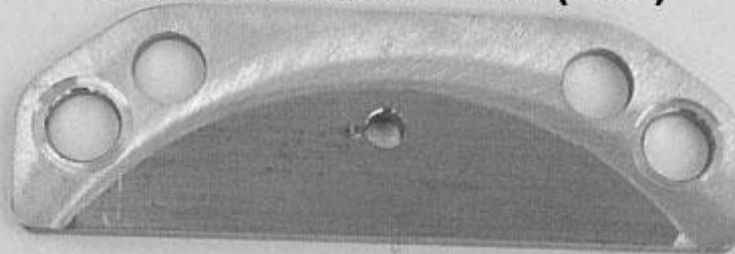




780 Professional Drive N. Shreveport, LA 71105 Phone (318)-524-2270 Fax (318)-524-2297

Polaris Ranger Parking Brake Replacement Pads

Actuator Side Pad (1ea)



Stationary Side Pad (1ea)



3/8 x 2 1/4 Bolt (2ea)



5/16 Washer (2ea)



3/8 Lock Nut (2ea)

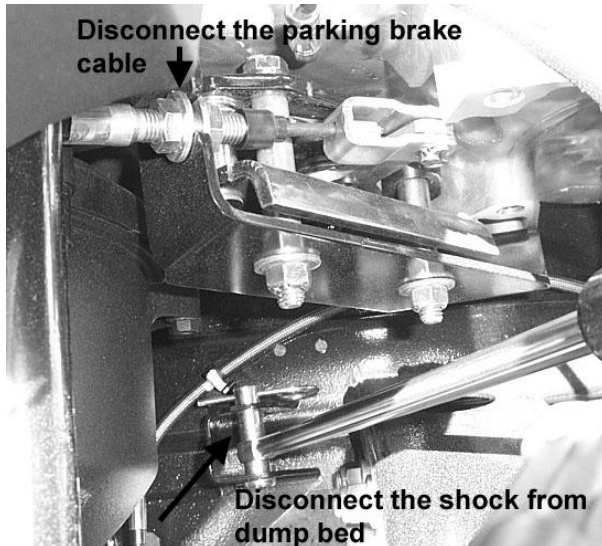


Sleeve (2ea)



Installation Instructions

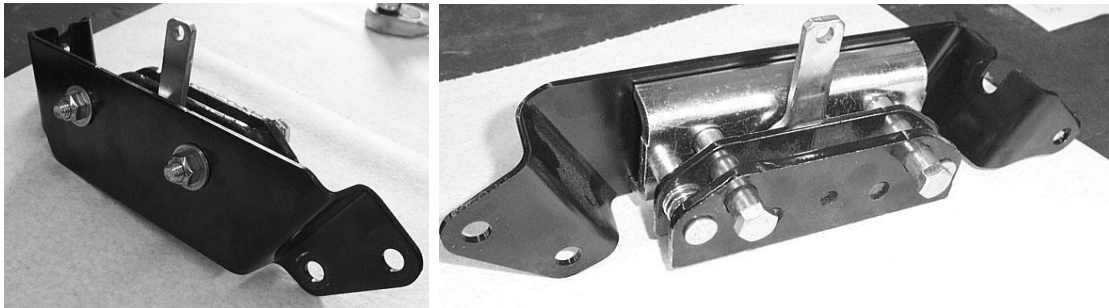
1. Lift the dump bed on the Polaris Ranger
2. Locate the parking brake and pad assembly under the rear dump bed.
3. Disconnect the bottom of the shock that is used to lift the dump bed. This will make installation easier.
4. Next disconnect the brake cable from the mounting bracket and the actuator.



