

HDIFFA-RZR1-2

FRONT FORWARD ARMS FOR THE RZR1000 2024



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

PRODUCT DISCLAIMER

The installation of products sold or manufactured by High Lifter Products including, but not limited to suspension components such as lift kits, gear reduction lifts, frame stiffener kits, snorkels, and tires that exceed the original specifications for the vehicle, may change the vehicle's center of gravity and handling characteristics both on- and off-road. You are aware that the installation of tires that are larger than original vehicle specifications may reduce the effectiveness of the braking system. Use of these products may place added stress to the original factory vehicle components which could cause them to weaken or possibly fail.

Products sold or manufactured by High Lifter Products are intended for off-road use only. Operation of a vehicle modified with these products on a road could result in serious bodily injury or death, and such operation may violate the laws of your state or municipality. You agree to operate your vehicle exclusively in the manner intended by the vehicle manufacturer. You agree that failure to safely and reasonably operate your vehicle could result in serious bodily injury or death, and that, as a result of installation of this product(s) to your vehicle, extreme care must be taken to prevent vehicle rollover or loss of control, which may be more likely to occur as a result of said modifications. You will avoid unsafe maneuvers, including sudden sharp turns or other abrupt maneuvers, which could make a vehicular accident more likely. You understand that High Lifter Products is not responsible or liable for any damages or any injuries to yourself or your passengers that could occur upon possible accidents due to driver error, incorrect installations, bad judgment, incompatibility with other aftermarket accessories or natural disasters to the fullest extent allowable by law.

You will have all vehicle occupants fasten seatbelts, if equipped, and wear proper safety equipment, such as DOT approved helmet and eye protection prior to operating the vehicle. You understand and acknowledge that failure to wear proper safety equipment may increase the risk of serious bodily injury or death to yourself and any passengers.

Proper installation of products sold or manufactured by High Lifter Products requires knowledge of the factory recommended procedures for removal and installation of original equipment components. Installation of these products without proper knowledge and experience may affect the performance of these components and the safety of the vehicle and cause serious bodily injury or death. It is strongly recommended that a certified mechanic familiar with the installation of similar components perform the product(s) installation.

Prior to installing any products sold or manufactured by High Lifter Products you will perform or cause to be performed an inspection of their vehicle to confirm its condition is suitable for the installation of these products. A proper inspection of the vehicle includes confirmation that the vehicle has not been in a collision and is free of corrosion. If the vehicle is suspected to have been in a collision or misused, or is otherwise unsuitable for modification, you will not install the product(s). You will continue to inspect the vehicle prior to each use to confirm its condition is suitable for its intended use, and you acknowledge that the failure to do so may result in serious bodily injury or death, as well as damage to the vehicle itself.

You will install any warning labels provided with the product so it may be prominently seen by yourself and all passengers. You will notify all passengers of the modifications performed to your vehicle prior to operation.

Insurance companies may handle coverage of a modified vehicle differently. Please check with your insurance carrier prior to modifying the vehicle to ensure your coverage remains sufficient.

Installation of this product(s) may void your vehicle warranty. If this is a concern, please check with the manufacturer or dealer before purchase or installation of this product(s).

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HIGH LIFTER LIMITED LIFETIME WARRANTY

High Lifter offers a Limited Lifetime Warranty to the original purchaser that our product shall be free from defects in material and workmanship for the life of the product if utilized in accordance with the manufacturer's instructions for installation and operation of said products.

LIMITED LIFETIME WARRANTY EXTENDS TO THE FOLLOWING PRODUCT LINES:

- **Lift Kits (Signature, Standard and Big Lifts)**
- **Control Arms**
- **Trailing Arms**
- **Radiator Relocation Kits**
- **Portal Gear Lifts**
- **Wheel Spacers**
- **Tow Hooks**
- **Control Arm Link Kits**

Damages to vehicle or any other object during the installation, use, or removal of High Lifter products are not covered under this warranty. Normal wear items included with any of the products covered under this Limited Lifetime Warranty are excluded from coverage. These items include, but are not limited to heim joints, tie rods, bearings, bushings, seals, gaskets, zinc plating, painted and powder coated finishes. Other exclusions of coverage under this warranty include, but are not limited to: damage or product failure due to improper installation, lack of maintenance, product modification, abuse, collision or use on vehicles for which product was not designed, repairs performed by anyone other than approved High Lifter personnel or made using non-High Lifter components. This warranty is valid for the original purchaser only and is non-transferable. High Lifter reserves the right to inspect any product before determining if the claim is valid and covered under this warranty. Claims determined to be caused by reasons other than a manufacturer defect will be rejected and an estimate for repair or cost of a replacement product if a repair is not possible, will be provided.

