LTK-RZR 1-4-BI / LTK-RZR 1-4-BI-AP

79-84229 **79-84232**

Polaris RZR 1000 XP 2024 Long Travel

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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 Product 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.

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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).

PARTS DIAGRAM

LIFT BRACKETS & HARDWARE

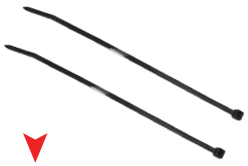
(LT-P004-B1) 79-15170

T121 54-61335
12x1 Tek Hex
Head Screw
(6ea)

45X 73-11617
48" Front
Brake Line
(1ea)

10U 79-10137
Steering Stop
(2ea)

WL-CLAMP-12
73-15076
P-Clamp
(6ea)



T11RB 54-61334
11" Zip Ties
(6ea)

133B 79-14813
Brake Line Clamp
(1pk)

LOCTITE-02-B
54-60937
Blue Loctite
(1ea)

768Z 73-12322
C-Clip
(4ea)

79-14973
10mm Toe Shim
(16ea)

UPPER & LOWER RADIUS BAR HARDWARE

MCS12X80-10.9
54-61001
12mm x 80mm
Hex Bolt
(4ea)

MFW12
54-61027
12mm Washer
(8ea)

MLN12-1.5
54-96044
12mm Lock Nut
(4ea)

92V 79-1153
⅞ Heim Bushing
(8ea)

79-13854
SPR-X-PIR-S
Springs
(1kit)

96N 79-12001
Heim Joint
(4ea)

JN78F 54-60883
Jam Nut
(4ea)

82X 73-12790
Inner Cone
(8ea)

92W 73-12960
Tapered Bushing
(8ea)

FRONT UPPER & LOWER ARMS

79-84226

79-84222-L
Front Upper Left
Control Arm
(1ea)

145D-L 79-14843-L
Front Lower Left
Control Arm
(1ea)

112K 79-10153
Adjustable Collar
Large
(2ea)

112K 79-16422
Adjustable Collar
Small
(2ea)

145D-R
79-14843-R
Front Lower Right
Control Arm
(1ea)

79-84222-R
Front Upper Right
Control Arm
(1ea)

UPPER & LOWER RADIUS BAR

(LT-P003-B3B1) 79-14768-B1

148F 79-14662
Lower Radius
(2ea)

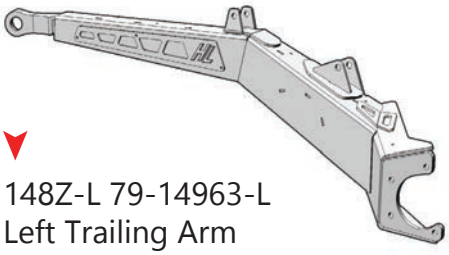
96o 73-13005
Spherical
Bearing
(4ea)

103H 73-10077
C-Clip
(8ea)

149L 7914666
Upper Radius Bar
(2ea)

TRAILING ARMS

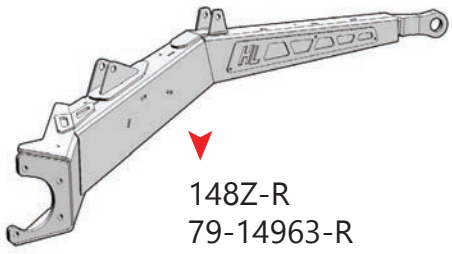
(LT-P004-B 4) 79-15173



148Z-L 79-14963-L
Left Trailing Arm
(1ea)

31J 79-10856
Spherical
Bearing
(2ea)

100A 79-10002
Internal
Retaining Ring
(2ea)

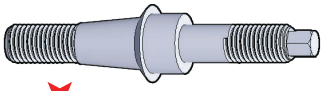


148Z-R
79-14963-R
Right Trailing Arm
(1ea)

TIE ROD & STEERING SET UP

(LT-P004-B5) 79-15174 & (LT-P004-B5-2) 79-15175

MLN12-1.5
54-96044
M12-1.5 Lock Nut
(4ea)



146X 79-15126
High Misalignment
Stud
(2ea)

MFW12 54-61027
12mm Flat
Washer
(4ea)

20T 79-10719
Right Handed
Hiem Joint
(2ea)

79-84204
Tie Rod
(2ea)

HL-TRE-002 78-10225
16mm Inner Tie Rod
(2ea)

LJN58F 54-60930
⅝-18 Left
Hand Jam Nut
(2ea)

146Y 79-14420
High Misalignment
Bushing
(2ea)

JN34F 54-60881
¾-16 Jam Nut
(2ea)

LONG TRAVEL AXLE FRONT LEFT / RIGHT

DHT-XL-RZRPRO-F
(2ea)

LONG TRAVEL AXLE REAR LEFT / RIGHT

DHT-XL-RZR1-6-R
(2ea)

1 FRONT INSTALL

FRONT PASSENGER SIDE

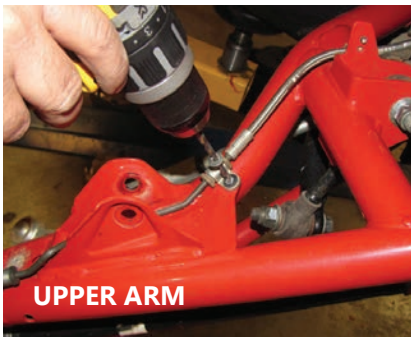
Keep all factory hardware.

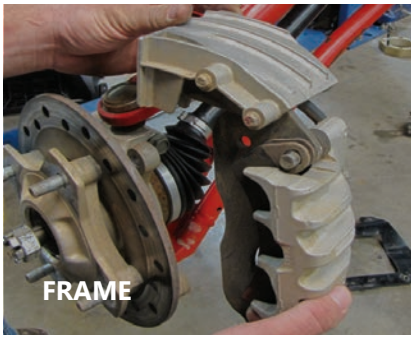
Place **jack** under the **FRONT center** of the UTV and lift until the weight is off the suspension. Ensure that the vehicle is properly secured, so that it is stable on the jack.

Make sure that the jack i tall enough to raise the UTV high enough to reinstall tires after installation is complete. **ONCE LIFTED, USE JACK STANDS TO PROPERLY SECURE THE UNIT.**

Remove the front wheels.

2





Remove the **brake lines** from arms and frame by drilling off the rivets. Remove the **(2) brake caliper mounting bolts (15mm). DO NOT disconnect lines from caliper.** Set brake caliper aside.

3

Remove **the cotter pin, axle nut, and washers from the hub assembly, then remove the hub (27mm). KEEP FACTORY HARDWARE.**

REPEAT STEPS ON OPPOSITE SIDE.

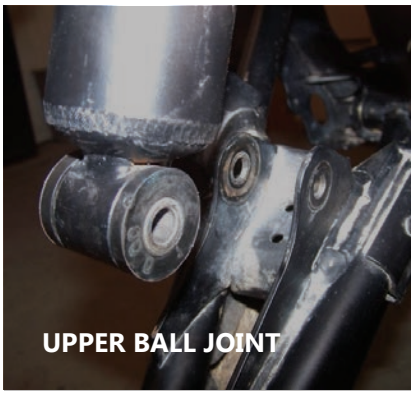
4

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

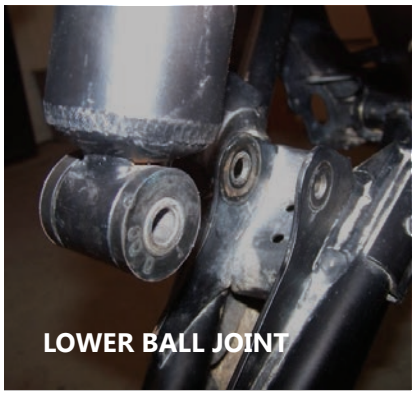
A. **Tie rod**
B. **Lower sway bar link end**
C. **Lower shock end**
D. **Upper & Lower Ball joint**

KEEP FACTORY HARDWARE.

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



Disconnect the **Upper ball joint** by removing the **bolt** at the knuckle. **(15mm)**



Disconnect the **Lower ball joint** by removing the **bolt** at the knuckle. **(15mm)**

5

Remove the **Upper and Lower arms** by removing the **bolts** from the **frame**. **(15mm) Then remove the stock axle. KEEP FACTORY HARDWARE.**

REPEAT STEPS ON OPPOSITE SIDE.

