

CAL-F-RZRPRO | CAL-F-RZRPRO-HD

CONTROL ARM LINK KIT FOR THE RZR PRO



HIGHLIFTER

SEIZMIK™



sales@highlifter.com



800-699-0947 | 8:00am - 5:00pm CST



7455 Atkinson Drive, Shreveport, LA 71129



www.highlifter.com

Parts Available For These Popular Brands and Others

POLARIS

can-am



HONDA

Kawasaki



PRODUCT DISCLAIMER

The installation of products sold or manufactured by High Lifter Products, including, but not limited to suspension components such as lift kits, gear reduction lifts, frame stiffener kits, snorkels, and tires that exceed the original specifications for the vehicle, may change the vehicle's center of gravity and handling characteristics both on- and off-road. You are aware that the installation of tires that are larger than original vehicle specifications may reduce the effectiveness of the braking system. Use of these products may place added stress to the original factory vehicle components which could cause them to weaken or possibly fail.

Products sold or manufactured by High Lifter Products are intended for off-road use only. Operation of a vehicle modified with these products on a road could result in serious bodily injury or death, and such operation may violate the laws of your state or municipality. You agree to operate your vehicle exclusively in the manner intended by the vehicle manufacturer. You agree that failure to safely and reasonably operate your vehicle could result in serious bodily injury or death, and that, as a result of installation of this product(s) to your vehicle, extreme care must be taken to prevent vehicle rollover or loss of control, which may be more likely to occur as a result of said modifications. You will avoid unsafe maneuvers, including sudden sharp turns or other abrupt maneuvers, which could make a vehicular accident more likely. You understand that High Lifter Products is not responsible or liable for any damages or any injuries to yourself or your passengers that could occur upon possible accidents due to driver error, incorrect installations, bad judgment, incompatibility with other aftermarket accessories or natural disasters to the fullest extent allowable by law.

You will have all vehicle occupants fasten seatbelts, if equipped, and wear proper safety equipment, such as DOT approved helmet and eye protection prior to operating the vehicle. You understand and acknowledge that failure to wear proper safety equipment may increase the risk of serious bodily injury or death to yourself and any passengers.

Proper installation of products sold or manufactured by High Lifter Products requires knowledge of the factory recommended procedures for removal and installation of original equipment components. Installation of these products without proper knowledge and experience may affect the performance of these components and the safety of the vehicle and cause serious bodily injury or death. It is strongly recommended that a certified mechanic familiar with the installation of similar components perform the product(s) installation.

Prior to installing any products sold or manufactured by High Lifter Products, you will perform or cause to be performed an inspection of their vehicle to confirm its condition is suitable for the installation of these products. A proper inspection of the vehicle includes confirmation that the vehicle has not been in a collision and is free of corrosion. If the vehicle is suspected to have been in a collision or misused, or is otherwise unsuitable for modification, you will not install the product(s). You will continue to inspect the vehicle prior to each use to confirm its condition is suitable for its intended use, and you acknowledge that the failure to do so may result in serious bodily injury or death, as well as damage to the vehicle itself.

You will install any warning labels provided with the product so it may be prominently seen by yourself and all passengers. You will notify all passengers of the modifications performed to your vehicle prior to operation.

Insurance companies may handle coverage of a modified vehicle differently. Please check with your insurance carrier prior to modifying the vehicle to ensure your coverage remains sufficient.

Installation of this product(s) may void your vehicle warranty. If this is a concern, please check with the manufacturer or dealer before purchase or installation of this product(s).



HIGH LIFTER LIMITED LIFETIME WARRANTY

High Lifter offers a Limited Lifetime Warranty to the original purchaser that our product shall be free from defects in material and workmanship for the life of the product if utilized in accordance with the manufacturer's instructions for installation and operation of said products.

