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Max Clearance Polaris Ranger 900 XP Front Forward Arched Control Arm Kit

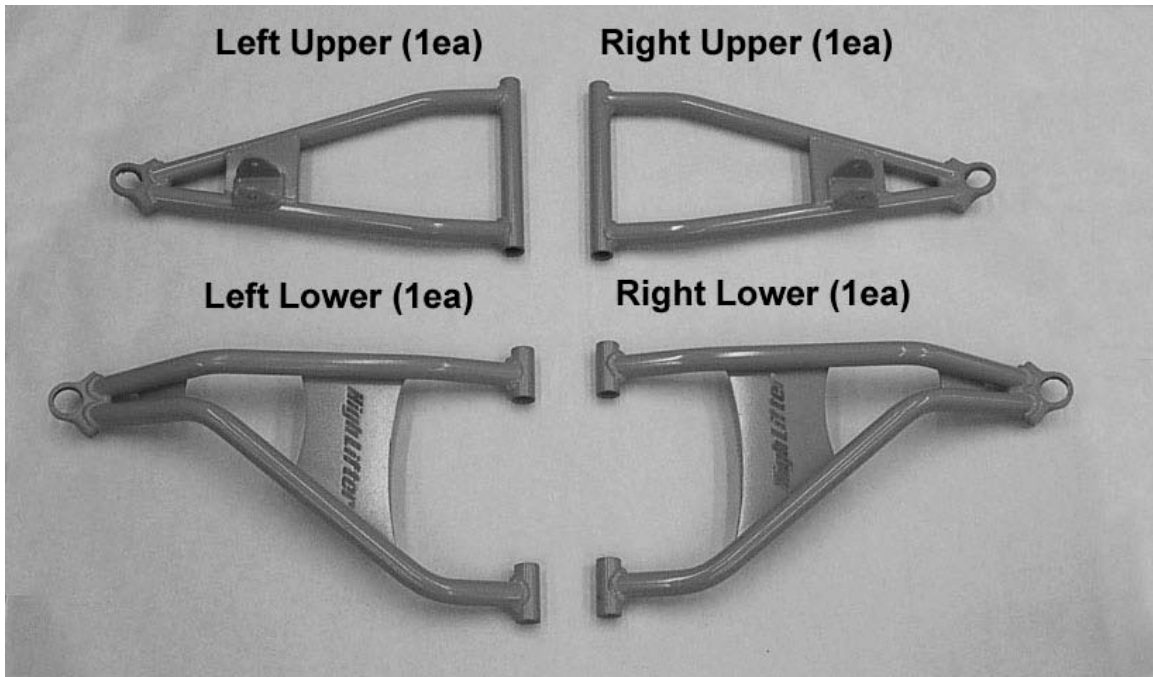
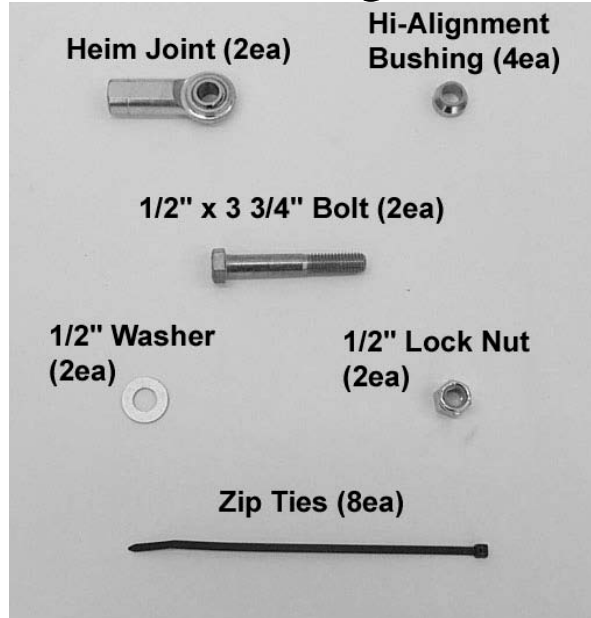
The Max Clearance Control Arm Kit is designed to increase ground clearance and allow you to install larger tires on the Polaris Ranger 900 XP. High Lifter expressly disclaims responsibility for accidents or injury or consequential damage to original equipment that may be said to arise out of use of large oversized tires, lift kits, or this product. High Lifter strongly recommends that helmets and all appropriate safety equipment be worn when riding ATVs/RUVs and in particular when riding lifted and/or modified ATVs/RUVs with oversized tires.