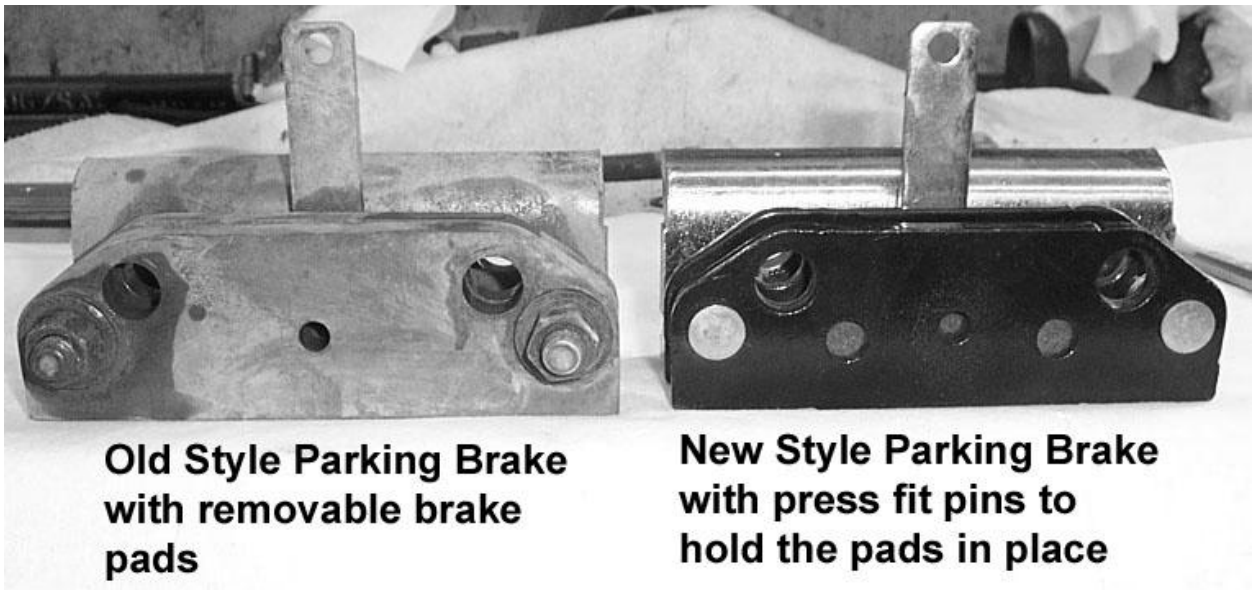
5. Depending on which year and model Ranger you have, the parking brake is located on either the rear differential or on the side of the transmission. Both styles use the same parking brake.
6. There are three bolts that connect the mounting bracket to the Ranger. One bolt is located at the top of the bracket and the other two are connected the transmission/rear differential. Disconnect the bolts and remove the parking brake pad assembly from the Ranger.



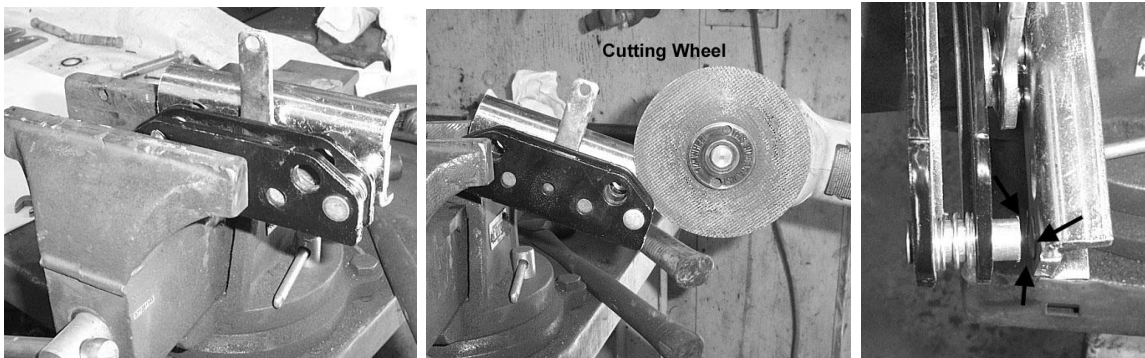
7. Next, disconnect the pad assembly from the mounting bracket. There are two bolts that secure the mounting bracket to the pad assembly. Remove these two bolts.



