

REAR LIFT (BRACKET "G") INSTALLATION PICTURE



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Polaris 700 Lift Kit Installation Instructions

Read Before Installation!

This product is designed for use on ATVs on which additional ground clearance and fender clearance is desired. It is designed for utility type, slower-speed use on relatively flat terrain in deep mud or snow. Although we have many thousands of satisfied lift kit customers and over 400 franchised dealers selling and installing lift kits, purchasers should be aware that use of this product may increase the frequency of required maintenance, part wear, and will raise the center of gravity on your ATV increasing risk of roll-over on side hills, ditches or other steep terrain.

We recommend that wider tires and/or wheel spacers be used to achieve a wider stance and to improve stability of the ATV. Riders should be advised that the handling characteristics of a taller ATV are different and require extra care when riding on side hills or off-camber situations. If you further raise the center of gravity by adding heavy loads to racks or seats, the ATV must be operated with care, at slower speeds or on relatively flat ground.

Operation of an ATV with or without a lift kit, while or shortly after consuming alcohol or drugs, subjects the rider to the risk of serious bodily harm or possible death. This is compounded if the rider does not wear an approved helmet and other safety gear. High Lifter urges that all approved safety gear be worn when riding an ATV.

If this is not what you expected, or is not consistent with your intended use, you should return the product immediately to the seller, before installation, for a refund of the purchase price; less any fees. After installation, product is warranted for 90 days for defects in workmanship and materials. Warranty is limited to refund of the purchase price or replacement of the kit, at the seller's option.

This lift kit contains the following parts:

3/8" x 2 1/4" Bolts	4	5/16" x 2 1/2" Bolts	1
3/8" Nuts	4	5/16" x 3/4" Bolts	2
Flat Washers	6	5/16" Nuts	3
Lift Brackets	13	5/16" x 1" Washer	1
Pages of Diagrams	3		
Pages of Instructions	2		

WARNING: The McPherson struts on the front of this ATV are preloaded and are under extreme pressure. A spring compressor is required for the installation. Most local auto parts stores carry

spring compressors for around \$25 for a very basic model. If you do not have experience working with this type of tool, we strongly recommend that an authorized factory dealer install this lift kit. This job will be much easier if you will remove your front plastic, which will allow you to pull the strut straight out from the top.

Front Lift

- 1) Place jack under center of ATV front end and lift until front wheels clear the ground. Be careful to support ATV properly so that it is secure, but so that the A-arms and shocks can drop about 2". Remove the castle nut from each hub. This will reduce the chance of the CV pulling apart.
- 2) Remove front wheels and plastic boot guards.
- 3) Using a spring compressor, compress the front struts. Take the top nut off, loosen the bottom two bolts and slide the strut out. **Tip:** (When sliding the strut out, be sure it is completely collapsed. This will make it easier to get out.) **For the Novice:** When you first start to pull the strut out it will want to extend. Once several inches of the bottom shaft are exposed, you can hold the bottom and push the top back down. You may have to do this several times in order to get the strut out of the socket.
- 4) Drop bracket "A" into the bottom of the strut socket and place bracket "B" on the top lip.
- 5) Place the factory washer over bracket "B" and slide the strut back into the socket. You may need to use a screwdriver between the springs to push the bottom of the strut down into the socket. (Note: Make sure the bottom of the strut is resting on the top of bracket "A". You can feel bracket "A" from underneath, to verify it's touching the bottom of the strut. DO NOT put your finger up into the hole.)
- 6) Tighten the bottom two bolts and reinstall the top nut on the top of the strut. (Be sure to reattach the brake line to the top bolt if you took it off.)
- 7) After all bolts have been tightened, re-install the castle nut on the hub, loosen and remove the spring compressor.
- 8) Reinstall plastic boot protectors, using a sharp utility knife trim the plastic boot protector where it rubs the rotor.
- 9) Also, take ¼' off of the bottom of the strut housing until it doesn't touch the boot protector.
- 10) Repeat this process on the other side.
- 11) Install the wheels, torque wheel lug nuts to manufacturer's specifications, lower and remove jack. Check for clearance problems or misalignment. (Re-torque lug nuts after first ride.)

