

Apexx 8" Big Lift Polaris RZR 1000 Turbo XP

HDPLK-DXL-RZR1-2
Turbo XP High Lifter Edition

HDPLK-DXL-RZR1
Standard Model

HL

Parts Available For These Popular Brands and Others

POLARIS

can-am



Kawasaki



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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.

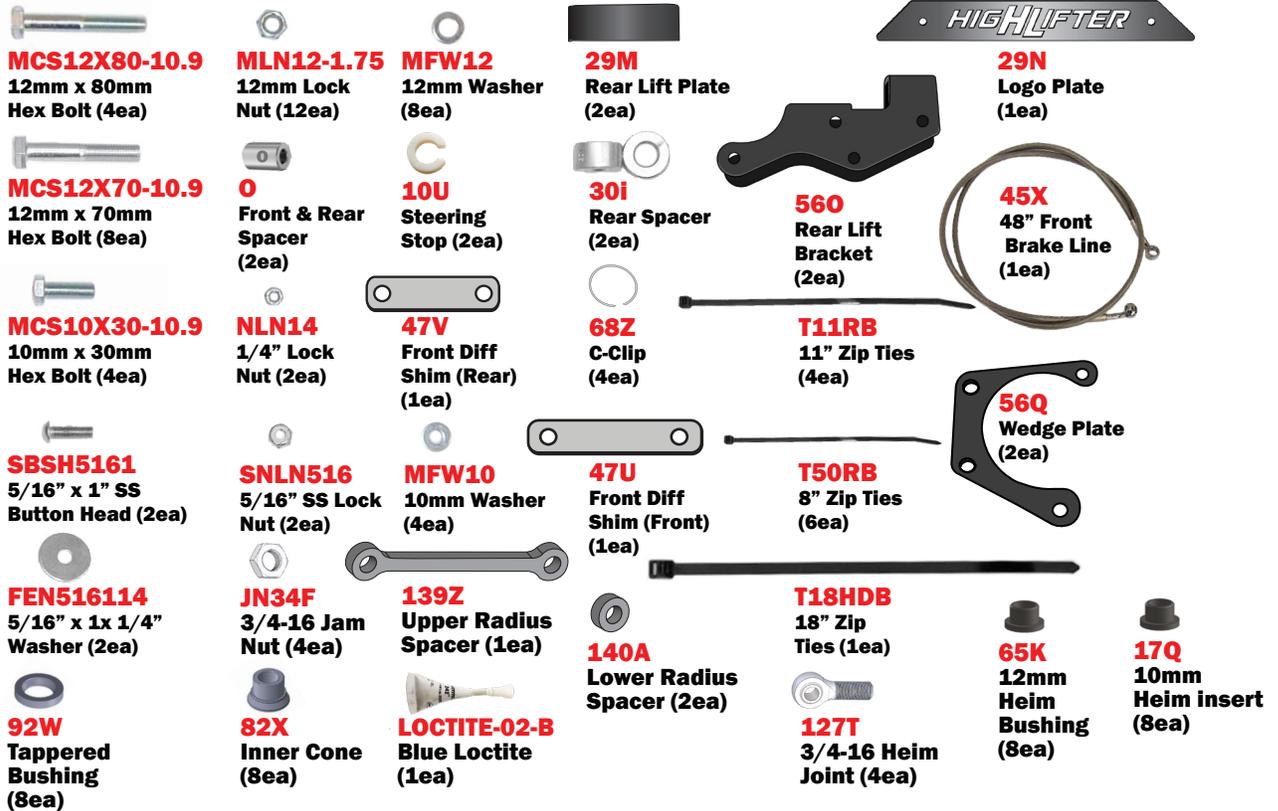
Insurance companies may handle coverage of a modified vehicle differently. Please check with your insurance carrier prior to modifying the vehicle to ensure your coverage remains sufficient.

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).

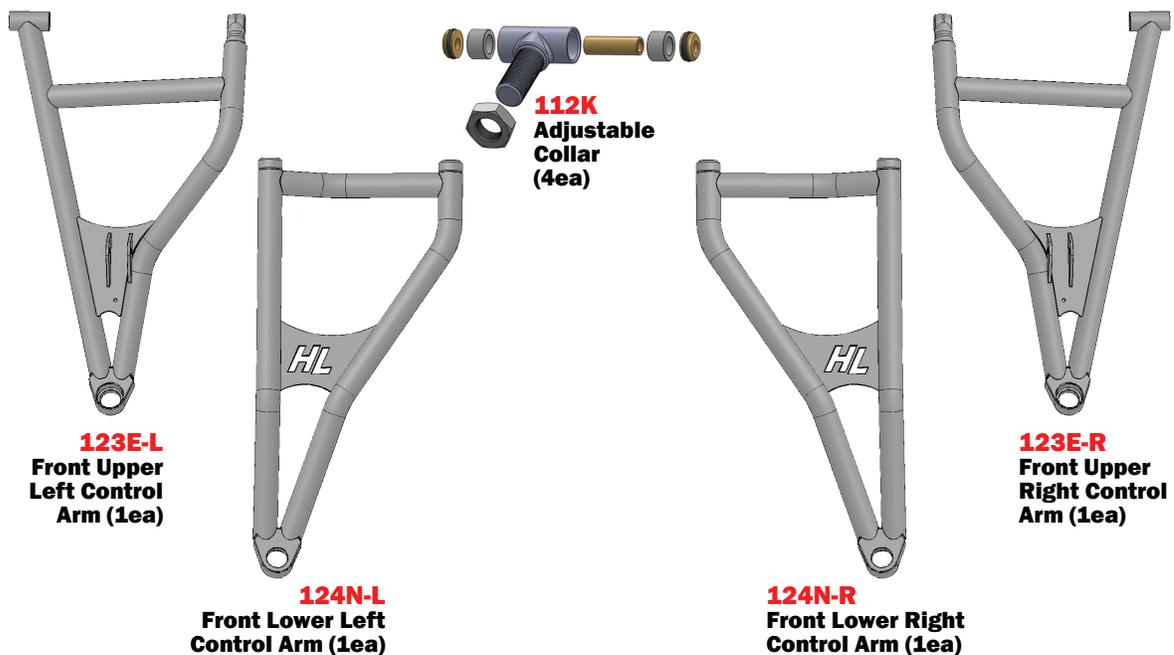
HIGHLIFTER

PARTS DIAGRAM

LIFT BRACKETS & HARDWARE (HD-XLK-P5-B1)



FRONT LOWER & UPPER ARMS (HD-XLK-P002-B2)



HIGHLIFTER

PARTS DIAGRAM

HD RADIUS BARS (HD-XLK-P002-B3)



96o
Spherical
Bearing
(2ea)



128Y
Upper Radius
Bar (2ea)



103H
C-Clip
(4ea)



128W
Lower Radius
Bar (2ea)

STEERING (XLK-P5-B4)



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



Tie Rod Sleeve (2ea)

46W
Turbo XP
High Lifter
Edition

74Q
Standard
RZR



Tie Rod Extension (2ea)

56V
Turbo XP
High Lifter
Edition

81X
Standard
RZR



18D
Hiem Joint
(2ea)



G8N58FZ
5/8-18
Nut
(2ea)



JN58F
5/8-18
Jam Nut
(2ea)



43M
5/8 Long
Cone
(2ea)



NLN58F
5/8-18
Lock Nut
(2ea)



43N
5/8 Short
Cone
(4ea)



HC8584Z
5/8 x 4" Bolt
(2ea)

SPRINGS (All Models)



SPR-X-P1F-S
Front Spring
(2ea)



SPR-X-P1R-S
Rear Spring
(2ea)

AXLES (DHT-XL)



Turbo XP High Lifter Edition
DHT-XL-RZR1-2-F
Front Axle
(2ea)

Standard RZR
DHT-XL-RZR9S-F
Front Axle
(2ea)



Turbo XP High Lifter Edition
DHT-XL-RZR1-2-R
Rear Axle
(2ea)

Standard RZR
DHT-XL-RZR1-2-R
Rear Axle
(2ea)

1

KEEP ALL FACTORY HARDWARE.



PASSENGER SIDE

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



NOTE: Make sure that the jack is tall enough to raise the ATV high enough to reinstall the tires after the lift is put on. Remove the front wheels and shocks.

2



Disconnect the **calipers** from the knuckles and the brake lines from the A-arms. Place the calipers aside.

NOTE: If you have factory arms you will need to remove the clips holding the brake lines in place.



Disconnect the **tie rod** from the **knuckle assembly**.



Remove the **cotter pin** and **castle nut** that secures the axle to the **knuckle assembly**.

Disconnect the **knuckle assembly** from the **upper and lower control arms**. It should slide away from the axle.



3



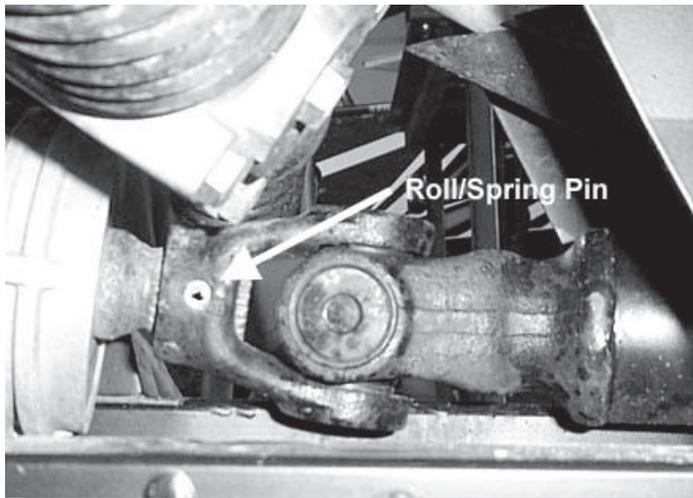
Disconnect the **upper and lower control arms** from the frame. Do this on both sides.



