



2024+ Polaris Xpedition 2.5 IBP Rear Coilover

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

Rear Parts List:

2 – 2.5 IBP Rear Coilover (25700-221A)

Tools Required:

Floor Jack/Jack Stands
Metric Wrench/Socket Set

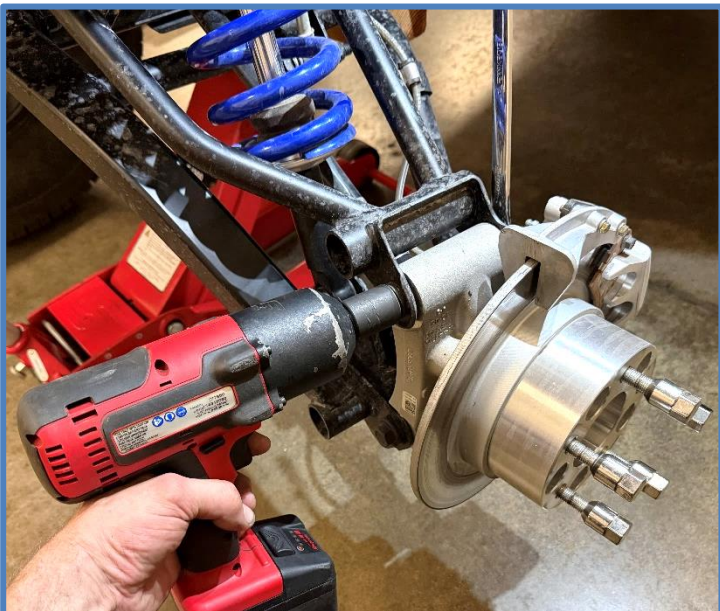
Polaris Xpedition
UTV PERFORMANCE SERIES



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.**

WARNING – NOT A DIRECT FIT. MODIFICATIONS TO UPPER SHOCK MOUNTS REQUIRED!!

1. Start on the right side and remove the tire. Then remove the bolt from the upper control arm using a 21mm wrench and socket. Disconnect sway bar link by removing the upper bolt using an 18mm wrench and socket. (These steps are only necessary on the right side due to the exhaust interference; on the left side you will only remove the shock mounting bolts.)



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.



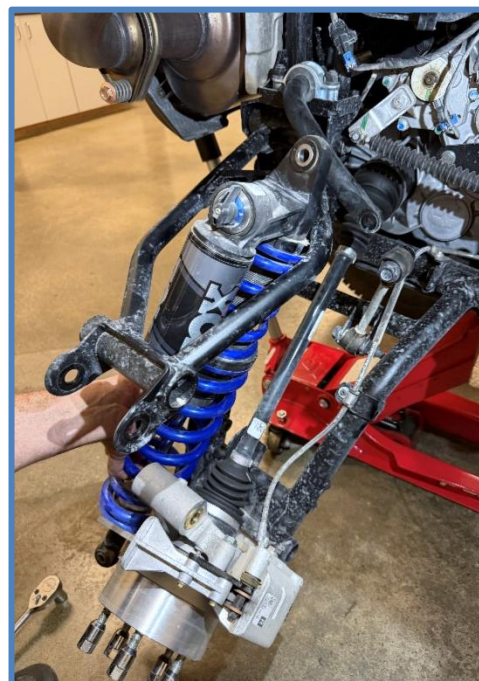
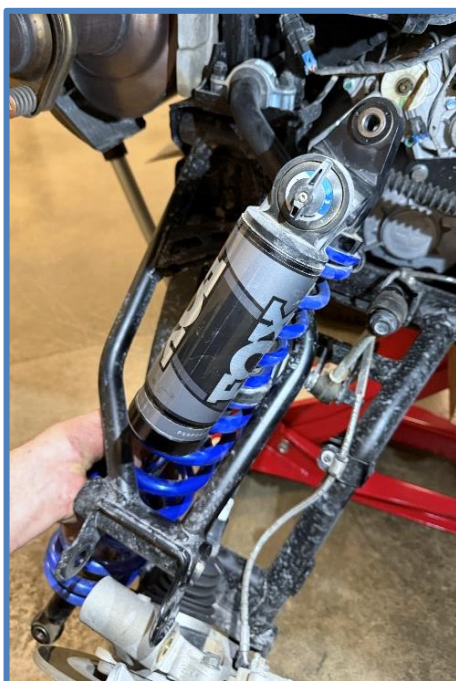
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2. Remove factory shocks - First remove the lower mounting bolt using an 18mm wrench and socket.