Rear Lift

- 1) Place jack under ATV at the rear of the bottom skid plate and lift until the weight is off the suspension. Be careful to secure the ATV properly so as not to fall off the jack.
- 2) Remove both rear shocks and wheels.
- 3) After removing the shocks, jack the ATV up an additional 1"-2".
- 4) Remove the two spacers to the torsion bar.
- 5) Disconnect the two bolts holding the muffler to the frame (it is not necessary to completely remove the muffler).
- 6) Insert one of the new bolts through bracket "C", the top shock mount and the bracket "D" (spacer). (See diagram). (Place 2 washers on one side of the shock and 1 on the other.)
Note: It is generally easier to install bracket "C" and the washers on the top of the shock before attaching the bracket to the shock mount on the right side because of the exhaust system.

- 7) Install the top of bracket "F" on the outside bolt of bracket "C" (bracket on top of shock), and attach the bottom of bracket "F" to the vertical frame support. Temporarily tighten bracket "C" with the bottom bracket pushed up as far as possible. Using the bottom hole of bracket "F" as a guide, mark the hole location with a punch and drill a 3/8" hole from the front of the ATV to the back through the bracket and frame. (See Diagram and *Note).
- 8) Install bracket "G" on top of rear muffler mount. Install 5/16" x 3/4" Washer on top of "G" next to rubber grommet. Insert new 5/16" x 2 1/2" Bolt through assembly. Make sure muffler and exhaust are in line before tightening both muffler bolts. The front muffler bolt will be near the edge of the factory bracket.
- 9) Install bracket "E" on the torsion bar and axle using the factory bolts. This bracket is just like the factory bracket except it is slightly larger.
- 10) Repeat this process on the other side.
- 11) Tighten all bolts to manufacturer's torque specifications. Install the wheels, torque wheel lug nuts to manufacturer's specifications, lower and remove jack. Check for clearance problems or misalignment.
- 12) Re-torque lug nuts after the first ride.

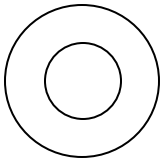
Note:

These are illustrations showing where the strut needs to be altered.

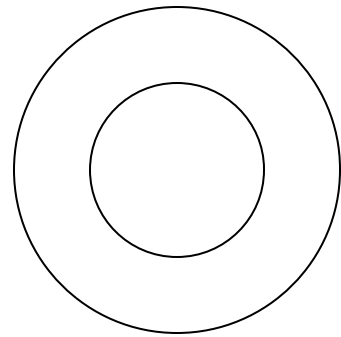


Parts List

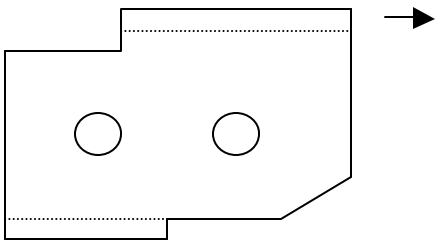
Bracket A – 2ea.



Bracket B – 2ea.



Bracket C – 2ea.



Bracket D – 2ea.



Spacer E – 2ea.



