

Shock Therapy

Polaris XP Turbo 2 - 4 seat and Fox
Edition Front Anti Sway Bar



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1. New front anti sway bar
2. Factory sway bar bushings drilled to 7/8 (4 pieces)
3. Billet aluminum, adjustable links (**optional**)

First, park your XP on a flat surface. You don't need to jack the car up to install the sway bar but if it is not level the links may not line up perfectly when you go to bolt them up.



Next, disconnect the sway bar links from the sway bar using a 15mm wrench on the bolt side and a 17mm wrench on the nut side. If you purchased our billet links then disconnect the factory links from the upper arm as well.

Next, disconnect the factory bushing mounts from the frame using 13mm sockets and wrenches. Remove the factory sway bar from the car by rotating it downward and pulling it rearward of the lower control arm. It will not remove by pulling it forward through the control arms.

Next, remove the factory plastic bushings from the aluminum bushing mounts and remove the factory bar from them as well. Install the new bushings supplied in the kit on the new sway bar and place the bushings and bar in the factory, aluminum bushing mounts. The new sway bar is



thicker and the bushings have larger holes in them to fit. Try to install the bushing mounts so that the new sway bar will sit in the car with our Shock Therapy sticker right side up.

Now, install the new bar with bushings and bushing mounts on it, in the car the same direction and rotation you used when removing the factory sway bar. Start the bolts from the outside of the clamp that thread into the chassis loose first. Next install the bolts with nuts in the slotted mount snug but not quite tight. Now tighten the first bolts threaded into the chassis completely tight. Tighten the remaining bushing clamp bolts in the slot completely.





Next, install the lower part of the sway bar link to the sway bar in the loose position (hole located at the end of the bar) and tighten using a 14mm and 17mm wrench. Make sure the link is bolted to the outside edge of the new sway bar

just as it was with the stock sway bar. If you bolt it to the inside edge of the bar there will be too much angle on the link causing failure of the link. If you have purchased our billet links then install them on the upper arm and on the sway bar as well. Tighten the link jam nuts also.

Last, don't forget to grease the sway bar bushings using a grease gun and the grease fittings in the bushing mounts on the frame. You can use the same grease that you use on the front control arm bushings, rear sway bar bushings and the rest of the routine maintenance grease spots. You should re-grease the front and rear sway bar every 750-1000 miles. Your installation is done!

Tuning your sway bar

Your new front anti sway bar is adjustable. This means that you can choose how soft or stiff your sway bar is just by bolting the link to another hole on the bar. The hole at the end of the sway bar is the softest, loosest position. The hole closest to the

bushing, frame mount is the stiffest, hardest position. When the sway bar is set soft it will allow the most body roll in the front. The softest setting will allow the most articulation of the suspension which can help when doing some slow speed, rock crawling. When it is set to its' stiffest position, it will limit the most body roll. The stiffest position will keep the car as flat as possible in a corner which is good for higher corner speeds. The Shock Therapy front sway bar is 10% stiffer in the soft position than the stock bar is so you will notice a more stable and flatter feeling front end in the corners right away. Each hole is 10% stiffer than the previous hole so you can stiffen the system as much as 30% over stock. Feel free to adjust the bar as much as you like to see what set up you like the best. There is no load on the bar when the car is level so take a wrench with you and test it out while you are on a trip. Every car and driver is different so try it out and see what you like the best. Thank you from everyone at Shock Therapy.