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Kawasaki Mule Lift Kit Installation Instructions

Mule 4000 Series Lift Kit

Read Before Installation!

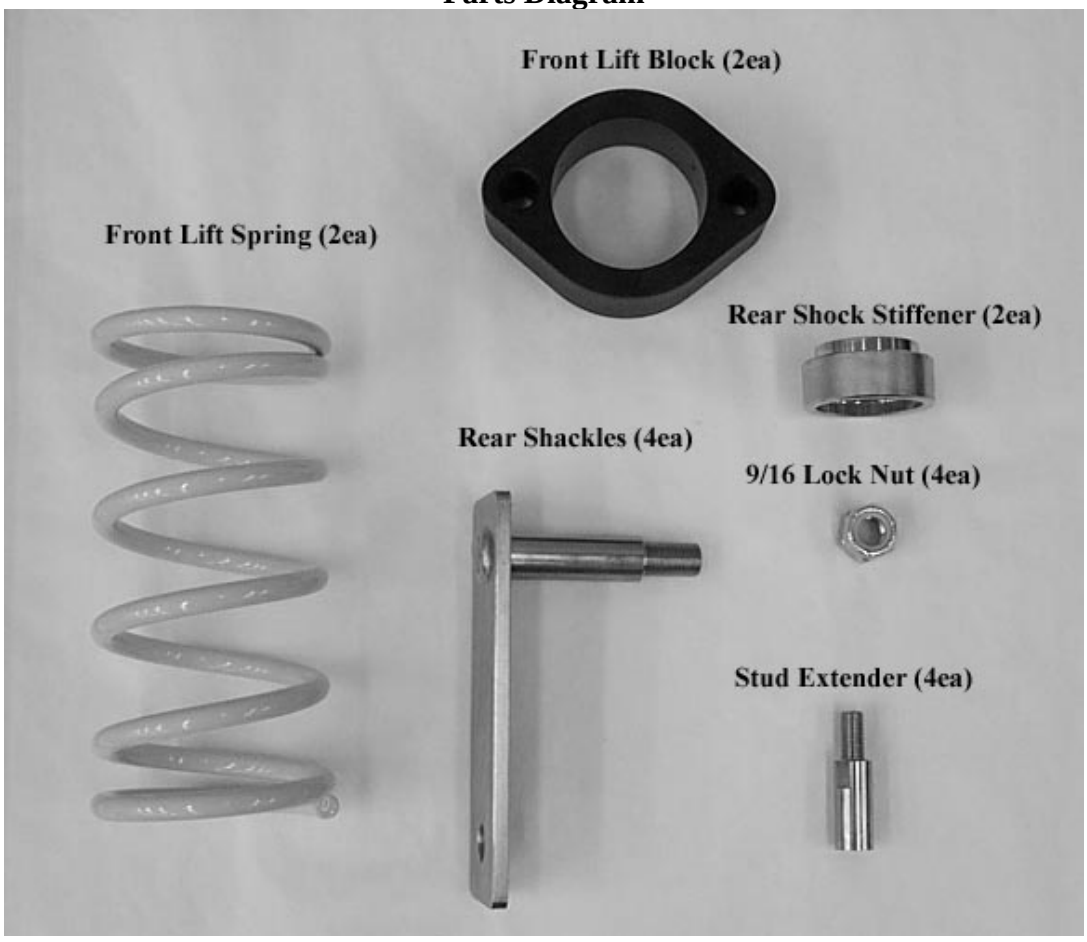
This product is designed for use on Kawasaki Mule's in which additional ground clearance and fender clearance is desired. It is designed for utility type, slower-speed use on relatively flat terrain in deep mud or snow. Although we have many thousands of satisfied lift kit customers and over 400 franchised dealers selling and installing lift kits, 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 Mule increasing risk of roll-over on side hills, ditches or other steep terrain.

We recommend that wider tires with stiffer sidewalls be used to achieve a wider stance and to improve stability of the Mule. Riders should be advised that the handling characteristics of a taller Mule is different and require extra care when riding on side hills or off-camber situations. If you further raise the center of gravity by adding heavy loads to racks or seats, the Mule must be operated with care, at slower speeds or on relatively flat ground.

