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MCFFA-RZR1-1

Max Clearance Polaris 1000 Front Forward Arched Control Arm Kit

Read before Installation

This product is designed for use on ATVs and/or RUVs to increase ground clearance and fender clearance. Purchasers should be aware that use of this product may increase the frequency of required maintenance, part wear, and will raise the center of gravity on your ATV and/or RUV, increasing risk of roll-over, injury and death on all types of terrain. It is your responsibility to always inform other operators and passengers of this vehicle about the added risks.

High Lifter Products, products are designed to best fit users ATV/RUV under stock conditions. Adding, modifying, or fabricating any OEM or aftermarket parts will void warranty. High Lifter Products, products could interfere with other aftermarket accessories. If the user has aftermarket products on machine, contact High Lifter Products to verify that they will work together. Adding aftermarket suspension components and/or more aggressive tires can cause breakage of other OEM driveline components such as differentials, axles or drive shafts.

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

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

By purchasing and installing High Lifter Products, products, user agrees that should damages occur, High Lifter Products will not be held responsible for loss of time, use, labor fees, replacement parts, or freight charges. High Lifter Products will not be held responsible for any direct, indirect, incidental, special, or consequential damages that result from any product purchased from High Lifter Products. The total liability of seller to user for all damages, losses, and causes of action, shall not exceed the total purchase price paid for the product that gives rise to the claim.

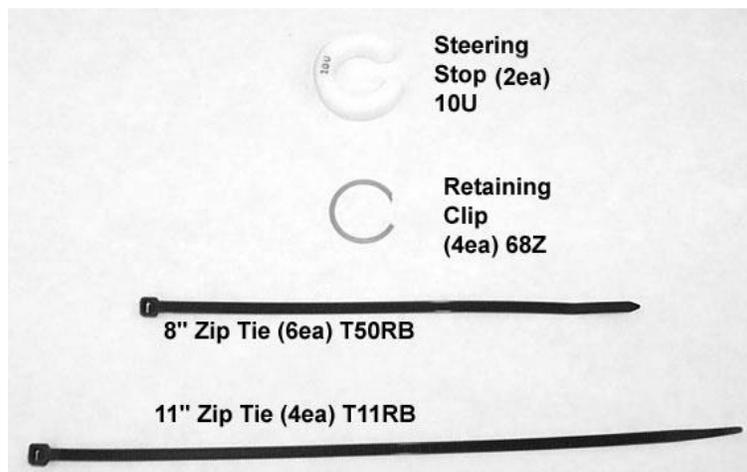
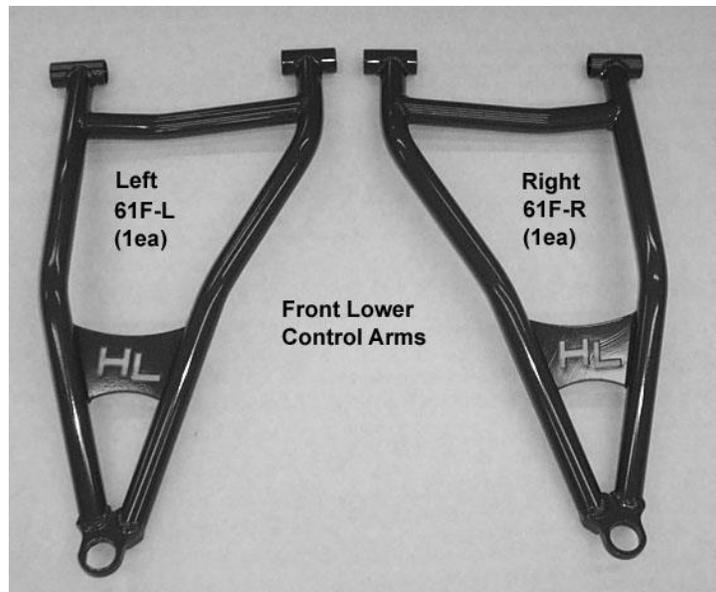
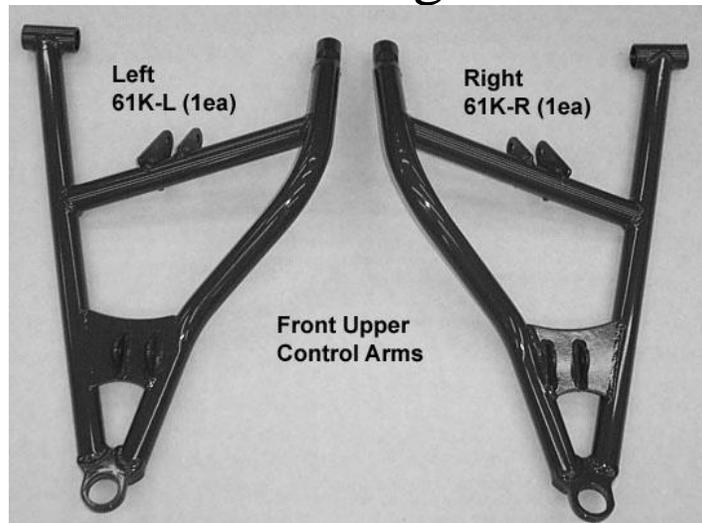
If this product is not what you expected, or is not consistent with your intended use, you should return the product immediately to the seller, before installation, for a refund of the purchase price; less any fees. After installation, product is warranted for 90 days for defects in workmanship and materials. High Lifter Products will warranty only parts provided by High Lifter Products. Any damage or problems with OEM housings, bearings, seals, or other manufacturer's products will not be covered by High Lifter Products. Parts and products will not be warranted if item was not installed properly, misused, or modified.

