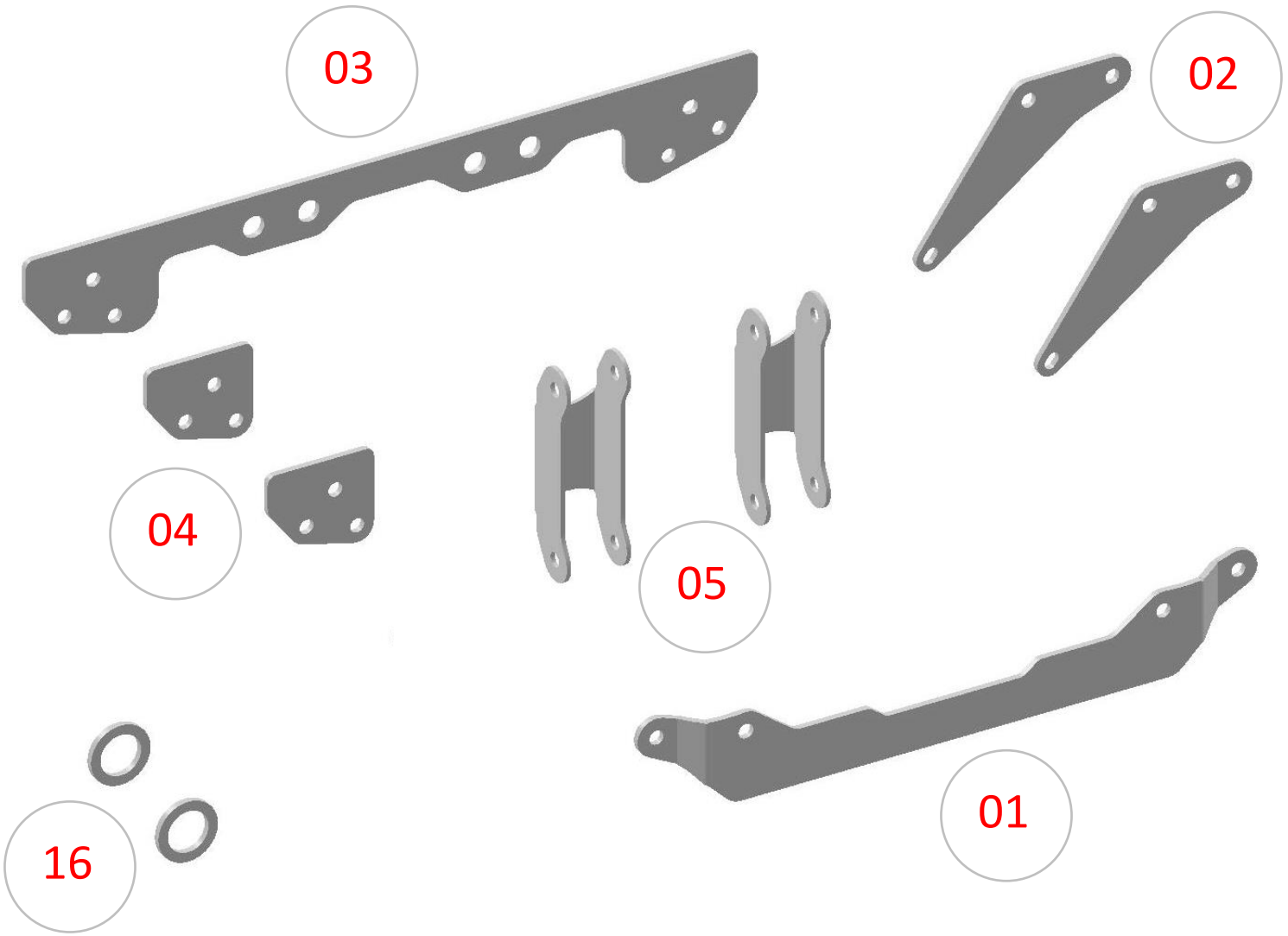
INSTALLATION INSTRUCTIONS

SKU: LK-10259

2" LIFT KIT CAN-AM OUTLANDER G2L 450-570 (15-23)



Item	Part No.	Description	Torque	Qty.