6

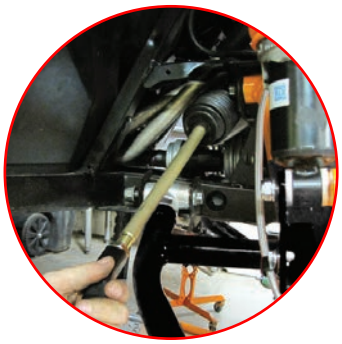
MODIFICATIONS

INNER TIE ROD (HL-TRE-002)
(LEFT HAND THREADED)

OUTER TIE ROD HEIM JOINT
(RIGHT HAND THREADED)

LEFT HAND THREADED

RIGHT HAND THREADED



Remove the clamp from the boot, then remove the stock tie rod.

Install the boot over the (HL-TRE-001 or 002) inner tie rod, then thread on the tie rod to the inner tie rod end. (scribe line)

Install the heim joint (20T) and to the opposite end. This will likely need to be adjusted later.

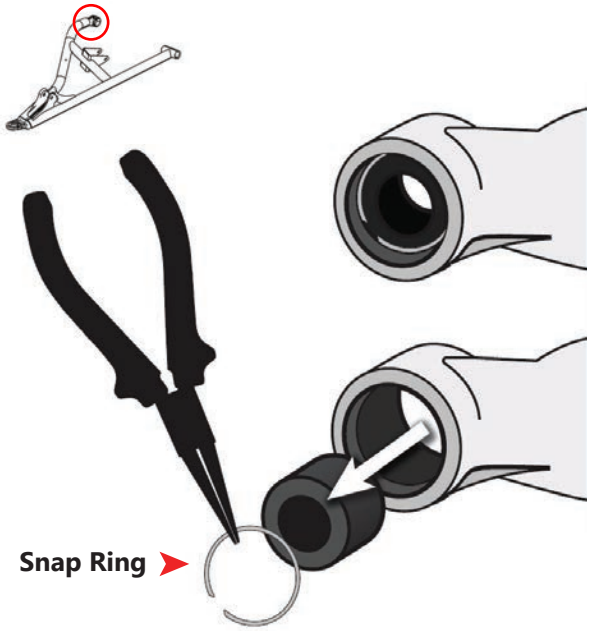
Re-secure the boot with an 11" zip tie.

PIVOT CAPS, SLEEVE, BUSHINGS, & SNAP RING

Removal

7

UPPER ARM (REAR)



Remove the **pivot caps, bushings, and snap ring** from the **factory arms.**

NOTE: 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.

The bushing will only come out from the side with the snap ring.

USE A PRESS OR A VICE TO PRESS THE BUSHING OUT OF THE ARM. USE A SOCKET OR A SPACER ON THE BACKSIDE TO PRESS THE BUSHING INTO.

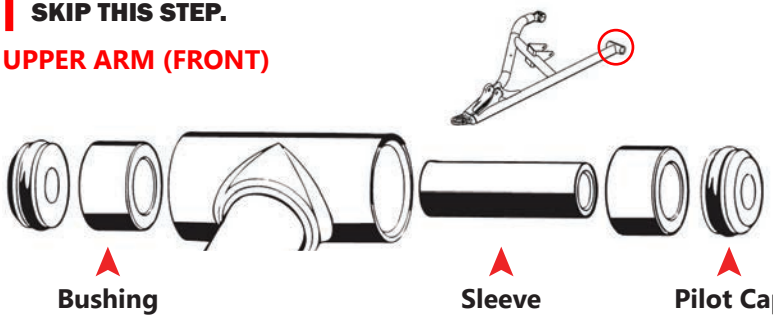
Need Replacement Bushings

REPEAT STEPS ON OPPOSITE SIDE.

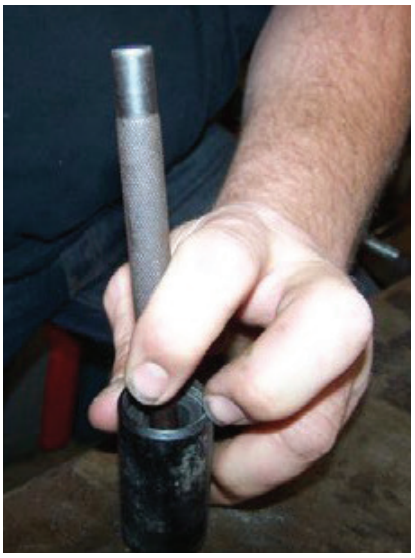
8

NOTE: IF YOU HAVE PRE-INSTALLED BUSHINGS SKIP THIS STEP.

UPPER ARM (FRONT)



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.



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.

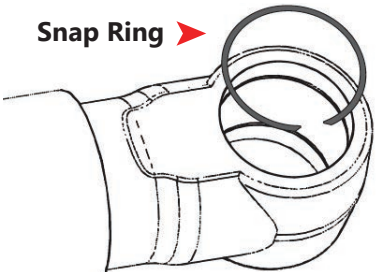
Use caution when removing the bushing from the collar, there is a stop built into the factory arm that prevents the bushing from pushing out when installed. Because of this, the bushing must be pushed out from the opposite side.

UPPER ARM BUSHINGS

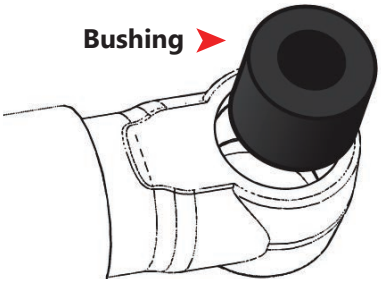
Install

9

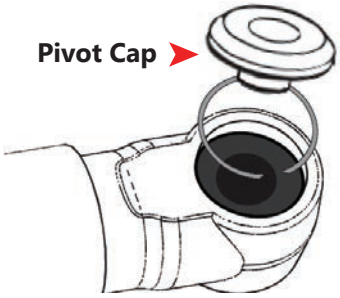
On the new upper arms there is **NOT** a stop built into the collar on one side. Instead there will be new snap rings on each side that will prevent the gushing from moving.



Insert the **(68Z)** snap ring into one side, then insert the **bushing**.



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.



Once the bushing is seated place the other snap ring into place and place the pivot caps on the ends.

NOTE: YOU MAY NEED TO FREE THE SNAP RING GROVE OF DEBRIS WITH A PICK. DEBRIS WILL PREVENT THE SNAP RING FROM SEATING.

REPEAT STEPS ON OPPOSITE SIDE.

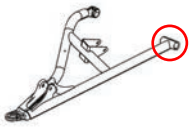
TIP: IF YOU APPLY SOME GREASE TO THE BUSHINGS, IT MAKES THE INSTALLATION EASIER.

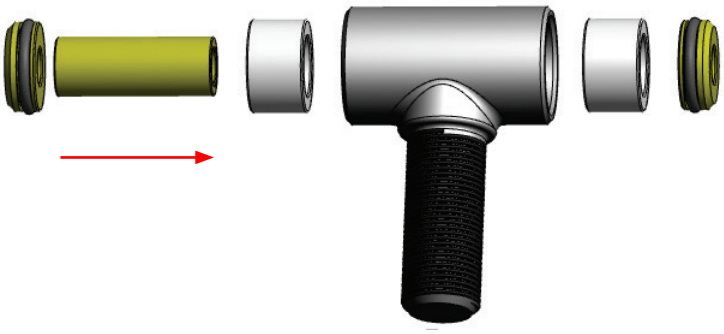
BUSHINGS

Install

10

NOTE: THE LOWER ARMS AND THE FRONT PORTION OF THE UPPER ARM USE THE SAME BUSHING INSTALL PROCESS.





Once the bushing is inserted, use a socket, of the same diameter as the bushing to 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.

BALL JOINTS

Removal

11

IF YOU HAVE PRE-INSTALLED BALL JOINTS SKIP THIS STEP.

NOTE: A PRESS OR A VISE IS SUGGESTED FOR REMOVING AND REPLACING THE BALL JOINTS.

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

Theres an easier way!

