

OFF-ROAD Installations



@MTSOFFROAD

TECH SUPPORT:
(602) 272-5009
INFO@MTSOFFROAD.COM

POLARIS®
RZR
SPRING KIT

YEAR

2018 +

MODEL

TURBO S

SEAT

4

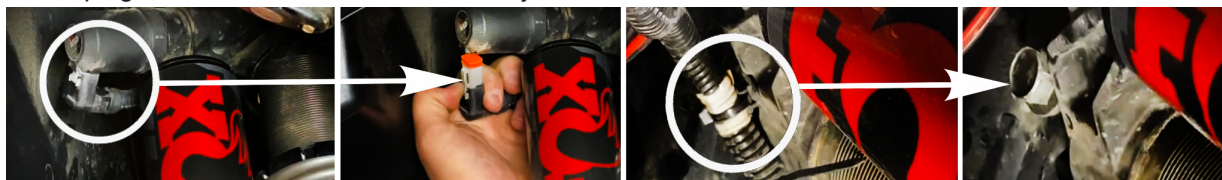
SHOCK TYPE

DYNAMIX

DISASSEMBLY

FRONT SHOCK & SPRING REMOVAL

1. Jack up the front of the car until arms are at full droop (fully extended)
2. Unplug connector from the electronic adjuster



3. Loosen the top shock bolt 18 mm. Shocks are corner specific, be sure to label them for removal.
4. Loosen the bottom shock bolt 18 mm. Save all factory hardware - It will be reused later during the install process
5. Repeat steps 2 and 3 for the opposite side
6. Remove shocks from car (make sure jack is secured)
7. Compress front springs for removal

Tech Tip: Use the flat blade of a screwdriver to pry down foam bump stop. It is important to not damage or scratch the shock shaft during this process

8. Remove factory spring perch and all springs. Keep all spring perches together
9. Remove and discard the factory spring divider. This is the plastic piece separating the springs and it will be replaced with a new MTS Off-Road Spring Divider that has been provided in your Spring Kit
10. Repeat steps 6 - 8 for the opposite side

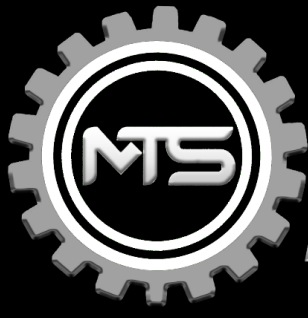
REAR SHOCK & SPRING REMOVAL

11. Jack up the rear of the car until arms are at full droop (fully extended)
12. Loosen all 4 rear shock bolts 18 mm. Shocks are corner specific, be sure to label them for removal. Save all factory hardware - It will be reused later during the install process
13. Compress rear springs for removal

Tech Tip: Use the flat blade of a screwdriver to pry down foam bump stop. It is important to not damage or scratch the shock shaft during this process

14. Remove factory spring perch and all springs. Keep all spring perches together
15. Remove and discard the factory spring divider. This is the plastic piece separating the springs and it will be replaced with a new MTS Off-Road Spring Divider that has been provided in your Spring Kit. Repeat steps 12 - 15 for the opposite side

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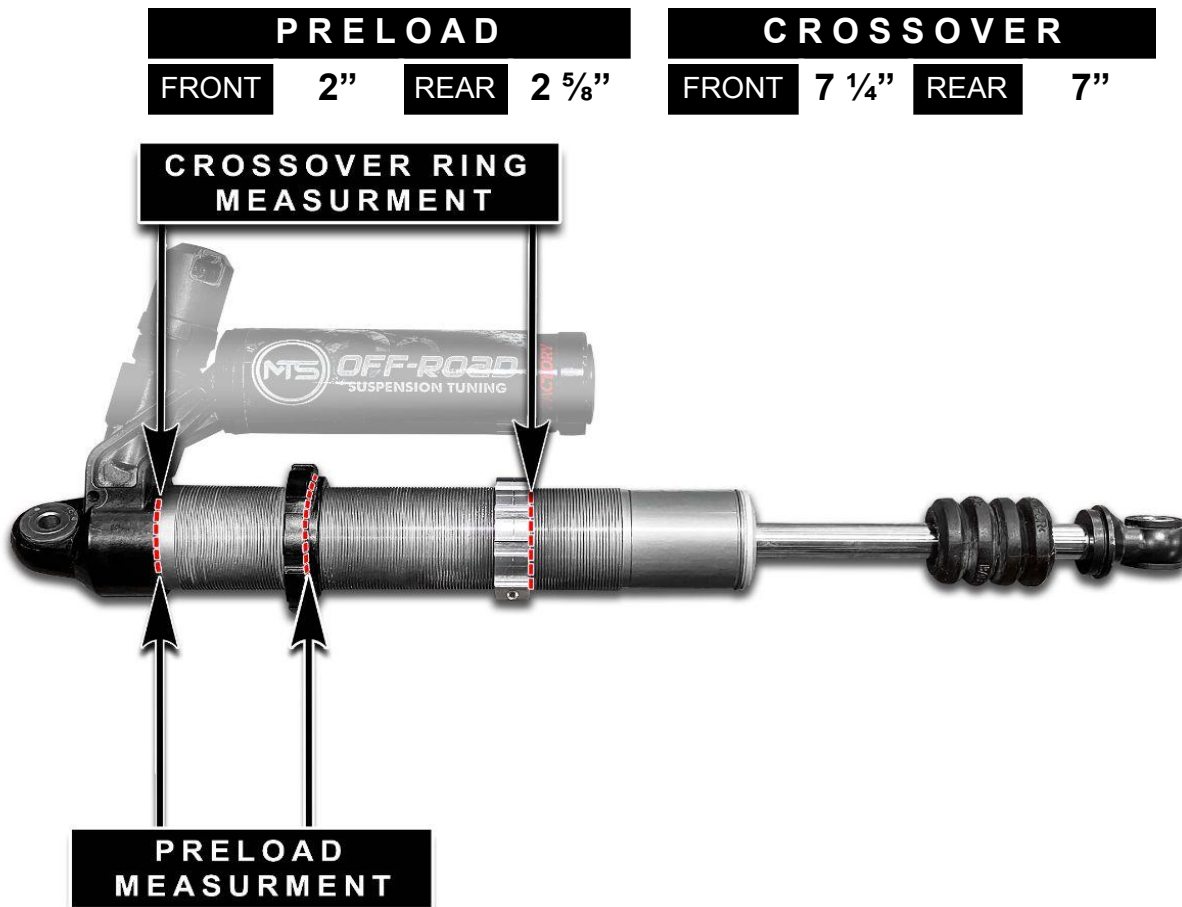
SHOCK TYPE

