

EDIT: The 2 split machined washers for the REAR kit are no longer part of this lift kit, after testing several kits without them, we have decided to remove them from the kit.



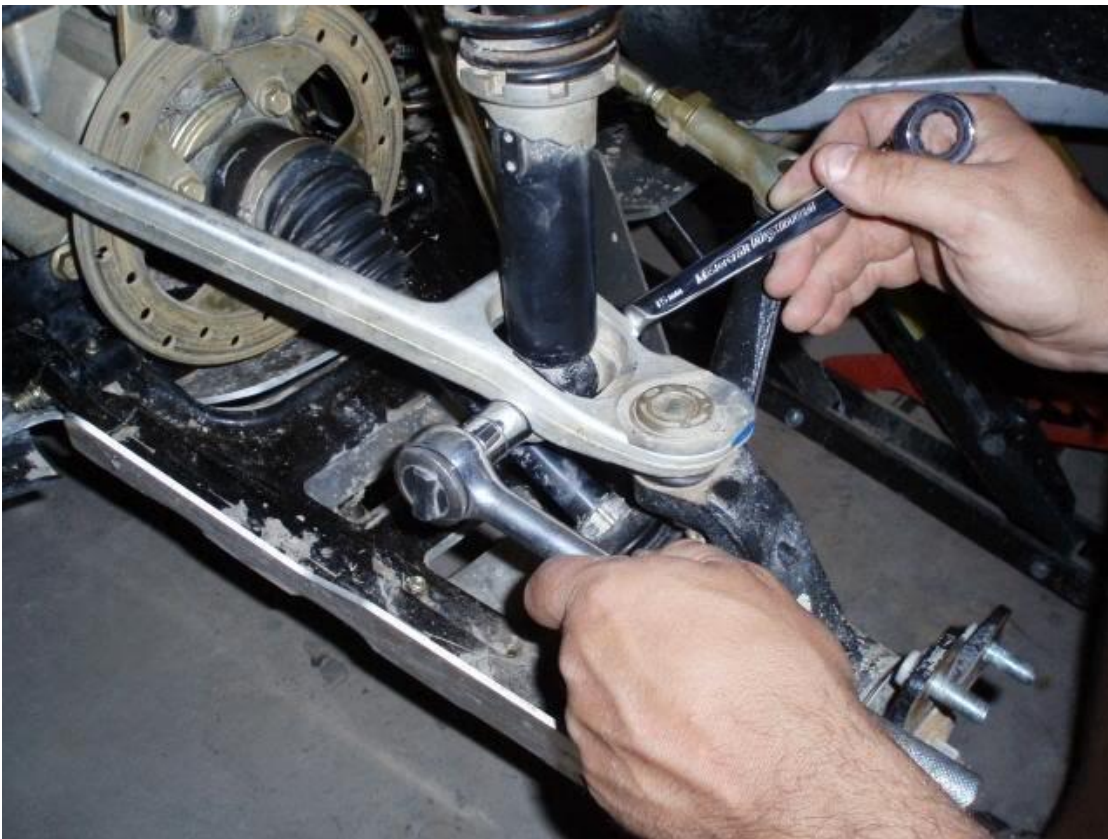
RUBBERDOWN CUSTOM

Outlander 650/800 or "Regular" style Renegade lift Kit

Outlander 650/800 (or Renegade) 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.



-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.



-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. See picture below



-Apply some slight downward pressure on the a-arm 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.



