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## **Max Clearance Polaris RZR 800 “S” Front Forward Control Arm Kit**

The Max Clearance A-arm kit is designed to permit mounting of oversize tires on the Polaris RZR 800 “S”. It should be recognized that the product is made for slow speed riding in deep mud with oversized tires and not for higher speeds, hill climbing, off camber riding, jumps, or other high speed or high stress use. The product is intended for competition in mud pits and slow mud riding and, as such, is sold without warranty. High Lifter expressly disclaims responsibility for accidents or injury or consequential damage to original equipment that may be said to arise out of use of large oversized tires, lift kits, or this product.

High Lifter strongly recommends that helmets and all appropriate safety equipment be worn when riding ATVs and in particular when riding lifted and/or modified ATVs with oversized tires. If this explanation is not what you expected and is unsatisfactory to you, before installation, you may return the product for a full refund of the purchase price.

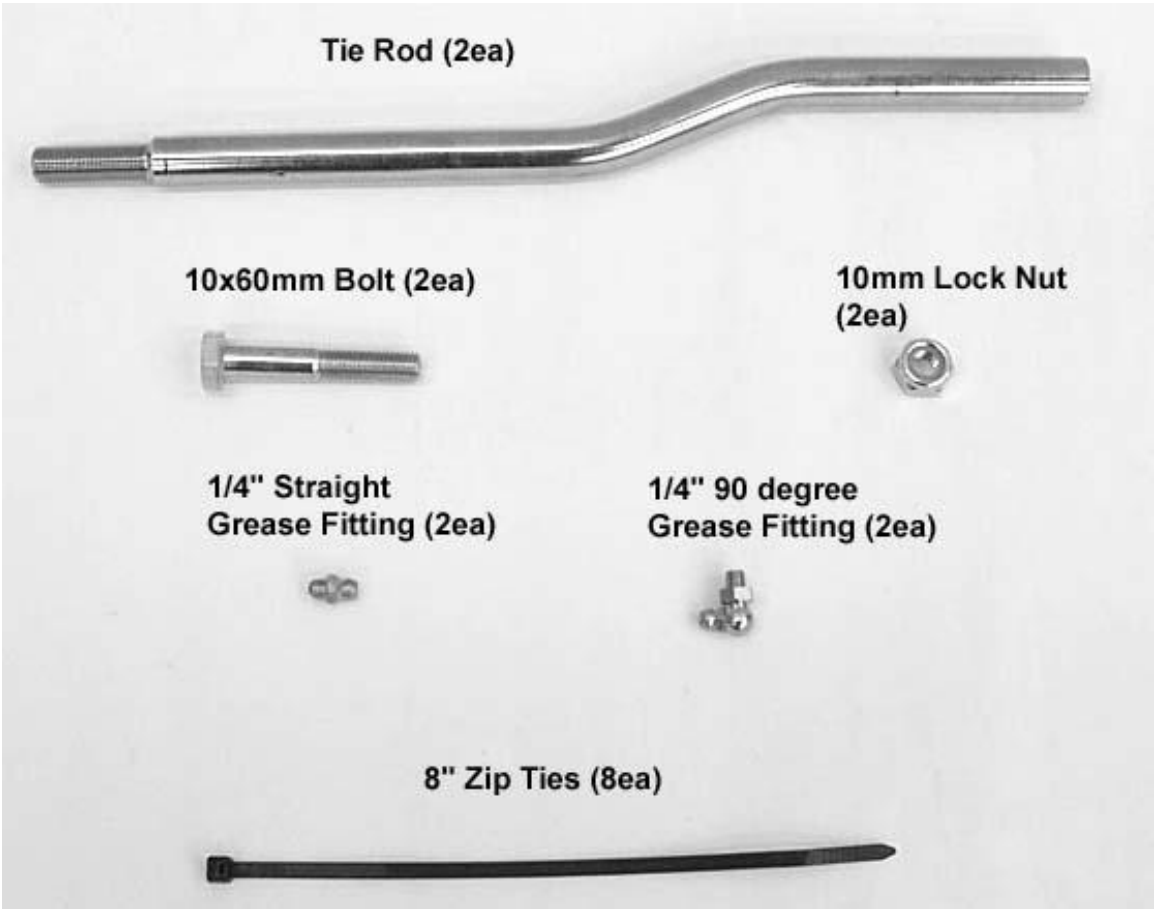
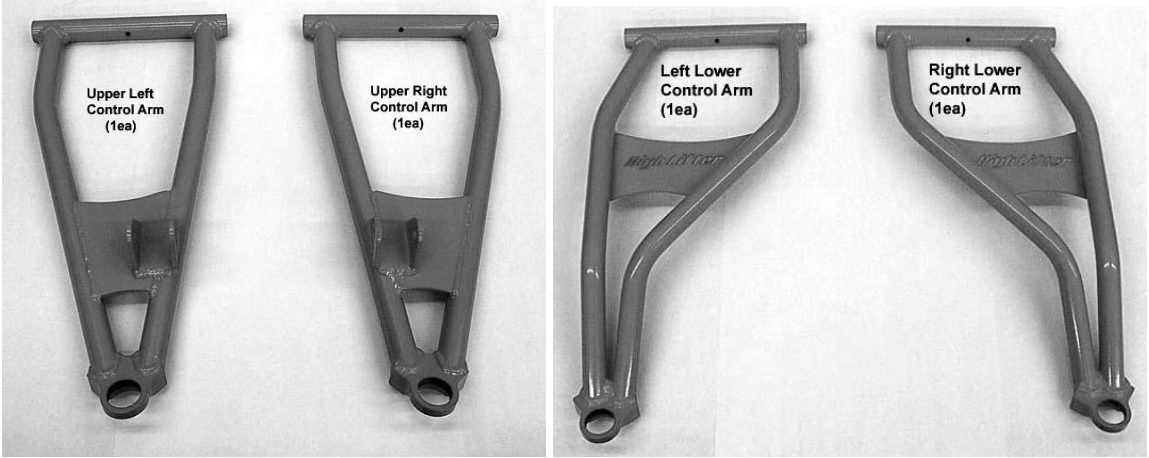
If this product is not what you expected, or is not consistent with your intended use, you should return the product immediately to the seller, before installation, for a refund of the purchase price; less any fees. After installation, product is warranted for 90 days for defects in workmanship and materials.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

