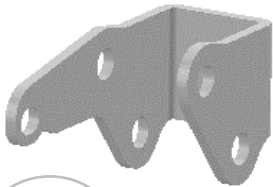




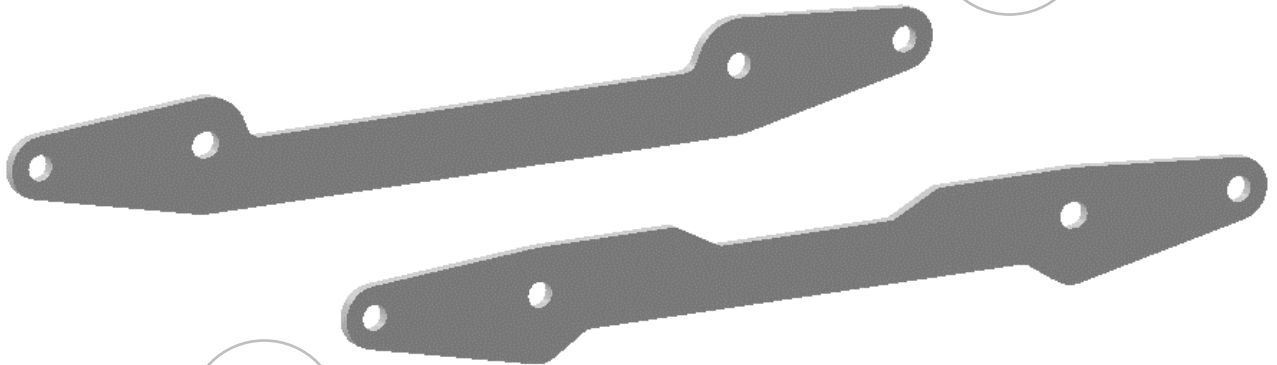
INSTALLATION INSTRUCTIONS

SKU: **LK-10247**

2" LIFT KIT HONDA TRX 420/500/520 SRA (2014+)



03



02

01

Item	Part No.	Description	Torque	Qty.
LIFT COMPONENTS				
Those items are shown on the first page.				
01	247-01	Front Lift Bracket		1
02	247-02	Front Lift Bracket		1
03	247-03	Rear Lift Bracket		1

FRONT HARDWARE				
Those items are included with each kit to install the front lift components.				
04	A-1058	M10 Flat Heavy Washer		4
05	A-1509	M10-1.50 Flange Lock Nut	36 to 38 ft-lbs	4
06	A-3019	M10-1.50 x 55mm Hex Flange Bolt	36 to 38 ft-lbs	4
07	B-5003	10mm ID. x 5/8" OD. x 3/16" Lg. Spacer		4
08	B-5213	12mm ID. x 11/16" OD. x 13/16" Lg. Spacer		2

REAR HARDWARE				
Those items are included with each kit to install the rear lift components.				
09	A-1010	M12 Flat Washer		2
04	A-1058	M10 Flat Heavy Washer		1
10	A-1510	M12-1.75 Lock Nut	62 to 64 ft-lbs	2
11	A-3222	M12-1.75 x 65mm Hex Bolt	62 to 64 ft-lbs	2
12	B-5203	12mm ID. x 11/16" OD. x 3/16" Lg. Spacer		2
13	B-5220	12mm ID. x 11/16" OD. x 1-1/4" Lg. Spacer		1

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.

