LTK-RNGXD (79-840202 / 79-84203 / 79-84234 79-84235 / 79-84236 / 79-84237)

POLARIS RANGER XD 1500 LONG TRAVEL KIT

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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).

FRONT A-ARM INSTALLATION

PARTS DIAGRAM

FRONT UPPER CONTROL ARM

79-84127-L
Left Control Arm
(1ea)

79-84127-R
Right Control Arm
(1ea)

FRONT LOWER CONTROL ARM

79-84135-L
Left Control Arm
(1ea)

79-84135-R
Right Control Arm
(1ea)

79-10099
Adjustable Collar
Assembly
(4ea)

79-11622/10U
Steering Stop
(2ea)

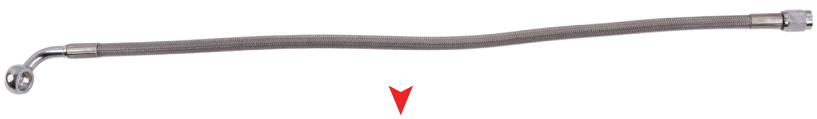
79-14813
Brake Line Clamp
(1pk)

Left Caliper
Brake Line*
(1ea)

T-Block
(1ea)

Copper
Washer
(9ea)

Right Caliper
Brake Line*
(1ea)



Master
Cylinder
Line (1ea)

*Caliper brake lines can be used on either side

1

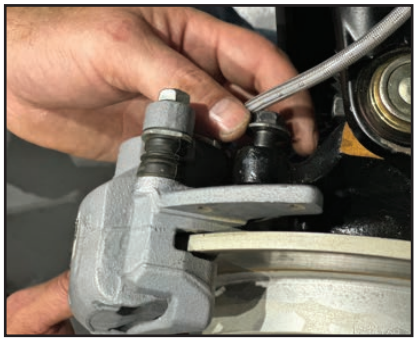
FRONT PASSENGER SIDE

Keep all factory hardware.

Place jack under the FRONT center of the UTV and lift until the weight is off the suspension. Ensure that the vehicle is properly secured, so that it is stable on the jack.

Remove the front wheels.

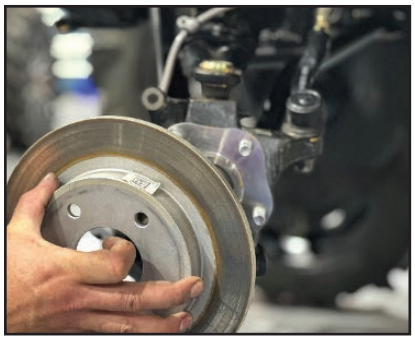
2



You will need to remove the nut and bolt that holds the clamps to the brake lines and arm.

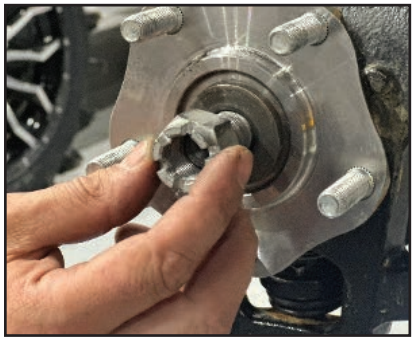
Then remove the brake calipers and set them aside.

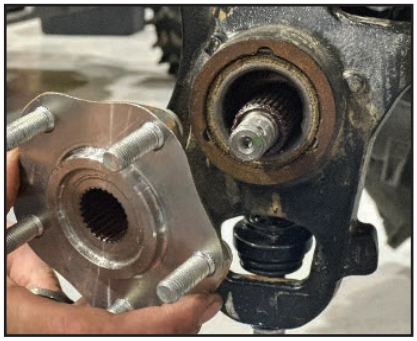
3



Remove the brake drum, cotter pin, axle nut, and washers from the hub assembly.

YOU WILL RESUSE THE FACTORY HARDWARE to reconnect the new control arms to the frame.





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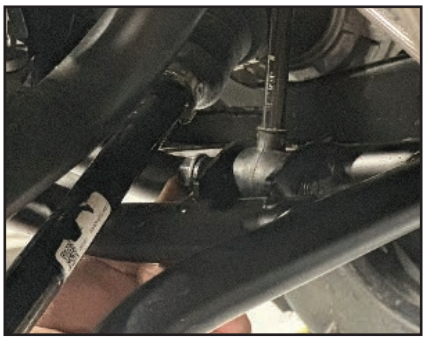


Before removing the upper and lower arms from the front hub assembly, you will first need to disconnect:

A. **Tie Rod** B. **Lower Shock End** C. **Upper Ball Joint** D. **Lower Ball Joint** E. **Sway Bar Link**

5

Remove the **Lower Arm FIRST** by removing the bolts at the knuckle and the frame.
KEEP ALL FACTORY HARDWARE.

Disconnect the **Upper Arm** by removing the bolts from the frame. If it has a winch, you will have to remove to get to Upper Arm Bolts.
KEEP ALL FACTORY HARDWARE.

1

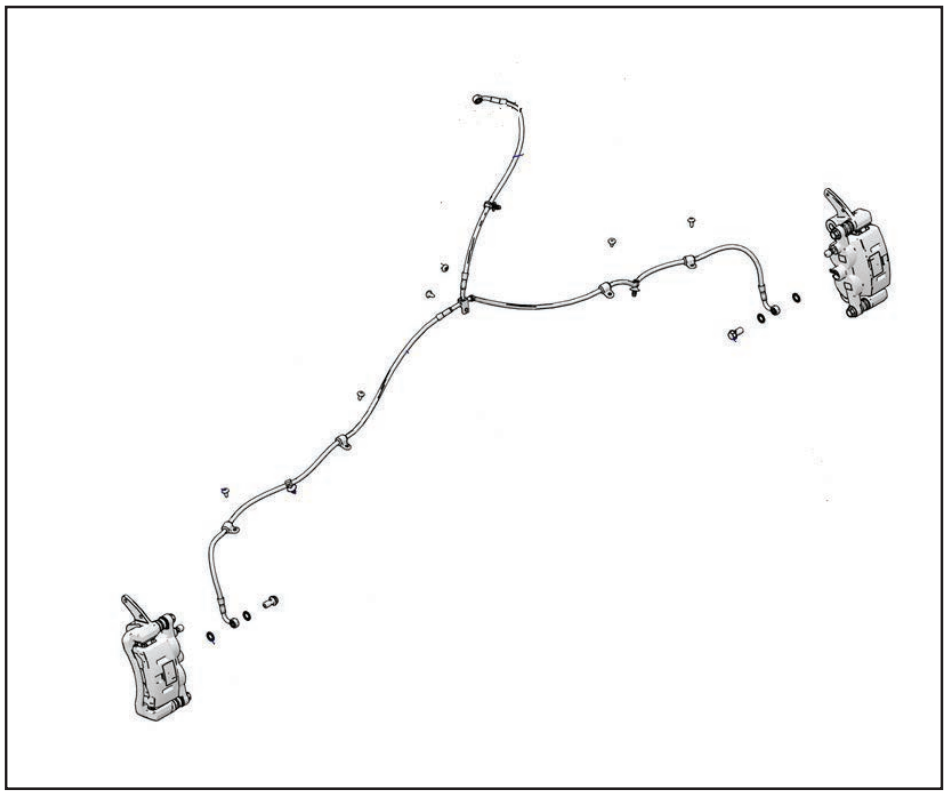
Begin by removing the entire front brake line assembly. The factory front lines are a single integrated unit and cannot be separated.

