

LTK-RZRPRO

79-14873

Polaris Razor 1000 Pro XP Long Travel



Parts Available For These Popular Brands and Others

POLARIS

can-am



Kawasaki



HIGHLIFTER



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

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

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

Prior to installing any products sold or manufactured by High Lifter Products, Inc., 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).

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PARTS DIAGRAM

LIFT BRACKETS & HARDWARE

(LT-P003-B1) 79-15057



MCS10X75-10.9
54-60980
M10-1.5X75mm
Hex Bolt
(4ea)



MCS516
54-61002
M5X.80mmX
16mm Bolt
(4ea)



MHTFS612Z
54-61033
M6-1x12mm
Self Tap Screw
(4ea)



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



100F
79-10011
Misalignment
Bushing for
Trailing Arm (4ea)



145W
79-14798
Front Shock
Bracket
(1ea)



MFW10
54-61026
M10 Flat
Washer
(8ea)



MFW5
54-61030
M5 Flat
Washer
(8ea)



132P
73-15930
Front Left &
Right Brake
Line (1ea)



31C
73-11056
Spacer
(2ea)



JN78F
54-60883
7/8 Jam
Nut (4ea)



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



MLN10
54-61038
M10-1.5
Lock Nut
(4ea)



MLN5-0.8
54-61041
M5X.80mm
Lock Nut
(4ea)



WL-CLAMP-12
73-15076
P-Clamp
(14ea)



104A
79-10051
C-Clip
(4ea)



145V
79-14623
Rear Shock
Bracket
(1ea)



92V
79-11953
Helm
Bushing
(8ea)



82X
73-12790
Inner Cone
(8ea)



92W
73-12960
Tapered
Bushing
(8ea)



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



79-14973
10mm Toe
shim 10.5mm
(8ea)



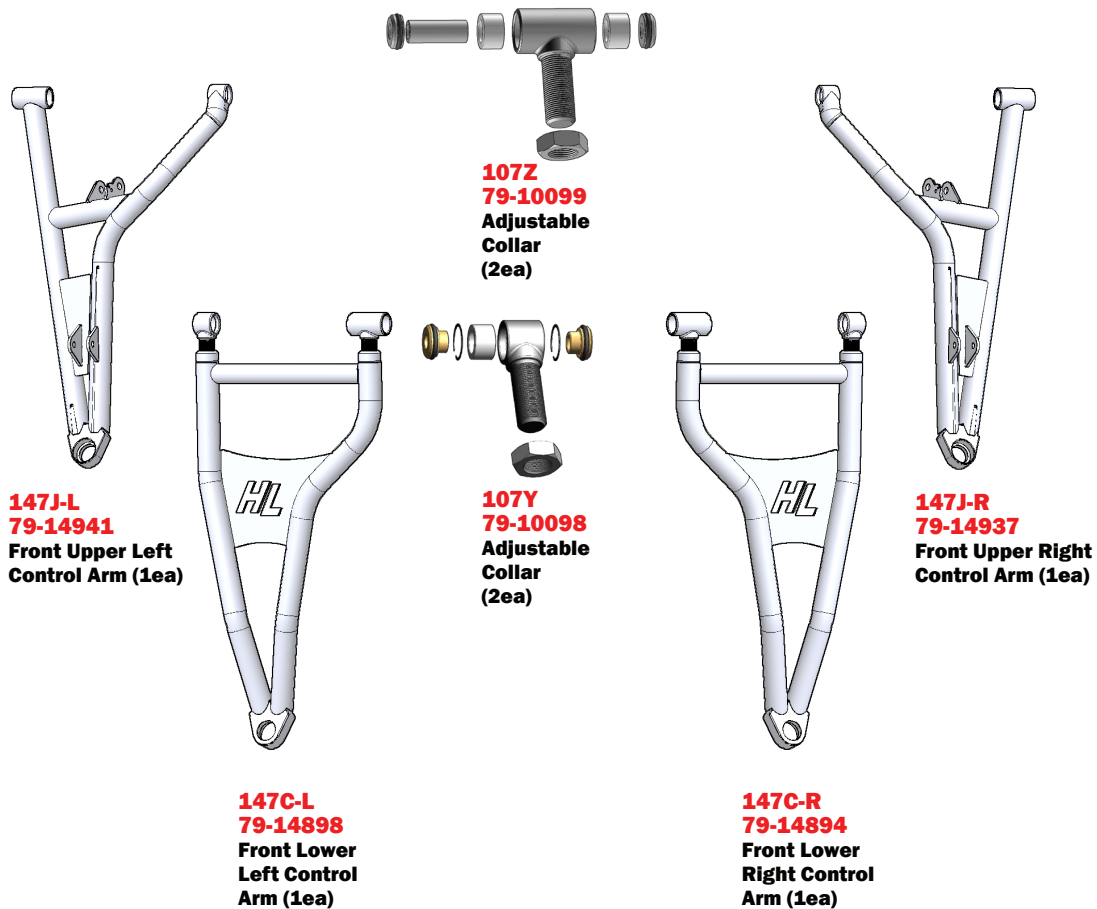
96N
79-12001
7/8 Radius Bar
Helm Joint
(4ea)