Now pull the axle out of the differential. You may need to tug hard on the axle to pop it out of the differential.

4

Because the kit comes with **large replacement axles**, they will hit the frame when installed. You will need to **shim** up the differential to gain the clearance needed to install the new axles.



There is a **roll/spring pin** that connects the differential to the drive shaft. You need to push out the **roll/spring pin**, so that you can disconnect the differential from the drive shaft.

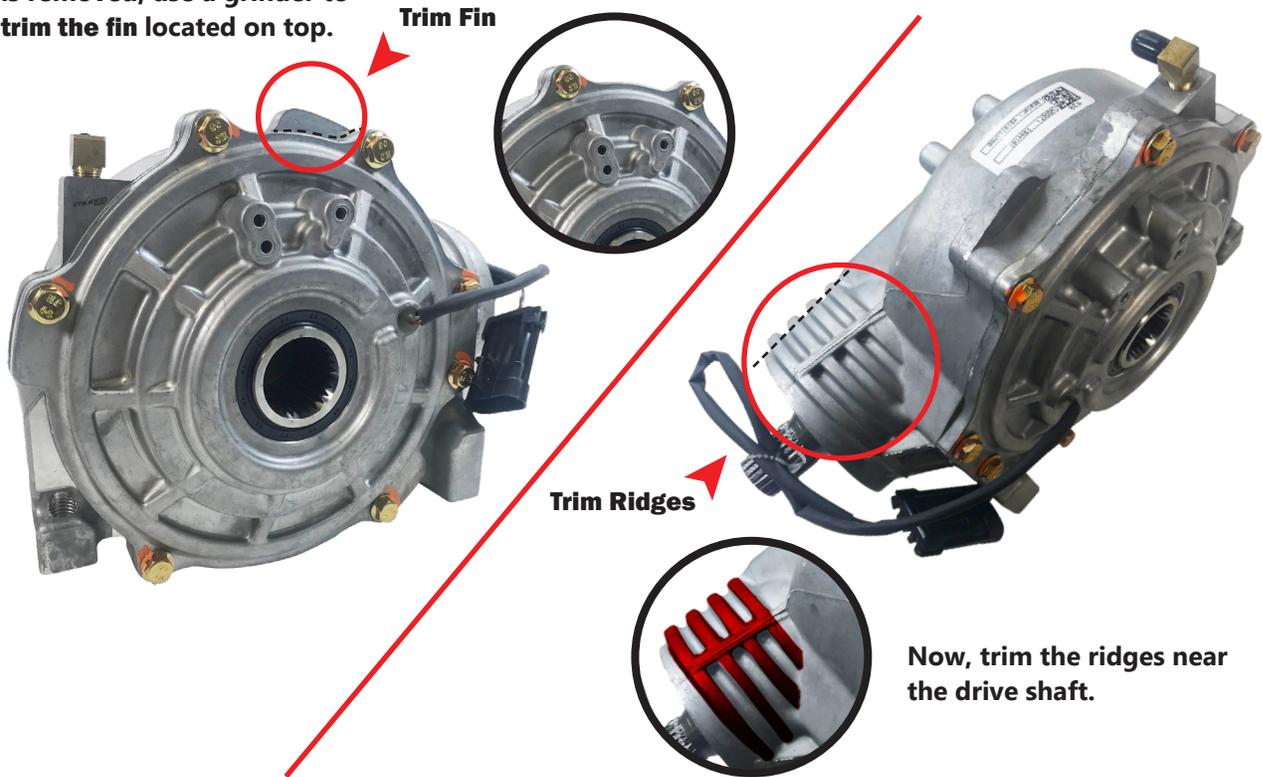


Disconnect the **wires and vent line** from the **front differential**; then remove the **4 bolts** that secure the differential to the frame.

5

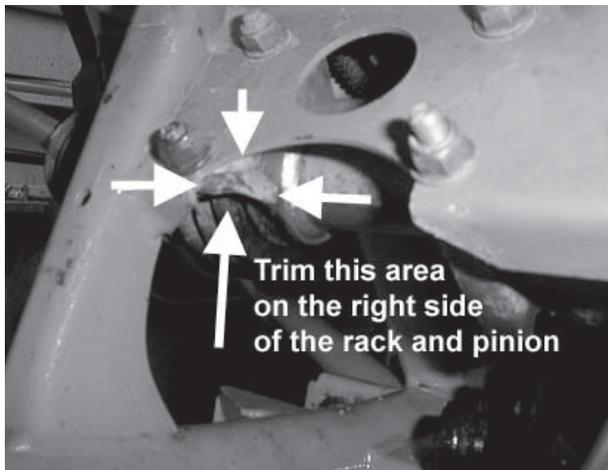
You will need to remove some of the material on the differential. Just enough, so it does not hit the frame when you install the shims.

Once the front differential is removed, use a grinder to trim the fin located on top.



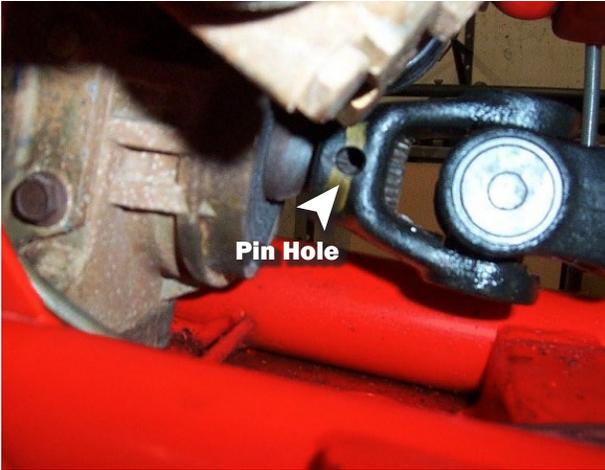
IMPORTANT NOTE: You will need to test the differential in place to see if you have removed enough material. Don't secure the driveshaft to the differential until you have installed the shims and check for proper clearance. When you have achieved the proper clearances, secure the differential back to the frame.

6



Trim the frame so that the pinion has proper clearance.

7



Install the differential in place by first making sure that the roll/spring pin holes line up in the drive shaft yolk and shaft on differential. Once they are aligned insert pin.

8

Insert the two differential shims in place under the differential.



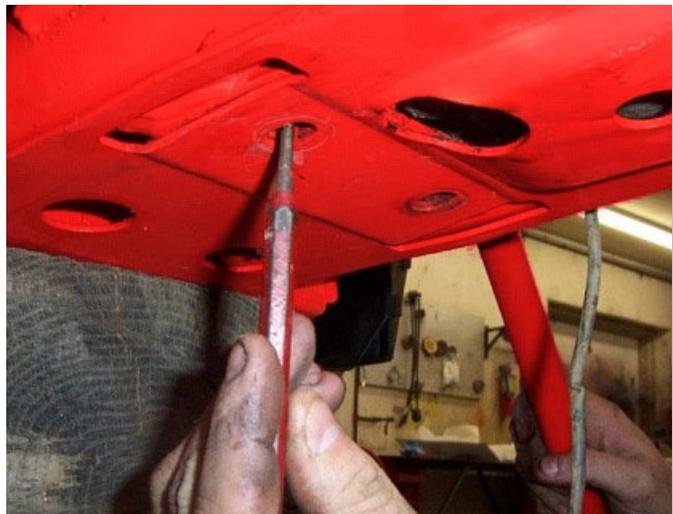
Rear Shim

The **SHORTER** shim goes to the **REAR** of the differential.

Front Shim

The **LONGER** shim goes to the **FRONT** of the differential.

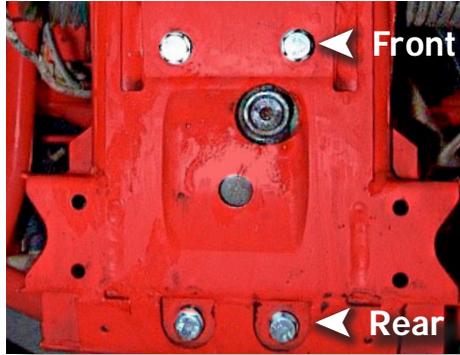
Once you have them under the differential, use a small punch or screwdriver to align the holes in the shims with the holes in the differential. This can be very difficult, so have patience.



9



Secure the rear shim to the differential.



Secure the differential in place with four 10mm x 30mm bolts and 10mm washers.



Reconnect wires and vent lines to the differential.

10



Before you proceed with the installation of the lift kit and new control arms, you will need to **disconnect the brake lines from the master cylinder**. You are going to take the factory brake line on the **PASSENGER** side of the RZR and install it on the **DRIVER** side. The new 45X brake line will be attached on the right side of the RZR.



