check range.	Correct condition*
P1126	Throttle Position Sensor Upper Return	The electronic throttle valve was unable to cycle through its entire self check range.	Correct condition*
P2100	Throttle Actuator Control Motor Circuit Open	The electronic throttle control actuator or its interconnect harness is open.	Correct condition*
P2102	Throttle Actuator #1 Control Motor Circuit Low/SG	The electronic throttle control actuator or its interconnect harness is shorted to chassis ground.	Correct condition*
P2103	Throttle Actuator #1 Control Motor Circuit High/SP	The electronic throttle control actuator or its interconnect harness is shorted to battery power.	Correct condition*
P2106	Electronic Throttle Control Output is Out Of Range	The ECM detected an internal condition.	Correct condition*
P2107	Electronic Throttle Control Driver Over-Temperature	The ECM detected an internal condition.	Correct condition*
P210C	Throttle Actuator #2 Control Motor Circuit Low/SG	The electronic throttle control actuator or its interconnect harness is shorted to chassis ground.	Correct condition*
P210D	Throttle Actuator #2 Control Motor Circuit High/SP	The electronic throttle control actuator or its interconnect harness is shorted to battery power.	Correct condition*
P2118	Throttle Actuator Control Motor Range Error	The electronic throttle control actuator wires or its interconnect harness are shorted together.	Correct condition*
P2119	Throttle Control Actuator Control Performance Error	Either the positive or the negative wire of the electronic throttle control actuator or its interconnect harness is open.	Correct condition*
P2122	Pedal Position Sensor #1 Circuit Low/Open/SG	The pedal position sensor or its interconnect harness is shorted to chassis ground or open.	Correct condition*
P2123	Pedal Position Sensor #1 Circuit High/SP	The pedal position sensor or its interconnect harness is shorted to battery power.	Correct condition*
P2127	Pedal Position Sensor #2 Circuit Low/Open/SG	The pedal position sensor or its interconnect harness is shorted to chassis ground or open.	Correct condition*
P2128	Pedal Position Sensor #2 Circuit High/SP	The pedal position sensor or its interconnect harness is shorted to battery power.	Correct condition*
P2135	Throttle Position Sensor Plausibility Error	One of the throttle position sensor circuits is shorted to either battery power, ground, is open, or a faulty sensor.	Correct condition*
P2138	Pedal Position Sensor Plausibility Error	One of the throttle position sensor circuits is shorted to either battery power, ground, is open, or a faulty sensor.	Correct condition*
P2299	Brake Pedal Position/Accelerator Pedal Position Incompatible	The brake light pressure switch is active while the accelerator pedal is being depressed.	Correct condition*
P2300	Ignition Coil #1 Primary Circuit Low/SG/Open	Ignition coil #1 primary circuit or its interconnect harness is open or shorted to chassis ground.	Correct condition**
P2301	Ignition Coil #1 Primary Circuit High	Ignition coil #1 primary circuit or its interconnect harness is shorted to battery power.	Correct condition**
P2303	Ignition Coil #2 Primary Circuit Low/Open	Ignition coil #2 primary circuit or its interconnect harness is open or shorted to chassis ground.	Correct condition**
P2304	Ignition Coil #2 Primary Circuit High	Ignition coil #2 primary circuit or its interconnect harness is shorted to battery power.	Correct condition**
P2306	Ignition Coil #3 Primary Circuit Low/Open	Ignition coil #3 primary circuit or its interconnect harness is open or shorted to chassis ground.	Correct condition**
P2307	Ignition Coil #3 Primary Circuit High	Ignition coil #3 primary circuit or its interconnect harness is shorted to battery power.	Correct condition**
P2610	ECU Warm Reset	System voltage may have been temporarily too low to power the ECU.	Correct condition*
U0100	Lost Communication with ECM	The ECM CAN circuit or its interconnect harness is intermittent or has failed.	Correct condition*
U0155	LCD Gauge to ECM CAN Communication Lost	The LCD gauge CAN circuit or its interconnect harness is intermittent or has failed.	Correct condition*
FUEL OFF	Tilt Sensor Activation Code	The chassis tilt sensor has been activated.	Correct condition*

High: A high voltage condition has been detected.
Low: A low voltage condition has been detected.
Intermittent: An intermittent circuit condition has been detected.
Open: An open circuit condition has been detected.

* After correcting the condition, cycle the key switch On-Off-On.
** After correcting the condition, cycle the key switch On-Off-On, start the engine and drive vehicle, then cycle the key switch On-Off-On.