2

Disconnect all clips or clamps securing the factory brake lines to the frame or control arms.

3

Detach the brake lines from the master cylinder and both calipers, then remove the complete assembly.



4

Install the new main brake line to the master cylinder using the original hardware.

5

Route the main line to the center of the front frame, between the upper and lower control arms.

6

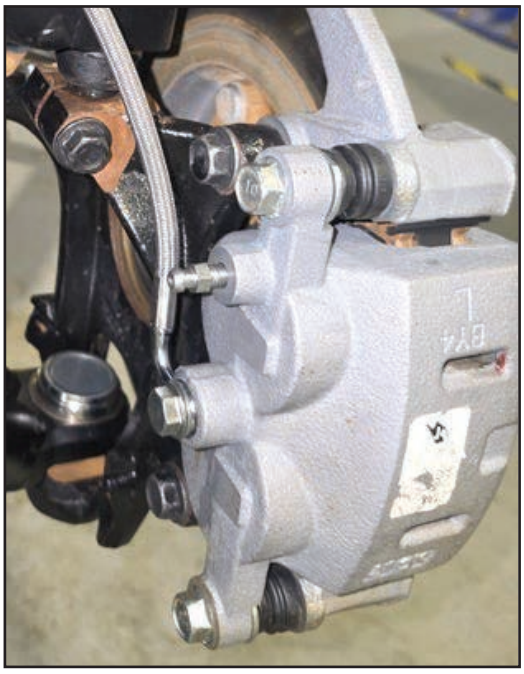
Attach the provided T-block to the main line.

7 Connect the left and right caliper lines to the T-block.

8

Route each line to its respective caliper, ensuring the lines do not contact any moving components or sharp edges. Use the brake line clamps provided to secure lines to the arms.

9



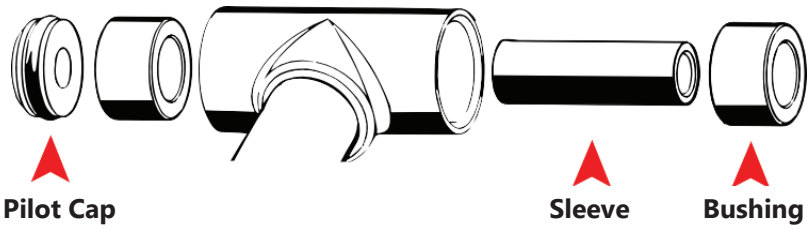
Securely connect the brake lines to both calipers.

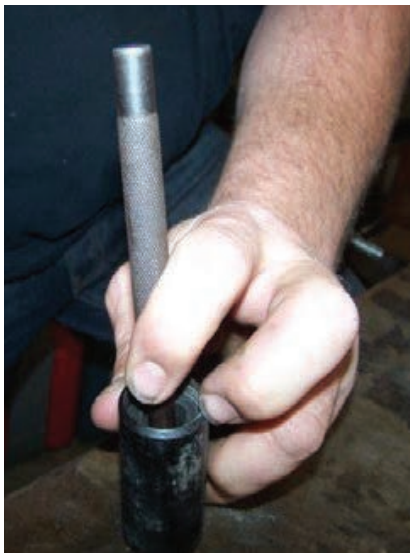
NOTE: MAKE SURE TO FOLLOW THE BRAKE LINE BLEEDING INSTRUCTIONS THAT ARE PROVIDED AT THE END OF THE INSTALLATION.

10

IF YOU ORDERED PRE-INSTALLED ARMS, SKIP TO STEP 10.

NOTE: IF YOU HAVE ACCESS TO A BLIND BEARING PULLER, WE HIGHLY RECOMMEND USING THIS TOOL OVER THIS METHOD. USING A PUNCH MAY CAUSE DAMAGE TO THE BUSHINGS.





UPPER ARM

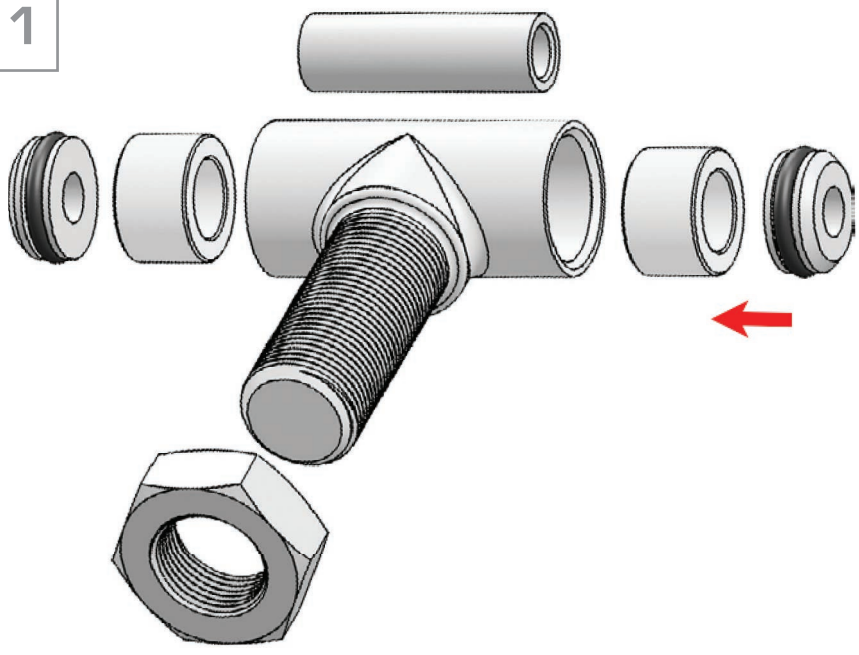
Remove pivot caps and sleeves from both arms.

