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DDMWorks Ohlins 3-way adjustable Sport Shocks DDM-18-13



The DDMWorks Ohlins shock package is the best coilover setup available for the Polaris Slingshot and offer amazing control. This simple upgrade is customizable by you, the driver, to make the handling of the Slingshot suit your driving style.

If you are pretty handy with tools these Coilovers can be installed in under an hour, however we suggest that you schedule at least a couple hours for the installation.

If you have any questions during the installation you can call or text (864) 907-6004 or email us at

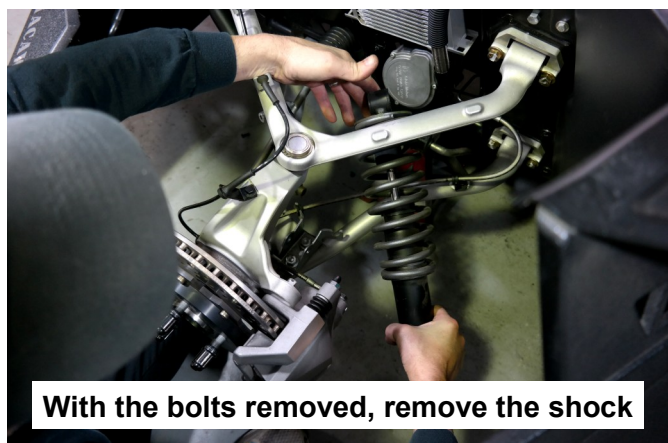
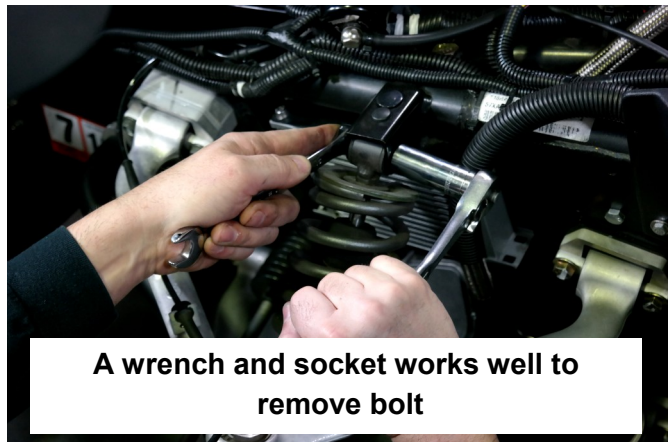
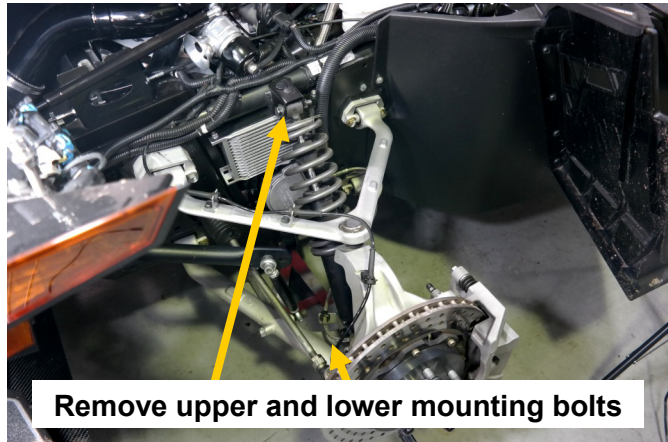
TOOLS AND PARTS LIST

TOOLS NEEDED
15mm and 17mm deep well sockets and drive
Jack and Jackstands
General purpose grease
A friends helping hand is helpful

QTY	PART DESCRIPTION
2	Front shocks with spacers installed
1	Rear shock with spacers installed
1	Set of Adjustment wrenches

Removing the Stock Front Shocks

1. To remove the stock shocks, your Slingshot will need to be put up on Jackstands. Lift from the frame rail underneath and support both sides of the front frame with jackstands. Before putting the Slingshot up on jackstands, make sure to just loosen your lug nuts slightly (do not remove), as once the Slingshot is in the air on the Jackstands, it will be more difficult to break the lug nuts loose.
2. Now that the Slingshot is supported by jackstands, loosen the lug nuts all the way and remove the 2 front wheels.
3. With the wheels removed you will see the front shocks connecting between the upper frame and the lower control arm. There is a single bolt in each location that holds the shock in place. Using a combination of wrenches or sockets, remove the nut from the back of the bolt on the top and bottom. Once the nuts are removed, you can push the bolt out of the top mount first, angle the shock down toward the engine and then remove the lower bolt.
4. Now remove the lower mount bolt. With both bolts removed, you can remove the stock front shocks from the Slingshot.



Installing new DDMWorks OHLINS Adjustable Front Shocks

1. Installing the new shocks is going to be just a reverse process of removing the stock shocks. Start by removing the zip tie on the lower mount of the new shocks. The lower mount is the side that has the adjustment knobs. You will need to decide on where you want to mount the external reservoirs at this point. The reservoirs can be installed in the engine bay or close to the front nose. With the reservoir mounted in the engine bay, they are protected more from the elements, but harder to adjust. The reservoirs mounted up front allow easier adjustments on the fly, but are more exposed to the elements.

