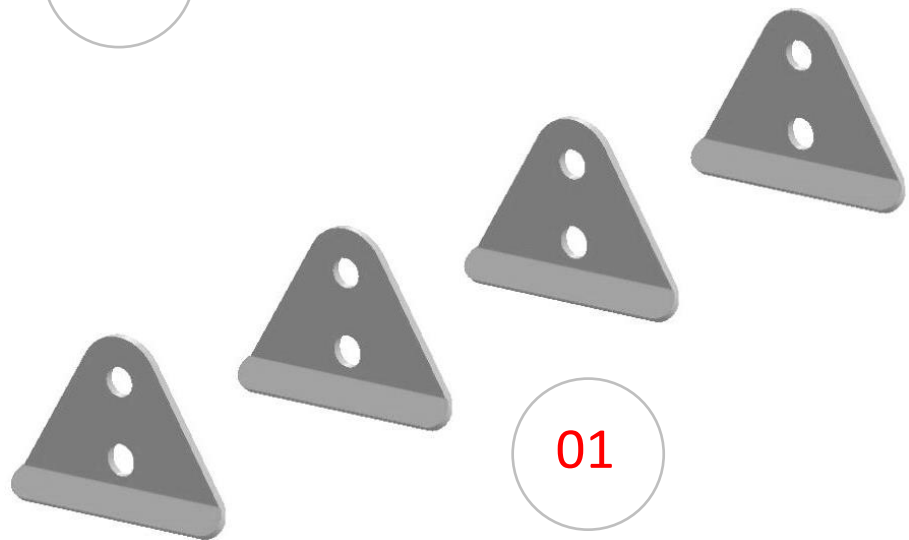
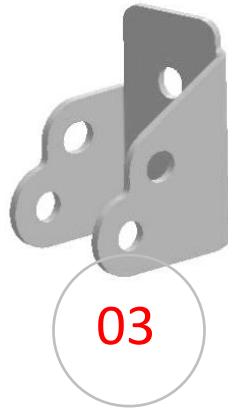
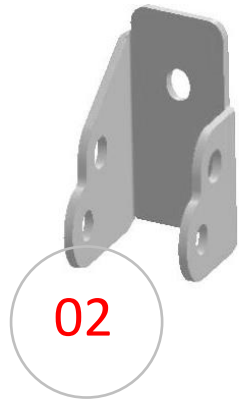




INSTALLATION INSTRUCTIONS

SKU: **LK-10239**

2" LIFT KIT POLARIS RZR 570 (12-17)



Item	Part No.	Description	Torque	Qty.
LIFT COMPONENTS				
Those items are shown on the first page.				
01	230-01	Front Lift Bracket		4
02	239-02L	Rear Lift Bracket (left side)		1
03	239-02R	Rear Lift Bracket (right side)		1

FRONT HARDWARE				
Those items are included with each kit to install the front lift components.				
04	A-1008	M10 Flat Washer		4
05	A-1058	M10 Flat Heavy Washer		2
06	A-1509	M10-1.50 Flange Lock Nut	36 to 38 ft-lbs	4
07	A-3025	M10-1.50 x 70mm Hex Flange Bolt	36 to 38 ft-lbs	4
08	B-5223	12mm ID. x 11/16" OD. x 1-7/16" Lg. Spacer		2

REAR HARDWARE				
Those items are included with each kit to install the rear lift components.				
05	A-1058	M10 Flat Heavy Washer		4
09	A-1507	M8-1.25 Flange Lock Nut	18.75 ft-lbs	2
06	A-1509	M10-1.50 Flange Lock Nut	36 to 38 ft-lbs	4
10	A-2807	M8-1.25 x 25mm Hex Flange Bolt	18.75 ft-lbs	2
11	A-3023	M10-1.50 x 65mm Hex Flange Bolt	36 to 38 ft-lbs	4
12	B-5206	12mm ID. x 11/16" OD. x 3/8" Lg. Spacer		2
13	B-5219	12mm ID. x 11/16" OD. x 1-3/16" Lg. Spacer		2

PLEASE READ AND UNDERSTAND BEFORE THE INSTALLATION

CUSTOMER AND/OR END USER:

This product is designed for use on ATVs and/or UTVs 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...

Using a lift kit will raise the center of gravity on your ATV and/or UTV, increasing risk of roll-over, injury and death on ALL types of terrain. It's YOUR RESPONSIBILITY to always inform other operators and passengers of this vehicle about the added risks.

Our products are designed to best fit user's ATV/UTV under stock conditions. Adding, modifying, or fabricating any OEM or aftermarket parts will void warranty. PERFEX Industries products could interfere with other aftermarket accessories. If the user has aftermarket products on machine, please contact PERFEX Industries 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 ALWAYS recommend that wider tires and/or wheel spacers be used to achieve a wider stance and to improve stability of the ATV and/or UTV. Riders should be advised that the handling characteristics of a taller ATV and/or UTV 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 UTV 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 UTV 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.