REPEAT STEPS ON OPPOSITE SIDE.

12

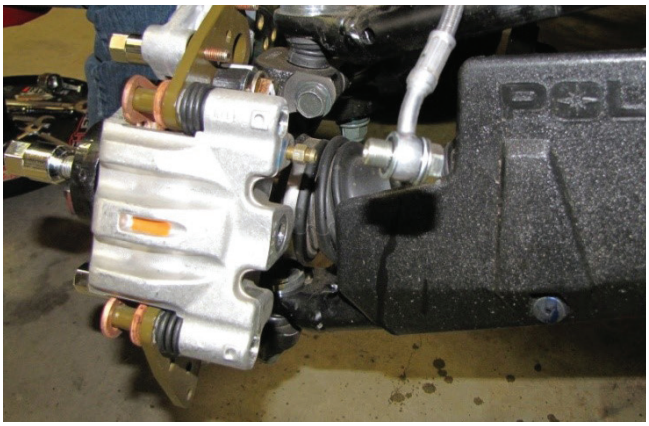
Flip the control arm over, and using the same process, press the ball joint in using a vice or press. If you press in the ball joint crooked, **DO NOT TRY TO FORCE IT IN!** If you try to force it straight you can "egg" the opening. Press the ball joint out and reinsert it into the opening, pressing it 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

13

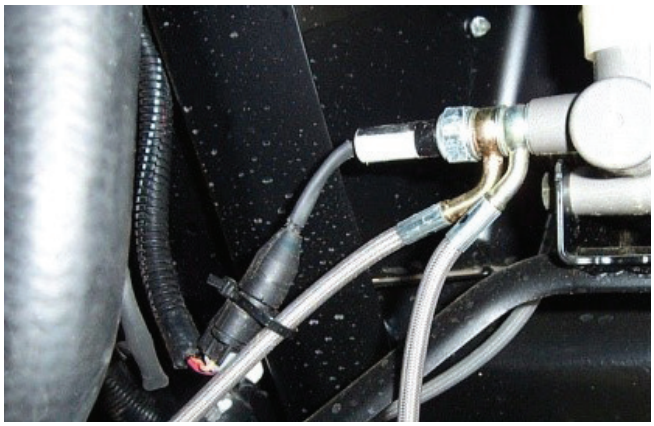
PASSENGER SIDE



Disconnect the brake line from the caliper and upper control arm. Have a container ready to collect brake fluid.

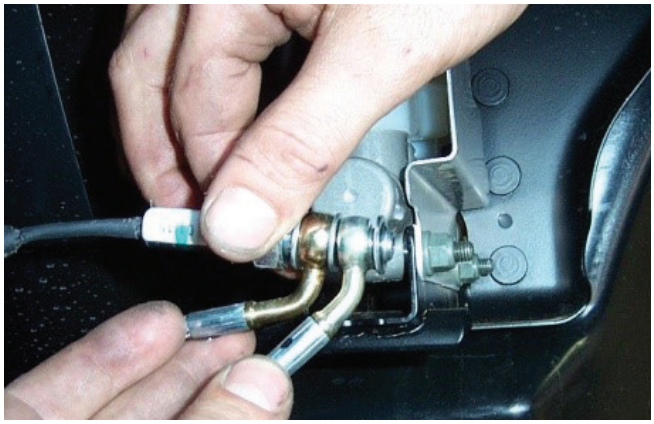
DRIVER SIDE (PA) = Passenger Side (DR) = Driver Side

Disconnect the **factory brake lines** from any **retaining clips or ties** that are still holding them in place.

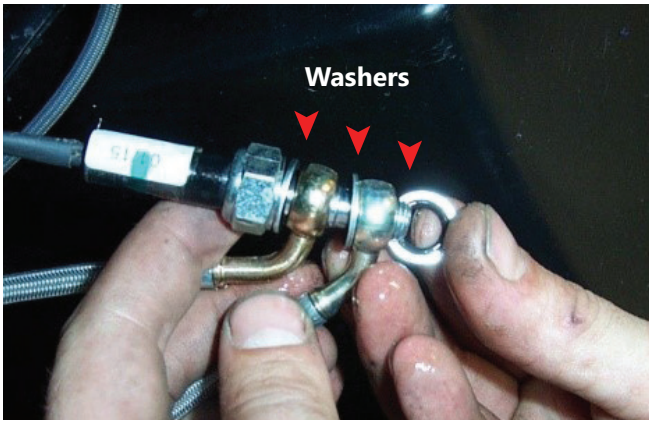


Locate the master cylinder on the **(DR)** side.

Unplug the connector.



Disconnect the banjo bolt and brake lines from the master cylinder.



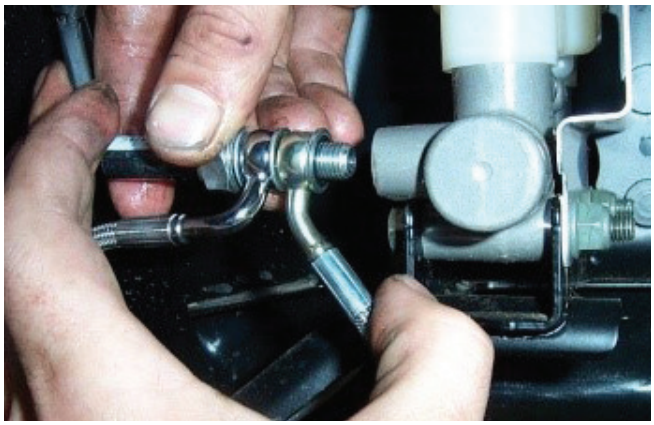
Save the factory washers that separate the two front lines. Remove the line from the UTV.

Have a container ready to collect brake fluid.

14

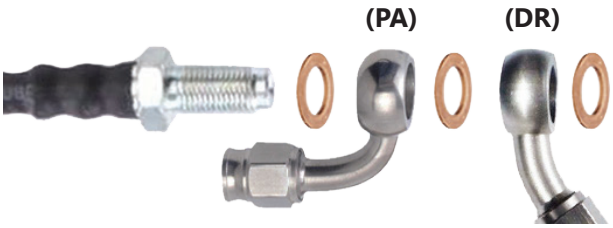
PASSENGER SIDE

Disconnect the factory brake lines from the passenger side. (it will be reinstalled to the Driver's side) Install the new **(45X) 48" FRONT (DR) brake line** to the banjo bolt.



DRIVER SIDE

Use the factory brake line originally from the **PASSENGER side** and install it on the **LEFT (DR) side.**



The banjo bolts should be in this sequence: bolt, washer **(PA)** brake line, washer **(DR)** brake line and washer.

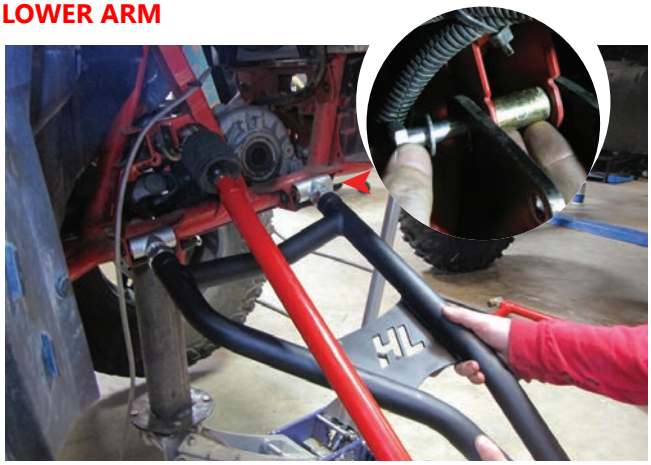
Run the brake lines back through the frame to their corresponding **hubs.**

Fasten banjo bolt to master cylinder. Torque **(12mm) [50 ft lbs].**

Re-secure the connector.

15

LOWER ARM



Connect the lower arm at the frame. USE FACTORY HARDWARE.

AXLE

Next, install the new axle into the front differential.