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

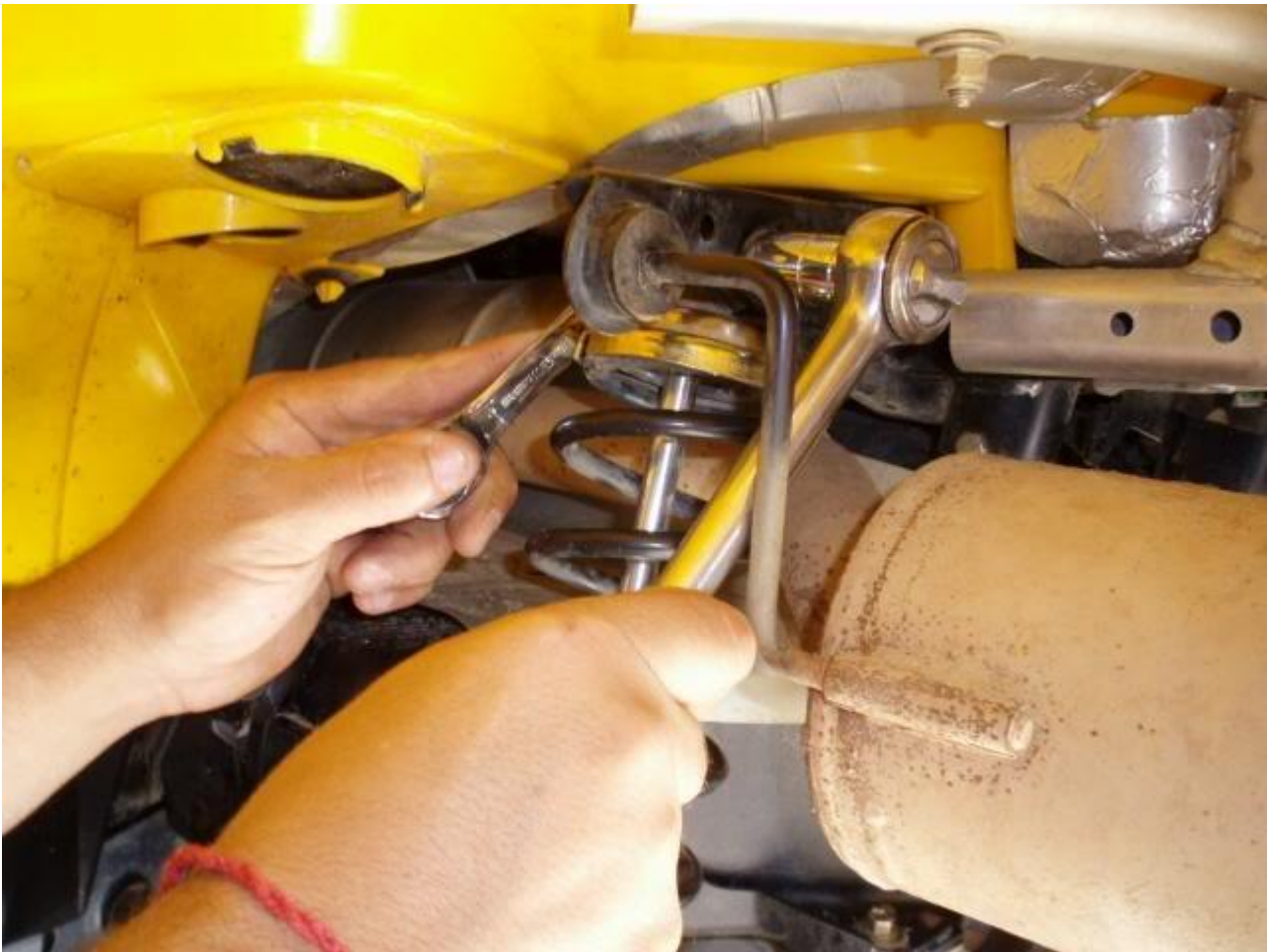
Please note that with some skid plates, you may be required to trim approximately a 1/4" of material off of the skid plates on the a-arms so that they will drop low enough to install the kit. The amount is very VERY small to be trimmed if at all.

Outlander 650/800 (or Renegade) Rear Lift Kit Install

-Remove tires and set spring preload to lightest setting with a spanner wrench for easier spring disassembly

-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.





-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 top end of the shock as pictured below. You can usually borrow these from most automotive stores for free provided you return them when you are finished with them.



-Compress the spring enough that you will have room to insert the new spring spacer that also doubles as a much stronger than factory spring retainer as pictured below.



-Insert the aluminum spring spacer and then insert the supplied split washer but make sure you insert the washer so that the slot is 180 degrees opposite the slot in the aluminum spring spacer, this acts as a locking mechanism when the spring is released. See pictures below.





-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.