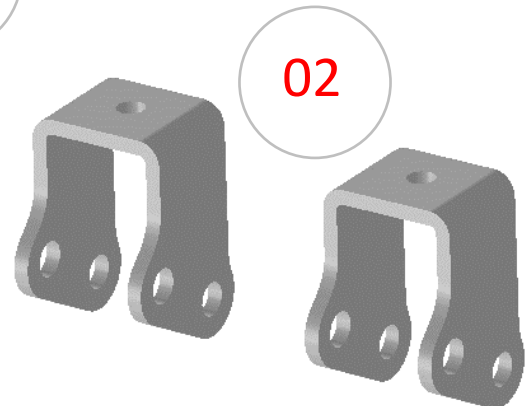
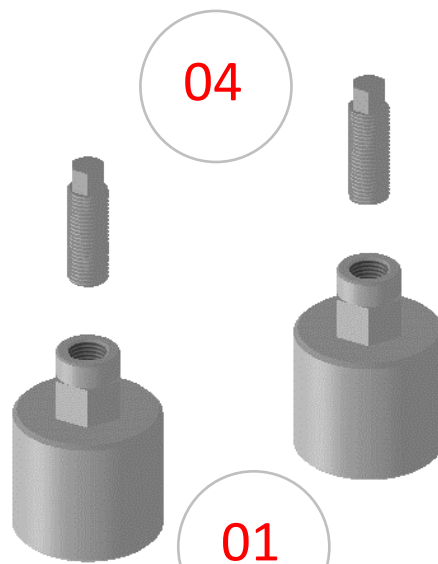
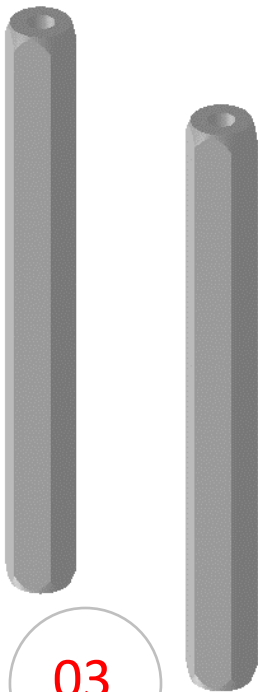




# INSTALLATION INSTRUCTIONS

SKU: **LK-10251**

2" LIFT KIT POLARIS RANGER 500/570 MIDSIZE (2014+)



Item	Part No.	Description	Torque	Qty.
<b>LIFT COMPONENTS</b>				
Those items are shown on the first page.				
01	251-01	Front Lift Spacer		2
02	251-03	Rear Lift Bracket		2
03	251-04	Rear Sway Bar Link		2

<b>FRONT HARDWARE</b>				
Those items are included with each kit to install the front lift components.				
04	251-02	Front Machined Bolt	42 to 44 ft-lbs	2

<b>REAR HARDWARE</b>				
Those items are included with each kit to install the rear lift components.				
05	A-1105	3/8" x 1.250" OD. Flat Fender Washer		4
06	A-1507	M8-1.25 Flange Lock Nut	18.75 ft-lbs	2
07	A-1509	M10-1.50 Flange Lock Nut	36 to 38 ft-lbs	4
08	A-2805	M8-1.25 x 20mm Hex Flange Bolt	18.75 ft-lbs	2
09	A-3023	M10-1.50 x 65mm Hex Flange Bolt	36 to 38 ft-lbs	4
10	A-3025	M10-1.50 x 70mm Hex Flange Bolt	36 to 38 ft-lbs	4
11	B-5002	10mm ID. x 5/8" OD. x 1/8" Lg. Spacer		4
12	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:

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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:

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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

