



RUBBERDOWN CUSTOMS

Can Am Renegade "X" Lift Kit

Renegade "X" Front Lift Kit Install

- Lift ATV with some sort of ATV lift stand and remove front tires
- Using a 15mm socket and a 15mm wrench, remove the lower shock mounting bolt as seen pictured below.



(machine pictured above is an Outlander, but the same principals apply)

-Let the a-arm drop away and pull the end of the shock out towards you so it is out of the way for the lift block as pictured below.



(machine pictured above is an Outlander, but the same principals apply)

-Place a front lift block into the lower shock mounting slot making sure to keep the factory bushings in place and use the factory bolt to secure the block into place but do not tighten it just yet.

-Apply some slight downward pressure on the a-arm if needed to get the lower end of the shock into place on the lift block and use the 2-1/2" long supplied bolt to secure the end of the shock into the lift block as pictured below. The bolts have a **flat spot** ground on the head of them, **this "flat" must be against the top of the a-arm to allow the bolt to go all the way through the hole**. Place the first washer in front of the hole before you put the bolt through, the washer will fit **ONLY** if you hold it in place against the hole on the lift block. The bolt should go in from the back side of the block so that it points towards the front of the machine.

-You will need a 9/16" socket and wrench for the supplied bolt. Now tighten both the stock bolts and the new bolts and repeat on the other side.



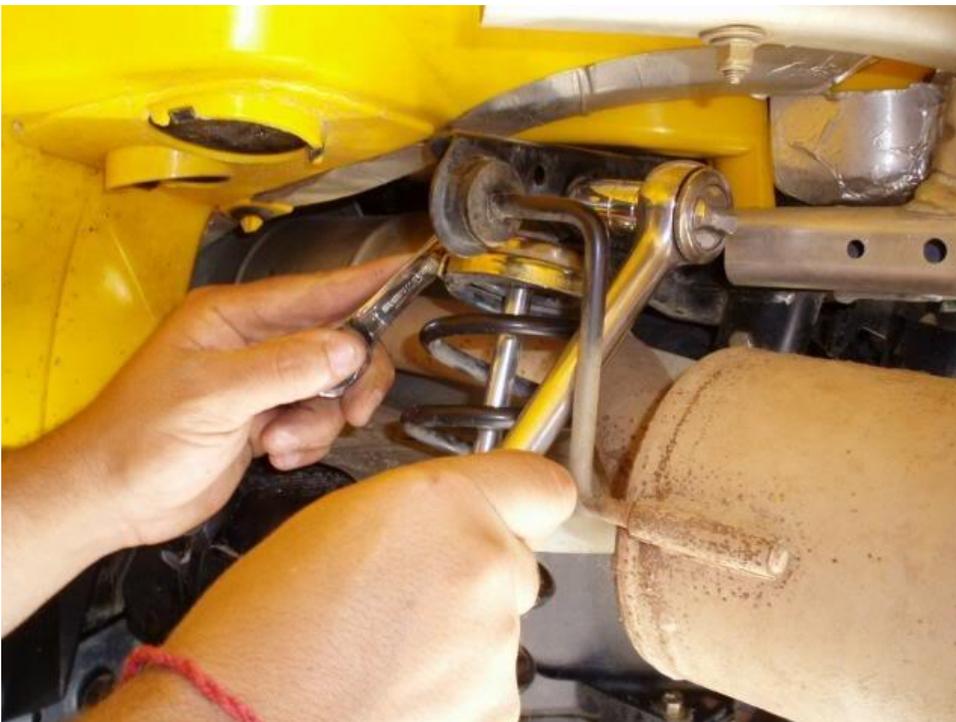
Please note that with some skid plates, you may be required to trim approximately a 1/4" of material off of the skid plates on the a-arms so that they will drop low enough to install the kit. The amount is very VERY small to be trimmed, if at all.

Renegade "X" Rear Lift Kit Install

- Remove tires and back off the spring preload to assist in removing and re-installing the springs.
- Remove the 2 hose clamps that fasten the canister in place



-Remove lower and upper shock bolts using a 15mm socket and wrench to remove the spring from the machine completely, BUT ONLY DO 1 SIDE AT A TIME TO PREVENT THE AXLES FROM BEING PULLED TO HARD. See picture below.



(machine pictured above is an Outlander, but the same principals apply)



-Using some sort of a "Spring Compressor Tool", you now need to compress the spring so that you can remove the factory spring retainer clips from the bottom end of the shock, compress it enough to give you enough room to replace it with the spring spacer provided as pictured below. You can usually borrow these types of tools from most automotive stores for free provided you return them when you are finished with them.



-Release the spring compressor slowly to ensure the spring and the spacer are fitted tightly and square to each other.

Re-install the spring and repeat on the opposite side. Once the shocks are mounted back on the machine, you can re-set your spring pre-load to your desired stiffness.