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Polaris Ranger RZR 900 XP

This lift allows you to convert from lifted to unlifted positions!

Read Before Installation

This product is designed for use on ATVs and/or RUVs to increase ground clearance and fender clearance. It is designed for utility type, slow-speed use on relatively flat terrain in deep mud or snow. Although we have many thousands of satisfied lift kit customers and over 1,800 franchised dealers selling and installing lift kits, 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.

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.

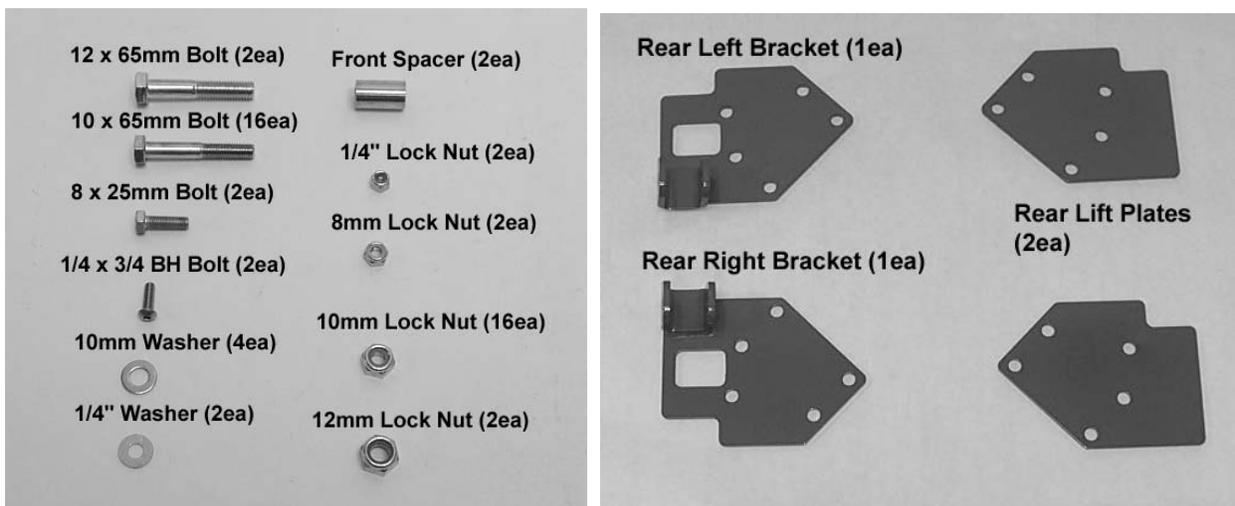
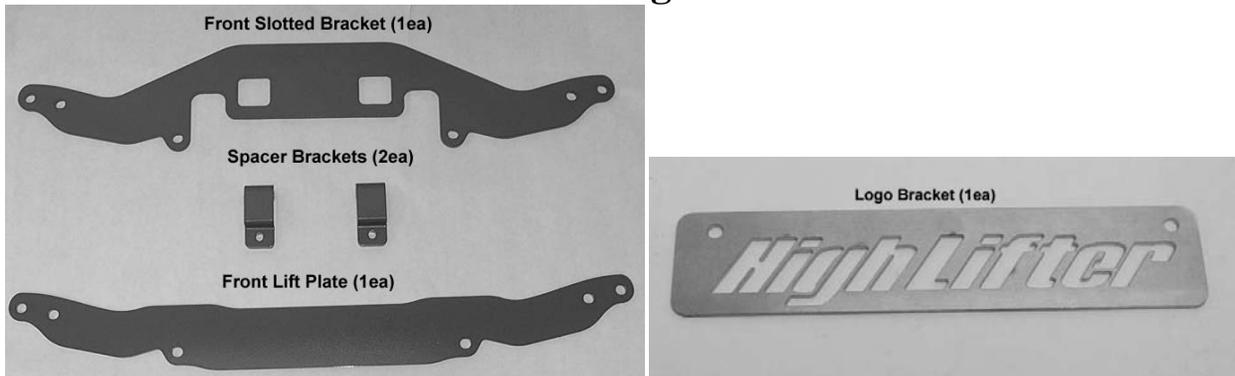
Operation of an ATV and/or RUV with or without a lift kit, while or shortly after consuming alcohol or drugs, subjects the rider to the risk of serious bodily harm or possible death. This risk is compounded if the rider does not wear an approved helmet and other safety gear. High Lifter urges that all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