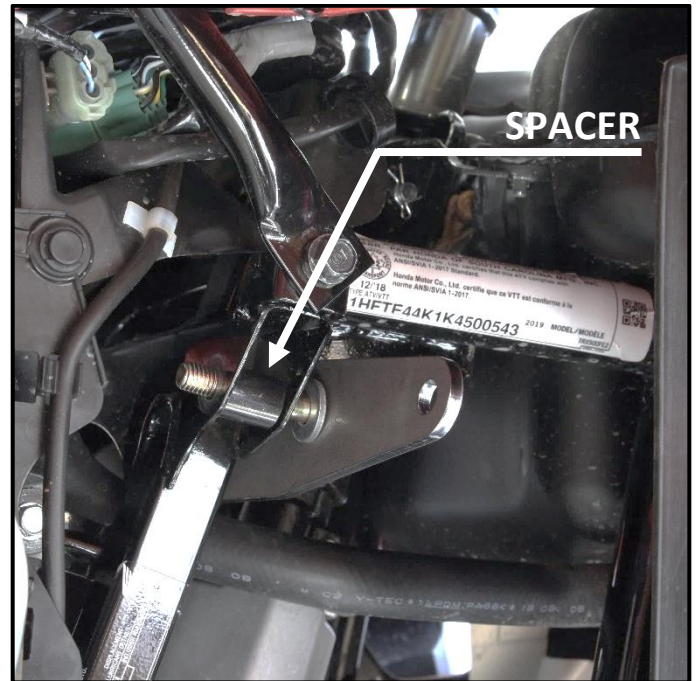
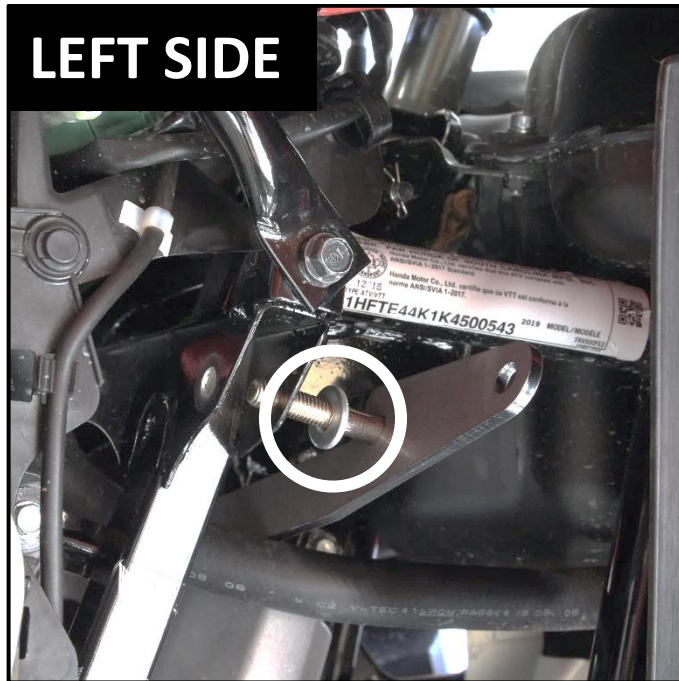
FRONT INSTALLATION INSTRUCTIONS

PREPARATION

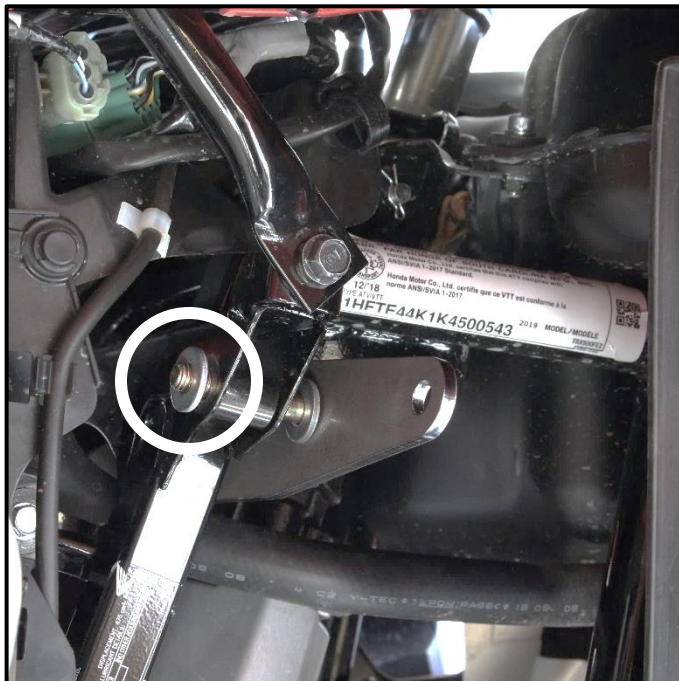
- Using a jack under center of front end, lift until the front wheels leave the ground.
- Remove the wheels.
- Disconnect the top of the shocks from the frame shock mount. Use a 14mm wrench and socket.

