2014-2020 Polaris RZR XP 1000 2/4 seat
2016-2020 Polaris RZR XP Turbo 2/4 seat
Trailing Arm Kit
Long Travel and Stock Replacement
SKU #: 360-90006 & 360-90058

Introduction
- Installation requires a qualified mechanic.
- Read instructions carefully and study the pictures (if included) before attempting installation.
- Check the parts and hardware packages against the parts list to assure that your kit is complete.
- Always wear safety glasses when using power tools.

Requirements
- Stock rear wheels will not fit with this control arm kit. Must use 14” diameter wheel or larger, with maximum 5” back spacing.
- Must be sure that brake lines are restrained properly and also do not rub the wheel through the suspension cycle.

Parts List: 360-90006 (Long Travel)

- 8357 Passenger side trailing arm
- 8358 Driver side trailing arm
- (2) HP9134, cushion clamp kit for brakelines
- (4) 6118, Misalignment spacers for rod end frame pivot
- (2) M12-1.75 bolt, 180mm long
- (4) M12 Flat washer
- (2) M12-1.75 Nylock nut
- (4) ¼-20 button head bolts, 5/8" long

Parts List: 360-90058 (Stock Replacement)

- 8350 Passenger side trailing arm
- 8351 Driver side trailing arm
- (2) HP9134, cushion clamp kit for brakelines
- (4) 6118, Misalignment spacers for rod end frame pivot
- (2) M12-1.75 bolt, 120mm long
- (4) M12 Flat washer
- (2) M12-1.75 Nylock nut
- (4) ¼-20 button head bolts, 5/8" long

Installation Instructions

1. All hardware will be re-used except the shock bolt and the brake line retaining bolts, so retain all removed hardware for re-use.
2. Raise the rear of your RZR up and support by the frame so that the suspension droops out and tires are off the ground by at least an inch. Remove rear tires.
3. Remove the axle nut with a 27mm socket. Unbolt the p-clamps holding the brake lines to the trailing arm using a T25 torx bit.
4. Remove the lower radius rod from the outer connection to the spindle bearing carrier, see Figure 1.

Figure 1: Remove lower radius rod from bearing carrier.

5. Remove the two bolts mounting the brake caliper to the spindle bearing carrier as shown in Figure 2. Then you can remove the caliper from the rotor and let it hang by the brake line.

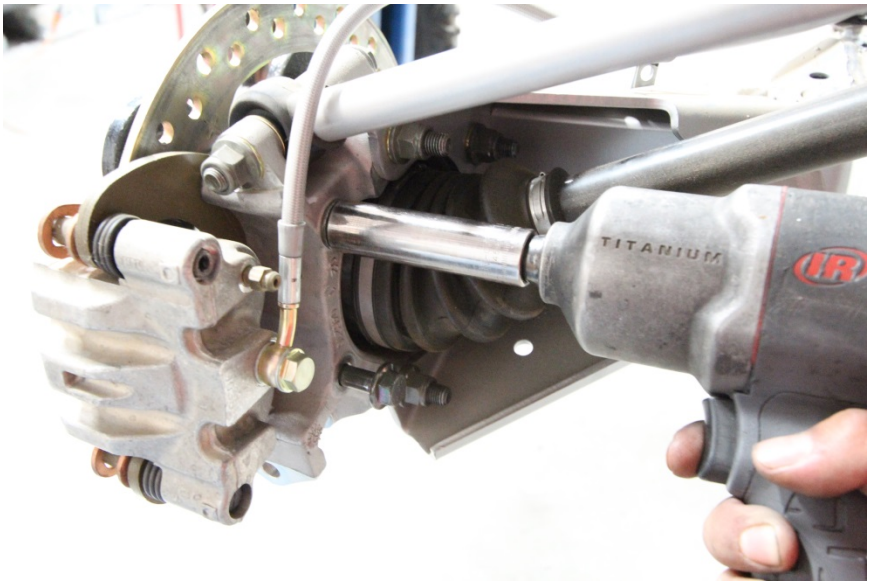

Figure 2: Remove brake caliper.

