



# RACE PROVEN TRAIL QUALIFIED

## STOP! READ THESE INSTRUCTIONS FIRST!

PART NUMBER:

**PAC-KS139F**

**Polaris**

**2014+ XP 1000, 2015+ XP 1000 High Lifter Edition, 2017 XP 1000 Ride Command Edition  
2-Seat Standard Front Spring Kit**

### 1. Remove Shocks from Vehicle

- a. *Before you remove anything*, now is a good time to measure the ride height of the front and rear of the vehicle to ensure a neutral balance when setting up preload later on. Use a symmetrical frame feature or suspension point that is safe and easy to access and measure and record distance to the ground. Make sure your tire pressures are equal or set to where you want them as well before measuring.
- b. Once your ride height is recorded, measure the distance of your preload ring on each shock from the bottom of the body cap. IF EQUIPPED, also measure the distance between the top of your dual spring slider and the bottom of your lockout rings. This information is useful when setting your heights after changing springs.
- c. Using a factory recommended jack point and procedure, lift the UTV to allow for full droop on the front or rear wheels, depending on what axle you are upgrading the springs on first. If this type of procedure cannot be done safely by you, it is recommended that you take the UTV and spring kit to a Professional for installation. PAC Racing Springs offers various shock and suspension upgrade services, and will be happy to do the install for you. Feel free to call us at (866)-799-9417 to ask about the suspension services we offer.
- d. Disconnect shock from vehicle at both the top and bottom eyelet connections. Save the fastening hardware in a safe place until you are ready for re-install.

### 2. Remove Springs from Shocks

- a. With vehicle weight off of the shocks, use the Preload Adjuster nut and back off the spring preload until the spring assembly is fully decompressed. *Failure to lift vehicle weight off of springs before removing preload can damage the adjuster nut and shock threads.*
- b. Remove the lower retaining rings from the shock assembly, slide off the OEM springs. Discard.
- c. Make sure to keep the lower retainer rings for reuse.
- d. Now is a good time to clean and do any needed maintenance on your shocks! Clean the threaded sleeve of the shock so that preload can be adjusted easily after spring kit install. Check to see if shocks are leaking, have any damage, or need any grease in the eyelets. If you notice any issues with or you believe your shocks are worn out, feel free to call us and ask about our full shock service at (866)-799-9417.



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### 3. Install Springs and Adapter Rings

- a. Some kits will require a new top spring retainer to fit the new size springs. If included, slide the top spring retainer onto the shock.
- b. Each spring in your Trail Series Spring Kit will have a “TOP” or “BOT” designation on the spring. These indicate the top or bottom spring. Slide the Top onto the shock first.
- c. Slide the spring spacer onto the shock if included, with the short shoulder facing the Top spring. Use existing spacer if not included in kit. Slide the shoulder up and into the Top spring.
- d. Insert the “BOT” Bottom spring and seat onto the spring spacer. Add the lower retaining ring. This may require you to adjust the threaded preload adjustment nut up on the shock to be able to slip on the retaining ring.

### 4. Reinstall Shocks Onto Vehicle

- a. Re-using your hardware from initial removal, bolt your shock back onto the frame and linkages of the vehicle.
- b. To be able to adjust the preload in the springs, keep the vehicle off the wheels for now.

### 5. Set Spring Preload

- a. For an initial pre-load setting, we suggest a ½” of preload in the rear and 1” in the front. Once this, or your personal preference is set, take the vehicle off the lift, and drive it around slowly on uneven terrain to let the suspension settle. After a short drive bring the vehicle back onto a flat surface and measure the ride heights. Adjust if too low or high. Readjusting pre load is recommended with the vehicle back up in the air off the wheels, as failure to do so may strip the adjuster threads.
- b. Once the vehicle is back at initial factory ride height, pre load can be adjusted to fit your driving style and needs. We recommend driving the vehicle around fairly easy at first to get a feel for the ride quality and make adjustments as need be before approaching high speeds.
- c. If your kit contains lockout rings we recommend the rings be placed about ½” above the top of the spring slider as a starting baseline. This measurement is taken from the top of the slider to the bottom of the ring. You can adjust the rings up for a softer ride, and down for a stiffer ride.
- d. If you aren’t satisfied with the preload settings, or the way your shocks are tuned, we will be happy to help! Call us at (866)-799-9417 and our shock service staff can give advice, or setup, rebuild, re-valve, and even customize your shock and spring setups!



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## PARTS LIST

Part Number	QTY.	Part Description
PAC-KS139F TOP	2	Upper Spring
PAC-KS139F BOT	2	Main Spring
300966	2	Upper Adapter
300966	2	Lower Adapter
301008	2	Divider / Slider
NA	0	Lockout Ring