Operation of any style ATV with or without a lift kit, while or shortly after consuming alcohol or drugs, subjects the rider to the risk of serious bodily harm or possible death. This 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.

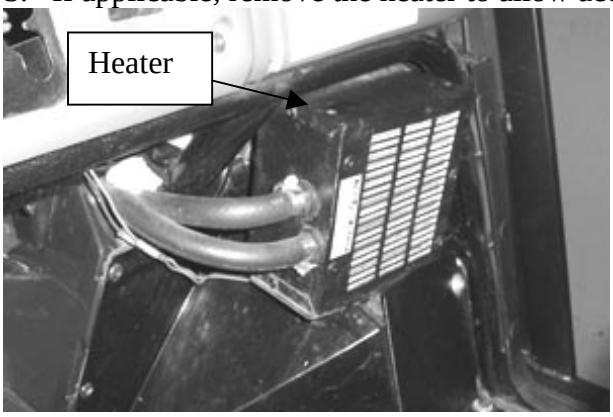
If this is not what you expected, or is not consistent with your intended use, you should return the product immediately to the seller, before installation, for a refund of the purchase price; less any fees. After installation, product is warranted for 90 days for defects in workmanship and materials. Warranty is limited to refund of the purchase price or replacement of the kit, at the seller's option.

Parts Diagram

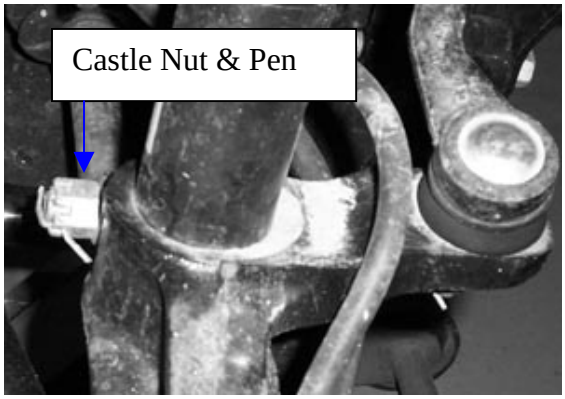


Front Lift Installation

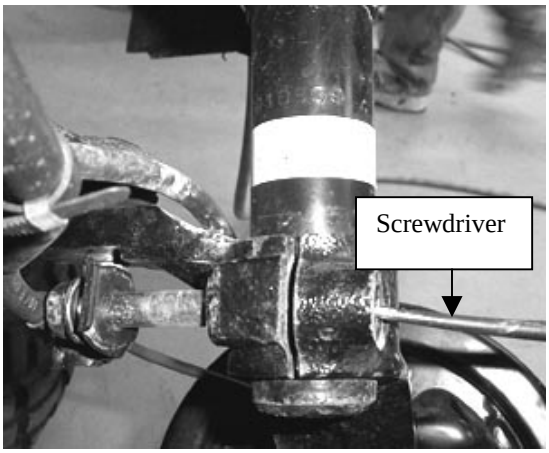
1. Ensuring that the parking brake is set, place jack under center of the Mule front end and lift until front wheels clear the ground. Be careful to support Mule properly so that it is secure, but so that the A-arms and struts can droop to full extension.
2. Remove front wheels.
3. If applicable, remove the heater to allow access to the strut mount behind the heater coil.



4. Starting with the left side (driver side), remove the cotter pin and castle nut that secures the strut to the strut mount.



