

Shock Therapy Anti Sway Bar

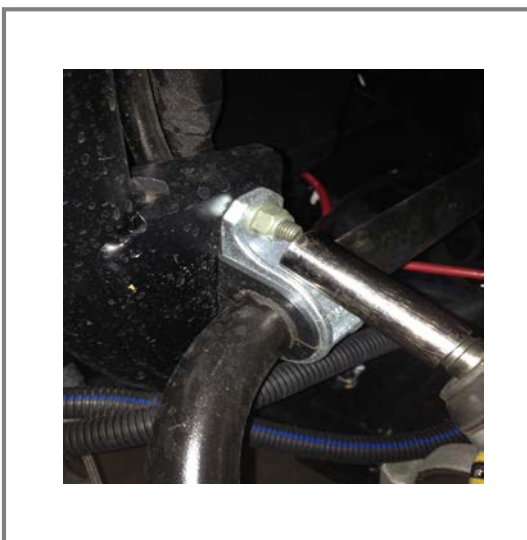
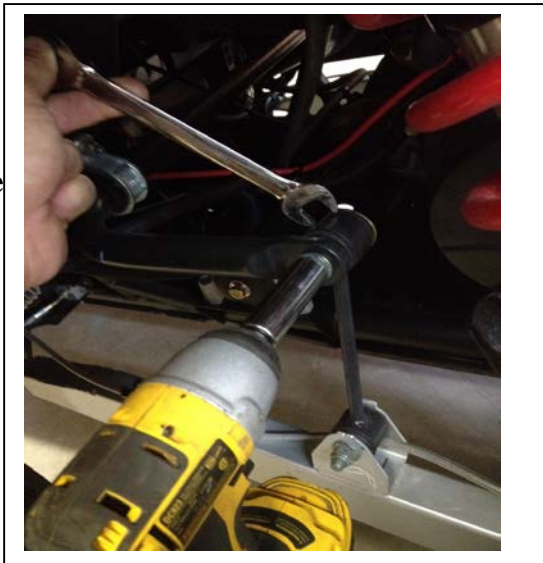
RZR 1000 2 and 4 seat installation

Thank you for purchasing your new anti sway bar for the RZRXP 1000. The items you should have in the sway bar kit are: new sway bar, two urethane bushings, poly urethane grease, two aluminum bushing mounts, two end links and 8 end link spacers. Before getting started make sure you have all of the parts included in the kit and that your RZR is sitting on a fairly level spot.

Step one: disconnect the factory sway bar starting with the end links. There is no pressure on the sway bar if the RZR is level. You do not need to jack it up to remove any parts. You will need 15 mm socket and wrench to disconnect both bolts holding the end links on. (Picture to the right)

Next, remove the sway bar itself by removing the 4 nuts that hold the bushing blocks to the frame. You will use a 13mm socket. These bolts are carriage bolts and will not spin if you just hold them in place with your finger behind the mount. (picture lower right) Now remove the bar with bushing mounts from the RZR.

Step two: install the new sway bar. First apply some grease to the inside of the new bushings and install them on the new sway bar outside of the bushing collars. Now place the bushing blocks over the bushings and tap down tight. The ends of the sway bar with the holes in them are angled a bit. Make sure the bar is installed with them angled in at the top and angled out at the bottom. This matches the angle of the stock sway bar and the link mounts on the trailing arms. Now install the new sway bar in the factory location using the stock carriage bolts and nuts. It is easiest to start the top bolt on each side first and then install both lower bolts and tighten all of them together. With the bar tightened, grab one end and make sure it will move up and down freely in the bushing mounts. If not then make sure the polyurethane



bushings are straight and not pinched in the bushing blocks. Next, install the end links. Place the spacers inside of each of the rod ends. They are tight and must be straight to be installed all the way inside of the rod end. Make sure the end links are the same length as each other. Now install the end link with spacers in the trailing arm mount. The factory bolts are different lengths. Use the short bolt on the trailing arm mount. Place the end link on the inside of the sway bar and bolt it



on using the longer of the two factory bolts. Do not use the large gold washer. If it does not line up then just tip the RZR side to side until it does. The three holes on the sway bar control the stiffness of the bar and limit the body roll. The hole on the end of the bar (to the rear of the RZR) is 50% stiffer than the factory bar and is this sway bar's softest setting. The center hole is 60% stiffer and the hole farthest

forward (closest to the bushing mount) is 70% stiffer than stock. Just by moving the end link forward or rearward you can control how much body roll you want to remove or add to your RZR. Typically, you would want some body roll in desert or trail riding. You would want less body roll in a short course race, dunes or high traction situations like asphalt or watered down hard pack. If you are not sure what you need then start in the soft setting and experiment a bit. There is a big difference between soft and hard so you will know pretty quickly what you prefer in certain situations. Last, tighten the jam nuts on the end links. Using a 1/2" wrench to hold the rod end straight, tighten the jam nut with



a 3/4" wrench. (picture to the right) Tighten all four jam nuts. Typically you will never adjust these links. The only time you would change them is if you are running a race where your only turning left. Then you could pre-load the bar one direction or another by changing the length of the links from side to side. For 99% of off road use, the links will be the same length on both sides. You are now done with the installation!

Step three: Go drive the heck out of it!