HDPLK-DXL-P1SCR

Polaris Sportsman/ Scrambler APEXX HD 6” Big Lift Kit

sales@highlifter.com

800-699-0947 | 8:00am - 5:00pm CST

7455 Atkinson Drive, Shreveport, LA 71129

www.highlifter.com

Parts Available For These Popular Brands and Others

PRODUCT DISCLAIMER

The installation of products sold or manufactured by High Lifter Products including, but not limited to suspension components such as lift kits, gear reduction lifts, frame stiffener kits, snorkels, and tires that exceed the original specifications for the vehicle, may change the vehicle's center of gravity and handling characteristics both on- and off-road. You are aware that the installation of tires that are larger than original vehicle specifications may reduce the effectiveness of the braking system. Use of these products may place added stress to the original factory vehicle components which could cause them to weaken or possibly fail.

Products sold or manufactured by High Lifter Products 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 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 **(XLK-P1-B1)**

MCS10X150-10.9
10mm x 150mm Hex Bolt (2ea)

BRAKE-CAP-1
Brake Line Cap (1ea)

T50RB
8" Zip Ties (12ea)

MCS10X65-10.9
10mm x 65mm Hex Bolt (16ea)

MLN10-1.5
10mm Lock Nut (22ea)

MFW10
10mm Washer (16ea)

35Q
Front & Rear Upper Shock Bracket (8ea)

76W
Cross Bracket/ Logo Plate (1ea)

MCS10X60-10.9
10mm x 60mm Hex Bolt (2ea)

CCC
Spacer (10ea)

NNN
Spacer (2ea)

37X
Rear Brake Line (1ea)

36W
Front Cross Bracket (2ea)

MCS10X55-10.9
10mm x 55mm Hex Bolt (2ea)

MCS516
M5x.80x16 mm Zinc Bolt (6ea)

MFW5
M5 Zinc Flat Washer (12ea)

MLN5-.8
M5 Zinc Lock Nut (6ea)

76X
Rear Cross Bracket (1ea)

TIE ROD & STEERING SET UP

MCS10X1.25 X50-10.9
10x50mm Bolt (2ea)

MJN10-1.25Z
10mm Jam Nut (4ea)

MLN10-1.25
10mm Lock Nut (4ea)

43Z
Misalignment Cone (8ea)

MCS10X1.25 X65-10.9
10x65mm Bolt (2ea)

MLW10Z
10mm Lock Washer (4ea)

MBSH10X1.25X25
10x25 Button Head Bolt (2ea)

WL-CLAMP-12
1/2 Loom Camp (6ea)

44X-L
Tie Rod (1ea)

44X-R
Tie Rod (1ea)

45Z
Hiem Joint (4ea)

LOCTITE-02-B
Blue Loctite (1ea)

MN10-1.25
10mmx1.25 Nut (2ea)

3

HIGHLIFTER

PARTS DIAGRAM

FRONT LOWER & UPPER ARMS **(HD-XLK-P004-B2)**

126M-L
Front Upper Left Control Arm (1ea)

126C-L
Front Lower Left Control Arm (1ea)

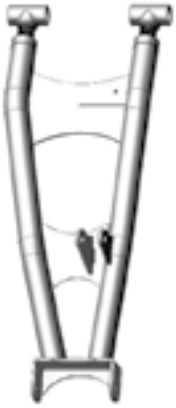
126A
Adjustable Collar (4ea)

126C-R
Front Lower Right Control Arm (1ea)

126M-R
Front Upper Right Control Arm (1ea)

REAR LOWER & UPPER ARMS **(HD-XLK-P004-B3)**

126S-L
Rear Upper Left Control Arm (1ea)



126G-L
Rear Lower Left Control Arm (1ea)

126A
Adjustable Collar (4ea)

126G-R
Rear Lower Right Control Arm (1ea)

126S-R
Rear Upper Right Control Arm (1ea)

AXLES **(DHT-XL)**

Front Axle (2ea)

Rear Axle (2ea)

	RNG1-3
Front	DHT-XL-P1SCR-F
Rear	DHT-XL-P1SCR-R

FRONT WHEELS — Removal

1

FRONT PASSENGER SIDE

KEEP ALL FACTORY HARDWARE.

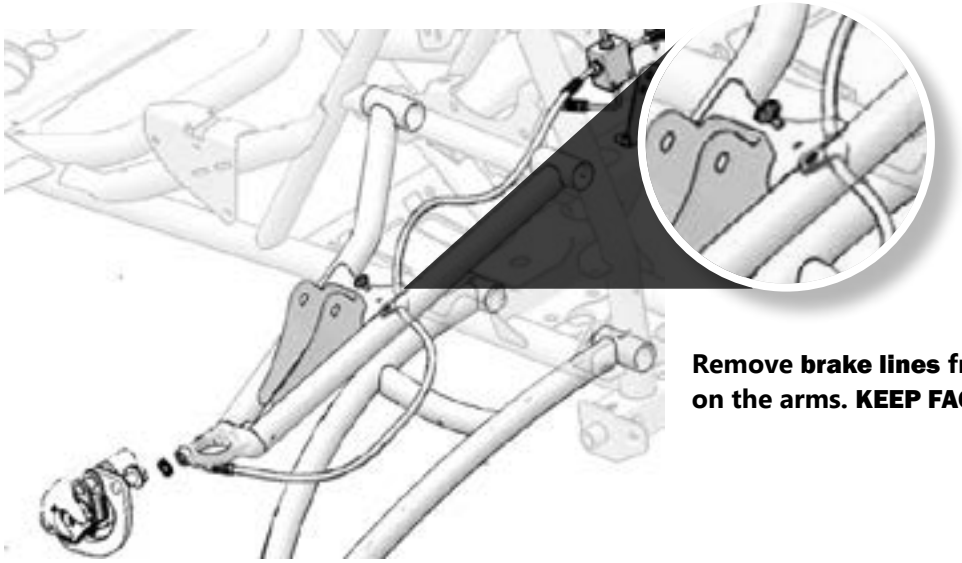
Place jack under the FRONT center of the unit and lift until the weight is off the suspension. Ensure that the vehicle is properly secured, so that it is stable on the jack.

Make sure that the jack is tall enough to raise the unit high enough to reinstall the tires after the lift is installed.

Remove the front wheels.

BRAKE CALIPER & BRAKE LINES — Removal

2



Remove brake lines from fasteners and clamps on the arms. KEEP FACTORY HARDWARE.

HUB ASSEMBLY — Removal

3

Remove the brake caliper mounting bolts (15mm) DO NOT disconnect line from caliper yet. KEEP ALL FACTORY HARDWARE. Set caliper aside.

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

REPEAT STEPS ON OPPOSITE SIDE

REMOVING STOCK COMPONENTS — Front End Prep

4

TIE ROD END

Disconnect the **tie rod by removing the cotter pin, nut, and washer** from the knuckle. **(15mm)**

UPPER BALL JOINT

Disconnect the **Upper ball joint** by removing the **bolt** at the knuckle. **(13mm)**

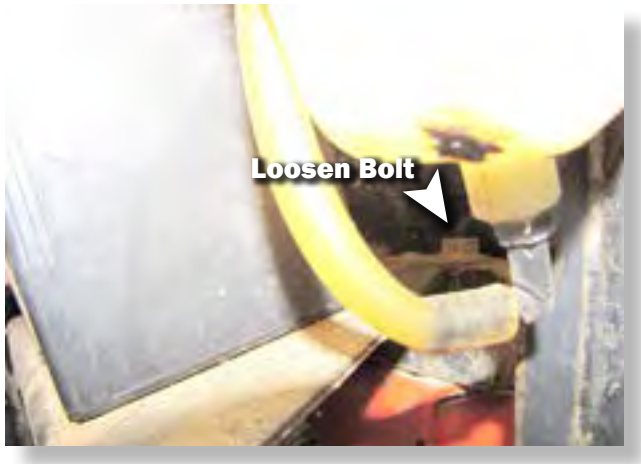
LOWER BALL JOINT

Disconnect the **Lower ball joint** by removing the **bolt** at the knuckle. **(13mm)**

KEEP ALL FACTORY HARDWARE.

