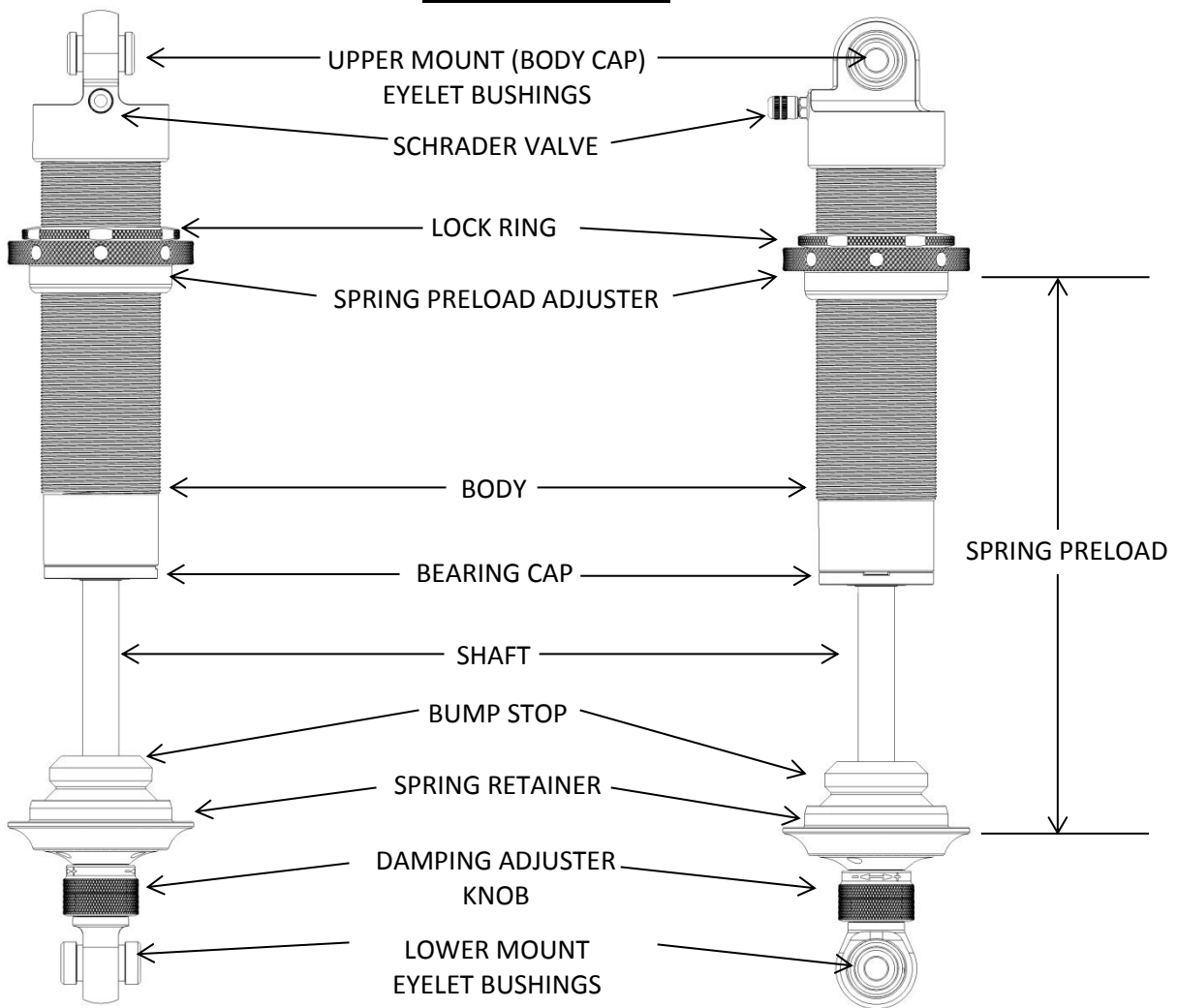




POLARIS SLINGSHOT PERFORMANCE CLICKER SHOCKS REFERENCE GUIDE

Thank you for your recent purchase of JRi Performance Clicker Adjustable Shocks for your Polaris Slingshot! The information below will help you with installation, care, and operation of your shocks to ensure you get the best ride available.

