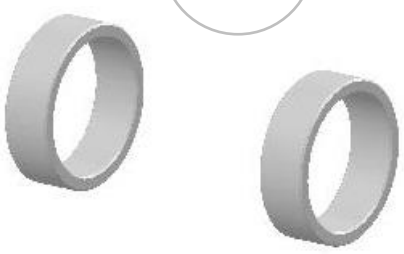
INSTALLATION INSTRUCTIONS

SKU: LK-10262

1,5" LIFT KIT HONDA PIONEER 500/520 (2015+)

01



02

Item	Part No.	Description	Torque	Qty.

LIFT COMPONENTS

Those items are shown on the first page.

01	**262-01**	Front Spring Spacer		**2**
02	**262-02**	Rear Lift Bracket		**4**

REAR HARDWARE

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

03	**A-1510**	M12-1.75 Lock Nut	62 to 64 ft-lbs	**6**
04	**A-3228**	M12-1.75 x 80mm Hex Bolt	62 to 64 ft-lbs	**6**
05	**B-5204**	12mm ID. x 11/16" OD. x 1/4" Lg. Spacer		**4**
06	**B-5206**	12mm ID. x 11/16" OD. x 3/8" Lg. Spacer		**4**
07	**B-5225**	12mm ID. x 11/16" OD. x 1-9/16" Lg. Spacer		**2**
08	**B-5237**	12mm ID. x 11/16" OD. x 2-5/16" 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

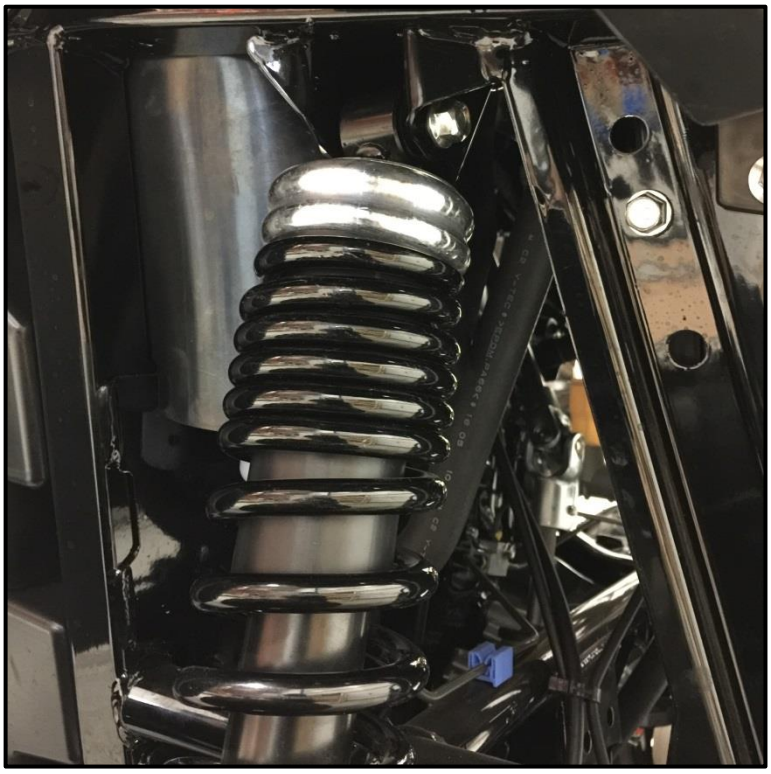
PREPARATION

- Using a jack under center of front end, lift until the front wheels leave the ground.
- Remove the shocks. Save factory hardware.

INSTALLATION

1. Using a shock compressor, compress the spring of the shock absorber.
2. Remove the retaining clip that secure the spring in place.
3. Remove the plastic center from the spring, but keep the spring in place.
4. Insert the spring spacer through the plastic.

5. Put the plastic with the spring spacer back on the spring.
6. Put the retaining clip back on the shock, and decompress the spring.
7. Put the shock back on the vehicle using factory hardware.



