POLARIS RZR 1000 (4 SEATER) – FRONT CONTROL ARM LINK KIT

CAL-F-RZR14

CAL-F-RZR14-HD

Parts Available For These Popular Brands and Others

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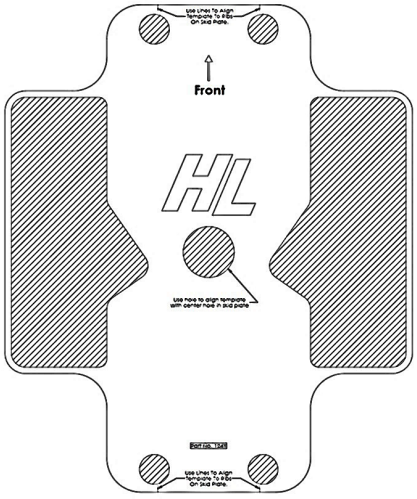
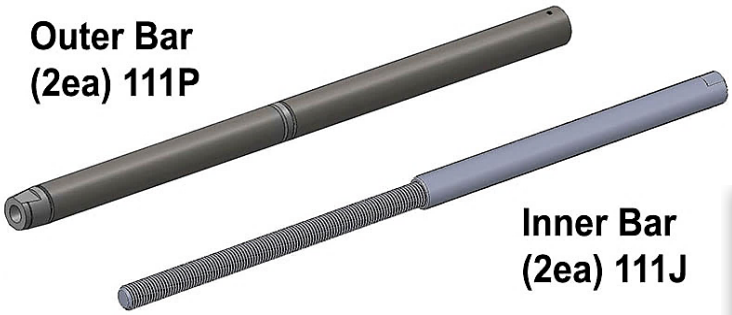
PARTS DIAGRAM

