9.26.07

Xtreme Products Inc.

Polaris RZR 09-up models

Kit No. XTPRZR2

3 in. Kit

Read these instructions carefully. Xtreme recommends, a professional mechanic perform the installation. Care should be taken to follow all standard safety procedures.

A thorough inspection of the suspension should be made prior to performing the installation. Any worn, bent or broken parts should be replaced. After installation another inspection should be made, checking for loose components or missing hardware. Inspect, again after eight hours of operation. **A spring compressor will need to be used for this. A tool can be rented from a local parts house, or you can take the springs to an automotive repair shop and have them installed for you.**

Components:

The kit consists of two bags containing Hardware and Brackets.
Bag #1 for the Front plus 2 brackets # XTPRZR2-01 &
2 sway bar brackets-- 03 drivers side / 04 passenger side
Bag #2 for the Rear plus 2 brackets # XTPRZR2-02

Disassembly / Installation Procedure

1.) Begin by loosening the lug nuts on both front tires. Raise the unit, using a suitable lifting device or procedure, until the front tires are off the ground. If using a floor jack with stands, chock the rear wheels to prevent the unit from rolling. If using jack stands, make sure the stands are placed under the frame and not the body. Make sure the unit is **stable and secure**.

2.)Remove the tires / wheels.

NOTE: *Now is a good time to check the threads on the lug studs. Check for rust, pulled threads or other deterioration that could cause a stud/thread failure.*

READ THIS PRIOR TO BEGINNING INSTALLATION

3.) On the drivers side, remove both bolts holding the shock in place, remove and place to the side. Save the factory hardware from the lower mount, note the location of the small spacer on the bottom bolt that spaces the sway bar link from the shock. Repeat these steps on other side. Next slide the #XTPRZR-01 along inside rear of factory channel the other bracket goes to the outside front of the channel. Using a 10x50mm bolt, going from rear to front, insert it through factory channel, the Xtreme bracket, supplied spacer, factory channel, and the other Xtreme bracket. Do not tighten this bolt; just start the nut on the bolt. Repeat for other side. In the center or the brackets, there is a hole in each of the brackets, there is also a spacer and 10x55mm bolt provided. Insert the spacer between the brackets and install the bolt and nut.

Diagrams #1 and #2 reflect the above instructions

NOTE: On some models there is a wiring harness attached to the center of the front crossmember that will have to be taken loose from the frame.

4.) The aluminum spacer will need to be installed on top of the factory spring. A spring compressor will need to be used for this. A tool can be rented from a local parts house, or you can take the springs to an automotive repair shop and have them installed for you.

5.) Next place shock (make sure adjusters are at lowest setting) in the new position, installing at the bottom first, reusing factory bolt. At the top, take a 10x55mm bolt and inserting it from rear to front through the long x-member, a thick washer, shock, the other bracket then start a nut on the bolt. You may have to use a pry bar to compress the spring enough to place bolt through brackets. *Since these bikes are new the coils may not have settled enough for you to install the bolt without compressing the coil a small amount.* Repeat for other side. Now, after both sides have been installed, tighten all bolts and readjust shocks.

6.) Disconnect the swaybar link from the aluminum bracket at the swaybar. Attach the relocation bracket to the factory bracket. The relocation bracket attaches using the supplied bolt thru the 03 bracket for drivers side, then thru the factory aluminum bracket. Make sure the relocation bracket is on same side of aluminum bracket as the link was installed at the factory. Align the bracket so that the u-bolts can be installed on the sway bar to connect to the relocation bracket, bolts should be pointing outwards. Reattach the swaybar link to the relocation bracket and at the factory lower location, making sure the spacer is located the same as stock. Tighten all hardware.

