

HDFLA-P1SPT

Apexx Polaris Scrambler and Sportsman Front Lower Control Arm Kit



HIGHLIFTER

SEIZMIK™



sales@highlifter.com



800-699-0947 | 8:00am - 5:00pm CST



7455 Atkinson Drive, Shreveport, LA 71129



www.highlifter.com

Parts Available For These Popular Brands and Others

POLARIS

can-am



HONDA

Kawasaki

 **YAMAHA**

Read Before Installation:

This product is designed for use on ATVs and/or RUVs to increase ground clearance and fender clearance. Purchasers should be aware that use of this product may increase the frequency of required maintenance, part wear, and will raise the center of gravity on your ATV and/or RUV, increasing risk of roll-over, injury, and death on all types of terrain. It is your responsibility to always inform other operators and passengers of this vehicle about the added risks.

High Lifter Products, products are designed to best fit user's ATV/RUV under stock conditions. Adding, modifying, or fabricating any OEM or aftermarket parts will void warranty. High Lifter Products, products could interfere with other aftermarket accessories. If the user has aftermarket products on machine, contact High Lifter Products to verify that they will work together. Adding aftermarket suspension components and/or more aggressive tires can cause breakage of other OEM driveline components such as differentials, axles, or drive shafts.

We recommend that wider tires and/or wheel spacers be used to achieve a wider stance and to improve stability of the ATV and/or RUV. Riders should be advised that the handling characteristics of a taller ATV and/or RUV are different and require extra care when riding, particularly on side hills or off-camber situations. If you further raise the center of gravity by adding taller tires, heavy loads to racks or seats, or by any other means, the ATV and/or RUV must be operated with even more care, at slower speeds and on relatively flat ground. All turns should be done at a slow speed, even on level ground.

Operation of an ATV and/or RUV with or without modified suspension components, while or shortly after consuming alcohol or drugs, subjects the rider to the risk of serious bodily harm or possible death. This risk is compounded if the rider does not wear an approved helmet and other safety gear. High Lifter urges that all approved safety gear be worn when riding an ATV and/or RUV as a driver or passenger.

By purchasing and installing High Lifter Products products, user agrees that should damages occur, High Lifter Products will not be held responsible for loss of time, use, or labor fees, replacement parts, or freight charges. High Lifter Products will not be held responsible for any direct, indirect, incidental, special, or consequential damages that result from any product purchased from High Lifter Products. The total liability of seller to user for all damages, losses, and causes of action, shall not exceed the total purchase price paid for the product that gives rise to the claim.

Dealers and Other Installers

You are responsible for informing your customer and end user of the information contained above and the increased potential hazards of operating an ATV and/or RUV equipped with modified suspension components. If you install any suspension modifying components, it is your responsibility to also install the warning label prominently in view of the driver and in prominent view of the driver and passenger on RUVs and multi-passenger ATVs. They should also be instructed to notify anyone operating the vehicle, as well as any passengers, that said vehicle is modified.

As discussed above, it is critically important that they be instructed in the need for slower speed operation, regardless of terrain, after this lift kit is installed.