PERFEX Industries urges that all approved safety gear be worn when riding an ATV and/or UTV as a driver or passenger.

By purchasing and installing PERFEX Industries products, user agrees that should damages occur, PERFEX Industries will not be held responsible for loss of time, use, labor fees, replacement parts, or freight charges. WE (PERFEX Industries) will not be held responsible for any direct, indirect, incidental, special, or consequential damages that result from any product purchased from PERFEX Industries.

PLEASE TAKE NOTE: The total liability of seller to user for all damages, losses, and causes of action, will never exceed the total purchase price paid for the product that gives rise to the claim.

DEALER AND/OR 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 UTV equipped with modified suspension components.

If you install any suspension modifying components, it is your responsibility to also install a warning label prominently in view of the driver and in prominent view of the driver and passenger on UTVs 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.

FRONT INSTALLATION INSTRUCTIONS

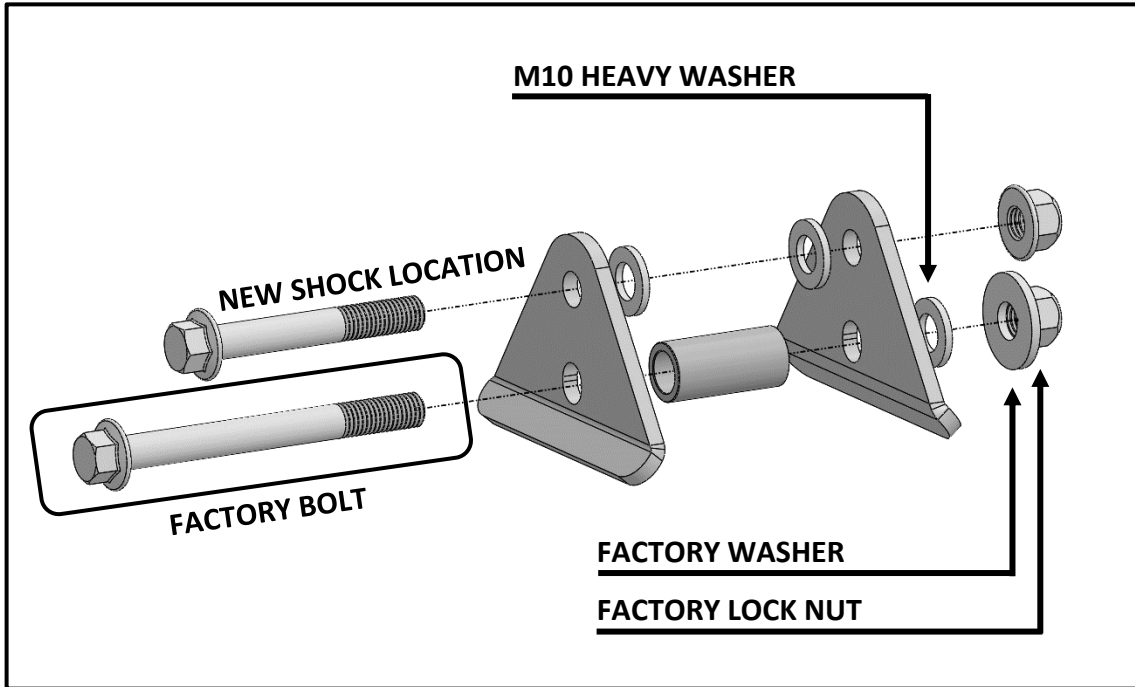
PREPARATION

- Using a jack under center of front end, lift until the front wheels leave the ground.
- Remove the wheels.
- Disconnect the top of the front sway bar link.
- Disconnect the bottom of the shocks (with the sway bar links) from the suspension arms.