3. Remove the upper mounting bolt using an 18mm wrench and socket, then remove shocks from vehicle by maneuvering the rod end out of the lower mount, then lift the upper control arm up and feed the shock down through the upper control arm and out the bottom as shown below.



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4. Left Side – Remove the lower shock mounting bolt, then remove the upper mounting bolt. Maneuver the rod end out of the lower mount, then pull the shock out of the upper mount and remove from vehicle.



5. The upper shock mount **MUST** be modified to make room for the King Shocks. Use a die grinder with cutoff wheel and/or drum sander to trim the shock mounts as shown below. Sand, deburr and paint the shock mounts after modifying. **Failure to complete this step will result in severe damage to the shocks!**



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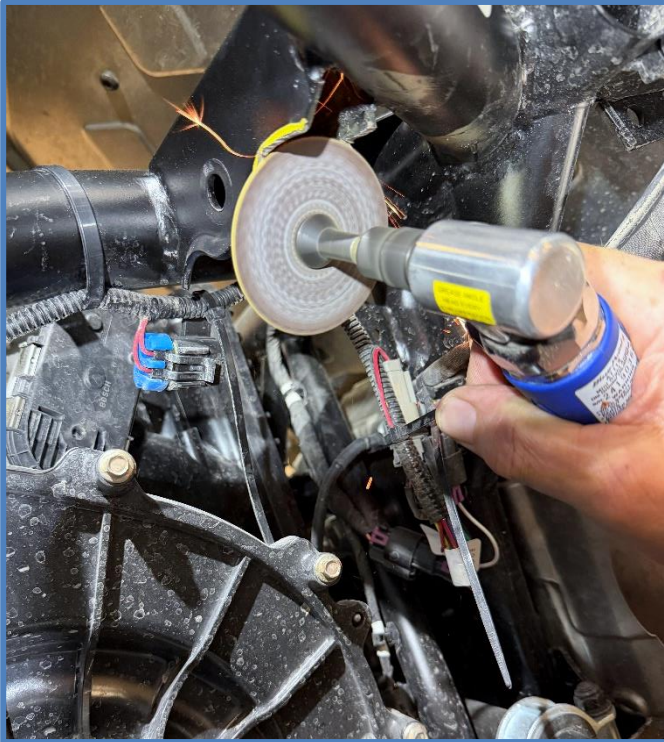
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SHOCK MOUNT TRIMMING – Use a cutoff wheel to remove most of the material, notch the section you are modifying, then use a drum sander to radius the corners and smooth out the cut. Trim both sides of the shock mount on both sides of the vehicle.



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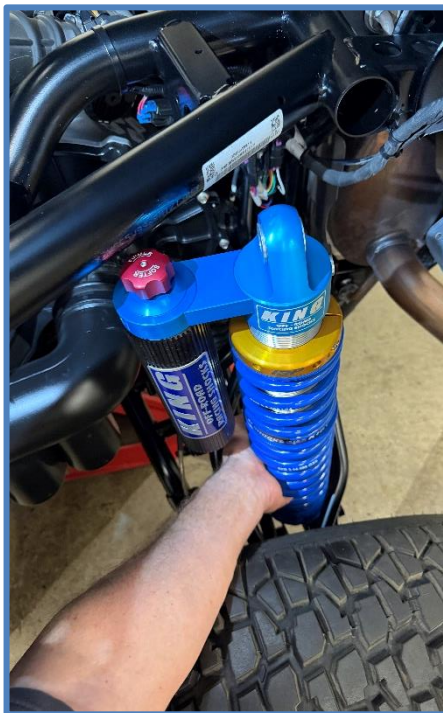
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6. **Install King Shocks** – Starting on the left side, place the shock in position on the vehicle by maneuvering the shock down through the upper and lower control arms until you can tilt the end cap into the upper mount. Make sure the reservoir is facing towards the front of the vehicle and install the factory hardware to hold shock in place but leave loose for now.



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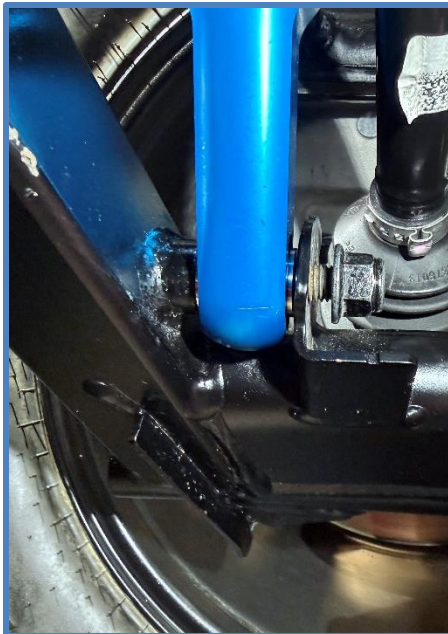
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7. Place the rod end in the lower mount, install the factory bolt with washer and nut. Tighten upper and lower mounting bolts and torque to factory specs.



