

Honda 420 IRS Lift Kit Installation Instructions



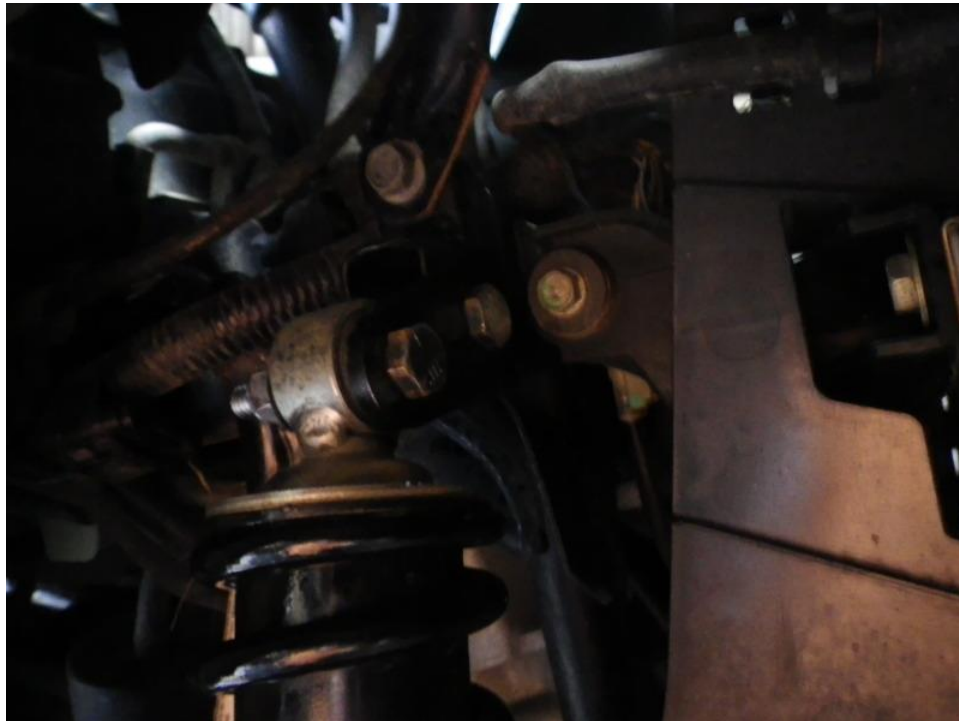
FRONT

- Using a jack, lift the front of the ATV off the ground
- Remove both upper shock mounting bolts and pull the top end of the shocks out of the way towards the wheels.
- Slide part A inside the frame channel to allow it to reach all the way from 1 side to the other.
- Slide part B in front of that frame channel to reach all the way to the other side.
- Place a 5/8" long aluminum bushing in the placed that the factory upper shock end was located and slide a 3/8" x 2" long bolt through the hole in part B, the front factory mount, the aluminum bushing, part A and finally the rearward factory mount making sure you bolted the 2 "inner" bracket holes in line with the factory shock mounts.
- Install a lock nut on both bolts be keep them loose for now.



-Slide the top end of the shocks into their new position and put a 3/8" x 2" bolt through part B, the shock and part A.

-Put on lock nuts and you can now tighten all 4 nuts for the front kit and you are finished with the front.



REAR

- Using a jack, lift the rear of the ATV off the ground
- Remove both upper shock mounting bolts and pull the top end of the shocks out of the way towards the wheels.
- Slide part C behind the shock mounting frame channel to allow it to reach all the way from 1 side to the other.
- Hold part D in front of that frame channel (the most rear part of the machine) to span all the way to the other side.
- Place a 1-3/16" long aluminum bushing in the place that the factory upper shock end was located and slide a 3/8" x 2-1/2" long bolt through the hole in part D, the rear factory mount, the aluminum bushing, the forward factory mount, and finally Part C making sure you bolted the 2 "inner" bracket holes in line with the factory shock mounts.
- Install a lock nut on both bolts but keep them loose for now.
- Put the shocks in their new location using another 3/8" x 2-1/2" long bolt BUT you will need to rotate that aluminum bushing until the flat on that bushing is against the end of the shock, this is a clearance flat to allow the shock to line up with the new holes for the end of the shock.