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PARTS DIAGRAM

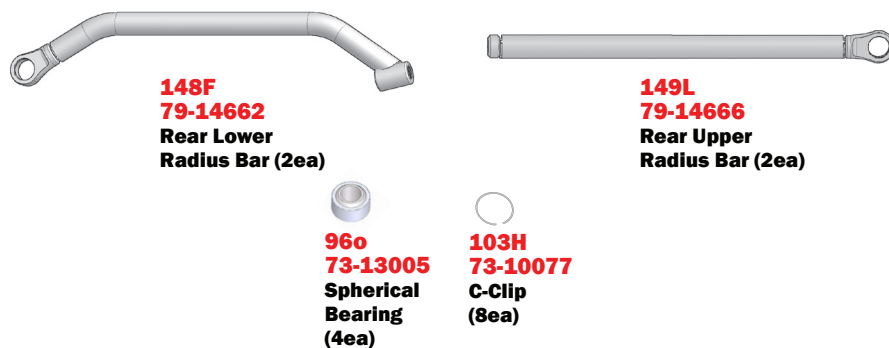
FRONT UPPER & LOWER ARMS

(LT-P003-B2) 79-15058



UPPER & LOWER RADIUS BAR

(LT-P003-B3) 79-15059

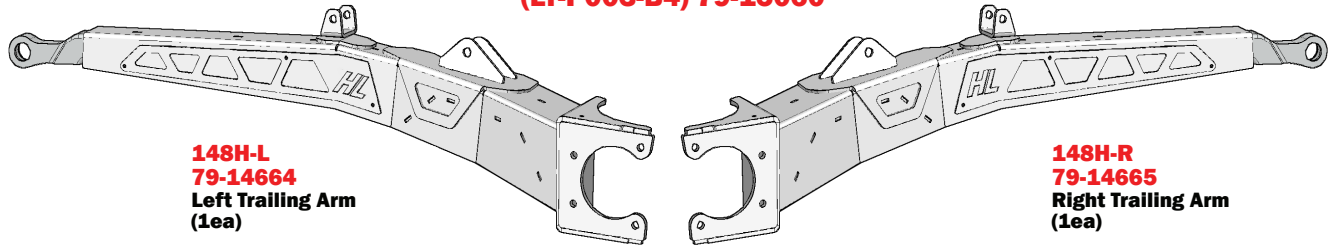


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PARTS DIAGRAM

TRAILING ARMS

(LT-P003-B4) 79-15060



148H-L
79-14664
Left Trailing Arm
(1ea)

148H-R
79-14665
Right Trailing Arm
(1ea)



31J
79-10856
Spherical
Bearing
(2ea)



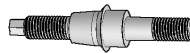
100A
79-10002
Internal
Retaining Ring
(2ea)

TIE ROD & STEERING SET UP

(LT-P003-B5) 79-15061



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



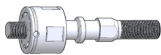
79-14921
High Misalignment
Stud (2ea)



MFW12
54-61027
12mm Flat Washer
(2ea)



151H
79-14670
Tie Rod
(2ea)



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



LJN58F
54-60930
5/8-18 Left
Hand Jam
Nut (2ea)



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



JN34F
54-60881
3/4-16 Jam
Nut (2ea)



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

LONG TRAVEL AXLES

DHT-XL-RZRPRO-F
64-10864
Front Axle (2ea)



DHT-XL-RZRPRO-R
64-10865
Rear Axle (2ea)



Front INSTALL

REMOVING STOCK COMPONENTS

Wheels

1



FRONT PASSENGER

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 is tall enough to raise the UTV high enough to reinstall the tires after the lift is installed. **ONCE LIFTED, USE JACK STANDS TO PROPERLY SECURE THE UNIT.**

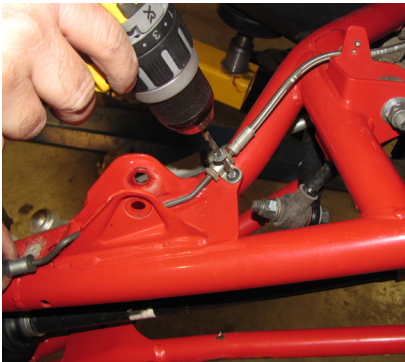
Remove the front wheels.

REMOVING STOCK COMPONENTS

Brake Lines & Caliper

2

UPPER ARM



FRAME



CALIPER

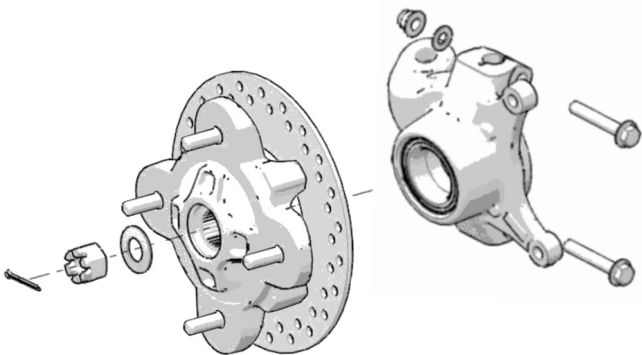


Remove the **brake lines** from arms and frame by drilling off the rivets. Remove the (2) **brake caliper mounting bolts (15mm)** **DO NOT** disconnect lines from caliper. Set brake caliper aside.

REMOVING STOCK COMPONENTS

Hub Assembly

3



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

6

REPEAT STEPS ON OPPOSITE SIDE

4

Before removing the upper and lower arms from the front knuckle 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 ALL FACTORY HARDWARE.

LOWER SWAY BAR LINK END



LOWER SHOCK END



TIE ROD END



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

UPPER BALL JOINT



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

LOWER BALL JOINT



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

REMOVING STOCK COMPONENTS

Control Arms & Axle

5



Remove the **Upper and Lower arms** by removing the **bolts** from the **frame**. (18mm) Then remove the stock axle. **KEEP ALL FACTORY HARDWARE.**

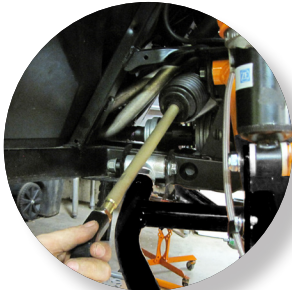
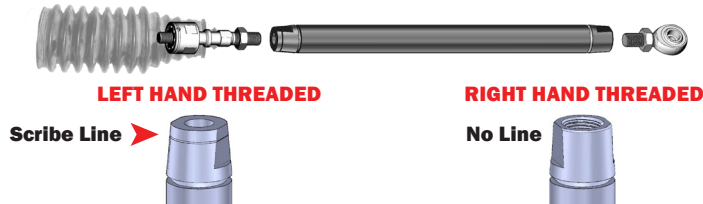
REPEAT STEPS ON OPPOSITE SIDE

6

MODIFICATIONS

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

HEIM JOINT (20T)
(RIGHT HAND THREADED)



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



Install the boot over the (HL-TRE-002) inner tie rod, then thread on the tie rod (151H) to the inner tie rod end.