6. Remove the rotor and hub from the spindle as seen in Figure 3.

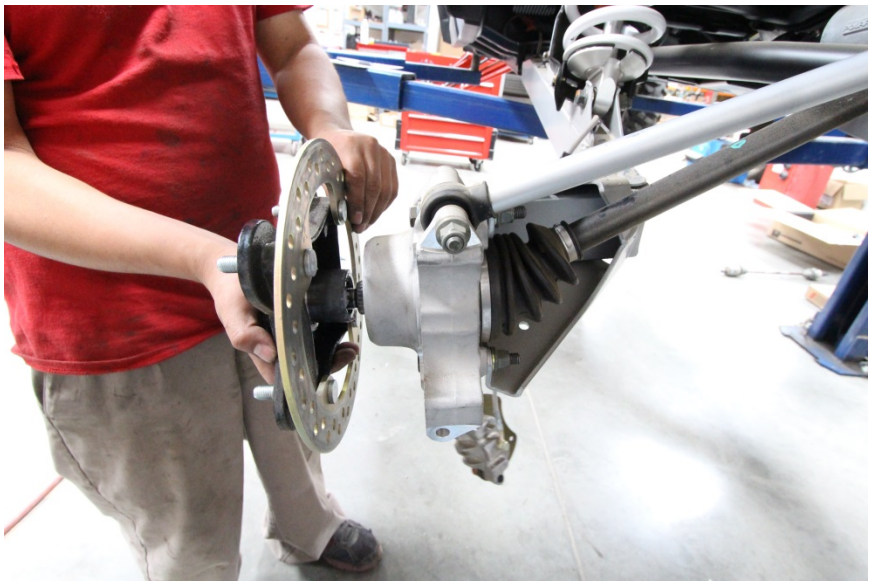

Figure 3: Remove rotor and hub from the spindle.

7. Use a permanent marker and label the spindle bearing carrier properly for left and right side and top and bottom, to ensure they get transferred to the new trailing arms in the correct orientation. Now unbolt the bearing carriers from the stock trailing arms as shown in Figure 4.

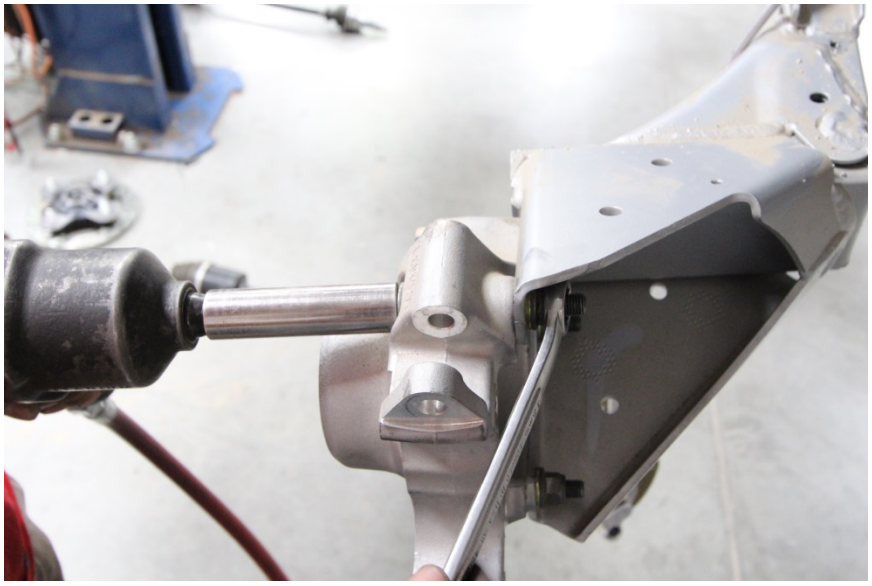

Figure 4: Mark the spindles first (left/right/top/bottom). Then unbolt them from the trailing arms.

8. Unbolt the shock and sway bar end link from the trailing arm. Be sure to support the back of the trailing arm so it does not fall after removing the shock and end link.
9. Unbolt the front of the trailing arm from the frame pivot.

10. Locate the Cognito trailing arms. The Uniball bearings and internal retaining rings are preinstalled at the factory. Ensure the retaining ring is properly seated inside the pivot end.
11. Locate the 4 included misalignment spacers and insert one into each side of the trailing arm pivot end from the previous step. Fasten the Cognito trailing arms to the frame pivots with the stock bolt, washer, and nut. Torque to 70 ft.lbs.
12. Using the original hardware, bolt the sway bar end link to the trailing arm, tighten to 40 ft.lbs. If replacing the end links with Cognito end link, use the provided hardware.
13. Use the included 12mm bolts, washers and nuts to bolt the lower end of the shock to the Cognito trailing arms. Use a washer under the head of the bolt and under the nut. Tighten to 70 ft.lbs.
14. Bolt the proper spindle bearing carrier to the new trailing arms in the proper orientation as previously marked, use the stock hardware and tighten to 42 ft.lbs. See Figure 5.
15. Swing the trailing arm away from the car and insert the outer end of the axle into the spindle bearings.
16. Bolt the upper radius rod to the bearing carrier. Torque to 40 ft.lbs. Do not bolt the lower radius rod to the hub at this time.