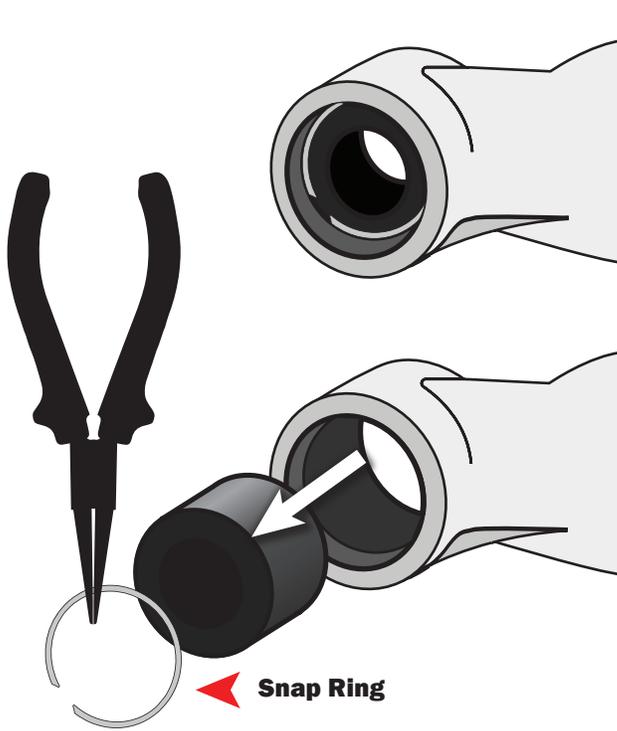
Disconnect and remove the **PASSENGER** side brake line from the master cylinder and replace it with the new line provided. Now install the **PASSENGER** side factory brake line on the **DRIVER** side. When you have installed the front arms you will need to route brake lines to the front of the new a-arms. This will ensure that you have no binding or pinching of the brake lines.



When you have completed the brake line installation, reconnect the lines to the calipers. Use the factory hardware to reconnect all lines.

11

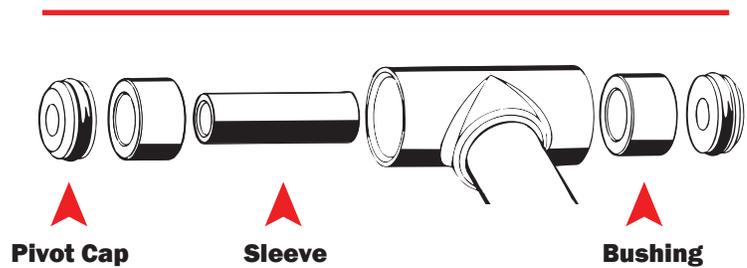
NOTE: IF YOU HAVE PRE-INSTALLED BUSHINGS SKIP TO STEP 13



Remove the **bushings and snap ring** from the **factory arms**.

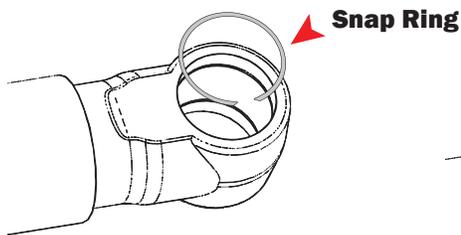
NOTE: Use caution when removing the bushing from the collar. There is a stop built into the factory arm that prevents the bushing from pushing out when installed.

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

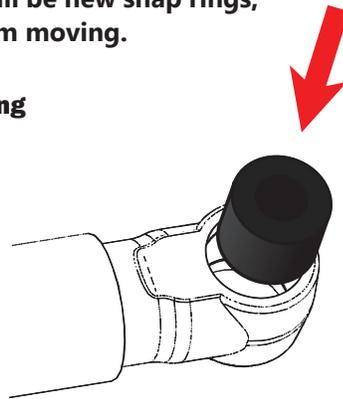


12

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

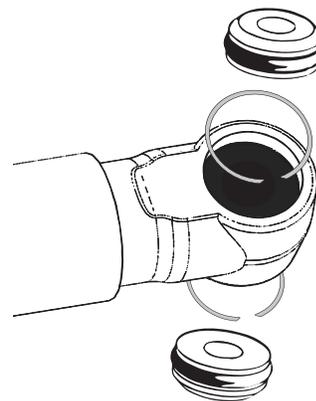


Insert a **snap ring** into one side, then insert the **bushing**. Press the bushing into place.



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 place some **grease** on the bushings, it makes the installation easier.

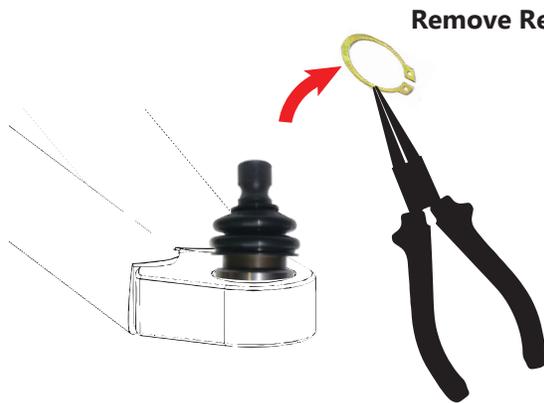


NOTE: You may need to clean out the snap ring groove with a fine point or pick. As the bushing is being inserted, material can deposit into the groove, preventing the snap ring from seating.

13

IF YOU HAVE PRE-INSTALLED BALL JOINTS SKIP TO STEP 15

NOTE: FOR DEMONSTRATIVE PURPOSES WE USED THE LOWER CONTROL ARM, BUT THE PROCESS IS SIMILAR. 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.



Remove Retaining Clip



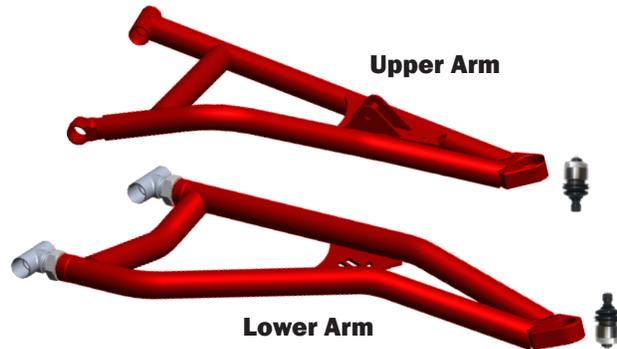
Back the ball joint with a large 36mm socket or something sturdy of similar diameter, then using a press or vice, press the ball joint out of the arm.

14

Flip the control arm over, and using the same process, press the ball joint in using a vice or press.



BALL JOINT ORIENTATION



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

15

STOCK TIE ROD



Disconnect outer tie rod end & remove jam nut.



Slide the tie rod sleeve over the factory tie rod.



Thread on the tie rod extension and tighten it.

MODIFICATIONS

(LEFT HAND THREADED)

HEIM JOINT (580)
(RIGHT HAND THREADED)

LEFT HAND THREADED



Bevelled



RIGHT HAND THREADED



Rounded



Install the heim joint (18D) and jam nut (JN58F) to the opposite end. This will likely need to be adjusted later.

STEERING STOP

Install

16

NOTICE: You DO NOT need to remove the pinion. the images featured are for DEMONSTRATIVE PURPOSES ONLY.

BOOT REMOVAL

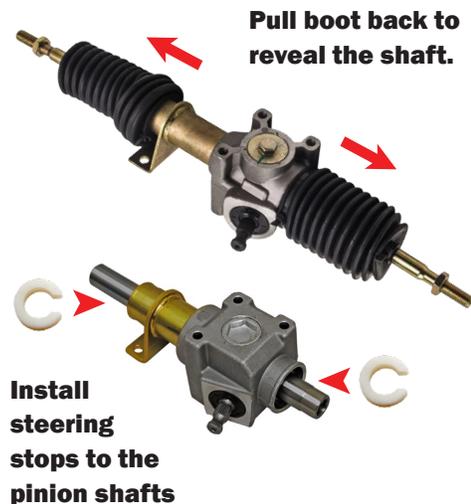
The rubber boots on the rack and pinion are held on by zip ties. You will need to cut the zip tie that secures the boots to the inside of the rack and pinion.

START WITH THE DRIVER'S SIDE

This side has the least amount of room. Once you install the spacer on the passenger side you will have less play on the driver's side. **DO NOT REMOVE THE FACTORY SPACER ALREADY IN PLACE.** 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.

RE-SECURING BOOT

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



UPPER CONTROL ARM

Install

17



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



LOWER CONTROL ARM

Install

18



Once the ball joints are installed, connect the new lower arm to the frame using the factory hardware. **DO NOT FORGET WASHERS.**

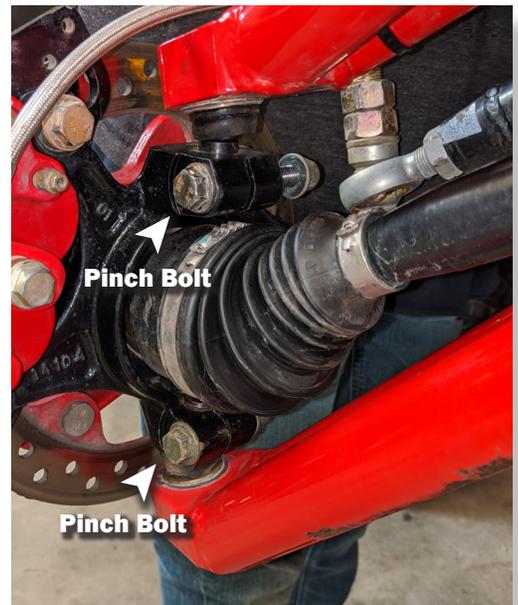
CONTROL ARM

Install

19



Attach the control arms to the knuckle assembly where the pinch bolts are, by using the factory hardware. **DO NOT FORGET WASHERS.**



20



RCV KIT

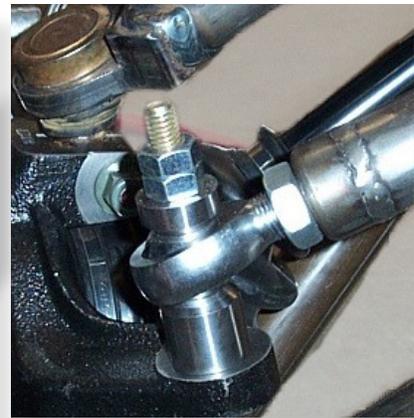
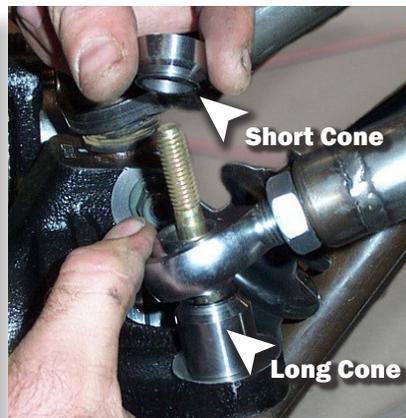
Included in the kit, are new axle washers and a crimp nut. You need to use two washers per axle. Fasten the axle to the hub assembly with the new crimp nut, using a punch to lock the axle nut in place.

