

- ⚠ MAKE SURE THE MODEL ON THE INSTRUCTION SHEET MATCHES YOUR VEHICLE.
- ⚠ BE SURE TO READ ALL INSTRUCTIONS AND ILLUSTRATIONS BEFORE STARTING.
- ⚠ DO NOT DISCARD PACKAGING UNTIL PRODUCT HAS BEEN SUCCESSFULLY INSTALLED.



FROM THE TOOLBOX

- ⚠ COIL OVER ADJUSTMENT SPANNER
- ⚠ TAPE MEASURE
- ⚠ HEX KEYS
- ⚠ WRENCHES
- ⚠ JACK & STANDS
- ⚠ SPRING COMPRESSOR
- ⚠ THREAD LOCKER
- ⚠ MARKER



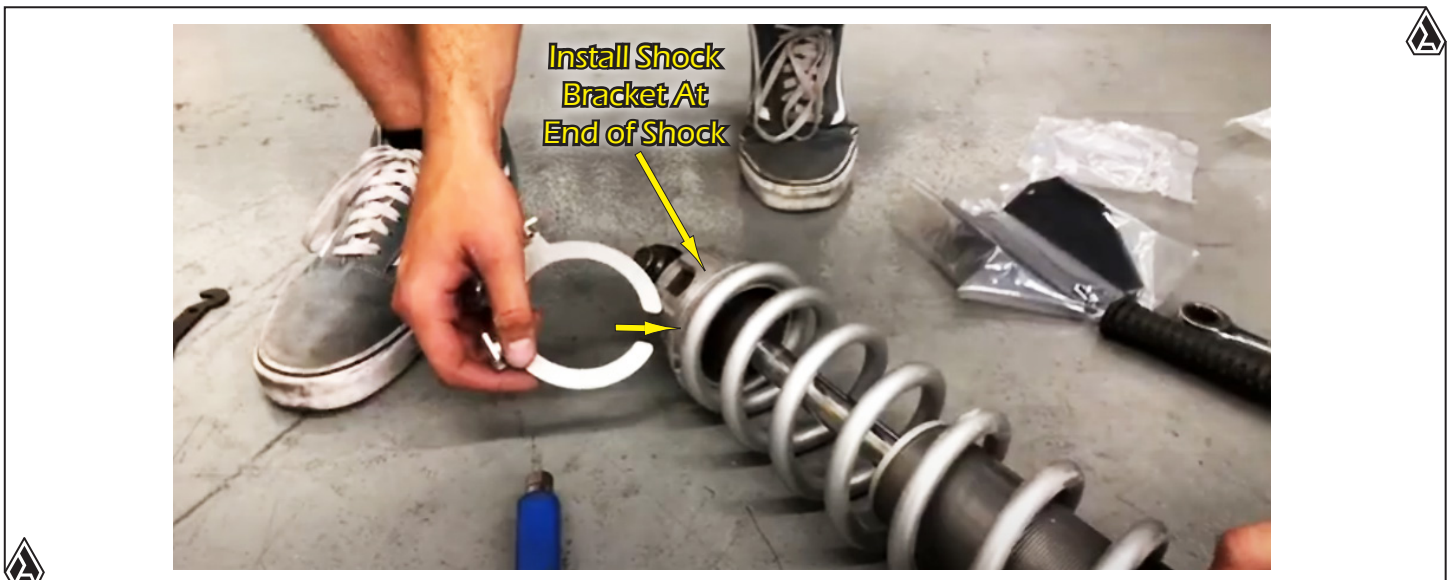
Note: It is not required to remove the shock assembly, but will make the job easier and faster. If removing the shock, jack up the vehicle and secure with jack stands before removing the shock. We will remove it in our instructions in case you decide to do the same.

1. First, remove the shock from the vehicle. Then you will need to take a measurement of the location of the adjustable shock ring (where it's at on the shock) and mark that point with a paint marker or similar to mark your starting point before loosening the ring and tension.



2. Next, use a spanner wrench or a spring compressor device to remove the spring tension from the shock assembly by unscrewing or loosening the ring which relieves the spring tension. See **Fig. 1**.

FIG.1



3. Now, install the Shock Bracket at the end of the Shock by sliding it on the shock. Repeat for the opposite side shock. See **Fig.2a-b**.

