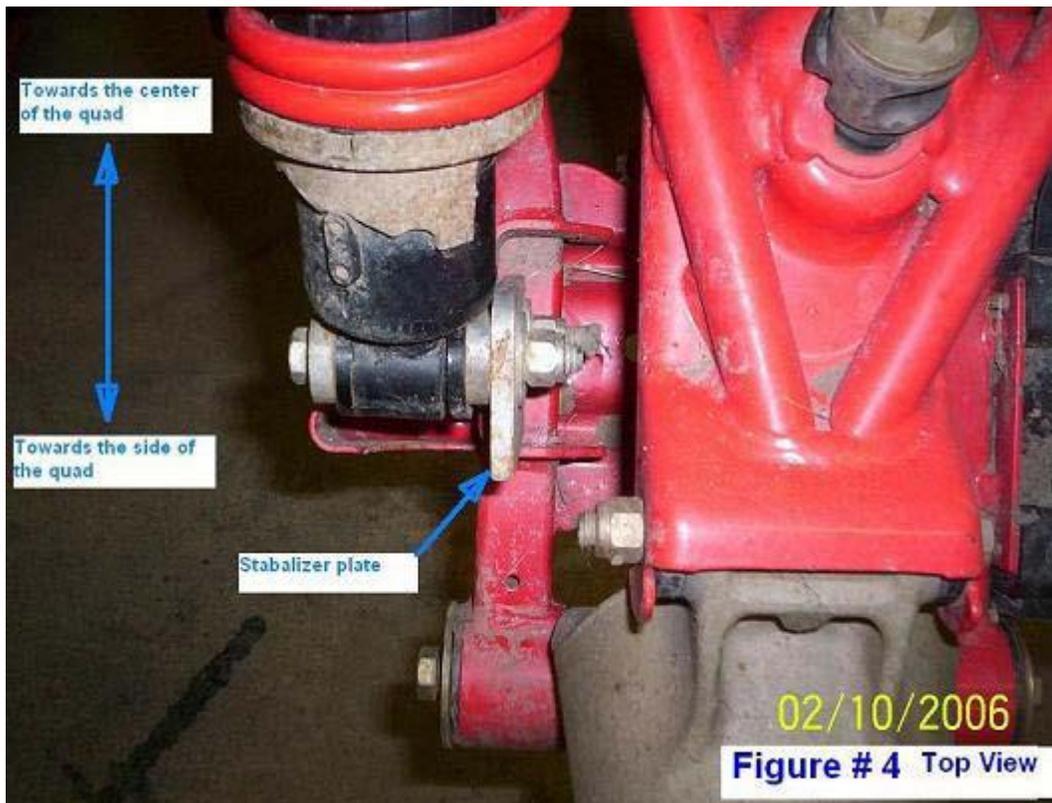
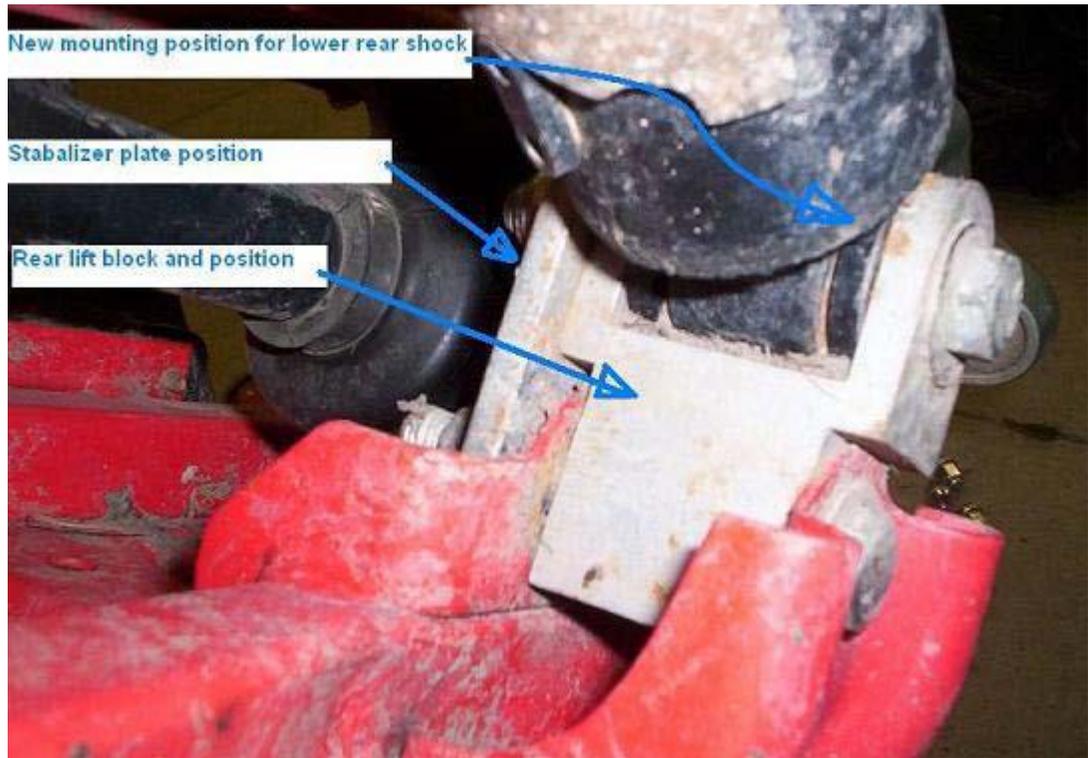


Rear lift instructions

- Pull tire off
- Remove lower shock bolt
- Remove factory sway bar links
- Place small end of lift block into space that the shock was in and slide a bolt through from the front of the machine towards the back of the machine (bolt pointing to the rear)
- Slide 2 washers onto threads of the lower bolt side by side.
- Slide stabilizer plate onto threads AFTER the washers with the flat side down into the pocket of the A-Arm and the corner that has the large chamfer on it towards the center of the machine to clear the shock.(see Fig. #4 top view)



- Put washer and locknut onto bolt and tighten into place
- Using your friends foot, press down on the hub assembly and pull up on the rear rack to slide the lower shock mounting hole into the lift block slot and slide the bolt through the top hole of the block, the shock and the top hole of the stabilizer plate.
- Put locknut onto bolt and tighten
- Install new longer Sway Bar links
- Install tire and repeat on opposite side.



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.
- Another way to compress the front suspension can be seen below, using a ratchet strap looped down around the bottom of the strut and hooked up to the rack or under the fender to the frame, you can compress the spring enough to make sure the shock is all the way pushed down the tube and pressed firmly against the strut plug.