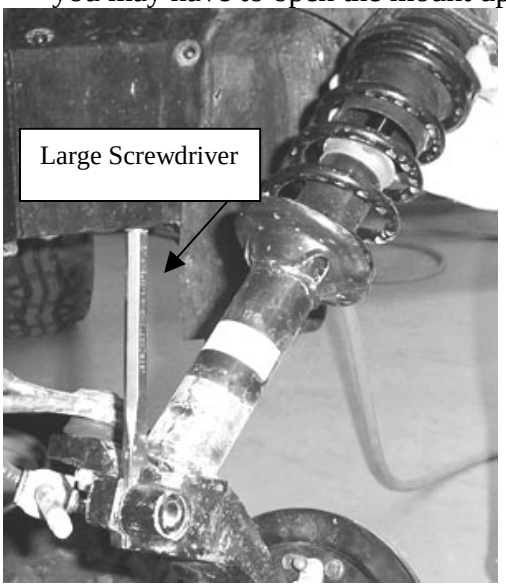
5. Push bolt through the bolthole, taking care not to damage the brake line that is attached to the bolt. If you are having difficulty removing the bolt, you may have to remove the brake lines that are attached to the front brakes. In this case refer to owners manual for removing brake lines.



NOTE: Keep in mind that if you remove the brake lines you must bleed your brakes according to operator's manual.

6. Once the bottom of the strut has been loosened, then unbolt the top of the strut. The nuts securing the top strut can be located in the dash of the Mule on the left and right sides. In most cases these nuts are easily accessible, but you may have to remove the glove box or heater coils, depending on the model and options purchased with the Mule.

7. Remove the nuts that secure the strut and then pull strut from the strut mount. If strut is hard to remove, you may have to open the mount up.

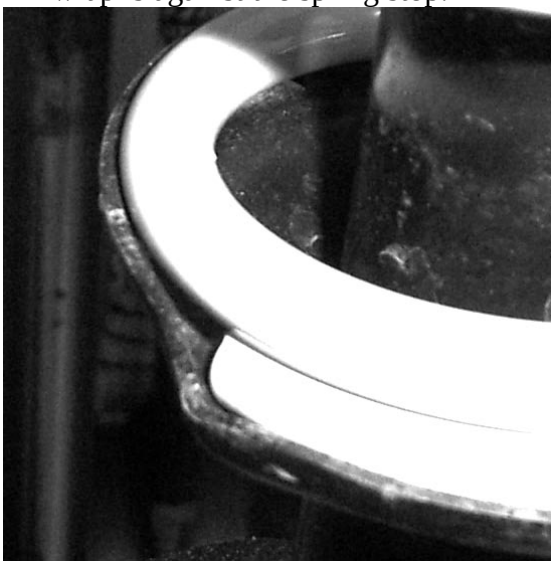


8. Remove the retaining nut and washer from the top of the strut. Next remove the factory rubber mount/bushing, coil retaining cup and boot.




9. Now remove the factory coil spring.

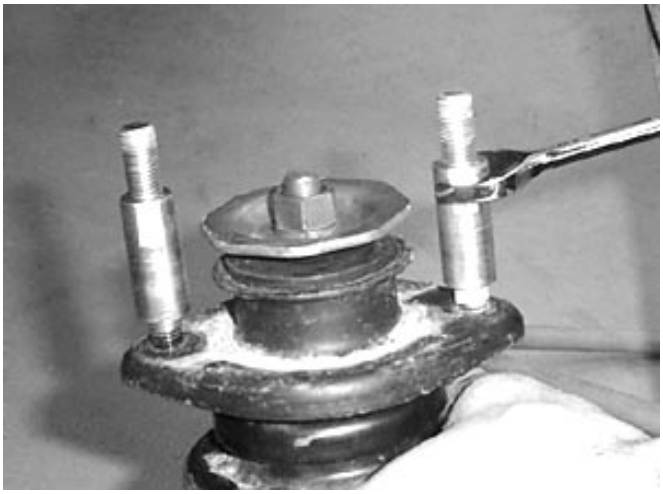
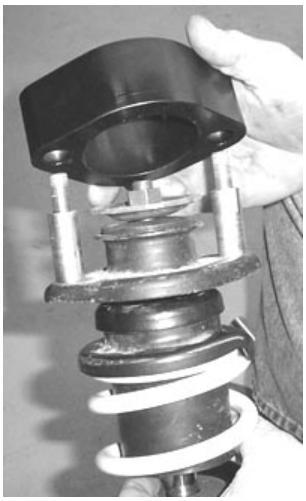
10. Install the new High Lifter coil spring onto the strut shaft, making sure the end of the bottom spring wrap is against the spring stop.



