SHOCK THERAPY

RZR XP1000 and 2015 900S and 1000S Front Sway Bar Kit

Thank you for purchasing our front sway bar kit for your RZR. This front sway bar will limit the body roll in the front of your RZR and is infinitely adjustable so that you can tune your car's ability to corner as your terrain or racing style changes.

Included in the kit:

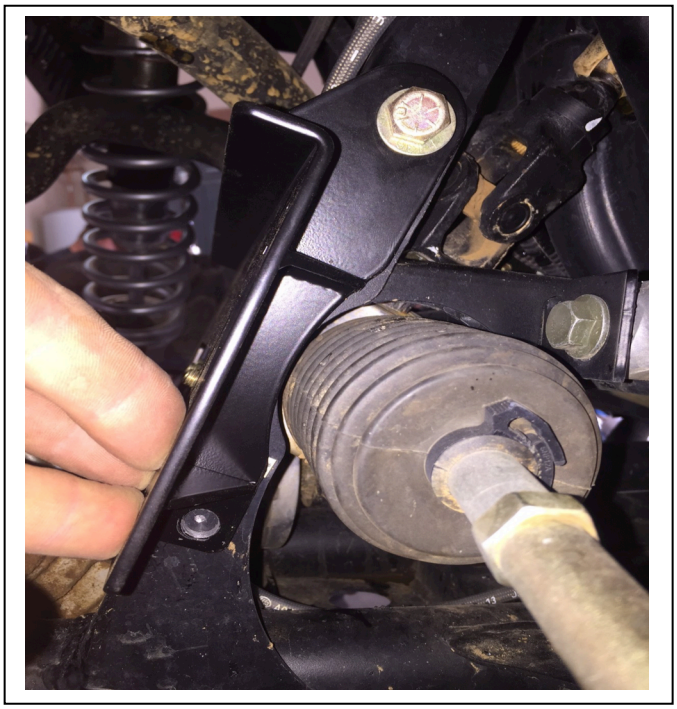
1 sway bar. 1 black sway bar plate mount. 2 sway bar bushings. 2 billet bushing clamps with grease fittings. 2 billet aluminum arm clamps (2 pieces are threaded and 2 pieces have through holes). 4 half inch rod ends. 4-1/2x20 jam nuts. 2 aluminum links. 8 stainless spacers. 4-5/16x1 ¼" bolts. 8-5/16 stainless washers. 4-5/16 nylock nuts. 4-3/8 x 1" bolts. 4-3/8 nylock nuts. 8-3/8 washers. 4-10mm x 1.5 x 50mm bolts. 4-3/8 washers. 2-3/8 x 2 ¼" bolts. 4-3/8 stainless washers.

1. Park your RZR on a flat surface and do NOT jack it up. This installation is easiest if the car is sitting on the ground. Make sure your lower control arms and steering box frame mounts are clean before starting.

2. Remove the plastic mount that holds the brake line and front differential wire from the frame and discard it. Your brake line and differential wire will now be routed between the steering box bolts inside of the frame section that they used to mount to.

3. Locate the small round hole on the passenger side of the vertical frame structure approximately 10” up from the skid plate. Drill it out to 3/8”. See picture to the right. Repeat this on the driver side taking care not to drill through the inside edge of the frame structure that is not pre-drilled like the outside is.

4. Mount the black sway bar bracket to the frame with the folded top facing forward using two of the four 3/8 x 1” bolts, washers and nylock nuts. Snug these down, do not tighten them yet.



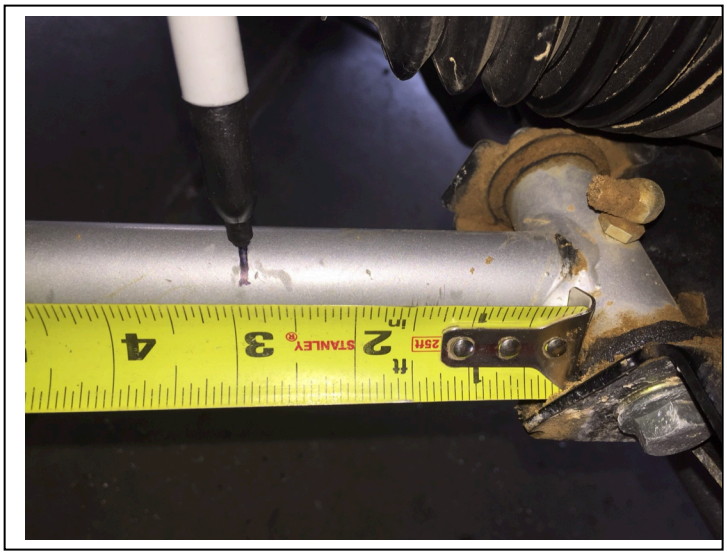
5. Push the bottom of the bracket tight against the frame with your hand so the bracket sits flat against the frame and hold in place. Using the lower hole in the bracket as a guide drill a 3/8” hole in the factory frame. See picture to the left.