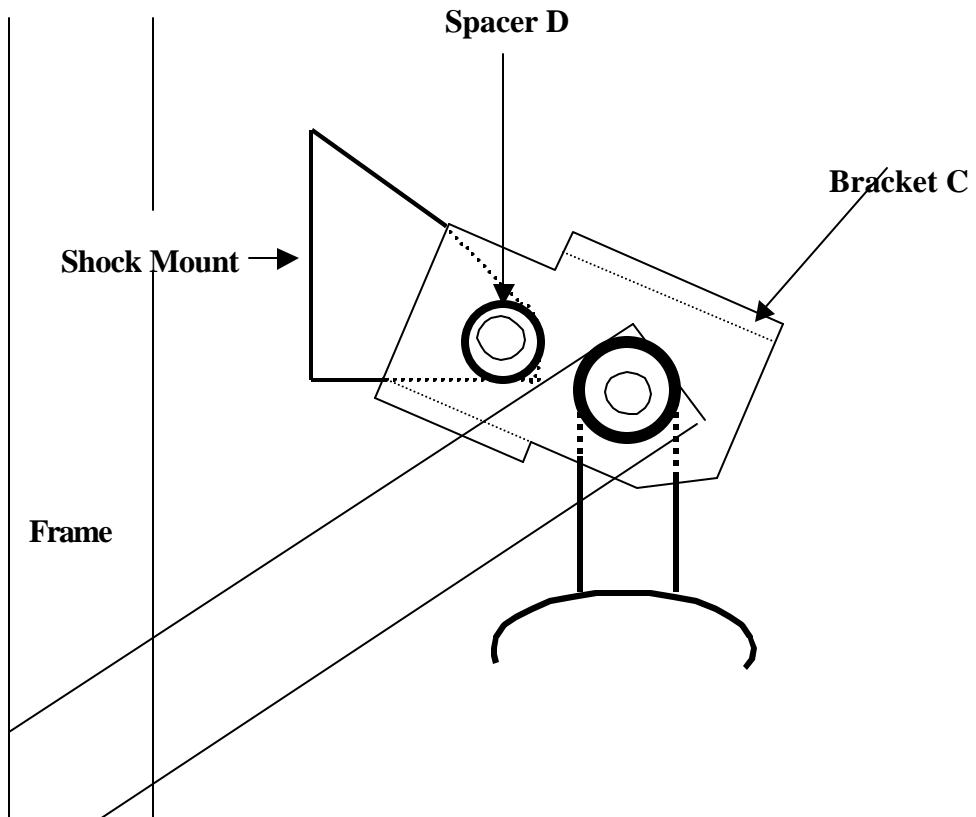
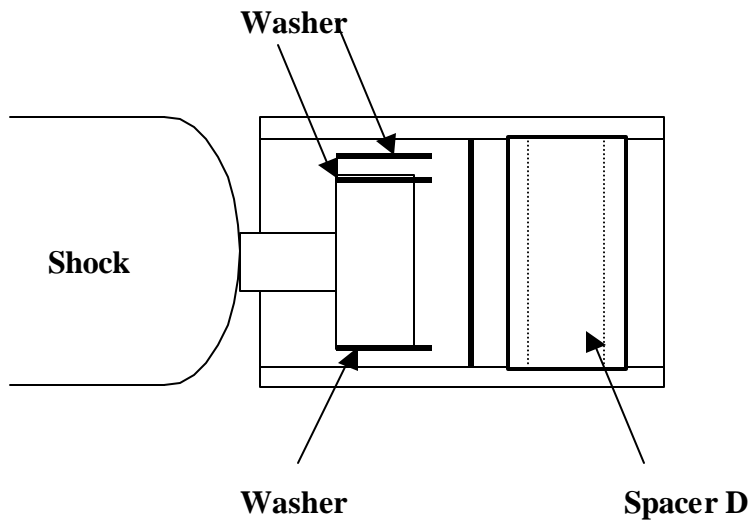
Bracket F – 2ea.

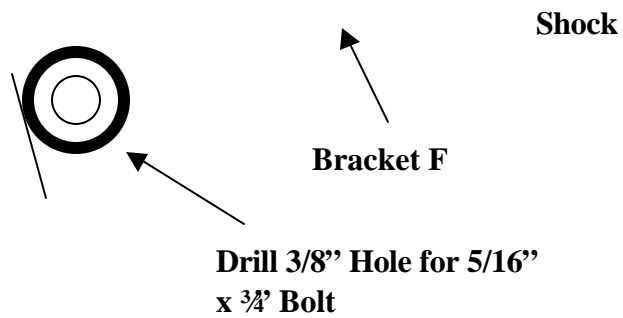


Bracket G – 1ea. (shorter than D)

