

BULLETIN NO. 17/18-010 DATE: 10 Nov 2017

TO: ALL ISR Oval Affiliates

SUBJECT: Indy 500 trailing arms used in F-500 class

ISR CLARIFICATION NOTICE
11-10-2017

Recently ISR has received calls and emails concerning aftermarket kits to replace the rubber bushing in the chassis mount end of the Indy 500 trailing arms used in F-500 class.

Except for a few pockets of inventory, (in private hands), Polaris no longer makes the original trailing arm, nor is the rubber insert bushing available from Polaris.

Wahl bros. of Greenbush Minnesota applied over summer for an approval on an update kit to salvage existing trailing arms in use, and provide for a safe replaceable bushing for the trailing arm to be mounted to the chassis. This is identified as Wahl bros. Part number 17-880A, and consists of #17-876 Spherical bearing weldment with a 1.188" ID, #17-877 Circlip, #17-878 Washer, and #17-879 Spherical rod end 7/16" ID for fastener.

The components chosen are the sleeve/barrel weldment used in newer style trailing arms, and an insert spherical bushing. These components are very similar to or the exact components used in trailing arms from 2000 to 2008 or later.

Concern has arisen over the installation of these components on existing trailing arms, and dimension changes to the trailing arm. ISR offers the following as a guideline for installation of this component:

- **When removing the old sleeve/barrel assembly care must be taken to not remove material from the trailing arm itself.**
- **Wahl Bros provides dimensions and instructions for completing this install. The technical inspectors also have similar information and will be using it as their baseline. On trailing arms with grease zerks OEM installed, this is the reference point for measurement. On trailing arms that do not have a grease zerk, one must measure 2 15/16 " from the top of the spindle housing down,(not including the bushing) then mark this point for reference. We have added a photo to indicate where the measurement is taken and the total length needed.**
- At the fall race/tech director schools, ISR tech officials were given basic information on this subject and a tech directors update will be processed on this subject, along with other info and subjects pertaining to other types of snowmobile competition. It is anticipated this will be provided within the next three weeks.
- **Any components where the procedure hasn't been properly observed, or additional welds in an attempt to conceal dimension changes, or other improprieties are noted, the driver is subject to discipline by the tech director up to and including disqualification.**

F-500 has various components that due to availability, are able to be retro fitted by aftermarket suppliers who are SMDG members. These components need to be submitted to ISR for approval and then become listed in the approved vendor list of parts that can be used in the class. Vendors and manufacturers need to contact ISR for the approval process.

Please support these SMDG members who work to support the various classes of snowmobile racing. Please consult this list for the approved parts.



Dimension is from center line on rear trailing arm mount, to reference mark or grease zerk depending on if using OEM or aftermarket trailing arm. The length required is 33 inches.