LIMITED LIFETIME WARRANTY EXTENDS TO THE FOLLOWING PRODUCT LINES:

- **Lift Kits (Signature, Standard and Big Lifts)**
- **Control Arms**
- **Trailing Arms**
- **Radiator Relocation Kits**
- **Portal Gear Lifts**
- **Wheel Spacers**
- **Tow Hooks**
- **Control Arm Link Kits**

Damages to vehicle or any other object during the installation, use, or removal of High Lifter products are not covered under this warranty. Normal wear items included with any of the products covered under this Limited Lifetime Warranty are excluded from coverage. These items include, but are not limited to heim joints, tie rods, bearings, bushings, seals, gaskets, zinc plating, painted and powder coated finishes. Other exclusions of coverage under this warranty include, but are not limited to: damage or product failure due to improper installation, lack of maintenance, product modification, abuse, collision or use on vehicles for which product was not designed, repairs performed by anyone other than approved High Lifter personnel or made using non-High Lifter components. This warranty is valid for the original purchaser only and is non-transferable. High Lifter reserves the right to inspect any product before determining if the claim is valid and covered under this warranty. Claims determined to be caused by reasons other than a manufacturer defect will be rejected and an estimate for repair or cost of a replacement product if a repair is not possible, will be provided.

This warranty is exclusive and is in lieu of any implied warranty of merchantability, fitness for a particular purpose or other warranty of quality, whether express or implied, except the warranty of title.

WARRANTY PROCESSING

If you suspect your product is defective, **DO NOT** disassemble the product to determine the cause without prior approval as it may void your warranty status. This is especially true with our Portal Gear Lift. To begin the claim process, please e-mail our warranty team at warrantycare@highlifter.com and include the following in the e-mail:

- ☐ Your full name, address and contact phone number.
- ☐ The year, make and model of your vehicle
- ☐ The part number of the product
- ☐ Photos of the product installed, and vehicle product is installed on
- ☐ Proof of Purchase (Required for all warranty claims and you must be the original purchaser)

Once a claim is created, you will receive a return authorization number (RMA). Write this number on the outside of the box containing your defective product and include it along with your name and contact information inside the box. Product must be returned in the original box or a box of equal strength and packaging. Product sent without an RMA number visible on the outside of the box or sent COD will be refused. Ship your product to the following address:

High Lifter Products

Attn: Returns 7455 Atkinson Dr, Shreveport, LA 71129

Once your product is received, we often have your replacement or repaired product shipped back to you within 3-business days of receiving it. Please note that High Lifter is not responsible for shipping charges on product returned for warranty or repair, including duties and fees required by those residing outside the United States.

THANK YOU FOR CHOOSING
HIGH LIFTER

PARTS

79-12360 - (1-1/4" CLAMPS)
79-12361 - (1-1/2" CLAMPS)

79-12362 - CALBOX-F-P008-B1B1



**FRAME MOUNT
94F
73-12971
(QTY 1)**

**5/16 X 1" HEX BOLT
HC85161Z
54-60851
(6 EACH)**



**5/16 X 1" FLAT WASHER
FW516Z
54-60755
(12 EACH)**



**5/16" LOCK NUT
NLN516
54-61091
(6 EACH)**



**1/2" X 2-3/4" BOLT
HC812234Z
54-60823
(4 EACH)**



**1/2" LOCK NUT
NLN12
54-61087
(4 EACH)**



**12MM WASHER
MFM12
54-61027
(8 EACH)**



**LOGO BADGE
123C
73-10474
(2 EACH)**



**SKID PLATE
TEMPLATE
79-16784
(QTY 1)**



79-12144 - CALBOX-CC-001-B3
(1-1/4" CLAMPS)

79-12145 - CALBOX-CC-002-B3
(1-1/2" CLAMPS)

**79-15076
Clamp Collar Saddle
(2 each)**



**79-15075
Clamp Collar Face
(2 each)**

**1/4-20 X 3/4" ALLEN
SOCKET HEAD BOLT
SCS1434Z
54-61301
(12 EACH)**



**79-15078
Clamp Collar Saddle
(2 each)**



**79-15077
Clamp Collar Face
(2 each)**

79-12141 - CALBOX -AL- 001-B2B1



**UNIVERSAL LADDER BAR
127Z
79-10388
(2 EACH)**

STEP 1

SETUP

PLACE JACK UNDER THE MACHINE AND LIFT UNTIL THE WHEELS ARE OFF THE GROUND. BE CAREFUL TO SECURE PROPERLY SO IT IS STABLE ON THE JACK OR JACKSTANDS. REMOVE WHEELS.



