



780 Professional Drive N. Shreveport, LA 71105 Phone (318)-524-2270 Fax (318)-524-2297

Max Clearance Polaris Front Forward Control Arm Kit

Read before Installation

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

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

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

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

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

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

Dealers and other Installers

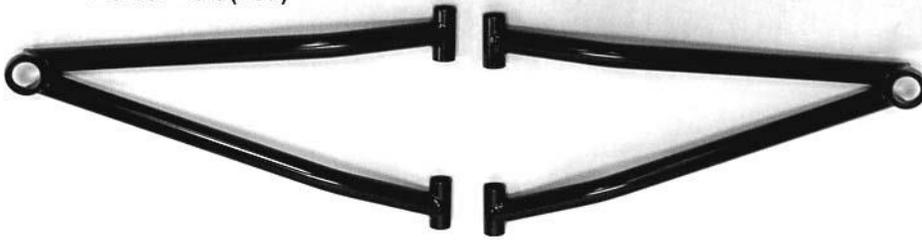
You are responsible for informing your customer and end user of the information contained above and the increased potential hazards of operating an ATV and/or RUV equipped with modified suspension components. If you install any suspension modifying components, it is your responsibility to also install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

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

Parts Diagram

Lower Left (1ea)

Lower Right (1ea)

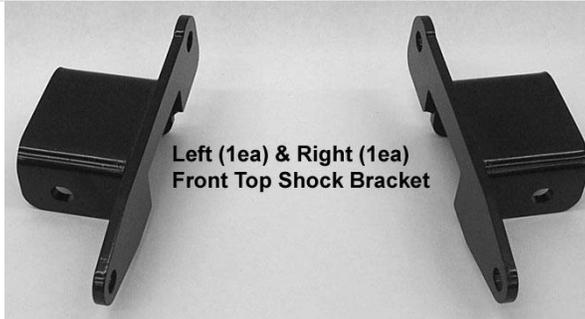


Upper Left (1ea)

Upper Right (1ea)



Left (1ea) & Right (1ea)
Front Top Shock Bracket



Heim Joint (2ea)



1/2 x 4" Hex Bolt (2ea)



Hi-Misalignment (4ea)



1/2 x 3 1/4" Hex Bolt (2ea)



Alignment Cone (2ea)



10 x 95mm Hex Bolt (2ea)



10 x 65mm Hex Bolt (4ea)



Spacer (2ea)



10 x 55mm Hex Bolt (2ea)



1/2" Washer (2ea)



10mm Washer (4ea)



1/2" Lock Nut (2ea)



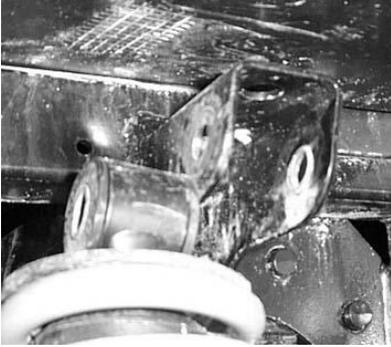
10mm Lock Nut (8ea)



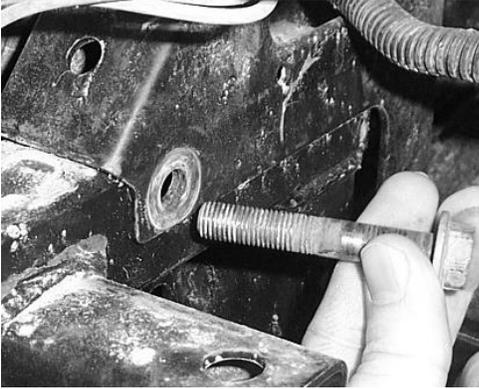
NOTE: Not shown but included are 4ea black zip ties

Installation Instructions:

1. Place jack under center of Ranger front end and lift until front wheels clear the ground. Be careful to support the UTV properly so that it is securely supported but so that A-arms and shocks can droop to full extension.
2. Remove front wheels.
3. You may need to remove the front plastic for the next steps. We removed it to better illustrate how to install the upper shock relocation bracket.
4. Disconnect the shock from the UTV.