PARTS DIAGRAM



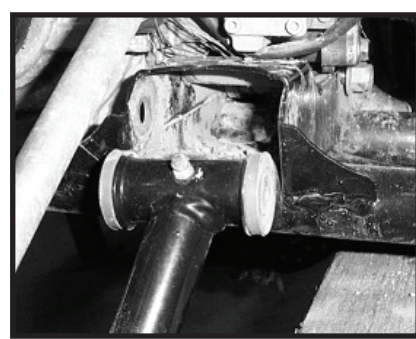
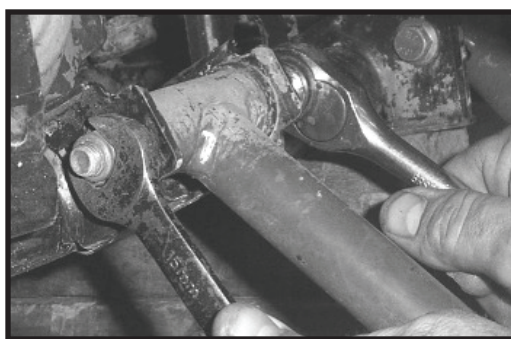
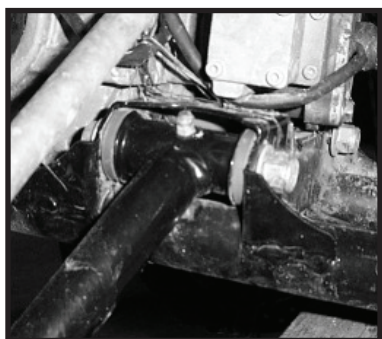
NOTE: FOR TIPS ON HOW TO PRESS IN BALL JOINTS, SEE THE TIPS SECTION AT THE END OF THESE INSTRUCTIONS.

INSTALLATION INSTRUCTIONS

- 1** Place jack under center of front end and lift until front wheels clear the ground. Be careful to support the ATV properly so that it is securely supported but so that A-arms and shocks can droop to full extension.
-

- 2** Remove front wheels.
-

- 3** Remove lower A-arm from the UTV.

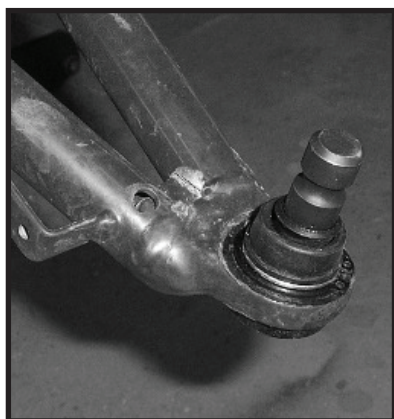


4

Remove the bushings, sleeves, and ball joints from the stock control arms. You will need to reuse these in the new forward a-arm kit.

NOTE: A PRESS OR A VISE IS SUGGESTED FOR REMOVING AND REPLACING THE BALL JOINTS. IF YOU PRESS IN THE BALL JOINT CROOKED, DO NOT TRY TO FORCE IT IN! IF YOU TRY TO FORCE IT STRAIGHT YOU CAN “EGG” THE OPENING. PRESS THE BALL JOINT OUT AND REINSERT IT INTO THE OPENING, PRESSING IT IN WITH A VISE. VERIFY THAT THE CLIP SNAPS INTO PLACE AFTER INSTALLING THE BALL JOINTS INTO THE NEW CONTROL ARM. YOU SHOULD ALWAYS DOUBLE CHECK THE BALL JOINT SNAP RING FOR PROPER FIT. EVEN IF YOU USE SNAP RING PLIERS, IT MAY NOT SEAT. YOU CAN USE A FLATHEAD SCREWDRIVER AND A HAMMER TO TAP THE SNAP RING TO ENSURE THAT IT IS SEATED INTO THE GROVE.

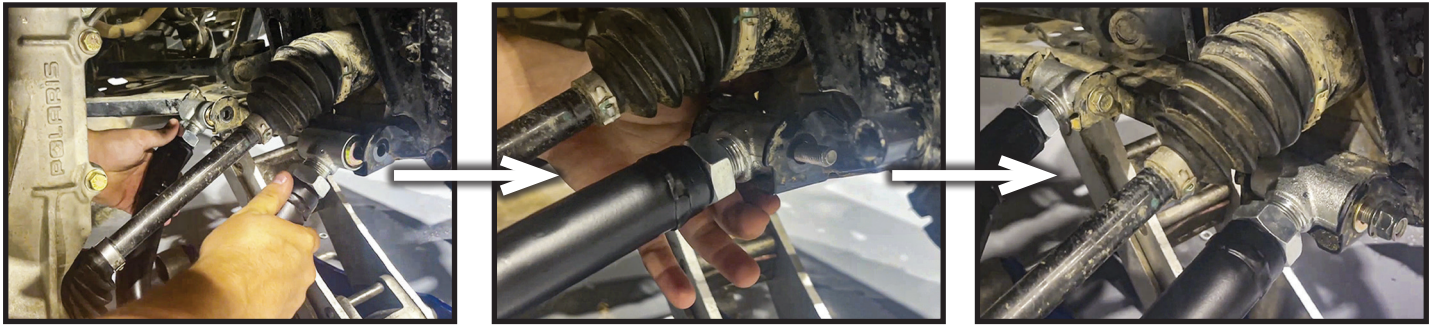
FOR TIPS ON HOW TO PRESS IN BALL JOINTS, SEE THE TIPS SECTION AT THE END OF THESE INSTRUCTIONS.