REMOVING STOCK COMPONENTS — Battery Bracket

5



You will have to remove the bolts attaching the battery mount plate to the frame to access the frame bolts on the upper arms **(13mm)**. Loosen the bolts on the plate that connect to the bumper ; this will help move the plate out of the way. **YOU DO NOT HAVE TO REMOVE IT. MOVE OVERFLOW RESERVOIR OUT OF THE WAY TO ACCESS BOLT.**

REMOVING STOCK COMPONENTS — Control Arms

6

Remove the **Upper and Lower arms** by removing the **bolts** from the **frame and the bolts from the shock on the upper arm. Completely remove the shock. (18mm) KEEP ALL FACTORY HARDWARE.**

REPEAT STEPS ON OPPOSITE SIDE

REMOVING STOCK COMPONENTS

Axle

7

Remove the stock axle front the front differential.

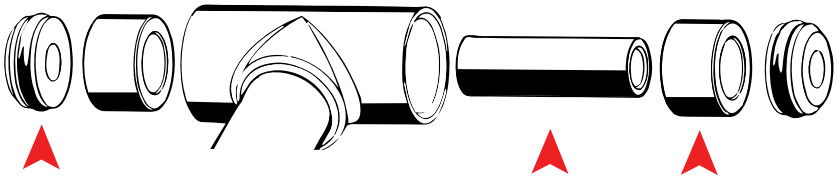
BUSHINGS

Removal

8

IF YOU ORDERED PRE-INSTALLED BUSHINGS SKIP TO STEP 10

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.



Pilot Cap **Sleeve** **Bushing**

UPPER ARM

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.

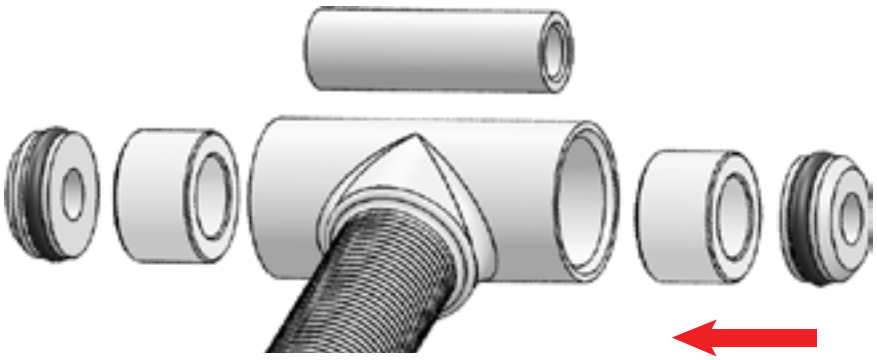
Remove pivot caps and sleeves from both arms

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.

BUSHINGS — Install

9



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.

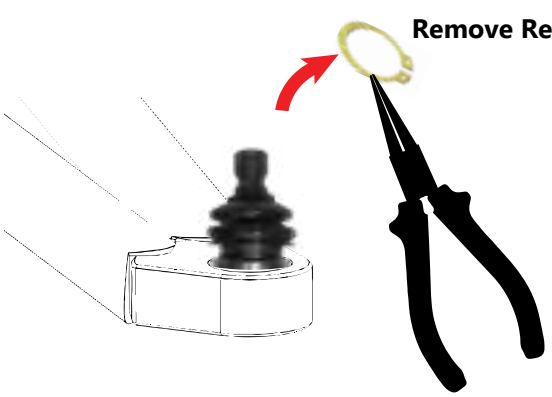
Use a press or vice to secure the bushings.

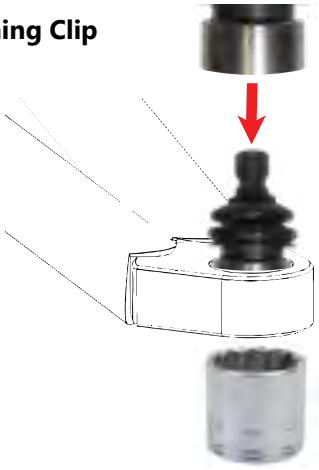
BALL JOINTS — Removal

10

IF YOU HAVE PRE-INSTALLED BALL JOINTS SKIP TO STEP 12

NOTE: A press or a vise is suggested for removing and replacing the ball joints.





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.

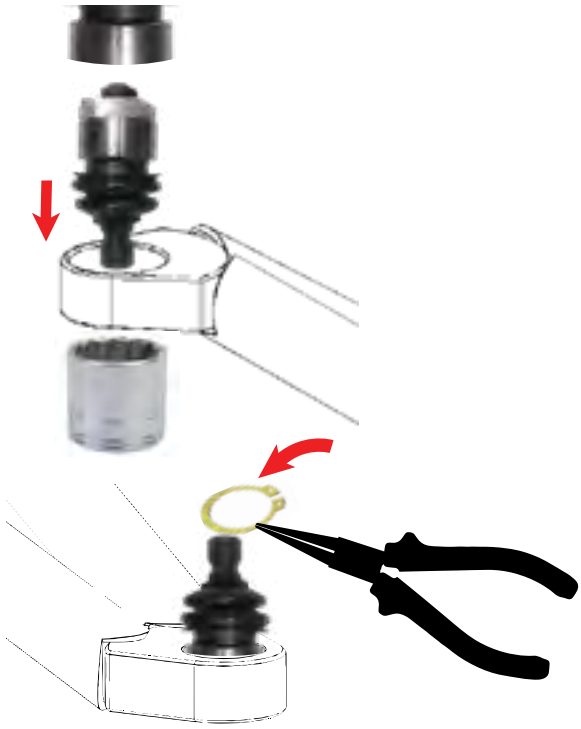
BALL JOINTS

Install

11

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.



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

BALL JOINT ORIENTATION

CONTROL ARMS & AXLES

Install

12

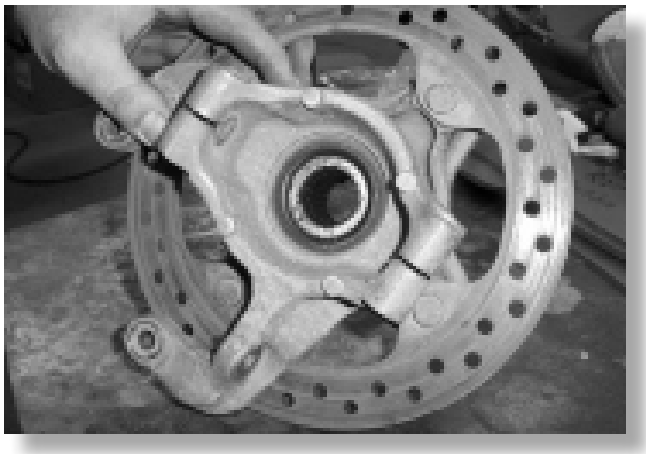
LOWER ARM

AXLE

Use the factory hardware to connect the new lower arm to the frame. (18mm) Then Insert the axle into the differential.

AXLE TO HUB CLEARANCE CHECK

13 CHECK CLEARANCES



You may need to add clearance to the front hub assembly for the new axles. Insert the axles into the hub. If your boot bands come in contact with the assembly use a die grinder to remove enough of the surface to achieve the clearance needed so that there is no contact with the axle and hub assembly.

CONTROL ARMS — Install

14

UPPER ARM

Install the new upper control arm to the frame and secure it with factory hardware.

LOWER BALL JOINT

Insert the axle into the knuckle then the lower ball joint, secure it insert the bolt. (13mm)

UPPER BALL JOINT

Connect the Upper ball joint by securing the bolt at the knuckle. (13mm)

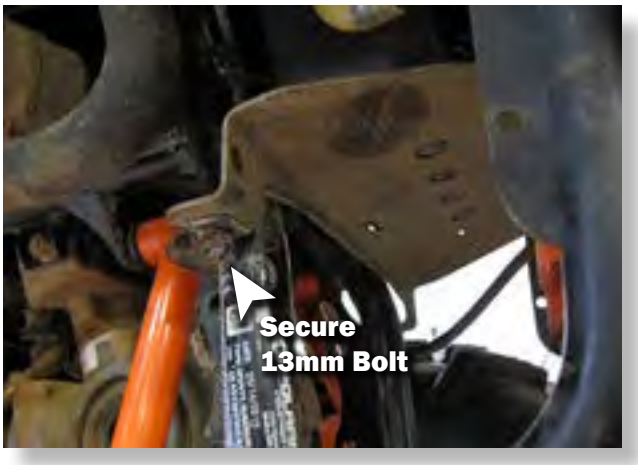
SHOCK

Secure the shock to the shock tab on the upper arm using the 10x65mm bolt and 10mm lock nut.