You will need to reuse your factory pivot caps, bushings, sleeves, and ball joints. Make sure that you inspect your bushings and ball joints for wear. Replace as needed.

Use a blind bearing puller or a flat punch to remove the bushings.

Use caution when removing the bushing from the collar, there is a stop built into the factory arm that prevents the bushing from pushing out when installed. Because of this, the bushing must be pushed out from the opposite side.

11



LOWER ARM

Once the bushing is inserted, **you will need to use a socket, of the same diameter as the bushing,** to help press it in all the way.

Applying grease to the bushings and sleeves will make the installation easier.

Use a press or vice to secure the bushings.

12

NOTE: IF YOU HAVE PRE-INSTALLED BALL JOINTS SKIP TO STEP 10
FOR DEMONSTRATIVE PURPOSES WE USED THE LOWER CONTROL ARM, BUT THE PROCESS IS SIMILAR FOR BOTH. A PRESS OR A VISE IS SUGGESTED FOR REMOVING AND REPLACING THE BALL JOINTS.

Remove Retaining Clips

Back the ball joint with a large 36mm socket or something sturdy of similar diameter, then using a press or vise, press the ball joint out of the arm.

13

Flip the control arm over, and using the same process, press the ball joint in using a vise or press. If you press in the ball joint crooked, **DO NOT TRY TO FORCE IT IN!** If you try to force it straight, you can "egg" the opening. Press the ball joint out and reinsert it into the opening, pressing it in with a vise. Verify that the clip snaps into place after installing the ball joints into the new Control Arm. **You should always double check the ball joint snap ring for proper fit.** Even if you use snap ring pliers, it may not seat. You can use a flathead screwdriver and a hammer to tap the snap ring to ensure that it is seated into the groove.

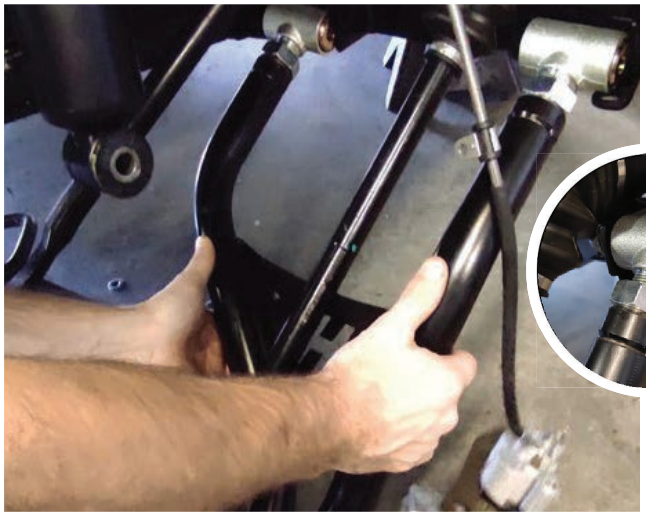
Snap the retaining clip down on to the base of the ball joint.

Ball Joint Orientation

FRONT LOWER CONTROL ARM

INSTALL

14



Before installing the new arm, install the new axles.

Connect the new lower arm at the frame using the factory hardware.

NOTE: MAKE SURE THE NEW BRAKE LINE IS ROUTED OUTSIDE THE LOWER ARM TO THE FRONT OF THE UTV.

Connect the hub at the LOWER pinch bolt FIRST, then slide the axle through AFTER.
DO NOT FORGET WASHERS.

FRONT UPPER CONTROL ARM

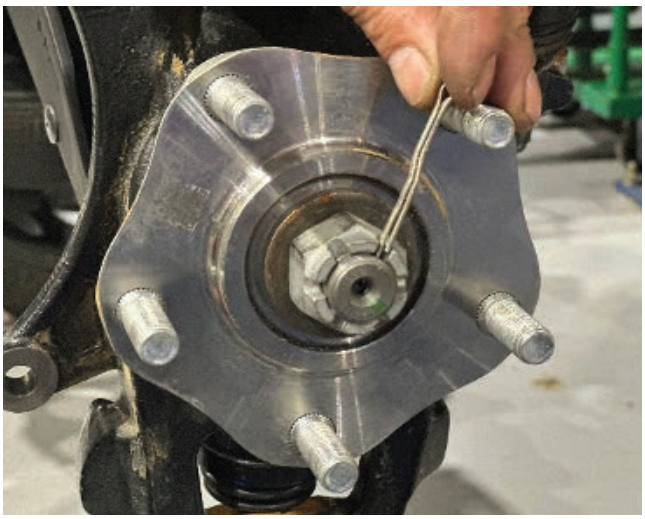
INSTALL

15

NOTE: MAKE SURE THE NEW BRAKE LINE IS ROUTED THROUGH THE UPPER ARM AS SHOWN IN THE PHOTO.

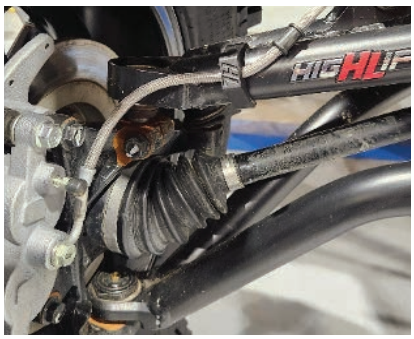
Using the factory hardware, connect the **new upper arm** to the frame with the pinch bolt on the knuckle, and sway bar if your model has one. Connect the lower shock tab LAST.

16



Reattach the rotor to the knuckle assembly. **Install washers and secure using the castle nut and cotter pin.**

17



Connect the caliper to the hub assembly. Make sure that you re-route the brake lines, so that they do not come in contact with moving parts and don't become pinched. Connect the brake line clamp to the arm using the brake line clamps provided in the kit.