If this product is not what you expected, or is not consistent with your intended use, you should return the product immediately to the seller, before installation, for a refund of the purchase price; less any fees. After installation, product is warranted for 90 days for defects in workmanship and materials. Warranty is limited to refund of the purchase price or replacement of the kit, at the seller's option.

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 a lift kit. If you install the lift kit, 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 a lift kit is installed. 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 Diagrams



NOTE:

The new 2011 Pol. 900 RZR XP is subject to break rear axles with or without a lift kit when accelerating hard in reverse while you are stuck, in a bind....etc. and the suspension is at full or close to full extension

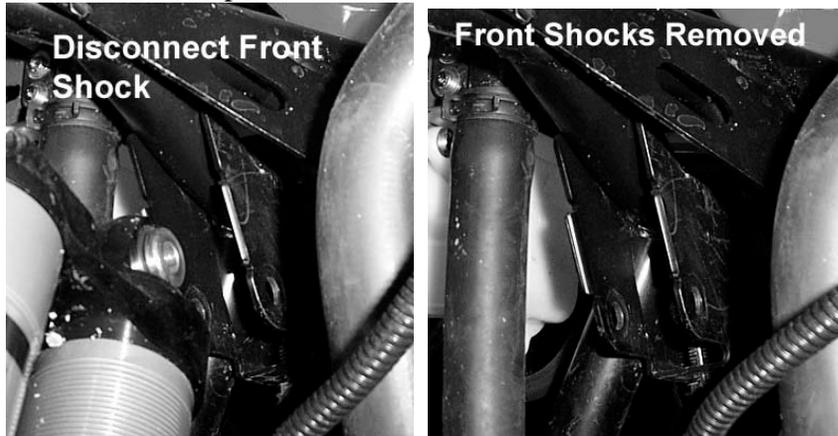
Polaris 2013 RZR Models

You will need to remove the plastic tray under the hood in order for the lift kit to install properly.