8. Repeat the same steps for the other side.

REAR INSTALLATION INSTRUCTIONS

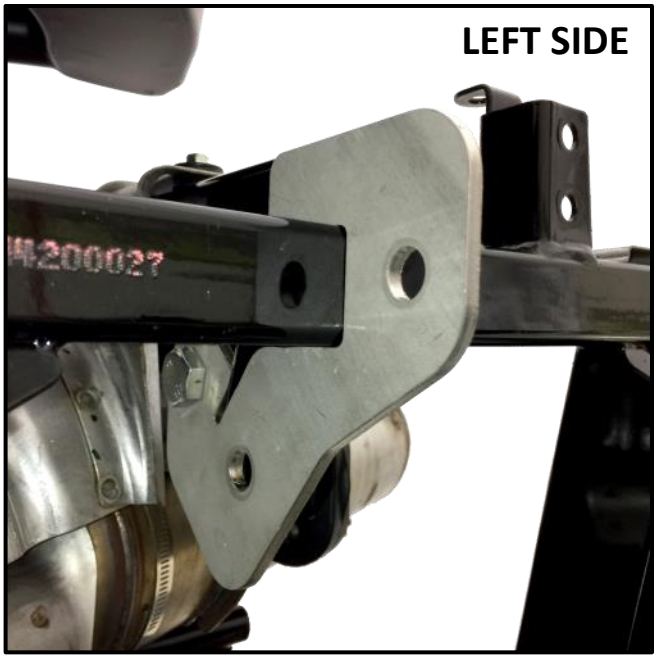
PREPARATION

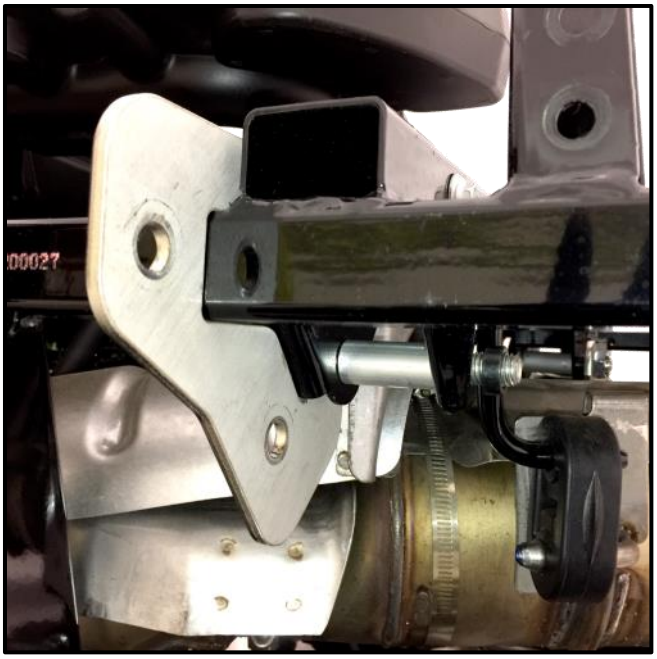
- Using a jack under center of rear end, lift until the rear wheels leave the ground.
- Remove the shocks. Save factory hardware of the bottom of the shocks.

INSTALLATION

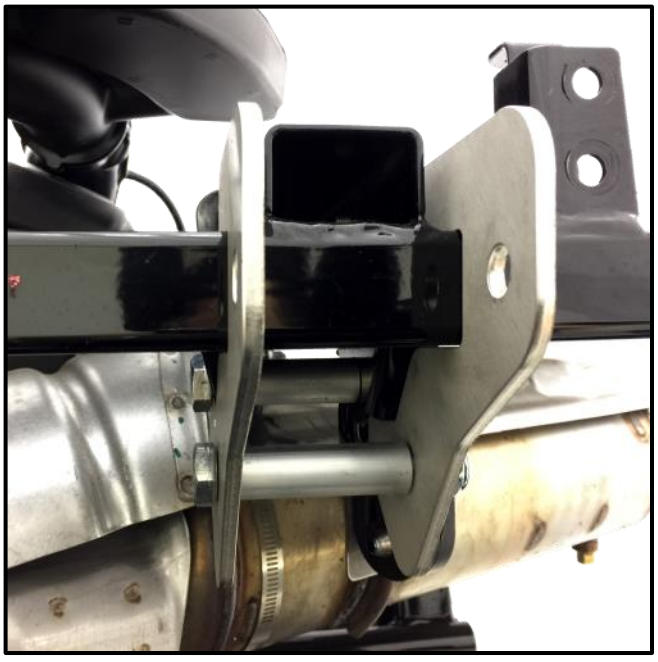
1. Install the rear brackets to the frame shock mount. Put the brackets outside of the mounting. Use M12-1.75 x 80mm bolt, 1/4" spacers, 1-9/16" spacer and M12-1.75 lock nut. Put one 1/4" spacer between the mounting and the bracket, both sides. And the 1-9/16" spacer inside the shock mount.

    - **The bracket will hook around the frame near the shock mounting point.**
    - **Manufactured welding can vary on each machine. If interference occurs when you install the bracket, grind slightly for a proper fit.**

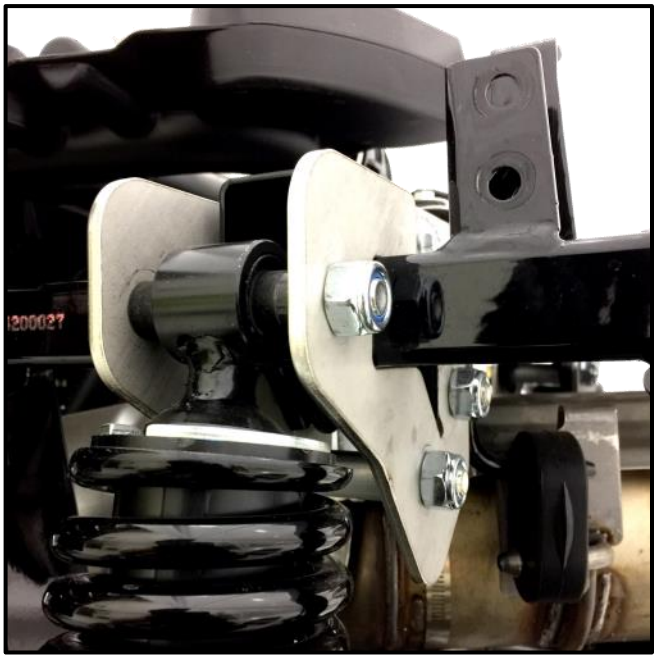




2. Secure the brackets together. Use M12-1.75 x 80mm bolt, 2-5/16" spacer and M12-1.75 lock nut.



3. Reconnect the bottom of the shock to the suspension arm. Use factory hardware.
4. Connect the top of the shock to the brackets. Use M12-1.75 x 80mm bolt, 3/8” spacers and M12-1.75 lock nut. Put one spacer on each side of the shock eyelet.



5. Tight all the hardware appropriately at this point. Begin with the hardware of the step 1 and 2. Finish with the shock.

6. Repeat the same steps for the opposite side.