814 3 WAY ADJUSTABLE SHOCKS

The 814 3 way shock installation process will be the same as the “Trail Series” installation process with the exception the 3 way shocks have a third adjustment (allen head) that controls the high speed compression damping of the shock.

In most cases clearance is not required for fitment of the 3 way shock like some make/model instructions state for the Trail Series.

*** Any bracket lifts will need to be removed unless they are a “big lift package” that includes longer a-arms & axles such as super ATV 6” lift kit ***

Follow the instructions for your specific model here on the website under installation instructions for the initial installation process for your 3 way shocks.

The following is a list of 3 way shock part #’s specific for make/model.

Make/Model	Front Part#	Rear Part#
Can-Am Defender	UTV513AE	UTV513AE
Kawasaki Teryx	UTV511A	UTV513N
Kawasaki Teryx (6” Lift)	UTV509A	UTV511N
Honda Pioneer 1000	UTV519B	UTV513BE
Honda Pioneer 700	UTV519A	UTV513N
Honda Pioneer 500	UTV517A	UTV505N
Polaris General	UTV515A	UTV515A
Polaris Ranger	UTV513A	UTV515A
Polaris RZR 800S	UTV509A	UTV513A
Polaris RZR 900S	UTV515A	UTV515A
Yamaha Viking	UTV513A	UTV513BN
Yamaha Wolverine	UTV519A	UTV519BN

You will tune the shocks according to the Trail Series installation instructions for the compression (low speed) and rebound settings.

Turn the high speed damping adjustment (allen screw) fully counterclockwise, this is the softest setting, the same as the low speed compression and rebound adjustments. Start with 8 - 10 clicks (clockwise) on the high speed adjustment.

The high speed compression adjustment controls the dampening rate (stiffness) of the shock at higher shaft speeds. For example if you are running at a higher rate of speed and the shock bottoms out when hitting an obstacle you will want to increase (clockwise) the high speed adjustment approx. 2 clicks at a time until the shock doesn't bottom out on impact with an obstacle at higher speeds.

Adjusting High speed damping will affect Low speed damping slightly so take into account running the high speed adjustment too low will require the low speed compression adjustment to be run too high slowing down the efficiency of the shock. For most "normal" trail applications the High speed adjustment will not be lower than approx. 6 clicks.