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## **2014-2019 Polaris RZR XP/4 1000/Turbo 3.0 Rear Coilover Kit Installation**

### **Parts List:**

- 2 Sway-A-Way Coilovers
- 4 hose clamps and 4 rubber mounts
- 1 Spanner Wrench

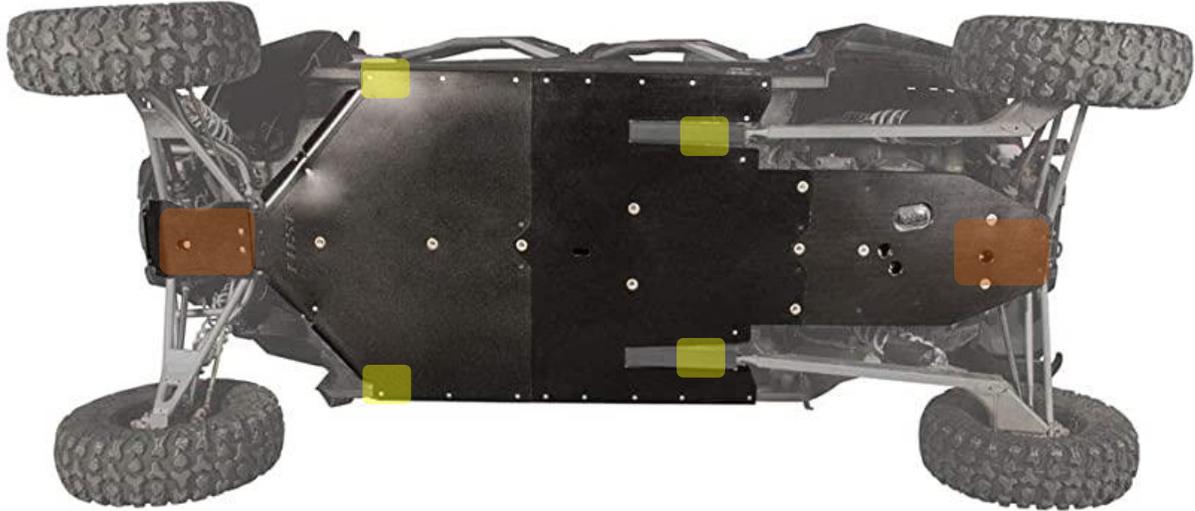


### **Tool List**

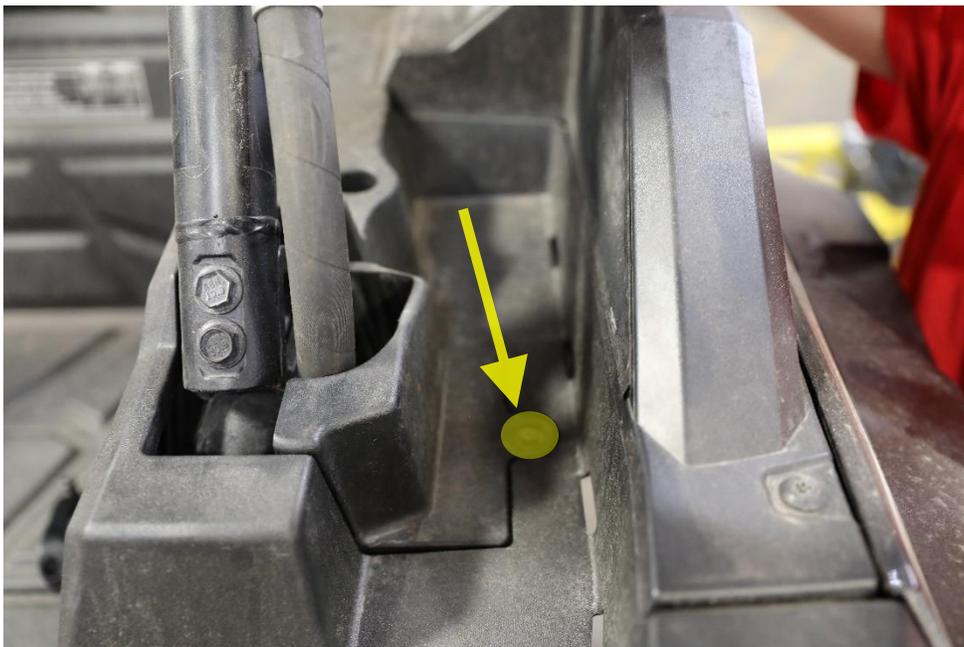
- 18mm and 19mm socket
- 18mm open end wrench
- 5mm allen wrench
- Jack and jack stands
- Impact wrench (optional)
- Safety glasses

## **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 deep 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 remote reservoir hose on the rear of the vehicle and find the T20 torx screw holding on the plastic panel.