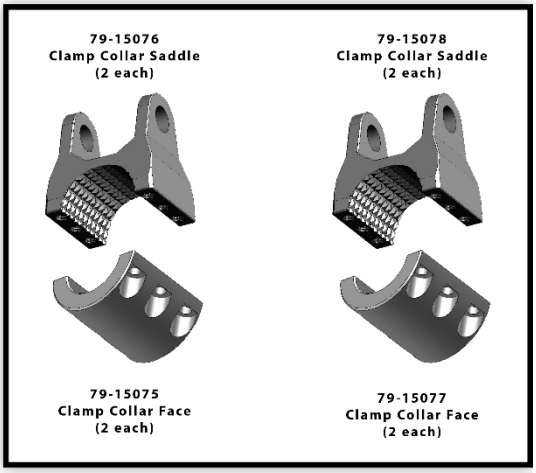
Frame Mounting Plate (1ea) 86E



Outer Bar (2ea) 111P



Inner Bar (2ea) 111J



Left Hand Heim Joint (2ea) 96P

Right Hand Heim Joint (2ea) 18D

1/2" x 2-3/4" Bolt (4ea) HC812234Z

10mm x 45mm Bolt (4ea) MCS1045

Left Hand Jam Nut (2ea) LJN58F

Right Hand Jam Nut (2ea) JN58F

1/2" Lock Nut (4ea) NLN12

10mm Lock Nut (4ea) MLN10-1.5

12mm Flat Washer (8ea) MFW12

10mm Flat Washer (8ea) MFW10

Spacer (4ea) G

High Misalignment Bushing (8ea) 96Q

1/4-20 x 3/4" Allen Socket Head Bolt (12ea) SCS1434Z

1/4-20 x 3/8" Set Screw (4ea) SSS1438Z

1/4-20 x 3/16" Set Screw (2ea) SSS14316Z

READ THE REQUIREMENTS FOR INSTALLATION BEFORE YOU INSTALL

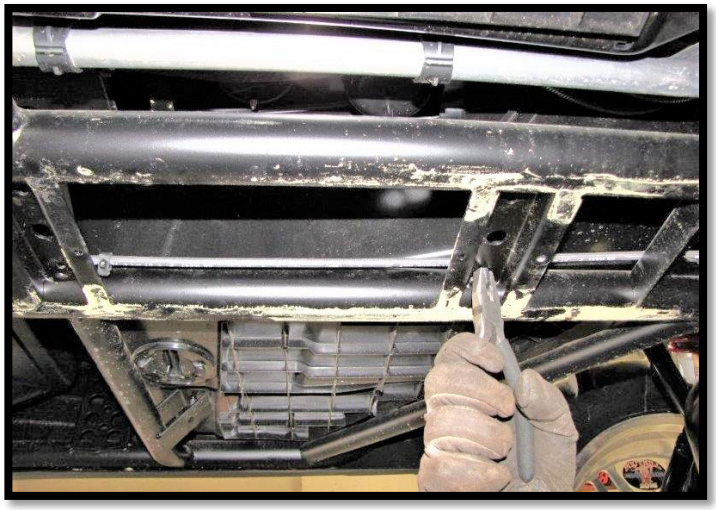
1. This kit requires forward arms.
2. All Polaris RZR 1000 4 models require a 3” or greater lift kit and steering stops.
3. This kit will work with all Big Lift Kits that are 3” or greater.
4. Steering stops are a requirement, no matter what lift kit, big lift kit, or forward arms are installed on the SXS.

Installation Instructions:

1. If there is not enough ground clearance to work under the SXS, you may need to jack up the front of the SXS so that you can perform the steps for installation. If you jack up the SXS make sure that it is secured so that it does not interfere with the removal of the skid plate and the installation of the control arm links.

2. Remove the front narrow factory skid plate.

3. First, disconnect the two plastic rivets securing the brake line to the frame.

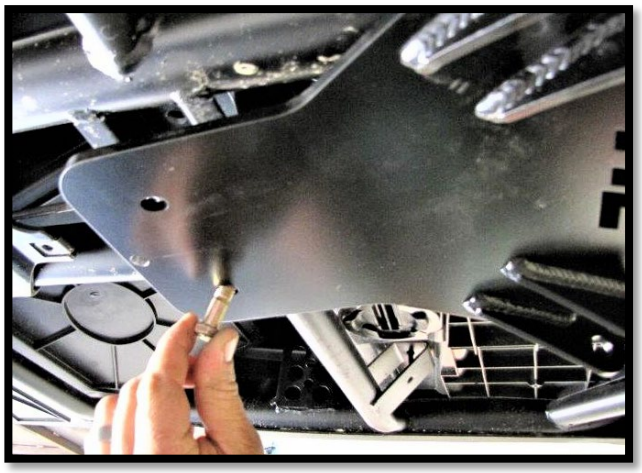


4. Drill out the four smaller holes using a 10mm drill bit.

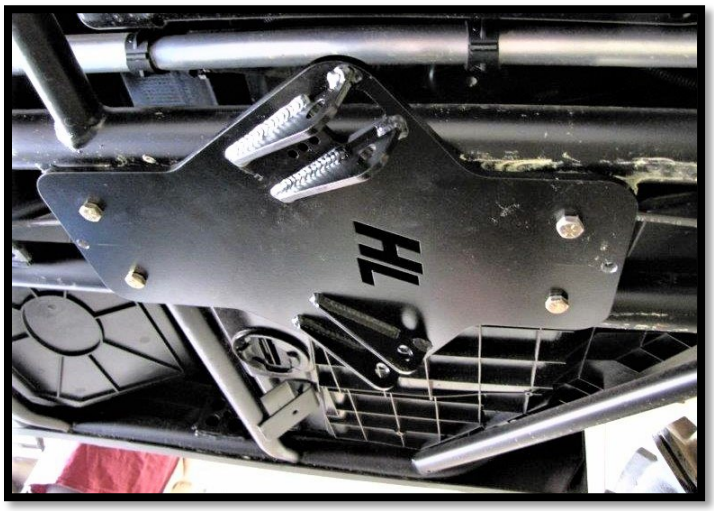
5. Find the new **frame plate 86E**. At the front of the plate, side a **10mm flat washer** onto (2) **10mm x 45mm bolts** and insert them through. Then slide a **G spacer** over each bolt.