LIFT COMPONENTS

Those items are shown on the first page.

01	**259-01**	Front Lift Bracket		**1**
02	**259-02**	Front Lift Bracket		**2**
03	**259-03**	Rear Lift Bracket		**1**
04	**259-04**	Rear Lift Bracket		**2**
05	**236-05**	Rear Sway Bar Link Bracket		**2**

FRONT HARDWARE

Those items are included with each kit to install the front lift components.

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	**2**
08	**A-2807**	M8-1.25 x 25mm Hex Flange Bolt	18.75 ft-lbs	**2**
09	**A-3021**	M10-1.50 x 60mm Hex Flange Bolt	36 to 38 ft-lbs	**2**
10	**B-5214**	12mm ID. x 11/16" OD. x 7/8" Lg. Spacer		**2**

REAR HARDWARE

Those items are included with each kit to install the rear lift components.

11	**A-1016**	M18 Flat Washer		**2**
07	**A-1509**	M10-1.50 Flange Lock Nut	36 to 38 ft-lbs	**4**
12	**A-1611**	M18-1.50 Low Slotted/Castellated Nut	200 ft-lbs	**2**
09	**A-3021**	M10-1.50 x 60mm Hex Flange Bolt	36 to 38 ft-lbs	**2**
13	**A-3023**	M10-1.50 x 65mm Hex Flange Bolt	36 to 38 ft-lbs	**2**
14	**B-5217**	12mm ID. x 11/16" OD. x 1-1/16" Lg. Spacer		**2**
15	**B-5220**	12mm ID. x 11/16" OD. x 1-1/4" Lg. Spacer		**2**
16	**B-5617**	Rear Axle 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.

