



Polaris Sportsman 1000XP 2017-UP

FLS-72042_revC

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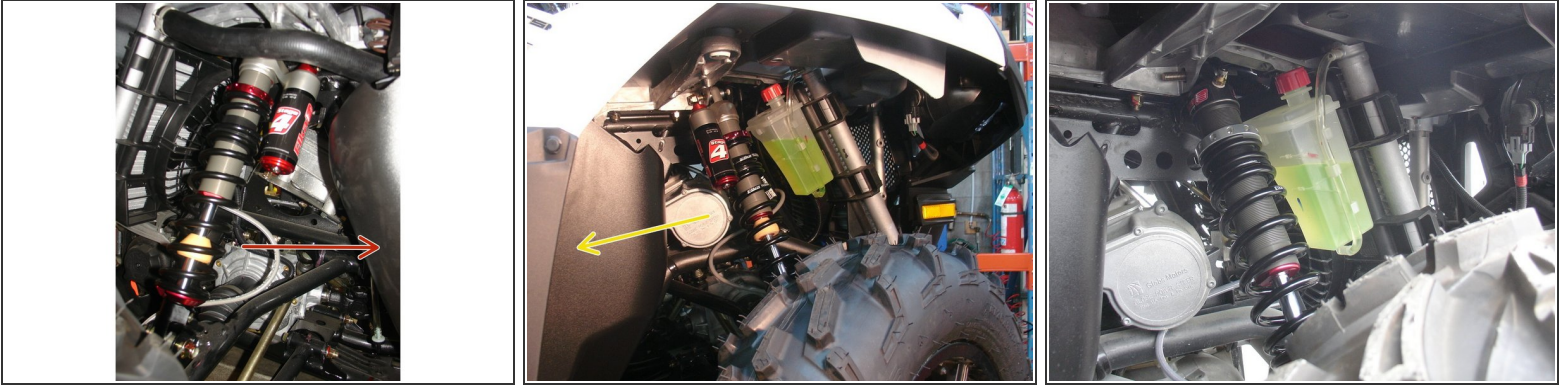


Step 1 — Removing the stock shocks



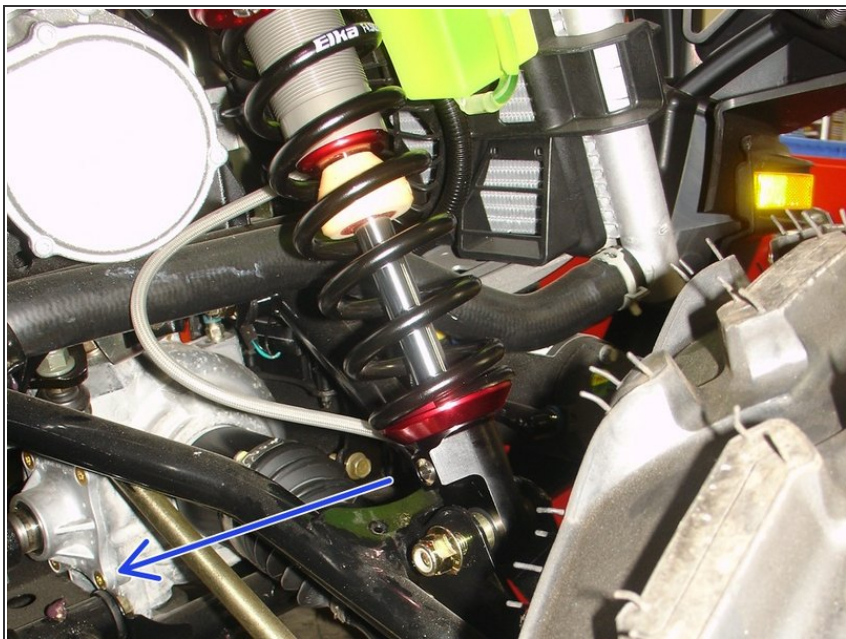
- Lift the vehicle using a jack or stand so that the wheels are off the ground. Refer to your vehicle's owner manual for specific instructions on how to remove the stock shocks. Keep your original bolts to re-use when installing your new Elka shocks.