SHOCK SCHEMATIC



***SPRING NOT SHOWN**
****DRAWING NOT TO SCALE**

JRi Shocks
115 Eastbend Ct
Mooresville, NC 28117
704-660-8346
JRiShocks.com



INSTALLATION

1. Before installing on your Slingshot, please ensure each shock has the following:
 - a. Spring
 - b. Preload Collar with Lock Ring
 - c. Upper and Lower Eyelet Bushings
 - i. NOTE: Upper bushings are smaller (thinner) and should have a total width of about 1.180" when installed on shock. Lower bushings are bigger (wider) and should have a total width of about 1.400" when installed on shock.
 - ii. Please cut and remove plastic tie wrap before installation on vehicle.
2. Measure the ride height of your Slingshot by parking it on a level surface and measuring the frame rails in 3 positions: Left Front and Right Front as close to the centerline of the axle as possible, Rear at centerline of vehicle. Measure the height of the bottom of the frame rail to the ground. Please ensure the vehicle is unloaded and tire pressures are set as recommended. DO NOT measure ride height from flexible surfaces of the vehicle such as fenders or body panels as these have a larger margin of error.
3. To install the shocks, lift the desired corner or entire vehicle with a floor jack until the tire(s) is (are) completely off of the ground. Be sure to place a jack stand underneath the vehicle for safety.
4. Loosen upper and lower shock bolts and remove original shocks and springs.
5. Install the JRi Shocks in the same orientation as shown on the previous page. Note: It is ok to mount the shocks "shaft up, body down" if desired.
6. Lower the vehicle to the ground after the new shocks have been installed. Your shocks are delivered with preloaded springs to minimize ride height adjustment time.
7. Bounce the vehicle up and down to ensure shocks and springs are seated and settled properly. Roll vehicle backwards or forwards 5 or 10 feet and allow vehicle to settle.
8. Roll the vehicle back to a level surface and repeat Step 2 to measure ride height. Adjust height as necessary by lifting the desired corner completely off the ground **before** adjusting preload collar with tool (not included with shock kit). If desired, you may put oil or grease on the threads of the body to aid in adjusting the height. If adjusting to stock ride height, be sure to set within 1/16" of original height. **WARNING: SETTING RIDE HEIGHT DIFFERENT FROM THE STOCK SETTING MAY RESULT IN UNDESIRE HANDLING AND/OR UNEVEN TIRE WEAR. JRi SHOCKS DOES NOT GUARANTEE YOUR VEHICLE WILL BE SET TO STOCK RIDE HEIGHT UPON INSTALLATION OF OUR SHOCKS.**
9. Once the desired ride height is achieved, lock the preload adjuster by tightening against the Lock Ring.



OPERATION

By turning the blue and black Damping Adjuster Knob, you can control how stiff or how soft your shocks operate. As you turn the knob, you will feel and hear the knob click. Each click represents a different setting, either harder or softer. Turning the knob in the "+" direction will stiffen the shocks. Turning the knob in the "-" direction will soften the shocks. Clicks are counted by turning the knob in the "+" direction until the knob stops, then turning the knob in the "-" direction and counting the clicks. Clicks are referred to as "-15", "-27", "-38", etc. When the knob stops, DO NOT force the knob any further. This could lead to malfunction of the adjuster and the shock. Each shock usually has 55-75 clicks, with about 55 of those clicks being functional. Setting the knob at 0 clicks will be the stiffest setting for your shock. Any setting greater than 55 clicks will be the softest setting for your shock. Here are some simple tips and tricks for adjusting the damping of your shocks for specific road or driving conditions:

- **Every day "Normal" Driving:** Keep the shocks set at the factory settings as they were delivered: -35 clicks in the front, -30 clicks in the rear.
- **Wet Conditions:** Open up the adjusters all the way in the "-" direction. This will allow for a lot of body roll and give you maximum grip.
- **Hot & Dry Conditions:** Adjust the shocks more towards the "+" direction from the factory settings.
- **Aggressive/Sport Driving:** Adjust the shocks towards the "+" direction from the factory settings.
- **Softer Ride:** Adjust in the "-" direction from the factory settings. This setting is best for smoothing out the bumps but your SS may feel a little springy since you're a bit under damped.
- **Drag Racing:** Adjust the fronts in the "-" direction from factory settings and the rear in the "+" direction from factory settings.

Remember that everyone is going to have a different comfort level and driving style so play with all of the settings and use what works for you. If you get to the limit on the adjuster and you feel like you need more (or less), you can always send it to JRi for a revalve.



GENERAL NOTES

- Your shocks are high precision, high performance dampers based on the latest racing technology. JRi recommends that all shocks be inspected at least twice a year for leakage or unusual wear. The shaft of the shock should be free of deep scratches or unusual pitting, if any of this is present, please notify JRi. The seal between the shaft and the body may be wet with oil from normal operation however excessive dripping or puddling is not common and should be fixed ASAP.
- JRi recommends a refresh shock service at least every two years. This service consists of seal replacement, oil replacement, and dyno testing to ensure your shocks are operating as intended. If you are doing any type of aggressive driving, racing, or operating the shocks in a harsh environment, JRi recommends yearly refresh services.
- DO NOT attempt to adjust pressure with the schrader valve. The pressure of the shocks is set for optimal performance. Tampering with the schrader valve and altering the internal pressure of the shocks will void your warranty. Warranty information can be found on JRi's website (jrishocks.com/terms-conditions). JRi cannot guarantee proper performance of your shocks if this is tampered with.
- DO NOT attempt to remove the bearing cap. This cap protects the internals of the shock from dust and debris. Tampering with any part of the shock underneath this cap will void your warranty.
- As previously mentioned, JRi does offer a revalve service if your desired damping is not within the current range of your shocks, or if you are doing a specific type of racing with your SlingShot and require custom valving for a specific track you are racing at. Please contact JRi for more details. Revalve costs may vary depending on the type of service and parts required.
- Your shocks can be cleaned with any household cleaner. If using a cleaning solution that dries out surfaces such as brake cleaner, avoid using on sealing areas such as where the body cap meets the body and around the rod seal of the shaft.