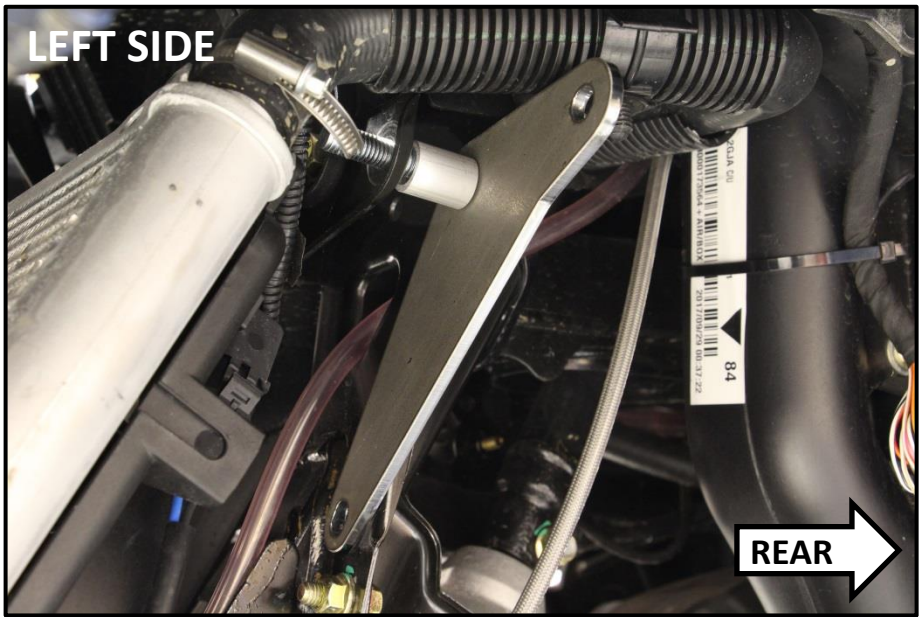
FRONT INSTALLATION INSTRUCTIONS

PREPARATION

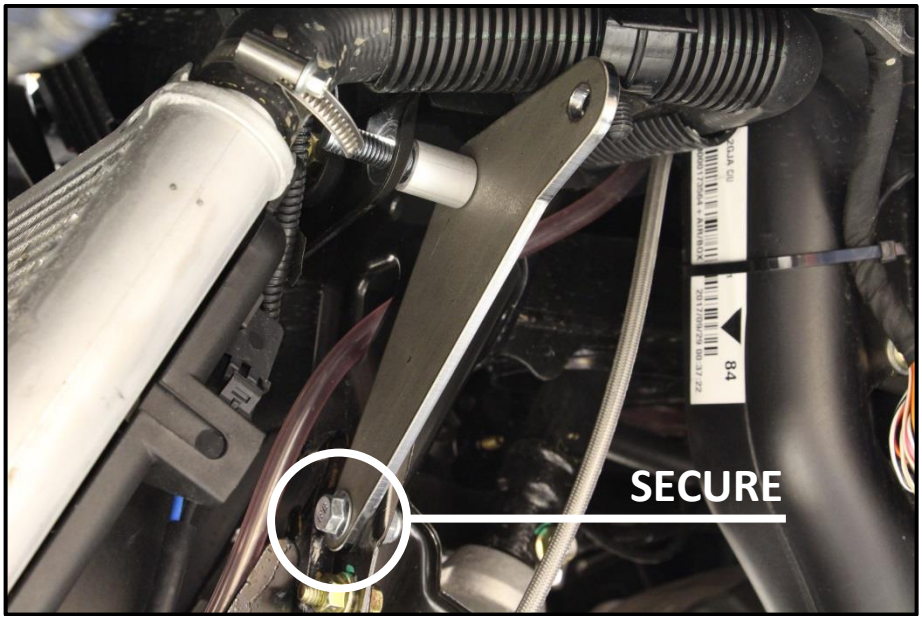
- Using a jack under center of front end, lift until the front wheels leave the ground.
- Remove the wheels.
- Remove the inner fender from both side.
- Disconnect the top of the shocks from the frame shock mount.
- Remove the 8mm factory bolts and lock nuts that they are fixed just under the top of the shock.

INSTALLATION

1. Install the small front brackets (**02**) inside of the frame shock mount, face of the rear of the ATV. Use M10-1.50 x 60mm bolt and 7/8" spacer.