2. If you are mounting the reservoir in the engine bay, install the shock with the reservoir going toward the engine bay. If you are installing the reservoir toward the front of the vehicle, install the shock with the line going forward.

3. If you put a little bit of grease on the spacers, they will hold themselves in place while you install the new shocks.

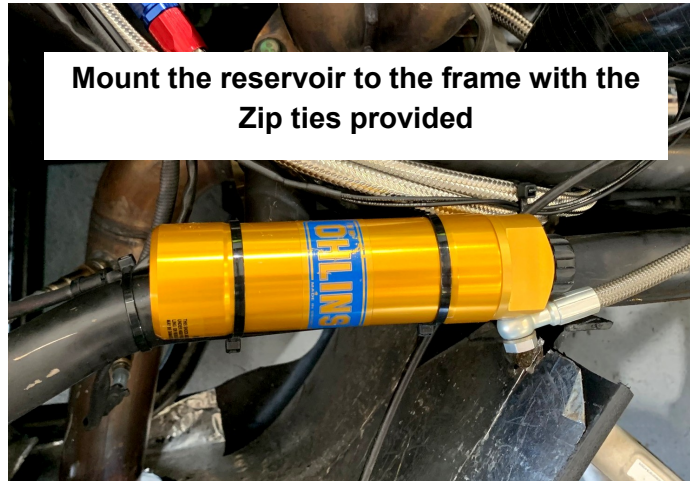
4. Install the bottom of the new shock first, slide the bolt through the lower mount making sure that there is a spacer washer on both sides of the shock. Once the bolt is through, install the nut on the bolt, but do not tighten it down yet.

5. Next, cut the zip tie holding the spacers on the top of the shock and install the top



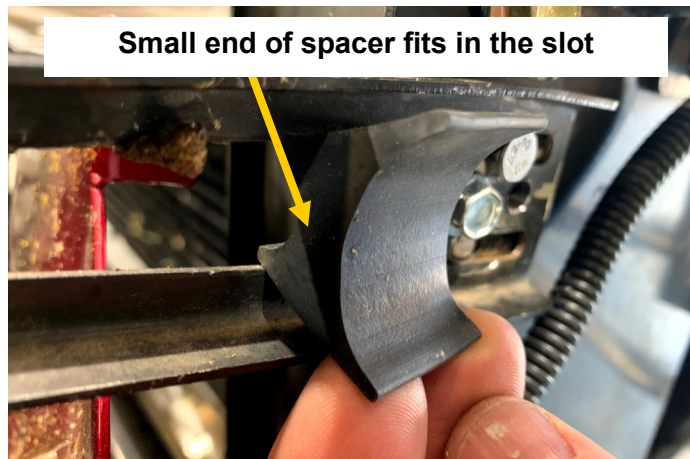
Installing new DDMWorks OHLINS Adjustable Front Shocks—continued

1. Next, cut the zip tie holding the spacers on the top of the shock and install the top of the shock into position. Once it is in position, slide the bolt through and tighten the nut to 35 ft/lbs of torque. Also, tighten the lower nut to 35 ft/lbs at this point also.



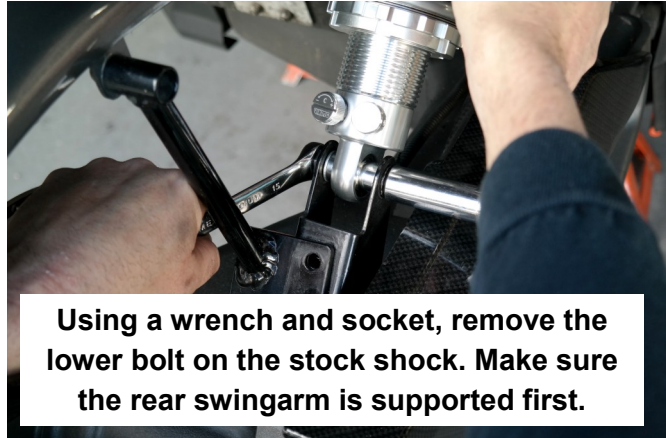
2. Next, you will mount the reservoirs. If you chose to mount them in the engine bay, find the rubber mounts included in the kit and the 2 long zip ties in the box with the shocks. The larger end of the rubber spacer goes around the reservoir, the smaller end of the rubber spacer will need to be spread to fit over the frame rail. Once it is in place, use the larger Zip Ties to secure the reservoir to the frame rail.

3. If you chose to mount the reservoir up front, the reservoir will mount to the bracket holding the front of the Slingshot on. Look for the bracket with 2 small bolts holding it to the chassis. There is a slot cut in that bracket, the small end of the rubber spacer included will fit in that slot, with the larger end going around the reservoir. Once in place, secure with the large Zip Ties Provided.