16

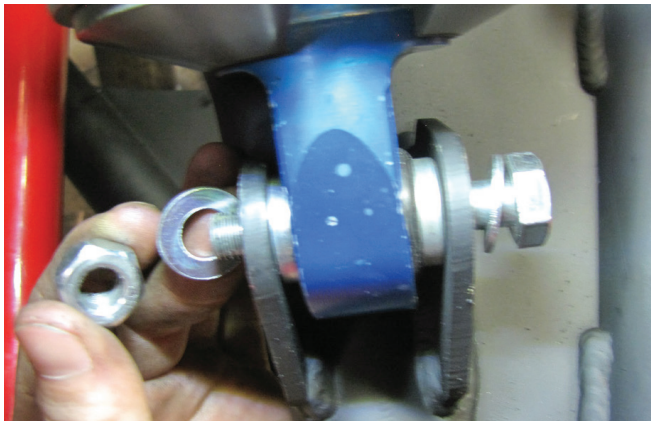
UPPER ARM

Using factory hardware, connect the new **upper arm** at the **frame**.

HUB ASSEMBLY

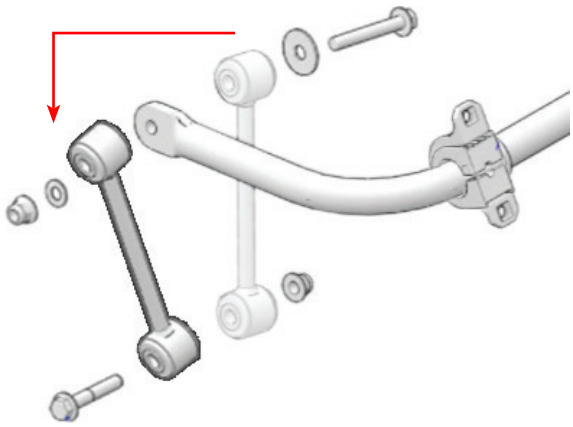
Slide the axle through the hub assembly. Using factory hardware, connect the lower are at the knuckle, then the upper arm.

SHOCK



Once the arms are mounted, install the shock. **Secure shock with factory hardware.**

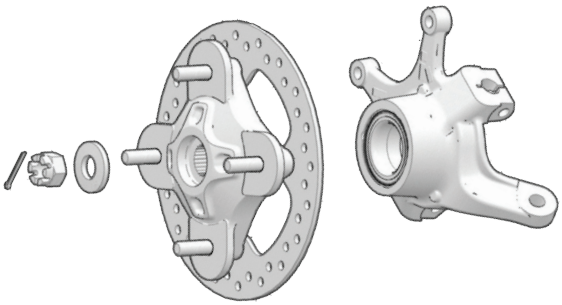
SWAY BAR



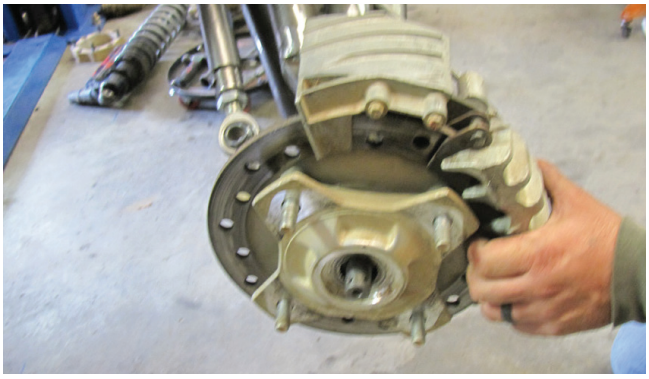
Switch the sway bar link from the inside of the tab to the outside. (closest to the wheel) Secure with factory hardware.

REPEAT STEPS ON OPPOSITE SIDE.

17



Reattach the rotor to the knuckle assembly. Fasten using **washers, castle nut, and cotter pin. (27mm)**

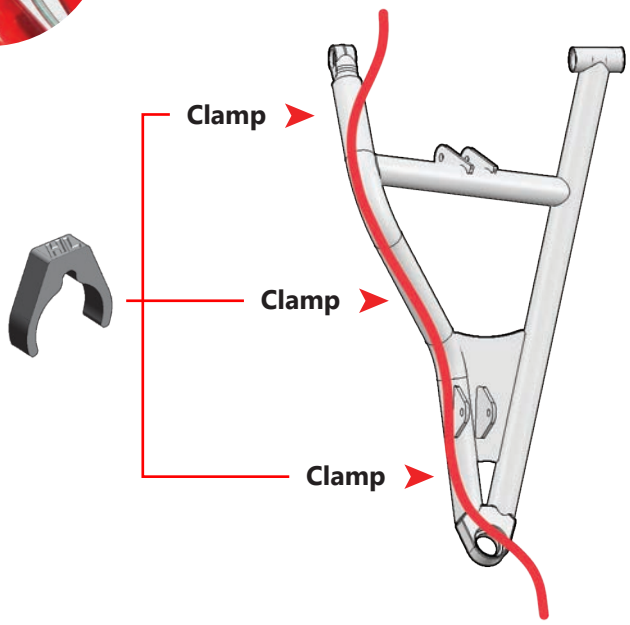


Re-secure fitting to caliper if you have not done so already. Connect the **caliper** to the **hub** assembly. **(15mm)**

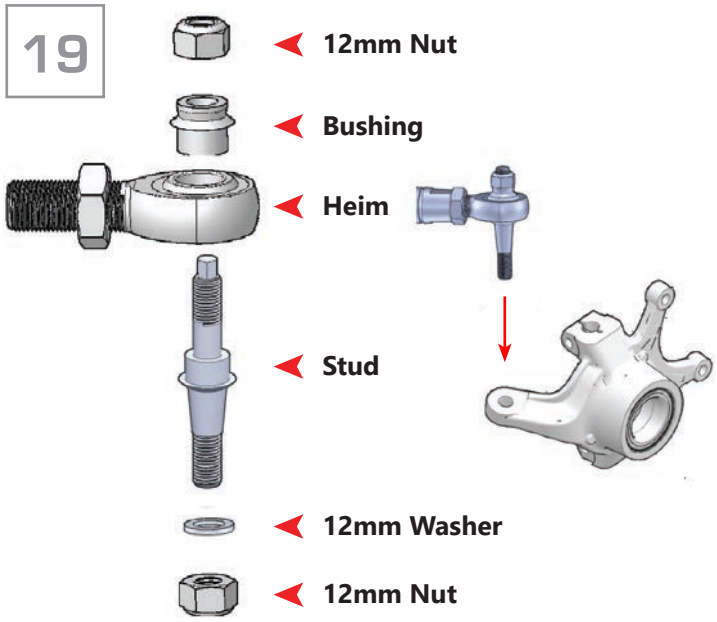
18

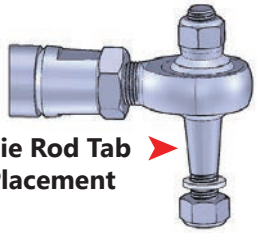
UPPER CONTROL ARM

Secure the **48" front brake line** to the **FRONT UPPER arm** by using the supplied **133B brake line clamps.** Route the line along the back of the **UPPER ARM.** You do not have to route the lines exactly as shown, as long as they do not become pinched or bound.

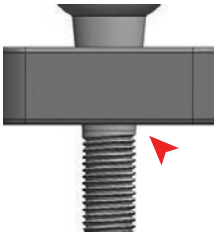


19





Slide the **stud** through bottom of **the heim joint (20T), place the ¾" bushing (146Y) on the top side of the heim.** Insert the stud through the top of the **tie rod tab** on the **knuckle. Slide a 12mm washer on the bottom end of the stud. Fasten with a 12mm lock nut on each end.**



This is a universal tapered stud. On some applications it may require the use of additional washers, so that the nut can properly secure the stud. **If your application allows any of the tapered portion of the part to extend past the bracket on the nut side, use additional washers.**

REPEAT STEPS ON OPOSITE SIDE.

20

REAR INSTALL

BEFORE LIFTING THE UTV MAKE SURE TO DISCONNECT THE STABILITY BARS FROM THE TRAILING ARMS, THIS WILL MAKE INSTALLATION EASIER.

