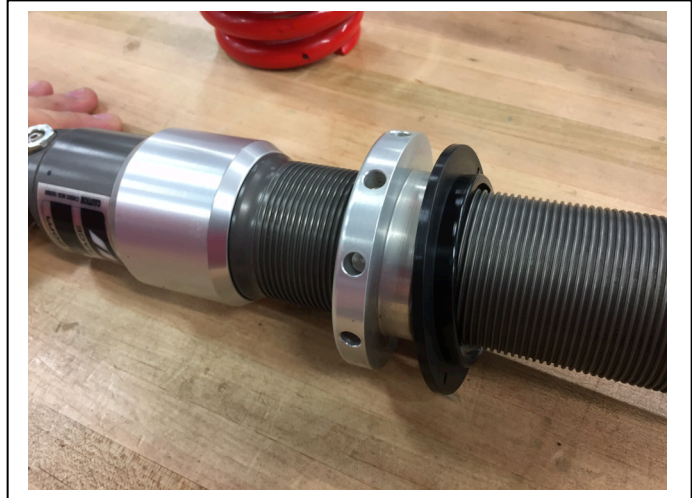


RZR General 4 seat 2015-16 Dual Rate Spring Kit Installation



Thank you for purchasing our RZR General 4 seat 2015-2016 DRS kit. First, lay out your parts and springs, you should have 8 springs, 4 aluminum spring adaptor rings, 4 nylon spring adaptor rings, 4 nylon spring DIVIDERS and 8 silent cross over rings with 4 O-rings.

With your stock springs removed, install your plastic spring adaptors on the TOP of the shocks against the pre load rings. Do this first BEFORE you install the cross over rings. See right. Now adjust your front pre load rings. The front pre load measurement is 5.75" measured from the bottom of the plastic spring adaptor to the bottom of the nitrogen fill nut on the top of the shock. See picture middle right. Next install your cross over rings with the O-ring and its receiver groove in the billet ring facing the bottom of the shock. The cross over for the front shocks should be 7.25" down from the bottom of the cross over ring where O ring sits to the top of the shock at the black top cap. See the picture middle right. The REAR shock pre load is 7.25" and cross over is 7.25" down. You can loosen the pre-load collars to allow for easier compression of the new springs if you like but if you have a nice spring compressor you can leave them at the intended pre load for spring install. Follow the marks on the springs showing which spring goes where. Use the Aluminum spring adaptors on the BOTTOM of the



springs to center them on the shock and lower spring perch. See the picture on the bottom right. The nylon dividers are installed with the long portion facing the TOP of the shock. See picture to the right. When installing the new springs you should use a spring compressor or a ratchet strap with the shock in a vice. The new springs will require that you compress them at least an inch to get them installed. Now you can thread the pre-load collars down to give you a good starting point for ride height. The front pre-load is 2.25" from the black top cap to the top of the top spring and the rear is 2 3/4". We would like to see 12" of ground clearance in the rear and 12.5" in the front with the driver IN THE CAR and stock size tires. If the tire you are running is larger than stock then you will run a ride height that is 1/2" taller than our measurements for every added inch of tire height more than a stock tire. The REAR is measured from the ground to the skid plate all the way to the rear of the car in the center. Pic top right. The FRONT is measured from the ground to the skid plate where the lower control arm mounts to the chassis and the firewall starts. This is the area at the FRONT LOWER CONTROL ARM, REAR arm mount. Pic bottom right. When checking your



ground clearance you must drive the car for 100 yards or so to settle the springs and stop the car slowly as to not compress the front end when you hit the brakes. Each time you make a ride height adjustment you must drive the car to settle the suspension before measuring again. You can NOT do this by pushing on the front bumper a couple times. Your adjustment on the pre load collars will give you about double that in ride height. Example, ½" of movement on the pre load collar will give you about 1" of ride height change. Once your ride height is set you can now drive your car and adjust the compression knobs to suite your driving style.

The cross over rings are designed to be rubbed by the coil springs. As the spring compresses it vibrates side to side and can rub the cross over ring. This is normal. Sometimes the springs may not sit perfectly flat on the divider. You will notice this by looking at the plastic spring divider when the car is on the ground. If it is fairly straight with the shock body your good to go. But if it is sitting sideways a bit then you can twist the springs a bit. Jack the car up and clock the upper and lower springs 90 degrees apart from each other by twisting them by hand instead of 180 degrees apart. This may get the divider to sit straighter and allow the upper spring to rub the cross over ring less.

Congratulations, you are all done so go out and drive it. Thank you.