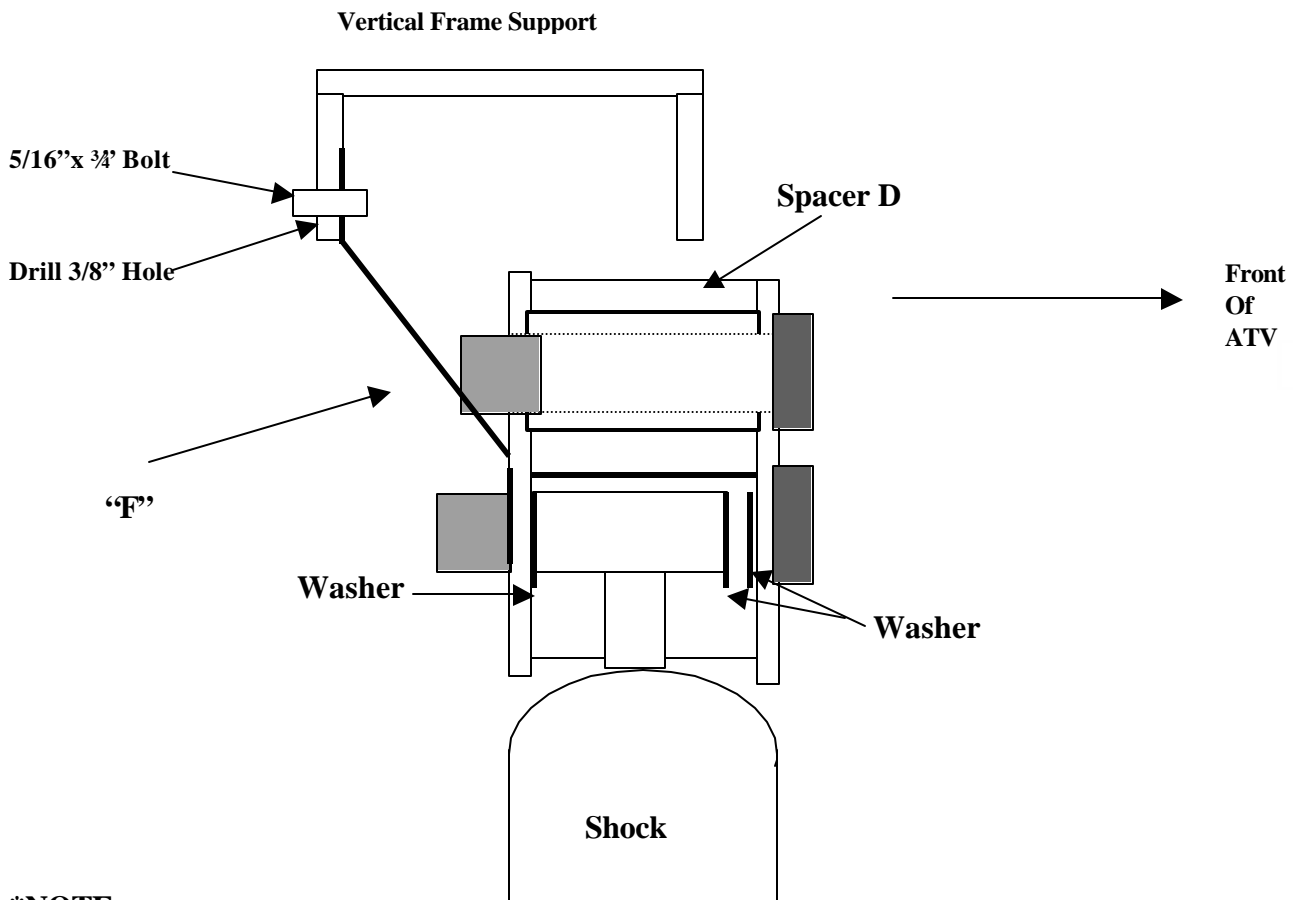


Rear Installation





Bracket F Installation (Top View)



*NOTE:

