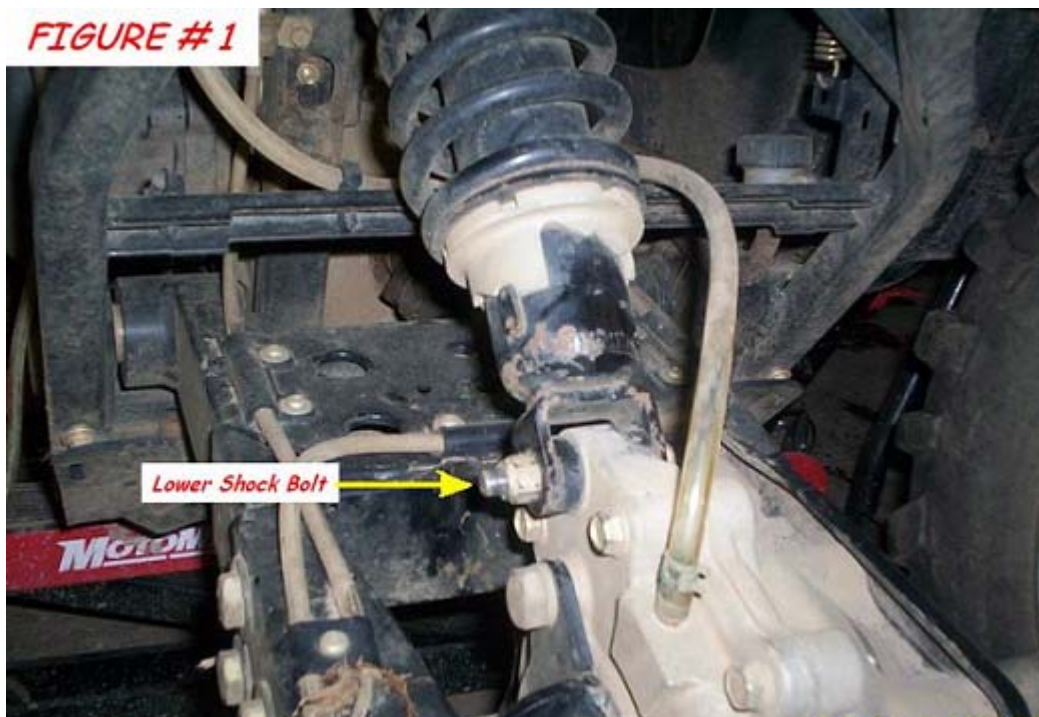


Rear lift instructions

- Put an ATV stand under the ATV and lift it up off the ground
- Place a separate jack under the center of the rear axle, or use a ratchet strap like pictured to support the weight of the rear axle



- Remove the rear gear case overflow tube from the gear case
- Remove the lower shock bolt as seen in **Figure #1**.



- Either lower the jack under the rear axle or let the ratchet strap out a little bit to allow room for the rear lift block to be put into place as seen in **Figure #2**.



- Place lift block into space that the lower shock mount was in and slide bolt through from the **RIGHT** side of the machine towards the **LEFT** side of the machine (bolt pointing to the left as you put it into place) as seen in **Figure #3**



- Raise or lower the jack or ratchet strap to align the shock with the upper mounting hole of the lift block and put in the top bolt in the same direction as the lower bolt
- Slide **2** washers onto threads of the TOP bolt side by side.as seen in **Figure #4**



- Remove the rear gear case mounting bolt as pointed out in **Figure #5** to mount the stabilizer plate
- Slide the stabilizer plate onto the threads of the TOP mounting bolt and adjust the jack or ratchet strap so that the rear hole in the stabilizer plate lines up with the gear case mounting bolt you just removed and put that bolt back into place also seen in **Figure #5**



- Put washer and locknut onto bolt's and tighten into place, you are finished the rear

Front lift instructions

- Remove Tire
- Remove brake caliper and hub assembly
- Remove outer tie-rod bolt and disconnect outer tie-rod
- Remove ball joint bolt and pop the lower A-Arm free to drop it out of the way
- Loosen the 2 bolts clamping the strut housing to the shock and remove the brake line from the strut
- Slide the strut off of the shock and remove it from the Quad completely
- Grind away material on the strut housing like in the picture provided below. The lower strut in the picture has been ground, the top one is still in stock condition . This allows clearance from the CV boot and the lower portion of the Strut and is a **MUST** with any lift kit on the Sportsman's. Failing to grind away this material will cause the CV boot to rub through due to the increased angle of the axle once the plug and spacer are installed, **DO NOT SKIP THIS STEP.**



- Drop the Strut plug into the strut housing hole where the shock goes and align the angle on the plug with the newly ground angle on the strut so it also clears the CV boot.
- I suggest you put a little dab of silicone on the strut plug to prevent it from moving once you have the angle on the plug lined up with the angle you just ground on the strut
- Place the original large spring washer back onto the top of the strut where it came from and then put the spring spacer onto the top lip of the strut and slide the shock back into the strut housing



- you will need a small floor jack or spring compressors to get the shock ALL the way to the bottom of the strut and pressed firmly against that strut plug we inserted earlier. Place the floor jack under the the a-arm and ball joint assembly and jack it up, you will need someone to either lean on or sit on the front rack to allow the jack to compress the spring enough to slide the shock down the tube to the bottom.
- Tighten and reassemble everything
- Repeat on the opposite side.

NOTE, if your machine is a 2 wheel drive machine, you will not have to grind any material on your front struts, this only applies to 4X4 machines!!!

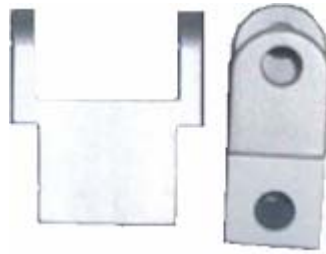
Parts list and description.



Front lift spring spacer (x 2pcs)



Front lift strut plug (x 2pcs)



Rear lift bracket (x 1pc.)



Rear lift stabilizer plate (x 1pc.)