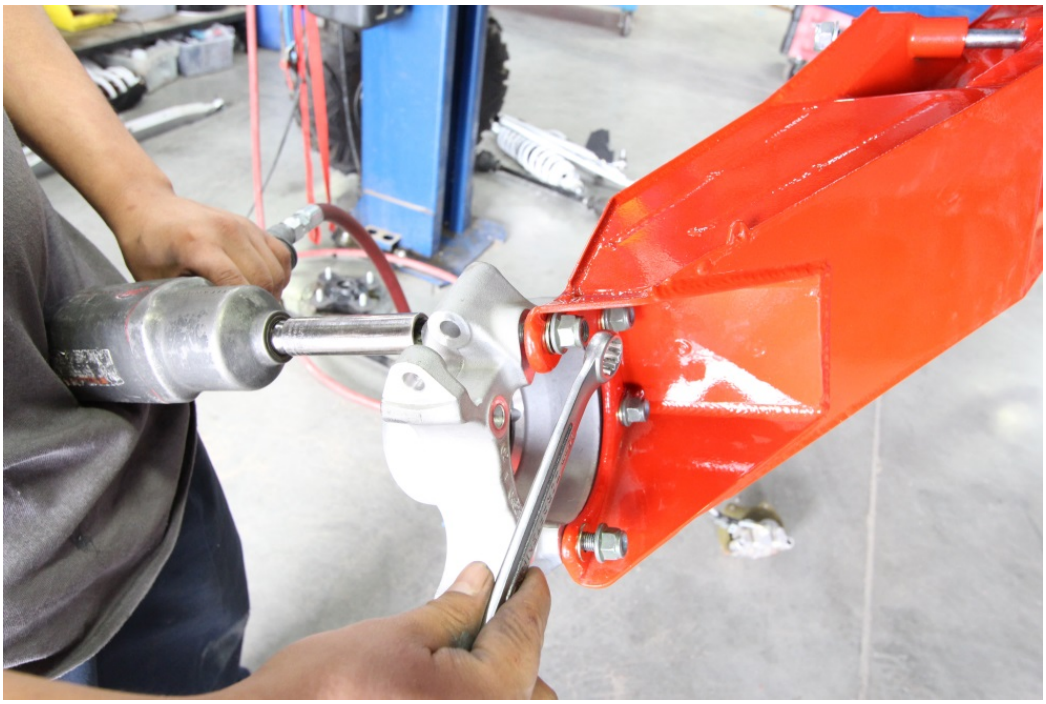

Figure 5: Bolt spindle bearing carriers to Cognito trailing arms.

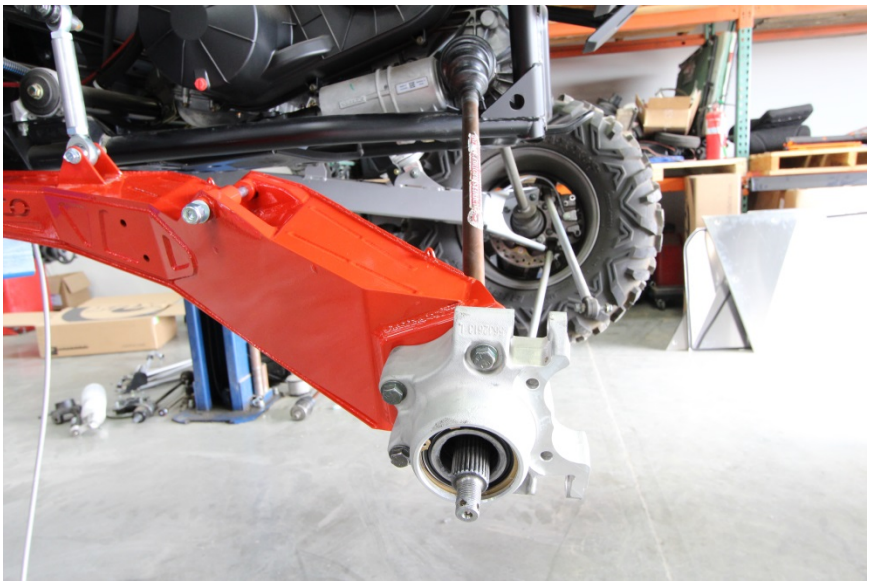

Figure 6: Insert the outer end of the axle into the bearing carrier.