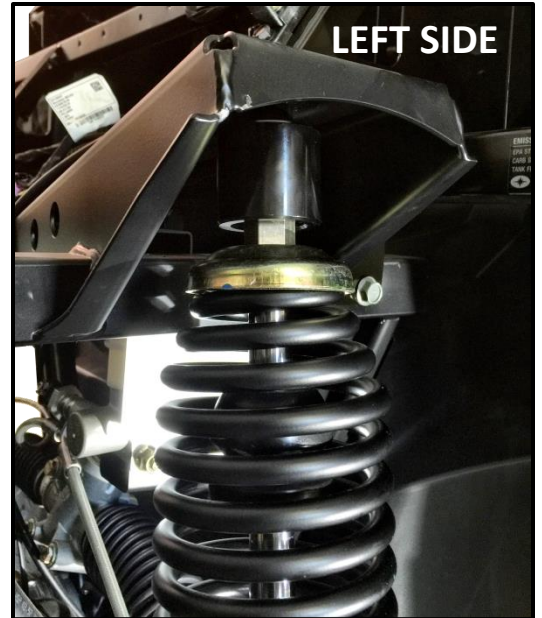
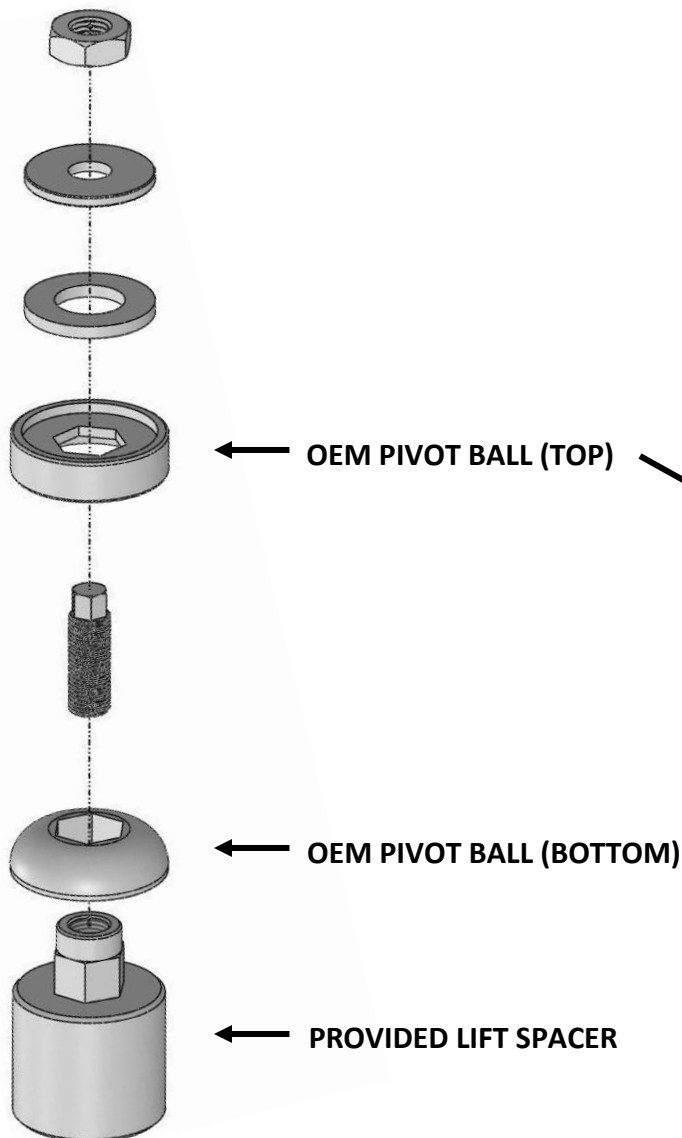
## PREPARATION

- Using a jack under center of front end, lift until the front wheels leave the ground.
- Remove the wheels and open the hood.
- Disconnect the top of the MacPherson struts from the frame shock mount. Use 3/8" and 3/4" wrench. Keep all OEM hardware.

**Note: Don't drop to low, as the axle on some models can come out of the lower CV joint. Use a strap to support A-arms.**

## INSTALLATION

1. Install the lift spacer (01) on the top of the MacPherson strut.
2. Put the OEM pivot ball (bottom) on the lift spacer.
3. Install the provided machined bolt (04) to the lift spacer and tighten.
4. Reconnect the MacPherson strut to the frame shock mount using OEM remaining hardware.
5. Tight the OEM lock nut to factory specification.
6. Repeat the same steps for the opposite side.
7. Close the hood and put the wheels back on the vehicle when the installation is finished. Torque all lugs to factory specification.