Dealers and other Installers

You are responsible for informing your customer and end user of the information contained above and the increased potential hazards of operating an ATV and/or RUV equipped with modified suspension components. If you install any suspension modifying components, it is your responsibility to also install the warning label prominently in view of the driver and in prominent view of the driver and passenger on RUVs and multi-passenger ATVs. They should also be instructed to notify anyone operating the vehicle, as well as any passengers, that said vehicle is modified.

As discussed above, it is critically important that they be instructed in the need for slower speed operation, regardless of terrain, after this lift kit is installed.

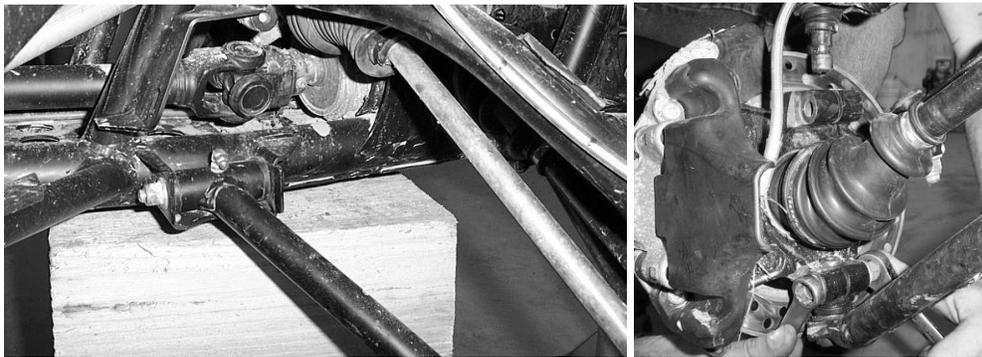
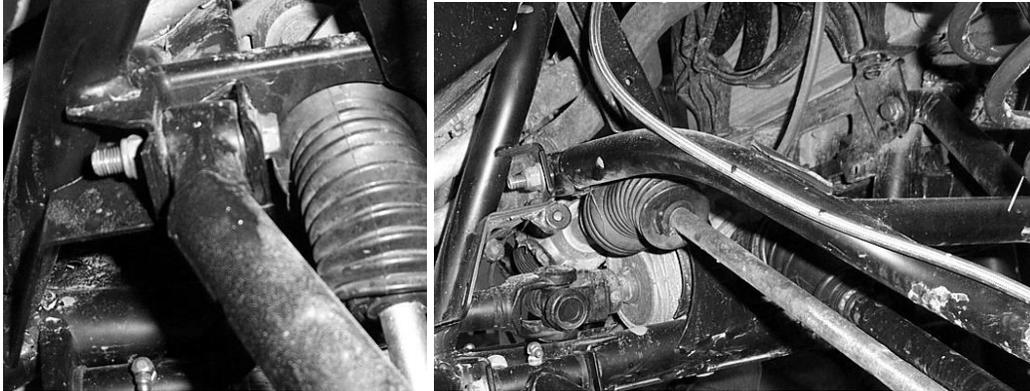
Parts Diagram



NOTE: These instructions are used in kits that come with or without ball joints. If you have purchased a kit that has the ball joints preinstalled, then the ball joints are not shown in parts diagram.