Step 2 — Installing the new Elka front shocks



- Install the front new Elka shocks with the reservoir (on Stage 3-4-5) or Schraeder nitrogen valve (on Stage 1-2) **at the top of vehicle.**
- The first photo shows the left side of vehicle. The piggyback reservoir on the left shock is at 90 degrees angle with the upper mounting bushing. Reservoir must be oriented facing the rear of vehicle as shown by red Arrow.
- The second photo shows the right side of vehicle. The piggyback reservoir on the left shock is at 45 degrees angle with the upper mounting bushing. Reservoir must be oriented facing the rear of vehicle as shown by yellow Arrow.
- The nitrogen valve on Stage 1 and Stage 2 must be installed facing outside the vehicle as shown in the third photo.

Step 3 — Installing the front shocks (continued)



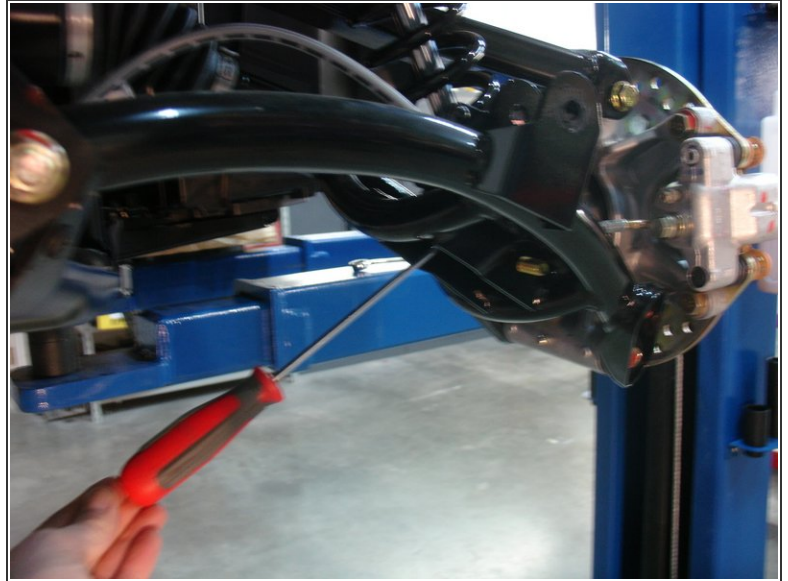
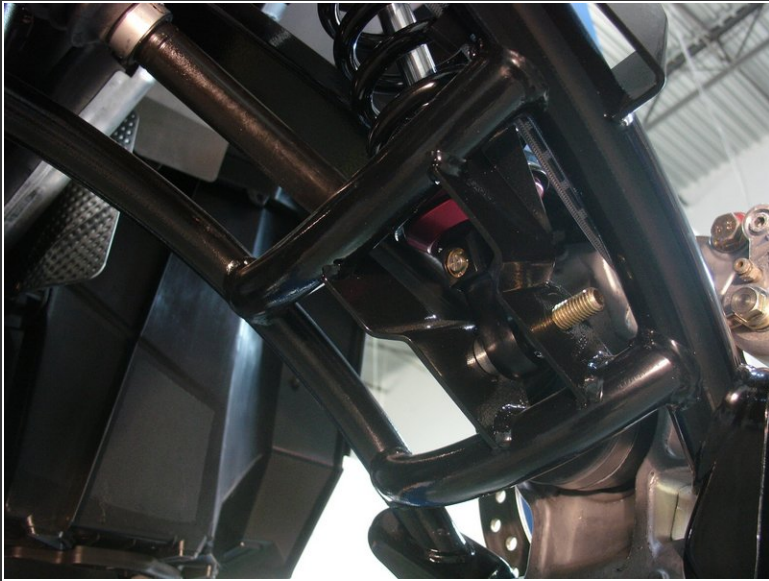
- On Stage 2, Stage 4 and Stage 5 models, the lower shock eyelets should be installed with the rebound adjuster oriented **towards the rear of the vehicle** as shown by the blue Arrow on the photo (right side shown). If needed, you can turn the lower eyelet to orient properly.

Step 4 — Installing the new Elka rear shocks



- Install the new Elka rear shocks with the piggyback reservoir at the top and oriented towards the rear of the vehicle and pointed slightly inside the vehicle.
- On Stage 1 and Stage 2 shocks, install them with the heads up and the nitrogen valve facing outside the vehicle.

Step 5 — Installing the new Elka rear shocks (continued)



- On Stage 2, Stage 4, and Stage 5 models the rebound adjuster located on lower eyelet of the shocks should be oriented **towards the inside of the vehicle**, as shown. (Right side shown). If needed, you can turn the lower eyelet to orient properly. This way you can have access to the rebound screw Under the lower arm.
- **Note:** We highly recommend a tire pressure of ± 7 psi..