DHT-XL KIT

Uses standard axle nuts.



21



Drill out a 5/8 hole where the original tie rod connects to the knuckle assembly.

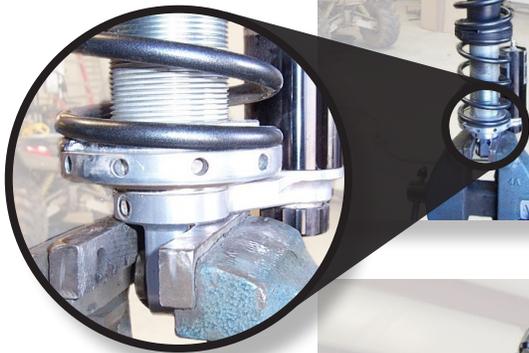
Connect the tie rod to the knuckle assembly by using the 5/8" x 4" bolt and insert it at the bottom of the hole. Install the long and short high misalignment cones, making sure the tapered sides are facing in towards the heim joint. Then secure it with one 5/8" nut and one 5/8 lock nut.

22

IMPORTANT: IN ORDER TO KEEP FROM DAMAGING THE SHOCK THREADS AND SPRING ADJUSTER YOU NEED TO MAKE SURE THAT THE THREADS ARE CLEAN FROM DEBRIS. THE SHOCK THREADS ARE EASILY DAMAGED.

BEFORE STARTING

You will need a **spring compressor** or a way to compress the factory spring.



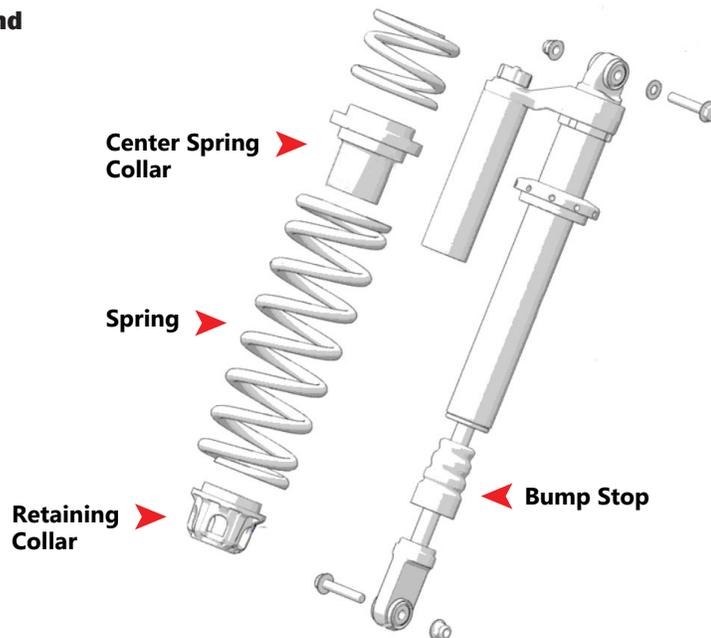
Adjust the tension on the shock to the **lowest setting**, so that the spring has the least amount of tension on it. Adjust the collar all the way down towards the shock eyelet to achieve this.



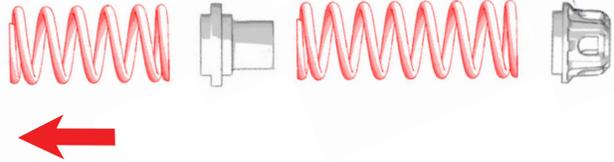
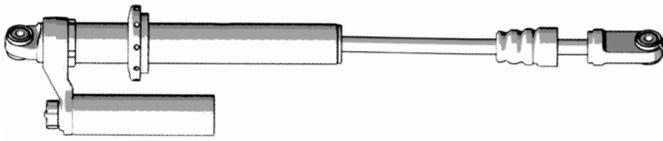
Compress the spring and remove the retaining collar from the shock.

23

Remove the **spring and center spring collar**.



24



FRONT SPRING

**300 Rating
6" inches**

Install the new 6" spring for the **FRONT** at this time, followed by the **center spring collar, spring, and retaining collar.**

Connect the top of the shock to the frame using the **factory hardware.**

Connect the bottom of the shock to the new arms using the **10mm x 60mm bolts and 10mm lock nuts** provided.

REAR SPRING

**400 Rating
7" inches**

You will follow the same steps for the rear, but using the 7" spring.



BLEEDING BRAKES

Brake Lines

25

Attach the 1 man bleeder bottle, or slip a small hose/tube over the end of the bleed screw and place the other end in a bottle/jar with a little brake fluid in it. That way as air bubbles come out it can't return air back up the hose. The only thing being sucked up the hose will be brake fluid.

With the hose in place, open the bleed screw. Being careful not to splash brake fluid, or to let the master cylinder go dry (therefore letting air back into the top of the system)

Depress the brake lever to force clean brake fluid into the brake line from the master cylinder. Do this 5-6 times and refill the master cylinder.

You will have to refill the master cylinder often, as these are long brake lines and small master cylinders.

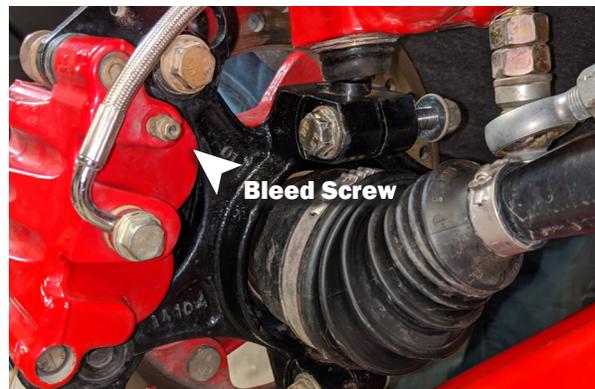
NOTE: ENSURE THAT THE MASTER CYLINDER COVER IS ON BEFORE YOU START PUMPING THE BRAKES.

Once the air and old fluid is purged from the line, there should be stiff resistance to the brake pedal.

Close the bleed screw and carefully test to make sure the brakes are working properly.

After both front wheel calipers are bled, recap the master cylinder. It will probably take a whole pint sized bottle to do both front wheel calipers.

Don't try to save the extra fluid. When you have completed, dispose of used fluid properly.



26

Maintain brake fluid at the recommended level and **DO NOT** over-fill. An over-filled master cylinder may cause brake drag or brake lock-up, which could result in an accident.

After opening a bottle of brake fluid, always discard any unused portion. Never store or use a partial bottle of brake fluid. Brake fluid is hygroscopic, meaning it rapidly absorbs moisture from the air. The moisture causes the boiling temperature of the brake fluid to drop, which can lead to early brake fade and the possibility of brake failure, which could result in an accident.

CHECK THE BRAKE FLUID IN THE MASTER CYLINDER BEFORE EACH RIDE.

1. Position the unit on a level surface.
2. View the brake fluid level through the indicator window on the top of the master cylinder.
3. If the fluid level is low, remove the cover and add fluid to the fill line. Use DOT 4 brake fluid only. **DO NOT OVER-FILL.**
4. Reinstall the cover.

WHEN YOU HAVE COMPLETED THE BRAKE LINE BLEEDING PROCESS, PLACE THE WHEELS BACK ON THE UTV AND TORQUE LUGS TO FACTORY SPECIFICATIONS.

REMOVE STOCK COMPONENTS

Rear

27



SWAY BAR

BEFORE YOU JACK UP THE UTV MAKE SURE TO DISCONNECT THE REAR SWAY BAR FROM THE ARMS, THIS WILL MAKE INSTALLATION EASIER.

1. Place a jack under the center of the rear end on the UTV; ensure that it is properly supported and secure on the jack. Then lift until the rear wheels clear the ground.



HUB ASSEMBLY

Disconnect the caliper/knuckle/hub assembly and radius bars from the factory trailing arms.

2. Allow enough clearance for the trailing arms and shocks to droop to full extension.

NOTE: Ensure that the jack can extend enough to raise the UTV high enough to reinstall the tires AFTER THE LIFT IS PUT ON.



SHOCKS

Remove the dust guard from the shock, then disconnect the shocks from the trailing arm shock mount point and from the upper portion of the frame.

3. You will need to completely remove the tires, shocks, radius bars, axles, and disconnect the rear plastic from the frame, so it can be lifted to install the upper lift brackets.