Installation Instructions:

1. Place jack under center of RUV front end and lift until front wheels clear the ground. Be careful to support the RUV properly so that it is securely supported but so that Control arms and shocks can droop to full extension.
2. Remove front wheels.
3. Remove the upper and lower control arms from the RUV. Disconnect from the frame, shock, and hub assembly.



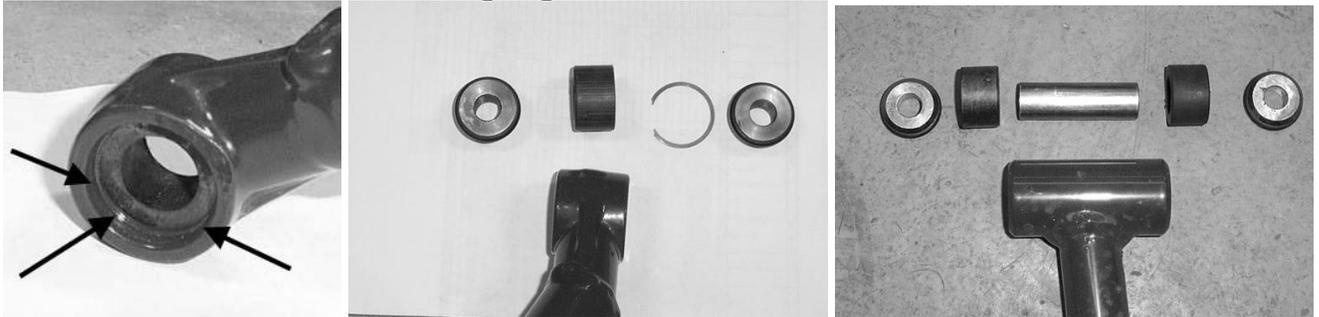
4. **The steps for removing and reusing your factory ball joints only applies if you purchased a kit without ball joints preinstalled. If you purchased a kit with ball joints already installed, then proceed to STEP 7 in the installation instructions.**
5. Remove the ball joints from the stock control arms. You will need to reuse these in the new kit.
6. **NOTE: A press or a vise is suggested for removing and replacing the ball joints. 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.**





7. You will also need to remove the bushings and sleeves from the factory arms.

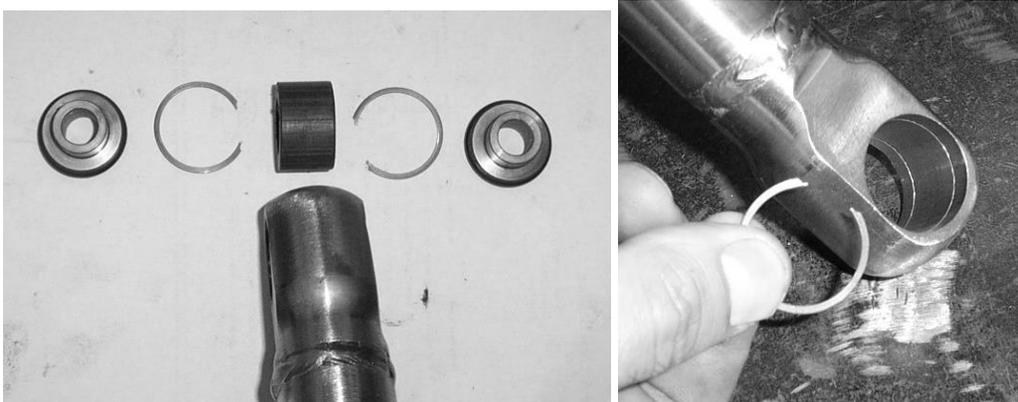
NOTE: Take care when removing the bushing from the collars! There is a stop built into the factory arm that prevents the bushing from pushing out when installed. The bushing will only come out from one side, the side that has the retaining ring in it!!!