1. THIS KIT REQUIRES FORWARD ARMS.
2. ALL POLARIS RZR 1000 MODELS REQUIRE A 3" OR GREATER LIFT KIT AND STEERING STOPS.
3. THIS KIT WILL WORK WITH ALL BIG LIFT KITS THAT ARE 3" OR GREATER.
4. STEERING STOPS ARE A REQUIREMENT, NO MATTER WHAT LIFT KIT, BIG LIFT KIT, OR FORWARD ARMS ARE INSTALLED ON THE SXS.

STEP 2

REMOVE FACTORY SKID PLATE

Remove the factory skid plate.

NOTE: You have two options for the factory skid plate

a) Use the template and only cut holes in the plastic skid plate for the control arm link plate heim joint tabs.

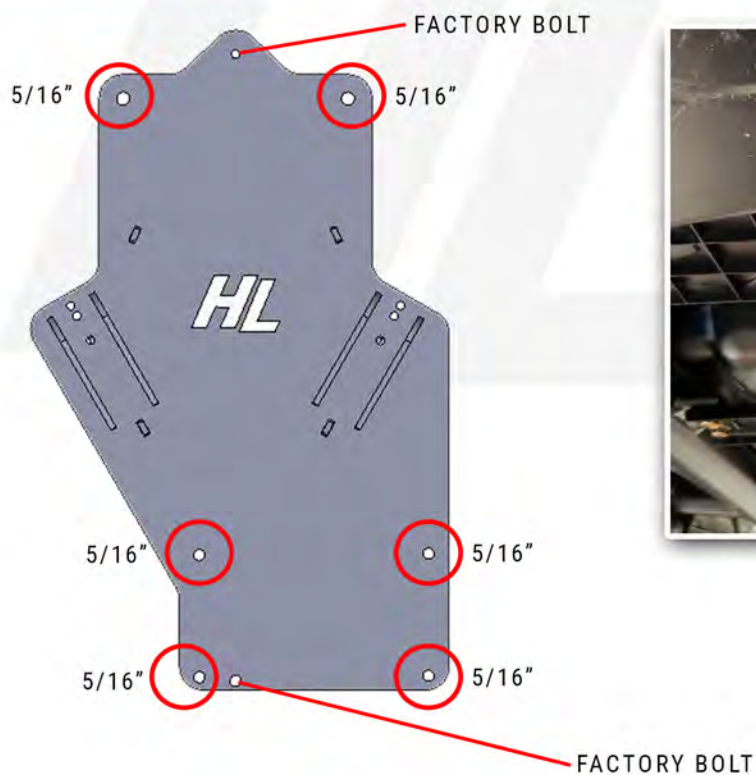
b) Remove the factory plate and not reinstall. Many mud riders do this.



Once the factory skid plate has been removed, the next steps will be to install the control arm link plate to the frame.

STEP 3

INSTALL LINK PLATE



PLACE THE NEW LINK PLATE TO THE FRAME THEN HOLD THE PLATE IN PLACE AND INSTALL THE TWO FACTORY BOLTS TO HOLD THE PLATE IN PLACE. NOW MARK THE 6 HOLES FOR THE 5/16\" BOLTS TO BE DRILLED.

DRILL THROUGH THE 6 HOLES THAT ARE HIGHLIGHTED IN THE ABOVE IMAGE WITH A 5/16\" DRILL BIT.



ONCE ALL THE HOLES HAVE BEEN DRILLED YOU CAN INSTALL THE PROVIDED 5/16\" HEX BOLTS, 5/16\" FLAT WASHERS ON EACH SIDE, AND SECURE WITH THE 5/16\" LOCK NUTS.