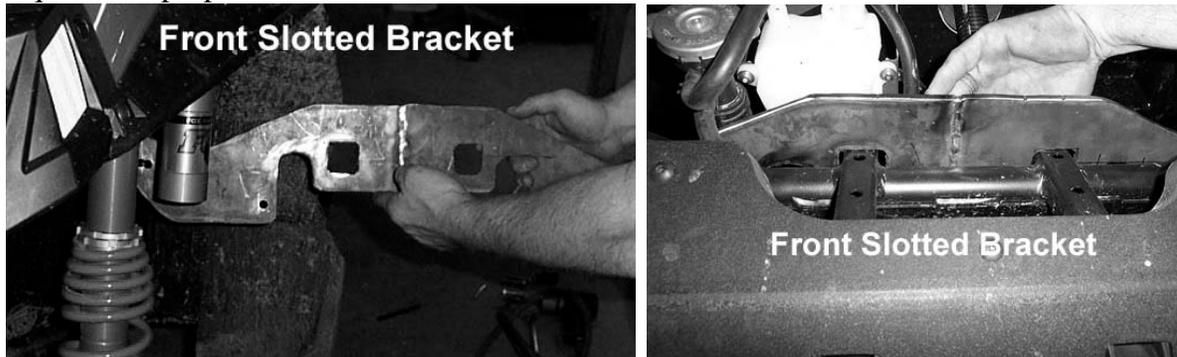


Front Lift Installation

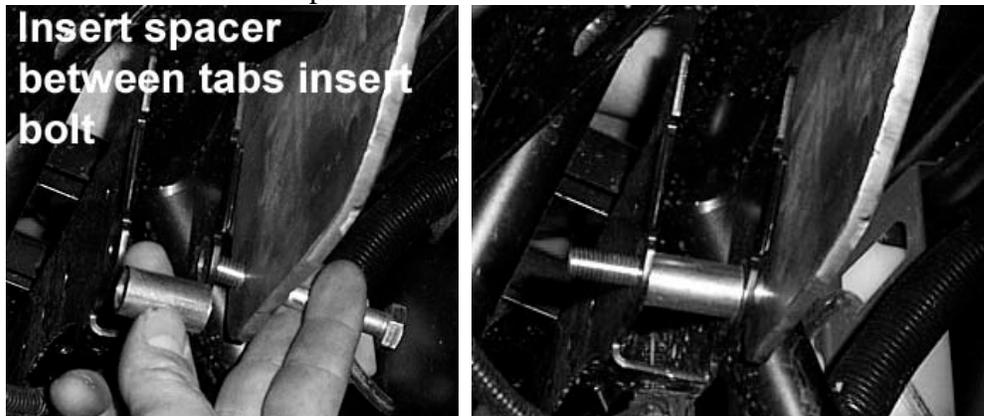
1. Place transmission in park. Place jack under center of front end and lift until front wheels clear the ground. Be careful to properly secure and support so that A-arms and shocks can droop to full extension.
2. Remove front wheels.
3. Disconnect the top of the front shocks.



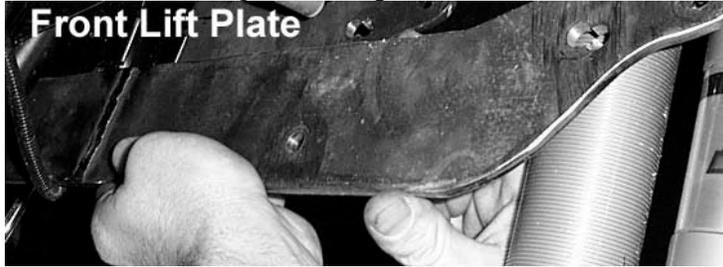
4. Insert the front slotted bracket on the backside of the front cross member.
NOTE: We have removed the front plastic so you can see how this bracket is installed. This is not required for proper installation.



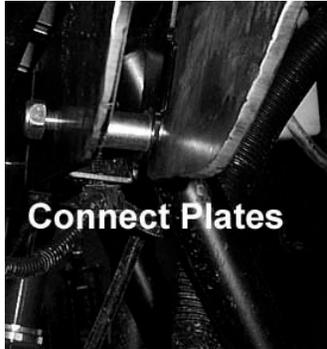
5. Place spacer between the shock mount tabs and insert the 10mm x 65mm hex bolt through the slotted bracket and spacer.



- Next insert the long front lift plate in front of the front cross member.



- Now secure the plates loosely with the 10mm lock nut.



- Now remove the OEM bolt from the frame right above the top shock mount and connect the spacer bracket between the plates and secure it using the 8mm x 45mm hex bolts in the stock bolt hole. This bracket goes to the inside holes on the front lift plates.



NOTE:

There is a tab they may cause the bracket to not fit properly. You will need to trim the tab for clearance.



9. Connect the top of the shock to the lift plates, using the outside holes, by placing 10mm flat washers on either sides of the shock eyelet and securing using the 10 x 65mm hex bolt and 10mm lock nut.



10. Tighten all nuts and bolts.
11. Repeat steps for the opposite side.
12. Place wheels back on the ATV, torque all lugs to factory specifications.

NOTE: Double check all bolts to verify they are tight. Loose bolts come off and can cause a crash and serious injury or death.