REAR PASSENGER SIDE

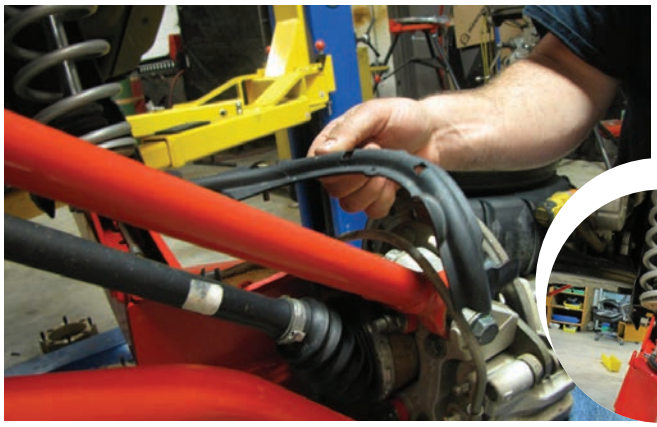
Keep all factory hardware.

Place **jack** under the **REAR 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.

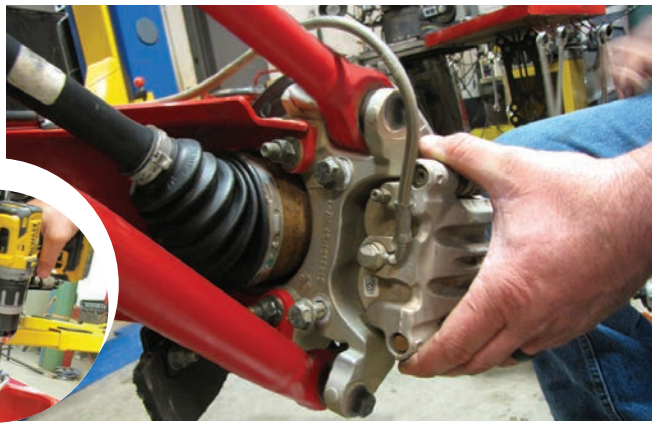
Make sure that the jack i tall enough to raise the UTV high enough to reinstall tires after installation is complete. **ONCE LIFTED, USE JACK STANDS TO PROPERLY SECURE THE UNIT.**

Remove the rear wheels.

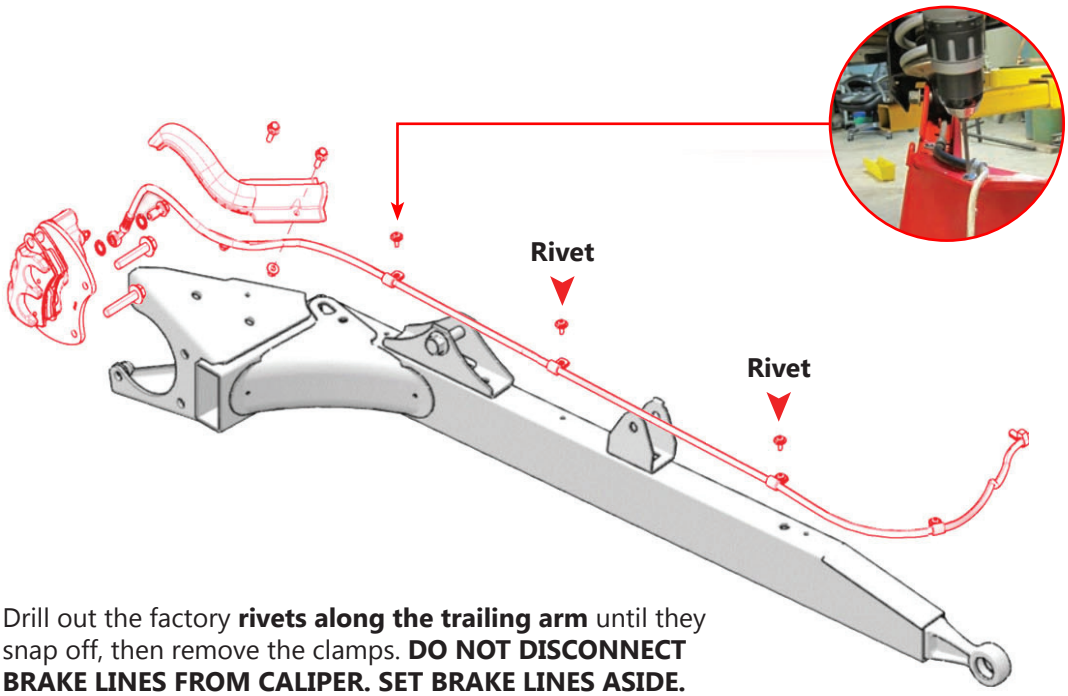
21



Remove the brake line guard by removing the bolts securing it.



Disconnect the caliper bolts from the hub assembly, **leave the brake line attached to the caliper (15mm).** Set brake caliper aside.
KEEP FACTORY HARDWARE.

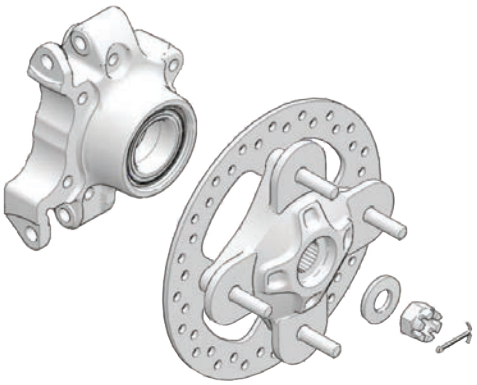


Drill out the factory **rivets along the trailing arm** until they snap off, then remove the clamps. **DO NOT DISCONNECT BRAKE LINES FROM CALIPER. SET BRAKE LINES ASIDE. MAKE SURE THEY ARE NOT PINCHED.**

REPEAT STEPS ON OPPOSITE SIDE.

22

HUB ASSEMBLY



Remove the factory **cotter pin** and **castle nut (27mm)** on the **rear axles**, then remove the **brake rotor** assembly.

RADIUS BARS

If you cannot access the **radius bar mounting bolts** due to the plastic bumper, remove it. Remove the **nuts and bolts** securing the **UPPER & LOWER radius bars** at the frame and hub.

AXLE

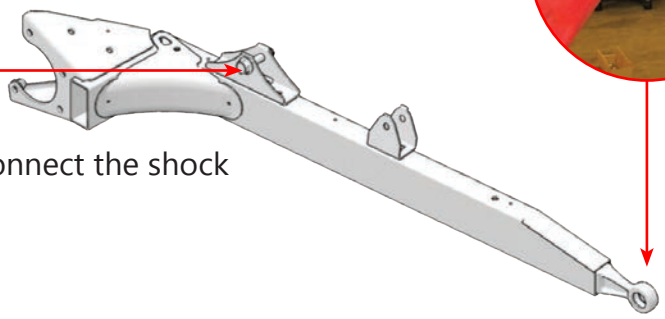
Completely remove the **axle** by removing it from the knuckle and the differential.

KNUCKLE

Remove the **(4) nuts & washers** that secure **rear knuckle to the TRAILING ARM. (17mm)** Remove the **rear knuckle**. SET KNUCKLE ASIDE.
KEEP FACTORY HARDWARE.

TRAILING ARM

Disconnect the **shock and pivot** bolt to completely remove the trailing arm.



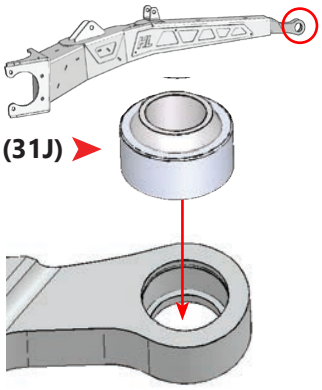
1) Disconnect the shock

2) Disconnect the pivot bolt

REPEAT STEPS ON OPPOSITE SIDE.

23

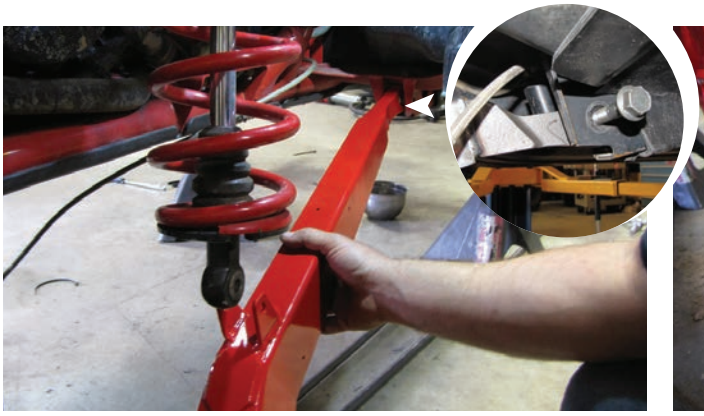
THERE IS A STOP BUILT INTO THE TRAILING ARM. THE BEARING MUST BE PRESSED IN FROM THE OPPOSITE SIDE.