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



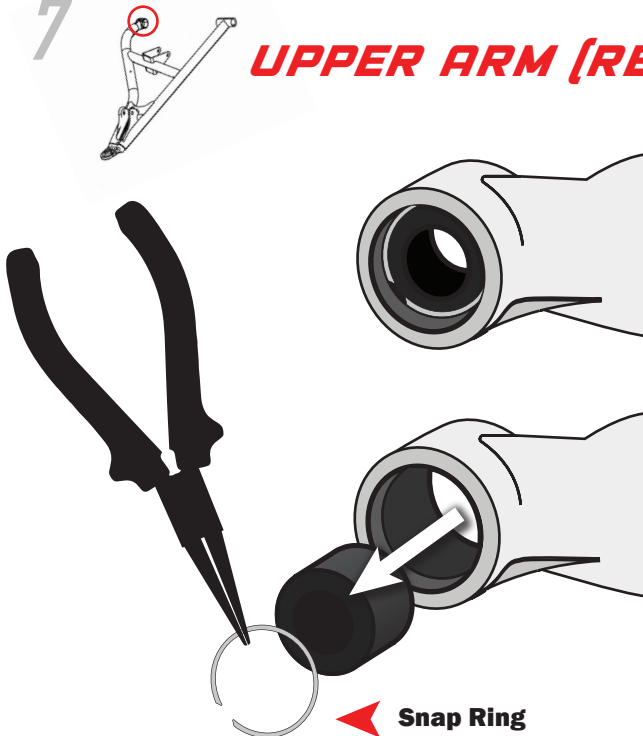
Re-secure the boot with an 11" zip tie.

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.

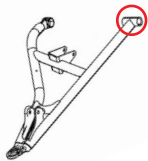
NEED REPLACEMENT BUSHINGS?



8

REPEAT STEPS ON OPPOSITE SIDE

8



UPPER ARM (FRONT)

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



Bushing

Sleeve

Pivot Cap



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.

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.

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

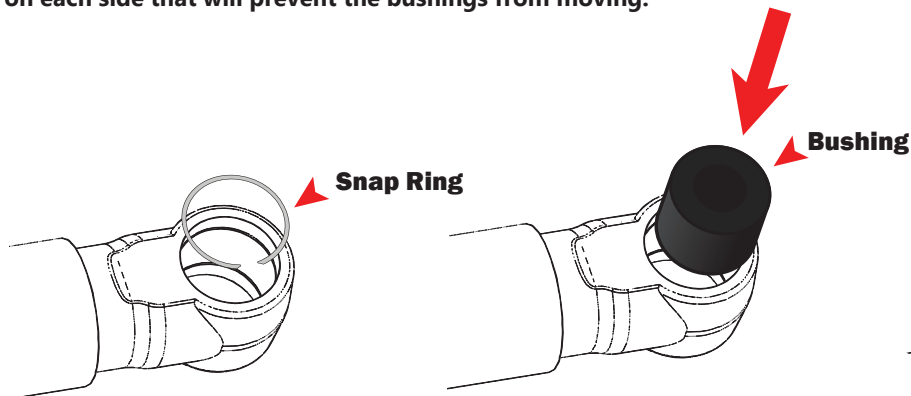
Use caution when removing the bushing from the collar, there is a stop built into the factory arm that prevents the bushing from pushing out when installed. Because of this, the bushing must be pushed out from the opposite side.

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 bushings from moving.



Snap Ring

Bushing

Pivot Cap

Insert the **104A snap ring** into one side, then insert the **bushing**. Press the bushing into place.

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.

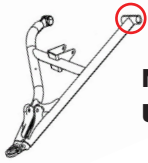
TIP: If you apply some grease to the bushings, it makes the installation easier.

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

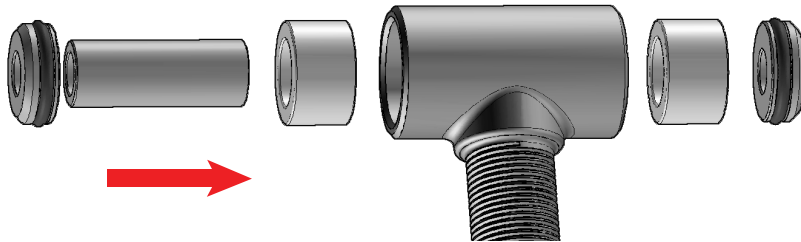
NOTE: You may need to free the snap ring groove of debris with a pick. Debris will prevent the snap ring from seating.

REPEAT STEPS ON OPPOSITE SIDE

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.



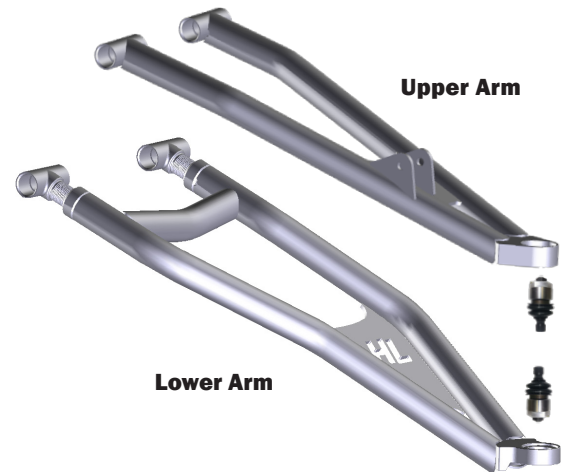
Remove Retaining Clip

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!