INSTALLATION

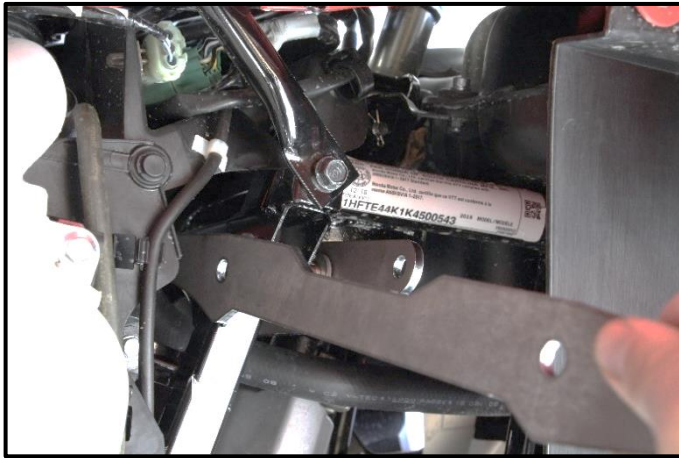
1. Install the front bracket (02) to the frame shock mount, both sides. Use M10-1.50 x 55mm bolts, M10 washers and medium spacers.
 - Put the washer between the bracket and the frame.
 - Put the spacer inside of the frame shock mount.



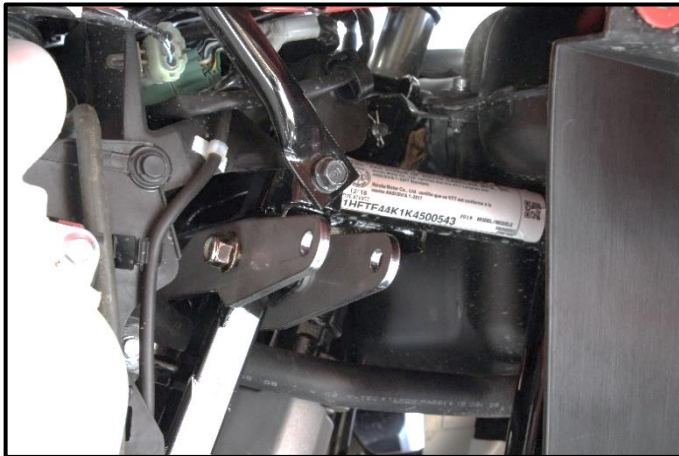
2. Insert one M10 washer at the end of each bolt.



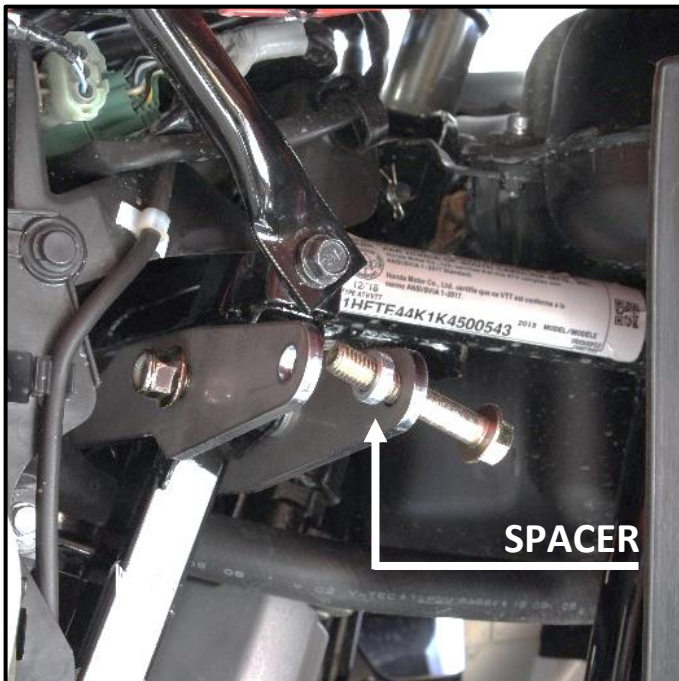
3. Insert the other front bracket (01) to the shock mount.