Disassembling Differential Assembly

1. Remove the input housing and actuator.
2. Using a Torx T-40 wrench, remove the cap screws securing the cover.



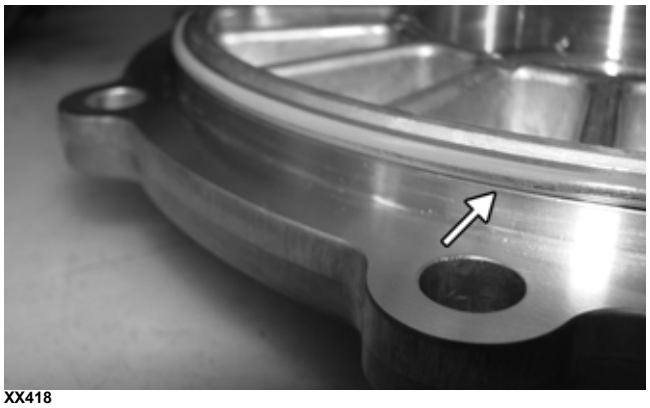
XX416

3. Using a plastic mallet, tap lightly to remove the differential cover. Account for an O-ring and a shim on the cover side.
4. Remove the differential assembly from the case or cover. Inspect for damage. Replace if necessary.



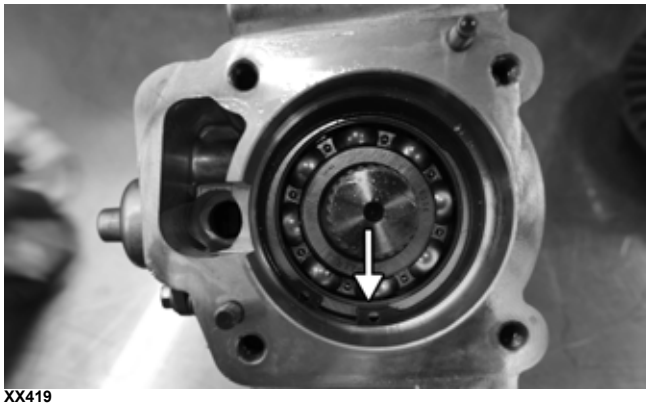
XX417

5. Inspect the O-ring for damage. Replace if necessary.



XX418

6. To remove the pinion gear, remove the snap ring.



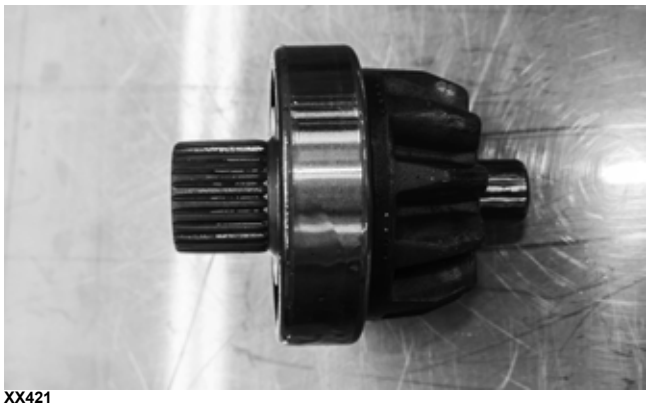
XX419

7. Carefully pull the pinion gear and bearing out of the case.



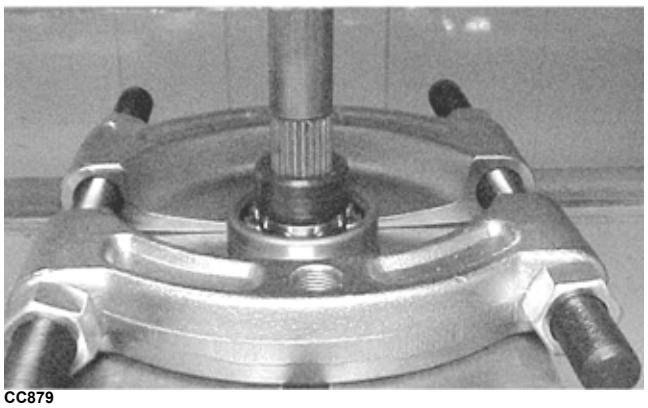
XX420

8. Inspect the pinion gear and bearing for damage.

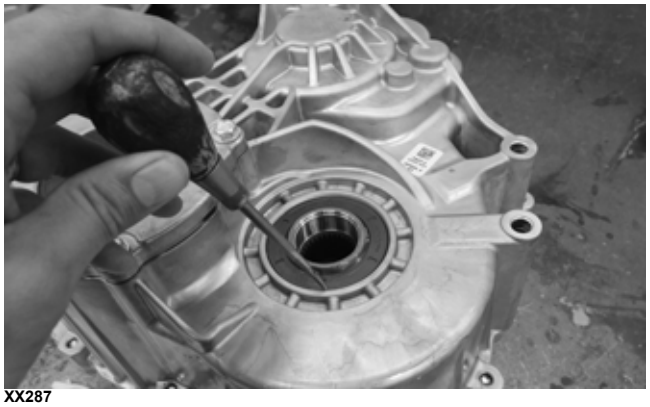


XX421

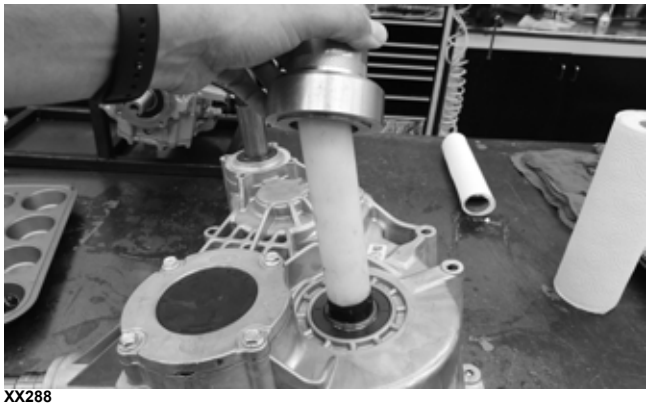
9. If the pinion gear or bearing needs to be replaced, secure the pinion gear in a bearing puller; then remove the pinion bearing using a press.



CC879


XX287

3. Wipe any oil or dirt from the seal area of the transaxle.
4. Using an appropriate seal installer and protector, install a new seal so it seats fully past the chamfer of the case — approximately 1.5-2.0 mm (0.6-0.8 in.) deep.


XX288