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.

**BALL JOINT ORIENTATION**

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

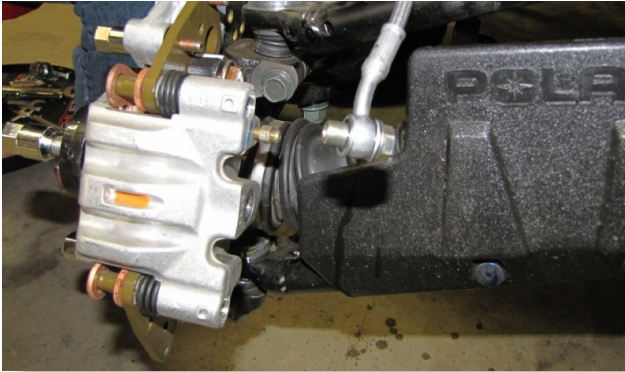


NEED A WORTHY
UPGRADE?



REPEAT STEPS ON OPPOSITE SIDE

13 PASSENGER SIDE



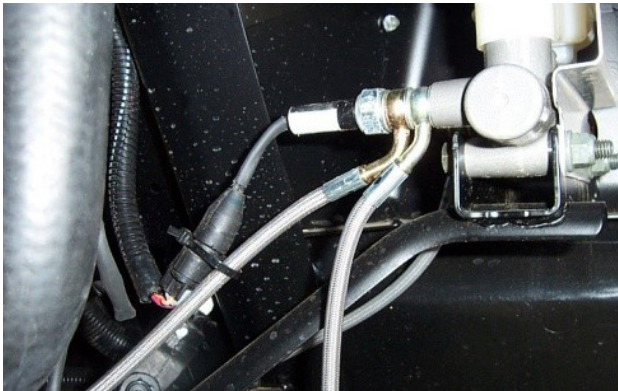
Disconnect the brake line from the caliper and upper control arm. Have a container ready to collect brake fluid.

14 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.

Have a container ready to collect brake fluid.



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

15 PASSENGER SIDE

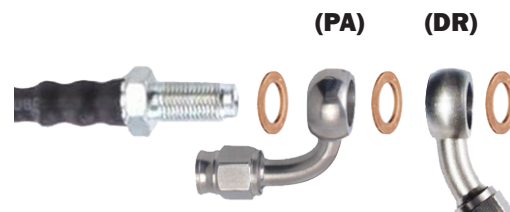


Install the new 57" **FRONT (PA)** brake line to the banjo bolt. Run the line back through the frame and to the **RIGHT (PA)** side hub.

DRIVER SIDE



Install the new 40" **FRONT (DR)** brake line to the banjo bolt. Run the line back through the frame and to the **LEFT (DR)** side hub.



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



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

Re-secure the connector.

Front INSTALL

FRONT LIFT BRACKETS

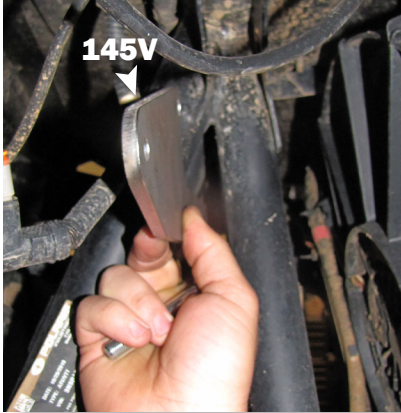
Install

16

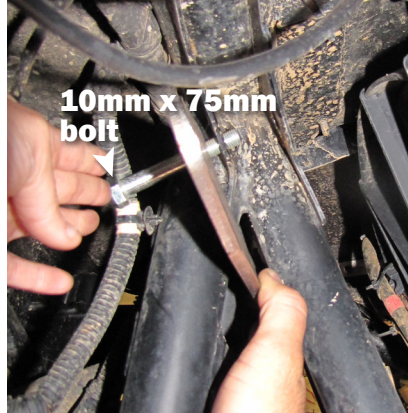
REMOVE THE SHOCKS IF YOU HAVE NOT DONE SO ALREADY.



145V
Rear Shock
Bracket



Install the **(145V)** bracket to the **REAR** of the original shock tab.



Insert the **M10x75mm** bolt through the bracket and tab.

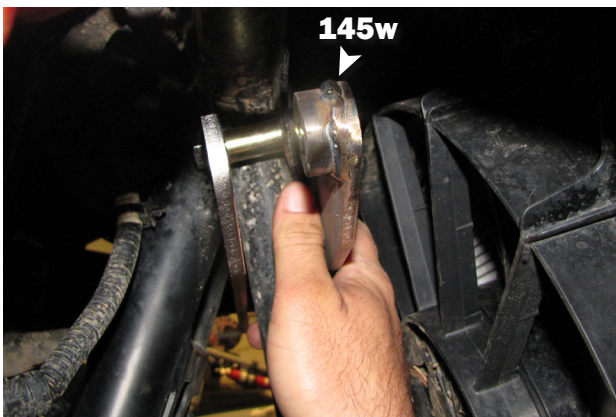


Insert the **(31C)** spacer between the original shock tabs. Run the bolt all the way through **DO NOT** secure hardware yet.

17



145W
Front Shock
Bracket



Install the **(145W)** bracket to the **FRONT** of the unit. (closest to the radiator)



Secure the bracket in place with the **10mm flat washer** and **10mm lock nut**.

Front INSTALL

FRONT LOWER CONTROL ARM

Install

18

LOWER ARM



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

AXLE



Next, install the new axle into the front differential.