4. Secure using M10-1.50 lock nuts.



5. Connect the top of the shock to the bracket assembly. Use M10-1.50 x 55mm bolts, 10mm ID. x 3/16" Lg. spacers and M10-1.50 lock nuts. Put one spacer on each side of the shock eyelet.

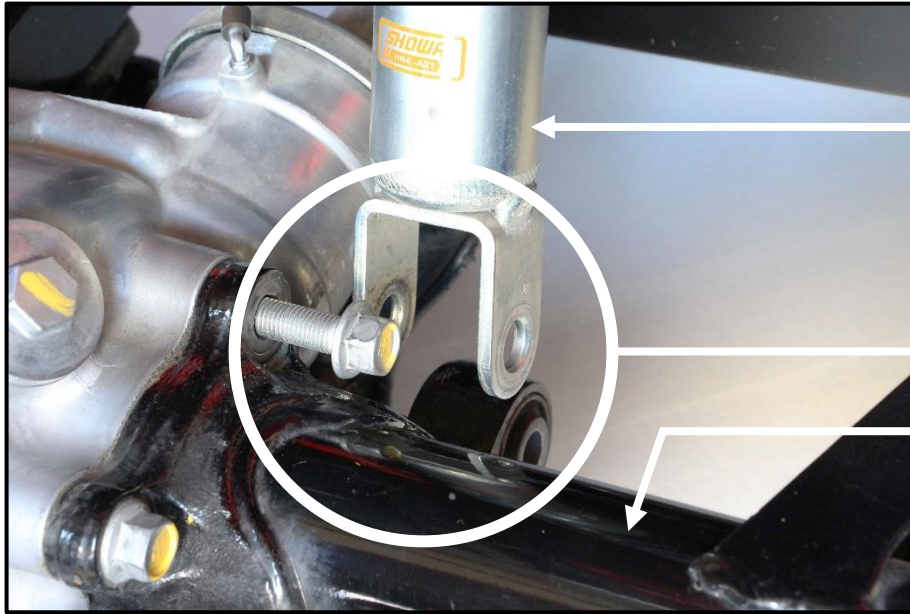


6. Tight all the hardware appropriately at this point. Use a 14mm and a 15mm wrench and socket.
7. Put the wheels back on the vehicle when the installation is finished. Torque all lugs to factory specification.

REAR INSTALLATION INSTRUCTIONS

PREPARATION

- Using a jack under center of the rear bottom engine (don't lift the ATV by the swing arm), lift until the rear wheels leave the ground.
- Disconnect the bottom of the shock from the swing arm. Use a 17mm wrench and socket.



BOTTOM OF THE SHOCK

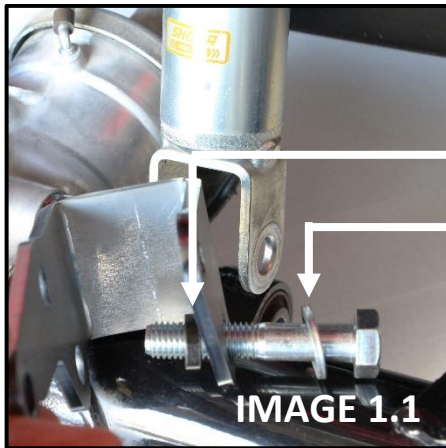
DISCONNECT

SWING ARM

- Disconnect the bolt of the gearbox that will be face off the slotted hole of the rear bracket. Use a 14mm socket. Save the bolt.

INSTALLATION

1. Install the rear bracket to the shock mount. Use M12-1.75 x 65mm bolt, M12 washer, 12mm ID. x 3/16" Lg. spacers and M12-1.75 lock nut. Put the spacers on each side of the shock mount.