**5**

Use the factory nuts and bolts to connect the new A-arms to the frame. You will have left and right lower A-arms.

6

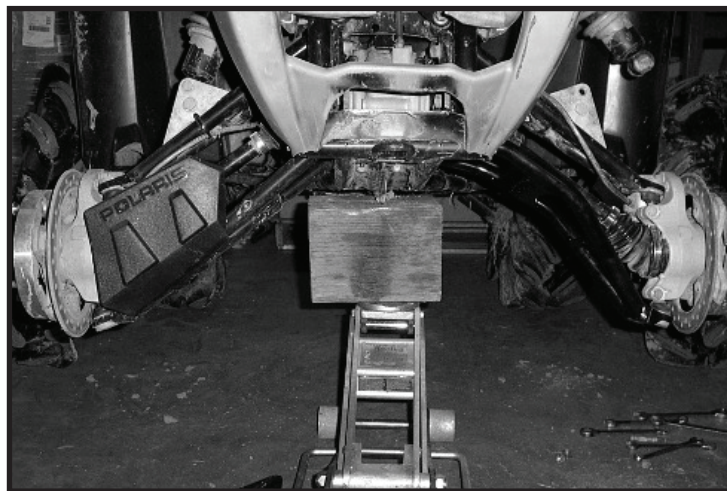
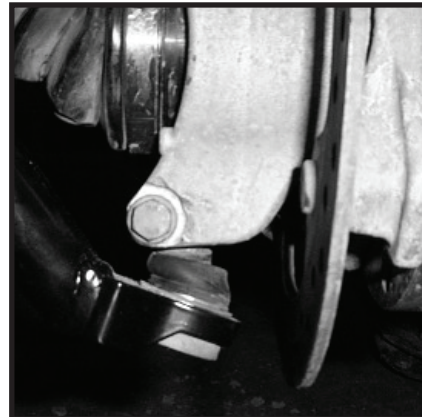
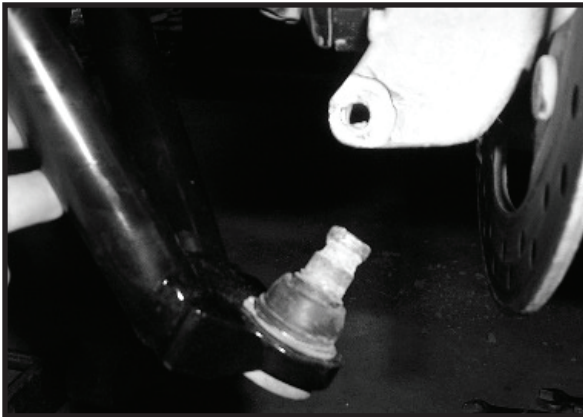
Line up the new High Lifter heavy duty control arm into the frame tabs. Once aligned, install the 2 factory 15mm bolts, washers, and nuts. Tighten to factory specs.



NOTE: BREAKING THE JAM NUT LOOSE WILL MAKE THE ARMS EASIER TO INSTALL. BE SURE TO RETIGHTEN THE NUT LATER.

7

Reconnect the knuckle assembly.

**9**

Place wheels back on UTV, and torque lugs to factory specifications.