FIG.2A

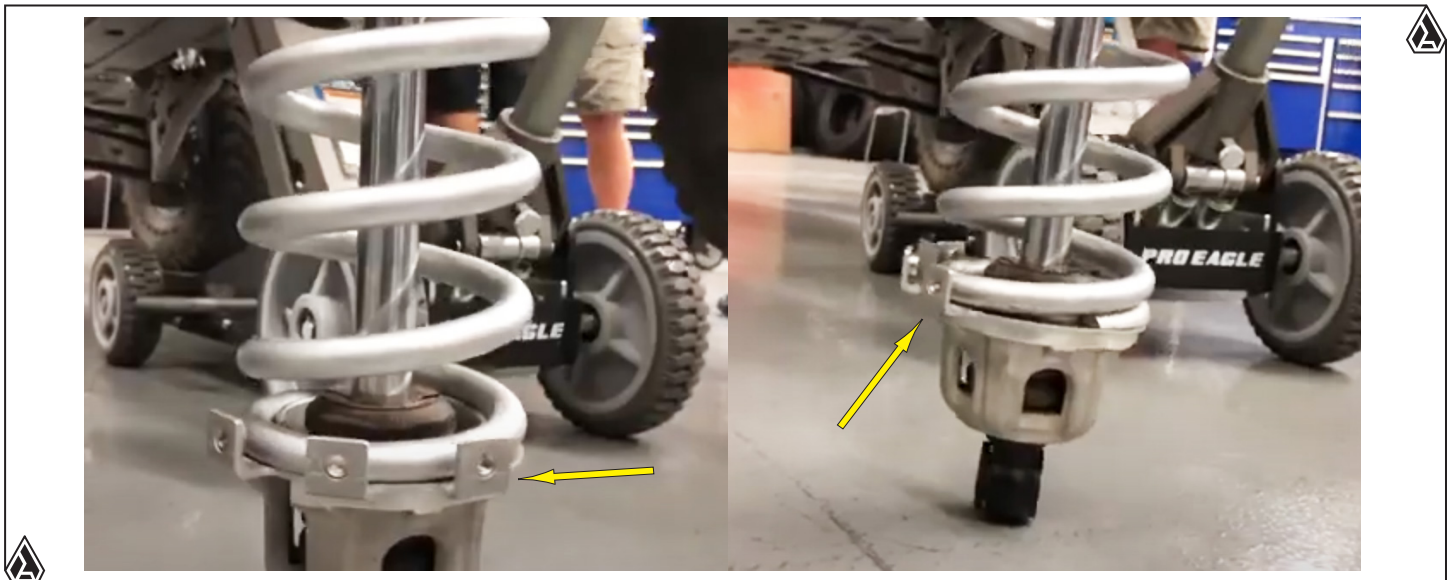


FIG.2B

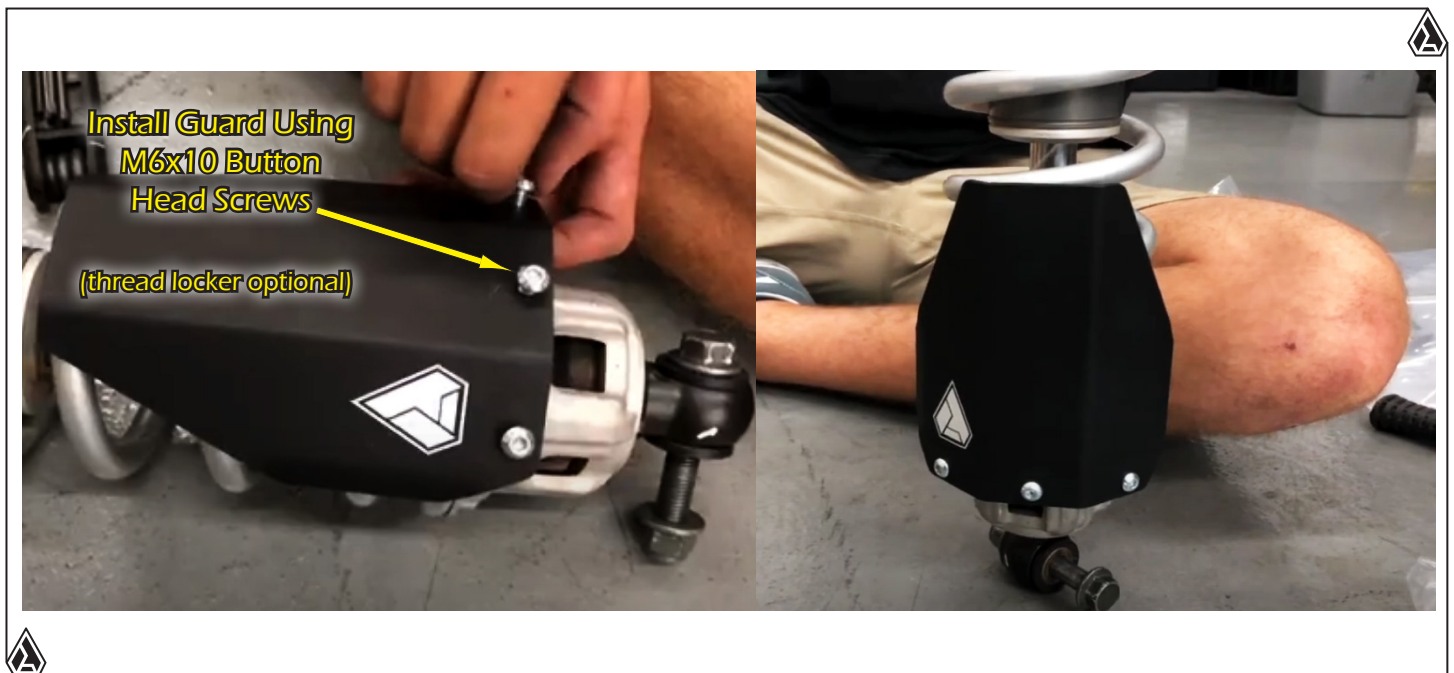


FIG.3

4. Once the **Bracket** is on the shock, now you can add the **Shock Guard** to the Shock Bracket using the **M6x10 Button Head Screws** provided in your kit (thread locker is optional at this point). See **Fig.3**. Rotate the Guard to the desired position on the shock, then use your spanner wrench to re-install the shock ring threading it back onto the shock, and back to the original location point of the ring that you marked when you first started. This will lock the bracket and Guard in position firm. See **Fig.3**.



FIG.4

5. After you have secured the Guard to the Bracket and have tightened the shock ring back, now re-install the Shock and Guard back onto your machine securing all bolts. See Fig.4. Repeat for the opposite side shock.

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