XX289

Input (Driven Clutch) Seal

■NOTE: The transaxle does not need to be removed for this procedure.

1. Support the vehicle on an appropriate stand; then remove the left rear wheel, the outer clutch cover, the clutches, and the inner clutch cover.
2. Using an awl and a mallet, pry the seal from the case taking care not to damage the seal bore.


XX290

3. Wipe any oil or dirt from the seal area of the transaxle.
4. Using an appropriate seal installer and protector, install a new seal so it seats flush with the case (0.5 mm/0.02 in. deep).


XX291

Front Output Seal

■NOTE: The transaxle must be removed for this procedure.

1. Using an awl and a mallet, pry the seal from the case taking care not to damage the seal bore.


XX292

CAUTION

Do not drive the awl too far or bearing damage will occur.

2. Wipe any oil or dirt from the seal area of the transaxle.
3. Tape the splined portion of the pinion shaft to protect the seal; then using an appropriate seal installer, install the front output seal — approximately 1.5-2.0 mm (0.6-0.8 in.) deep.


TA077

9. Install the small inner snap ring with shim.

BACKLASH

☞ AT THIS POINT

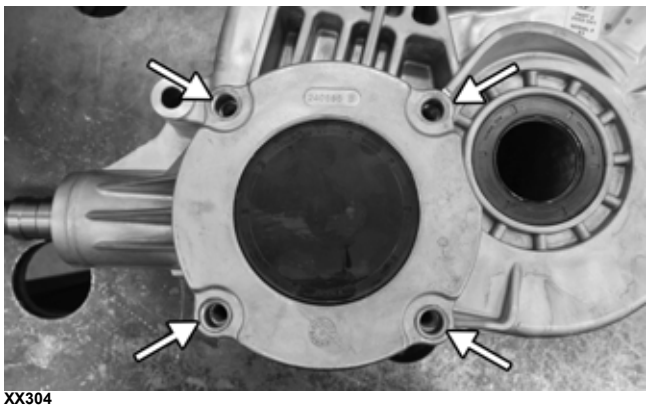
If the pinion shaft or gear were replaced or serviced, backlash must be checked. If not, proceed to ASSEMBLING HALVES.

