Commander XT/ Max Full Spring Kit

Can Am Commander XT/ Max | 2011+
Part #: 5302104, 5302114, 5302124
Rev. 083117

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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.

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.

RTP5302104 - Light

Part #	Description	QTY
25120250S	Front Coil Spring	2
25090300S	Rear Coil Spring	2
25035900S	Rear Coil Spring	2
04007	Coil Ring	4
04015	Coil Spacer	2
04011	Coil Ring	2

RTP5302114 - Standard

Part #	Description	QTY
25120275S	Front Coil Spring	2
25090350S	Rear Coil Spring	2
25035900S	Rear Coil Spring	2
04007	Coil Ring	4
04015	Coil Spacer	2

RTP5302124 - Heavy Duty

Part #	Description	QTY
25120275S	Front Coil Spring	2
25090350S	Rear Coil Spring	2
25035900S	Rear Coil Spring	2
04007	Coil Ring	4
04015	Coil Spacer	2
04011	Spacer Ring	2

FITMENT NOTES

Light - Works for light cargo and passenger weight
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, O'Reily or Checkers.

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 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. Short spring 2. Spacer 3. Long spring 4. Adapter ring 5. OEM retainer.
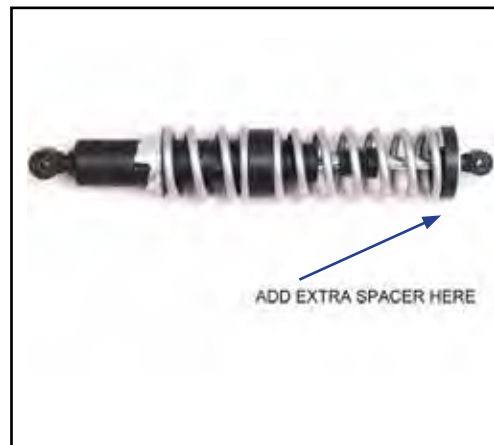
Figure 4

Figure 5

Note: Our Light and Heavy Duty rate kits include two additional spacers for the rear springs. This adds a little more preload to get the best performance from the kit. If you are installing one of these kits, the additional spacers go on top of the lower adapter ring. So it would be step "4" in the order of the rear spring assembly noted on the previous page. Then step 5 would be the adapter ring and step 6 is the OEM retainer.

Figure 6

Figure 7

ADD EXTRA SPACER HERE

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. We like to shoot for 11-12" front / 10-11" rear.

7. 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.

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

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!