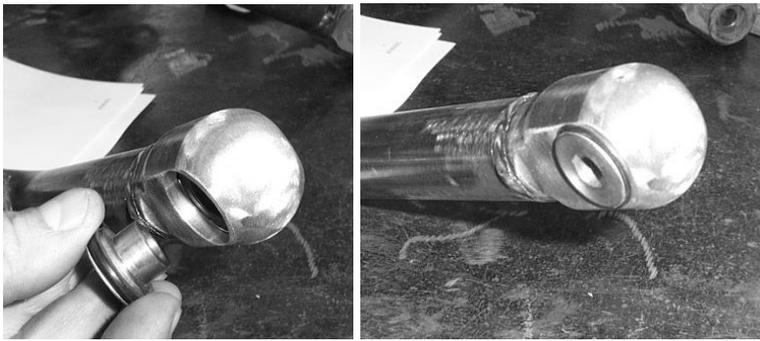
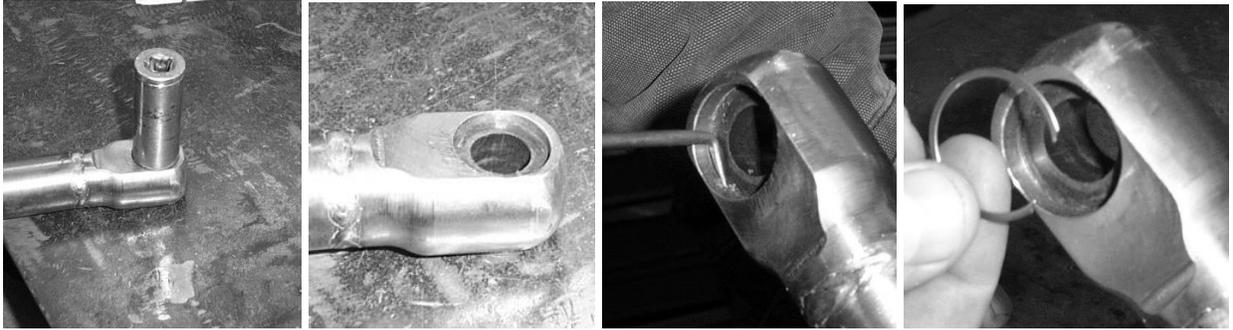
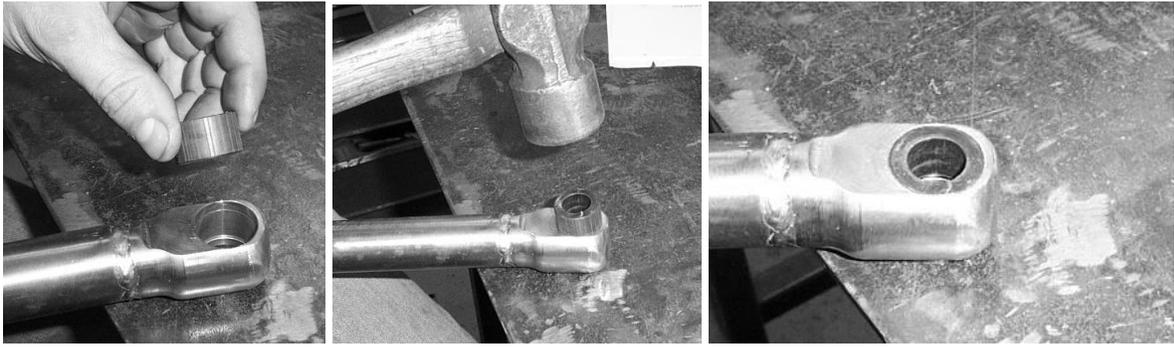


8. Now reinstall the bushings, sleeves, and ball joints into the new arms. If you place some grease on them it makes the installations easier. On the new upper arms we do not have the stop built into the collar on one side. We include new snap rings. Insert a snap ring into one side, then insert the bushing, tap the bushing into place, then insert the second snap ring.

NOTE: Once the bushing was inserted you will need to use a socket to help push it in all the way!

NOTE: You may need to clean out the snap ring groove with a fine point or pick. As the bushing is being inserted material can deposit into the groove, preventing the snap ring from seating.