DYNAMIX

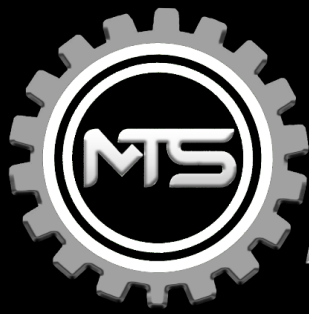
SET ADJUSTMENTS

PRELOAD & CROSSOVER MEASUREMENTS

16. Put provided plastic adapter on rear preload nut before installing crossover
17. Set the preload for all front and rear shocks by measuring from shock end cap to spring contact point
18. Set the crossover ring measurement for all the front shocks by measuring the shock end cap to crossover ring contact point
19. Tighten crossover ring screws 7/64"



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SHOCK TYPE

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INSTALLATION

FRONT SPRING ASSEMBLY

20. Assemble the front shock with new tender spring on first
21. Install new spring dividers that is provided in your Spring Kit with the shorter end closest to the cross over ring (top of shock)
22. Install new main spring by rotating (clocking) the spring ends 180 degrees so they are on the opposite sides of the spring divider
23. Compress spring assembly and install spring perch
24. Release spring tension from spring assembly
25. Repeat steps 19 - 23 for the opposite side

FRONT SHOCK INSTALL

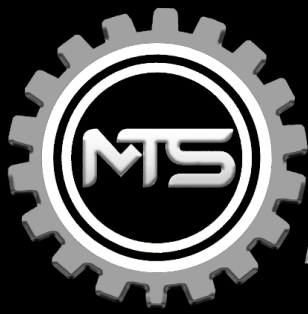
26. Reinstall the front shocks using your factory hardware that was saved from the disassembly. Make sure to plug in the connector, it is required for checking ride height. Do not tighten factory bolts yet - the shocks may have to come off of the car for later adjustments. Your reservoir should be facing towards the rear of the car. Keep washer and nylock nuts together for final adjustments

REAR SPRING ASSEMBLY

27. Assemble the rear shock with new tender spring on top
28. Install new spring dividers that are provided in your Spring Kit with the shorter end closest to the cross over ring (top of shock)
29. Install new main spring by rotating (clocking) the spring ends 180 degrees so they are on the opposite sides of the spring divider. Put the second plastic spring adapter on the mainspring before spring perch
30. Compress spring assembly then install spring perch
31. Release spring tension from spring assembly
32. Repeat steps 26 - 30 for the opposite side

REAR SHOCK INSTALL

33. Reinstall the rear shocks using your factory hardware that was saved from the disassembly. Make sure to plug in the connector, it is required for checking ride height. Do not tighten factory bolts yet, the shocks may have to come off of the car for later adjustments



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FINAL ADJUSTMENTS

34. Settle the car by driving it in reverse and then forward at least 15 feet, so the suspension can be settled into place

35. Find the axle angle using an angle finder

Tech Tip: Use your smartphone to measure the axle angle with the free easy to use mobile app called "Measure".

If you own an Android - you will need to download the "Measure" app.

If you own an iPhone - the "Measure" app should already be installed onto your mobile device



36. Your front and rear axles should measure to **14 degrees** (+ or - 1 degree). If your axle angle is less than **14 degrees** then increase the preload, if it is more than **14 degrees** then decrease the preload

WARNING: If your measurements do not meet the target axle angle, then your car will not perform properly

37. After the target axle angle has been met, tighten bolts utilizing factory hardware. You should not have any extra hardware left over at this point

38. Double check your work and enjoy the ride

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