SPACER

M12 WASHER

IMAGE 1.1

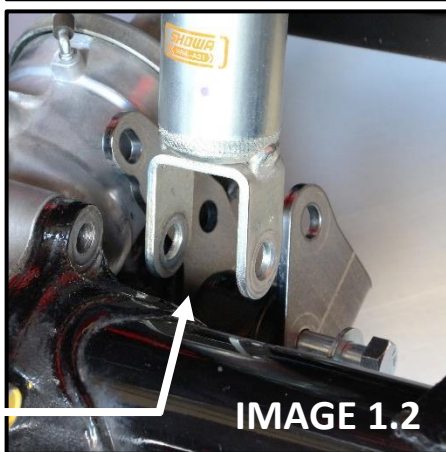


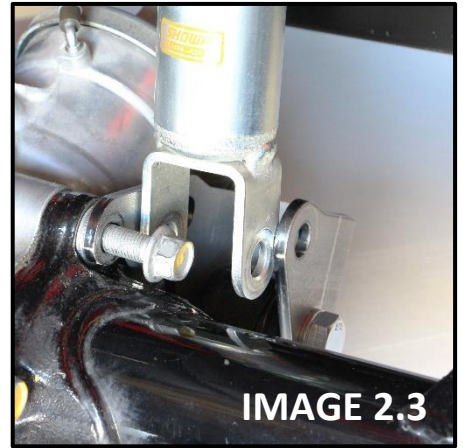
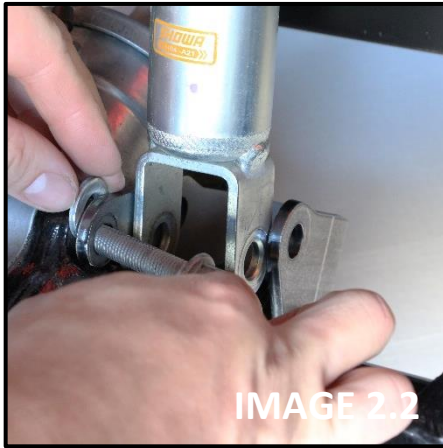
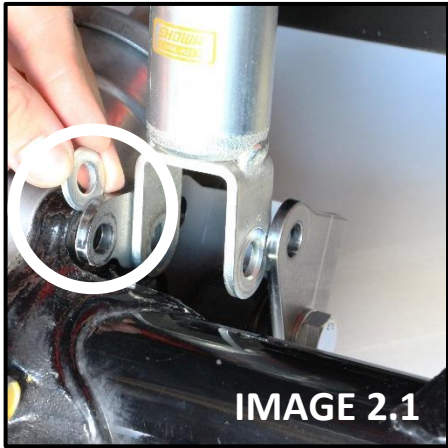
IMAGE 1.2