Once the **bearing (31J)** is in place, use a socket of the same diameter as the outer race to press it in all the way. Apply grease to outer race to ease install.

Place the **(2) misalignment bushings (100F)** on each side of the **trailing arm.** Secure bearing with **snap ring (100A).** Should come zip-tied to Arm.

TRAILING ARM



Install the new **trailing arm** to the frame, use factory hardware to secure.

KNUCKLE

Secure the **knuckle** to the **trailing arm** by using the **(4) factory nuts & (4) washers. (17mm**) USE TOE SHIMS HERE TO MAKE CAMBER CORRECTIONS.

AXLE

Install the **new axle** into the **rear differential,** then slide it into the **knuckle.**

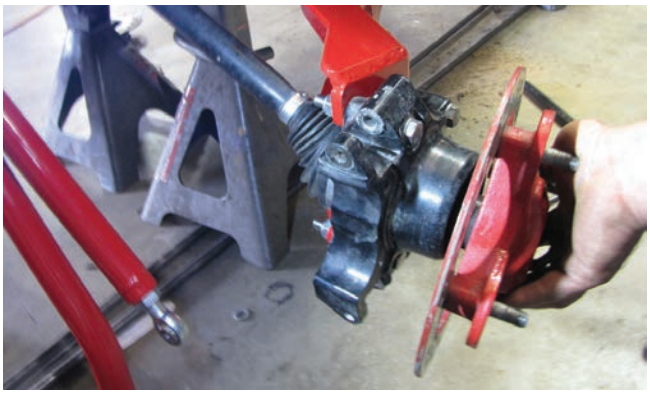
SHOCK

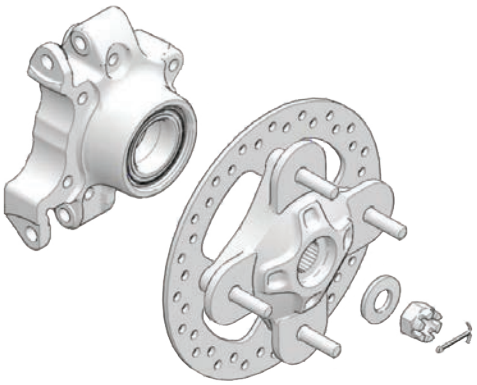
Secure the **shock** to the **trailing arm** using factory hardware.

REPEAT STEPS ON OPPOSITE SIDE.

24

HUB ASSEMBLY



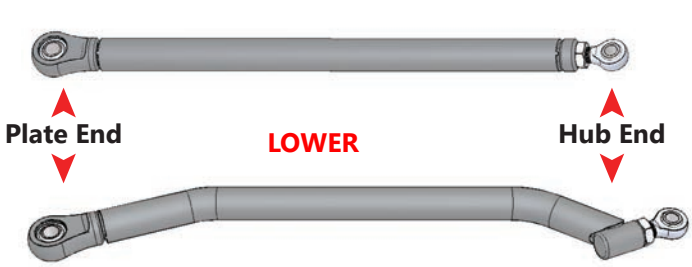


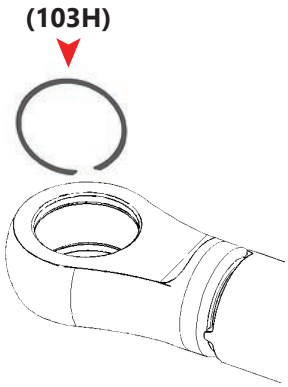
Slide the **rotor on to the axle. (make sure splines are lubricated with water resistant grease)** Fasten using **washers, castle nut, and cotter pin** provided in the kit. **(27mm)**

25

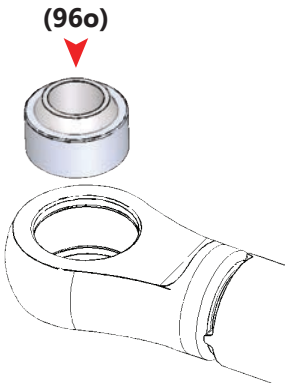
RADIUS BARS

IF YOU HAVE A PRE-INSTALLED BEARINGS SKIP THIS STEP.

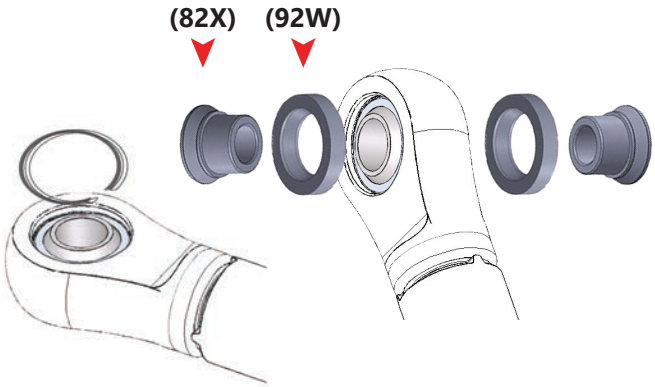




Insert a c-clip **(103H)** into one side, then place a spherical bearing **(96o)** into the other side.



Once the bearing **(96o)** is in place, use a socket of the same diameter as the outer race to press it in all the way. Apply grease to outer race to ease install.



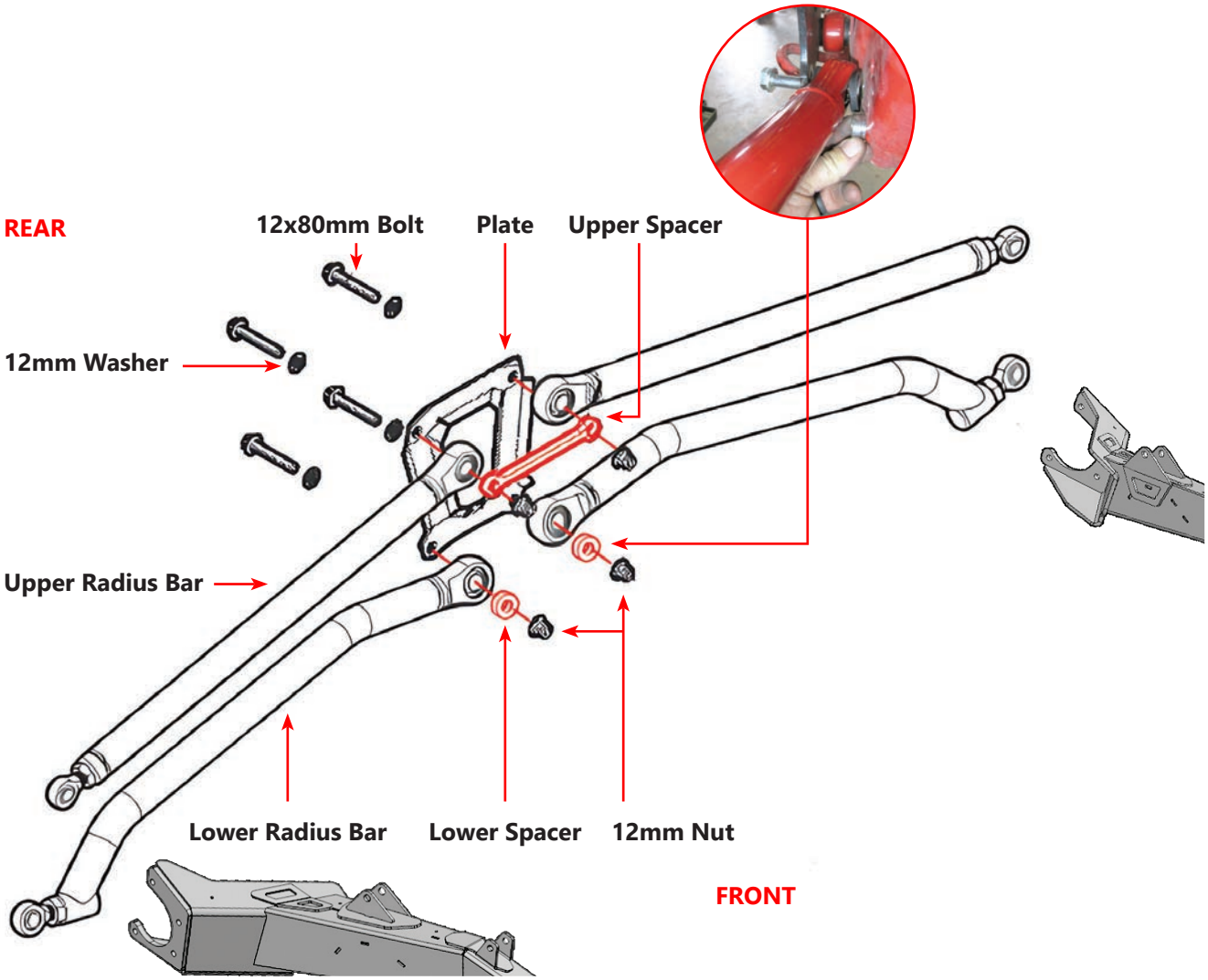
NOTE: You may need to clean out the snap ring grove with a fine point or pick. Make sure there is no debris preventing the remaining c-clip **(103H)** from seating.