6. Loosely fasten the bolts with **10mm flat washers** and **10mm lock nuts**.

7. At the rear of the plate. slide a **10mm flat washer** onto (2) **10mm x 45mm bolts** and insert them through. Then slide a **G spacer** over each bolt.

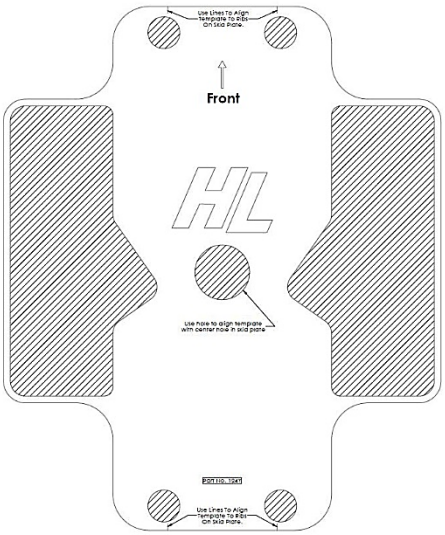



8. Loosely fasten the bolts with **10mm flat washers** and **10mm lock nuts**.



9. For the next steps we will be using the template provided to cut access holes in the plastic skid plate.

10. Locate the **template 124Y**. You will need to cut the template out and prepare it to mark the skid plate for cutting.



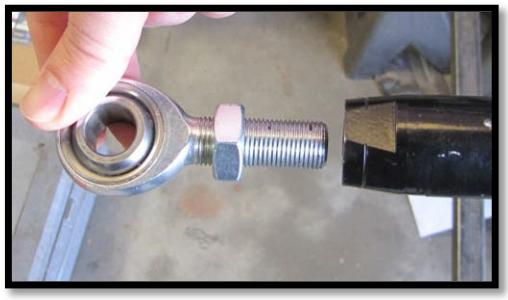
11. With the skid plate lying flat with the <u>frame side down</u>, place the template down and follow the directions. Cut the marked sections in the skid plate using an oscillating/cutting tool.

12. Once cutting is complete, re-attach the skid plate over the mounting plate. Re-secure the skid plate using the factory hardware.

13. Next you need to connect the control arm link bars to the frame plate tabs. The bars are made up of two separate parts that are threaded together. An Outer (hollow) bar that is painted black and an inner (threaded) bar that is zinc plated. **NOTE: All bars are shipped with marine grade grease or lubricant on the threads**.

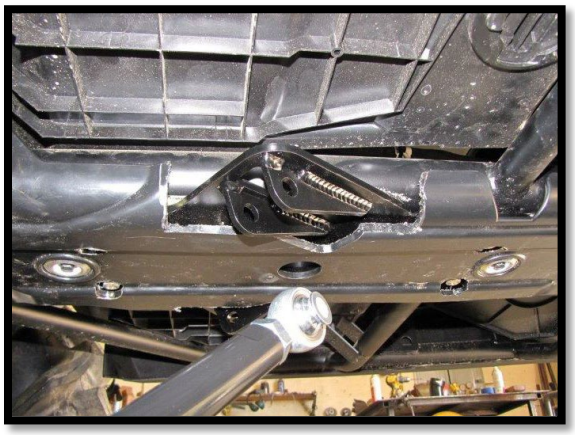
14. **Lubrication of the threaded portions are key to the proper function of the bars. The bars should be serviced during regular oil changes or when the unit is being serviced. Regular checks and services will keep the bars functioning properly. Make sure to use a quality marine-grade grease to lubricate the threads on the bars to prevent them from seizing up.**

15. The larger outer bar will connect to the frame plate. If not already assembled, insert the LEFT-HAND **heim joint 96P** and LEFT-HAND **jam nut LJN58F** to the bar. Leave about ¼" of thread exposed for final adjustments.



16. Now insert (2) **alignment cones 96Q** into to the eyelet of the heim joint and connect it to the plate**.**

17. Slide a **12mm flat washer** onto a **½" x 2-3/4" bolt.** Insert it though the tabs and heim. Secure it with a **12mm flat washer** and **1/2" lock nut**. Torque the nut to 110lb-ft. Repeat to other side.