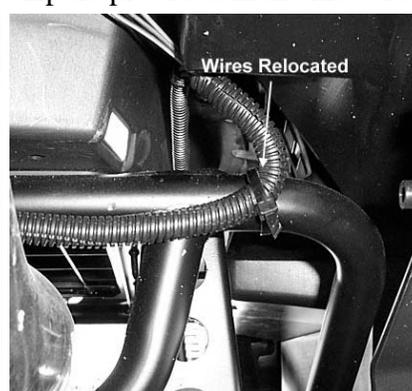
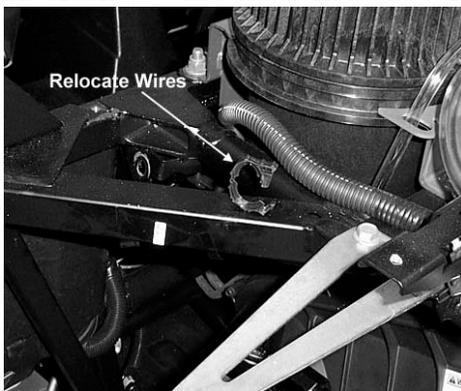
Rear Lift Installation

1. Place ATV transmission in park. Lift the rear of the RZR until the rear trailing arms drop to full extension and tires leave the ground.
2. You will need to remove the rear wheels and all rear plastic.
3. You will also need to remove the stock axles.
4. The next step is VERY IMPORTANT! You will need to grind a small area on the trailing arms to have clearance for the CV boots. If you are installing aftermarket axles you may have to grind substantially more material for CV boot clearance.

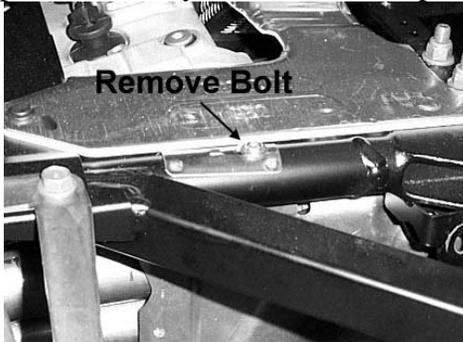


NOTES:

- Make sure to grind enough for clearance
 - Axles will need to go back in before you reattach the shocks
 - You will need to fully reassemble the rear to check for clearances so make sure you get enough the first time.
 - Once it is reassembled, leave the rear jacked up with trailing arms at full extension and lift installed, rotate the tires to see if the boots clear.
 - If they do not clear you will need to completely disassemble and grind more material.
5. Now you will need to relocate some wires that run along the rear left side frame where the lift brackets will be attached. Use the zip tie provided in the kit to reattach the wires.



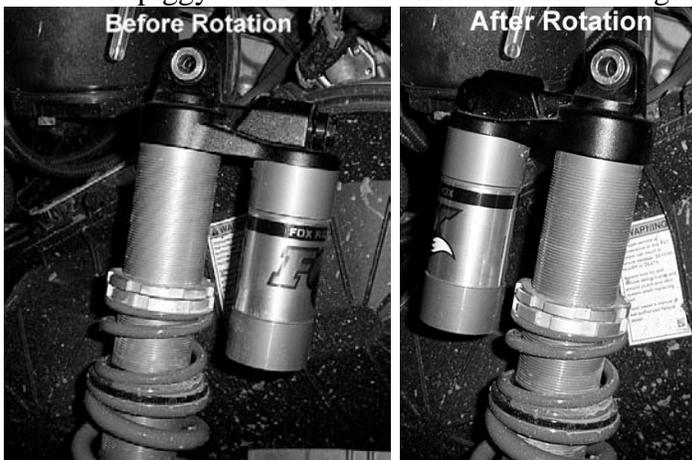
6. Next remove the bolt on top of the frame that is on the right side. It interferes with the lift plates. When you secure the lift plates to the frame, they will hold the shield in place.