REPEAT STEPS ON OPPOSITE SIDE

STOCK COMPONENTS — Battery Bracket

15



Re-secure the bolts that were previously loosened and removed from the battery mount bracket. (13mm). RE-SECURE OVERFLOW RESERVOIR.

TIE ROD — Install

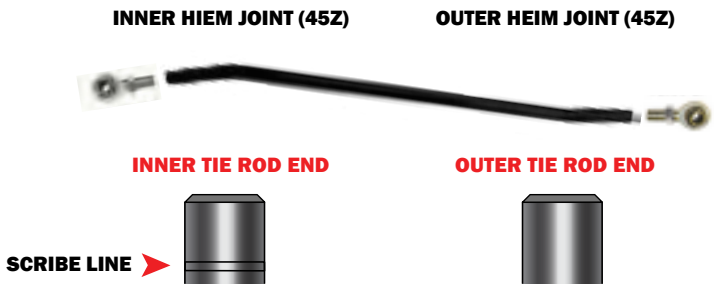
16

The tie rod is assembled in terms of inner and outer. The inner portion of the tie rod has a ring or grove cut near the end, this connects to the steering stem.

STOCK TIE ROD

Completely remove the stock tie rod. (15mm)

AFTERMARKET



INNER TIE ROD END

Using a 10mmx50mm bolt, place a Hi-misalignment cone (43Z) on each side of the heim joint.

Now connect the heim joint to the steering stem. Insert the bolt up from the bottom. Next place a flat 10mm washer (MFW10), and a 10mm lock washer (MLW10Z) on the bolt.

Lightly dab loctite onto the bolt and secure it tight with the 10mm lock nut (MLN10-1.25).

Secure the inner tie rod to the heim by threading it onto the heim joint. **NOTE: THE SCRIBE LINES INDICATE THE INNER END OF THE ROD.**

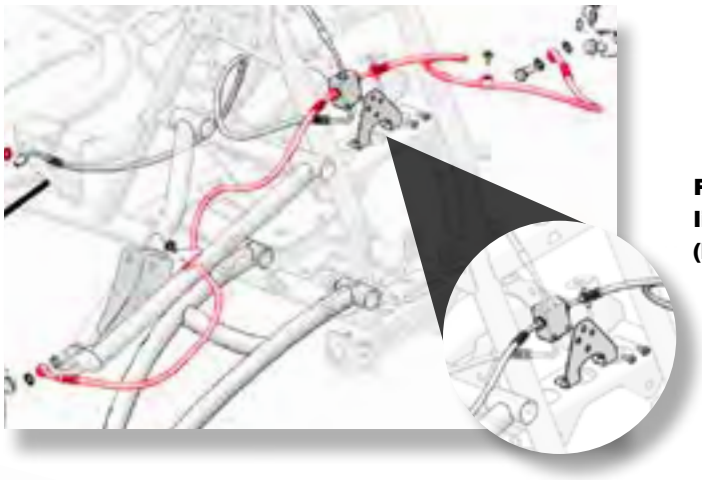
OUTER TIE ROD END

17

Slide on a hi-misalignment cone (43Z), onto a 10mm x 65mm bolt (MCS10x1.25x65-10.9), then the heim joint, and then another hi-misalignment cone (43Z). Insert the bolt through the knuckle assembly from the top down. On the end of the bolt place a 10mm flat washer (MFW10), then a 10mm lock washer (MLW10Z). NOTE: You may need to clearance the area to allow the heim joint to fit into the knuckle assembly. Place a little loctite on the bolt and fasten tight with 10mm nut (MN10-1.25) and 10mm lock nut (MLN10-1.25).

BRAKE LINES

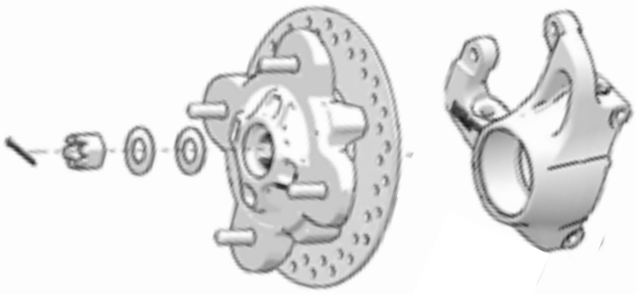
18



Pull the slack out of the stock brake lines. Ensure the lines are correctly routed to their corresponding hubs. (Refer to step 23)

19

FRONT BRAKES & HUB ASSEMBLY



Reattach the rotor to the knuckle assembly.

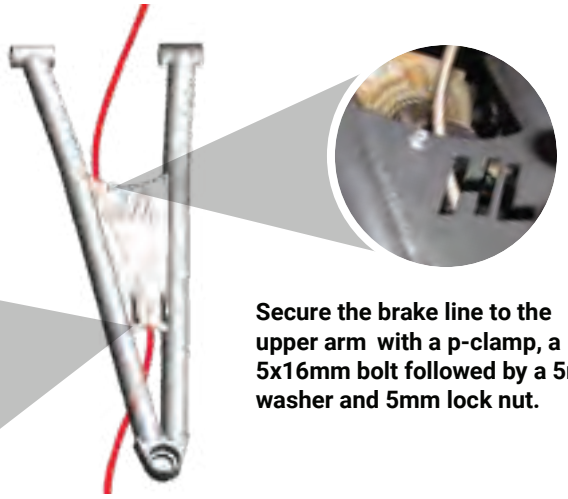
Connect the caliper to the hub assembly by using the (2) 10x25 button head bolts.

REPEAT STEPS ON OPPOSITE SIDE

BRAKE LINE ROUTING

20 **Route the brake lines under the arm, so that they do not come in contact with moving parts or become pinched.**

Fasten lines to the (2) locations on the UPPER ARM using the (2) p clamps, 5x16mm bolt, 5mm washer & 5mm lock nut provided.



SECURING LINES

Secure the brake line to the upper arm with a p-clamp, a 5x16mm bolt followed by a 5mm washer and 5mm lock nut.

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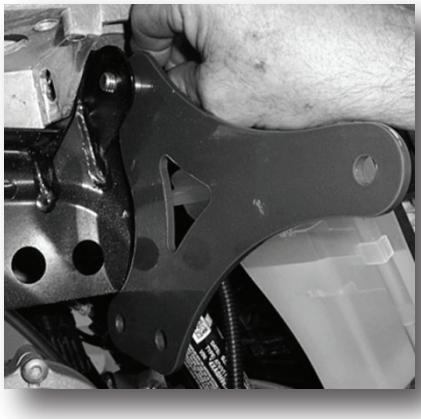
BANJO FITTING

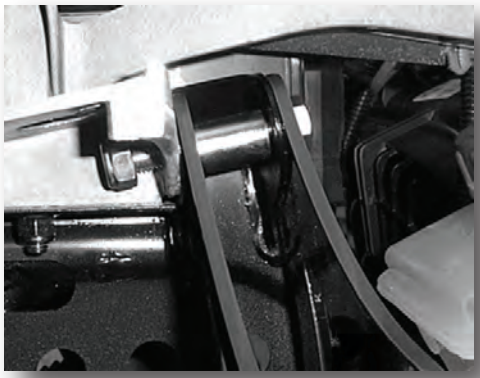
Secure the banjo fitting to the caliper if you have not done so already.

INSTALLING THE BRACKETS

Now, the upper portion of the kit needs to be installed.
Locate the upper lift bracket and front cross bracket.
Connect the bracket to the shock mount first.
To the front of the ATV and on the outside of the shock mount, place the bracket and insert a 10x55mm bolt (MCS10X55-10.9) through the bracket.



Between the two factory shock mounting tabs place the (CCC spacer) and second bracket.
Now slide the bolt through the shock mount, spacer, and bracket.