11. Reassemble the strut in reverse order of the disassembly.

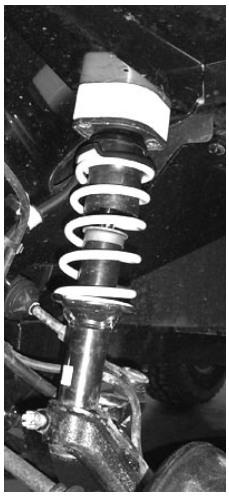
NOTE: The spring may need to be compressed a small amount during the reassembly process.

12. Holding the large hex nut and washer, tighten the retaining bolt until the lock washer is compressed and tightened.
13. Once the strut is reassembled, tighten 2 of the stud extenders onto the top of the strut. Next, slide one of the lift blocks onto the top of the strut.

14. Once the block is in place reinstall the strut back onto the Mule. Start by placing the bottom of the strut into the lower strut mount. Make sure to line the mark on the strut with the securing bolt on the strut mount. **DO NOT FASTEN TIGHT!**


15. Next, insert the top of the strut into the two mounting holes in the dash. Secure the strut with the OEM nuts.

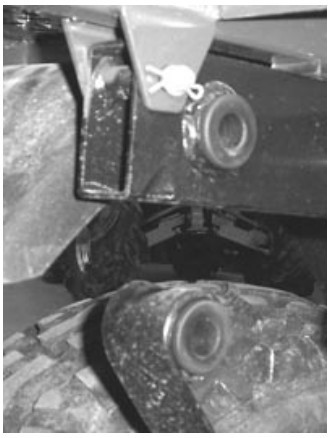



NOTE: If you are having difficulty with top mount, turn the steering wheel to the left or right, opposite the side you are working on.

16. With the top completely installed, secure the bottom of the strut with the OEM retaining bolt. Make sure that the notch on the strut and the bolt are parallel with each other.
17. Repeat step for opposite side.

Rear Lift Installation

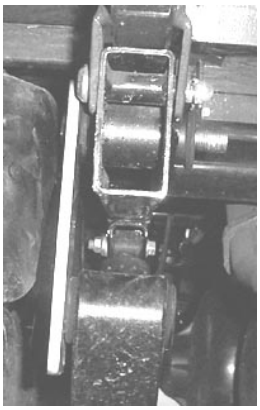
1. Ensuring that the parking brake is set, place jack under the rear differential of the Mule and lift until rear wheels clear the ground. Be careful to support Mule properly so that it is secure, and chock the front wheels.
2. Remove the top of the rear shock only. This will make it easier to remove and install the rear leaf spring shackles
3. Remove the rear leaf spring shackles.

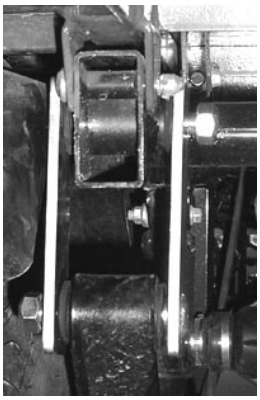


Note: You may need a large pry bar to help disassemble and reassemble the rear shackles.

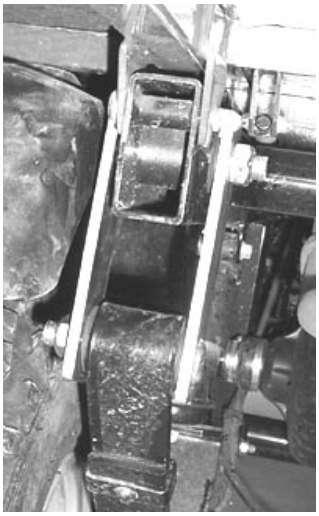
4. Install the new shackles on the Mule, using the pry bar to help align the shackles and the leaf springs.

Tip: Put a little soap on the shackle studs to help them slid into the rubber bushings better.