FRONT UPPER CONTROL ARM

Install

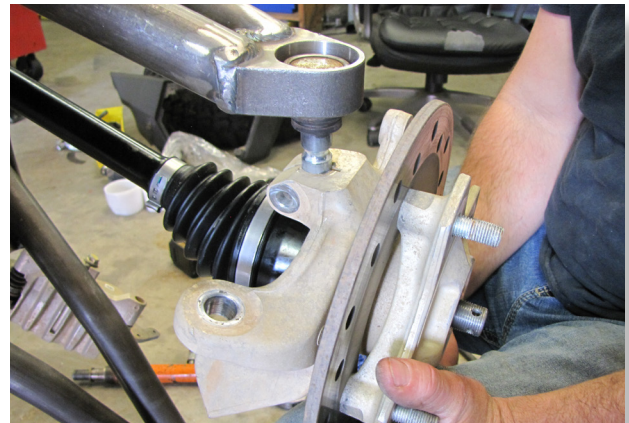
19

UPPER ARM



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

HUB ASSEMBLY



Slide the axle through the hub assembly. Connect the lower arm at the knuckle, then the upper arm. Secure with factory hardware.

SHOCK



Once the arms are mounted, install the shock. Secure it with a **M10x75mm bolt** through the upper shock lift bracket, then install a **10mm washer** and fasten with a **10mm lock nut**.

Secure shock with factory hardware at the lower shock tab.

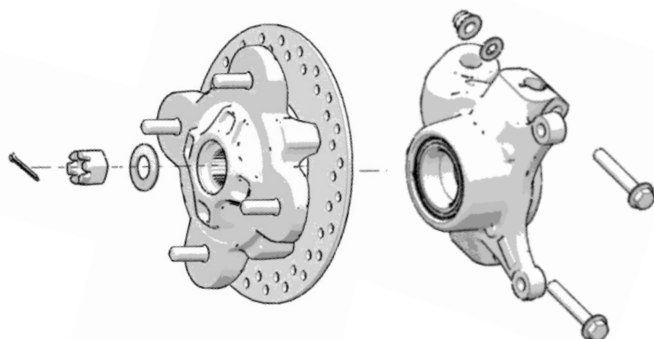
REPEAT STEPS ON OPPOSITE SIDE

Front INSTALL

FRONT BRAKE & HUB ASSEMBLY

Install

20



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)

FRONT BRAKE LINES

Install

21

UPPER CONTROL ARM

Route the brake lines along the upper arm through the shock tab, so the lines do not come in contact with moving parts or become pinched. Fasten lines to the UPPER ARM.

CONTROL ARM

Secure the brake line to the upper arm with a p-clamp and a M6-1x12mm thread forming screw.



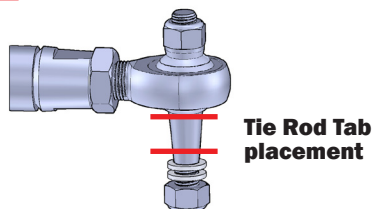
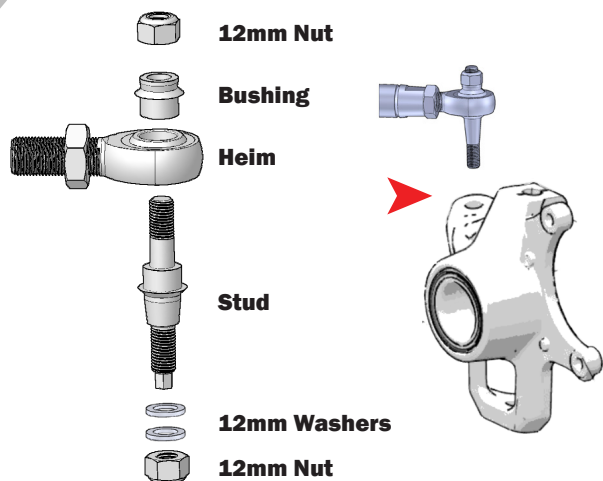
SWAY BAR TAB

Secure brake line to the sway bar mount using the M5X16mm hex bolt followed by a 5mm washer, p-clamp, 5mm washer and 5mm lock nut.

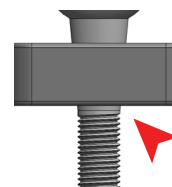
TIE ROD END

Install

22



Slide the 3/4" tapered stud 79-14921 through bottom of the heim joint (20T), place the 3/4" bushing (146Y) on the top side of the heim. Insert the stud through top of the heim down to the tie rod tab on the knuckle. Slide (2) 12mm washers 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.

Rear INSTALL

REAR LIFT

Install

23

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 is tall enough to raise the UTV high enough to reinstall the tires after the lift is installed. **ONCE LIFTED, USE JACK STANDS TO PROPERLY SECURE THE UNIT.**

Remove the rear wheels.