REPEAT STEPS ON OPPOSITE SIDE

BRAKE LINE ROUTING

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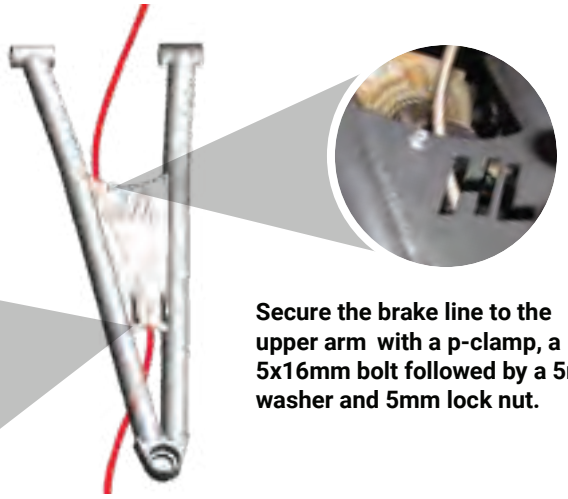

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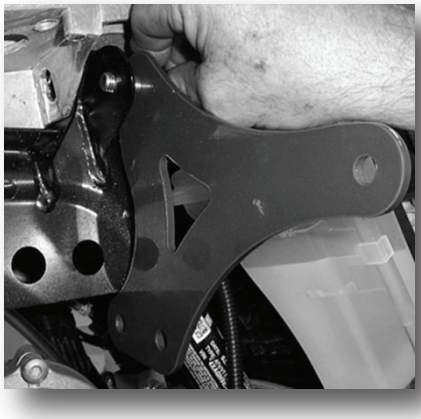
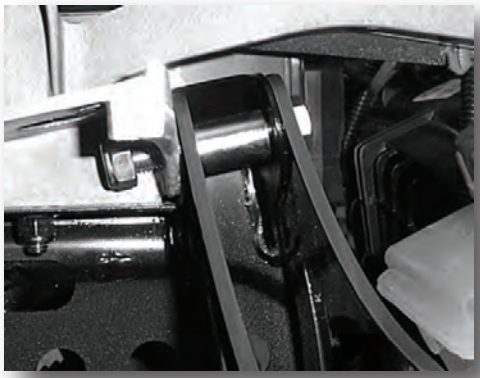


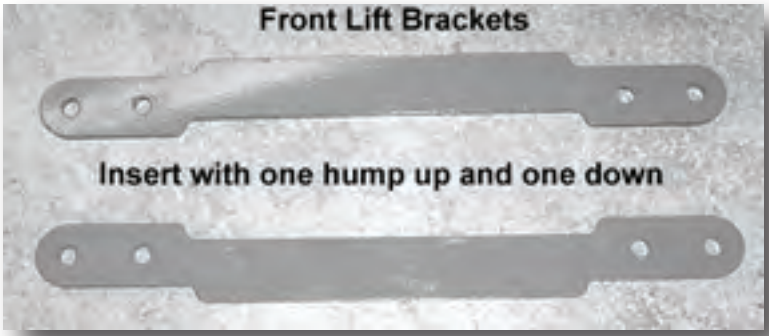
Between the two factory shock mounting tabs place the (CCC spacer) and second bracket.
Now slide the bolt through the shock mount, spacer, and bracket.



REPEAT STEPS ON OPPOSITE SIDE

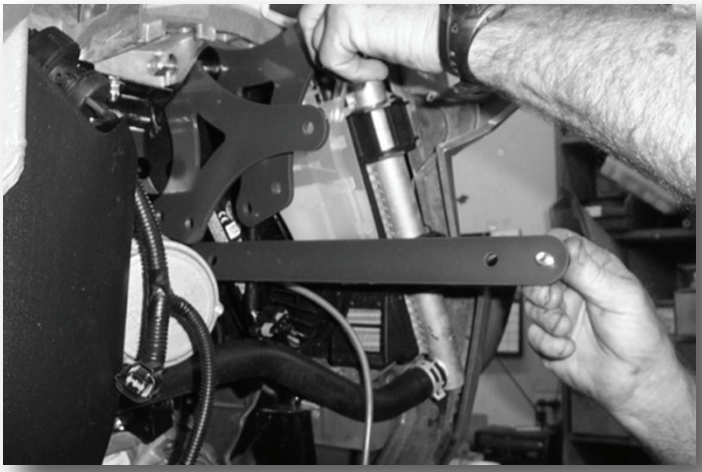
Secure it loosely with a 10mm lock nut (MLN10-1.5).
NOTE: We recommend that you not fasten hardware tight until you have the lift installed.
Repeat these steps for the opposite side. You will need both sides in place in order to connect the cross brackets.

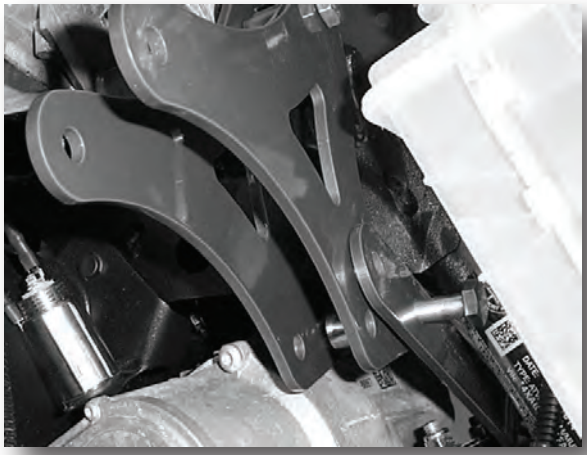
Locate the front cross brackets. Place a 10x65mm bolt (MCS10X65-10.9) onto the inside hole on one of the cross brackets.



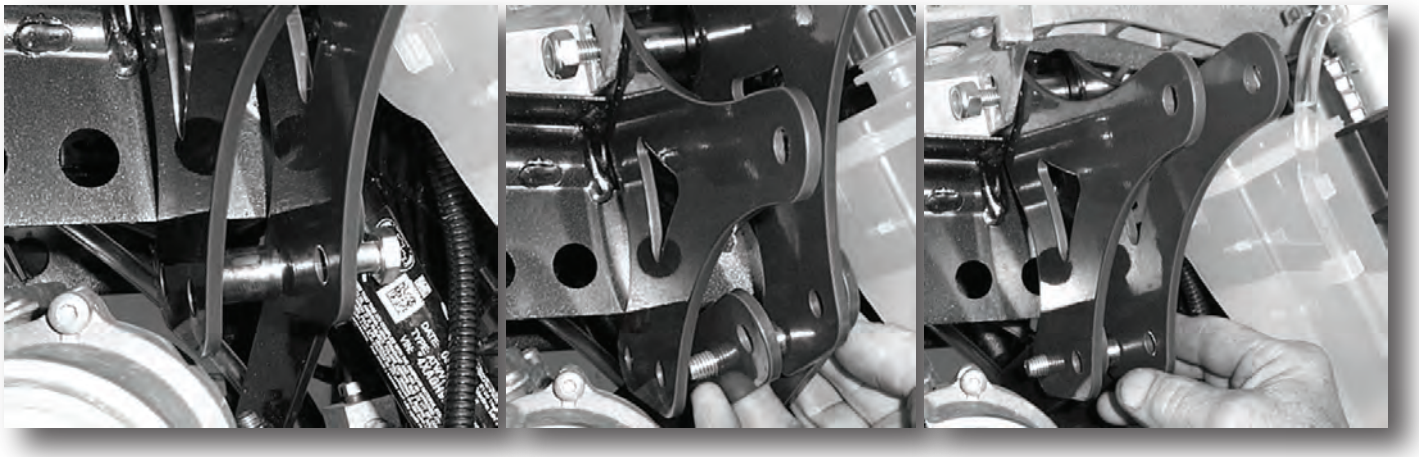
Now insert the cross bracket into the frame and slide the bracket across the opposite side. The cross bracket will go on the outside of the front lift bracket. You need to install the brackets so that the bracket that is to the front of the ATV has the hump in the downward position and the bracket closest to the power steering unit has the hump in the upward position.

Insert the 10x65mm bolt through cross bracket and the lower portion of the upper lift bracket into the inside hole on the bracket.





Between the two brackets, insert a (CCC spacer) and the second cross bracket.
Make sure it is to the inside of the lift bracket. Slide the bolt all the way through and secure it with the 10mm lock nut (MLN10-1.5).