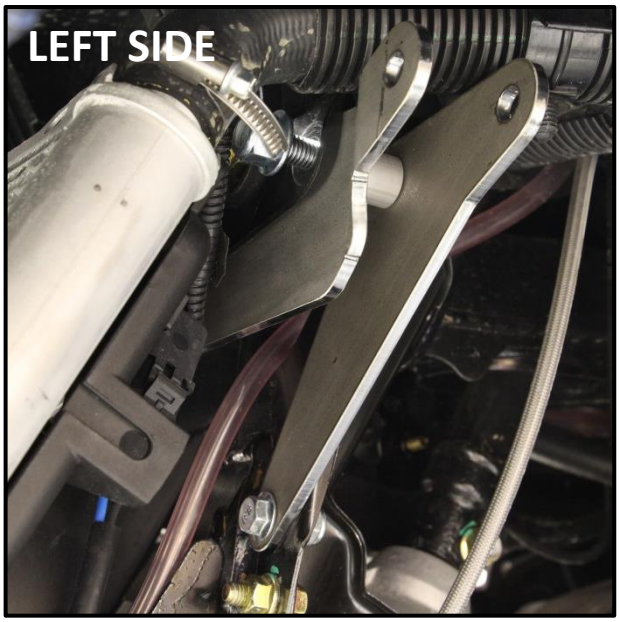


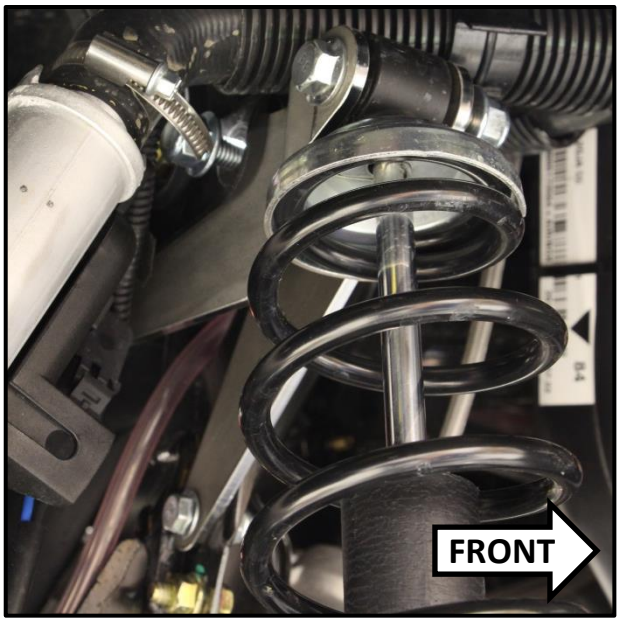
2. Secure the bottom of the bracket to the frame, where the 8mm factory bolt and nut was. Use the provided M8-1.25 x 25mm bolt and M8-1.25 lock nut. Tight this bolt.



3. Repeat the same steps for the other side.

4. Insert the long front bracket (**01**) to the assembly, inside of the frame shock mount. Put one M10-1.50 lock nut at the end of each bolt (2).