28

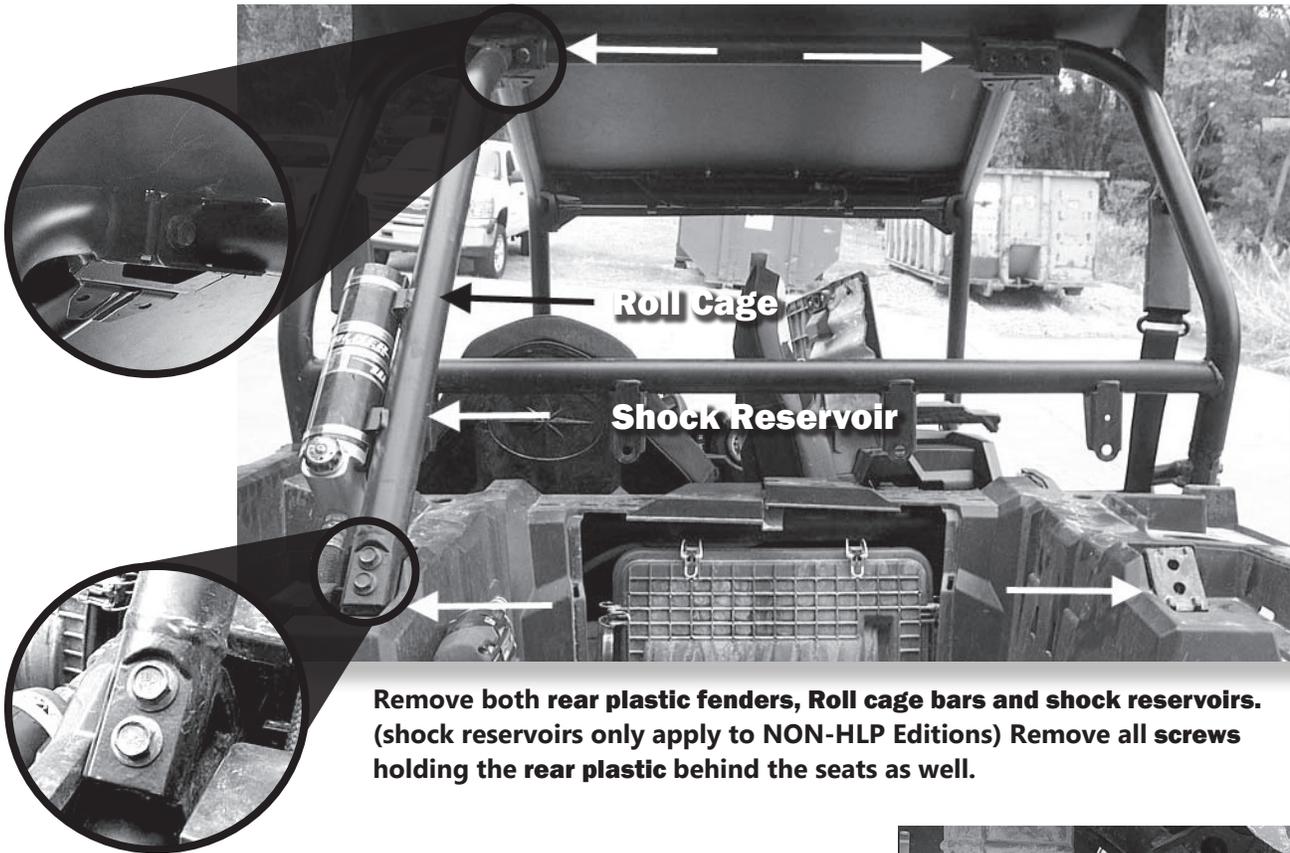


Disconnect the stock upper and lower radius bars from the frame.



Remove the factory axles from the differential.

29

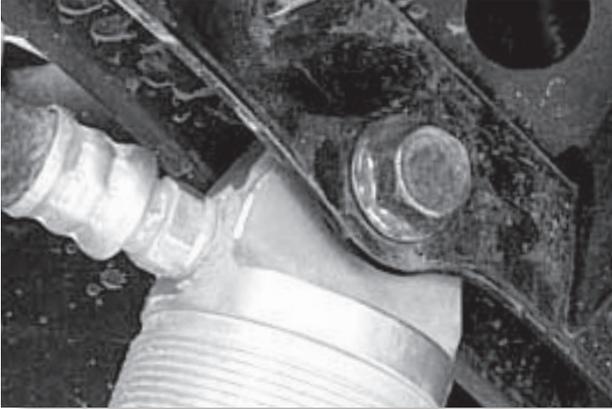


Remove both rear plastic fenders, Roll cage bars and shock reservoirs. (shock reservoirs only apply to NON-HLP Editions) Remove all screws holding the rear plastic behind the seats as well.

You may need to remove the air intake hose temporary for clearance while installing the lift brackets.



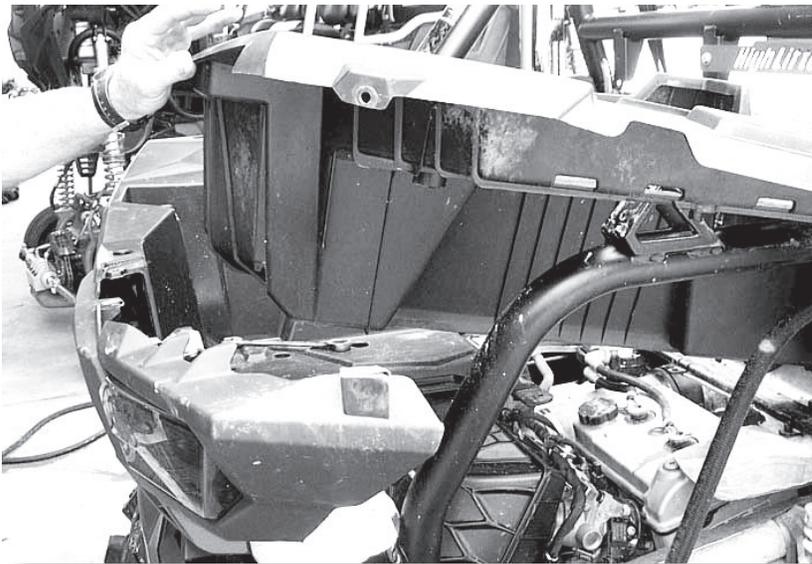
30



Disconnect the top of the rear shock from the shock tabs if you have not done so already.

NOTE: When you reconnect the top of the shock to the lift bracket, you may need to compress the eyelet to allow it to fit into the bracket with the spacer.

31



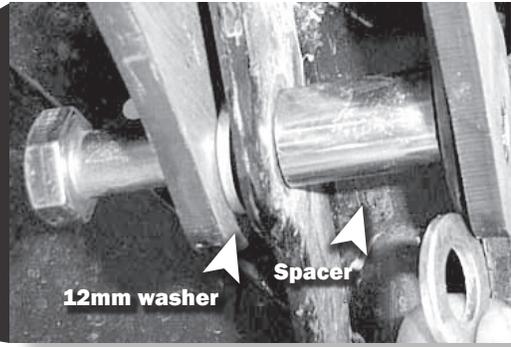
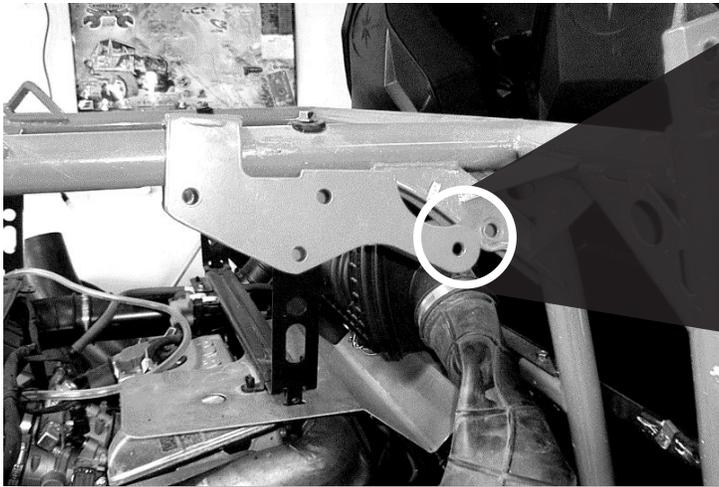
Insert the rear lift bracket onto the frame, through the plastic.

NOTE: Completely removing plastic is **NOT** necessary for install, this is for illustration purposes **ONLY**.



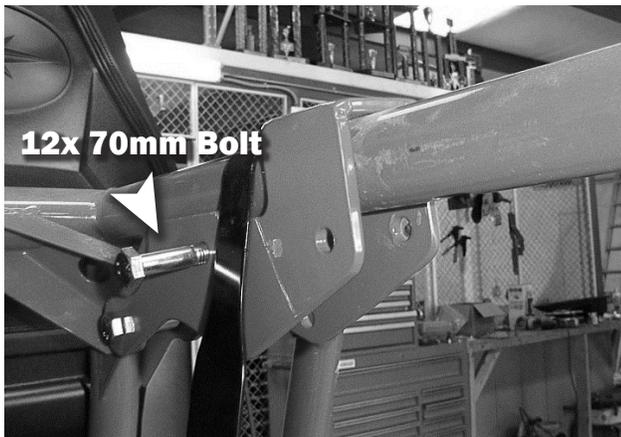
There is a support bracket that needs to be unbolted to allow for the lift bracket to slide into place. Unbolt the bracket, slide the lift bracket into place, then reattach the factory bracket. Remove and set bracket aside, then slide the lift bracket into place and attach it.