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

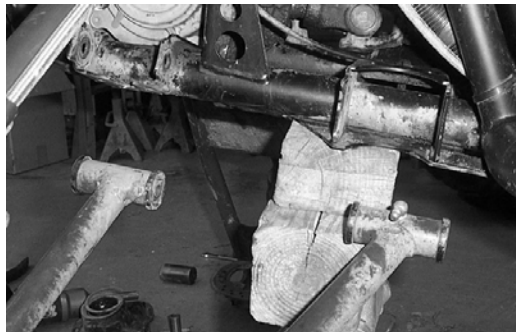
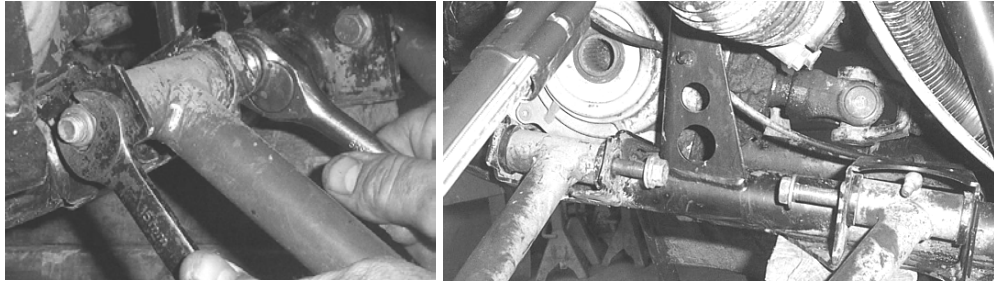
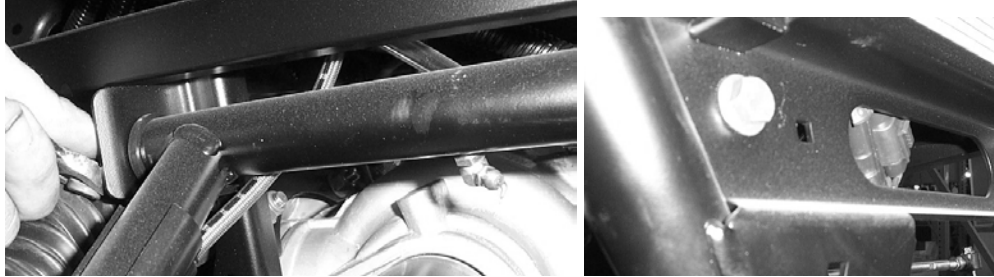
You are responsible for informing your customer or purchaser of the information contained above and the increased potential hazards of operating an ATV/ RUV equipped with these modifications. If you install the kit, it is your responsibility to also install the warning label prominently in view of the 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.

Parts Diagram



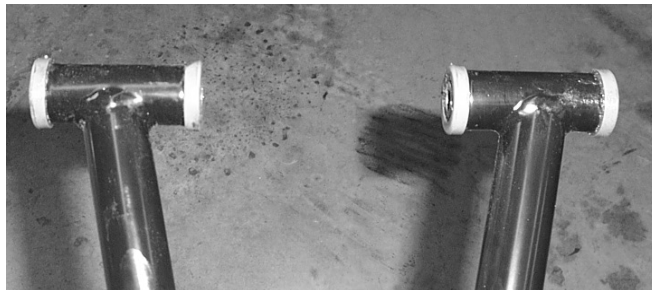
Installation Instructions:

1. Place jack under center of RUV front end and lift until front wheels clear the ground. Be careful to support the RUV properly so that it is securely supported but so that Control arms and shocks can droop to full extension.
2. Remove front wheels.
3. Remove the upper and lower control arms from the RUV.



4. Remove the bushings, sleeves, and ball joints from the stock control arms. You will need to reuse these in the new kit.

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

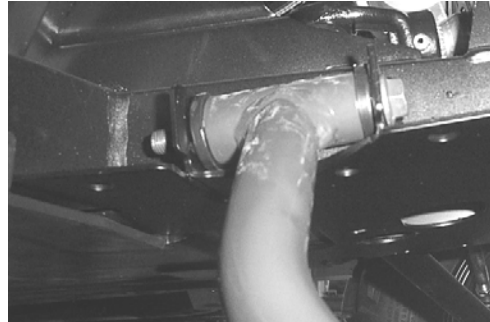
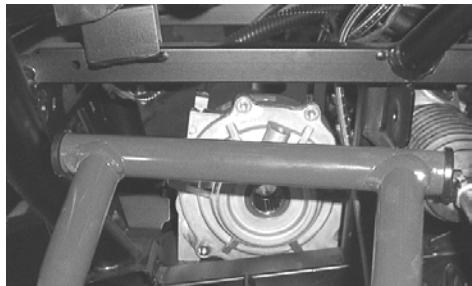
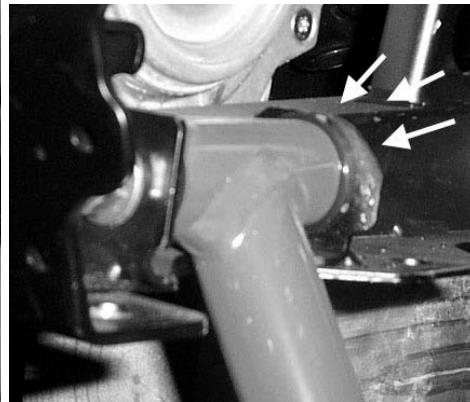