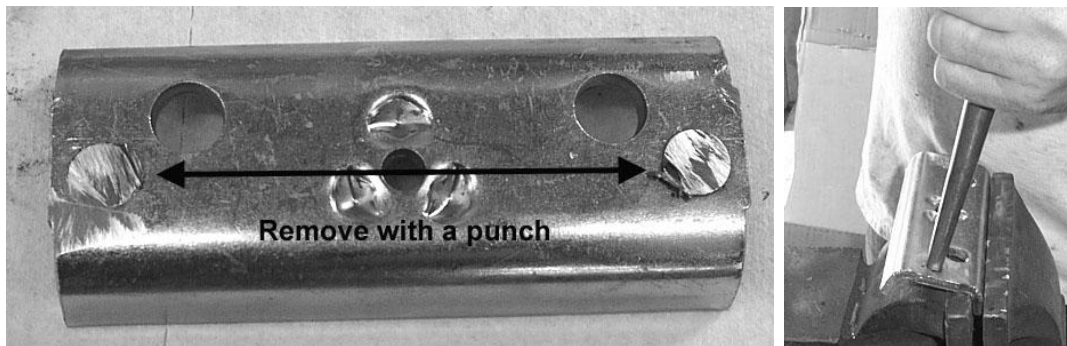
8. There are two different types of brake assemblies. The first one is designed so that the pads are easily removed by loosening the bolts that hold the pads in place. The second assembly is designed so that the pads are held in the assembly by press fit pins. This second style is used in Rangers that were produced in late 2011 and newer Polaris Rangers.



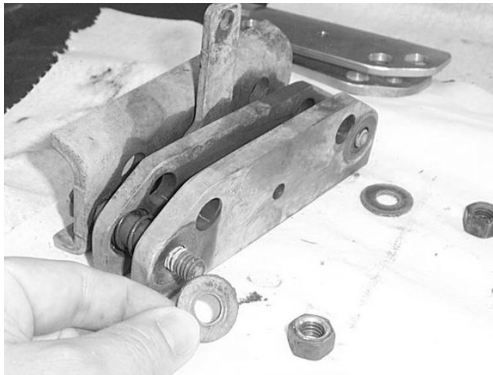
9. If you are working with a press fit assembly, then you will need to cut the pins with a cutting wheel, saws all, or hack saw. You will need to cut the pins between the actuator pad and the actuator bracket.
10. Secure the assembly in a vise and cut the pins.



11. Once you have cut the pins you will need to punch out the pins from the actuator bracket.

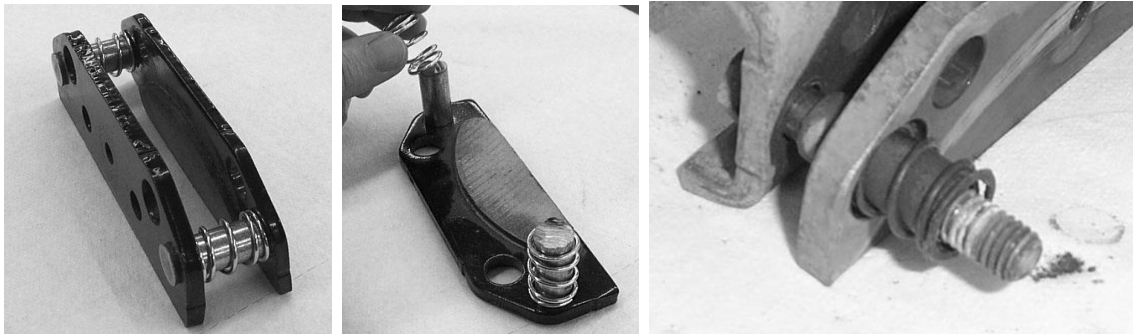


12. If you have the bolt style assembly, just remove the bolts that connect the pads to the assembly.

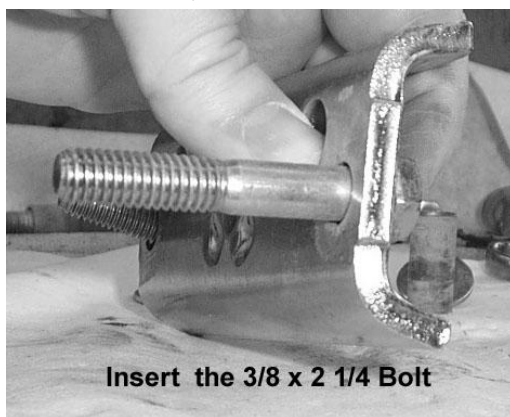


13. The next steps are for both style assemblies.

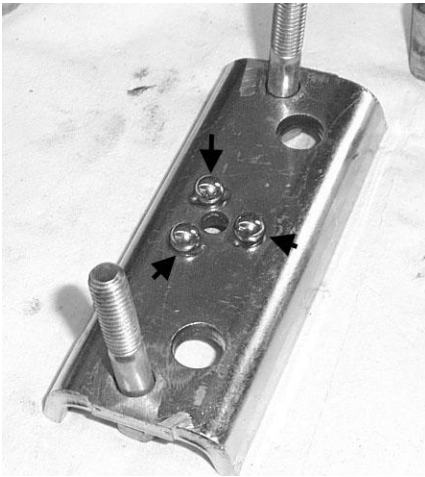
14. Remove the springs that are between the two pads.