5. Remove the bolt that connects the frame together.

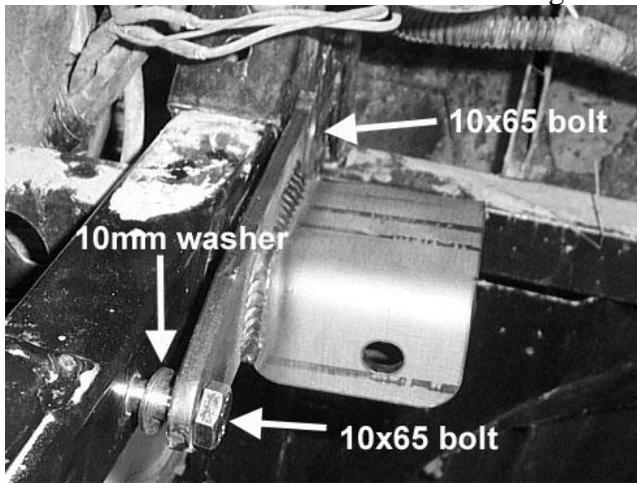


6. Using the stock hole in the frame a pilot hole drill a larger hole using a 13/32 drill bit.



7. Attach the new shock relocation bracket to the top shock mount. You will be moving the top of the shock forward.

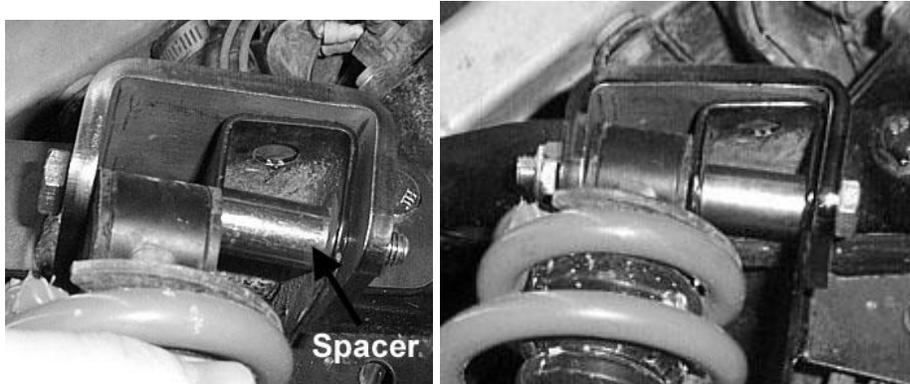
8. Place a 10mm washer between the frame and the bracket in the location where you drilled the hole. Then connect the bracket to the frame using the 10x65mm hex bolt and 10mm lock nut.



9. You may need to pry up on the frame with a screwdriver to align the bolt holes so you can insert the 10x65mm bolt.

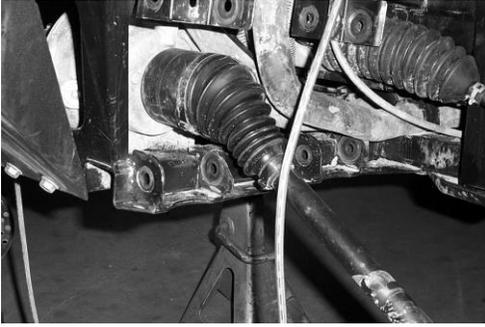


10. Insert the 10x95mm hex bolt through the shock mount bracket, shock eyelet, and spacer. Fasten it using the 10mm lock nut.



11. Disconnect the brake caliper and tie rod from the hub assembly.

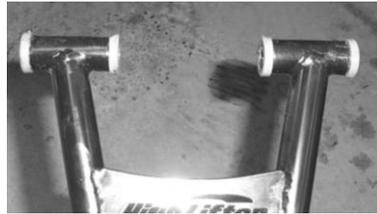
12. Remove both lower A-arms from the UTV.



13. Remove the bushings, sleeves, and ball joints from the stock control arms. You will need to reuse these in the new forward a-arm kit.

14. Now reinstall the bushings, sleeves, and ball joints into the new arms. If you place some grease on them it makes the installations easier.