THEN REMOVE THE TWO FACTORY BOLTS, THESE WILL BE REINSTALLED ONCE THE SKID PLATE IS INSTALLED.

STEP 4

SKID PLATE TEMPLATE

LOCATE THE TEMPLATE. YOU WILL NEED TO CUT THE TEMPLATE OUT AND PREPARE IT TO MARK THE SKID PLATE FOR CUTTING.

WITH THE SKID PLATE LYING FLAT WITH THE FRAME SIDE DOWN, PLACE THE TEMPLATE DOWN AND FOLLOW THE DIRECTIONS. CUT THE MARKED SECTIONS IN THE SKID PLATE USING AN OSCILLATING/CUTTING TOOL.



NOW REINSTALL THE SKID PLATE WITH THE FACTORY HARDWARE.



STEP 5

INSTALL THE CONTROL ARM LINK BARS

Next you need to connect the control arm link bars to the frame plate tabs. The bars are made up of two separate parts that are threaded together. An Outer (hollow) bar that is painted black and an inner (threaded) bar that is zinc plated.

NOTE: All bars are shipped with marine grade grease or lubricant on the threads.

LUBRICATION OF THE THREADED PORTIONS ARE KEY TO THE PROPER FUNCTION OF THE BARS. THE BARS SHOULD BE SERVICED DURING REGULAR OIL CHANGES OR WHEN THE UNIT IS BEING SERVICED. REGULAR CHECKS AND SERVICES WILL KEEP THE BARS FUNCTIONING PROPERLY. MAKE SURE TO USE A QUALITY MARINE-GRADE GREASE TO LUBRICATE THE THREADS ON THE BARS TO PREVENT THEM FROM SEIZING UP.

THE LARGER OUTER BAR WILL CONNECT TO THE FRAME PLATE. IF NOT ALREADY ASSEMBLED, INSERT THE LEFT-HAND HEIM JOINT 96P AND LEFT-HAND JAM NUT LJN58F TO THE BAR. LEAVE ABOUT $\frac{1}{4}$ " OF THREAD EXPOSED FOR FINAL ADJUSTMENTS.

NOW INSERT (2) ALIGNMENT CONES 96Q INTO TO THE EYELET OF THE HEIM JOINT AND CONNECT IT TO THE PLATE.



SLIDE A 12MM FLAT WASHER ONTO A $\frac{1}{2}$ " X 2-3/4" BOLT. INSERT IT THROUGH THE TABS AND HEIM. SECURE IT WITH A 12MM FLAT WASHER AND $\frac{1}{2}$ " LOCK NUT. TORQUE THE NUT TO 110LB-FT. REPEAT TO OTHER SIDE.



STEP 6

INSTALL CLAMP COLLARS

NOW IT'S TIME TO CONNECT THE CLAMP COLLARS TO THE LOWER CONTROL ARMS. WHEN CLAMPING THE COLLARS TO THE LOWER CONTROL ARMS YOU WANT TO BE AS FAR DOWN ON THE ARM AS YOU CAN, BUT YOU DON'T WANT TO INTERFERE WITH THE TURNING OF THE WHEELS AND ALSO WITH MOVEMENT OF THE CONTROL ARM BARS.

MEANING WHEN THE WHEEL IS AT FULL TURN YOU DON'T WANT TO HIT THE BAR AND WHEN THE SHOCK IS AT FULL COMPRESSION YOU DON'T WANT THE BAR TO HIT THE FRAME. LATER IN THE INSTALLATION THERE WILL BE A SERIES OF STEPS THAT YOU WILL NEED TO DO TO CHECK CLEARANCE.

WHEN FASTENING THE SOCKET HEAD BOLT ON THE COLLARS USE A ZIGZAG OR CROSS PATTERN WITH THE BOLTS. THIS WILL ENSURE AN EVEN CLAMP DISTANCE ON BOTH SIDES OF THE CLAMP.

Tighten bolts with a cross or zig-zag pattern



REPEAT ON THE OPPOSITE SIDE.