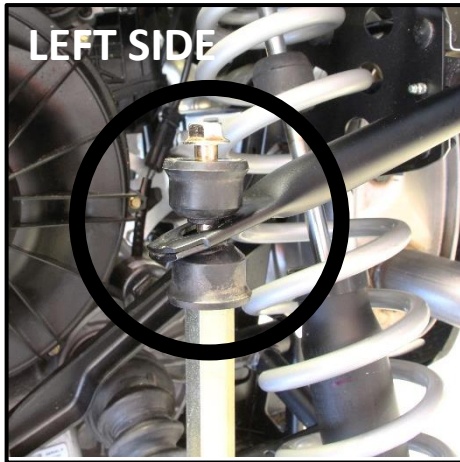
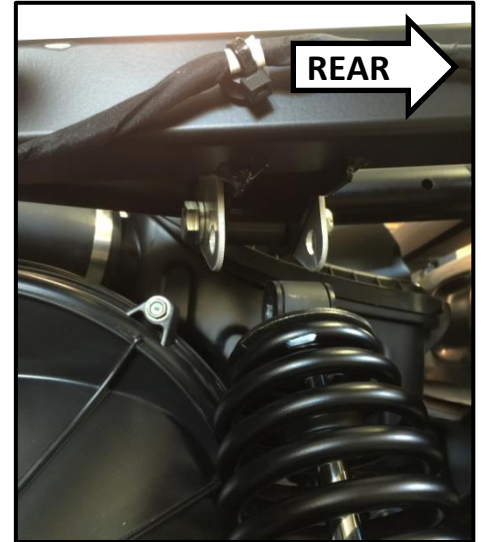
# REAR INSTALLATION INSTRUCTIONS

## PREPARATION

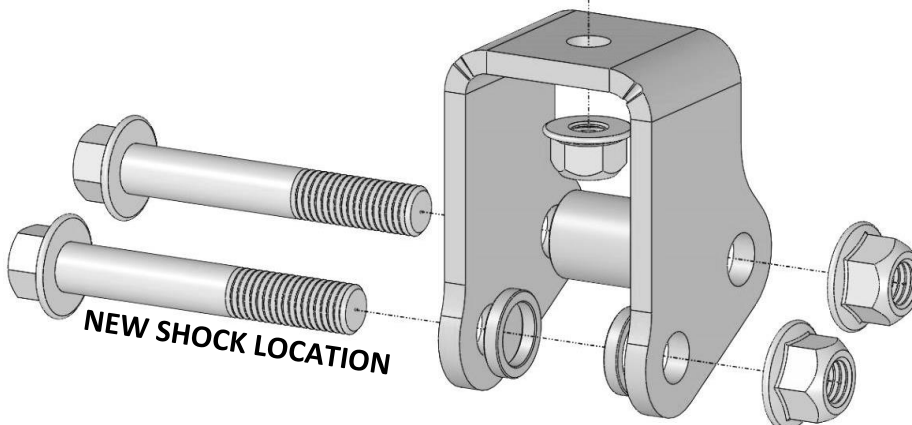
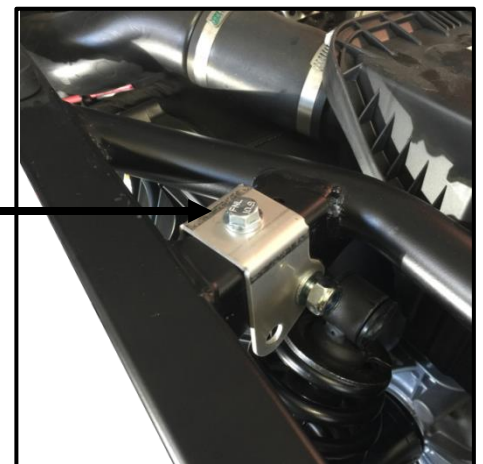
- Using a jack under center of rear end, lift until the rear wheels leave the ground.
- Remove the wheels.
- Raise the cargo box.
- Disconnect the sway bar from the suspension arms, both sides. Keep OEM hardware.
- Disconnect the top of the shocks from the frame mounting shock.

## INSTALLATION

1. Install the bracket to the frame shock mount. Use M10-1.50 x 65mm bolt, big spacer and M10-1.50 lock nut.
2. Secure the bracket to the frame using M8-1.25 bolt and lock nut. Tight completely this nut at this point.
3. Connect the top of the shock to the bracket. Use M10-1.50 x 65mm bolt, small spacers and M10-1.50 lock nut. Put one spacer on each side of the shock eyelet.
4. Tight all the hardware, appropriately.
5. Repeat the same steps for the opposite side.
6. Once both sides will be completed, remove the factory nuts that they are into the factory rubbers (4x). Discard factory nuts.
7. Then, use (2) rear hex sway bar links to re-connect the sway bar to the suspension arms. Use (4) M10-1.50 x 70mm bolt and (4) 3/8" fender washer, with the factory rubber



M8-1.25 BOLT AND LOCK NUT



8. Put the wheels back on the vehicle when the installation is finished. Torque all lugs to factory specification.