1. Install the pinion shaft into the case. With the appropriate shim in place, secure with the snap ring.


TA073

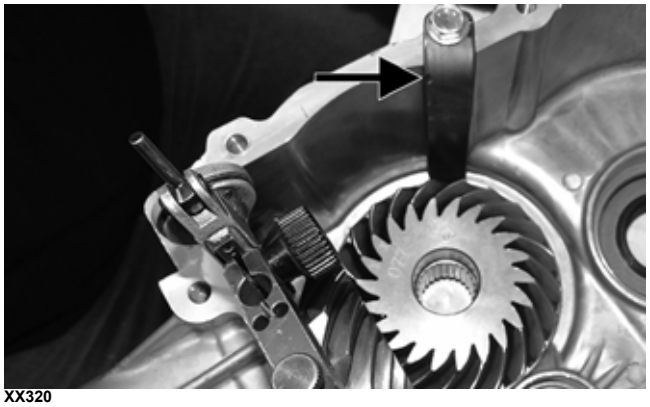
■NOTE: To determine the appropriate shim, start with the thickest shim and install the snap ring. If the snap ring will not fit in the groove, remove the shim and install the next size smaller shim. Continue until the snap ring can be installed.

2. With the appropriate shim in place and the O-ring coated with molybdenum grease, install the pinion gear assembly into the case half and secure with the four screws. Tighten to 20 ft-lb (27.2 N-m).

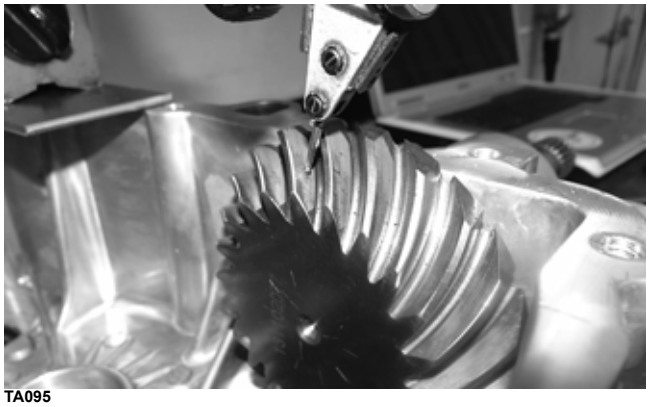

XX304

■NOTE: To determine the appropriate shim, proceed to step 3.

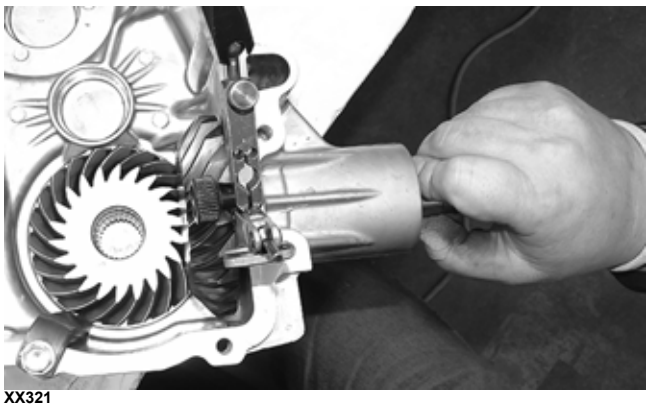
3. Using an appropriate tool, lock the pinion gear in place.


XX320

4. Mount a dial indicator so the tip is contacting a tooth on the pinion shaft.


TA095

5. While pushing in on the front output shaft, and while rocking the shaft back and forth, note the maximum backlash reading on the gauge.


XX321

6. Acceptable backlash range is 0.076-0.241 mm (0.003-0.0095 in.).

■NOTE: If backlash measurement is within the acceptable range, no correction is necessary.

7. If backlash measurement is less than specified, remove the existing shim and install a new thicker shim (from shim kit).

CLEANING AND INSPECTING

1. Clean all caliper components (except the brake pads) with DOT 4 brake fluid. Do not wipe dry.
2. Inspect the brake pads for damage and excessive wear.

■NOTE: For measuring brake pads, see Periodic Maintenance/Tune-Up.

3. Inspect the brake caliper housings for signs of corrosion or damage.
4. Inspect the caliper holder for wear or bending.

ASSEMBLING/INSTALLING

1. Apply high-temperature silicone grease to the inside of the caliper holder bores.



WS105A

2. Install the caliper holder boots making sure they are seated properly.



WS096

■NOTE: The shorter of the two caliper boots is on the side of the jam screw.

3. Install the caliper onto the caliper holder.



WS090

4. Making sure the brake fluid does not contact the brake pads, compress the caliper holder toward the caliper and install the inner brake pad; then install the outer pad.