REPEAT STEPS FOR OPPOSITE SIDE

TIE ROD INSTALLATION

PARTS DIAGRAM

54-60825
1/2" x 3-1/2"
Bolt (2ea)

54-61093
Nylon Lock
Nut (2ea)

79-84023
1/2" High
Misalignment
Cone (2ea)

79-12003
5/8 Alignment
Bushing (4ea)

54-61027
12mm Washer
(4ea)

78-10224
Inner Tie Rod
(2ea)

79-84022
Tie Rod
(2ea)

54-60882
5/8 Right Hand
Jam Nut (2ea)

73-10858
Right Hand
Heim Joint
(2ea)

1

NOTE: DO NOT REMOVE THE PINION. THE IMAGES FEATURED ARE FOR DEMONSTRATIVE PURPOSES ONLY.

BOOT REMOVAL

The rubber boots on the rack and pinion are held on by zip ties. You will need to cut the zip tie that secures the boots to the inside of the rack and pinion.

START WITH THE DRIVER SIDE

This side has the least amount of room. Once you install the spacer on the passenger side you will have less play on the driver side. **DO NOT REMOVE THE FACTORY SPACER ALREADY IN PLACE.** Turn the steering wheel all the way to the RIGHT.

PASSENGER SIDE

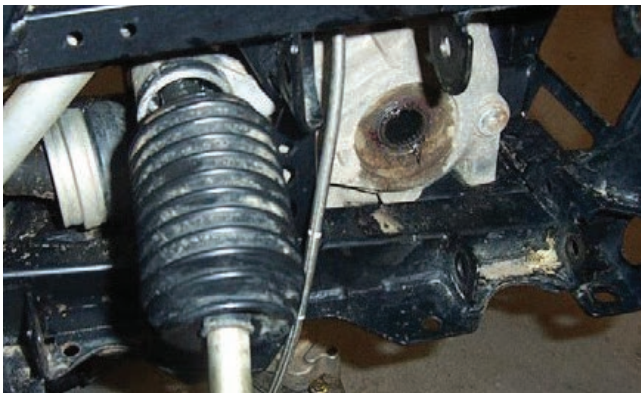
Turn the steering all the way to the left. Place the steering stop (68J) between the inner tie rod joint and the rack and pinion.

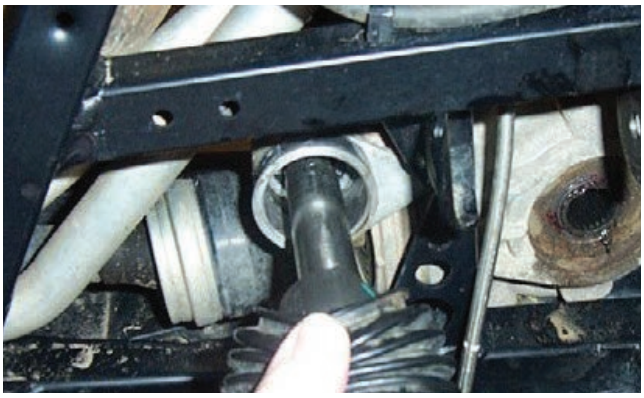
RESECURING BOOT

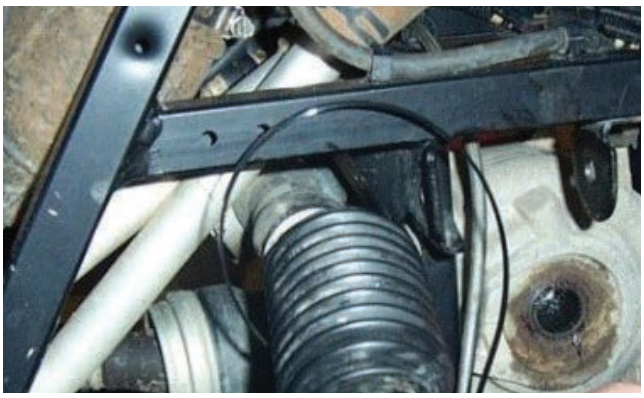
You will need to turn the steering wheel closer to the center to allow play in the boot. Slide the boot back down and secure it with an 8" zip tie.

Pull boot back to reveal the shaft.

Install steering stops to the pinion shafts.







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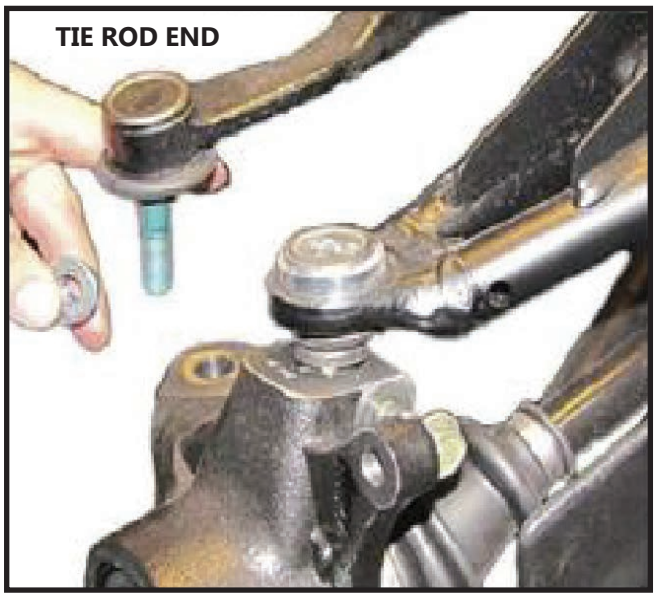


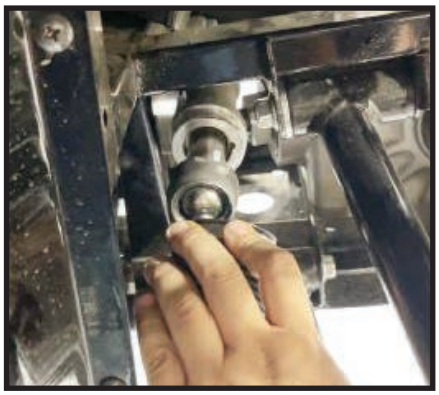
Disconnect the tie rod from the knuckle. (18mm)

3

While applying upward pressure on the tie rod you will have to knock the tie rod end loose using a hammer on the knuckle.