STEP 7

INSTALL INNER BAR

THE SMALLER INNER BAR WILL CONNECT TO THE COLLARS. IF NOT ALREADY ASSEMBLED, INSERT THE RIGHT-HAND HEIM JOINT 18D AND RIGHT-HAND JAM NUT JN58F TO THE BAR. LEAVE ABOUT $\frac{1}{4}$ " OF THREAD EXPOSED FOR FINAL ADJUSTMENTS.



ADJUST THE INNER BAR SO THAT THE HEIM WILL REACH THE CLAMP COLLAR TABS. THEN INSERT (2) ALIGNMENT CONES 96Q INTO TO THE EYELET OF THE HEIM JOINT.



CONNECT THE HEIM JOINT TO THE COLLAR ON THE CONTROL ARM. SLIDE A 12MM FLAT WASHER ONTO A $\frac{1}{2}$ " X 2-3/4" BOLT. INSERT IT THOUGH THE CLAMP COLLAR AND HEIM. SECURE IT WITH A 12MM FLAT WASHER AND 1/2" LOCK NUT. TORQUE THE NUT TO 110LB-FT. REPEAT ON OTHER SIDE.



STEP 8

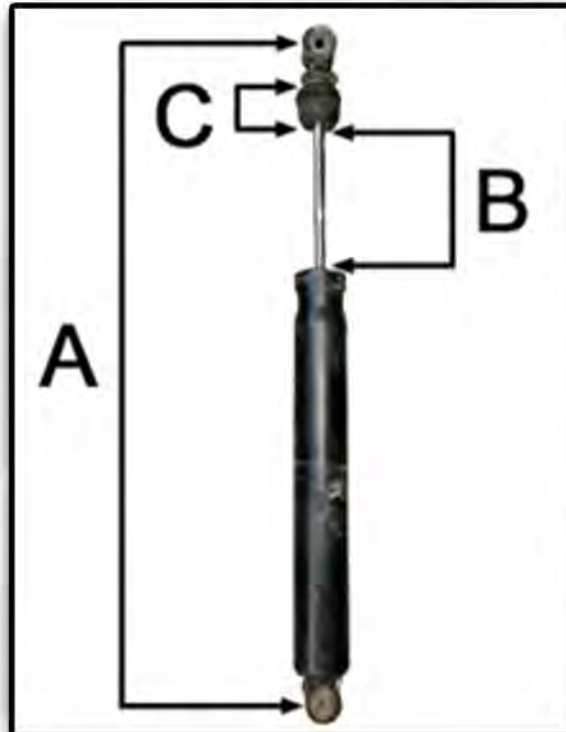
PREFORM CLEARANCE CHECK

NEXT, YOU MUST COMPLETE A CLEARANCE CHECK. FOLLOW THE STEPS AND CHECK FOR CLEARANCE BEFORE RIDING. IF YOU CHECK BEFORE RIDING YOU CAN ADJUST BEFORE YOU DAMAGE THE BARS, CLAMPS, OR OTHER PARTS.

PERFORMING CLEARANCE CHECK:

1. REMOVE SHOCK FROM THE SXS.
2. USE THE CHART TO RECORD THE FOLLOWING MEASUREMENTS. **THIS IS IMPORTANT!!!**
3. MEASURE THE SHOCK FROM EYE TO EYE. RECORD THIS MEASUREMENT IN THE A BLOCK

NOTE: YOU DO NOT NEED TO REMOVE THE SPRING, WE DID IT TO ILLUSTRATE AREAS TO MEASURE.



MEASURE THE LENGTH OF THE EXPOSED SHOCK SHAFT (BETWEEN BUMP STOP AND SHOCK BODY) AND RECORD THE MEASUREMENT IN BLOCK B.

MEASURE THE HEIGHT OF THE BUMP STOP, DIVIDE IT BY 2 AND RECORD THE MEASUREMENT IN THE C BLOCK.

TAKE LENGTH A AND SUBTRACT B & C. THIS WILL EQUAL WHAT THE SHOCK WILL BE AT FULL COMPRESSION.

