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Max Clearance Can-Am Front Lower Arched Control Arm Kit

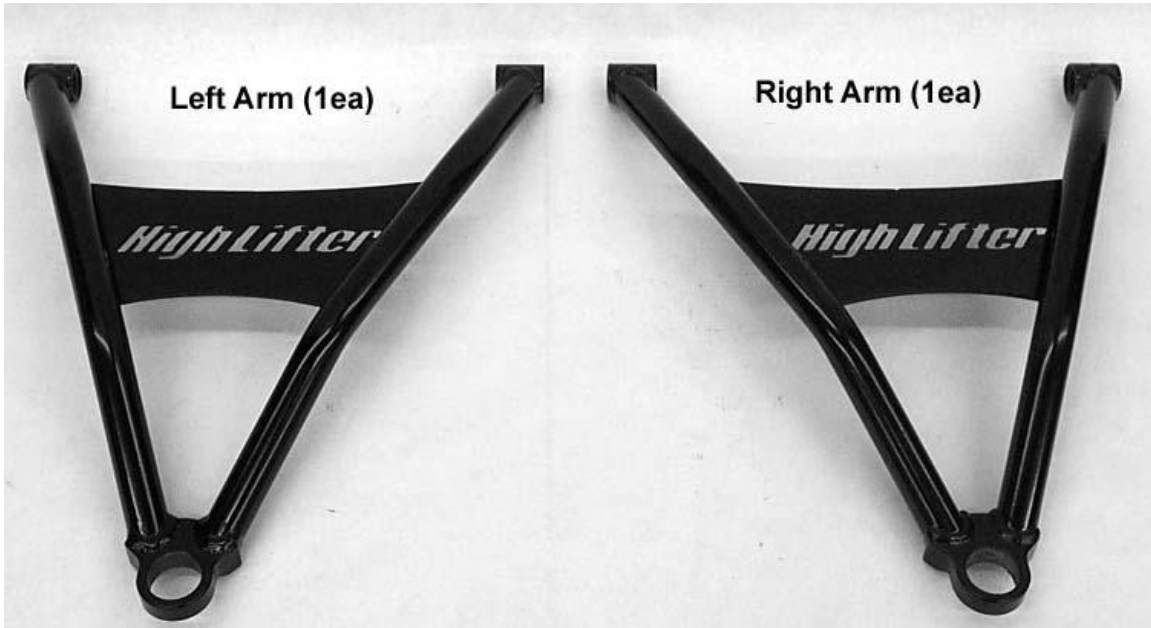
The Max Clearance Control Arm Kit is designed to increase ground clearance on the Can-Am Model ATV's. High Lifter expressly disclaims responsibility for accidents or injury or consequential damage to original equipment that may be said to arise out of use of large oversized tires, lift kits, or this product. High Lifter strongly recommends that helmets and all appropriate safety equipment be worn when riding ATVs/RUVs and in particular when riding lifted and/or modified ATVs/RUVs with oversized tires.

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, Installers and Owners of Vehicle

You are responsible for informing your customer or purchaser of the information contained above and the increased potential hazards of operating an ATV/ RUV equipped with these modifications. If you install the 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 modifications are installed.

Parts Diagram



90 Grease Fitting (2ea)



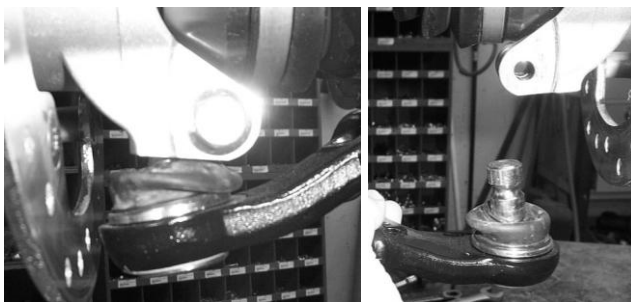
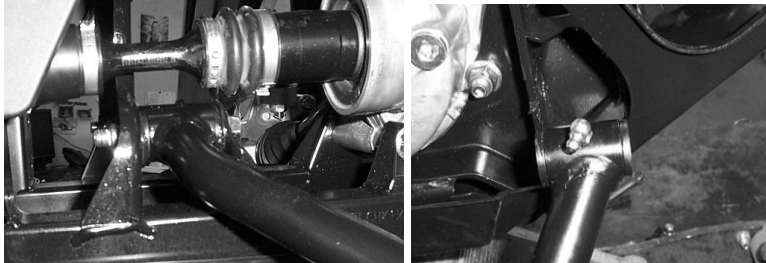
**Straight Grease Fitting
(2ea)**

Installation Instructions:

1. Place jack under center of front end and lift until front wheels clear the ground. Be careful to support properly so that it is securely supported but so that Control Arms and shocks can droop to full extension.
2. Remove front wheels.
3. You must remove the front factory plastic bash plate in order to access the hardware that will allow you to disconnect the lower arm from the frame.



4. Once you have removed the bash plate disconnect the lower control arm from the frame and knuckle assembly.



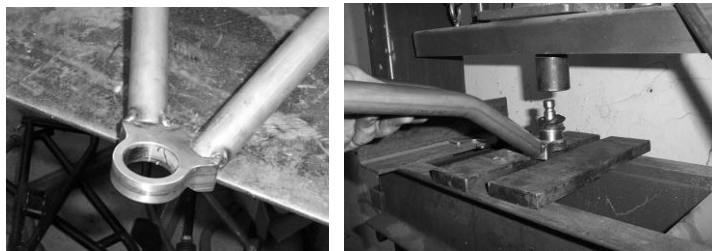
5. Remove the bushings, sleeves, and ball joints from the stock control arms. You will need to reuse these in the new Control Arm kit.



6. Install the grease fitting into the new arms before installation. Install the fittings in the new arms like they are in the factory arms. Straight fitting to the rear and the 90 degree fitting the front. **DO NOT OVER TORQUE THE FITTINGS.** Make sure to fill with factory approved grease.

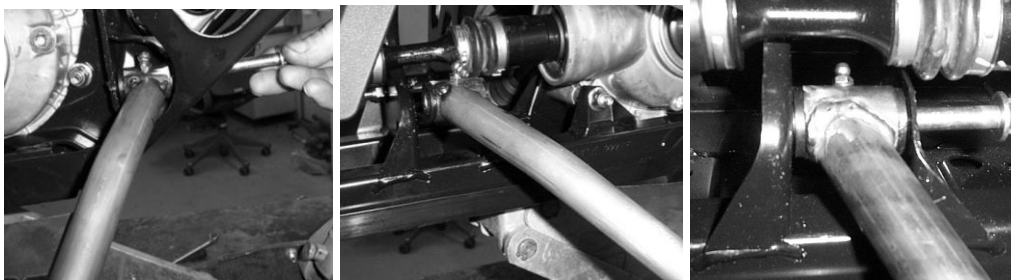


7. Now reinstall the bushings, sleeves, and ball joints into the new arms. If you place some grease on them it makes the installations easier.



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 groove.

8. Use the factory nuts and bolts to connect the new Control Arms to the RUV frame. You will have left and right lower Control Arms. Left and right is from the seated position.



9. Reconnect the knuckle assembly.



10. Place wheels back on ATV torque lugs to factory specifications.

11. Once you have placed the wheels back on the ATV, have someone turn the steering wheel to full lock, left and right, to verify clearance between all components. There should be no interference between the tie rods, hubs, or control arms.

