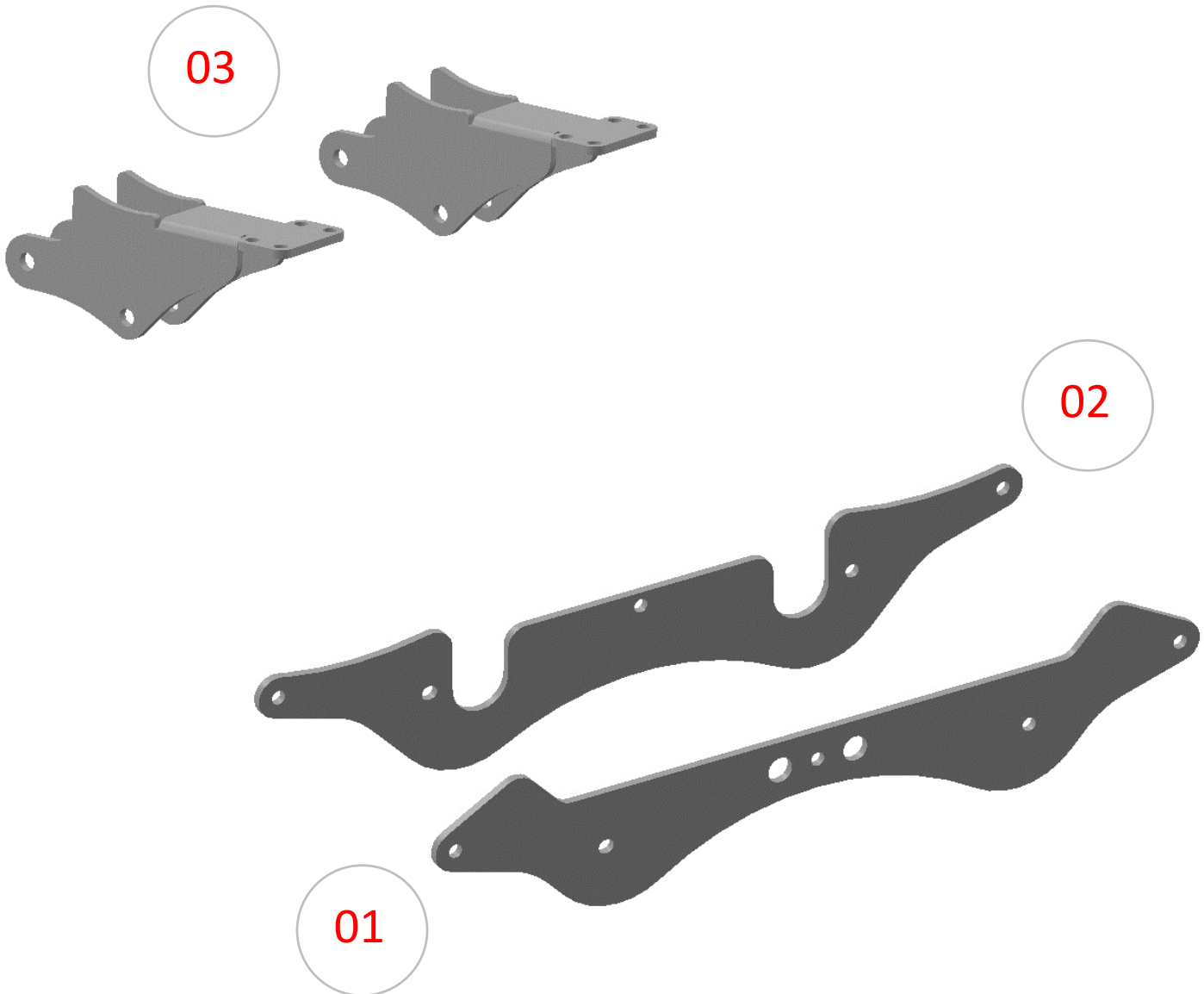




INSTALLATION INSTRUCTIONS

SKU: **LK-10280**

3" LIFT KIT POLARIS RZR XP 1000 TURBO (16-20)