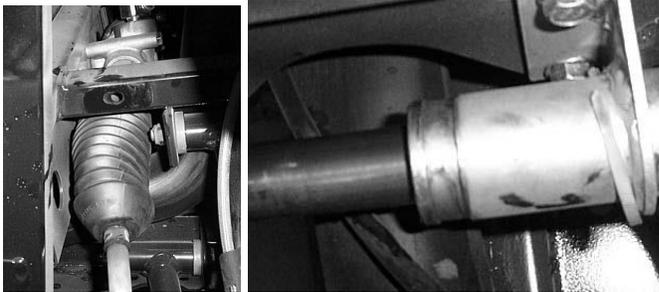




9. Before you attach the new arms you need to install the steering stop kit.
10. Start with the driver's side as this has the least amount of room to get your hands in and once you install the spacer on the passenger side you will have less play on the driver's side.
11. Turn the steering wheel all the way to the right. If you are working on the passenger side turn it all the way to the left.

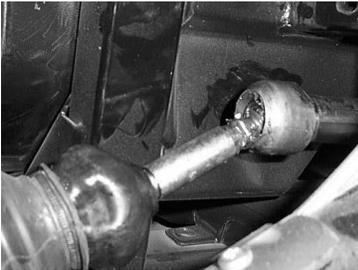
NOTE: In order to re-secure the boot you will need to turn the steering wheel closer to the center to give you some play in the boot.

12. The 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.



(This view is the passenger side)

13. Next pull the boot back to expose the inner tie rod joint.



(This view is the passenger side)

Note: On the driver's side there is already a white spacer in place on the rack and pinion from the factory. You will add the new steering stop to it. DO NOT REMOVE THE FACTORY SPACER!

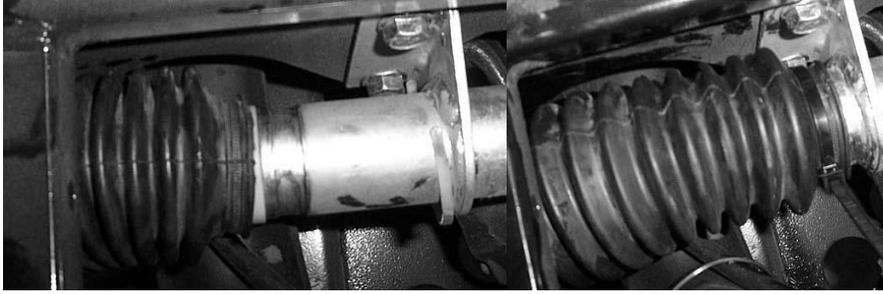


(Driver side view)

14. Place the steering stop clip between the inner tie rod joint and the rack and pinion. It is a tight fit, so you may have to force it on this is to ensure that the spacer stays in place.



15. Pull boot back over the ball joint and steering stop and refasten with 11" zip tie. Be sure to verify the zip tie is tight so prevent material from getting into the boot.

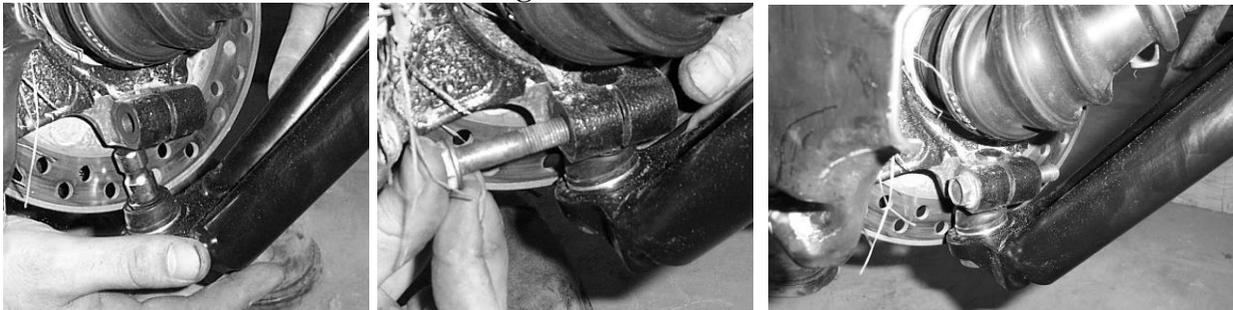


16. Use the factory nuts and bolts to connect the new control arms to the RUV frame. You will have left and right upper and lower control arms.