Diagram #3 reflects the above instructions

Diagram #1

View from Passenger side

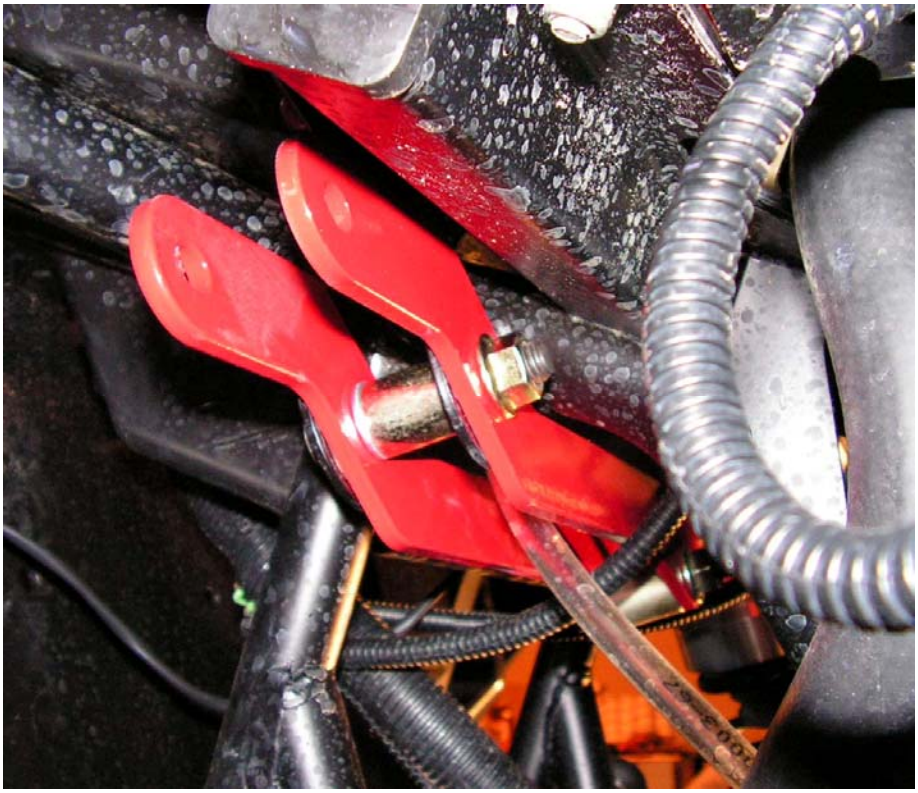
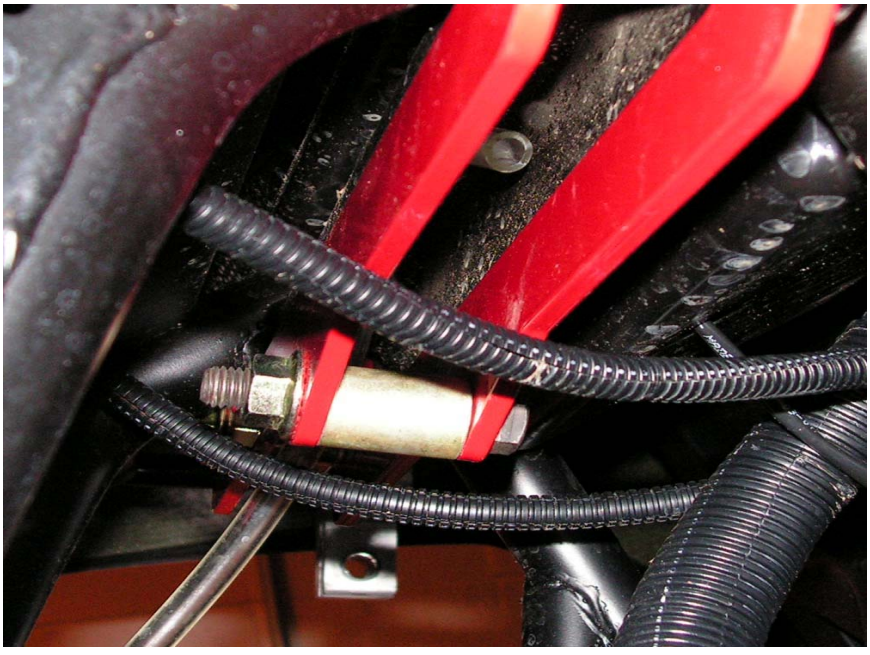
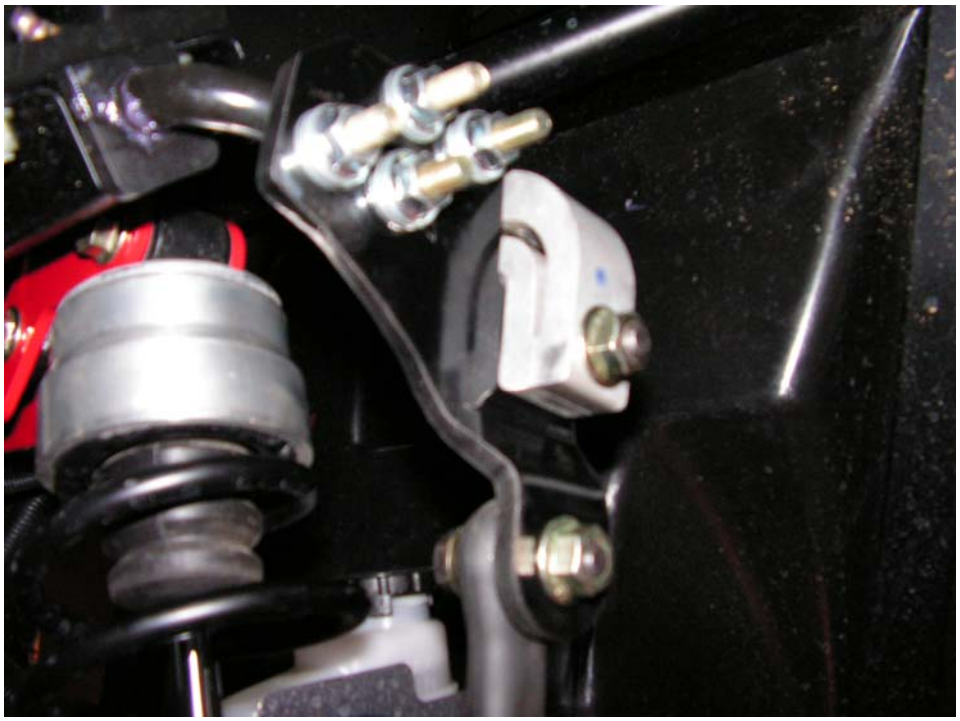