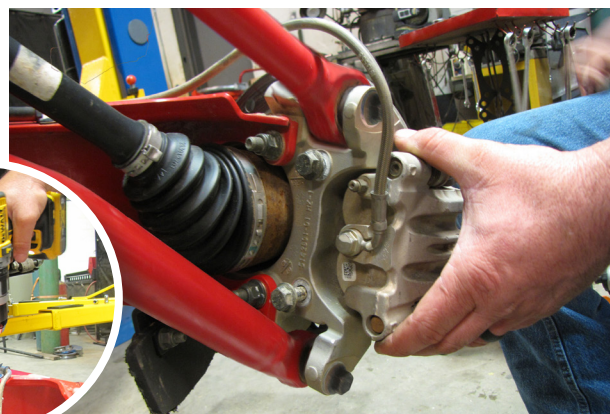
REAR BRAKE LINES

Removal

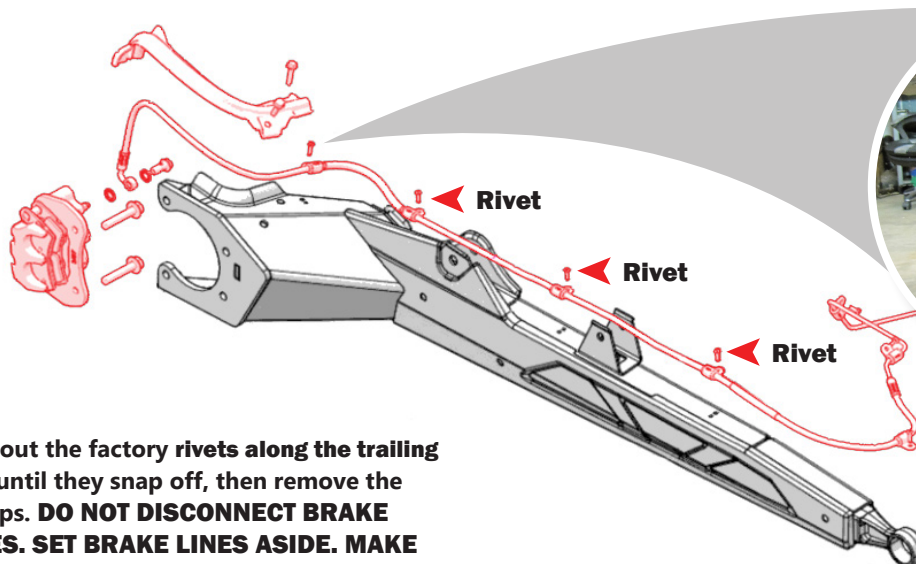
24



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



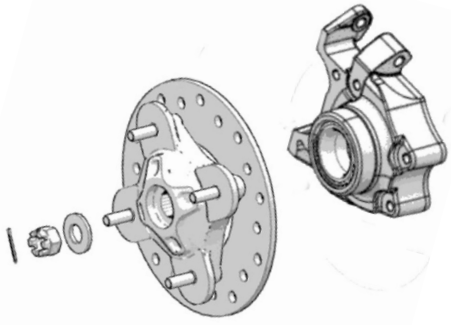
Disconnect the caliper bolts from the hub assembly, leave the brake line attached to the caliper (15mm). Set brake caliper aside. KEEP FACTORY HARDWARE.



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

REPEAT STEPS ON OPPOSITE SIDE

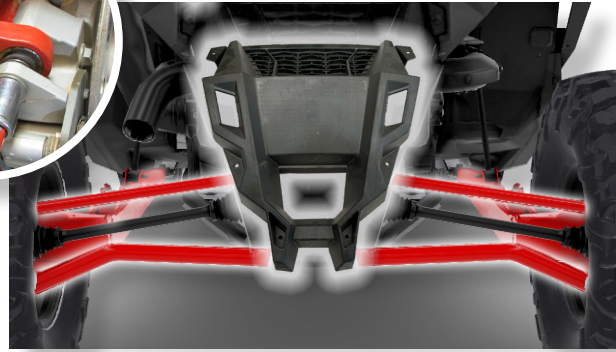
25 HUB ASSEMBLY



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.

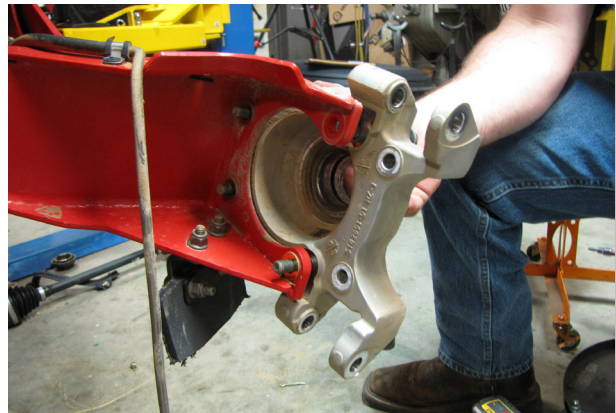
26 AXLE



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



KNUCKLE



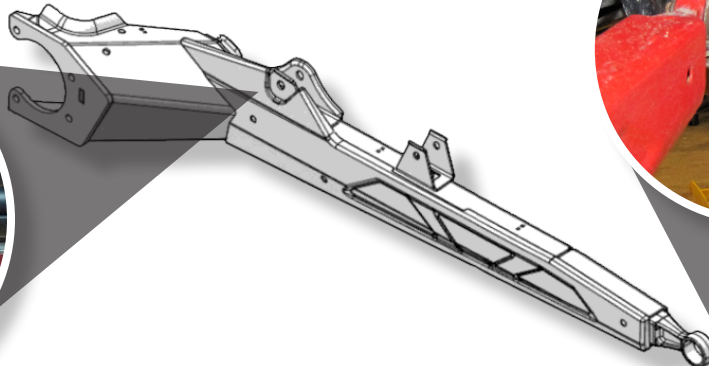
Remove the (4) nuts & washers that secure rear knuckle to the TRAILING ARM (17mm) Remove the rear knuckle. SET KNUCKLE ASIDE. KEEP FACTORY HARDWARE.

27 TRAILING ARM

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



1) Disconnect the shock



2) Disconnect the pivot bolt.