REPEAT STEPS ON OPPOSITE SIDE

BRAKE LINE ROUTING

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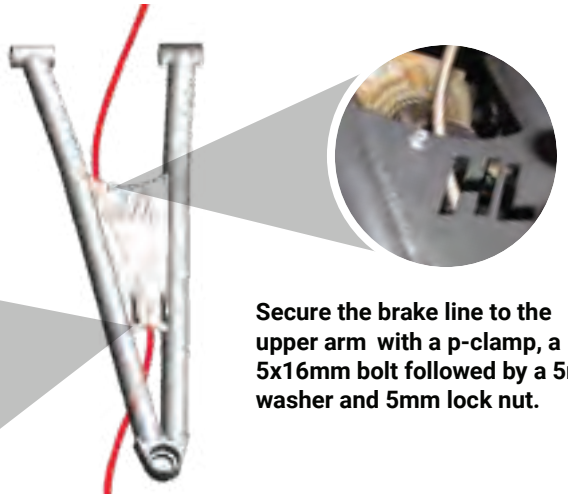
Fasten lines to the (2) locations on the UPPER ARM using the (2) p clamps, 5x16mm bolt, 5mm washer & 5mm lock nut provided.



SECURING LINES

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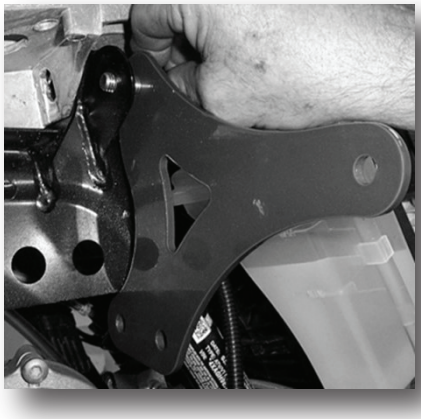
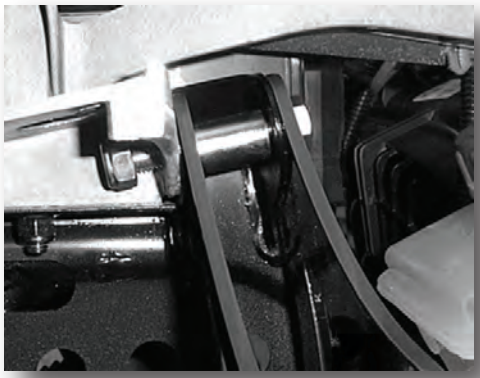
To the front of the ATV and on the outside of the shock mount, place the bracket and insert a 10x55mm bolt (MCS10X55-10.9) through the bracket.



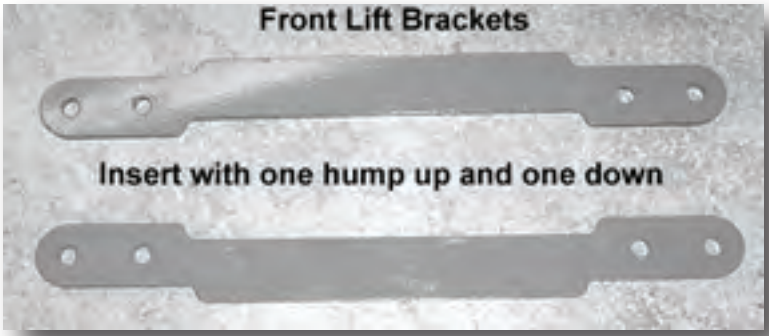
Between the two factory shock mounting tabs place the (CCC spacer) and second bracket.
Now slide the bolt through the shock mount, spacer, and bracket.



REPEAT STEPS ON OPPOSITE SIDE

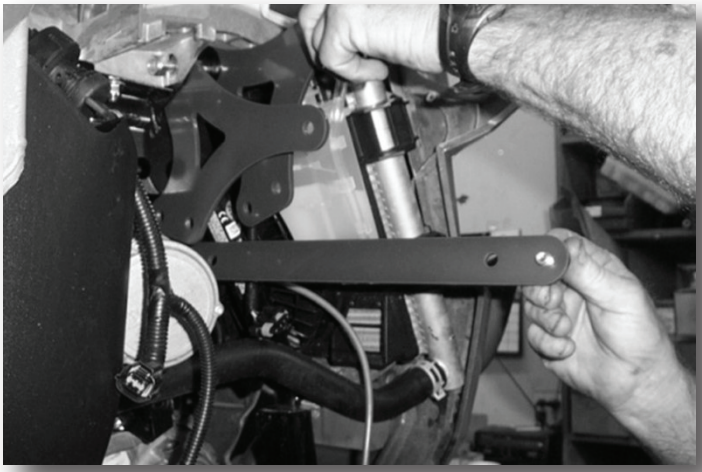
Secure it loosely with a 10mm lock nut (MLN10-1.5).
NOTE: We recommend that you not fasten hardware tight until you have the lift installed.
Repeat these steps for the opposite side. You will need both sides in place in order to connect the cross brackets.

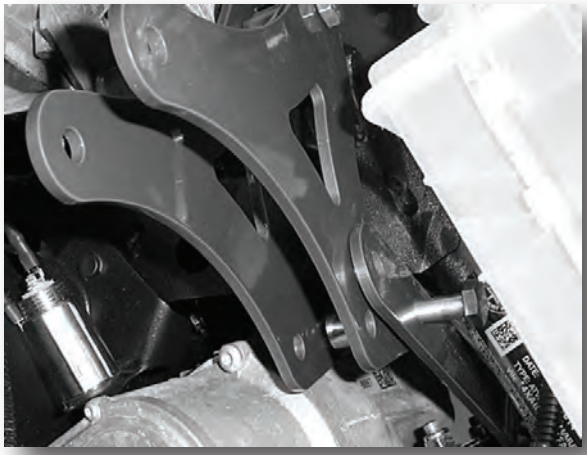
Locate the front cross brackets. Place a 10x65mm bolt (MCS10X65-10.9) onto the inside hole on one of the cross brackets.



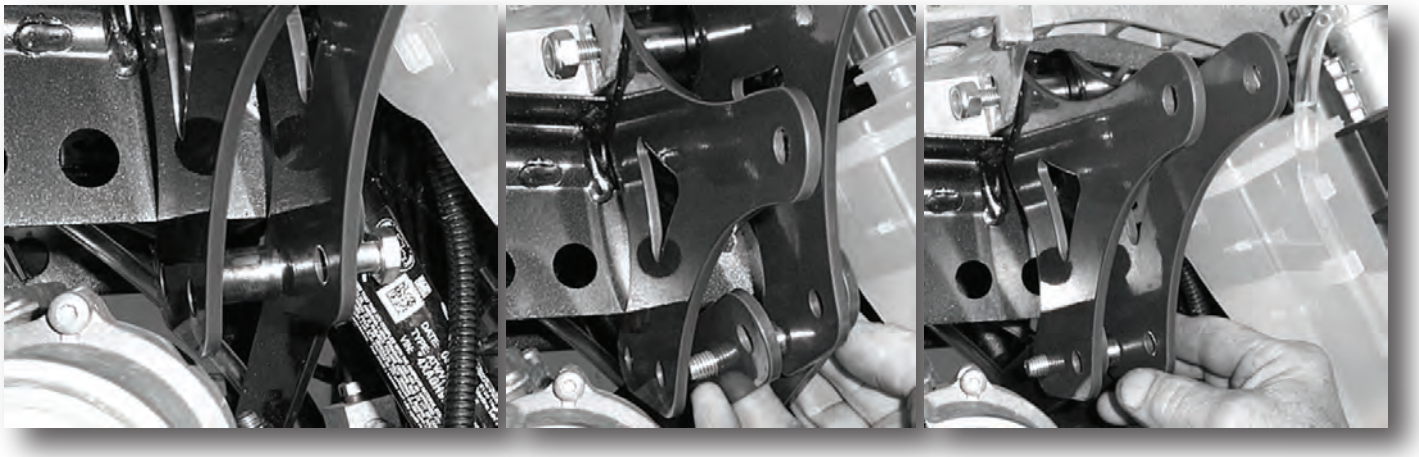
Now insert the cross bracket into the frame and slide the bracket across the opposite side. The cross bracket will go on the outside of the front lift bracket. You need to install the brackets so that the bracket that is to the front of the ATV has the hump in the downward position and the bracket closest to the power steering unit has the hump in the upward position.

Insert the 10x65mm bolt through cross bracket and the lower portion of the upper lift bracket into the inside hole on the bracket.