17. Install the hub and rotor onto the outer axle stub and into the bearing carrier as shown in Figure 6. Then install the stock 2 cone washers with the dome side out, and the axle nut, tighten to 180 ft.lbs. Back it off slightly if needed to get the cotter pin installed in the caste nut and hole in the stub of the axle. Bend the cotter pin to secure.
18. Locate the hanging brake calipers, install them onto the rotors and bearing carriers, with the break line routed up over the upper radius rod just like stock and seen in Figure 7. Fasten the caliper in place with the stock bolts and tighten to 46 ft.lbs.

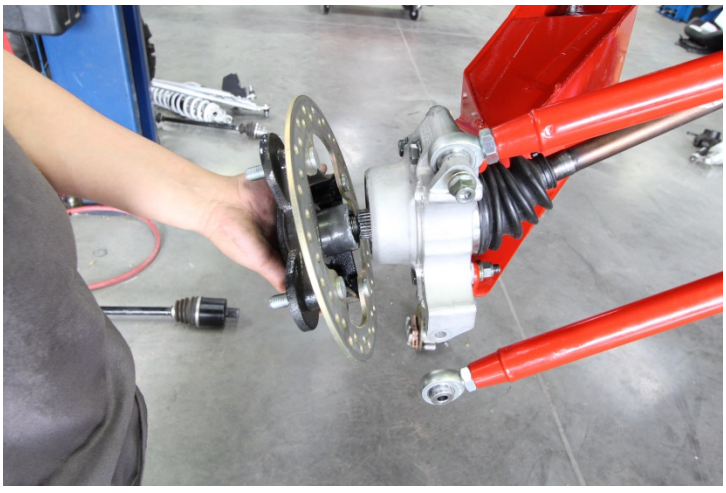

Figure 7: Install hub and rotor onto the spindle stub and in the bearing carrier.

19. Bolt the lower radius rod to the hub with stock hardware. Torque to 40 ft.lbs.

20. Attach the brake line to the trailing arm using the provided cushion clamps and fasteners. See Figure 8. If using the Cognito rock guard kit, install it at this time to the 2 holes with the threaded inserts in the sides of the trailing arms. If not using the rock guards, then install the supplied ¼-20x3/4" button heads to plug off the holes and tighten to 15 ft. lbs.

Figure 8: Installed brake caliper (notice brake line routing) and lower radius rod.

21. Install wheel/tire, torque lug nuts to stock spec which is 120 ft.lbs (we feel this is high and we personally use 90 ft.lbs. and re-torque after 20 miles).
22. Set ride height. Roll car forward and backward to settle the suspension, jounce on the rear a few times. Height from floor to the very rear of the car at top of skid plate should be 13.5" with stock width suspension and 29" tall tires. With long travel suspension that distance will increase to 15.5", and with taller tires it increases by ½ the difference in the diameter from 29" which is the stock size tire.

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Cognito Motorsports, Inc. hereinafter "Cognito," warrants to the original retail purchaser, that its suspension products are free from workmanship and material defects for as long as the purchaser owns the vehicle on which the product(s) were originally installed. This warranty will be void if any modifications are made to the components, including alterations to the surface finish, i.e.; painting, powder coating, plating, and/or welding, or if they are improperly installed. Cognito truck suspension products are not designed nor intended to be installed on "competition" vehicles used in race applications, stunt or for exhibition purposes that are outside of the intended operating conditions specified by the manufacturer. Racing and competition are defined as any contests between two or more vehicles; or vehicles competing individually on off road circuits in timed events (whether or not such contests are for an award or prize).

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Product returns will not be accepted without prior written approval from an authorized Cognito representative. All products being returned must be shipped via trackable, prepaid freight. Returned products are subject to a 25% percent restocking fee. The eligible return period for products purchased directly from Cognito is 30 days from the verified date when the product(s) were originally received by the purchaser.

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The installation of Cognito steering and suspension components will modify your vehicle's original factory equipment and geometry, which may cause it to handle differently than a stock (unaltered) vehicle. Installation of these components is not intended to strengthen nor reinforce the vehicle's frame, nor are they designed to increase rollover protection. It is necessary to periodically inspect all suspension and drive train components for proper attachment, torque specifications, operation, and for any potential unusual wear or damage. Installation of these parts will modify the height of the vehicle and may raise the center of gravity. Modifying vehicle height combined with off road operation may increase your vehicle's susceptibility to rollover conditions, which may cause serious injury or death. Many states regulate allowable vehicle height modifications, and it is your responsibility to know and comply with the legal requirements specified by the laws where you reside. Modifications to your vehicle's ride height may also affect the ride quality, driver input response, trackability and handling, and wear to your vehicle's suspension components and tires.