### Dealers, Installers and Owners of Vehicle

You are responsible for informing your customer or purchaser of the information contained above and the increased potential hazards of operating an ATV and/or RUV equipped with these modifications. If you install the kit, 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 modifications are installed.

As stated above, it is critically important that everyone operating or riding as a passenger be instructed in the need for slower speed operation, regardless of terrain, after these modifications installed.

# Parts Diagram



### Installation Instructions:

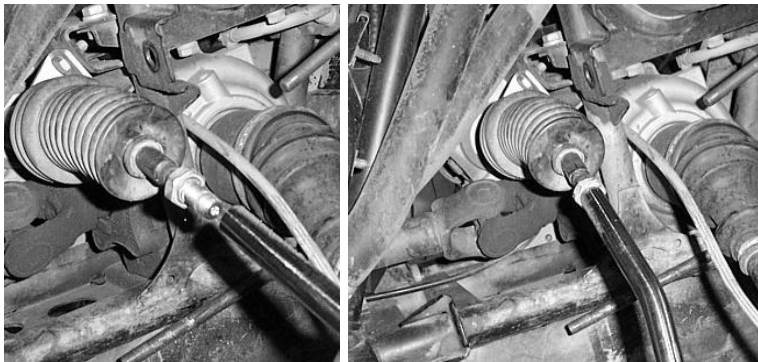
1. Place jack under center of front end and lift until front wheels clear the ground. Be careful to support the UTV properly so that it is securely supported but so that A-arms and shocks can droop to full extension.
2. Remove front wheels.
3. Remove both upper and lower A-arms from the UTV. You do not need to remove the front plastic guard completely. Just remove the two lower bolts that hold it in place. You will be able to pull the plastic back enough that you can remove the bolt that holds the lower control arm in place.



4. Disconnect the tie rod from the rack & pinion and from the knuckle assembly.



5. Attach the new tie rod to the rack & pinion. Run the stock nut all the way down on the stud that sticks out from the rack. Then connect the new rod to that stud.



6. On the opposite end of the rod make sure to thread the stock jam nut on it, running it all the way to the bottom of the threads. Do not connect to the knuckle at this time.



7. Now 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.



**NOTE: A press or a vise is suggested for removing and replacing the ball joints. Verify that the clip snaps into place after installing the ball joints into the new A-arm**

8. Install the grease fittings supplied in the kit into the new arms. The straight fittings go on the lower arms and the 90 fittings go on the upper arms.