32

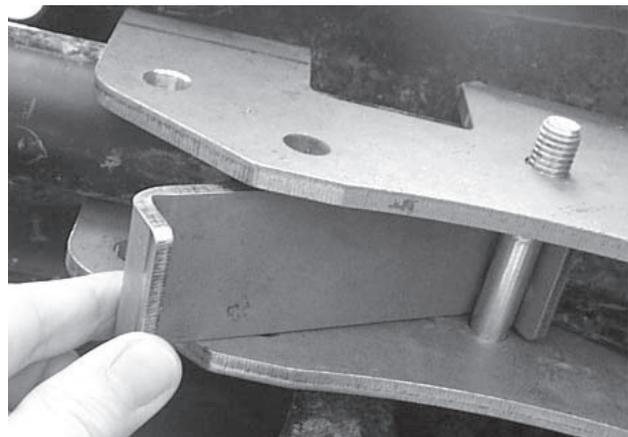


Make sure that you insert the 12mm washer between the shock mounting tab and the bracket. Place a spacer where between the shock mount tabs. Then, insert another 12mm washer between the shock tab and the bracket. You DO NOT need to attach the 12mm lock nut at this time.

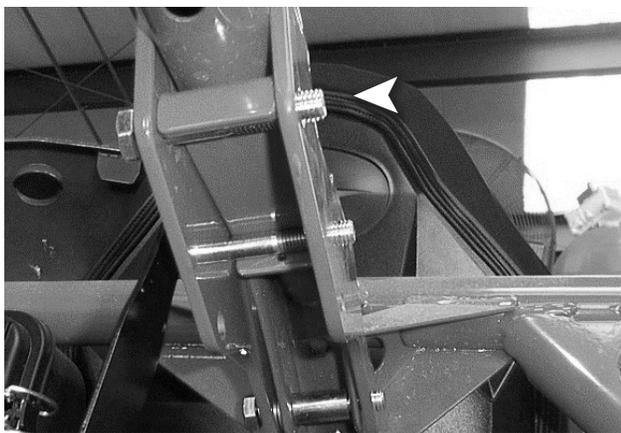
Once you have the bracket in place, connect it to the stock shock mounting tabs using the 12x70mm bolt and 12mm washer provided in the kit.



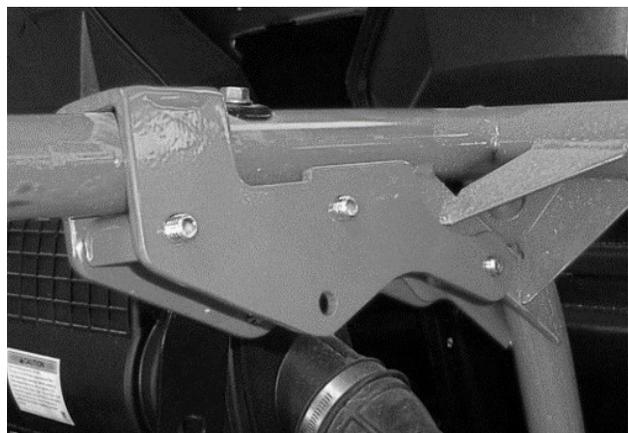
Next you need to attach the rear lift plate. Insert a 12x70mm hex bolt through the bracket.



Insert the rear lift plate into the lift bracket and hook it around the bolt.



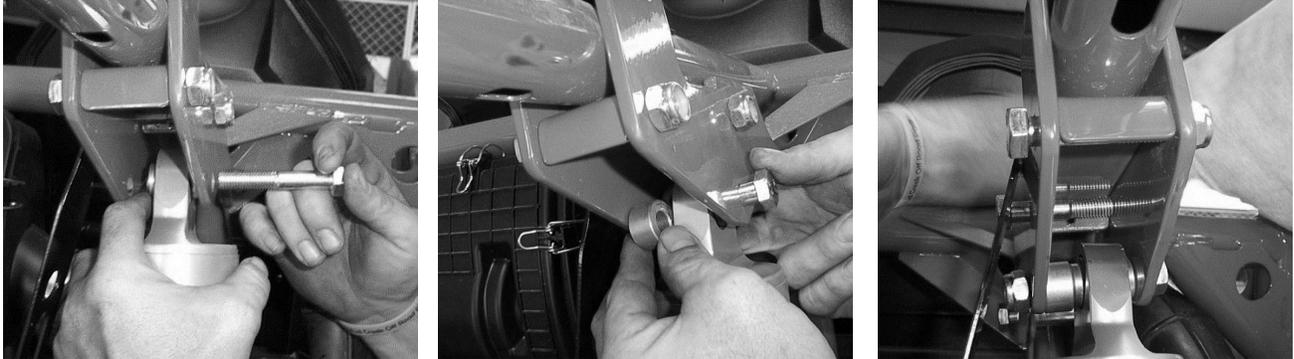
Push the rear lift plate all the way up touching the frame and insert a 12x70mm hex bolt.



Now loosely attach the 12mm lock nuts to all bolts.

33

REFER TO PAGE 16 OR STEP 24 FOR INSTRUCTIONS ON REAR SHOCK SPRING INSTALL



Connect the top of the shock to the lift brackets by inserting another 12x70mm bolt through the bracket. Insert the rear shock spacer (30i) between the shock eyelet and bracket. Fasten tight using a 12mm lock nut. You may need to compress the shock eyelet to allow the shock and spacer to fit in between the bracket.

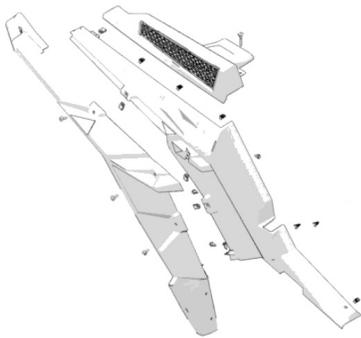
REAR AXLES

Install

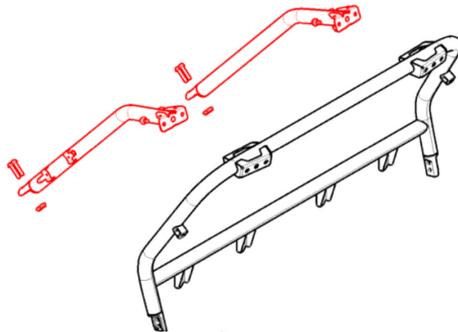
34

Reattach plastic fenders, Roll cage bars and shock reservoirs. (The shock reservoirs only apply to NON-HLP Editions) Reattach all screws holding the rear plastic behind the seats as well.

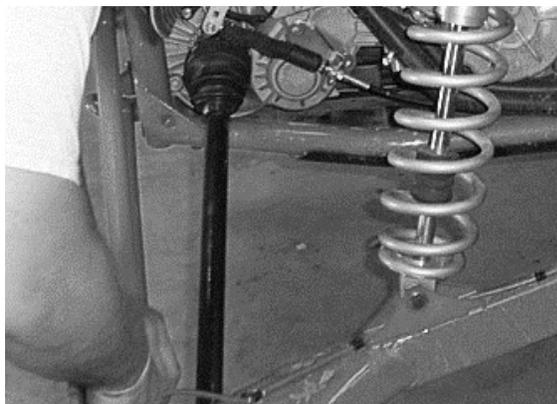
FENDERS



ROLL CAGE BARS



SHOCK RESERVOIRS

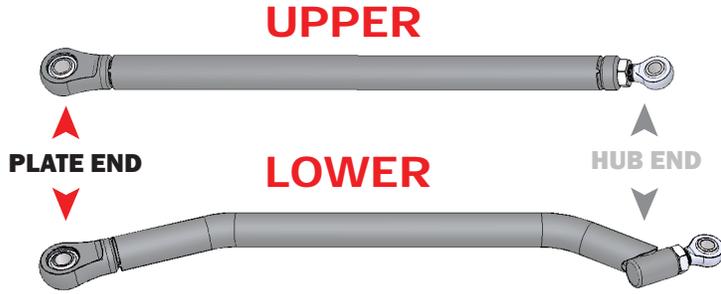


Insert the new rear axles into the differential at this time. You need to put a little axle grease on the ends to make the installation easier.

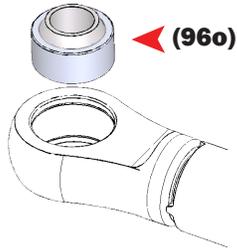
Reconnect the lower shock at this time.

35 RADIUS BAR

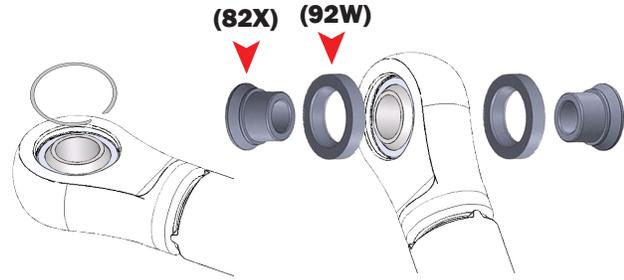
Pre-assemble the new radius bars. The steps are the same for the upper and the lower.



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



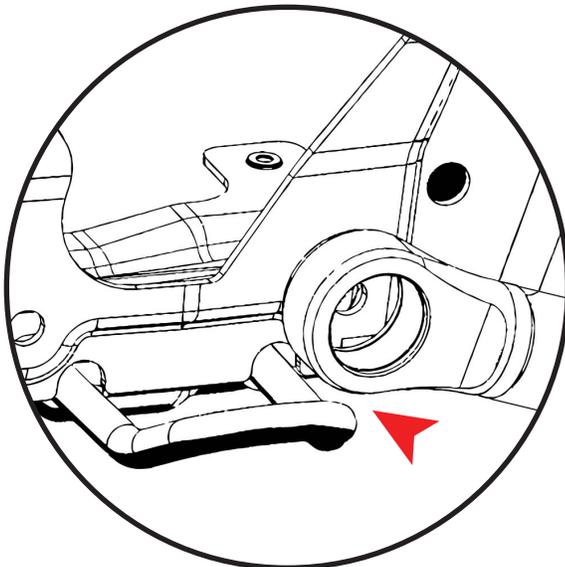
Once the bearing (96o) is in place, use a socket of the same diameter as the outer race to press it in all the way. Apply grease to outer race to ease install.



