



INSTALLATION INSTRUCTIONS

2018+ Polaris Ranger XP1000

Before attempting to remove or install shocks on your vehicle, ensure you have the proper tools, safety equipment, and mechanical knowledge. Incorrect installation can lead to handling issues, premature component failure, or serious injury. If you are unsure about the procedures or torque specifications, consult the service manual or seek assistance from a qualified technician.

Tools Required:

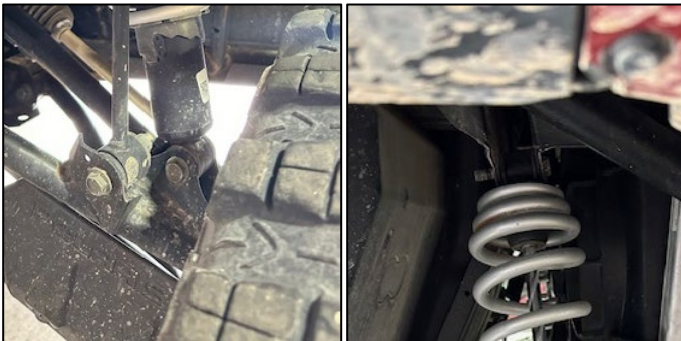
- Floor jack and jack stands
- Lug wrench or impact wrench
- Socket set
- Torque wrench
- Medium Strength Thread Lock
- Personal Safety gear

Do Not Discard Any Stock Hardware during installation.

Front Shock Installation:

1: Ensure the vehicle is secured on a level, flat surface. It is necessary for the vehicle to be lifted and suspension at full droop (Extension) for installation. For easier installation, remove the front wheels.

2: Remove the lower, then upper shock hardware/bolts. Do not discard this hardware/bolt. Remove the stock shock.



3: Install the Terrain Master Shock. Orientate the shock so the reservoirs are up and adjusters are facing out and inside.

Note: If vehicle is heavy, use outside mounting position



4: Reinstall the upper and lower shock hardware/bolt with Blue Loctite applied. Torque to factory specifications (Refer to your unit's owner's manual for the specification).



5: Repeat steps 2-4 for the opposite side.

6: If wheels were removed, reinstall wheels with stock hardware/bolt, torque to factory specification.

Rear Shock Installation:

1: Remove the lower, then upper shock hardware/bolt. Do not discard this hardware/bolt. Remove the stock shock.





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2: Install the Terrain Master Shock. Orientate the shock so the reservoirs are up and adjusters are facing out, and towards the front of the vehicle. **For four-seat vehicles, use outside mounting position (A). For two-seat vehicles, use inside mounting position (B)**



3: Reinstall the upper and lower shock hardware/bolt with Blue Loctite applied. Torque to factory specifications (Refer to your unit's owner's manual for the specification)



4: Repeat steps 2-4 for the opposite side.

6: If wheels were removed, reinstall wheels with stock hardware/bolt, torque to factory specification.

Final Steps:

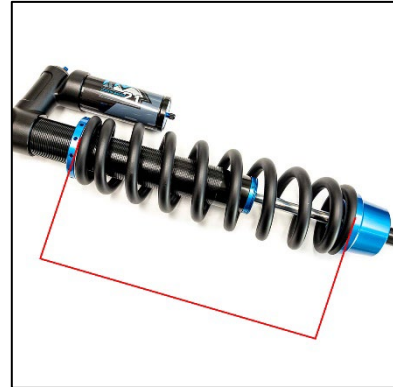
1: Before lowering vehicle, check front suspension to make sure nothing binds by turning the steering wheel back and forth.

2: Lower vehicle, let suspension settle by driving it a few feet. Measure ride height and adjust as needed. **Note: TM2.1 Springs are configured for four-seat vehicles, when installing on a two-seat vehicle, refer to settings below.**

	Front Spring Length & Preload	Rear Spring Length & Preload	Ride Height
2 Seat	12" - 0.625"	14" - 1.0"	12-15"
4 Seat	12" - 1.125"	14" - 1.5"	12-15"

*Ride height measured with 29" Tires

How to measure adjust Preload:



1: Without load on the spring/shock, measure the spring end to end. Subtract this number from the spring length on our chart provided. This equals the amount of preload. (ex: 12 - 10.75 = 1.25" preload)

2: To adjust: loosen the 4mm socket head screw. To lower, loosen the preload ring. To add ride height, turn the preload ring so it compresses the spring. **PLEASE NOTE:** The maximum amount of preload is 1.5" (40mm). Do not back off preload to the point where the spring is loose. Tighten 4mm screw when adjustments are complete.

How to use the Compression Adjuster:



1: To configure the compression adjuster, turn the handle clockwise and count clicks for reference until it lightly stops

2: To adjust your suspension, turn your adjuster counterclockwise to your desired setting, we recommend the following:

- 1-5 Clicks- Heavy Load (ie: Snow Plow)
- 6-10 Clicks - Sportier Performance
- 11-15 Clicks - Comfort

3: Repeat steps 1 & 2 on the opposite side to match your setting.