**DO NOT OVER TORQUE FITTINGS!**



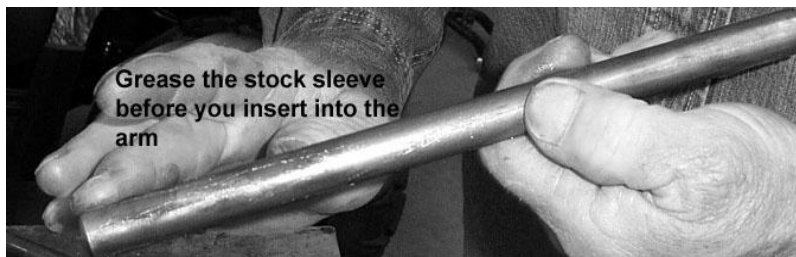
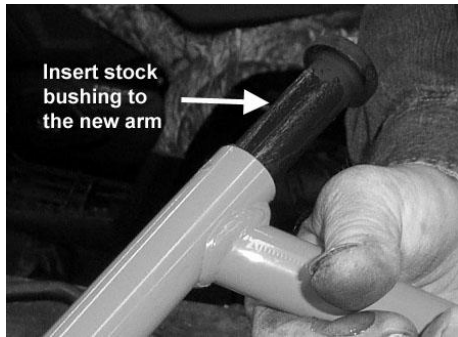
9. Now reinstall the bushings, sleeves, and ball joints into the new arms. If you place some grease on them it makes the installations easier.

Ball Joint Installation:



**NOTE: A press or a vise is suggested for removing and replacing the ball joints. Verify that the clip snaps into place after installing the ball joints into the new A-arm**

**Bushing and Sleeve Installation:**



10. Use the factory nuts and bolts to connect the new A-arms to the UTV frame. You will have left and right upper and lower A-arms.



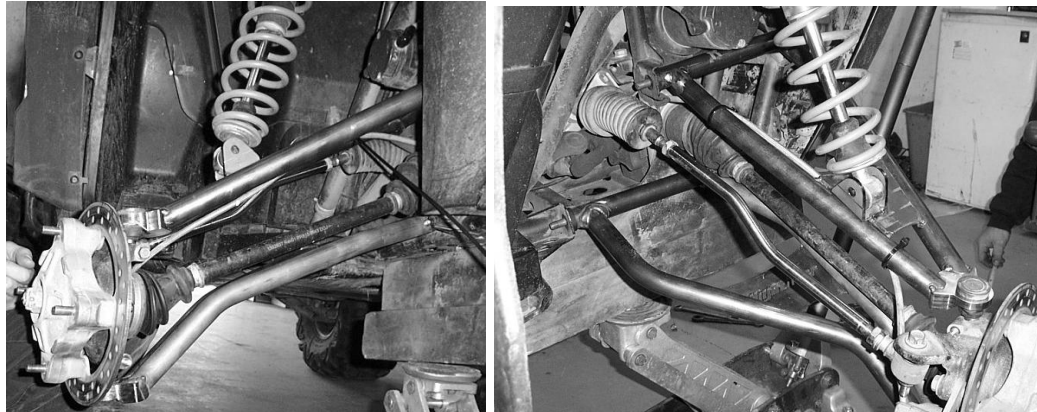
11. When reconnecting the lower arm to the knuckle assembly, install the bolt in the opposite direction from stock. Using the 10mm x 60mm bolt and 10mm lock nut provided, insert it from rear to front. **VERY IMPORTANT TO DO THIS OR IT WILL HIT THE ARM!**



12. Once you have installed the new forward arms, reconnect the tie rod end to the knuckle assembly using the factory hardware.  
**NOTE: See notes on aligning the front wheels at the end of instructions!**



13. Make sure to insert factory approved grease into the new fittings and use zip ties to secure the brake line to the arm.

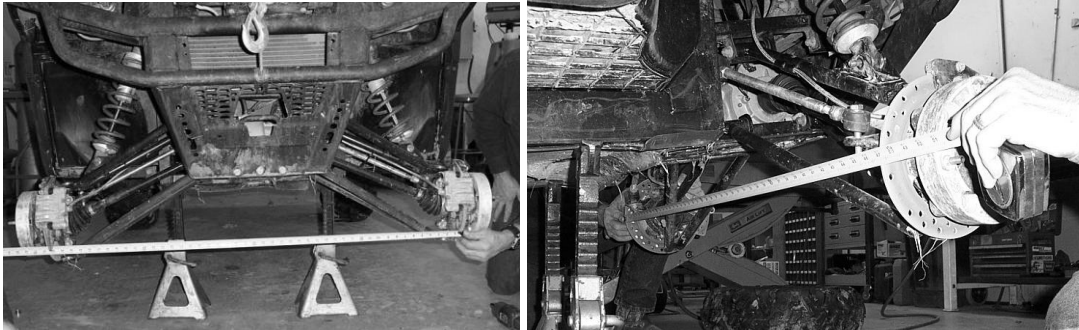


14. Place wheels back on UTV torque lugs to factory specifications.

### 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**  
***HighLifter***  
**PRODUCTS**