17. Reconnect the knuckle assembly.

NOTE: Insert ALL ball joint connecting bolts from rear to front! If this is not done the control arm will rub on the bolt at full steering lock.



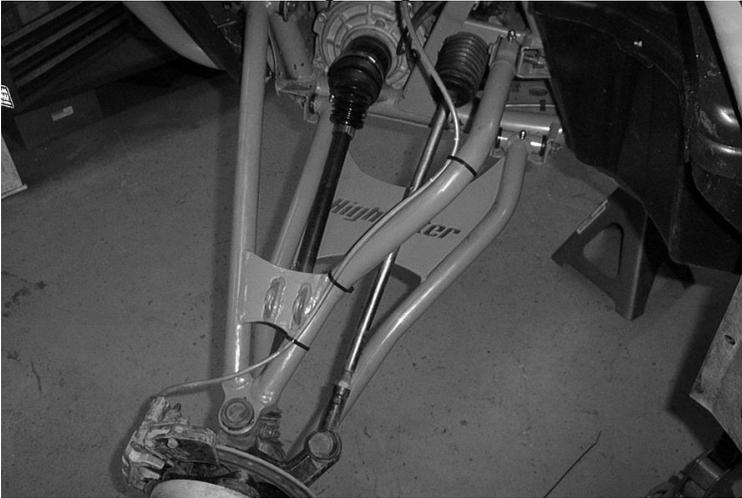
18. Reconnect the sway-bar to the upper control arm using the factory hardware.



19. If you have not already done so, reconnect the bottom of the shock to the upper arm using the stock hardware.



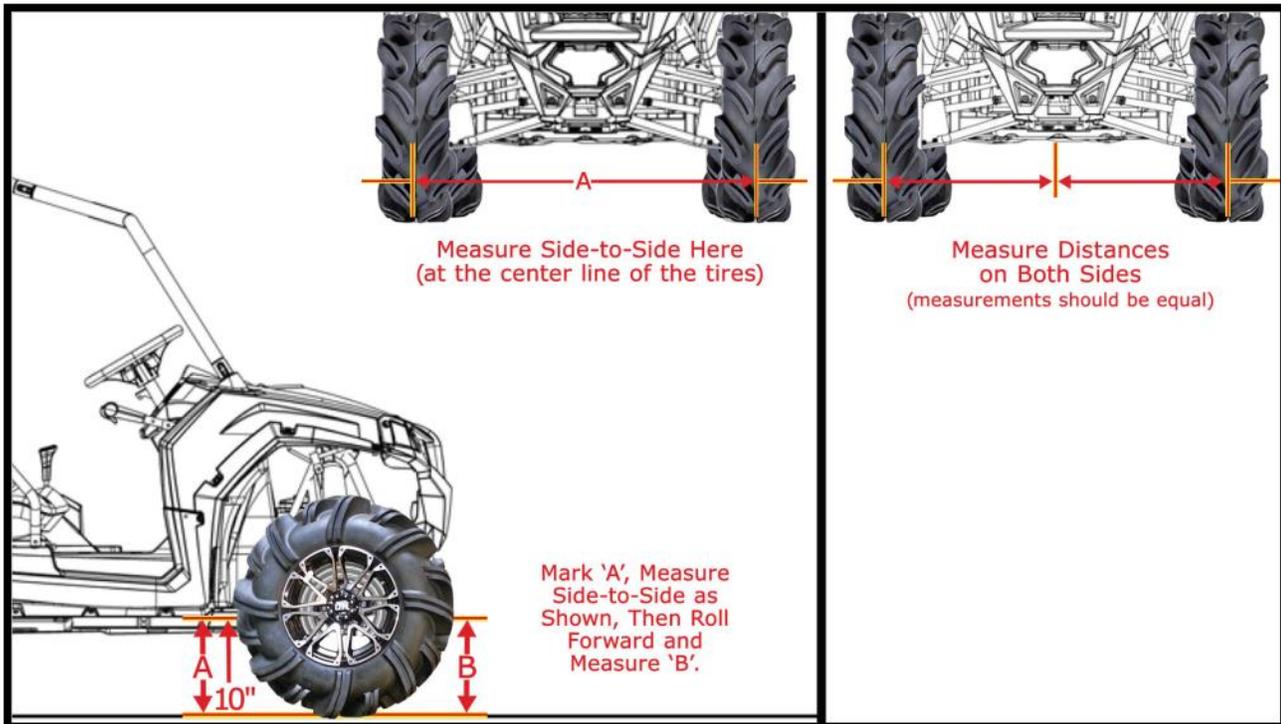
20. Make sure to use the 8" zip ties provided to attach the brake lines to the new upper control arm.