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.

36



HITCH & RADIUS BAR CLEARANCE

BEFORE INSTALLING THE RADIUS BAR TO THE FRAME YOU WILL NEED TO CHECK THE CLEARANCE.

Due to the larger HD inner bung, there may be clearance issues between the hitch and the radius bar end. Because of the nature of a tow hitch, it is often they become bent, over time.

If your tow hitch is bent upward, then it will likely need to be bent back down to meet tolerances.

37 FRAME SPACERS

FRAME AND FRAME PLATE WILL NEED TO BE DRILLED OUT TO 12MM FOR:

RZR STANDARD MODEL 2014-2017
RZR HIGH LIFTER EDITION 2015-2016



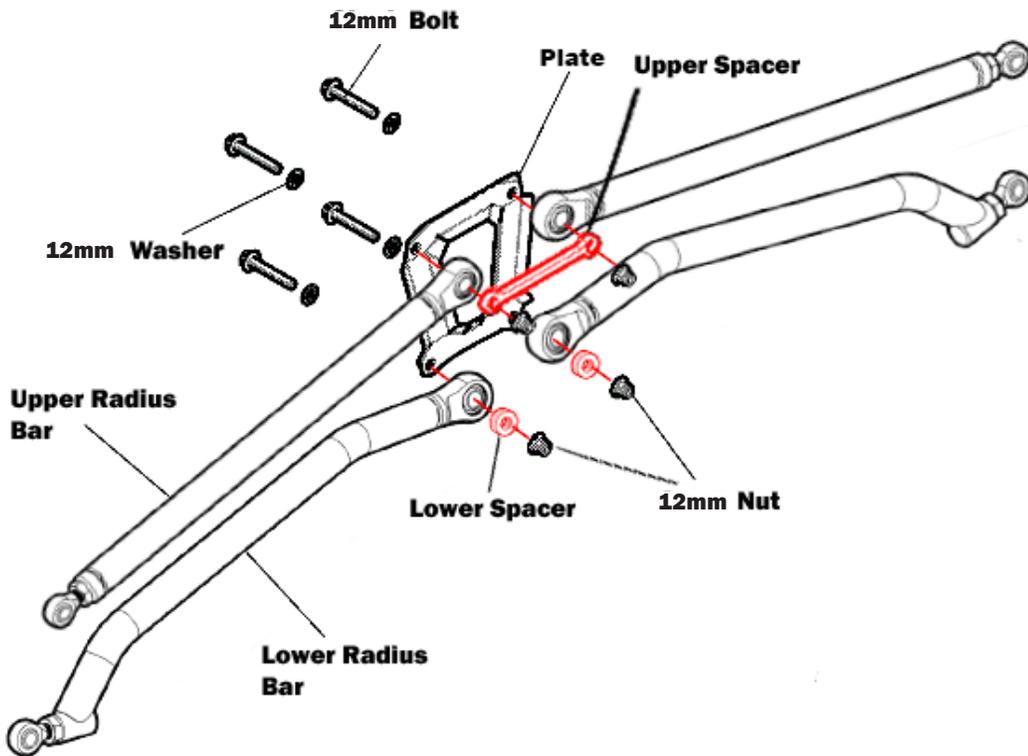
Upper (139Z)



Lower (140A)



Attach the radius bars to the frame using the upper radius spacer (139Z) and Lower radius spacer (140A). Fasten them with the 12x80mm Hex Bolts, 12mm Flat Washers, and 12mm Lock Nuts provided in the kit. Torque to 90ft lbs.



38 TRAILING ARM

38



It may be necessary to trim the trailing arm to gain the desired clearance for the lower radius bar.

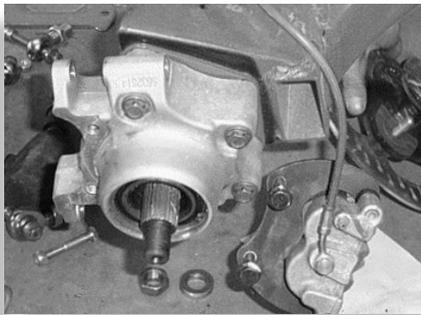
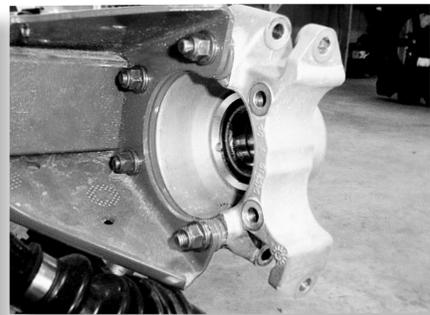
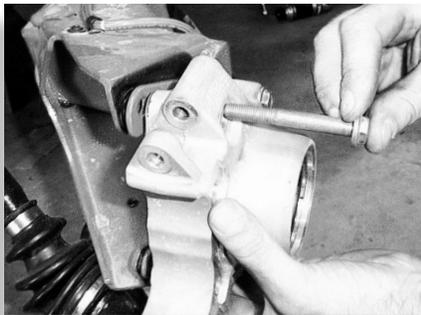
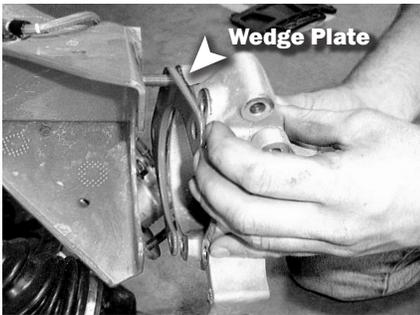
TRIM TIP OF TRAILING ARM.

39 56Q



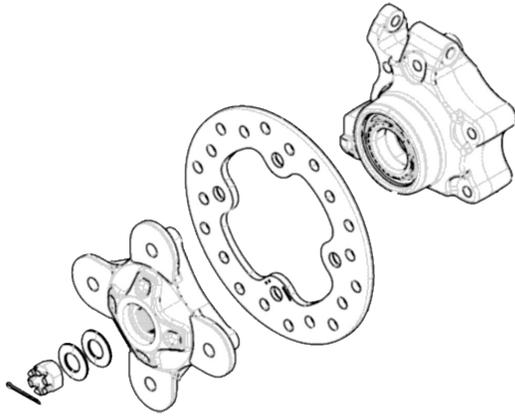
Remove the hub assembly from the trailing arm. **KEEP ALL FACTORY HARDWARE.**

Connect the rear wedge plate (56Q) to the trailing arm. This trailing arm adapter plate is a wedge shape. It will go between the trailing arm and hub assembly.



Use the factory hardware to secure the hub to the trailing arm

40 HUB ASSEMBLY



DHT-XL AXLE

This diagram is for DHT-XL axles versions.

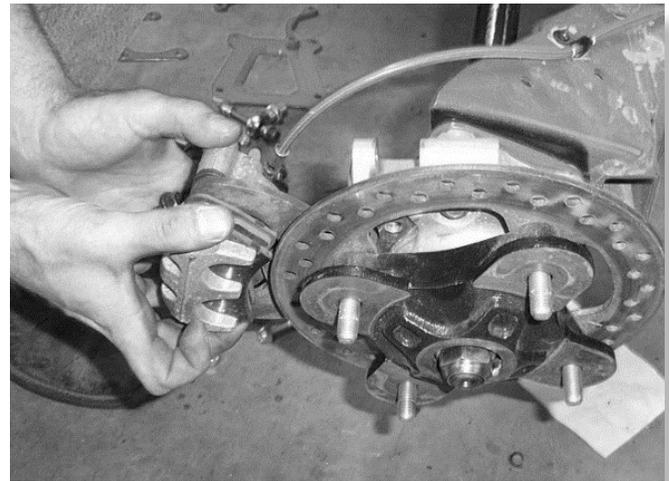


RCV AXLE

Included in the kit are new axle washers and a new crimp nut. You need to use two washers per axle. Fasten the axle to the hub assembly with the new crimp nut, using a punch to lock the axle nut in place.

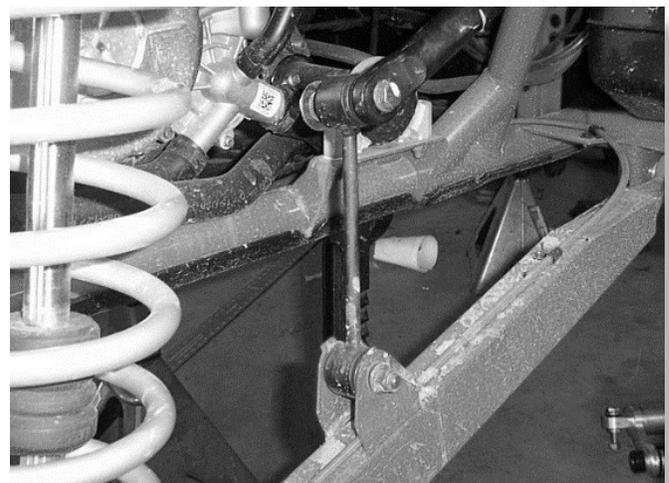
BRAKE CALIPER

Connect the brake caliper before you connect the rear radius bars to the hub assembly. Attach the calipers using the factory hardware.



SWAY BAR

Next reattach the factory sway bar link to the trailing arms.