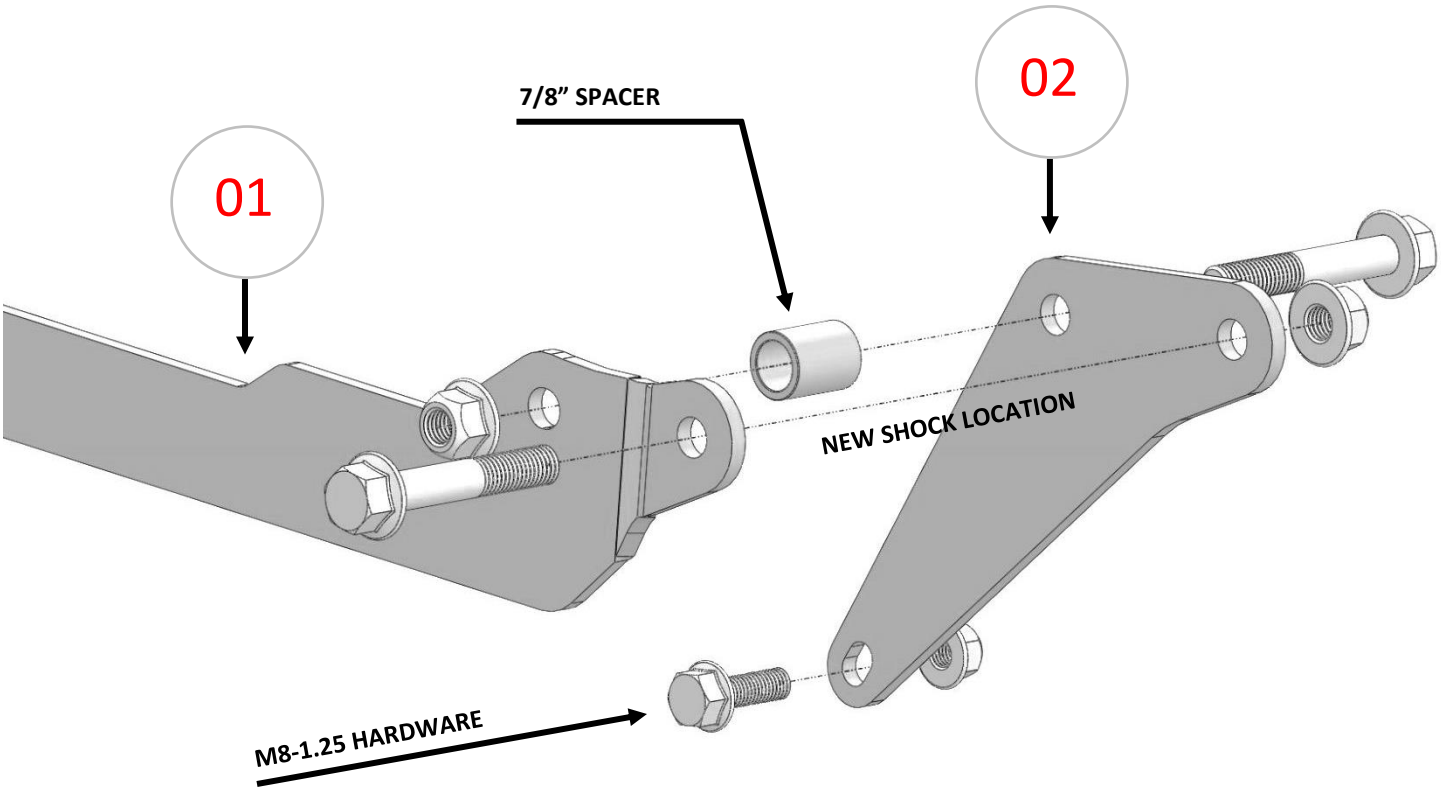


5. Connect the top of the shocks to the new shock location on the brackets. Use M10-1.50 x 60mm bolts and M10-1.50 lock nuts.

6. Tight all the remaining hardware appropriately at this point.

7. Put the inner fenders back on the ATV.

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



(LEFT SIDE)

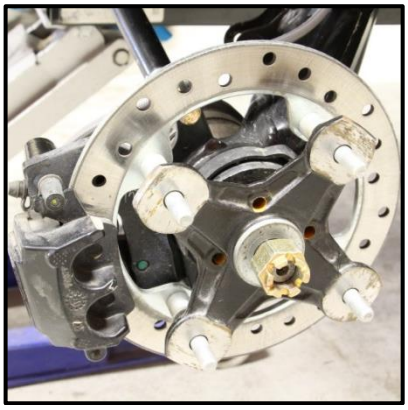
REAR INSTALLATION INSTRUCTIONS

PREPARATION

- Using a jack under center of rear end, lift until the rear wheels leave the ground.
- Remove the wheels.
- Remove the brackets that connect the sway bar to the suspension arm. Save factory hardware.
- Remove the shock. Save factory hardware.