This warranty is exclusive and is in lieu of any implied warranty of merchantability, fitness for a particular purpose or other warranty of quality, whether express or implied, except the warranty of title.

WARRANTY PROCESSING

If you suspect your product is defective, **DO NOT** disassemble the product to determine the cause without prior approval as it may void your warranty status. This is especially true with our Portal Gear Lift. To begin the claim process, please e-mail our warranty team at warrantycare@highlifter.com and include the following in the e-mail:

- ☐ Your full name, address and contact phone number.
- ☐ The year, make and model of your vehicle
- ☐ The part number of the product
- ☐ Photos of the product installed, and vehicle product is installed on
- ☐ Proof of Purchase (Required for all warranty claims and you must be the original purchaser)

Once a claim is created, you will receive a return authorization number (RMA). Write this number on the outside of the box containing your defective product and include it along with your name and contact information inside the box. Product must be returned in the original box or a box of equal strength and packaging. Product sent without an RMA number visible on the outside of the box or sent COD will be refused. Ship your product to the following address:

High Lifter Products

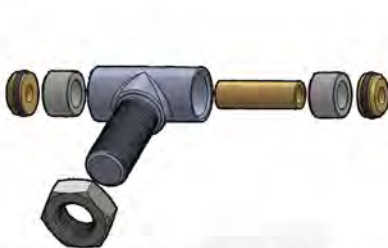
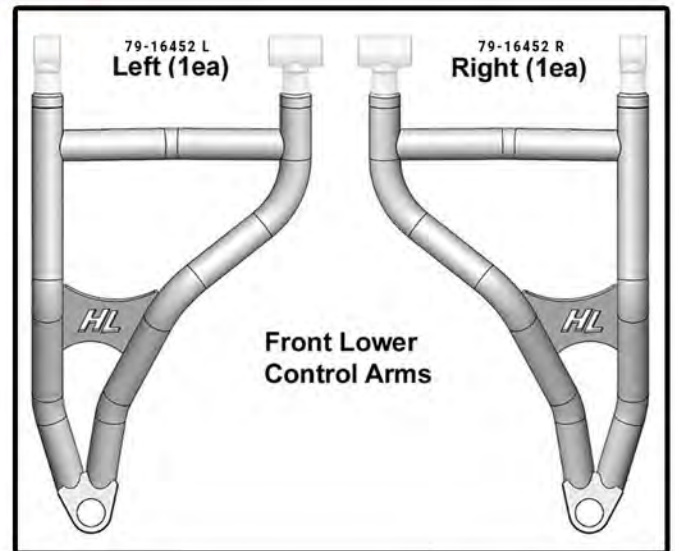
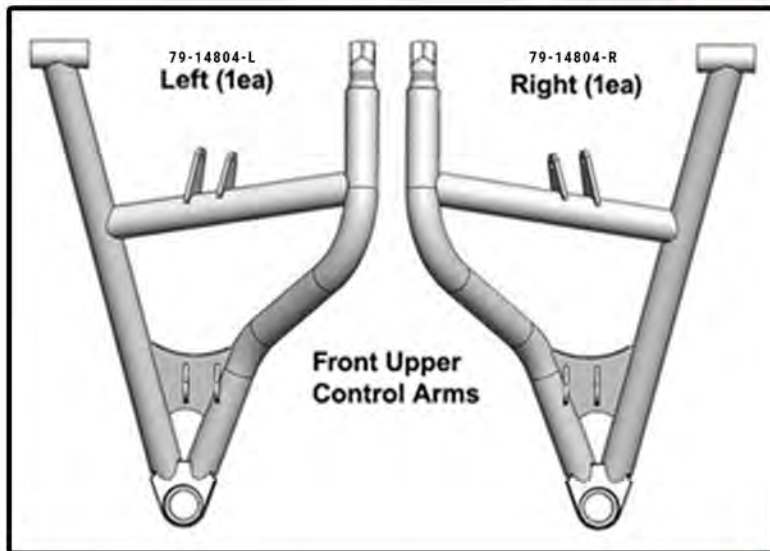
Attn: Returns 7455 Atkinson Drive. Shreveport, LA 71129

Once your product is received, we often have your replacement or repaired product shipped back to you within 3-business days of receiving it. Please note that High Lifter is not responsible for shipping charges on product returned for warranty or repair, including duties and fees required by those residing outside the United States.