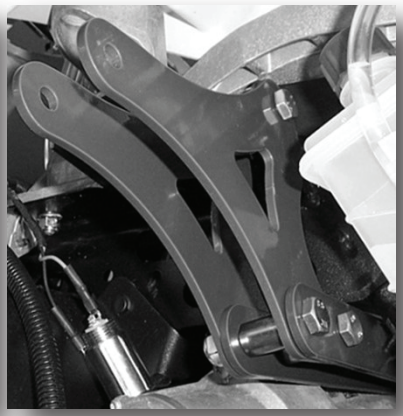
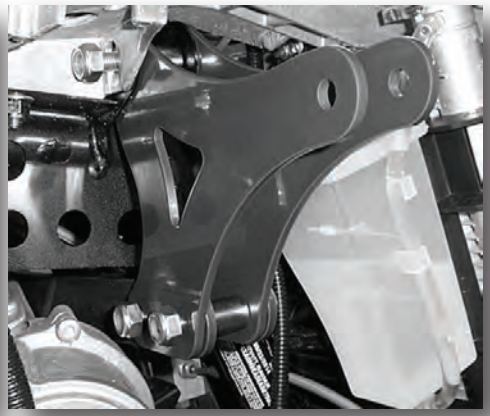


Between the two brackets, insert a (CCC spacer) and the second cross bracket.
Make sure it is to the inside of the lift bracket. Slide the bolt all the way through and secure it with the 10mm lock nut (MLN10-1.5).

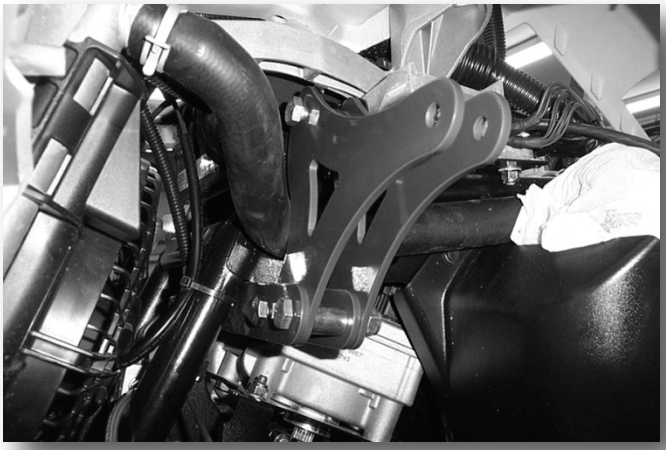
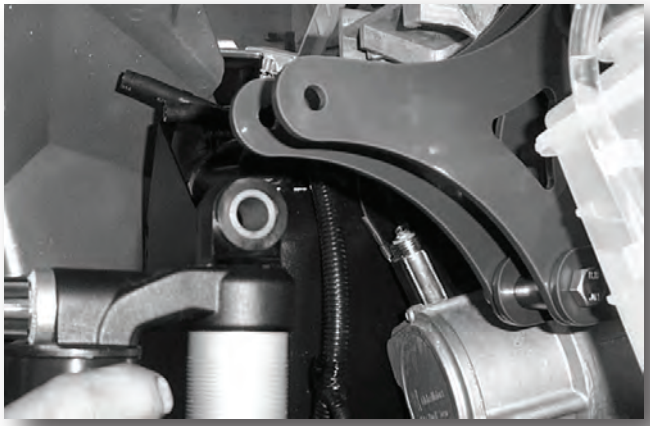


REPEAT STEPS ON OPPOSITE SIDE

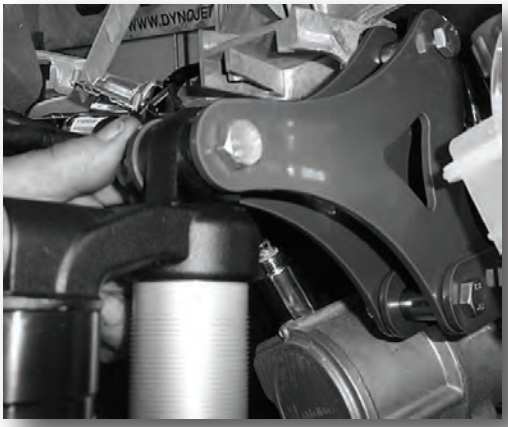
Using another 10x65mm bolt (MCS10X65-10.9) repeat the steps for the outside hole on the bracket.
Place (CCC spacer) between the two brackets and securing it with the 10mm lock nut (MLN10-1.5).

Repeat the steps for the opposite side. At this time fasten all hardware tight and secure.

Connect the top of the shock to bracket using a 10x65mm bolt (MCS10X65-10.9) and lock nut (MLN10-1.5).
Connect the bottom of the shock to the control arm using a 10x65mm bolt (MCS10X65-10.9) & lock nut (MLN10-1.5).




REPEAT STEPS ON OPPOSITE SIDE

REAR LIFT — Install

21

REAR PASSENGER SIDE

KEEP ALL FACTORY HARDWARE.

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

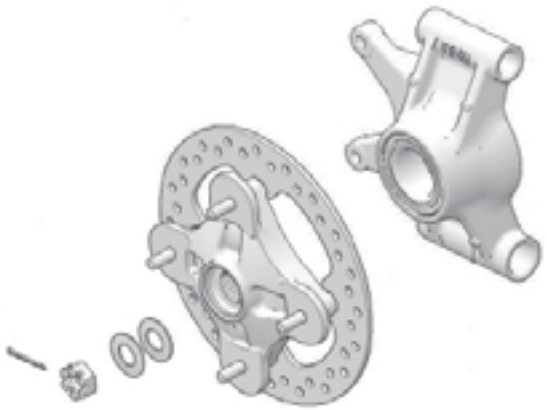
Make sure that the jack is tall enough to raise the unit high enough to reinstall the tires after the lift is installed.

Remove the rear wheels.

REAR BRAKE LINES — Removal

22

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



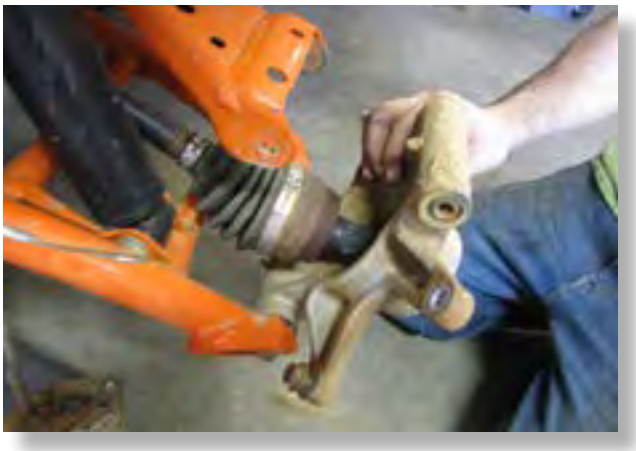
Remove the factory cotter pin and castle nut (27mm) on the rear axles, then remove the brake rotor assembly.

23

Drill out the factory p-clamps until they snap off, then remove the clamps from the lower arm. Set caliper aside.

REPEAT STEPS ON OPPOSITE SIDE

24



Remove the upper and lower bolts connected to the knuckle assembly. KEEP ALL FACTORY HARDWARE.

25

Remove the lower shock bolt connected to the lower control arm. Remove the upper arm first by removing the bolts at the frame then disconnect the lower arm at the frame.

Completely remove the sway bar at this time if your model is equipt with one, if not skip this step. **Reconnect the support bracket at the frame.**

26

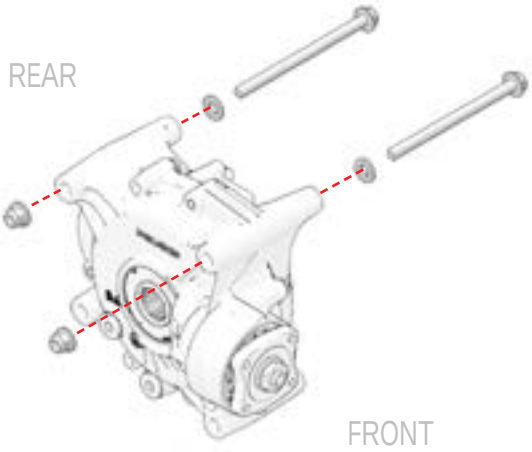
Remove the stock axle from the rear differential.

Remove the shock from the unit.

