Thank you for purchasing our **18'-19' Turbo S Velocity** for an with WALKER EVANS SHOCKS

(Please read these instructions thoroughly)

Step 1: Lay out the products in a area of your choosing (work bench)

Products included:

Trubo S Velocity

(8 Springs, 4 Silent Crossovers)

8 Silver springs

2 X 2.5" Walker Evans crossovers w/ silent O ring

2 X 3.0" Walker Evans Crossover with Silent O rings

Step 2: Jack the unit up to where the tires are about 1" off of the ground. (Placing jack stands under the unit is always a good idea). First remove the lower bolt of the shock, placing your feet underneath the tire then lifting it up and down will help the lower bolt slide out. Then remove the upper bolt and take the shock off of the unit. Continue to do so for the other 3 shocks. Remove spacers and bushings in the upper and lower loops. (keep bushing and spacers in a safe place, they will need to be reinstalled). **THE SHOCKS ARE SIDE SPECIFIC, IF THEY ARE REINSTALLED ON THE WRONG SIDE IT WILL CAUSE DAMAGE TO THE SHOCK**

Note: You can either jack up both ends of the car and remove all the shocks at once or choose to do the front or rear separate.

Step 3: Place the shock in a vice upside down. (As seen in the picture in figure 1). After the shock is tightened down in the vice its time to remove the stock springs. You can do this by moving the rubber bump stop down the shaft, and then compressing the springs and removing the spring retainer. (as seen in figure 2) **BE CAREFUL AND DO NOT SCRATCH THE SHAFT WHEN MOVING THE BUMP STOP**

Bump Stop Started here

Bump stop MOVED down

Figure 1

Figure 2

Removing the spring retainer

Step 4: Once the stock springs are removed, you will need to adjust the pre load collar and then add the billet crossover and silent o ring to the shock. The starting points will be on the last page of the instructions for all units listed above. (The 2 piece crossover does not thread directly on to the shock the body, sperate the crossovers then clamp them on to the shock body and tighten the allen). You will butt your tape measure up against the bridge to the reservoir in the front (As seen in figure 3) , it will be the same for the rear shock if it is a bridge. If you have a remote revisor in the rear, you will butt the tape measure up to the hose.

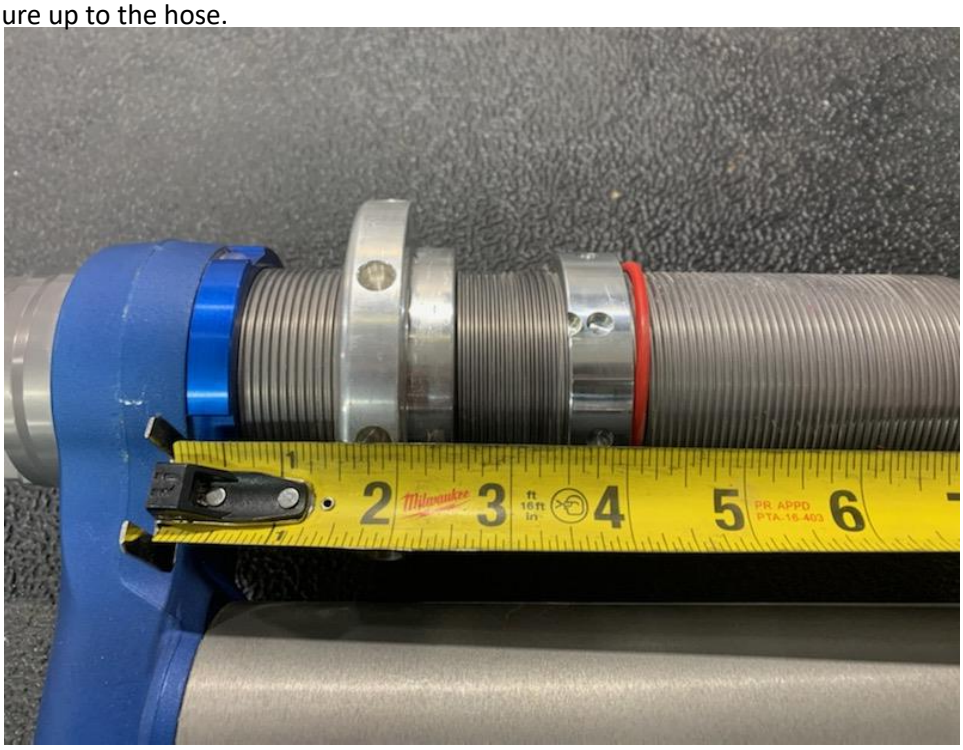


Figure 3

Step 5: With the shock still locked in the vice, it is time to put the new SHOCK THERAPY springs on the shock. For shocks that have dual springs on them you will use the stock spring dividers. Place the springs in the correct order on the shock, make sure that the spring ends sit 180 degrees from each other on the

spring divider (As seen in figure 4). This is known as **CLOCKING** the springs. The Shock Therapy springs will need to be compressed about 3”-5”. Once the springs are on the shock and compressed you will need to slide the spring retainer back under the lower springs. (as seen in figure 5 &5.1)