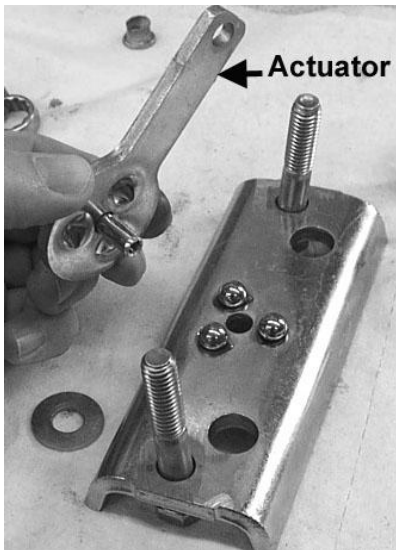
15. Insert the two $\frac{3}{8} \times 2 \frac{1}{4}$ hex bolts into the actuator bracket. Bolts are supplied in the kit.



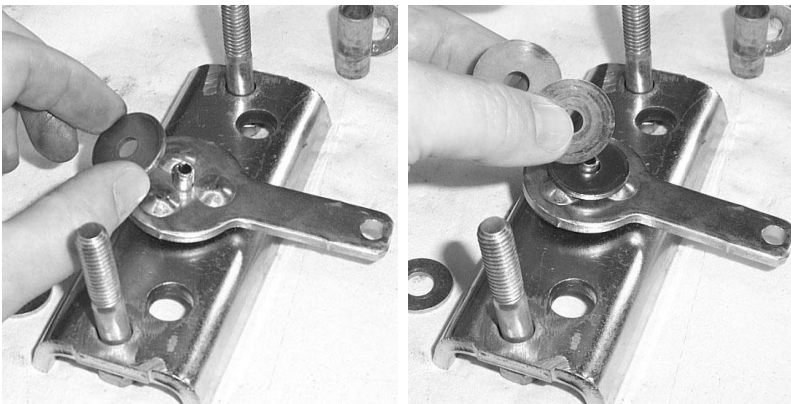
16. Lay the bracket with the two bolts pointing up. Place the three ball bearings on the actuator bracket. You will see the three indentions in the bracket where the balls rest.



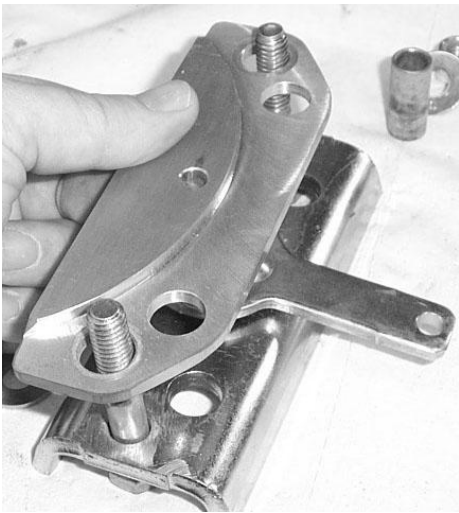
17. Now place the actuator on the bracket over the ball bearings. Make sure the actuator is pointing in the correct direction.