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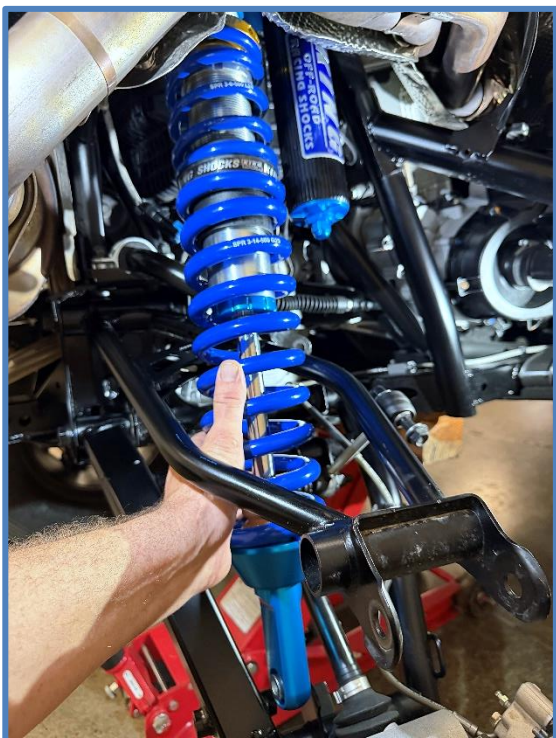
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8. **Right Side** – On the right side you will feed the shock up through the disconnected upper control arm and maneuver the shock into position until you can place the shock in the upper mount. Place the shock in the upper mount with the reservoir facing towards the front of the vehicle and install the factory hardware.



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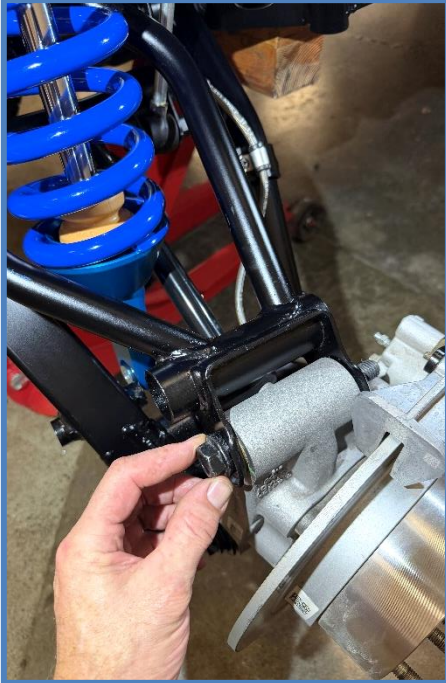
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9. Reconnect upper control arm, install the factory bolt and torque to factory specs.



10. Position the rod end in the lower mount and install the factory hardware. Tighten upper and lower bolts and torque to factory specs.



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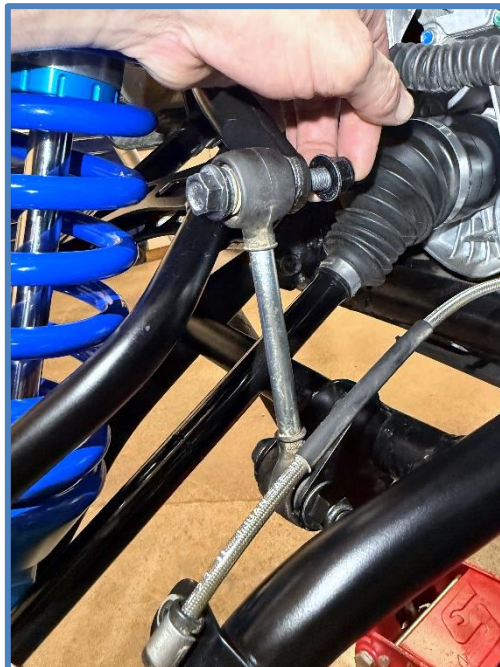
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11. Reconnect sway bar link, install the factory bolt and torque to factory specs. Reinstall tire...



LEFT



RIGHT



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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