



JACK DADDY

Installation Instructions

RZR Turbo S

Box Contains

PART	QTY	DESCRIPTION
A	1	JackDaddy
B	1	13" Adjustable Shaft
C	1	17.5" Adjustable Shaft
D	1	Foot
E	1	Roll Cage Mount Kit (2x Mounting brackets in 4 pieces)
F	1	8mmx65 Cam Lock (roll cage mount if chosen)
G	2	FRONT: 12mm x 80mm front jack nubs/shock bolt replacement
H	2	FRONT: 12mm washers (front)
I	2	FRONT: 12mm nylock nuts (front)
J	2	REAR: Turbo S black rear brackets
K	2	REAR: 12mm x 80mm shock bolt replacement bolts
L	2	REAR: 12mm washers
M	3	5/16" x 1" wire shaft retaining pins
N	4	3/8" x 1 1/2" socket cap bolts (for cage mount) If chosen

JackDaddy Rear Bracket Installation and Rear Shock Bolt replacement

1. Loosen rear shock bolt nuts.
2. Using a floor jack, jack your vehicle up so that there is no tension remaining on the rear shock bolts; you should be able to remove them by hand.
3. Remove the lower shock bolt.
4. Place the rear bracket on the *inside* of the vehicle's trailing arm and align the hole of the JackDaddy rear bracket with the rear shock bolt hole. Nub end on bracket should face toward the rear of the machine. The tab on the top edge of the bracket should orient towards the front of the machine.
5. Place the 12mmx80mm bolt first through the 12mm washer then through the shock and then through the bracket hole. Place a 12mm nylok flange nut on the bolt. Secure with 12mm Nylock nut. Using torque wrench, tighten to 83 foot-pounds of torque.
6. Using the 12mmx40mm bolt secure the nub to the rear bracket. The orientation of the cross hole in the nub should be set directly vertical or horizontal. This will ensure that when the Jackdaddy is used it will be in the correct position. Using a torque wrench, tighten to 110 foot-pounds of torque.
7. Repeat on the other side.

JackDaddy Front Nub Installation and Front shock bolt replacement.

1. Loosen front shock bolt nut.
2. Using a floor jack (optional wooden block), jack your vehicle up so that there is no tension remaining on the front shock bolts; you should be able to remove them by hand.
3. Remove the lower shock bolt.
4. Insert nub bolt through lower shock bolt holes, and ensure the nub itself is facing forward of the vehicle.
5. Ensure the nub holes are facing up and down for easier operation.
6. Secure with 12mm nylock nut. Using a torque wrench, tighten to 110 foot-pounds of torque.

Operating Instructions

1. **Only use JackDaddy when vehicle is in 4 Wheel Drive**
2. Measure: Set your JackDaddy next to the opposite tire that you are going to replace.
3. Measure: Note which hole sets the JackDaddy pivot head even with the bracket/nub.
4. Measure: Extend the JackDaddy by 2 more holes from the hole you noted in step 4; this will allow enough room not only to remove the flat tire, but also to replace a full aired up spare.
5. Measure: Place the 5/16" x 1 "
6. retaining pin into appropriate hole identified in step 5
7. Operate: Place the JackDaddy on the bracket/nub closest to the repair area/flat tire.
8. Operate: Ensure the longer side of the jack foot is always facing down.
9. Operate: When placing the JackDaddy pivot head on the nub/bracket be sure to secure the JackDaddy by pushing the 5/16" x 1 " retaining pin through the nub/bracket holes as well as the JackDaddy pivot head.
10. Operate: With the vehicle in 4 Wheel Drive, move forward or backward - depending on the orientation of your JackDaddy, always drive TOWARD your JackDaddy - with one foot on the gas one on the brake - until the vehicle is elevated and stable. You may also be able to do this step manually.
11. Operate: Put the vehicle in Park
12. Do your repairs!
13. Operate: With the vehicle in 4 Wheel Drive, move forward or backwards - in the opposite direction you traveled to jack up your vehicle, always drive AWAY from your JackDaddy - with one foot on the gas and one on the brake, slowly lower the vehicle back to the ground. This step can also be done manually.
14. Operate: Remove the 5/16" x 1 3/4" pin from the JackDaddy collar and remove the JackDaddy from the nub/bracket.



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