WARRANTY INFORMATION



HIGH LIFTER LIMITED LIFETIME WARRANTY

From the beginning, High Lifter has engineered and manufactured some of the toughest, most durable products on the market. That's why this product comes with a Lifetime Warranty. It's our promise that High Lifter will never let you down.

- The **Lifetime Warranty** covers products sold to the original purchaser only and is not transferrable. The term of the warranty is for the lifetime of the vehicle in question.
- Normal wear and tear items and finishes, such as, but not limited to: Heim joints, tie rod ends, ball joints, bearings seals, bushings, bushing sleeves, zinc plating, powder coating, or chipping and discoloration of any finish is not covered.
- High Lifter will ship the replacement product after the returned product has been inspected by High Lifter staff.
- The warranty shall not include claims for damages, installation time or labor charges, economic losses, inconvenience, transportation, towing, down time, direct or indirect or consequential damages or delay resulting from any defect.
- The warranty does not apply to products that have been improperly applied or improperly installed.

Making a Warranty Claim

1. All claims must be accompanied by the part and the original sales receipt or other acceptable proof of purchase from the original owner.
2. All warranties must be accompanied with a Return Merchandise Authorization (RMA) number. (Contact High Lifter at 318-524-2270 or 800-699-0947 for an RMA number)
3. When shipping the damaged product:
 - a. Write the RMA number on the outside of the box.
 - b. Also include the RMA number, proof of purchase and any notes inside the box.
 - c. Please keep your tracking number and shipment information.
4. The customer is responsible for shipping the product to High Lifter--return shipping within the lower 48 states will be paid by High Lifter products. With all warranty claims, only standard shipping services apply.
5. High Lifter will process your order within 24 business hours of receiving the returned item.
6. **Ship to:** High Lifter Products, 7455 Atkinson Dr. Shreveport, Louisiana 71129

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BALL JOINT INSTALLATION TIPS AND CHECKS

Review the following steps if you are installing ball joints into your new High Lifter Control Arm Kit

SPECIAL NOTE: The warranty for this product will not cover improper installation of ball joints. Any claim relating to a ball joint issue will require inspection before eligibility for warranty can be determined. If the ball joint area shows damage due to improper installation such as, ridges, scarring, impact marks or other signs of improper installation, the warranty will be not be approved.

BALL JOINT INSTALLATION TIPS AND CHECKS

- 1** Verify the ball joint hole is free of paint or materials that could prevent a successful press fit. If there is overspray or paint build up on the top or bottom of the ball joint hole that we missed during manufacturing, use a razor blade, utility knife, or sharp edge to clean the openings on both sides of the ball joint hole. **Do not use a grinder or power tool! This will remove more than paint and can ruin the control arm.**



- 2** Insert the ball joint into the opening pointing the proper direction and it will seat in the hole to the ring. This helps ensure the ball joint to be pressed in straight. Check to make sure that the rubber boot clears the edge of the hole when you insert the ball joint.



3

When pressing in the ball joint, support the ball joint end of the arm in a press with something solid below the arm and will allow the end of the ball joint to pass through completely. Be sure the support arm properly to allow the ball joint to pass through the hole straight and without interference. Again, be sure the boot will clear the fixture you are pressing into and the hole is deep enough for the full length of the ball joint to press into the arm.

**4**

When pressing the ball joint, be sure to fully seat the ball joint so the snap ring can be fully seated. Make sure to clean the snap ring groove of any paint or material that may have become lodged in the groove during the press operation. We recommend you use a pick or fine point to clear the snap ring groove. Use a snap ring tool to secure the snap ring into place.



NOTE: IF THE BALL JOINT IS PRESSED IN TOO HARD IT WILL CRACK THE PAINT. IF THIS HAPPENS THEN TOUCH UP PAINT CAN BE APPLIED.

5

After the snap ring is installed, verify it is fully seated. A screw driver and a hammer can be used to tap the ring into the groove to fully seat it if necessary. The snap ring can look fully seated but actually still have room to close. If this happens, the ball joint may come out while riding, making this final step extremely important.



THANK YOU FOR CHOOSING

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