THANK YOU FOR CHOOSING
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PARTS

79-16431



WIDE ADJUSTABLE COLLAR
79-10153
(2EA)



NARROW ADJUSTABLE COLLAR
79-16422
(2EA)



BLUE VIBRA TITE (1EA)
54-60937



STEP 1

SETUP

PLACE JACK UNDER THE MACHINE AND LIFT UNTIL THE WHEELS ARE OFF THE GROUND. BE CAREFUL TO SECURE PROPERLY SO IT IS STABLE ON THE JACK OR JACKSTANDS. REMOVE WHEELS.



STEP 2

REMOVE FACTORY SHOCKS

DISCONNECT THE SHOCK FROM THE UPPER CONTROL ARM AND SECURE IT OUT OF THE WAY.

DISCONNECT THE BRAKE LINE FROM THE UPPER CONTROL ARM.

YOU NEED TO DRILL OUT EACH RIVET UNTIL THEY BREAK OFF.



STEP 3

REMOVE FACTORY ARMS

REMOVE THE UPPER AND LOWER CONTROL ARMS FROM THE RUV. DISCONNECT THE BRAKE CALIPER, HUB ASSEMBLY, TIE ROD END, SWAY BAR LINK, AND THEN THE ARMS FROM THE FRAME.



THE NEXT STEPS FOR REMOVING AND REUSING YOUR FACTORY BALL JOINTS ONLY APPLIES IF YOU PURCHASED A KIT WITHOUT BALL JOINTS PREINSTALLED. IF YOU PURCHASED A KIT WITH BALL JOINTS ALREADY INSTALLED, THEN PROCEED TO THE NEXT STEP.

STEP 4

BALL JOINTS

REMOVE THE BALL JOINTS FROM THE STOCK CONTROL ARMS. YOU WILL NEED TO REUSE THESE IN THE NEW ARMS. FIRST REMOVE THE SNAP RING FROM THE BALL JOINT. THEN USE A VISE OR A PRESS TO REMOVE THE BALL JOINT. BE CAREFUL NOT TO DAMAGE IT.



BEFORE PRESSING THE BALL JOINTS INTO THE NEW HIGH LIFTER CONTROL ARMS, YOU MAY NEED TO REMOVE ANY BUILT-UP POWDER COATING THAT COULD PREVENT THE BALL JOINT FROM SEATING ALL THE WAY.



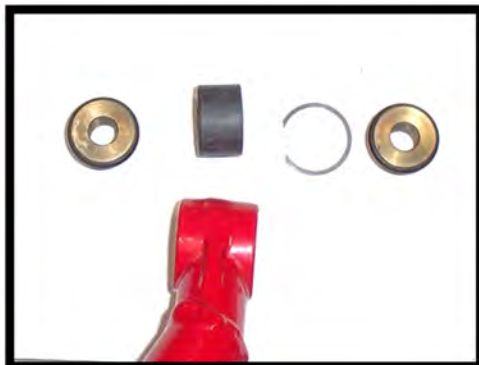
INSTALL THE BALL JOINTS INTO THE NEW CONTROL ARMS.

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 MAKING SURE THAT IT IS STRAIGHT. ONCE PRESSED IN CORRECTLY INTO THE NEW ARM, YOU NEED TO VERIFY THAT THE CLIP SNAPS INTO PLACE. 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.



NEXT, REMOVE THE BUSHINGS AND SLEEVES FROM THE FACTORY ARMS.

NOTE: TAKE CARE WHEN REMOVING THE BUSHING FROM THE COLLARS! THERE IS A STOP BUILT INTO THE FACTORY NARROW COLLAR THAT PREVENTS THE BUSHING FROM PUSHING OUT WHEN INSTALLED. THE BUSHING WILL ONLY COME OUT FROM ONE SIDE, THE SIDE THAT HAS THE RETAINING RING IN IT!!!