6. Now install the lower bolts using the remaining 3/8x1 bolts, washers and nylock nuts. Pull up and down on the brake line and front

differential wire to make sure they are loose behind the sway bar bracket and between the rack and pinion bolts. YOU DO NOT WANT TO PINCH THESE! Now tighten all four bolts completely.

7. If the sway bar has not already been installed on it's frame plate then grease the bushings and install them on the sway bar, OUTSIDE of the centering rings. Slide the aluminim bushing clamps over the bushings. They will be tight and may need a tap from a rubber mallet. Install the sway bar assembly on the sway bar plate using the 5/16"bolts, washers and nylocks and tighten. The sway bar should move up and down with little resistance. If the bar is too tight and requires excessive force to move (10 lbs or force is too much) then you have it in a bind and make sure the sway bar plate is bolted to the chassis straight.

8. Now, measure from the bushing tube of the lower control arm out 3" and make a mark. This is where the inside



of the billet arm clamp should be. See the picture to the right.

9. Install the arm clamps on the arms loosely with the lower bolt only. The bolts for the clamps are installed in them and are 10mm x50mm long. Install these with the bolts from the front so there is nothing sticking out of the back of the clamp. Now install the link with the

stainless spacers in the billet arm clamp and tighten both 10 mm bolts. Make sure the clamp is outside of the mark but touching the 3” mark on the arm and that it is straight up and down. Do not let it lean back toward the CV boot. If you do not have them straight the CV boot clamp can hit the arm clamp and fail. Tighten them STRAIGHT up. See the picture on the previous page. These should be tightened to 24 ft lbs with a torque wrench. If you over tighten these bolts you can strip the aluminum clamp so be careful with this torque setting.

10. Install the top of the link to the OUTSIDE of the LAST hole of the sway bar (closest to the front bumper) using the 5/16x2 1/4” bolts, washers and nylock nuts. The links should come set to the same length and they should line up to the sway bar easily. If they do not line right up then check that your RZR is perfectly flat from left to right. Adjust your car as needed. If your car is level and the links still do not line up easily then bolt one of the links to the sway bar and adjust the other link longer to line up with the sway bar hole. The goal here is that when the car is level the bar has no tension on it. You want everything to be free and easy to install when the car is perfectly level. If you don’t follow this procedure then the car can sit crooked or low on one side. The links are adjustable so you can account for all the little differences from car to car and arm to arm and make this front sway bar system work perfectly for you. Now, tighten the link to the sway bar and tighten the jam nuts on the rod ends to the aluminum link. Your sway bar installation is DONE!

Tuning your sway bar is easy and you should, by all means, try it out in all of it’s positions and see what you like the best for your driving and terrain. The front hole closest to the front bumper is the softest setting (most body roll) the sway bar will allow. This is much, much less body roll than stock so start here. This is perfect for desert or low traction, loose dirt situations. The middle and last hole closest to the frame mount are considerably stiffer (less body roll). The middle hole is perfect for a higher side bite or traction situations like sand dunes with razor tires, race tracks, tacky clay, ect. The stiffest setting, last hole, is best for very heavy cars, short course racing with lowered ride heights and an experienced driver. You also have more adjustments that can be made using the arm clamp. If you run the clamp out to the 4” distance you are adding leverage to the sway bar and making it stiffer (less body roll). Do not go out farther than 4” or in closer than 2.5”.

This sway bar system is designed to work with the stock arm system. If you have an aftermarket set of arms, you should install the bar and remove the coil springs from your shocks and cycle the system to be 100% SURE there are no clearance issues with upper arms or other things that may have changed on an aftermarket system. Last thing, go out and have fun. Run it hard and change the settings on the bar to see what you like. Thank you again and enjoy.