REPEAT STEPS ON OPPOSITE SIDE

27

IF YOU HAVE A 2015-2019 SCRAMBLER/ SPORTSMAN YOU WILL HAVE TO COMPLETE THE FOLLOWING STEP.
IF YOU HAVE A 2020+ YOU WILL NOT NEED TO INSTALL THE 10MM WASHERS PROVIDED. YOU MAY DISCARD.



10 MM WASHERS

10mm washers MUST be added to the UPPER REAR differential mounting bolts to gain clearance for the upper control arm collars.

Remove each bolt and install washers one at a time to prevent the differential from misaligning.

28

LOWER ARM

AXLE

Install the new adjustable lower arm, secure at the frame with factory hardware. Install the axle into the differential.

UPPER ARM

Install the upper control arm at the frame, secure it with the factory hardware.

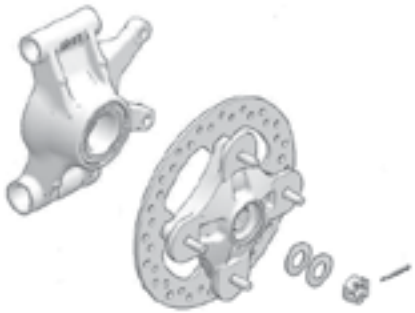
REPEAT STEPS ON OPPOSITE SIDE

REAR HUB ASSEMBLY — Install

29

Slide the **axle** through the **hub.** Replace the **stock bolt** on the lower control arm with the **10mm x 150mm bolt (MCS10X150-10.9)** and **10mm lock (MLN10-1.5) nut** provided in the kit.

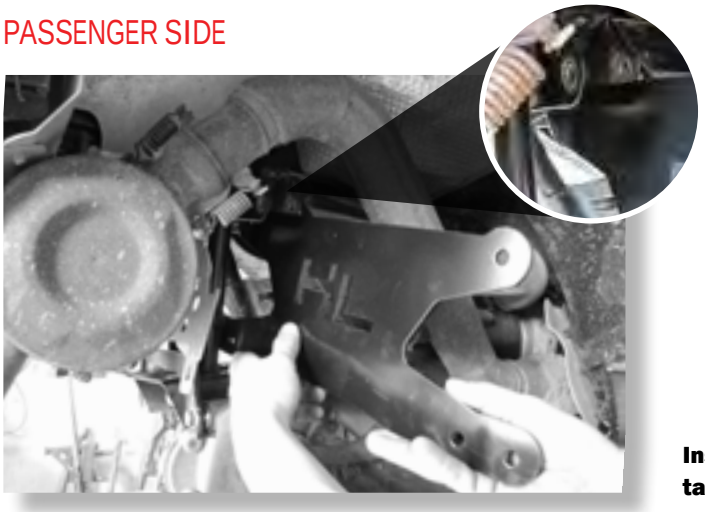
Connect the **hub assembly** by using the **stock bolt** to secure the **upper control arm.**

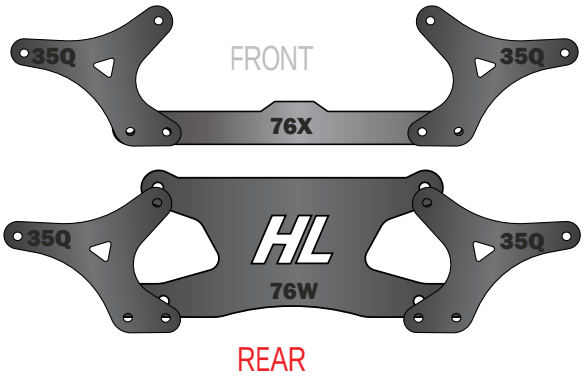


Install the rotor to the hub assembly. Then install the washers, castle nut, and cotter pin.

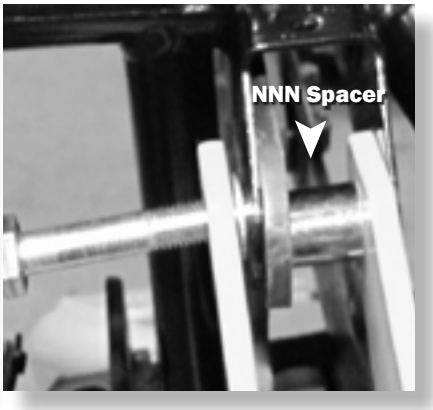
REAR LIFT BRACKETS — Install

30 PASSENGER SIDE





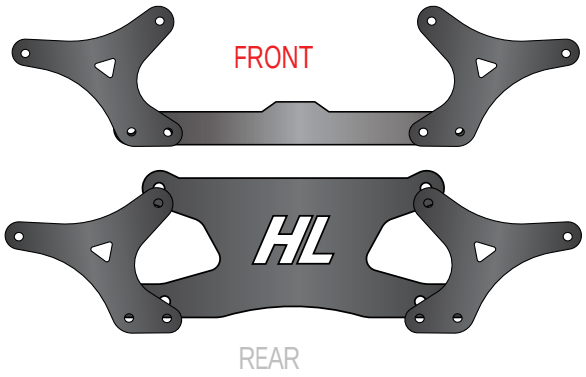
Insert the large cross bracket 76W between the shock tabs towards the back on the unit.



Slide a 10x65mm bolt (MCS10X65-10.9) through the lift bracket (35Q) followed by a 10mm washer (MFW10). Place the bracket to the outside of the rear shock mount tab (from the rear). Place a (NNN spacer) between the factory shock mount tabs and lift brackets. Install the other (35Q) lift bracket to the inside of the shock tab. Install a 10mm washer, then loosely secure the bolt with a 10mm lock nut (MLN10-1.5).

REPEAT STEPS ON OPPOSITE SIDE

31



Repeat steps for the driver side lift brackets.

Insert a 10x65mm bolt (MCS10X65-10.9) through the lower portion of the lift bracket. Place and (CCC spacer) between the brackets and slide the bolt through.

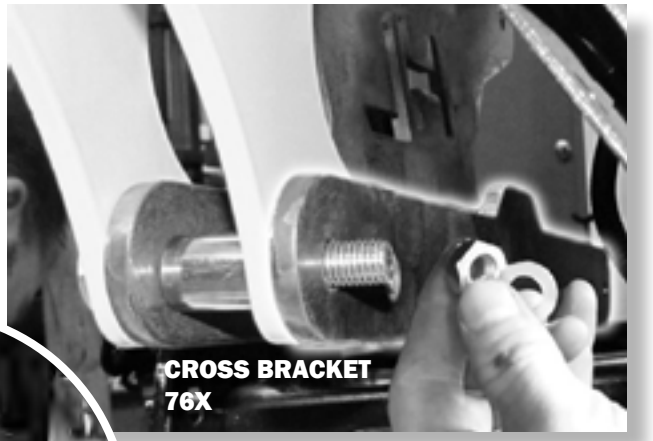
CROSS BRACKET

Insert the rear cross bracket (76X) into the frame to the front of the lift brackets. The hump goes to the top. Secure it with a 10mm washer and 10mm lock nut (MLN10-1.5).

UPPER PORTION OF LIFT BRACKET

LOWER PORTION OF LIFT BRACKET

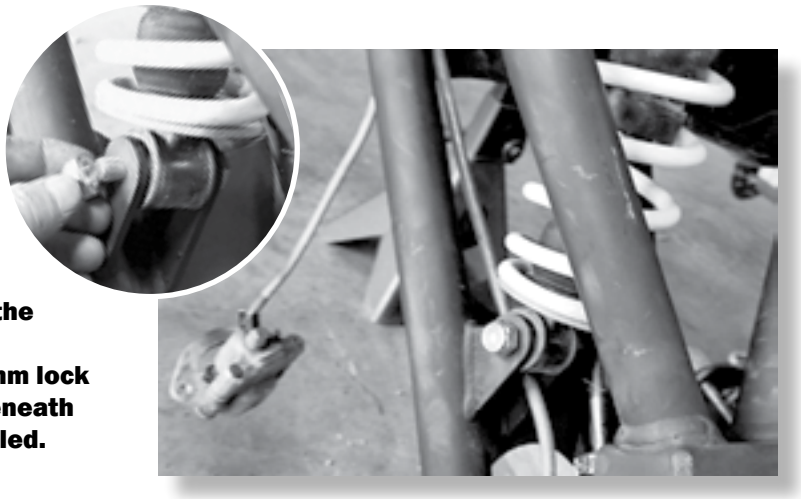
LOWER PORTION OF LIFT BRACKET



32

INSTALL THE SHOCK UPSIDE DOWN FROM IT'S ORIGINAL ORIENTATION FOR ADDED CLEARANCE.