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

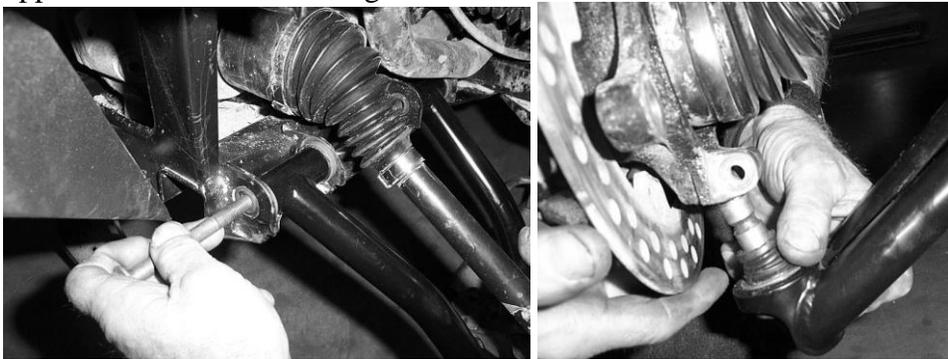


15. You will need to remove some material from the area where lower control arm mounts to the frame. You will only need to remove a small area nearest the axle boot.

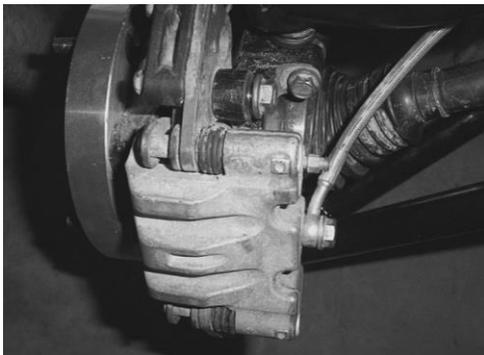
NOTE: Do this before you install the A-arms!



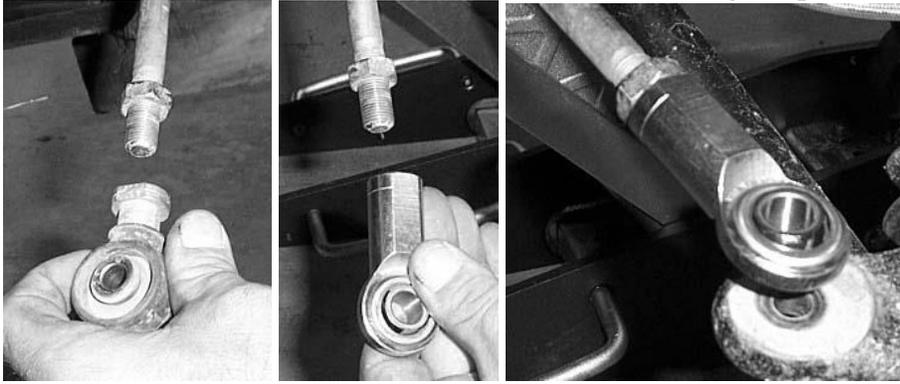
16. Use the factory nuts and bolts to connect the new A-arms to the UTV. Each arm is labeled relative to its location on the UTV. The location is determined from the seated position. You will have left and right upper A-arms and left and right lower A-arms.



17. Reconnect the caliper to the knuckle assembly, taking care to route the brake line so that it does not interfere with the axle bar. Secure the brake lines with the zip ties provided in the kit.



18. Remove the stock tie rod end and connect the new heim joint provided.



19. To connect the new heim joint to the knuckle assembly you will need to use a 1/2" drill bit and drill a larger hole where the tie rod connects to the knuckle.



20. Once you have drilled the hole, use the 1/2 x 4" hex bolt and the two high alignment cones and connect the heim joint to the knuckle.

THE FOLLOWING STEPS ARE FOR CUSTOMERS THAT WANT TO INSTALL OUR LIFT KIT IN CONJUNCTION WITH THE FORWARD ARM KIT

21. Insert the new 1/2 x 4" hex bolt. Slide the bolt through the alignment cones and heim joint then through the High Alignment Cone.