- Loosen the T20 torx screw, remove the plastic panel and move out of the way.



- Locate the remote reservoir mount and use the 5mm allen wrench to remove the 4 screws holding on the reservoir.  
\*If your UTV is equipped with Walker-Evans suspension, mounting hardware may be different.



10. Lower the reservoir through the opening and let the reservoir rest where comfortable.



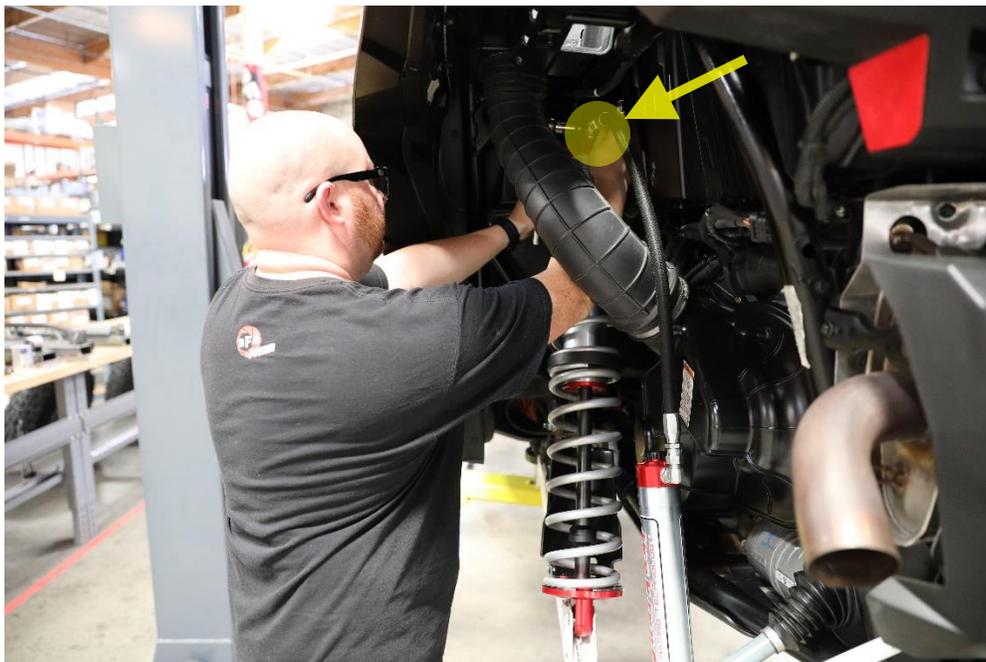
11. Locate the upper and lower coil over mounts.



12. Beginning with the lower mount, use the 18mm open end wrench and 18mm socket to remove the lower bolt.



13. Using the same 18mm socket and 18mm open end wrench, remove the upper mount bolt.
14. 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.
15. Your coilover should now be removed and you are ready to install the new Sway-A-Way 3.0 Rear coilovers.
16. While holding up the coilover, place the upper mount in its location, install and tighten the 18mm bolt and nut.



17. With the jack still under the lower arm, place the lower mount in its location and install and tighten the 18mm bolt and nut.



18. With the coilover fully mounted, pass the reservoir through the pass through location.



19. Prepare the supplied rubber mounts and hose clamps by loosening the hose clamps and installing them around the tubing as shown



20. Put the reservoir in the location seen below and tighten the hose clamps with the rubber mounts between the reservoir and cage tubing.



21. Re-install the plastic panel with T20 torx screw.
22. Double check that every bolt that was removed has been retightened. Reinstall wheels and tighten lug nuts to factory spec.

23. 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.
24. 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 set screw 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.