



2024+ Polaris Xpedition 2.5 IBP Front Coilover

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

Front Parts List:

2 – 2.5 IBP Front Coilover (25700-220A)

Tools Required:

Floor Jack/Jack Stands
Metric Wrench/Socket Set

Polaris Xpedition
UTV PERFORMANCE SERIES

MADE IN U. S. A. 100%
MADE IN THE USA
FROM THE HIGHEST
QUALITY BILLET
ALLOY MATERIALS.

IBP
INTERNAL BYPASS



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

1. Remove factory shocks by first removing the lower mounting bolt using an 18mm wrench and socket.



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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2. Remove the upper bolt using an 18mm wrench and socket, then remove shocks from vehicle.



3. On the driver's side (left side) you will need to remove the shield next to the brake master cylinder. Use a T40 torx bit to remove the screws and remove shield. The shield will be trimmed and reinstalled after the shocks have been installed.



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4. Install King Shocks by maneuvering the shock into position on the vehicle and place the shock in the upper mount with the reservoir facing towards the rear of the vehicle. Install the factory bolt with washer and nut to hold shock in place but leave loose for now...



5. Place rod end in the lower mount and install the factory hardware. Tighten upper and lower mounting bolts and torque to factory specs.



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- Trim master cylinder shield – Make sure shocks are at full extension and begin marking and trimming shield until you can reinstall the shield without interfering with the reservoir.



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LEFT



RIGHT



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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