INSTALLATION

1. Remove the right hub from the ATV. Save factory hardware.



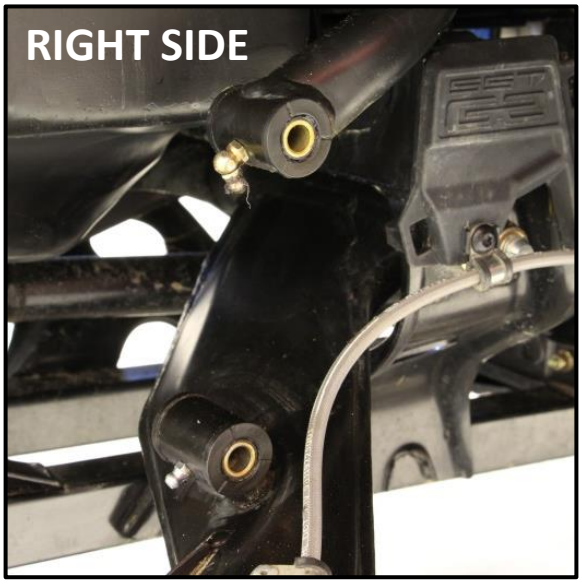

2. Disconnect the pivot rod from one side. Then, remove the pivot rode completely from the ATV.

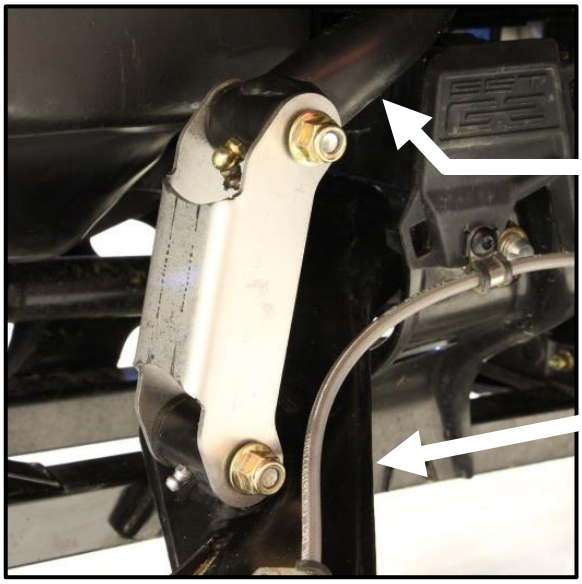
3. Remove the suspension arms.
4. Insert the provided axle spacers (**16**) on the axles (**as shown below**) and place the suspension arms and hubs back. Use the new M18-1.50 castle nuts with the new M18 washers to fix the hub on the axle. Don't forget the factory washers and cotter pins.



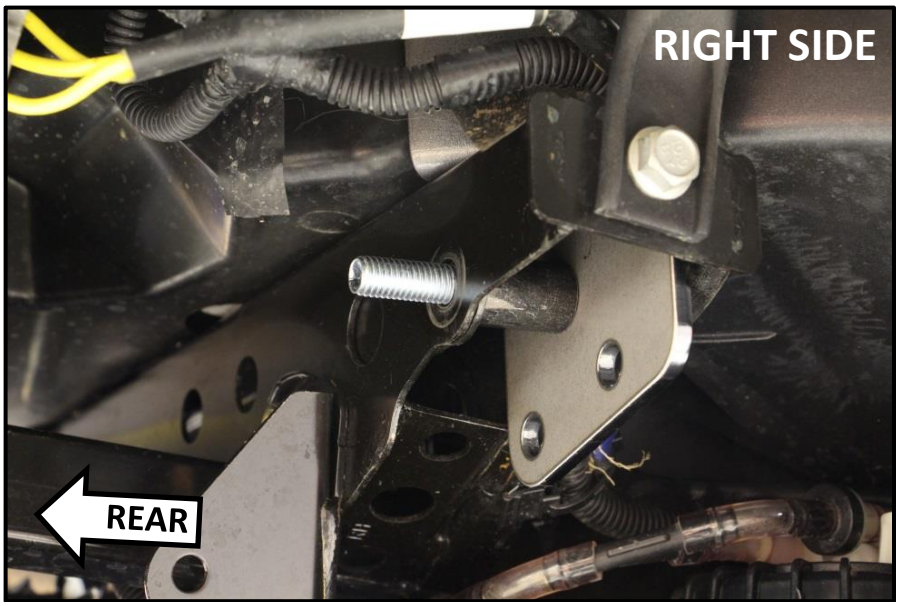
5. Re- connect the suspension arms to the frame using the pivot rod. Torque the pivot rod to factory specification.
   NOTE: *Two persons at this step is a must.*