Diagram #2 **View of Center Support**



View from drivers side with shock reinstalled

Diagram #3 **View of swaybar bracket**



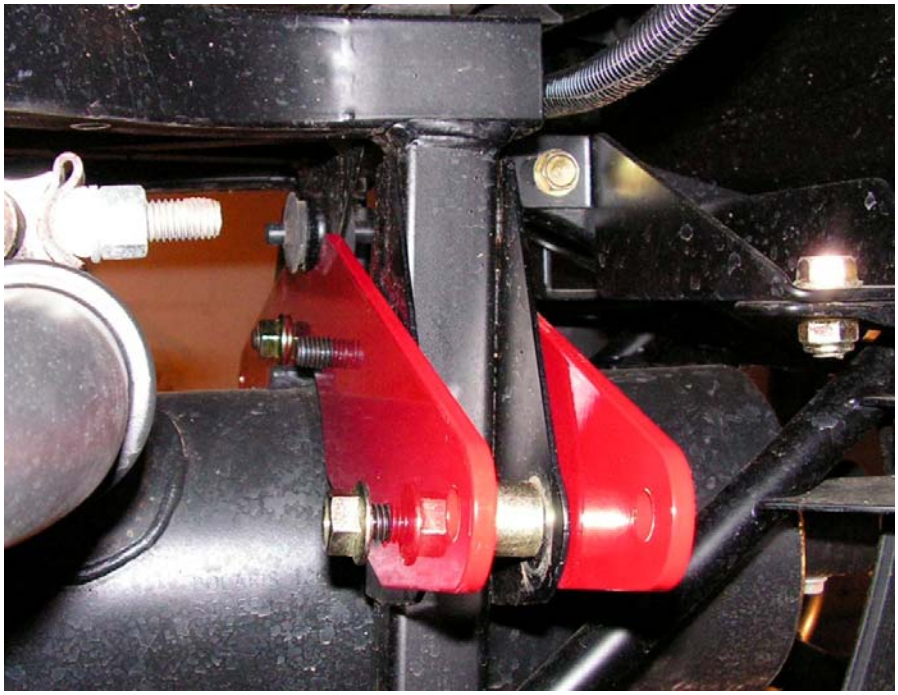
Rear

7.) Begin raising the unit, using a suitable lifting device or procedure, until the rear of the bike is off the ground. If using a floor jack with stands, chock the front wheels to prevent the unit from rolling. If using jack stands, make sure the stands are placed under the frame and not the body. Make sure it is **stable and secure**.

8.) **Refer to Diagram #4 for rear assembly**. Remove both shock mounting bolts on each side The aluminum spacer will need to be installed on top of the factory spring. A spring compressor will need to be used for this. A tool can be rented from a local parts house, or you can take the springs to an automotive repair shop and have them installed for you.

Position each of the long brackets per **diagram #4**. Take one of the 10x60mm bolts and insert it thru the brackets in the factory shock location. Hold the sleeve in place inside the factory mount. Repeat this procedure on the opposite side. Using the supplied bolts, connect the two brackets in the middle two locations. Move the shock back into position, placing a washer on either side of the shock before installing the supplied bolt. Repeat on the other side. Tighten all bolts at this point.

Diagram #4
View from drivers side



9.) **Refer to Diagram #5 & #6** Disconnect the swaybar links from the swaybar. Remove the sway bar completely and flip over before reinstalling. Do not flip the attaching bracket, just the sway bar. *Pay attention to the muffler locating tabs going through the bracket, make sure they are reinstalled correctly*. After reattaching at the frame, reinstall the sway bar links.

Diagram #5

Diagram #6

This is what it should look when flipped

10.) A good "Anti-Seize" compound should be applied to the lug studs and the tire/wheel combination of choice installed. Remove all jacks, jack stands and other devices used to lift and hold the bike. Check all brackets and bolts to be sure everything is tight.