STEP 5

INSTALL BUSHINGS

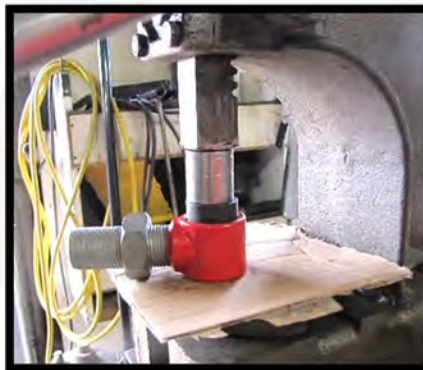
IN THE NEXT STEPS, REINSTALL THE BUSHINGS AND SLEEVES INTO THE NEW ARMS AND ADJUSTABLE COLLARS. IF YOU PLACE SOME GREASE ON THEM, IT MAKES THE INSTALLATIONS EASIER.

NOTE: LEAVE THE ADJUSTABLE COLLARS INSTALLED INTO THE LOWER ARMS WHEN INSTALLING THE BUSHINGS. THEY ARE ALREADY PRE-ADJUSTED TO FACTORY LENGTH

ON THE NEW HIGH LIFTER CONTROL ARMS, THERE IS NOT A STOP BUILT INTO THE NARROW COLLARS. WE INCLUDE NEW SNAP RINGS FOR THIS. INSERT A SNAP RING 104A INTO ONE SIDE, THEN INSERT THE BUSHING, TAP OR PRESS THE BUSHING INTO PLACE, THEN INSERT THE SECOND SNAP RING 104A. THEN INSERT THE SEALED PIVOT CAPS.

NOTE: ONCE THE BUSHING IS INSERTED YOU WILL NEED TO USE A SOCKET TO HELP PUSH IT IN ALL THE WAY.

NOTE: YOU MAY NEED TO CLEAN OUT THE SNAP RING GROVE WITH A FINE POINT OR PICK. AS THE BUSHING IS BEING INSERTED MATERIAL CAN DEPOSIT INTO THE GROVE, PREVENTING THE SNAP RING FROM SEATING.



FOR THE WIDE COLLARS, FOLLOW THE DIRECTIONS BELOW.



STEP 6

ADJUST COLLAR LENGTH

THE NEW LOWER HIGH LIFTER CONTROL ARMS WILL ALREADY COME ADJUSTED TO FACTORY LENGTH. IF YOU NEED TO RE-ADJUST THE COLLARS, PLACE THE FACTORY ARM AND NEW CONTROL ARM ON A FLAT SURFACE. MEASURE FROM EYELET TO BALL JOINT ON THE FACTORY ARM, AND THEN ADJUST THE NEW ARMS TO THOSE ESTIMATED LENGTHS.

NOTE: IF RE-ADJUSTING, LEAVE THE JAM NUTS LOOSE. DO NOT FASTEN TIGHT UNTIL INSTALLED ON UTV AND AFTER ALL FINAL ADJUSTMENTS HAVE BEEN MADE.



STEP 7

INSTALL NEW A-ARMS

USE THE FACTORY HARDWARE TO CONNECT THE NEW CONTROL ARMS TO THE FRAME. FASTEN TO FACTORY SPECIFICATIONS. THEN, RECONNECT THE BOTTOM OF THE SHOCK TO THE UPPER ARM USING THE STOCK HARDWARE. FASTEN TO FACTORY SPECIFICATIONS.



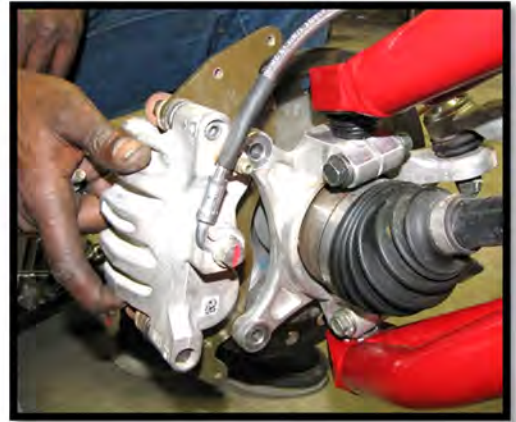
RECONNECT THE HUB ASSEMBLY, TIE ROD END, AND SWAY BAR LINK USING FACTORY HARDWARE. FASTEN TO FACTORY SPECIFICATIONS.



STEP 8

INSTALL BRAKE CALIPER

INSTALL THE BRAKE CALIPER TO THE ROTOR. FASTEN TO FACTORY SPECIFICATIONS.



ROUTE THE BRAKE LINE UP THE NEW UPPER CONTROL ARM AND LINE THE HOLES UP. YOU WILL REUSE YOUR FACTORY BRAKE LINE P-CLIPS.