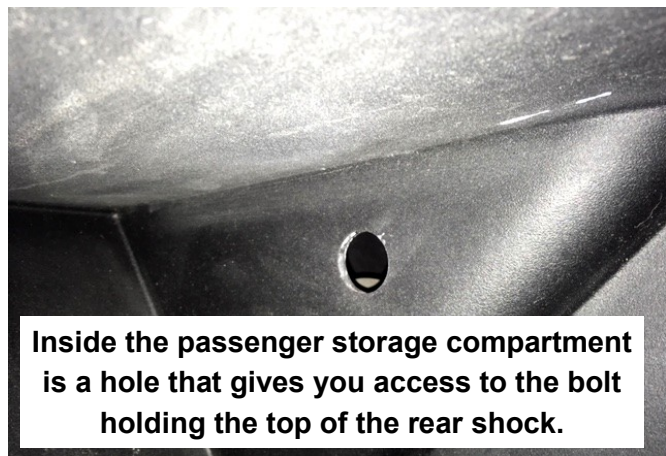
Removing the Stock Rear Shock

1. Removing the stock rear shock is very similar to the front shocks. We also recommend removing the rear tire when doing this install. Although it is not needed, it makes the operation a little easier. Jack the Slingshot up and secure it on jackstands. There is a single bolt on the bottom and a single bolt on the top holding the shock in place.



Using a wrench and socket, remove the lower bolt on the stock shock. Make sure the rear swingarm is supported first.

2. We will start by removing the lower bolt first. Before removing that lower bolt, you need to make sure that the swing arm is supported, since once the shock is removed, if nothing is supporting the swing arm, it will drop down. Typically we use a jack to support the rear swingarm when doing the shock install.



Inside the passenger storage compartment is a hole that gives you access to the bolt holding the top of the rear shock.

3. With the rear swingarm supported, remove the bolt and then lower the swingarm down a couple inches, which will give a little better access for the top shock mount bolt.

4. To get to the top mount bolt, you will need to go into the storage compartment behind the passenger seat. In the back of that storage compartment toward the top you will see a small hole.

5. Using a deep well 15mm socket you can loosen the bolt holding the top of the rear shock.

6. Once that bolt is loose, from the back of the Slingshot, lift the shock up as much as you can and some people will be able to reach up and remove the bolt holding the shock. Some people will have to pull it out of the storage compartment, this really just depends on the size of your hands.

7. Once the bolt is removed, the shock lifts out easily.

Installing new DDMWorks Adjustable Rear Shock

1. The new shock will get installed with the external reservoir closer to the swingarm mount. Once the shock is installed the upper compression adjustment will be a little difficult to get to, so we suggest you set that to a good start position now. Turn the knob clockwise until the knob stops. Then turn the knob counterclockwise 10 clicks, this is a good starting point. Remove the zip tie on the top of the shock and insert it up into the hole where the stock shock was removed.
2. If you have someone that can help for this next part, it is helpful. You need to get the bolt started on the top mount of the new shocks. With one person, it is a little tough to hold the shock and reach up with the bolt to get it started. With 2 people you can have one person hold the shock and reach up and help guide the bolt into the shock. Once you get the top bolt started, do not tighten it yet.
3. With the top bolt started, use the jack and jack up the swingarm until the lower shock mount lines up with the mount on the swingarm.
4. With both bolts started now, tighten down the bolts to 35 ft/lbs of torque.
5. The knob on the bottom of the shock in the rear adjusts the rebound of the shock.



Adjusting the damping on the DDMWorks Ohlins Adjustable Shocks

1. On the front shocks, the compression is adjusted by the knob closest to the bottom of the main shock body. The rebound is controlled by the knob on the remote reservoir.
2. The rear shock has the compression adjustment knob on the top of the shock up at the top while mounted. Depending on the size of your hands, you might be able to slide your hand up in the hole in the plastic and turn the knob. If you can not do that, remove the lower shock mount bolt (while the vehicle and swingarm are supported) and lift the bottom of the shock up. This will allow some more room to get up and adjust the compression on the rear shock. Adjusting the rear shock is a little tricky, but once set, the adjustment does not need to change much.
3. In general, for good handling and excellent ride quality, the rebound should be set roughly 2 to 6 clicks higher than the compression.
4. We recommend making 2 clicks of adjustment at a time, if that seems too much, you can go back 1 click.
5. In general the rear shock settings will be what is more responsible for ride quality, while the front shocks will be more responsible for your turn in and crisp handling.
6. Because of all the different options we see on Slingshots, these suggestions are just a starting point. Some Slingshots may need a little more compression or rebound adjustments with some other aftermarket parts to work optimally. If you have any questions while adjusting your DDMWorks shocks, feel free to contact us and we will help guide you through the adjustments.

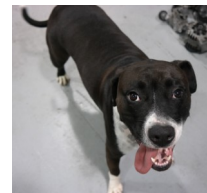
We hope you enjoy your new set of Ohlins, they have proven to be the best track setup we have driven with the Slingshot and hope you get the enjoyment we have had out of them also!



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This product is
Buddy the
Turbo Dog
Approved!