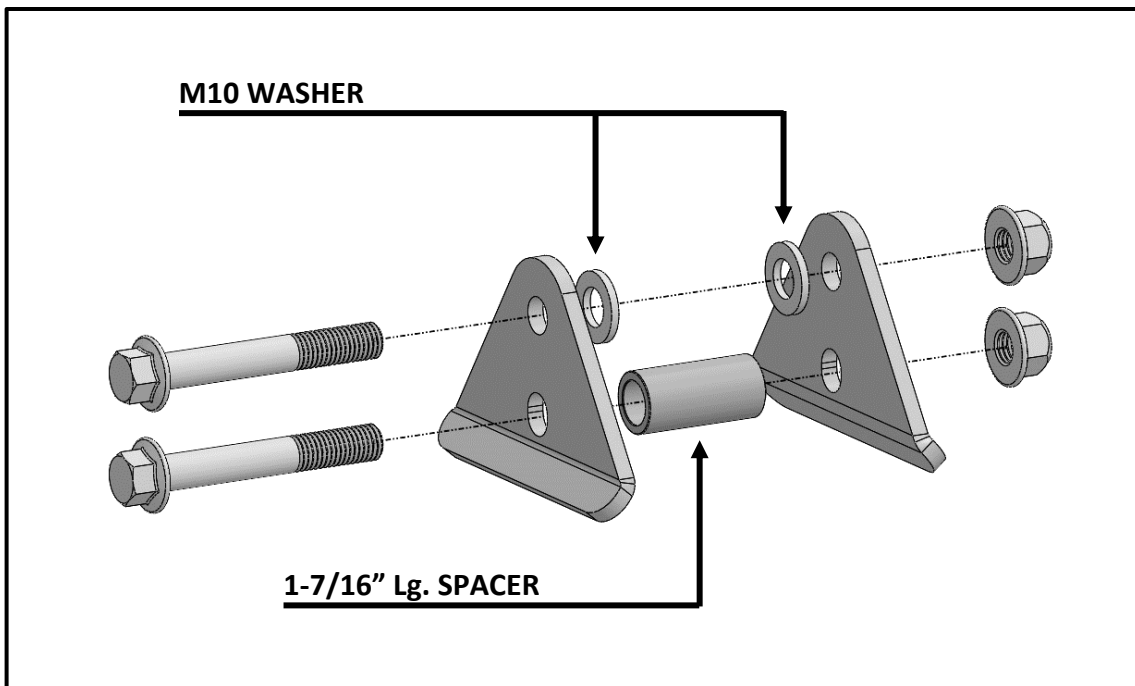
INSTALLATION

1. Install the front brackets in place, on each side of the shock mount. And the 1-7/16" Lg. spacer inside of the shock mount.

IF YOU KEEP THE FRONT SWAY BAR: Use the factory hardware to secure the brackets to the suspension arm. Reconnect the bottom of the sway bar link at the end of the bolt. Replace the factory spacer by the M10 heavy washer.



IF YOU REMOVE THE SWAY BAR: Use the provided M10-1.50 bolt and lock nut.



2. Connect the bottom of the shock to the new shock location on the brackets. Use (1x) M10-1.50 x 70mm bolt, (2x) M10 washer and (1x) M10-1.50 lock nut. Put one washer on each side of the shock eyelet.
3. Tight all the hardware appropriately at this point.
NOTE: Push up the suspension arm when you tight the hardware. The brackets need to be well abutted on the suspension arm for a perfect application.
4. Repeat the same steps for the opposite side.
5. Put the wheels back on the vehicle when the installation is finished. Torque all lugs to factory specification.

THOSE STEPS BELOW ARE ONLY FOR PEOPLE THAT KEEP THE SWAY BAR IN PLACE.

6. When the Razor will be back on the ground, insert the factory spacers (that they were between the shock mount and the bottom of the sway bar link) at the top of the sway bar link.



FACTORY SPACER

SWAY BAR LINK

7. Then, reconnect the sway bar to the sway bar link using factory hardware.

REAR INSTALLATION INSTRUCTIONS

PREPARATION

- Using a jack under center of rear end, lift until the rear wheels leave the ground.
- Remove the wheels.
- Disconnect the top of the sway bar links from the sway bar.
- Disconnect the top of the shocks from the frame shock mount.
- Remove the bed access panel and proceed to remove the air box (see service manual if additional information is needed).

INSTALLATION

1. Position the rear left and right brackets and temporarily hold them in place with OEM bolts placed through the frames shock mount.
2. Mark the position of the holes (2x) that you must drill through the frame mounting.
3. Remove the brackets and drill the holes. Start with a pilot hole and work your way up to 5/16" (0.3125 inch).
4. Install the bracket to the frame shock mount. Use (1x) M10-1.50 x 65mm bolt, (1x) 1-3/16" Lg. spacer and (1x) M10-1.50 lock nut.
5. Secure the bracket to the drilled hole using provided M8-1.25 bolt and nut. Tight this nut completely at this point.
6. Connect the top of the shock to the new shock location on the bracket. Use (1x) M10-1.50 x 65mm bolt, (2x) M10 heavy washer and (1x) M10-1.50 lock nut. Put one heavy washer on each side of the shock eyelet.
7. Tight all the remaining hardware appropriately.
8. Repeat the steps 4-7 for the opposite side.
9. Put the air box, bed access and wheels back on the vehicle when the installation is finished. Torque all lugs to factory specification.
10. Reconnect the sway bar to the sway bar link. Put the 3/8" Lg. spacers at the top of the sway bar links and reconnect using factory hardware.