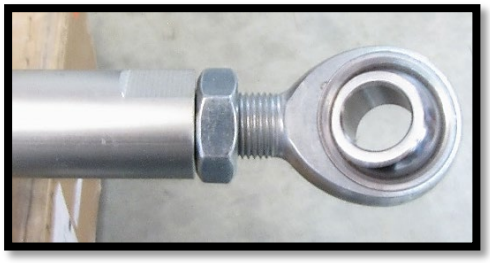
18. Now it's time to connect the clamp collars to the lower control arms. When clamping the collars to the lower control arms you want to be as far down on the arm as you can, but you don't want to interfere with the turning of the wheels and also with movement of the control arm bars. Meaning when the wheel is at full turn you don't want to hit the bar and when the shock is at full compression you don't want the bar to hit the frame. **Later in the installation there will be a series of steps that you will need to do to check clearance**.

19. When fastening the socket head bolt on the collars use a zigzag or cross pattern with the bolts. This will ensure an even clamp distance on both sides of the clamp.

20. Loosely connect the **clamp collars** onto the lower control arm. Connect it at the lowest point possible on the arm using the **¼-20 x ¾" socket head bolts**. Keep in mind you will need to adjust it later, so fasten snug, not all the way tight.

21. Repeat to the opposite side.

22. The smaller inner bar will connect to the collars. If not already assembled, insert the RIGHT-HAND **heim joint 18D** and RIGHT-HAND **jam nut JN58F** to the bar. Leave about ¼" of thread exposed for final adjustments.



23. Adjust the inner bar so that the heim will reach the clamp collar tabs. Then insert (2) **alignment cones 96Q** into to the eyelet of the heim joint.

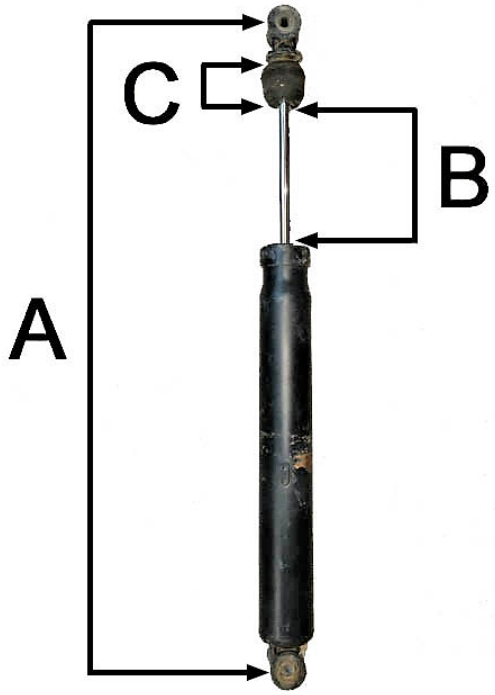

24. Connect the heim joint to the collar on the control arm. Slide a **12mm flat washer** onto a **½" x 2-3/4" bolt.** Insert it though the clamp collar and heim. Secure it with a **12mm flat washer** and **1/2" lock nut**. Torque the nut to 110lb-ft. Repeat to other side.



25. <u>Next, you must complete a CLEARANCE CHECK</u>. Follow the steps and check for clearance before riding. If you check before riding you can adjust before you damage the bars, clamps, or other parts.

Performing Clearance Check:

1. Remove shock from the SXS.
2. Use the chart to record the following measurements. This important!!!
3. Measure the shock from eye to eye. Record this measurement in the A block
   NOTE: You do not need to remove the spring, we did it to illustrate areas to measure.