Rear INSTALL

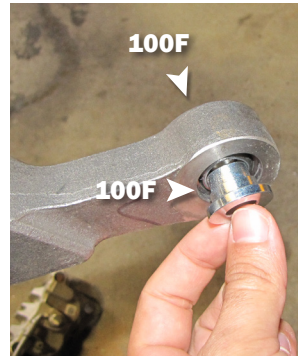
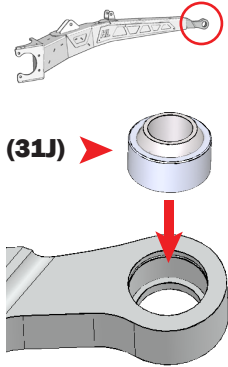
TRAILING ARMS & AXLES

Install

28



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)

TRAILING ARM

29



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

KNUCKLE



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

AXLE

30



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

SHOCK

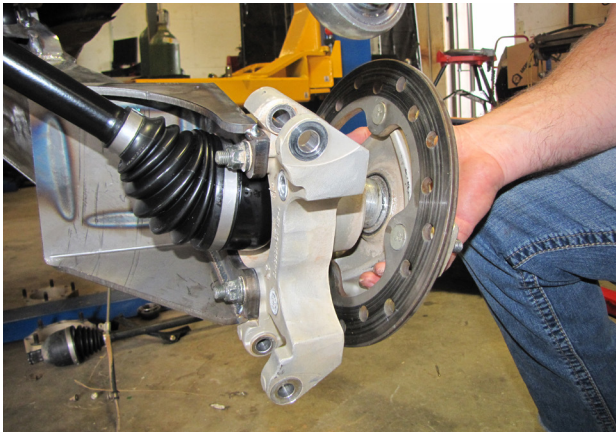


Secure the shock to the trailing arm using factory hardware.

REPEAT STEPS ON OPPOSITE SIDE

31

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)

STABILITY BAR



Secure the stability bar in place, use factory hardware.

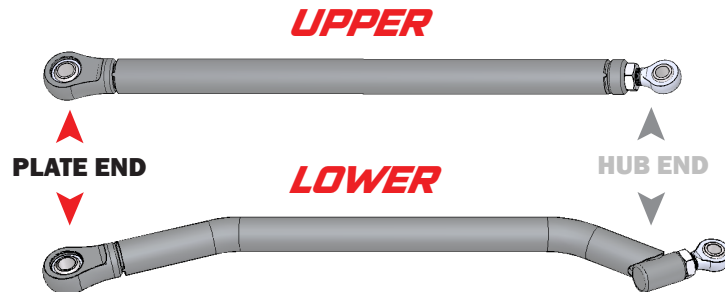
RADIUS BARS

Bearing Install

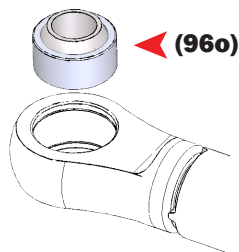
32

RADIUS BARS

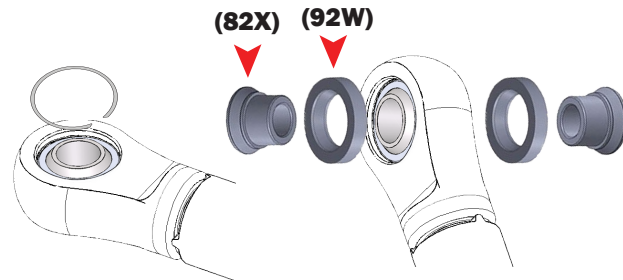
IF YOU HAVE A PRE-INSTALLED BEARINGS SKIP THIS STEP.



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 groove 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.

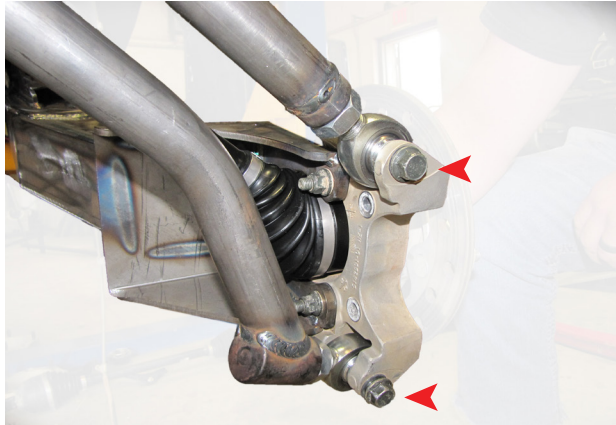
Rear INSTALL

RADIUS BARS

Install

33

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.