Insert the alignment cone **(82X)** into the bushing **(92W),** Then insert it through the spherical bearing. These will go on both sides of the spherical bearing.

REPEAT STEPS ON OPPOSITE SIDE.

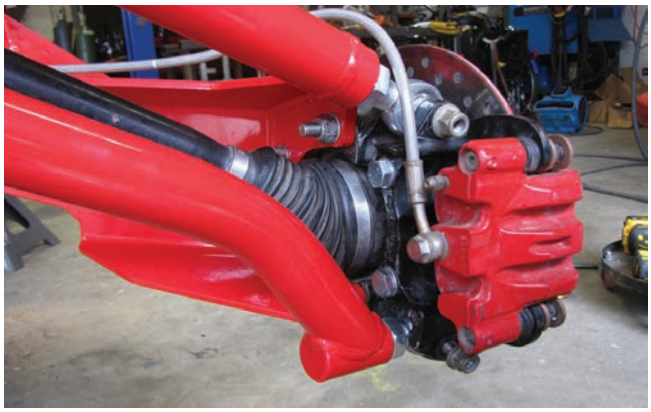
26

Attach the upper radius bars to the frame using the **radius bar spacers. Fasten them with the 12x80mm Hex Bolts, 12mm Flat Washers,** and **12mm Lock Nuts** provided in the kit. **Torque to 90ft lbs.**



27

RADIUS BARS



UPPER

Insert the (2) heim adapters **(92V)** into the eyelet of the heim joint **(96N).**

LOWER

Install the new **upper** and **lower radius bars** to the frame, then connect them at the knuckle. Use factory hardware. CONNECT LOWER RADIUS BAR AFTER CALIPER IS SECURED.

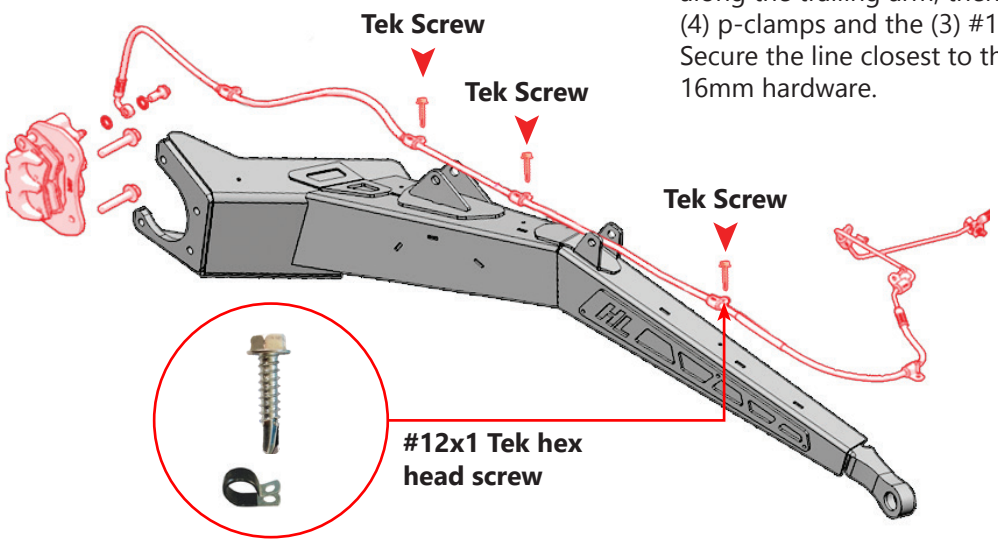
REPEAT STEPS ON OPPOSITE SIDE.

28

BRAKE CALIPER

Fasten the caliper to the hub. **(15mm) Ensure the brake line is routed through the shock tab.**

TRAILING ARM



Route the **rear brake line** THROUGH the **shock** and along the trailing arm, then secure the line by using (4) p-clamps and the (3) #12 x 1 Tek hex head screws. Secure the line closest to the hub with the (1) M5.8 x 16mm hardware.

STABILITY BAR

Connect the **stability bar** to the **trailing arm,** use factory hardware.

29

IF YOU HAVE ADJUSTBLE 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 ⅛" to ¼" (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]

30

ADJUSTING TOE

Toe is determined by how much the tire is angled **IN** or **OUT**. **Adjust toe to preference, based off of riding style and your specific goal. USE THESE INSTRUCTIONS AS A GENERAL GUIDE.**

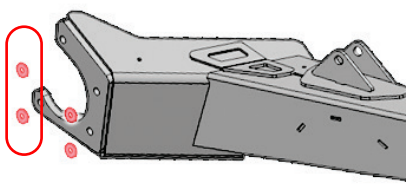
Visually inspect your vehicle from the **REAR**. If the tire appears to be in line with the vehicle, you **DO NOT** need to adjust toe.

If the tire appears to veer **IN OR OUT**, you will need to adjust your toe by using the shims provided **OR** adjust the radius bars slightly.

TOE OUT +

If the FRONT OF THE WHEELS are facing OUT, add shims to the BACK of the trailing arm. you can also adjust the radius bars OUT slightly or INCREASE the length of the radius bars. DO NOT GO TOO FAR OUT.

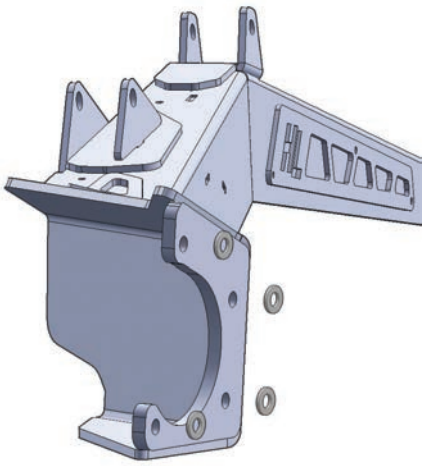
Measurement at the **front of the tires** will be **GREATER** than the rear, if the **TOE IS OUT.**



TOE SHIMS

Once toe is determined, use the shims provided to correct toe. **USE DIAGRAM BELOW AND PREVIOUS FRONT TOE ADJUSTMENT PAGE AS A GUIDE.**

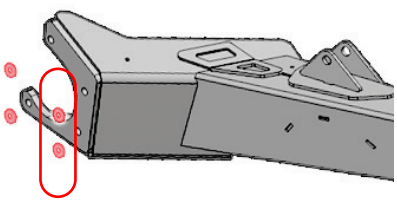
NOTE: SUSPENSION MUST BE SETTLED WHEN CHECKING TOE. ROLL UNIT SEVERAL TIMES BACK AND FORTH TO ACCOMPLISH THIS.



TOE IN −

If the FRONT OF THE WHEELS are facing IN, add shims to the FRONT of the trailing arm. You can also adjust the radius bars IN slightly or REDUCE the length of the radius bars.