CAUTION

If the brake pads become contaminated with the brake fluid, they must be thoroughly cleaned with brake fluid cleaning solvent or replaced with new pads. Failure to do so will result in reduced braking and premature brake pad failure.



WS098

5. Install jam screw and tighten to 9 ft-lb (12.2 N-m).
6. Place the brake caliper assembly into position and secure with new “patch-lock” cap screws. Tighten the caliper to 35 ft-lb (47.6 N-m).
7. Place a new crush washer on each side of the brake hose fitting and install it on the caliper. Tighten to 20 ft-lb (27.2 N-m).
8. Fill the reservoir; then bleed the brake system (see Periodic Maintenance/Tune-Up).

⚠ WARNING

Never use brake fluid from an open container or reuse brake fluid. Moisture-contaminated brake fluid could cause vapor build-up (expansion) during hard braking resulting in greatly increased stopping distance or loss of control leading to injury or death.


XX204

6. The hub and bearing housing assembly may be removed. Doing so will prevent damage to the axle.

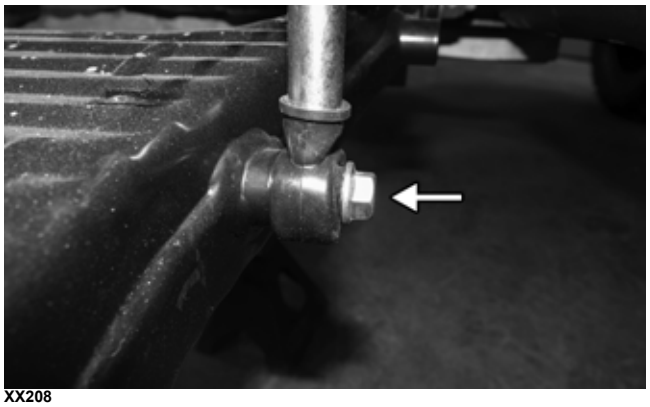

XX206

7. With the trailing arm still supported, remove the cap screws securing the shock to the frame and trailing arm. Discard the lock nuts.

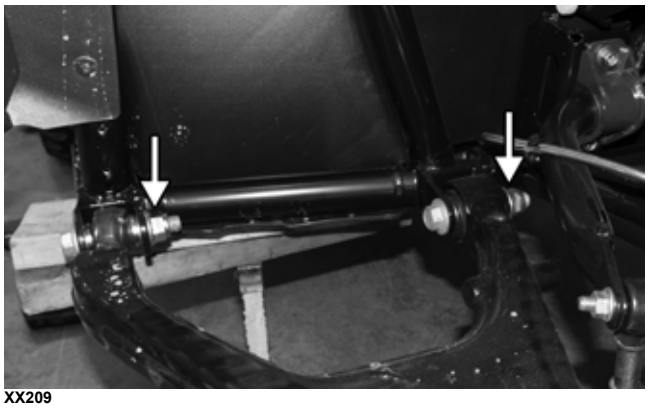

XX201


XX202

8. Remove the cap screw securing the sway bar link to the trailing arm.


XX208

9. Remove the cap screws securing the trailing arm to the frame. Remove the trailing arm.


XX209

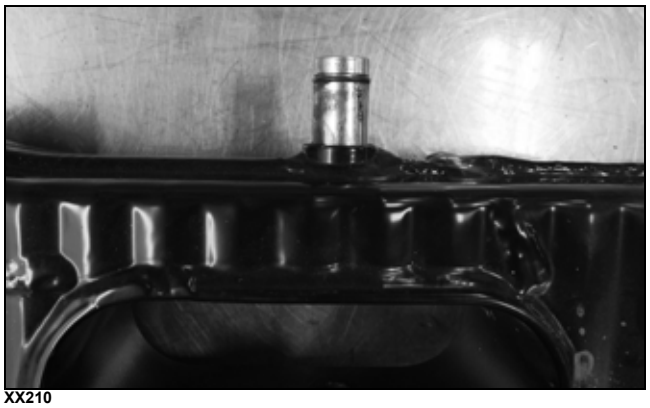
■NOTE: The drive axle does not need to be removed for this procedure.

CLEANING AND INSPECTING

1. Clean all components.
2. Inspect the trailing arm for bends, cracks, worn bushings, and worn bearings.
3. Inspect the frame mounts for signs of damage, wear, or weldment damage.

INSTALLING

1. Apply a light amount of grease on the shock mount sleeve and insert it into the trailing arm.


XX210

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