4

Remove the stock clamp from the base of the boot. Slide the boot back. Remove stock tie rod in.

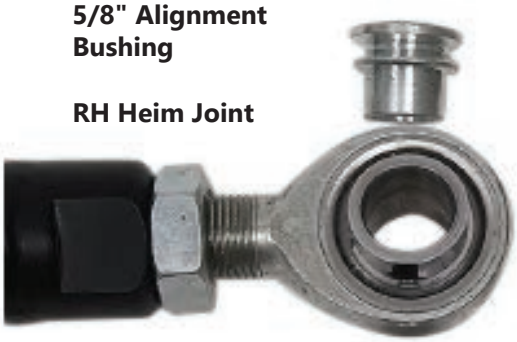

5

Remove the tie rod end so you can slide the boot off. Use needle nose pliers to remove the clamp at the base of the boot.

NOTE: THIS IS HOW YOUR NEW HD TIE RODS WILL BE ASSEMBLED. DO NOT INSTALL THE TIE ROD AT THIS TIME.

5/8" Alignment Bushing

RH Heim Joint



5/8" Alignment Bushing

1/2" Misalignment Cone

12mm Washer

1/2" x 3-1/2" Bolt

12mm Washer

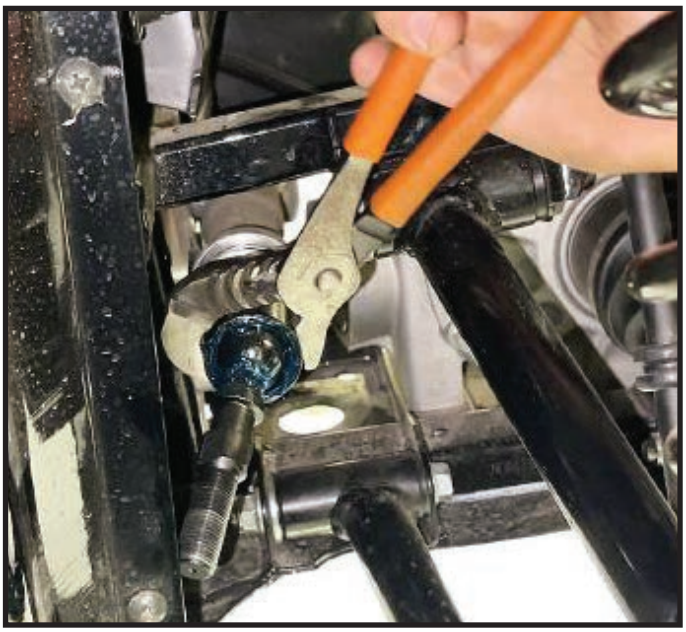
Nylon Lock Nut

6

Prepare to install the tie rod in. Remove the jam nut. Apply the blue locktight to the threads.

7

Install the tie rod in onto the factory steering rack and torque to spec. Once installed, slide the boot over the tie rod in. Needle nose pliers can be helpful to get the boot into position.



8

Once the boot is in place, secure by using on zip tie at the back end and one at the front end. Once the zip ties are installed you can clip the excess.

9

Install the tie rod.

Ensure the end with the line is installed facing the rack.

10

Install the tie rod end onto the knuckle. Tighten to spec, repeat all steps on the opposite side. Reinstall the wheels and then lower the jack.

After installation of the tie rod, the toe will need to be adjusted.
Please see the guide on the following pages. Torque specs are also available there.

REAR A-ARM INSTALLATION

PARTS DIAGRAM

NOTE: FOR 145 ADJUSTABLE COLLAR (4EA), DO NOT ADJUST COLLARS UNTIL YOU ARE READY TO ADJUST THE WHEEL CAMBER. THEY ARE PRESET TO FACTORY SETTINGS. THIS CAN CAUSE THE INSTALLER TO MAKE UNNECESSARY ADJUSTMENTS DURING THE INSTALLATION PROCESS.

79-84143-L
Rear Upper
Left Control Arm
(1ea)

79-84143-R
Rear Upper
Right Control Arm
(1ea)

Adjustable
Collar (4ea)

79-84148-L
Rear Lower
Left Control Arm
(1ea)

79-84148-R
Rear Lower
Right Control Arm
(1ea)

Badge
(2ea)

79-84058
Sway Bar
Spacer (2ea)

54-61627
Flange Bolt
(4ea)

73-15076
P-Clamp
(4ea)

54-61335
Self-Tapping
Screw (4ea)

54-61026
Flat Washer
(4ea)

5461038
Lock Nut
(4ea)

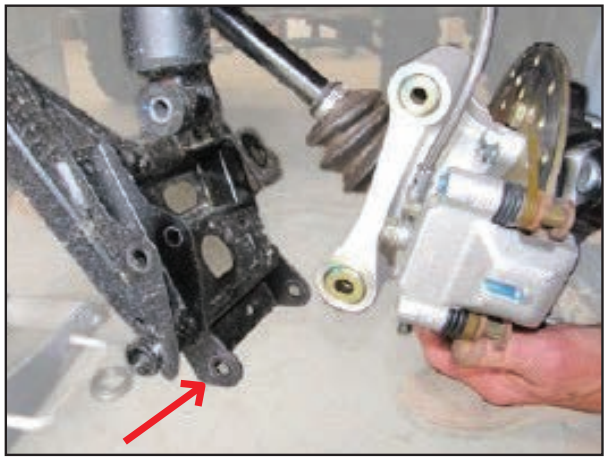
Left
Brake Line (1ea)

Right
Brake Line (1ea)

Banjo
Bolt (2ea)

Copper
Washer (8ea)

1



Disconnect the hub assembly from the arms. You will reuse the factory hardware to connect the new control arms to the frame.