NOTE: A press or a vise is suggested for removing and replacing the ball joints. Verify that the clip snaps into place after installing the ball joints into the new Control Arm



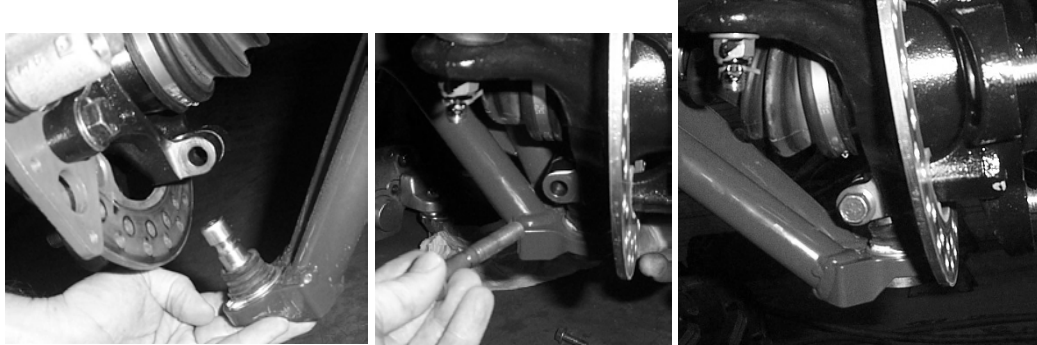
6. Use the factory nuts and bolts to connect the new control arms to the RUV frame. You will have left and right upper and lower control arms.
7. You will need to remove some material from the area where lower control arm mounts to the frame. You will only need to remove a small area nearest the axle boot.

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

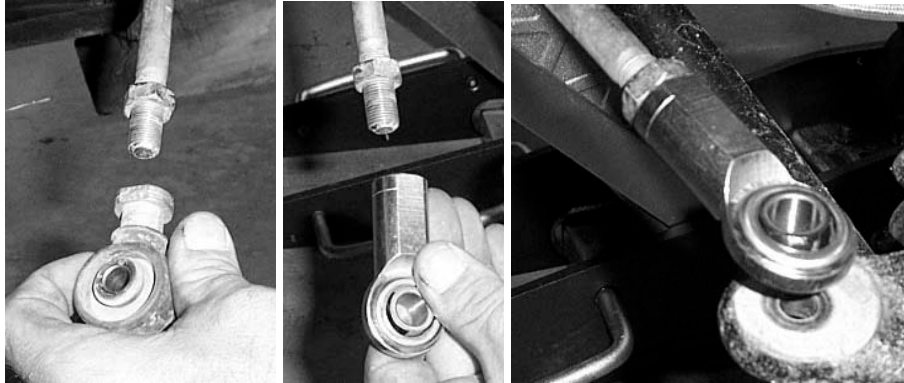


8. Reconnect the knuckle assemble.

NOTE: Insert ALL ball joint connecting bolts from rear to front! If this is not done the control arm will rub on the bolt at full steering lock.



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



10. 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.



11. Once you have drilled the hole, use the 1/2 x 3 1/4" hex bolt and the two high alignment bushings and connect the heim joint to the knuckle.

12. Insert the new $\frac{1}{2}$ x $3\frac{1}{4}$ " hex bolt. Slide the bolt through the alignment bushing, then the heim joint and then through another alignment bushing. Insert the bolt through the knuckle assembly.



13. Place the $\frac{1}{2}$ " washer and $\frac{1}{2}$ " lock nut on the bolt and torque tight.



14. If you have not already done so, reconnect the bottom of the shock to the upper arm using the stock hardware.
15. Make sure to use the zip ties provided to attach the brake lines to the new upper control arm.

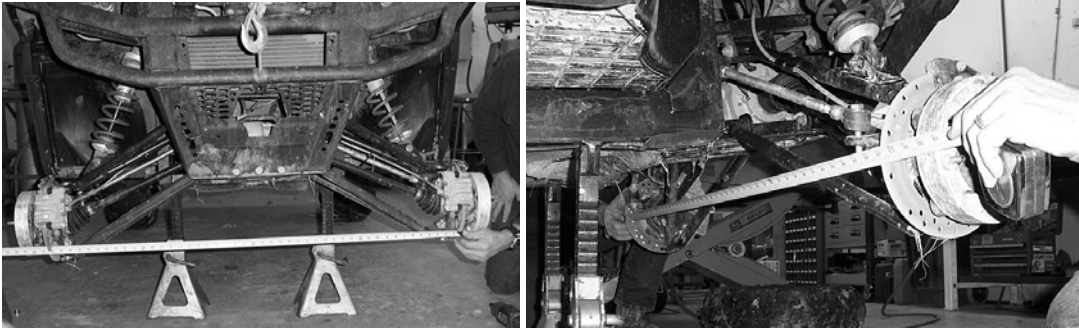


16. Repeat steps for the opposite side.
17. **Do not place wheels on Ranger until you have checked the alignment on the front wheels!!!**

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.



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