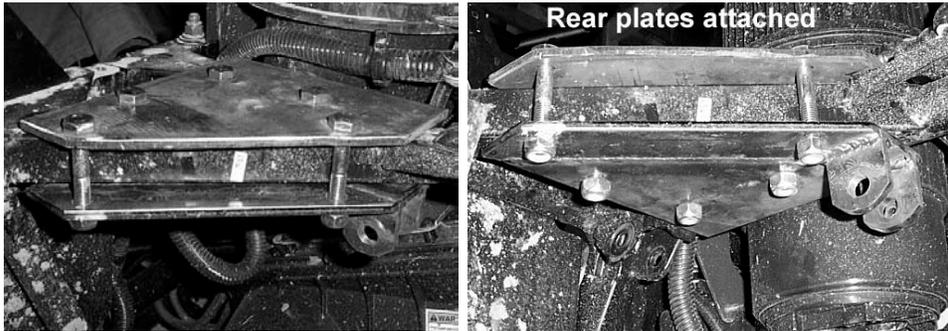
7. Disconnect the top of the rear shock from the shock tabs.



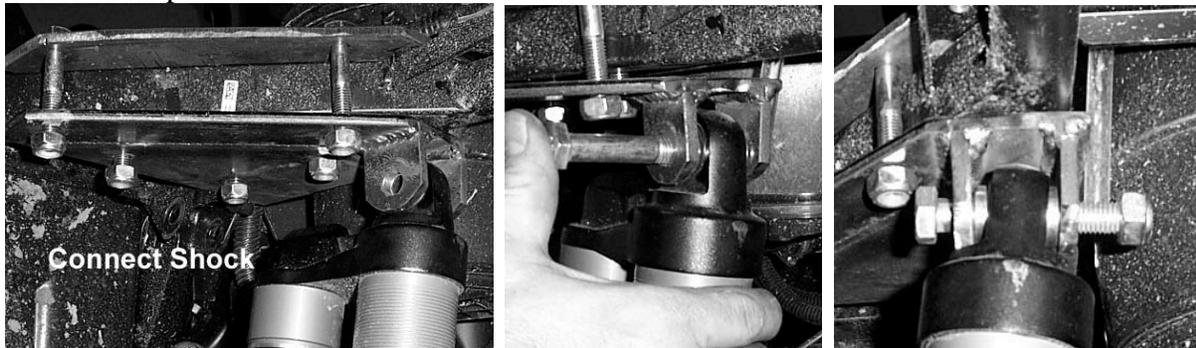
8. Rotate the piggyback reservoir on the shock 180 degrees. Rotates very easy by hand.



9. Locate one lower lift bracket and one of the upper lift bracket. **NOTE: On the lower lift brackets there are left and right brackets.** Connect them to the frame using the 5ea 10mm x 65mm hex bolts and 10mm lock nuts.



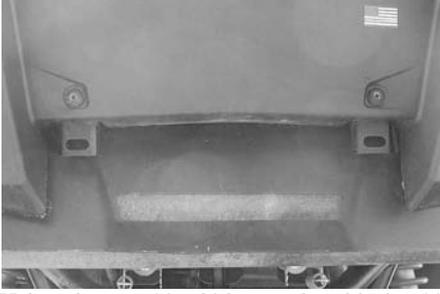
10. Now attach the rear shock to the lift brackets using the 12mm x 65mm hex bolt and 12mm lock nut provided.



11. Tighten all nuts and bolts.
12. Repeat steps for opposite side.
13. Place plastic back on the RZR.
14. Reinstall the rear axles.
15. With RZR still on jack stand and wheels back on, rotate the tires to check for boot clearance on rear CV axles. If there is rubbing you will need to disassemble and get clearance by grinded more material.

High Lifter Name Plate Installation

1. In the rear of the RZR 900 XP there is a place for a license plate.



2. Using the two $\frac{1}{4}$ x $\frac{3}{4}$ button head bolts, $\frac{1}{4}$ " washers and $\frac{1}{4}$ " lock nuts connect the plate to the license plate location.