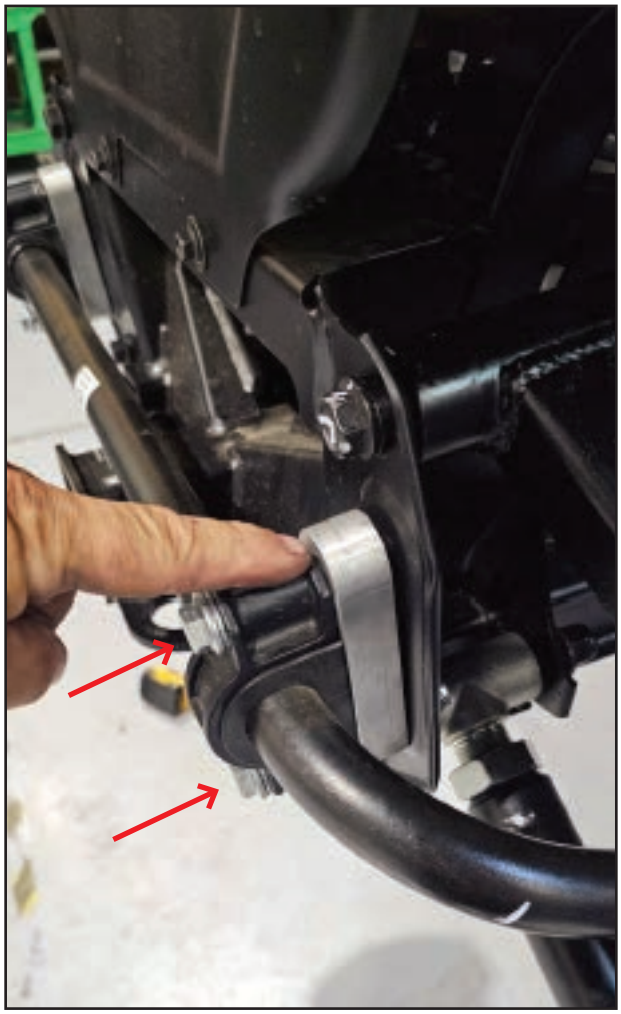
Disconnect axle from hub.

Replace axles with new axles, provided.

2

Disconnect the upper arm FIRST, then disconnect the lower arm, shock, and sway-bar. You will reuse the factory hardware to reconnect the new control arms to the frame.

3



When all arms are removed, install the Sway Bar spacers. (before installing new arms) Remove the 4 bolts holding on the sway bar support, 2 bolts on either side. Slide new spacers against the bar. Install new bolts, washers and locknuts included with your kit.

NOTE: BUSHINGS ARE BUILT INTO THE ADJUSTABLE COLLARS ON THE LOWER ARMS. YOU ONLY NEED TO FOLLOW THESE STEPS FOR YOUR UPPER ARMS.

4

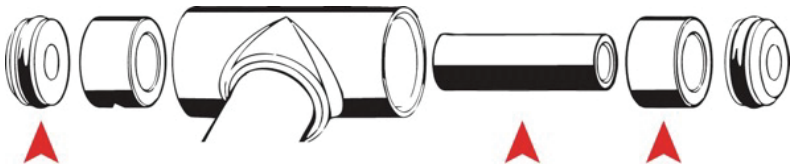
NOTE: IF YOUR BUSHINGS ARE PRE-INSTALLED SKIP TO STEP 8.

Use caution when removing the bushing from the collar, there is a stop built into the factory arm that pre-vents the bushing from pushing out when installed. Because of this, the bushing must be pushed out from the opposite side! **A flat punch is recommended to remove the bushings.**

5

6

Reinstall the bushings, sleeves, and pivot caps into the new arm.



PILOT CAP SLEEVE BUSHING

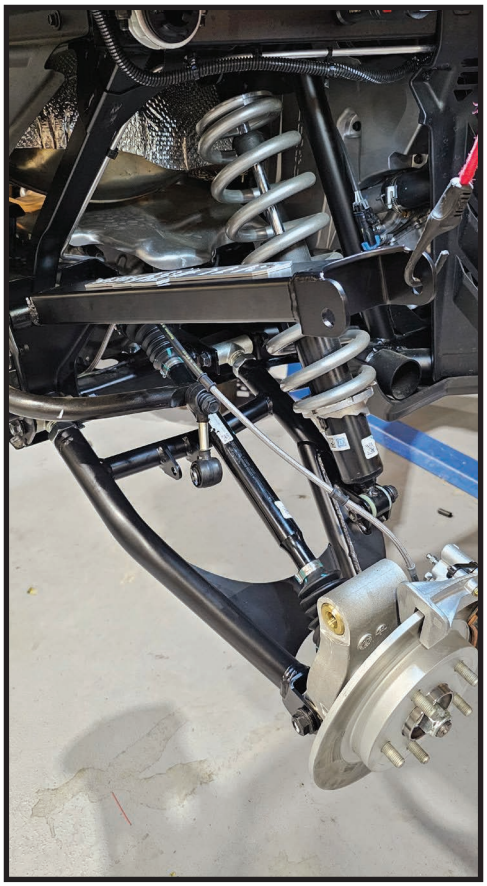
NOTE: APPLYING GREASE TO THE BUSHINGS AND SLEEVES WILL MAKE THE INSTALLATION EASIER.

NOTE: ONCE THE BUSHING IS INSERTED, YOU WILL NEED TO USE A SOCKET TO HELP PRESS IT IN ALL THE WAY.

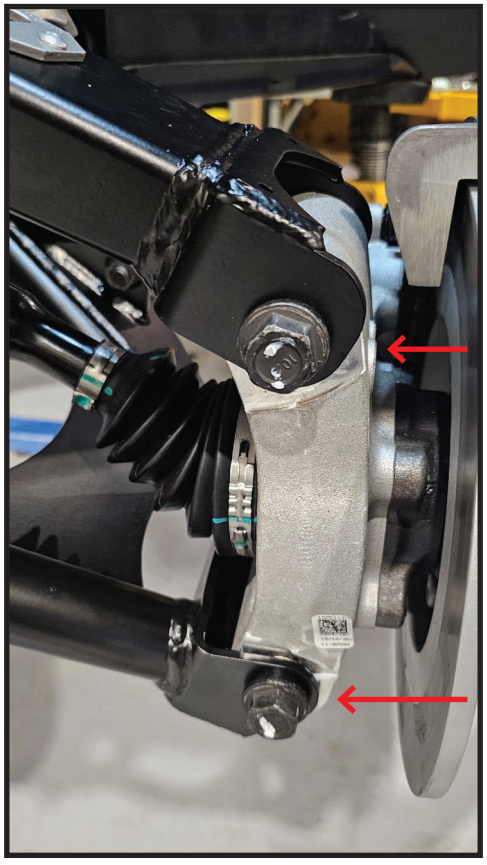
1. The factory rear brake lines will be reused. Extension lines included in the kit will be added to each side.
2. After installing the new control arms, carefully route the factory lines to avoid interference with moving parts.
3. Secure the lines using the provided clamps.
4. Attach the extension line to the end of the factory line on the driver or passenger side.
5. Connect the other end of the extension to the caliper as shown.
6. Repeat steps 4 and 5 for the opposite side.

