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# General Sachs Full Spring Kit

Polaris General | 2016 - 2020

Part #: 5301275, 5301276

Rev. 092221

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491 W. Garfield Ave., Coldwater, MI 49036 · Phone: 517-278-7768

E-mail: [tech-rtpro@ridefox.com](mailto:tech-rtpro@ridefox.com)

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## SAFETY WARNING

RT Pro UTV recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known.

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## WHY BUY RT PRO UTV

Great off-road driving and racing comes with having the most rugged and durable machine in the pack.

RT Pro UTV performance enhancing products will make your off-road machine stronger, tougher and safer so you can have more fun and less breakdowns.

For over a decade, RT Pro UTV staff have been taking brand new UTVs and driving them to their breaking point. When they bend, break or falter, we take them back to shop and create a fix that stops the problem from happening again.

There is no other company in the industry that puts more thought, engineering and design innovation into their products than we do. Our team is made up of off-road racers, mechanical engineers and talented fabricators who live and breathe all things motorsport. Above all, we share a passion for innovation, quality construction and getting things right.

All of our products are designed for assembly by weekend warriors with normal garage tools and the occasional spot-weld. Assembly directions are complete and thorough.

Remember, when you buy a RT Pro UTV product for your UTV, all of the parts have been designed and manufactured in the United States with U.S. steel and other high quality American components.



RTP5301275- Standard		
Part #	Description	QTY
22120180S	Front Coil Spring	2
25035900S	Rear Coil Spring	2
25100400S	Rear Coil Spring	2
04002	Coil Adapter	2
04007	Coil Retaining Ring	2
04015	Coil Spacer	2
04672	Coil Adapter	2

RTP5301276- Heavy Duty		
Part #	Description	QTY
22120225S	Front Coil Spring	2
25035900S	Rear Coil Spring	2
25100450S	Rear Coil Spring	2
04002	Coil Adapter	2
04007	Coil Retaining Ring	2
04015	Coil Spacer	2
04672	Coil Adapter	2

## FITMENT NOTES

Standard - Best overall kit  
Heavy Duty - Works for very heavy cargo and passenger weight

## SPECIAL TOOLS

Spring Compressor

## INSTALLATION TIME

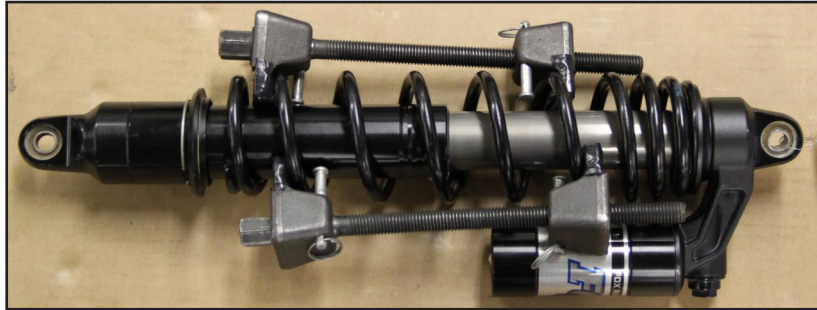
Approximately 2 hours  
Medium Difficulty

# INSTALLATION INSTRUCTIONS

## INSTALLING THE SPRINGS

To install these springs you will need a spring compressor. We recommend getting a loaner tool from a local chain auto parts store like Auto Zone, Advanced, or O'Reilly.

Figure 1



## REMOVING THE OEM SPRINGS

1. Compress the springs enough to remove the retainer rings. Save the retainer rings as you will reuse these.

Note: The OEM springs are a COMPLETELY different design than our springs. The OEM springs are much longer when fully unloaded. Don't worry about it. The springs we've designed are the proper design. Throw away the OEM springs and never look back.

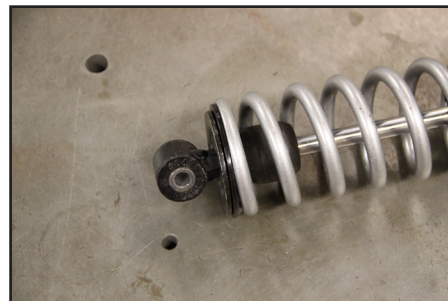
## FRONT

2. Slide the longest springs in the kit over the shock with the preload adjuster at its lowest setting. Compress the spring enough to install the (04002) adapter and the OEM retaining ring. Then slide the supplied adapter ring over the shock so it registers inside the spring. You will then install the OEM retainer and release the spring compressor

Figure 2



Figure 3



## REAR

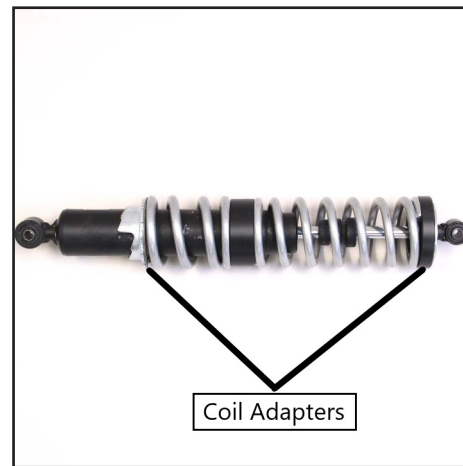
3. The rear springs ONLY assemble one way. The springs are a straight diameter so there is no top or bottom to them individually. The order the springs are assembled are as follows:

1. (04672) Adapter Ring 2. Short spring 3. (04015) Spacer 4. Long spring 5. (04007) Adapter ring 6. OEM retainer.

Figure 4



Figure 5



## SETTING UP THE SPRINGS

Settings vary so much from vehicle to vehicle. It is impossible for us to give a universal answer to where you should start. Like with any coil-over shock, spring rates and preload take some fine tuning to achieve the best results. The good news is we have the rates figured out for 95% of users. As for the preload, we recommend using this formula:

4. Start with the preload adjusters backed all the way soft. You will find there is little preload built-in. This is NORMAL.
5. Set the machine on the ground after setting both front and rear Initial Preload. Before measuring your ride height, take the vehicle for a quick ride around the driveway.

Note: The suspension needs to "settle" and will only do so by driving it. Jumping up and down on the bumpers will NOT suffice.

6. Once the suspension is settled, measure the front and rear ride height. At RT Pro we measure the rear at the bottom of the rear most part of the chassis below the muffler. On the front we measure at the front of the chassis base structure directly behind the lower arm rear-most mounting tab. The Commander seems to jump and handle better with the front end about 1" higher than the rear. If you desire more ground clearance or the ride is too soft, add two clicks to the preload adjusters. Repeat the test ride to settle the suspension and re-measure/evaluate the ride. There are only five settings on the OEM shocks so play with the range you have. 95% off all customers can find a setting they like within this range.

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## THANK YOU FOR YOUR BUSINESS!

For questions or additional information feel free to call and ask for tech support or email us through our website at: [rtproutv.com/contact](http://rtproutv.com/contact)



### Show Us Your Ride!

Get a photo of your RT Pro UTV equipped vehicle and send them in for a chance to be featured in our customer gallery!