41

HEIM ADAPTERS

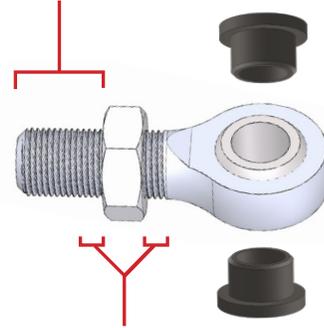
12mm: 65K

Insert the two heim adapters (65K) into the eyelet of the heim joint (127T).

10mm: 17Q

Insert the two heim adapters (17Q) into the eyelet of the heim joint (127T).

1" IN THREAD ENGAGEMENT



3/4" IN OF ADJUSTMENT

UPPER



▲
PLATE END

▲
HUB END

Thread the jam nut onto the heim joint (127T). Run it down until the jam nut has 1" of thread from the bottom, then screw the heim joint into the radius bar. This should allow 3/4" in of adjustment.

Attach the upper radius bar to the knuckle assembly using the factory hardware.



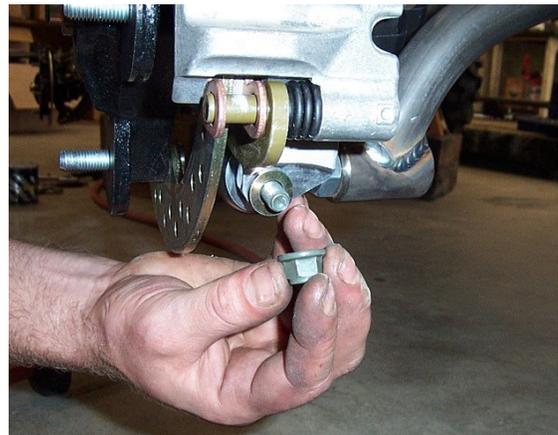
▼
PLATE END

LOWER

▼
HUB END



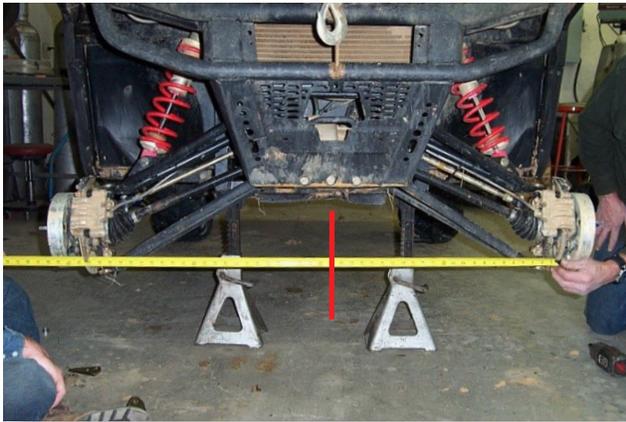
THE STEPS WILL BE THE SAME AS ABOVE



42 FRONT WHEEL ALIGNMENT

When you have completed the tie rod installation on both sides you will need to adjust the tie rod to achieve the proper alignment. **DO NOT INSTALL WHEELS ON UTV UNTIL ALIGNMENT HAS BEEN CHECKED.**

- Make sure that the brake rotors are straight to sight or level.
- Make sure that the steering wheel is straight to sight.
- Take a tape measure and measure from inside to inside on the front and back ends of the rotors.
- They must both be the same distance. If they're not, then tie rods will need adjusting in or out.



INCORRECT TOE

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

ADJUSTING TOE

When adjusting the toe, be sure to take the time to adjust both ends half the required distance. A slight toe out ($1/8$ to $1/4$) makes the steering less sensitive and the UTV more stable. 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 met and the proper 'Toe Out' front setting is achieved.



IMPORTANT NOTE: 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.

Once steps are complete, place the tires back on the UTV and torque lugs to factory specifications. Inspect all nuts and bolts to ensure they are all tight before proceeding.

//// REPEAT STEPS ON OPPOSITE SIDE OF THE VEHICLE ////

43



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

TORQUE ALL BOLTS TO FACTORY SPEC

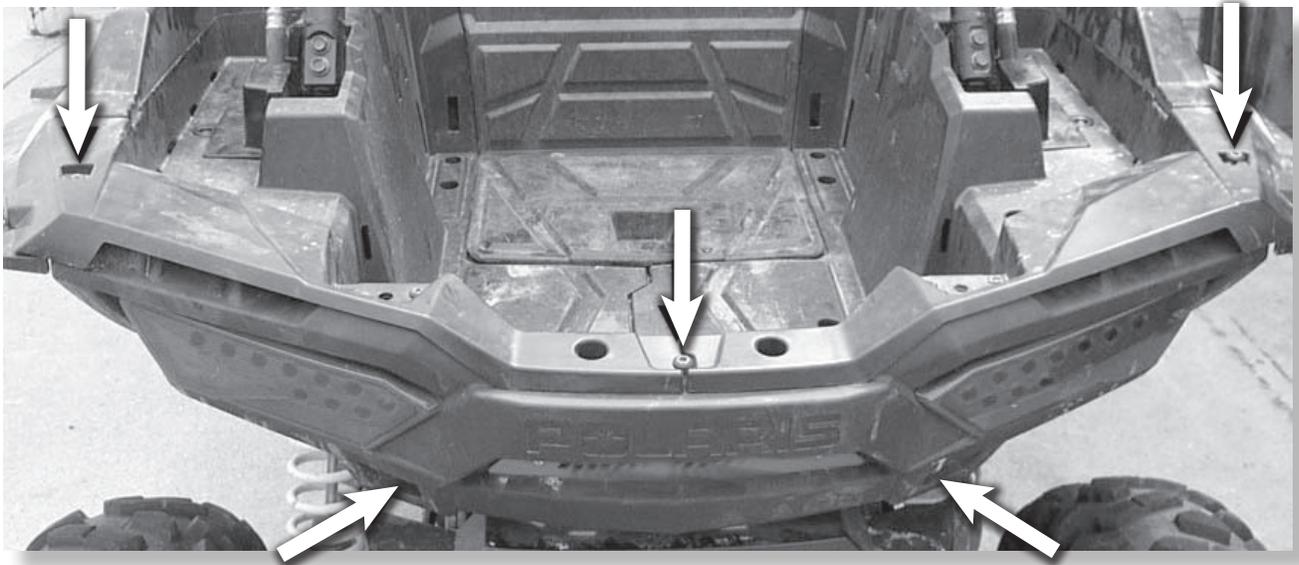
SPECIAL INSTALLATION INSTRUCTIONS FOR HIGH LIFTER EDITION RZR 1000

On the rear left side of the RZR there is a snorkel hose that when the lift kit is installed comes in contact with the shock.

Using the large zip tie provided in the kit, pull the hose back away from the shock and secure it to the frame.



44



Remove the rear plastic. The arrows point to the bolts that need to be removed to detach the plastic.



Place the High Lifter logo badge over the plastic honey comb opening. Bend the plate slightly to fit the contour of the plastic.



Using the two 5/16 x 1" button head bolts, 5/16" washers and 5/16" lock nuts connect the logo plate to the rear plastic and reattach the plastic.



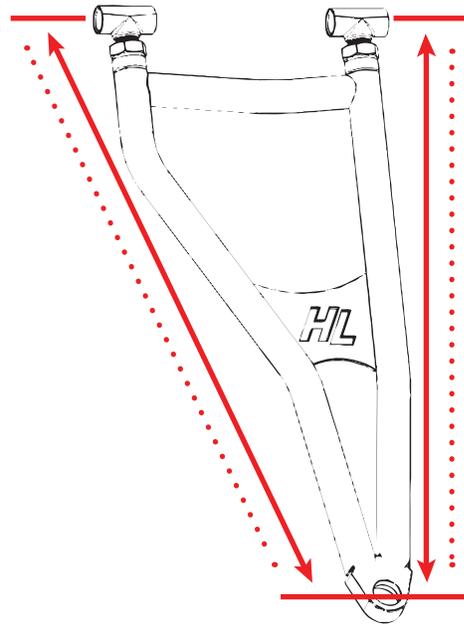
45 BEFORE STARTING

- 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 estimated 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 collar. Up to 3° out.



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 collar. Up to 3° available in.



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 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.

46

IF YOUR STEERING IS ALREADY CENTERED THEN YOU WILL NOT HAVE TO FOLLOW THESE NEXT STEPS.

Factory steering for some makes and models may NOT be centered. This can cause the tie rod ends to have more engagement on one end than the other. This also causes the steering wheel to be off center.



A) When the steering is zeroed, check the steering wheel to make sure that it is properly positioned.



(B) If the steering wheel is not centered, you will need to remove the center cap with a flat head screwdriver to gain access to the steering wheel nut.



(C) Using a ratchet, turn the steering nut counter clockwise or left. Continue this until the steering wheel locks at full turn, then loosen the nut. **Do not remove the nut yet.**



Once the nut is broke, back it off just enough leaving a few threads. Use a hammer to tap on the nut while pulling up on the steering wheel until it breaks loose. But **DO NOT** hammer too hard, it could damage the nut or threads. Now remove the nut and steering wheel.

NOTE: A puller may be needed to remove the steering wheel if it can't be broken free.

Now will be the time to adjust the steering wheel accordingly. Re-place the wheel and make sure the wheels are turned back straight. The steering wheel should be straight up and down.

NOTE: Rolling vehicle back and forth may help straighten the wheels.

Once the wheel is straight, thread the nut back on and turn the nut clockwise until the steering wheel locks at full turn, then tighten the nut. Reinstall the steering wheel cap.

NOTE: Loctite may be needed for the steering nut.



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 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 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 BIG LIFT 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: _____

Reminder – This claim must be accompanied by a copy of the original receipt.