21. Repeat steps for the opposite side.

22. When both sides are complete place wheels back on the UTV and torque lugs to factory specifications.

23. FRONT ALIGNMENT



- a. Place the machine on a smooth level surface and set the steering wheel in a 'straight ahead' position. Secure the steering wheel in this position.
- b. Place a chalk mark on the center of the tires approximately 10" (25.4cm) from the floor or as close to the hub/axle center line as possible.
NOTE: It is important the height of both marks be equally positioned to get an accurate measurement.
- c. In the 'Front' of the tires, measure the distance between the center mark of the (LH) tire to the center mark of the (RH) tire. Record the measurement as 'A'.
- d. In the 'Rear' of the tires, measure the distance between the center mark of the (LH) tire to the center mark of the (RH) tire. Record the measurement as 'B'.
- e. Subtract measurement 'B' from measurement 'A'. The difference between measurement 'A' and 'B' is the vehicle toe alignment. ($A - B = \text{Toe Alignment}$)
- f. The recommended vehicle toe tolerance is 1/8" to 1/4" (3.175-6.35mm) toe out. This means the front measurement of the tire (A) is wider than the rear measurement (B).
- g. If the toe alignment is incorrect, measure the distance between vehicle center and each wheel (use the chalk mark as wheel center). This will tell you which tie rod needs adjusting.
IMPORTANT NOTE: Be sure the steering wheel is straight ahead before determining which tie rod needs adjustment. When tightening the tie rod end 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.

- h. To adjust the toe alignment, hold the tie rod end to keep it from rotating. Loosen the jam nuts at both ends of the tie rod. Shorten or lengthen the tie rod (screw it in or screw it out) until alignment is as required to achieve the proper 'Toe Out' front setting.
- i. After alignment is complete, tighten & torque tie rod end jam nuts to specifications. [12-14 ft. lbs. (16-19Nm)]

Thank You
For Choosing
HIGHLIFTER



High Lifter Lifetime Warranty

From the beginning, High Lifter has engineered and manufactured some of the toughest, most durable products on the market. That's why this product comes with a Lifetime Warranty. It's our promise that High Lifter will never let you down.

- The **Lifetime Warranty** covers products sold to the original purchaser only and is not transferable. The term of the warranty is for the lifetime of the vehicle in question.
- Normal wear and tear items and finishes, such as, but not limited to: Heim joints, tie rod ends, ball joints, bearings, seals, bushings, bushing sleeves, zinc plating , powder coating, or chipping and discoloration of any finish is not covered.
- High Lifter will ship the replacement product after the returned product has been inspected by High Lifter staff.
- The warranty shall not include claims for damages, installation time or labor charges, economic losses, inconvenience, transportation, towing, down time, direct or indirect or consequential damages or delay resulting from any defect.
- The warranty does not apply to products that have been improperly applied or improperly installed.
- **SPECIAL NOTE:** Warranty will not cover improper installation of ball joints. Any Max Clearance Control Arm Kit that uses ball joints as part of the installation will require inspection before eligibility for warranty can be determined. If the arms show damage, marks, or scarring of improper installation, the warranty will be not be approved.

Making a warranty claim

1. All claims must be accompanied by the part and the original sales receipt or other acceptable proof of purchase from the original owner.
2. All warranties must be accompanied with a Return Merchandise Authorization (RMA) number. (Contact High Lifter at 318-524-2270 or 800-699-0947 for an RMA number)
3. When shipping the damaged product:
 - a. Write the RMA number on the outside of the box.
 - b. Also include the RMA number, proof of purchase and any notes inside the box.
 - c. Please keep your tracking number and shipment information.
4. The customer is responsible for shipping the product to High Lifter--return shipping within the lower 48 states will be paid by High Lifter products. With all warranty claims, only standard shipping services apply.
5. High Lifter will process your order within 24 business hours of receiving the returned item.
6. **Ship to:** High Lifter Products, 780 Professional Drive North, Shreveport, Louisiana 71105