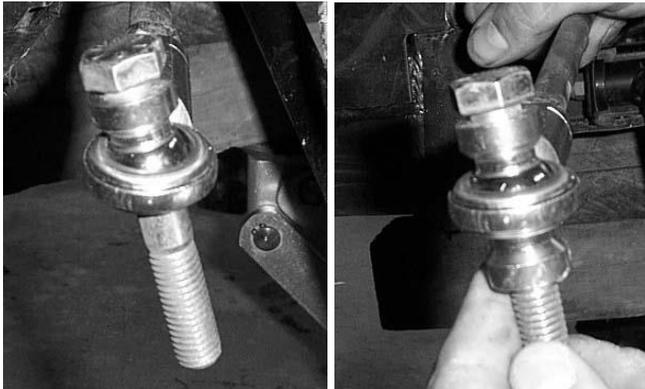


22. Place the 1/2" washer and 1/2" lock nut on the bolt and torque tight.

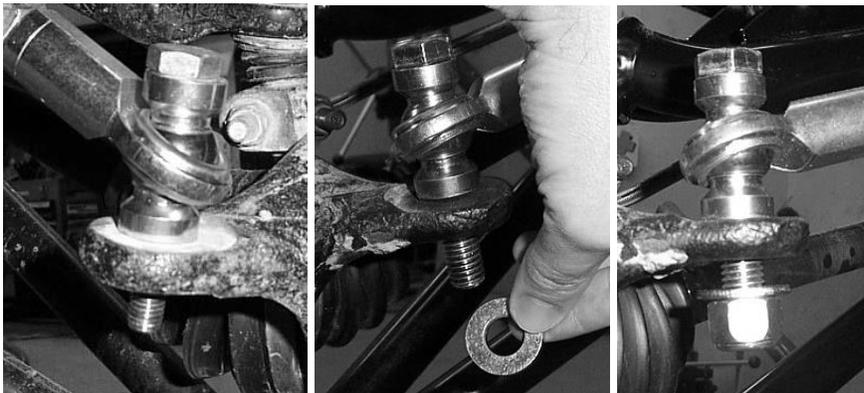


THE FOLLOWING STEPS ARE FOR CUSTOMERS THAT DO NOT WANT THE LIFT KIT INSTALLED

23. Take the 1/2 x 3 1/4" Hex Bolt and insert one of the high-alignment spacers onto the bolt. Slide the bolt into the heim joint, then place another high-alignment spacer onto the bolt.



24. Insert the bolt into the knuckle assembly. Place the 1/2" flat washer and 1/2" lock nut onto the bolt and tighten.

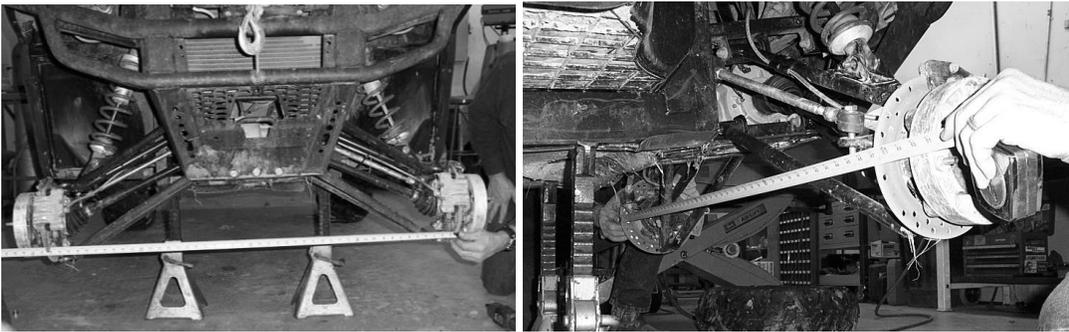


25. Repeat steps for opposite side.
26. If you have not already done so, reconnect the bottom of the shock to the new A-arm using the 10x55 hex bolt and 10mm lock nut provided.
27. Repeat steps for the opposite side.
- 28. Do not place wheels on Ranger until you have checked the alignment on the front wheels!!!**

Aligning the front wheels

1. Make sure that the brake rotors are straight to sight.
2. Take a tape measure and measure from inside to inside on the front and back ends of the rotors.
3. They must both be the same distance. If they do not then you will need to adjust the tie rods in or out.

NOTE: A slight toe out makes the steering less sensitive and the UTV more stable. When adjusting the toe, be sure to take the time to adjust both ends half the required distance.



Thank You
For Choosing





High Lifter Lifetime Warranty

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

- The **Lifetime Warranty** covers products sold to the original purchaser only and is not transferable. The term of the warranty is for the lifetime of the vehicle in question.
- Normal wear and tear items and finishes, such as, but not limited to: Heim joints, tie rod ends, ball joints, bearings, seals, bushings, bushing sleeves, zinc plating, powder coating, or chipping and discoloration of any finish is not covered.
- High Lifter will ship the replacement product after the returned product has been inspected by High Lifter staff.
- The warranty shall not include claims for damages, installation time or labor charges, economic losses, inconvenience, transportation, towing, down time, direct or indirect or consequential damages or delay resulting from any defect.
- The warranty does not apply to products that have been improperly applied or improperly installed.

Making a warranty claim

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