BRAKE LINES

Routing

34

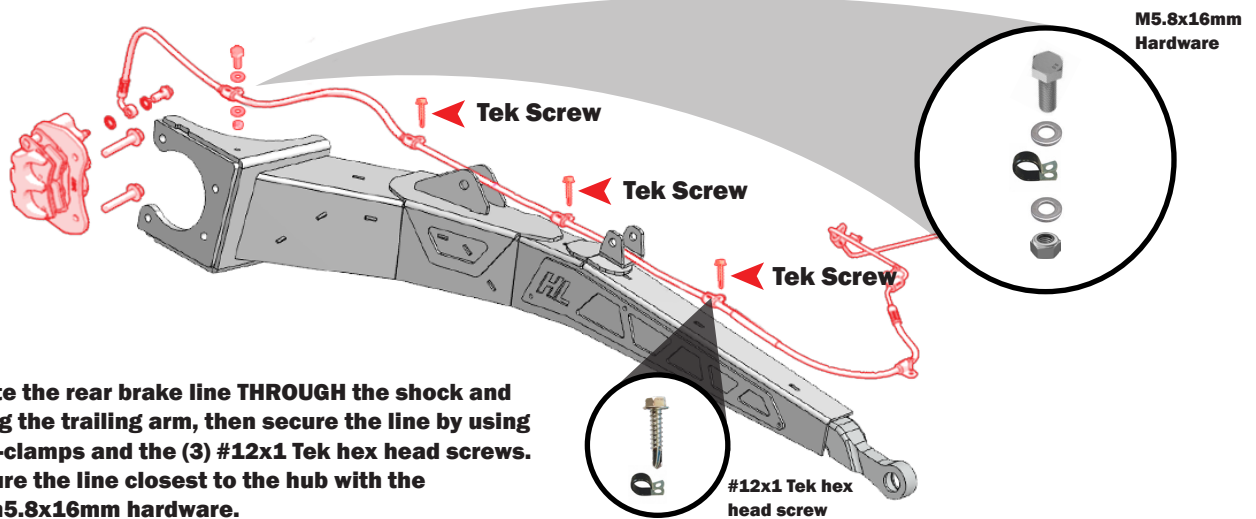


BRAKE CALIPER

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

35

TRAILING ARM



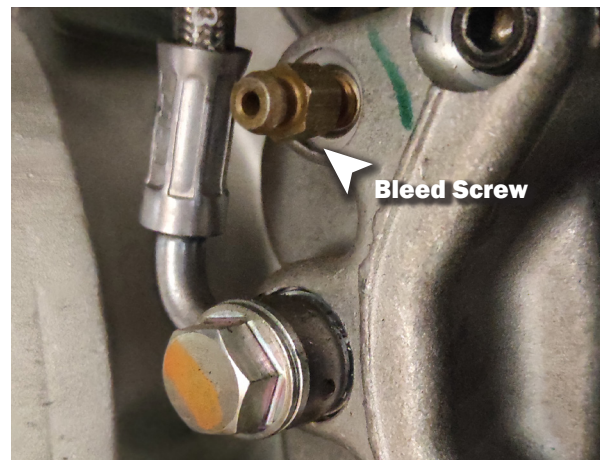
NOTE: USE DOT 4 BRAKE FLUID

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 stands.
- 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 bubbles. (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 this 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 1/4" turn so the air and fluid will displace into 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 & all the air has been purged... Close bleeder screw, pump brakes, hold pressure, open bleeder, close bleeder, release foot pedal, check master cylinder.
- 11.** Check the master cylinder fluid level.
NOTE: You must maintain at least 1/2" (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. [4 ft 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 master cylinder reservoir after the last caliper is completed. Install master cylinder reservoir cover. Check brake system for leaks.
- 15.** Once completed, dispose of used fluid properly.

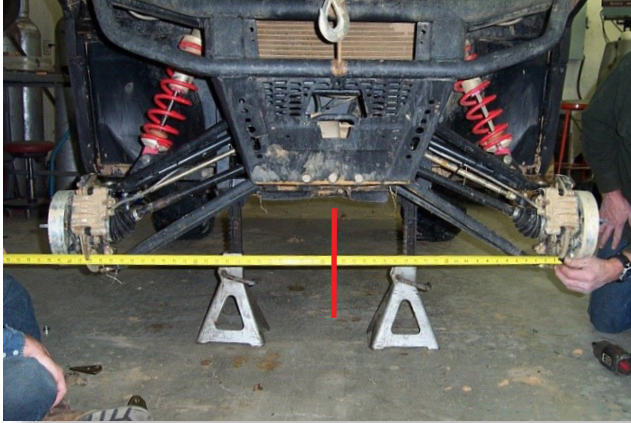


FRONT WHEEL ALIGNMENT

37

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.
- Using a tape measure, 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 the back of the rotors. 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



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.**



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]**

38

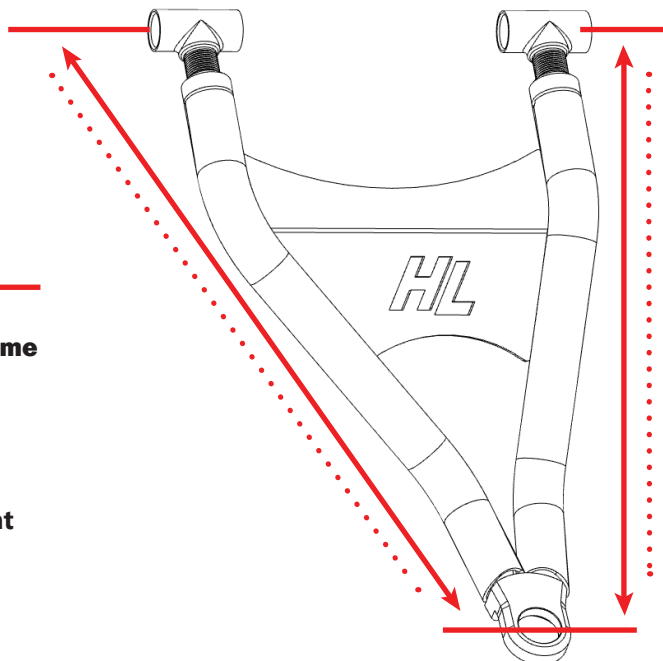
BEFORE STARTING

- Tires 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"

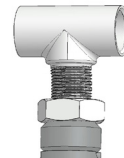
If you need to re-adjust the collars, place the factory arm and new control arm on a flat surface. Measure from eyelet to center mount on the factory arm, and then adjust the new arms to those lengths.

NOTE: When re-adjusting, leave the jam nuts loose. Do not fasten tight until installed on UTV, after all final adjustments have been made.



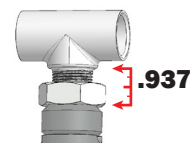
Positive Camber

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



Correct Camber

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



Make all adjustments in small increments.

Do this by **disconnecting** 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 before checking the **camber**. Repeat steps as needed. After alignment is complete, tighten jam nuts to 80 ft-lbs and secure it with blue loctite.

Negative Camber

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





HIGH LIFTER LIMITED LIFETIME WARRANTY

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

LIMITED LIFETIME WARRANTY EXTENDS TO THE FOLLOWING PRODUCT LINES:

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

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

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

WARRANTY PROCESSING

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

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

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

High Lifter Products, Inc.
Attn: Returns 780 Professional Dr N Shreveport, LA 71105

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 warranty@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 780 Professional Dr N Shreveport, LA 71105** 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: _____

Axle Product Number: _____

Address: _____

Place of Purchase: _____

Date of Purchase: _____

Phone Number: _____

Reason for Return: _____

E-Mail Address: _____