SLIDE A 5MM BOLT INTO EACH P-CLIP. FASTEN THEM UNDERNEATH WITH A 5MM FLAT WASHER AND 5MM LOCK NUT.



REPEAT STEPS FOR THE OPPOSITE SIDE. USE THE SUPPLIED ZIP TIES TO SECURE ANY REMAINING BRAKE LINE SLACK. MAKE SURE THERE'S NO BINDING OR INTERFERENCE TO THE LINES.

WHEN BOTH SIDES ARE COMPLETE PLACE WHEELS BACK ON THE UTV AND TORQUE LUGS TO FACTORY SPECIFICATIONS.

YOU WILL NEED TO ADJUST THE TOE, STEPS FOR THAT ARE AT THE BACK OF THESE INSTRUCTIONS.

Thank You For Choosing
HIGHLIFTER

FRONT WHEEL ALIGNMENT

IF YOU HAVE ADJUSTABLE CONTROL ARMS, YOU MUST ADJUST THE CAMBER FIRST BEFORE PROCEEDING. DO NOT INSTALL WHEELS ONTO UTV UNTIL PROPER ALIGNMENT HAS BEEN ACHIEVED.

- STRAIGHTEN STEERING WHEEL
- WHILE KEEPING THE STEERING WHEEL STRAIGHT AND CENTERED ADJUST EACH TIE ROD INDIVIDUALLY TO ENSURE WHEELS ARE STRAIGHT. MEASURE FROM THE FRONT EDGE OF THE RIGHT RIM TO THE LEFT RIM WITH A TAPE MEASURE. REPEAT FOR THE REAR OF THE RIMS. ADJUST THE TOE BY ADJUSTING THE TIE ROD SO THAT YOU ACHIEVE TOE-IN OR TOE-OUT DEPENDING ON THE RIDER'S PREFERENCE.
- TAKE A TAPE MEASURE AND MEASURE FROM INSIDE TO INSIDE ON THE FRONT AND BACK ENDS OF THE ROTORS.



INCORRECT TOE

IF THE TOE ALIGNMENT IS INCORRECT, MEASURE THE DISTANCE BETWEEN VEHICLE CENTER AND EACH WHEEL. THIS WILL INDICATE WHICH TIE ROD NEEDS ADJUSTMENT.

ADJUSTING TOE

ADJUST TIE RODS UNTIL BOTH MEASUREMENTS ARE THE SAME, THEN ADJUST TOE TOLERANCE.

THE RECOMMENDED VEHICLE TOE TOLERANCE IS 1/8" TO 1/4" (3.175-6.35MM) TOE OUT. THIS MEANS THE FRONT MEASUREMENT IS WIDER THAN THE REAR MEASUREMENT.



IF THE FRONT OF THE WHEELS ARE POINTING OUT, ADJUST THE TIE RODS **OUT** OR **INCREASE THE LENGTH OF THE TIE ROD**. MEASUREMENT AT THE FRONT OF THE TIRES WILL BE GREATER THAN THE REAR, IF THE TOE IS OUT.

TOE-OUT ALLOWS FOR QUICKER AND MORE EFFORTLESS TURNING AND ALLOWS FOR BETTER GRIP HOWEVER, IT DECREASES THE LIFE SPAN OF THE TIRE. TOE-OUT IS BETTER SUITED FOR UTILITY ATV'S AND SIDE BY SIDES.

IF THE FRONT OF THE WHEELS ARE POINTING IN, ADJUST THE TIE RODS **IN** OR **REDUCE THE LENGTH OF THE TIE ROD**. MEASUREMENT AT THE FRONT OF THE TIRES WILL BE LESS THAN THE REAR, IF THE TOE IS IN.

TOE-IN ALLOWS FOR BETTER STRAIGHT-LINE STABILITY BUT AT THE COST OF A MORE SLUGGISH TURNING RESPONSE. TOE IN IS BETTER SUITED FOR SPORT ATV'S AND SIDE BY SIDES.



IMPORTANT NOTE: WHEN TIGHTENING THE TIE ROD JAM NUTS, THE TIE ROD ENDS MUST BE HELD PARALLEL TO PREVENT ROD END DAMAGE AND PREMATURE WEAR. DAMAGE MAY NOT BE IMMEDIATELY APPARENT IF DONE INCORRECTLY.

AFTER ALIGNMENT IS COMPLETE, TIGHTEN & TORQUE TIE ROD END JAM NUTS TO SPECIFICATIONS. [12-14 FT LBS]