NOTE: MAKE SURE TO FOLLOW THE BRAKE LINE BLEEDING INSTRUCTIONS THAT ARE PROVIDED AT THE END OF THESE INSTRUCTIONS.

7



Once bushings are installed, connect the new upper arm to the frame using the factory hardware. **DO NOT FORGET WASHERS.**



Attach the hub & knuckle assembly to the new axle and arms.

Attach the upper arm to the hub assembly.

8

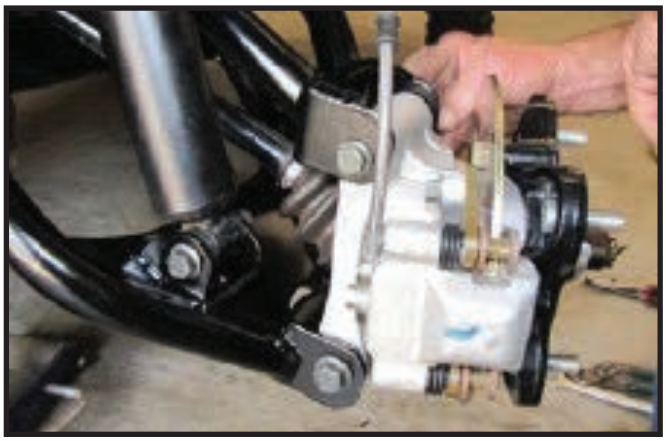
There are holes in your new upper arms where you will install new p-clamps to hold your brake lines. Wrap the p-clamps around your brake line, slide a washer onto each self-tapping screw, then slide the screw through the clamp and into the pre-drilled hole. Be sure these are clear of the sway bar, and point the clamps up.

9

Connect the new lower arm to the frame and the lower portion of the shock using the factory hardware.

DO NOT FORGET WASHERS.

10



Attach the lower arm to the hub assembly using factory hardware. **DO NOT FORGET WASHERS.**

TORQUE ALL BOLTS TO FACTORY SPECIFICATIONS

REPEAT STEPS ON OPPOSITE SIDE OF THE VEHICLE

Once you have repeated the steps on the opposite side, place the wheels back on the vehicle. Lower the jack, and then inspect the wheel camber.

See brake line bleeding procedure on the follow page.

Properly Bleeding Brake Lines for Polaris Ranger 1500 XD

1

Prepare the Vehicle

- Park on level ground, set the vehicle in PARK, engine **OFF**, and chock wheels securely.
- Clean around the master cylinder cap, remove it, and top fluid to between **MIN and MAX** marks.

2

Position Bleeder Tools

- Fit a clear hose onto each bleeder screw and submerge it in a container partially filled with DOT 4 brake fluid (per Polaris spec).

3

Bleed Sequence

- Polaris recommends bleeding in a **diagonal** order:

1. Right Rear → 2. Left Rear → 3. Right Front → 4. Left Front

(This ensures thorough removal of air throughout the circuit.)

4

Bleeding Technique

- With an assistant pumping the brake pedal several quick times and then holding the brake pedal, slowly open the bleeder screw ~¼ ½ turn.
- Look for a continuous stream of fluid **with no air bubbles.**
- Close the bleeder **before** your assistant releases the brake pedal.
- Repeat per corner until fluid flows clear.

5

Maintain Fluid Levels

- Regularly top off the reservoir to prevent air from entering the system — never let it run low.

6

Finalize & Test

- After all corners are bled, refill reservoir to **MAX**, reinstall cap.
- Pump brake pedal: it should feel firm by the third stroke.
- Check for leaks, then test brake operation in a safe area.

CONTINUED ON NEXT PAGE

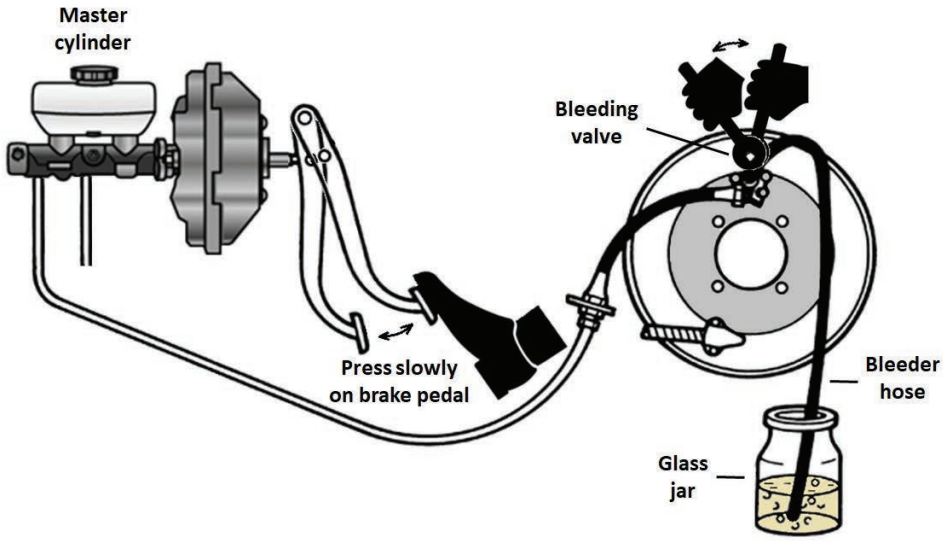
Helpful Tips & Torque Specs

- **Bleeder Sequence Matters**: Diagonal bleeding reduces the chance of air pockets.
- **Avoid Air Traps**: Position banjo fittings and lines to eliminate U-shaped loops where air could get stuck.
- **Master Cylinder Torque**: Bleeder screws should be tightened to ~6–8 in lbs (0.7–0.9 Nm).
- **Use New Fluid:** Polaris recommends DOT 4 high-temp fluid and discarding partially used bottles.

Summary of Steps

1. Prepare vehicle & top master reservoir
2. Attach hose & prepare containers.
3. Bleed in order: RR -> LR -> RF -> LF
4. Hold pedal, open bleeder, let fluid flow, close bleeder.
5. Keep reservoir filled throughout.
6. Refill, reassemble, test firmness & check leaks.

