



Installation Instructions (Page 1)

2015 Polaris RZR S 900 Rear Coilover

King Shocks 12472 Edison Way Garden Grove, CA 92841
714-530-8701 www.kingshocks.com

Rear Parts List:

2 – 2.5 Rear Coilover Shocks (25001-340)

Tools Required:

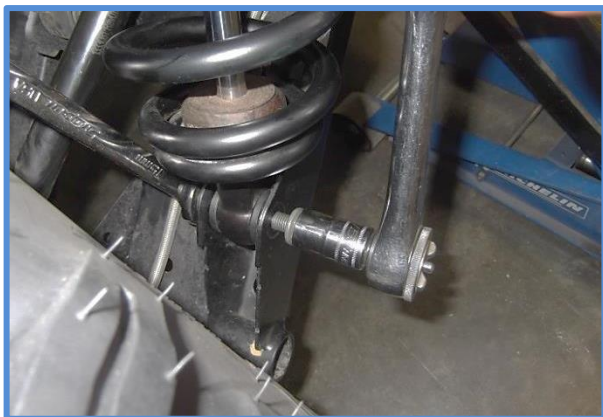
15mm wrench/15mm socket
Floor Jack/Jack Stands

Polaris RZR S 900
UTV PERFORMANCE SERIES



REAR: With the vehicle on level ground, block the front tires. Using a floor jack, raise the rear end and support the frame rails with jack stands for safety. **NOTE: Never work under an unsupported vehicle.**

1. Remove factory shocks using a 15mm wrench and 15mm socket.



2. Install King Shocks using the factory hardware. Be aware that the shocks are side specific and need to get installed with the reservoirs towards the front of the vehicle. See step three for special instructions for mounting rear shocks.



IMPORTANT: Read all instructions thoroughly from start to finish before beginning the install. Check parts list and make sure all parts are included in the kit. If the instructions are not properly followed severe frame, driveline and/or suspension damage may result. Check for frame and suspension damage prior to installation.

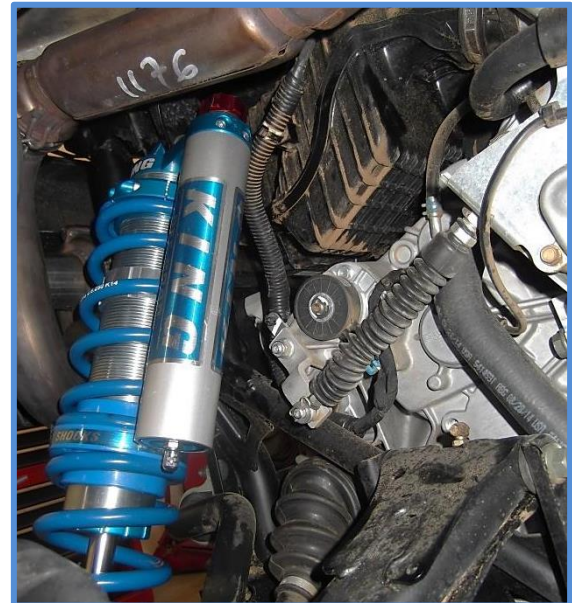
This kit does not require welding. Do not weld on any component. Welding may void the warranty and/or cause the product to fail. If any parts are missing, or for tech assistance; Contact King Off Road Racing Shocks: 714-530-8701. Most important after the install, Feel the difference and have fun.



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3. The left rear shock has a 45 degree offset piggyback reservoir and mounts just like the factory shock. The right side rear has a 90 degree piggyback because of the exhaust and the bolt for the upper mount will need to be installed from the back side with the nut on the front side. The exhaust makes it tight to get tools in there for tightening the nut. Use a short ratchet with 15mm socket on the bolt side and a 15mm wrench for the nut.



Double check your install, make sure the shocks are mounted properly and all hardware is tight. Recheck the hardware after 50 miles and periodically after that as part of routine maintenance.

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