SPACER

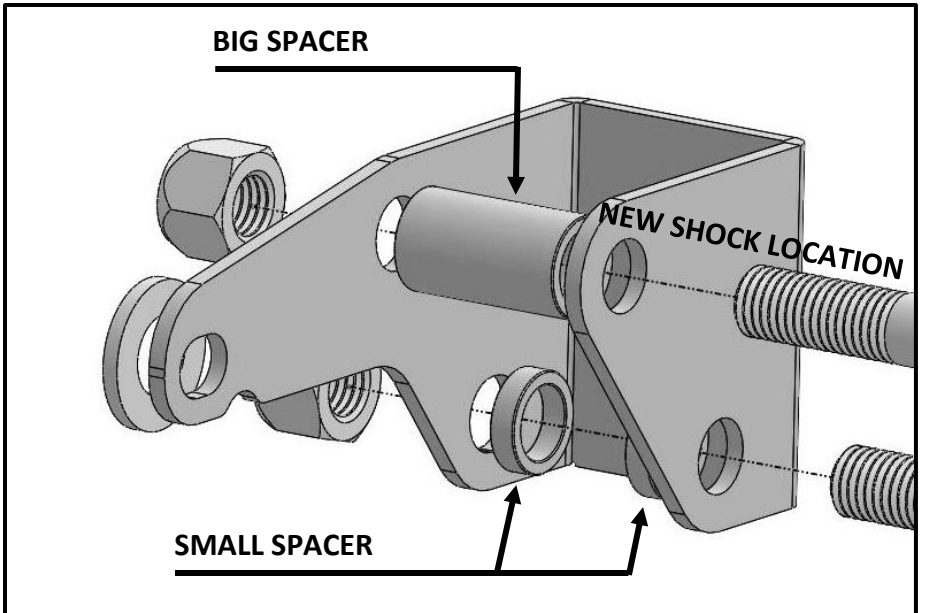
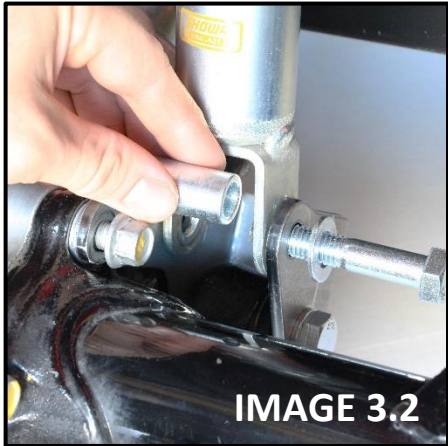
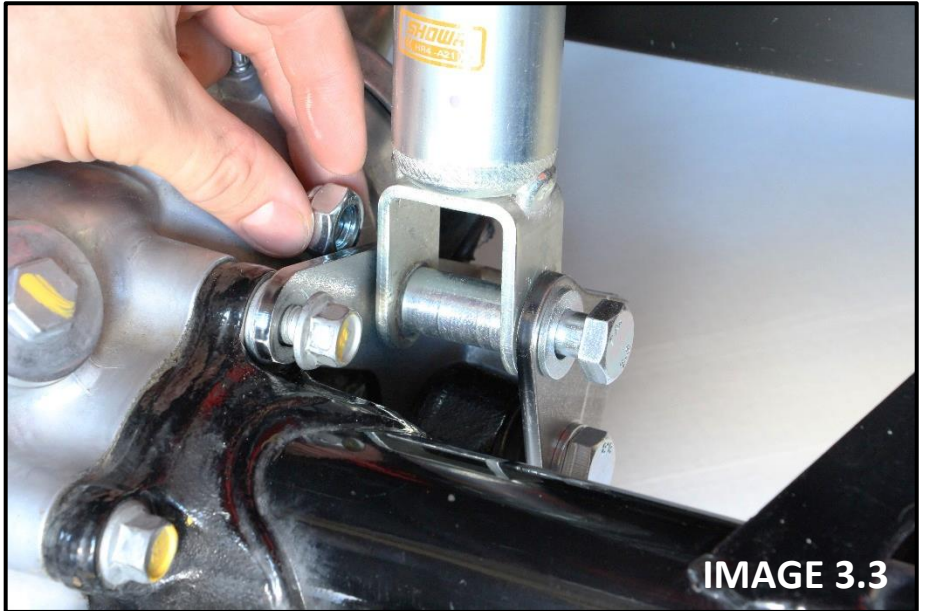
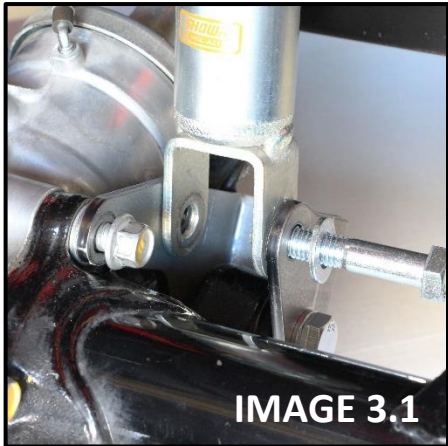


IMAGE 1.3

2. Secure the bracket to the swing arm using the factory bolt. Put one M10 heavy washer between the bracket and the gear box.



3. Connect the bottom of the shock to the new shock location on the bracket. Use M12-1.75 x 65mm bolt, M12 washer, big spacer and M12-1.75 lock nut. Put the spacer between the shock eyelet.



4. Tight all the hardware appropriately at this point. Use a 19mm wrench and socket for the provided M12 hardware.