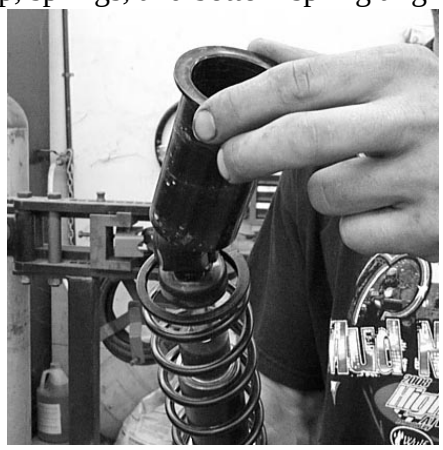
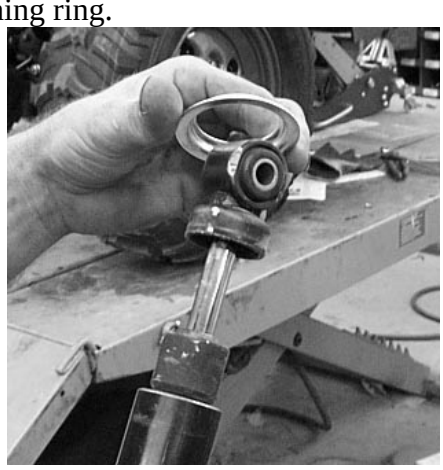
5. Once the shackles are installed secure with the nuts provided.



5. Next, remove the rear shocks from the ATV.

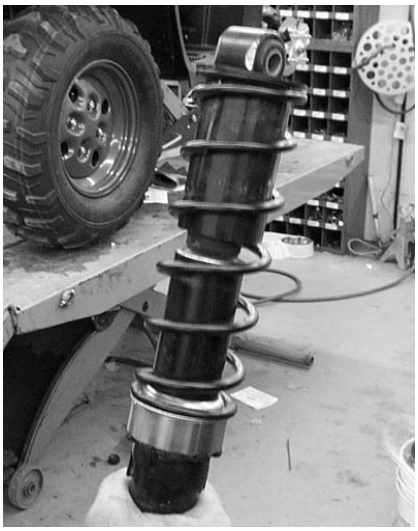
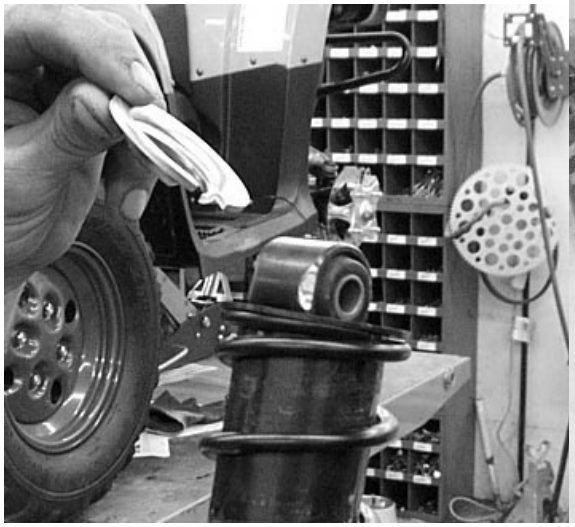
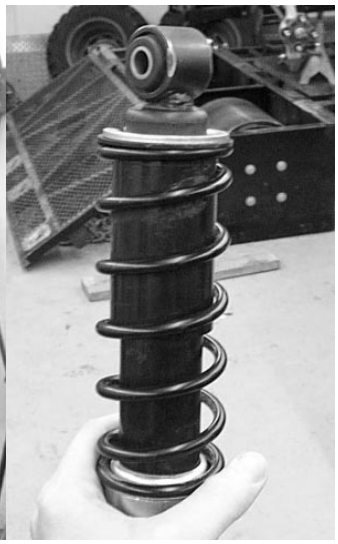
6. You will need to grind just a small portion from the shocks.

7. Now remove the retaining clip, springs, and bottom spring aligning ring.

8. Place the spring stiffener onto the shock, then place the aligning ring back on the shock, on top of the stiffener.

9. Put the springs and retaining clip back on the shock.

10. Place the spring back on the ATV.
11. Put all tires back on ATV and torque lugs to factory specifications.
12. Always recheck torque values after riding first few miles.