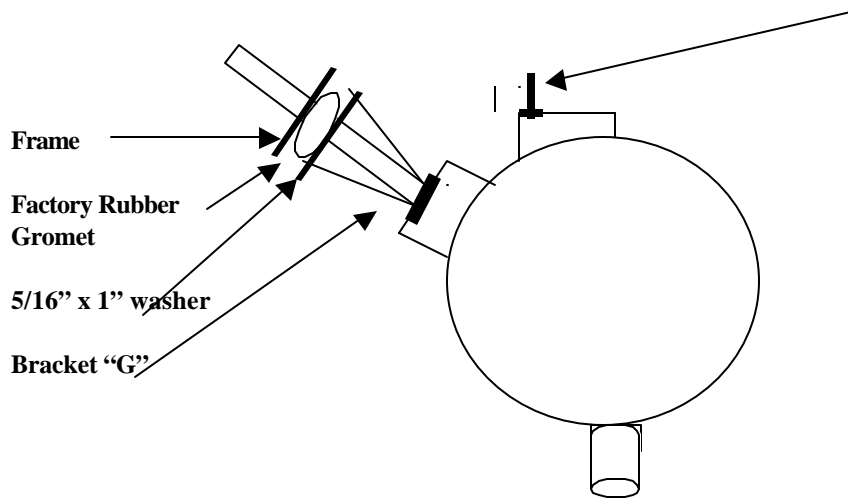
Lift kit Bracket is installed in an approximately horizontal position. Stabilizer prevents end with shock bolt from rotating up and down.

The purpose of this bracket is to keep lift bracket from rotating and making an excessive angle, by not allowing the rear a-arms to fully droop.

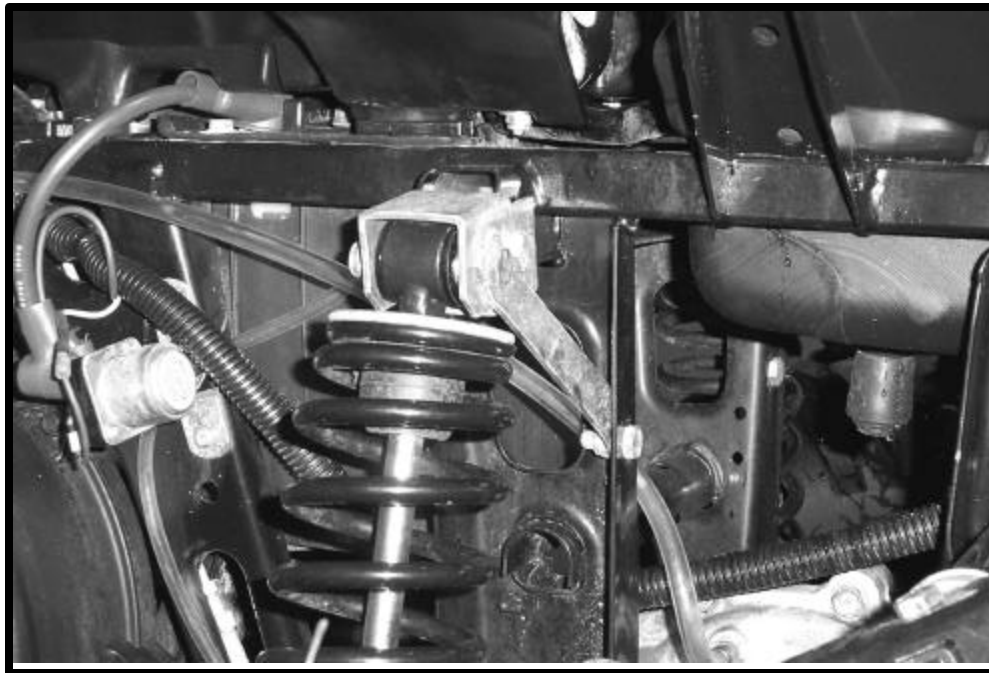
Temporarily tighten the brackets "D" and "F" to drill the hole. Make sure bracket "D" is pushed up as high as possible while tightening or the lift will add too much.

Rear View of Muffler

Factory bolt will be near the left edge, not center



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Installation Diagrams