6. Connect the new sway bar link brackets (**05**) to the sway bar and the suspension arms. Use factory hardware.

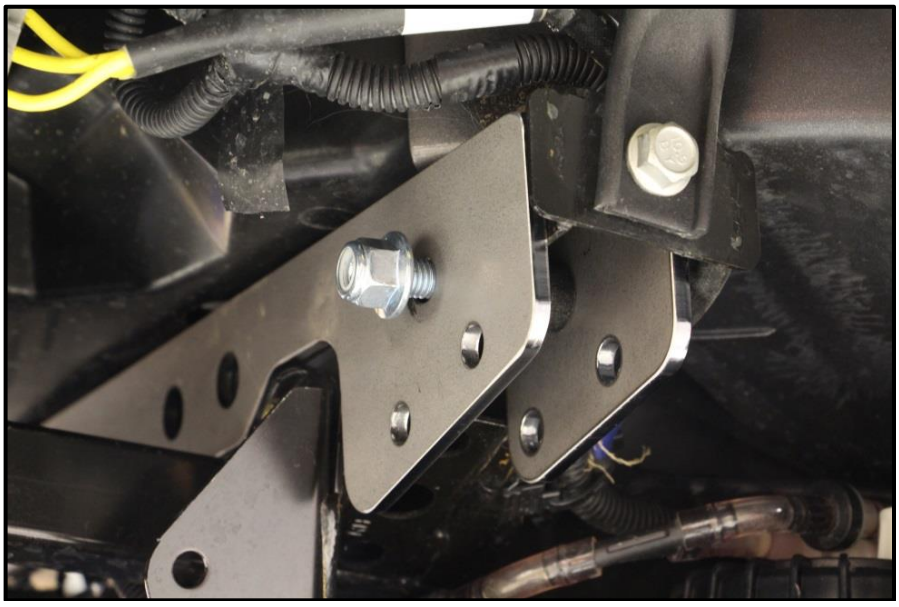




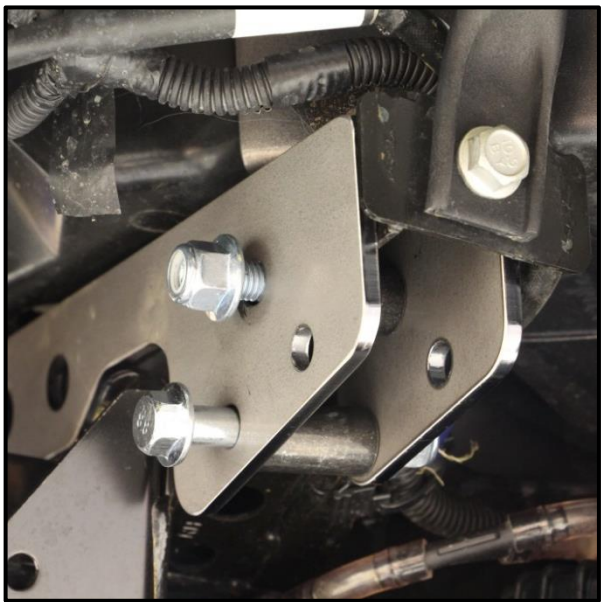
7. Install the small rear bracket (**04**) inside of the frame shock mount, both sides. Put the bracket face of the front side. Use M10-1.50 x 65mm bolts and 1-1/16” spacers.

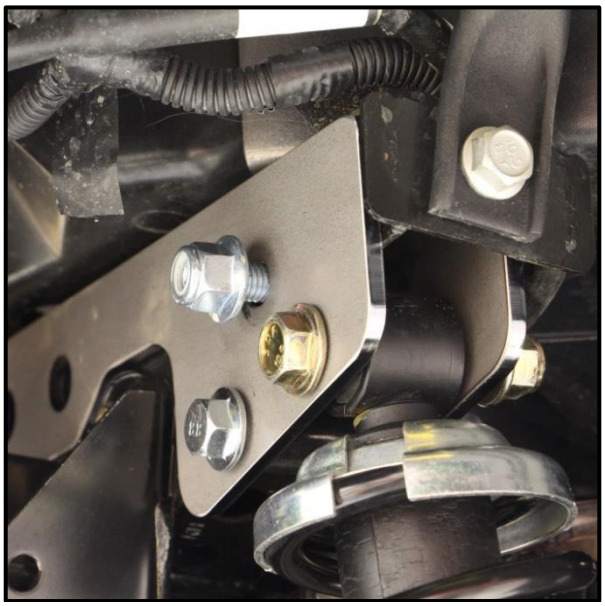


8. Insert the long rear bracket (**03**) to the assembly, outside of the frame shock mount. Put one M10-1.50 lock nut at the end of each bolt (2).



9. Secure the rear brackets together. Use M10-1.50 x 60mm bolts, 1-1/4” spacers and M10-1.50 lock nuts.





10. Connect the top of the shocks to the new shock location on the brackets. Use factory hardware.
11. Connect the bottom of the shock to the suspension arm. Use factory hardware.

12. Tight all the hardware appropriately at this point.

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