

### 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.





## Rear lift instructions

- Lift the ATV with some sort of ATV lift
- Pull both rear tires off
- Remove plastic mud guard's from the a-arms
- Remove lower shock bolt on 1 side



-Remove factory sway bar linkage on 1 side by un-doing the nut on the top of the long bolt that holds it in place \*NOTE\* Take a quick measurement of how long the threads are coming through the nut, when you tighten these back up at the end of the installation, you will thread the nuts down 1" LESS than they were originally.

-Hold the end of the shock up and out of the way and place the lift block into the shock mounting slot with the tapered pointed end of the lift block pointing towards the brake's and slide the STOCK bolt through from the front of the machine towards the back of the machine (bolt pointing to the rear)



-Put the end of the shock into the new mounting position inside the lift block and use the new bolt to hold it in place. You will need to lift up or push down the a-arm by hand to get the bolt to line up correctly, once you have the holes lined up, insert the new bolt also from the front towards the back (bolt pointing to the rear)



-Put washer and locknut onto bolt and tighten into place



-Re-install your sway bar linkage, but this time, insert one of the sway bar linkage spacers at the top of the stock sway bar (piece of pipe), this will lengthen the sway bar by 1”





- You may need a floor jack to apply enough pressure under the rear hub to get the sway bar nut started on the sway bar, once you get it started, only thread it until the nut is threaded enough for the bolt to just come through the top of it, you will tighten it after you do the second side.
- Repeat everything on the second side, and once you are finished, tighten the sway bar nuts up until they have about 1" less threads coming through the nut, REMEMBER we added a spacer to the linkage here, so you should not tighten these as far down as they were originally.
- Install tires, your finished with the rear.