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



31

NOTE: USE DOT 4 BRAKE FLUID

CAUTION: ALWAYS WEAR EYE PROTECTION LIKE SAFETY GLASSES. BRAKE FLUID WILL DAMAGE FINISHED SURFACES. DO NOT ALLOW BRAKE FLUID TO COME IN CONTACT WITH FINISHED SURFACES.

1. Bleeding the brakes is a two person job. You will need someone at the brake caliper and someone to pump the brake foot pedal. Take precautions due to the vehicle being on jacks and/or jack stand.

2. Clean the master cylinder cover thoroughly and remove the cover.

3. With all bleeder screws open, a gravity bleed is recommended to start with. This will push all the air out at once and eliminate most of the air bubble. (Have area prepared for spills and cleaning)

4. Add brake fluid to the indicated **MAX** level of the reservoir. **(Any DOT 4 Brake Fluid)**

5. Close off each line once you steadily see fluid coming out.

6. Begin final bleeding procedure with the caliper that is the farthest from the master cylinder. It should be the sequence - **(PA) REAR, (DR) REAR, (PA) FRONT, and then (DR) FRONT.**

7. You can use the supplied clear hose to attach to the caliper bleeder screw. Be sure the hose fits tightly on fitting. Now place the other end of the hose into a clean container.

8. Install a box end wrench on the caliper bleeder screw. Have your brake buddy slowly pump the foot pedal until pressure builds and holds. Have your buddy hold brake pedal down to maintain pedal pressure. Now slowly open the caliper bleeder screw ¼" turn so the air and fluid will displace onto the container.

9. Close bleeder screw, and then have your buddy release the foot pedal.

NOTE: DO NOT RELEASE FOOT PEDAL BEFORE THE BLEEDER SCREW IS TIGHT OR AIR MAY BE DRAWN INTO THE MASTER CYLINDER... AND YOU HAVE TO START ALL OVER AGAIN!

10. Repeat steps until clean fluid appears in the bleeder hose and all the air has been purged... Close bleeder screw, pump brakes, hold pressure, open bleeder, close bleeder, release foot pedal, ans check maser cylinder.

11. Check the maser cylinder fluid lever.

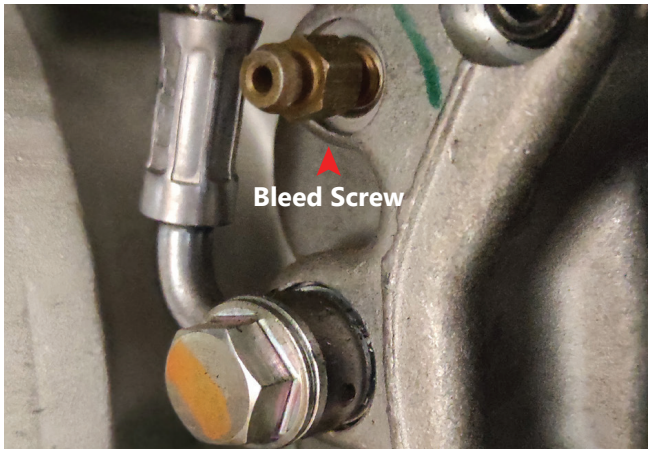
NOTE: YOU MUST MAINTAIN AT LEASE ½" (1.27CM) OF BRAKE FLUID IN THE RESERVOIR TO PREVENT AIR FROM ENTERING THE MASTER CYLINDER.

12. Tighten bleeder screw securely and remove bleeder hose. Torque the bleeder screw. (4ft lbs)

13. REPEAT procedure steps for the other three (3) brake calipers in the sequence listed above.

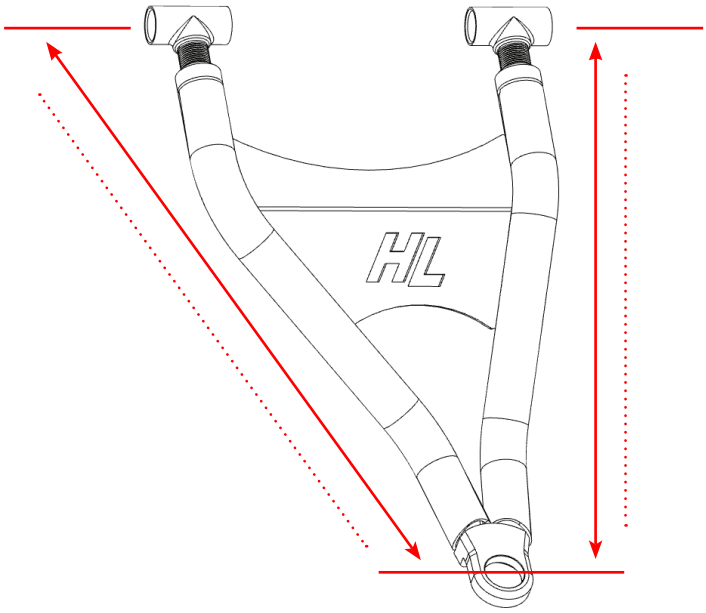
14. Add brake fluid to MAX level inside maser cylinder reservoir after the last caliper is competed. Install maser cylinder reservoir cover. Check brake system for leaks.

15. Once competed, dispose of used fluid properly.



BEFORE STARTING

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



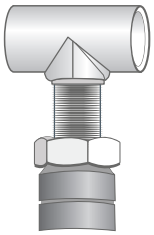
The new High Lifter lower control arms will come pre-adjusted to factory length, which is .937

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.

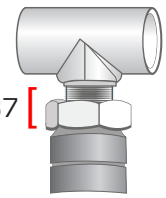
POSITIVE CAMBER

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.



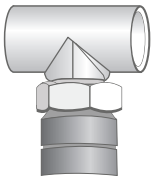
CORRECT CAMBER

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.



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.

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

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, itness 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

DHT XL LONG TRAVEL AXLE WARRANTY PROGRAM

Thank you for purchasing a High Lifter Products Big Lift equipped with a set of DHT-XL Big Lift Axles. Our axles have been engineered to provide superior performance for use on your ATV/UTV.

HIGH LIFTER DHT X & DHT XL AXLE 18-MONTH LIMITED WARRANTY

High Lifter offers an 18-Month Limited Warranty to the original purchaser that our **DHT X and DHT XL line of axles** shall be free from defects in material and workmanship for 18-months following the original purchase date if utilized in accordance with the manufacturer's instructions for installation and operation of said products. In the event of a failure during this 18-month period, High Lifter will replace the axle one time free of charge. Subsequent replacements during this 18-month period will be charged a $50.00 replacement fee.

HIGH LIFTER CV AXLE 12-MONTH LIMITED WARRANTY

High Lifter offers an 12-Month Limited Warranty to the original purchaser that our **CV line of axles** shall be free from defects in material and workmanship for 12-months following the original purchase date if utilized in accordance with the manufacturer's instructions for installation and operation of said products. In the event of a failure during this 12-month period, High Lifter will replace the axle one time free of charge. Subsequent replacements during this 12-month period will be charged a $50.00 replacement fee.

HIGH LIFTER STOCK SERIES AXLE 90-DAY LIMITED WARRANTY

High Lifter offers an 90-Day Limited Warranty to the original purchaser that our **Stock Series line of axles** shall be free from defects in material and workmanship for 90 days following the original purchase date if utilized in accordance with the manufacturer's instructions for installation and operation of said products. In the event of a non-defect related failure during this 90-day period, High Lifter will offer to replace axle for a $40 replacement fee.

Damages to vehicle or any other object during the installation, use, or removal of High Lifter products are not covered under this warranty. 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 are also excluded from coverage. 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. 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 axle.
- Photos of the axle installed, and vehicle axle 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, Inc. Attn: Returns 7455 Atkinson Drive, 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.**

HIGH LIFTER PRODUCTS DHT·XL AXLE WARRANTY

Name _____

Address _____

_____

Phone Number _____

E-Mail Address _____

_____

Axle Product Number _____

Place of Purchase _____

Date of Purchase _____

Reason for Return _____

_____

_____

REMINDER – THIS CLAIM MUST BE ACCOMPANIED BY A COPY OF THE ORIGINAL RECEIPT.