This method ensures air-free, firm-braking performance for your Ranger 1500 XD.



WARRANTY INFORMATION

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
- Racks

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:

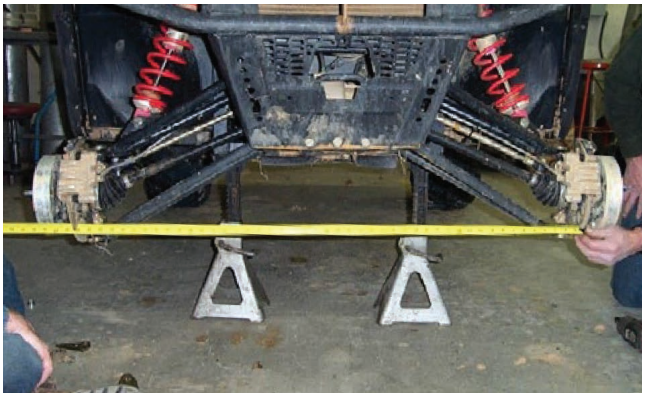
High Lifter Products
Attn: Returns 7455 Atkinson Dr, Shreveport, LA 71129

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 HIGHLIFTER

IF YOU HAVE ADJUSTABLE CONTROL ARMS, YOU MUST ADJUST THE CAMBER FIRST BEFORE PROCEEDING. DO NOT INSTALL WHEELS ONTO UTV UNTIL PROPER ALIGNMENT HAS BEEN ACHIEVED.

- Straighten steering wheel
- Make sure that the brake rotors are straight to sight or level
- Take a tape measure and measure from inside to inside on the front and back ends of the rotors



INCORRECT TOE

If the toe alignment is incorrect, measure the distance between vehicle center and each wheel. This will indicate which tie rod needs adjustment.

ADJUSTING TOE

Adjust tie rods until BOTH measurements are the SAME, then adjust toe tolerance.

The recommended vehicle toe tolerance is 1/8" to 1/4" (3.175-6.35mm) toe out. This means the **FRONT MEASUREMENT IS WIDER THAN THE REAR MEASUREMENT.**

TOE ADJUSTMENT CHART

TOE (Inches)	1/16	1/8	3/16	1/4	5/16	3/8
TOE (Degrees)	0.12°	0.25°	0.38°	0.51°	0.64°	0.76°

Recommended Settings

TOE OUT +

If the FRONT OF THE WHEELS are facing OUT, adjust the tie rods OUT or **INCREASE the length of the tie rod.**

Measurement at the front of the tires will be GREATER than the rear, if the TOE IS OUT.

TOE IN −

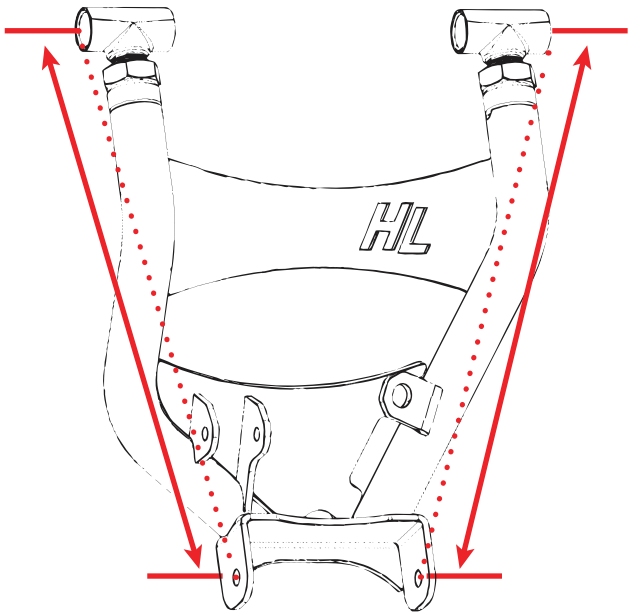
If the FRONT OF THE WHEELS are facing IN, adjust the tie rods IN or **REDUCE the length of the tie rod.**

Measurement at the front of the tires will be LESS than the rear, if the TOE IS IN.

IMPORTANT NOTE: WHEN TIGHTENING THE TIE ROD JAM NUTS, THE TIE ROD ENDS MUST BE HELD PARALLEL TO PREVENT ROD END DAMAGE AND PREMATURE WEAR. DAMAGE MAY NOT BE IMMEDIATELY APPARENT IF DONE INCORRECTLY. AFTER ALIGNMENT IS COMPLETE, TIGHTEN & TORQUE TIE ROD END JAM NUTS TO SPECIFICATIONS. [12-14 FT LBS]

BEFORE STARTING

- Tire must be off the ground
- Tires must have equal air pressure
- Suspension components must be completely assembled



The new High Lifter lower control arms will come pre-adjusted to factory length, which is .937

If you need to re-adjust the collars, place the factory arm and new control arm on a flat surface. Measure from eyelet to center mount on the factory arm, and then adjust the new arms to those lengths.

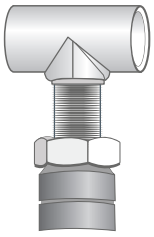
NOTE: WHEN RE-ADJUSTING, LEAVE THE JAM NUTS LOOSE. DO NOT FASTEN TIGHT UNTIL INSTALLED ON UTV, AFTER ALL FINAL ADJUSTMENTS HAVE BEEN MADE.

Make all adjustments in small increments.

Do this by disconnecting the control arms at the frame and adjusting collars. Once small adjustments have been made. Take the UTV off the jack and roll it back and forth several times to check the camber. Repeat steps as needed. After alignment is complete, tighten jam nuts to 80 ft-lbs and secure it with blue loctite.

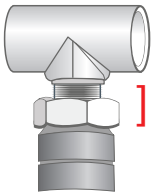
POSITIVE CAMBER

If you have a positive camber, you will need to adjust the collar OUTWARD or lengthen the control arm. The max. amount outward is "1.250" which could give up to 3° of positive camber.



CORRECT CAMBER

For this application, we recommend a camber setting of 0°. Collars are preset to .937



NEGATIVE CAMBER

If you have a negative camber, you will need to adjust the collar INWARD or shorten the control arm. The max. amount inward is zero threads exposed and coule give over 3° of negative camber.