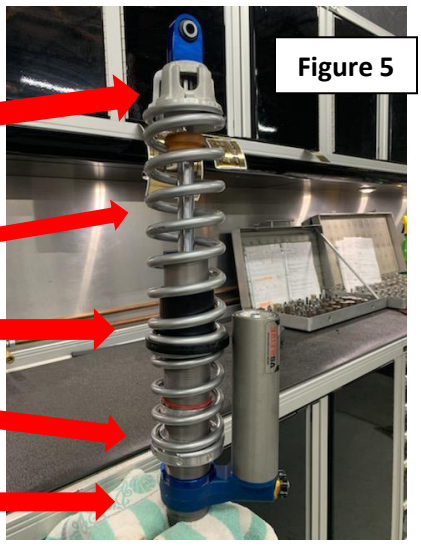
Figure 4

Upper spring end sits on the arrow

Lower spring end sits on the other arrow

THE SPRINGS WILL BE LABELED WITH THEIR LOCATION

Figure 5



Spring Retainer

Lower Spring

Spring Divider

Upper Spring

Pre Load Collar

Figure 5.1

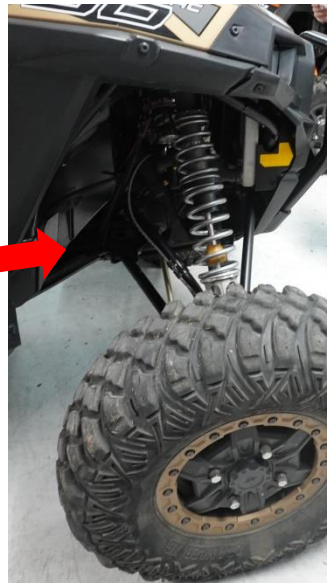
Replacing the spring retainer

Step 6: After the springs are released and **CLOCKED CORRECTLY**, it is time to put the shocks back on the unit. Put the shocks back on the unit using the stock bolts and hand tighten them.

Step 7: Now its time to settle the suspension and check ride heights. Depending on how the kit was set up or ordered , you will need to settled the suspension with at least a driver in the unit and a passenger (If you normally ride with one). You will settle the suspension by driving the car back and forth 10-20 feet and stepping on the brakes to compress the shocks. After you have done that few times, you will have a buddy measure the ride heights while the driver and passenger **stay in the unit**. **YOU CAN NOT PUSH DOWN ON THE UNIT TO SETTLE THE SUSPEINSION.** In the front you will measure from the lower control arm the tab farthest back to the ground. (as see in figures 6 &7). The rear is measured from where the skid plate meets the chassis to the ground(as seen in figure 8). With stock wheels and tires you want the ride height to be 16" in the front and 15.5" in the rear.

(Driver and passenger stay in the unit for ride height check)

Figure 6



Measuring Point

Figure 7

Ride height 16"

Figure 8

Ride height 15.5"

After the suspension is settled , you may have to adjust ride height, the number that are given for pre load and crossovers are just starting points. If adjustments need to be made because ride heights are to low or too high, rule of thumb is, for every inch you move the pre load collar up or down on the shock in the FRONT you will gain or lose 2 inches of ride height. In the REAR it is one inch for one inch.

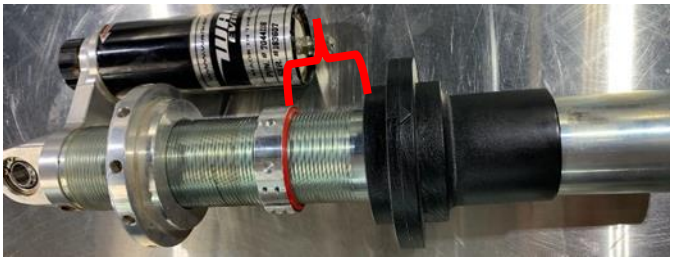
Step 8: Your almost done! After the ride heights are set, it is time to set the crossover. At ride height WITH DRIVER AND PASSANGER IN THE UNIT, in the FRONT you want there to be an inch gap in between the bottom o ring of the crossover and the top of the spring divider. In the REAR you want a 2" gap. Measuring point (as seen figure 9).

Figure 9

In the FRONT you need a 1" gap in between the crossover and the spring divider at ride height WITH **DRIVER AND PASSANGERS IN THE UNIT**.

The REAR is a 2" gap, at ride height **WITH DRIVER AND PASSENGER.**

1" gap in the front/ 2" gap in the rear



After the ride height and crossovers are set its time to lock down all the bolts that hold the shocks into place on the unit. Please refer to Polaris manual for torque specs.

Now its time to go have fun and BE CAREFUL, the unit will handle differently than with the stock springs.

PLEASE READ

BOOM!!! Your Shock Therapy spring kits are now installed. After the first 200 – 400 miles the spring will take an initial set and the ride heights will have to be checked and reset. After the first set, your spring will not settle any further, unless you add more weight to the unit.

The spring divider will rub on the shock body and the upper spring on will rub on the crossover. This is completely normal. If the spring ends are sitting 180 degrees from each other, you can clock them about 90 degrees to change how the spring sits on the divider. This may straighten the springs up. You can clock the springs by jacking up the unit, having a buddy hold the lower spring while you rotate the top spring.

Model	Front PL	Front Xo	Rear PL	Rear XO	Ride heights
Turbo S Velocity	2"	4.25"	4.25"	4.75"	16"- 15.5"