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2014-2019 Polaris RZR XP/4 1000/Turbo 2.5 Front Coilover Kit Installation

Parts List:

- 2 Sway-A-Way Coilovers
- 1 Spanner Wrench

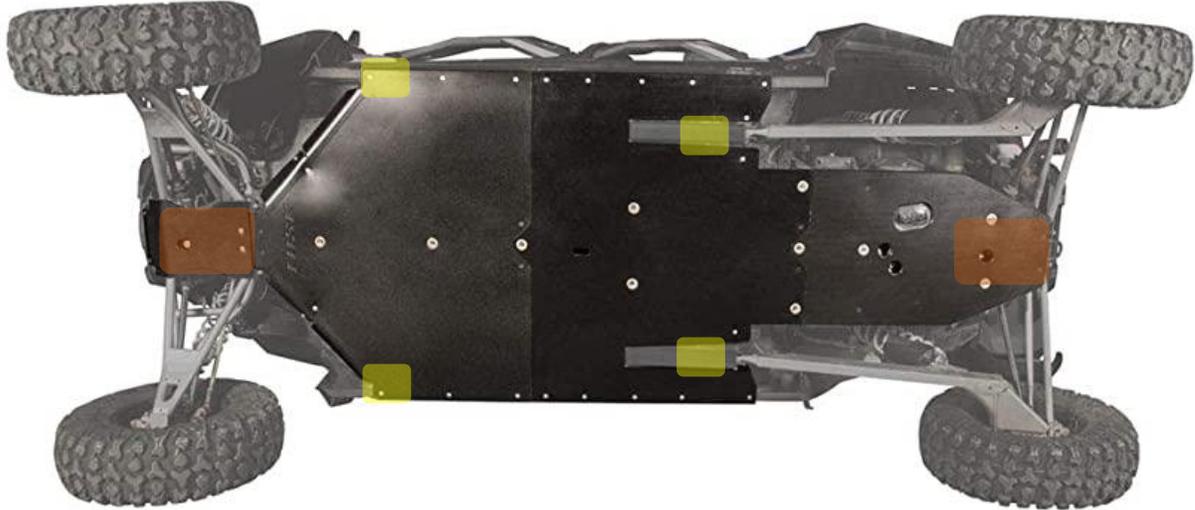


Tool List

- 15mm and 19mm socket
- 15mm open end wrench
- Jack and jack stands
- Impact wrench (optional)
- Safety glasses

Removal and Installation Procedure for Polaris RZR XP/4 Front (Shocks are already charged with 200 PSI of Nitrogen)

1. Park the vehicle on a level concrete surface where it is safe to work on your vehicle.
2. Lock and center the steering wheel.
3. Place blocks in front and behind the rear tires so as to keep the vehicle from moving forwards or backwards.
4. One side at a time, place the jack under the frame and raise the UTV until the jack stand can be placed under the lower arm mount. Jacking points are orange and jack stand points are yellow.



5. Once both sides are safely on jack stands, use the 19mm socket to remove the lug nuts and wheels.
6. Place and raise the jack under the lower arm to take the weight off the shock.
7. Locate the plastic panel on the front of the UTV and remove by turning the two knobs and lifting.



8. Locate the upper and lower coilover mounts.
9. Beginning with the lower mount, use the 15mm socket and 15mm open end wrench to remove the lower bolt and nut.



10. Remove the 15mm bolt and nut from the upper mount.



11. Remove the shock.
*The shock will fall once the upper bolt is removed. Make sure you or someone else is holding up the coilover as you remove this bolt.
12. Your coilover should now be removed and you are ready to install the new Sway-A-Way 2.5 Front coilovers.

13. While holding up the coilover, place the upper mount in its location, install and tighten the 15mm bolt and nut.

***14-19 Polaris RZR XP/4 **Turbo**: See figure 13a. for this application.



13a. Loosen the 10mm bolt holding on the highlighted bracket.



13b. With the bracket moved away from the frame, pull down the highlighted radiator hose and route beneath electric fan shroud.



13c. While making sure the radiator hose does not move, re-install the bracket removed from step 13a.

14. With the jack still under the lower arm, place the lower mount in its location and install and tighten the 15mm bolt and nut.



15. Double check that every bolt that was removed has been retightened. Reinstall wheels and tighten lug nuts to factory spec.
16. COMPRESSION ADJUSTER. There are a total of 16 clicks on the compression adjuster and comes pre-set to match factory shock settings. Turning the knob clock-wise (right) increases compression, giving your suspension a more “stiff” feeling. Turning the knob counter clock-wise (left) decreases the compression, giving your suspension a more “soft” feeling.
17. If you are happy with the achieved lift you are done. If you would like to change the height of the vehicle, you can use the supplied spanner wrench to raise or lower the height. Loosen the set screw on the coil nut, then turn clock wise to raise the vehicle, or counter-clockwise to lower the vehicle. Repeat until you have achieved the desired lift. Lifting the vehicle from the frame will take pressure off the spring and make it easier to turn. Remember to tighten the setscrew when all adjusting has been completed.

***NOTE: After the first 20 hours or 500 miles (whichever comes first), make sure to check all bolts and re-tighten to factory specs.

After you have finished installing your suspension kit, you must have the front end aligned.