Position	Part to Measure	Length
A	Shock Length	
B	Exposed Shock Shaft	-
C	Bump Stop / 2	-
	Total Compressed Length	=
Formula	A-B-C= Compressed Length	

USING A TAPE MEASURE WHILE THE SHOCK IS OFF THE BIKE, LIFT THE CONTROL ARMS UNTIL THE MEASUREMENT FROM THE SHOCK FRAME MOUNT TO THE SHOCK CONTROL ARM MOUNT IS THE LENGTH THAT WAS CALCULATED FROM THE CHART.



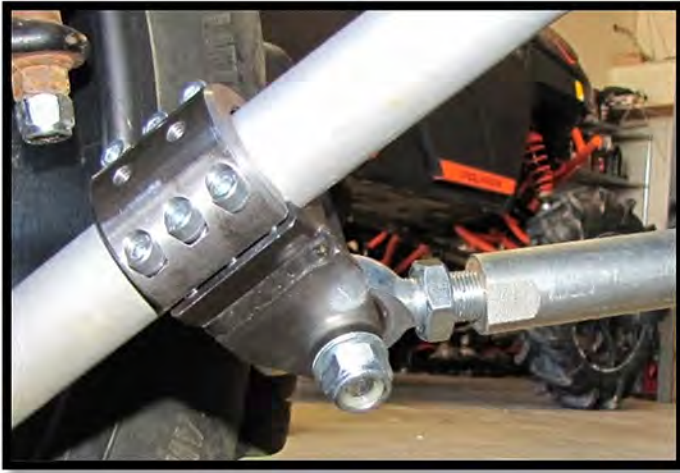
USE A JACK STAND OR A FRIEND TO HOLD IT IN PLACE WHILE YOU SITUATE THE LINK BAR TO BE CLOSE BUT NOT TOUCHING THE FRAME. YOU CAN ADJUST THE BARS, SLIDE THE CLAMP UP AND DOWN ON THE CONTROL ARMS, AND ROTATE THE COLLAR TO ACHIEVE PROPER CLEARANCE.

WHEN THE CONTROL ARMS ARE SET TO THE FULLY COMPRESSED LENGTH, CHECK TO MAKE SURE THAT THE ADJUSTABLE LINK BAR CLEARS THE FRAME AND CLEARS THE TIRE WHEN THE TIRE IS TURNED TO FULL LOCK. MAKE ANY ADJUSTMENTS TO CLEAR THE TIRE AND FRAME. YOU CAN ADJUST THE BARS, SLIDE THE CLAMP UP AND DOWN ON THE CONTROL ARMS, AND ROTATE THE COLLAR TO ACHIEVE PROPER CLEARANCE.



REPEAT STEPS ON OPPOSITE SIDE. THEN RE-ATTACH THE SHOCK TO THE SXS. WHEN YOU HAVE COMPLETED THE CLEARANCE CHECK, TORQUE THE $\frac{1}{4}$ -20 X $\frac{3}{4}$ " SOCKET HEAD BOLTS TO 12LB-FT.

LOCATED ON EACH (HOLLOW) BAR IS A SINGLE $\frac{1}{4}$ -28 X $\frac{3}{16}$ " SET SCREW. MAKE SURE THAT THE SET SCREW ARE TIGHTENED SO THAT THE BARS WILL NOT ROTATE DURING USE. **DO NOT OVER TORQUE.**



LOCATED ON EACH CLAMP COLLAR ARE TWO $\frac{1}{4}$ -20 X $\frac{3}{8}$ " SET SCREWS. MAKE SURE THAT THE SET SCREWS ARE TIGHTEN SO THAT THE COLLARS CANNOT MOVE DURING USE.

ONCE THE INSTALLATION IS COMPLETE MAKE SURE TO TIGHTEN ANY FACTORY HARDWARE THAT WAS REMOVED TO FACTORY SPECIFICATIONS. LOWER JACKS AND REMOVE ALL JACK-STANDS. **MAKE SURE THAT THE CLEANACE CHECK WAS PERFORMED BEFORE RIDING!**

Thank You For Choosing
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