Attach the shock to the upper lift bracket. Secure it using a 10x65mm bolt (MCS10X65-10.9) and 10mm lock nut (MLN10-1.5).



Secure the lower portion of the shock to the Lower control arm using a 10x60mm bolt (MCS10X60-10.9) and secure it with a 10mm lock nut (MLN10-1.5). The brake line will be beneath the shock eyelet when the shock is installed.

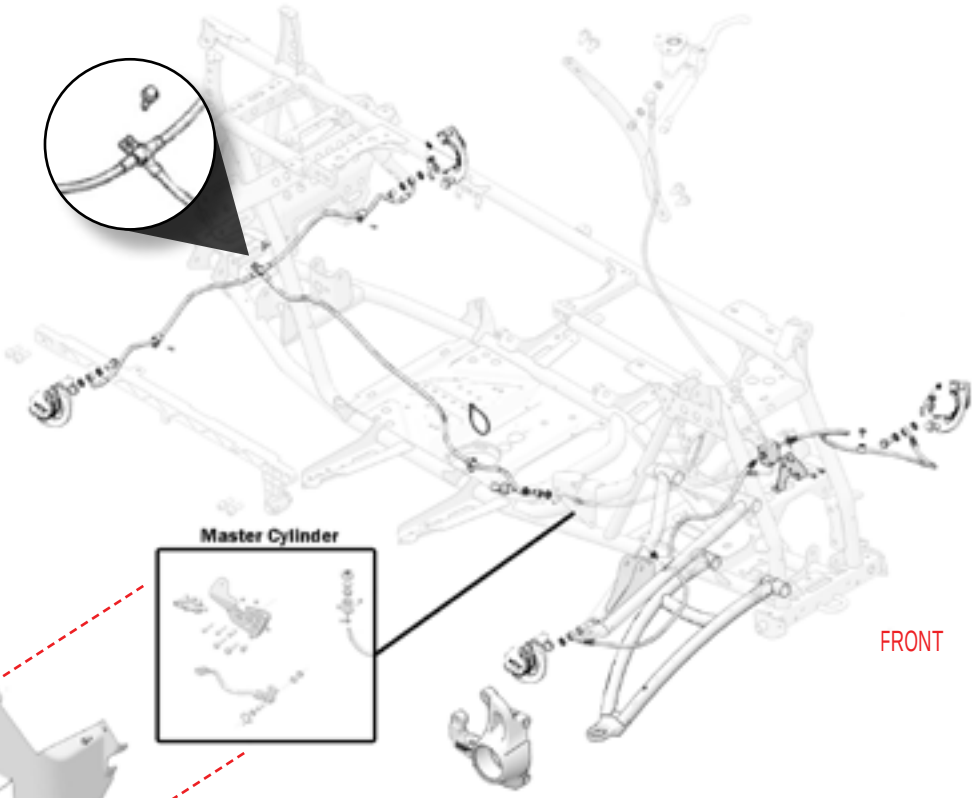
REPEAT STEPS ON OPPOSITE SIDE

REAR STOCK BRAKE LINES

Removal

33 REAR

Disconnect the REAR brake line supply from the back of the master cylinder, located under the fender well on the front right hand side. You must remove the plastic to gain access to the master cylinder. Remove the bolt connecting the stock T-block to the rear brake lines, located below the rear differential. KEEP FACTORY HARDWARE.

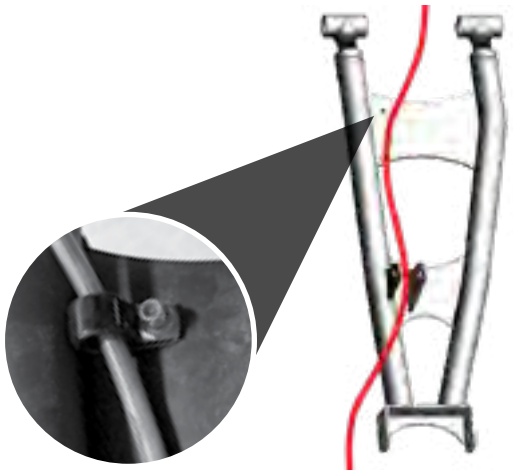


Remove plastic fender cover to access the master cylinder.

34 REAR AFTERMARKET BRAKE LINES

Connect the provided T-block to the new (37X) brake lines to the block. Once the lines are both connected, Secure it to the frame using the factory hardware. Route the lines down to their corresponding hubs.

If you have a single caliper in the rear, you will need to remove the brake line that would run to the caliper and cap it with the cap/plug BRAKE-CAP-1 provided.



Route the brake line through the shock tabs on the lower arm. Secure it in place using a p-clamp and 5x16mm bolt followed by a 5mm washer and 5mm lock nut.

35

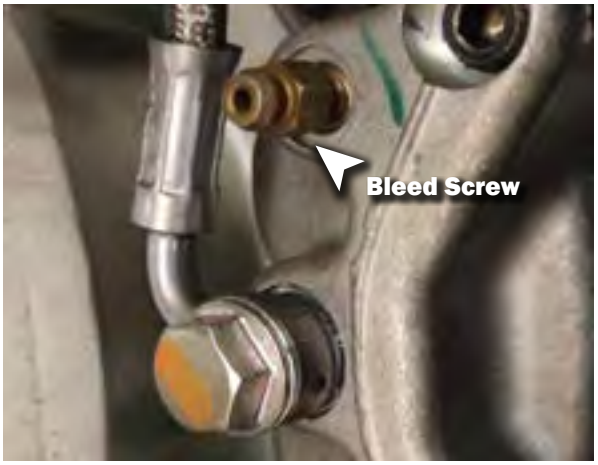
NOTE: USE DOT 4 BRAKE FLUID

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!

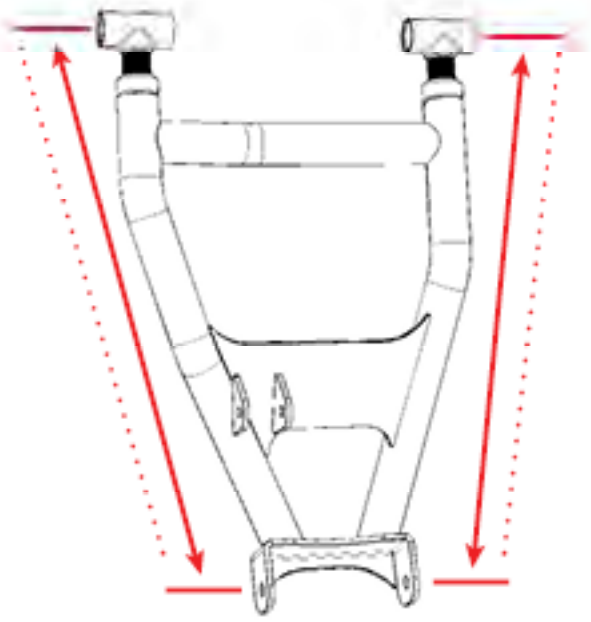
10. Repeat steps until clean fluid appears in the bleeder hose & all the air has been purged... Close bleeder screw, pump brakes, hold pressure, open bleeder, close bleeder, release foot pedal, check master cylinder.
11. Check the master cylinder fluid level. **NOTE:** You must maintain at least 1/2" (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.



REPEAT STEPS ON OPPOSITE SIDE

36 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.

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.

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 positive camber.**

Zero 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 control arm. The maximum amount inward is zero threads exposed and could give over 3° of negative camber.

IF YOU HAVE ADJUSTBLE 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.
- Take a tape measure and 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 each wheel. 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]**

HIGH LIFTER

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
Attn: Returns 7455 Atkinson Drive. Shreveport, LA 71129

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 HIGH LIFTER

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 **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 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 containin g your defective product and include it along with your name and contact information inside the box. Product must be returned in t he 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. Attn: Returns High Lifter Product. 7455 Atkinson Drive. Shreveport LA 71129.**
Once your product is received, we often have your replacement or repaired product shipped back to you within 3-business days of re ceiving 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: _____

Address: _____

_____

Phone Number: _____

E-Mail Address: _____

_____

Axle Product Number: _____

Place of Purchase: _____

Date of Purchase: _____

Reason for Return: _____

_____

_____

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