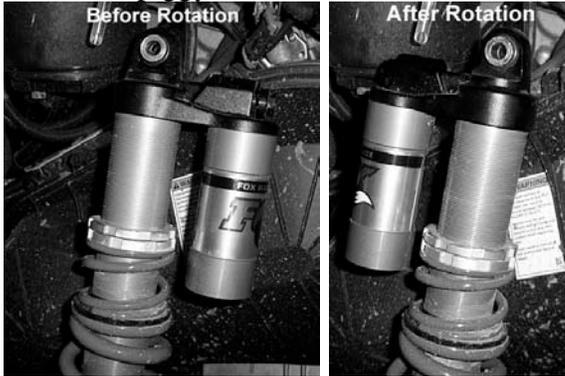
Converting the lift kit from the "Lifted" to the "Unlifted" positions:

Front Lift

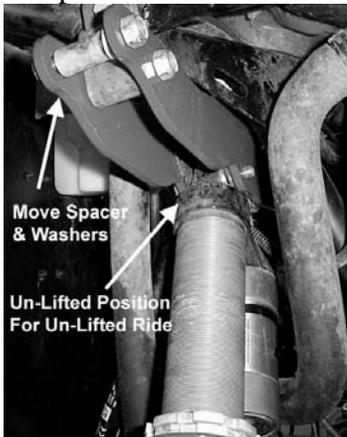
1. Converting from the lifted to the unlifted position only takes a few minutes. Jack up the front end until the tires are off the ground.
2. Disconnect the shock from the lift brackets and then disconnect the spacer from the lift brackets and the stock shock mount tabs.



3. Rotate the piggyback reservoir on the shock 180 degrees. Rotates very easy by hand.



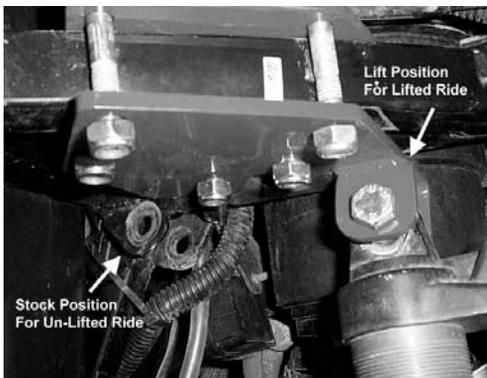
4. Connect the top of the shock to stock shock mount tabs and lift brackets and then connect the spacers to the lift bracket in the lifted position.



5. Once you have repositioned the shocks, torque all the nuts and bolts tight, you can then lower the jack.

Rear Lift

1. Place a jack under the rear of the UTV and raise until the tires clear the ground.
2. Disconnect the top of the shock from the lifted position and connect it to the stock shock mount tabs.



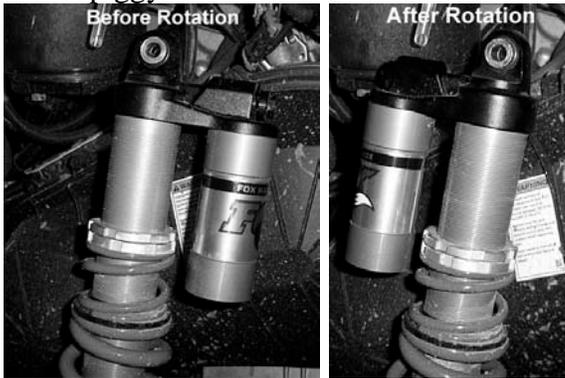
3. Once you have moved the shock torque all nuts and lower the jack.

When using the High Lifter Lift Kit and High Lifter Front Bumper or EMP Bumper:

Disconnect the shock from the lifted position on the lift brackets.



Rotate the piggyback reservoir on the shock 180 degrees. Rotates very easy by hand.



Once you have rotated the reservoir reconnect it to the lifted position.