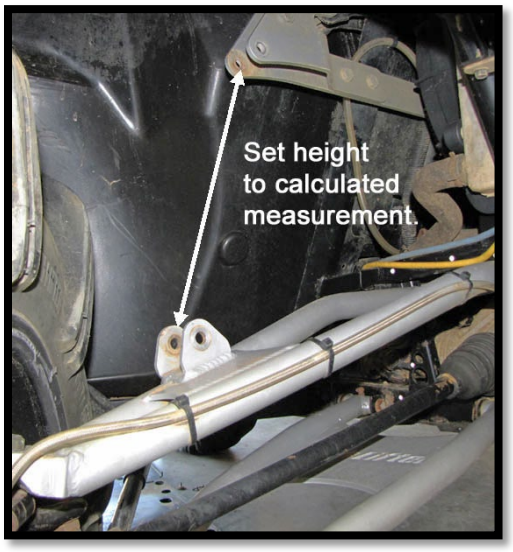


4. Measure the length of the exposed shock shaft (between bump stop and shock body) and record the measurement in block B.
5. Measure the height of the bump stop, divide it by 2 and record the measurement in the C block.
6. Take the A and subtract B & C. This will equal what the shock will be at full compression.

Position	Part to Measure	Length
A	Shock Length	
B	Exposed Shock Shaft	-
C	Bump Stop / 2	-
	Total Compressed Length	=

Formula **A-B-C= Compressed Length**

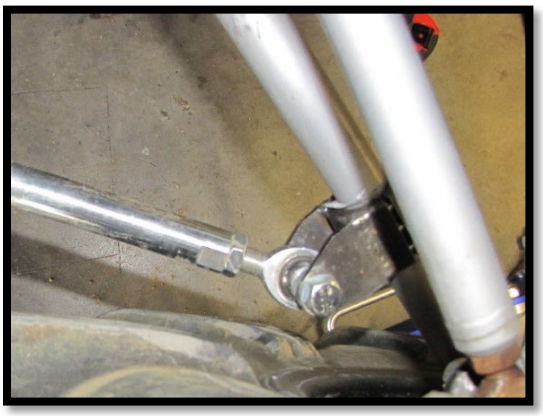
7. Using a tape measure while the shock is off the bike, lift the control arms until the measurement from the shock frame mount to the shock control arm mount is the length calculated above.



8. Use a jack stand or a friend to hold it in place while you situate the link bar to be close but not touching the frame. You can adjust the bars, slide the clamp up and down on the control arms, and rotate the collar to achieve proper clearance.

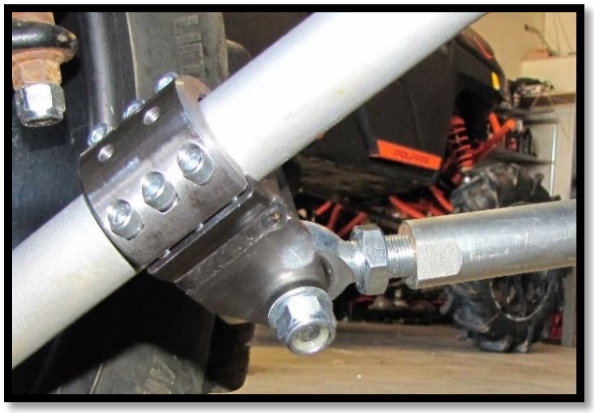
9. When the control arms are set to the fully compressed length, check to make sure that the adjustable link bar clears the frame and clears the tire when the tire is turned to full lock.

10. Make any adjustments to clear the tire and frame. You can adjust the bars, slide the clamp up and down on the control arms, and rotate the collar to achieve proper clearance.



11. Repeat steps on opposite side. Then re-attached the shock to the SXS.

12. When you have completed the clearance check, torque the ¼-20 x ¾" socket head bolts to 12lb-ft.



13. Located on each (hollow) bar is a single **¼-28 x 3/16" set screw**. Make sure that the set screw is tight so that the bars will not rotate during use. Do not over torque.

14. Located on each clamp collar are two **¼-20 x 3/8" set screws**. Make sure that the set screws are tighten so that the collars cannot move during use.

15. Once the installation is complete make sure to tighten any factory hardware that was removed to factory specifications. Lower jacks and remove all jack-stands. **MAKE SURE THAT THE CLEANACE CHECK WAS PERFORMED BEFORE RIDING!**

Thank You
For Choosing
HIGHLIFTER

High Lifter Control Arm Link Kit Warranty Program

LIMITED LIFETIME WARRANTY:

HIGH LIFTER PRODUCTS, INC. warrants its Control Arm Link Kits to be free from structural defects* while under ownership of the ORIGINAL purchaser.