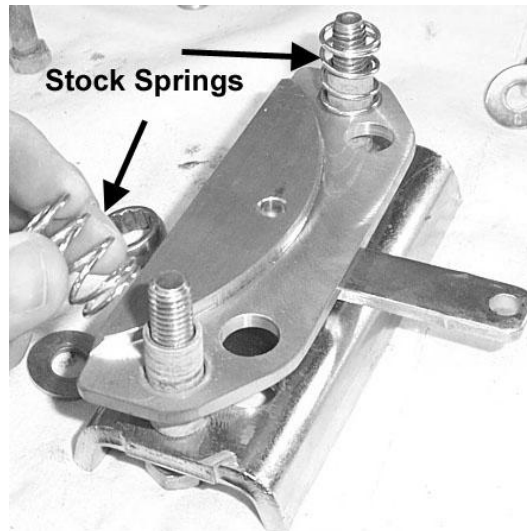
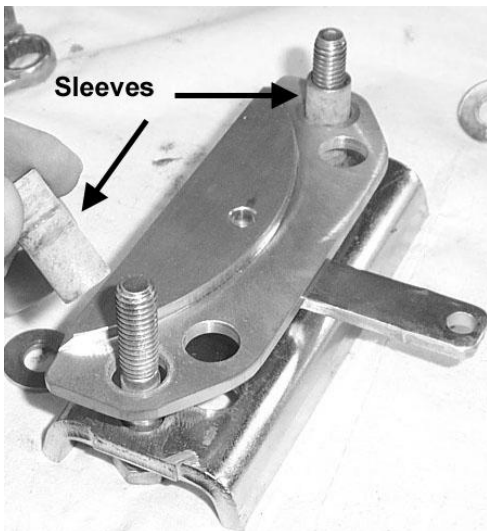
18. In the next step you will have either 1 thick shim and 2 thin shims or 1 thick shim and 3 thin shims. Regardless of how many shims you have place them all on the actuator starting with the thick shim and then the thin shims.



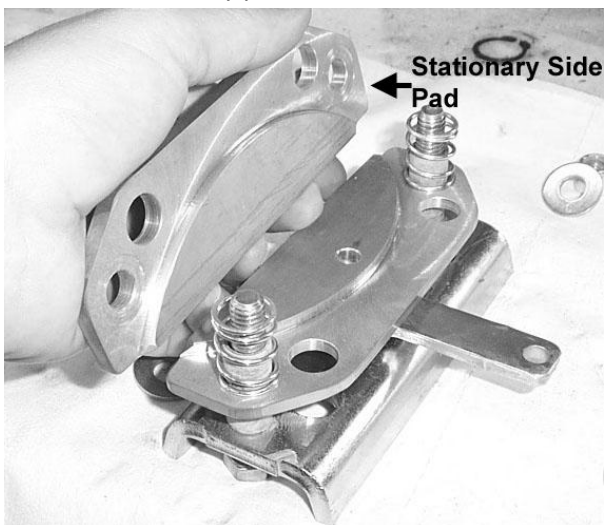
19. Place the actuator side pad on the assembly. The actuator pad has a small hole in the center.



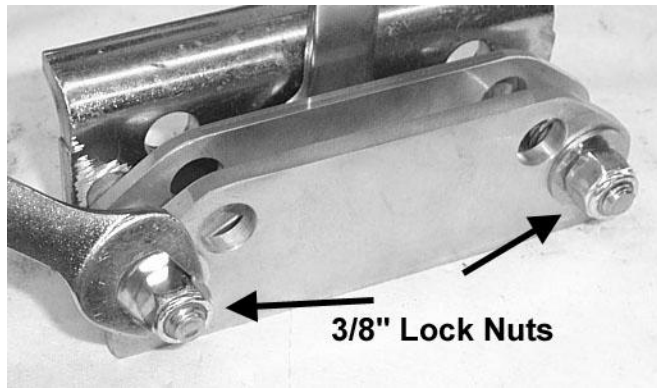
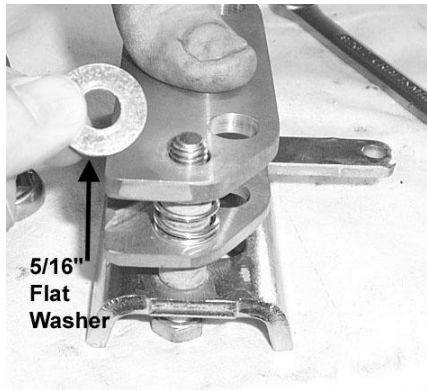
20. Insert the two sleeves onto the bolts and then the two springs.



21. Place the stationary pad onto the bolts.



22. Using the 5/16 flat washers and 3/8 lock nuts tighten the assembly



23. Once you have installed the new pads on the assembly, attach it to the mounting bracket using the stock hardware, and reconnect it to the Ranger. Make sure to torque all bolts to factory specifications.
24. You need to adjust the brake cable accordingly to make sure you have proper pressure on brake pads.

Thank You

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