*Structural defects do not include heim joints, hardware, bushings, clamp collars with stripped, broken, or cross-threaded bolts

HIGH LIFTER reserves the right to inspect the Control Arm Link Kit for determining if there were any defects in the installation and to determine the validity of any warranty claim. The warranty process may require the ORIGINAL purchaser to provide proof of purchase and photographs of the UTV with the Control Arm Link Kit installed. **HIGH LIFTER** is not liable for any incidental or consequential damages to anything other than the Control Arm Link Kit covered by this warranty. **HIGH LIFTER** is not liable for any incurred expenses, labor costs to install/remove/reinstall of the kit or any OEM or aftermarket components, loss of use of machine, damage to housings or damage to any aftermarket accessory or OEM components. Any parts used to repair a Control Arm Link Kit must be purchased from **HIGH LIFTER** or warranty will be voided. For safety reasons it is important that the proper fastener grade, thread engagement, and torque specification be followed to prevent parts from failing. See instructions for torque data/specifications. This warranty is non-transferable.

What is NOT covered under this warranty:

1. Damage because of improper installation. (Kit must be installed per the installation instructions provided by High Lifter Products, Inc by a mechanically competent Individual or recognized powersport service center.)
2. Damage because of modification(s), chemicals, misuse, or neglect/lack of maintenance.
3. Cosmetic damage because of chemicals, UV rays, impacts such as, but not limited to rock chips and trees or marring from tools and jacks are not covered.
4. Collateral damage or vehicle collision because of other failed components.
5. Adjustable bars that are not greased or serviced will not be warrantied. (Lubrication of the threaded portions are key to the proper function of the bars. Make sure to use a quality marine-grade grease to lubricate the threads on the bars to prevent them from seizing up. The bars should be serviced during regular oil changes or when the unit is being serviced. Regular checks and services will keep the bars functioning properly.)
6. Bars that are bent and show damaged from impact, will not be covered under warranty.

REFUSED SHIPMENTS/ORDER CANCELLATION:

Refused shipments are subject to a 20% restocking fee plus all associated freight costs. It is our goal to ship all orders in a timely manner. If a customer wishes to cancel an order (provided it is not a special-order product), it is the responsibility of the customer to cancel the order prior to the product being shipped. If a customer cancels an order after product has been shipped, the refused shipment, cancellation, or return will be subject to a 20% restocking fee and any freight charges incurred. For orders outside the United States, any fees associated with customs or duties are non-refundable.

DAMAGED SHIPMENTS:

All claims for damaged shipments must be made within 72 hours of delivery to the point of destination. Any damage to package should be noted with carrier at the time of delivery if possible. We will not be responsible for damage claims made over 72 hours after delivery to the point of destination.

OBTAINING A WARRANTY CLAIM:

All returns for warranty must be pre-approved by calling 1.800.699.0947. After warranty approval has been granted and a Return Merchandise Approval (RMA) number issued, the kit must be received by HIGH LIFTER PRODUCTS within 15 calendar days. The RMA number must be clearly displayed on the return box or the return will be refused. An RMA number does not imply that a replacement or refund will be issued on any product, but only that we will inspect the kit for warranty claims. For orders outside the United States, any freight or fees associated with customs and duties are the responsibility of the purchaser and are non-refundable. All claims must be accompanied by the sales receipt detailing date and place of purchase, a written explanation of the problem, a phone number, and e-mail address. A copy of this receipt must be included with the kit submitted for warranty repair or replacement. The purchaser is responsible for any freight charges on all warranty claims, including incoming freight to High Lifter and return freight to the purchaser.

HIGHLIFTER

High Lifter Products Warranty Claim

Name: _____

Address: _____

Phone Number: _____

E-Mail Address: _____

Portal Gear Kit Product Number: _____

Place of Purchase: _____

Date of Purchase: _____

Reason for Return: _____

_____

_____

Return Merchandise Authorization (RMA) Number: _____

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