| Item | Part No. | Description | Torque | Qty. |
|--|----------|--|-----------------|------|
| LIFT COMPONENTS | | | | |
| Those items are shown on the first page. | | | | |
| 01 | 266-01 | Front Lift Bracket (outer) | | 1 |
| 02 | 266-02 | Front Lift Bracket (inner) | | 1 |
| 03 | 280-03 | Rear Lift Bracket | | 2 |
| FRONT HARDWARE | | | | |
| Those items are included with each kit to install the front lift components. | | | | |
| 04 | A-1008 | M10 Flat Washer | | 5 |
| 05 | A-1105 | 3/8" x 1.250" OD. Flat Fender Washer | | 1 |
| 06 | A-1509 | M10-1.50 Flange Lock Nut | 36 to 38 ft-lbs | 5 |
| 07 | A-3025 | M10-1.50 x 70mm Hex Flange Bolt | 36 to 38 ft-lbs | 5 |
| 08 | B-5003 | 10mm ID. x 5/8" OD. x 3/16" Lg. Spacer | | 4 |
| 09 | B-5219 | 12mm ID. x 11/16" OD. x 1-3/16" Lg. Spacer | | 3 |
| REAR HARDWARE | | | | |
| Those items are included with each kit to install the rear lift components. | | | | |
| 04 | A-1008 | M10 Flat Washer | | 8 |
| 10 | A-1010 | M12 Flat Washer | | 12 |
| 11 | A-1510 | M12-1.75 Lock Nut | 62 to 64 ft-lbs | 4 |
| 12 | A-3226 | M12-1.75 x 75mm Hex Bolt | 62 to 64 ft-lbs | 4 |
| 13 | B-5208 | 12mm ID. x 11/16" OD. x 1/2" Lg. Spacer | | 2 |
| 09 | B-5219 | 12mm ID. x 11/16" OD. x 1-3/16" Lg. Spacer | | 2 |
| 14 | 42026 | 3/8"-16 x 1-1/4" Pipe Size U-Bolt | 23 ft-lbs | 4 |
| 15 | 1137024 | 3/8"-16 Lock Nut | 23 ft-lbs | 8 |

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 right shock from the frame shock mount.
- Remove the shock on the left side. Save factory hardware of the bottom portion.
- Remove the hood.
- Remove the vent tube from the frame cross member.
- Remove the clips that attach the wires to the frame cross member.

INSTALLATION

1. Install the inner bracket (02) to the frame shock mount. Put the bracket on the rear side. Use M10-1.50 x 70mm bolts, M10 washers and 1-3/16" spacers. Put the washers each side of the frame mounting. And the spacers between the mounting.



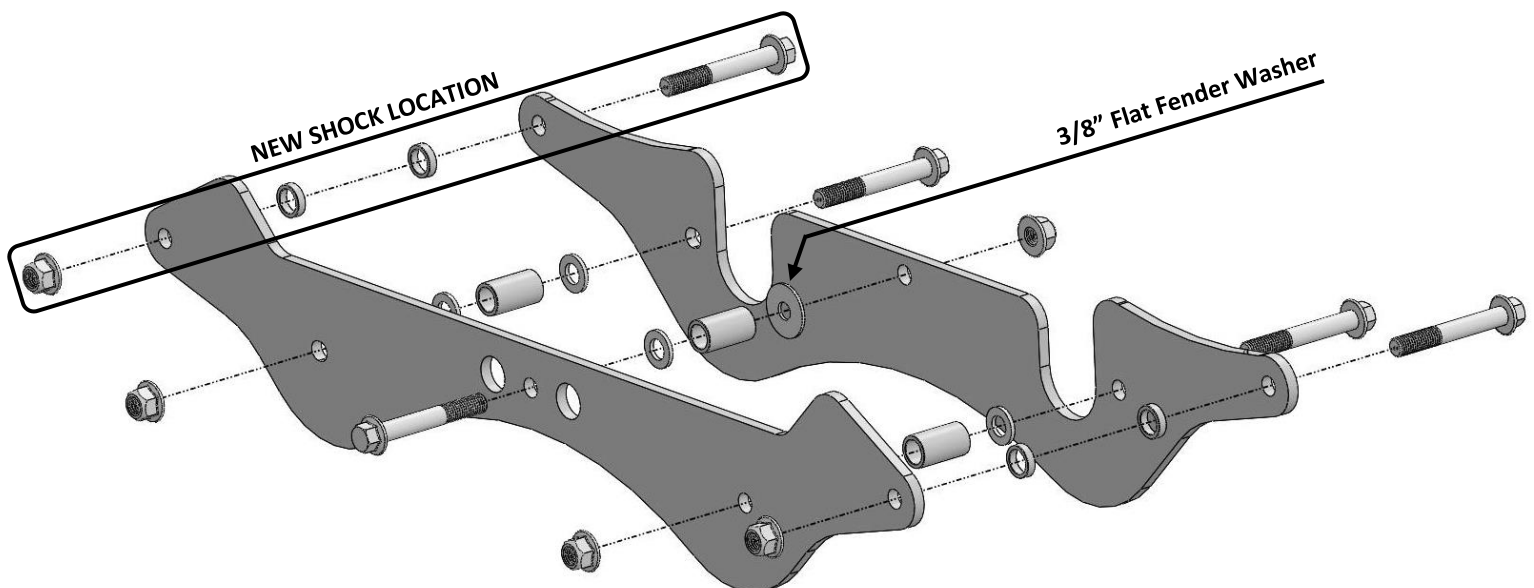
2. Insert the second bracket (01) to the assembly. Secure with M10-1.50 lock nuts at the end of each bolt.



3. Secure the middle of the brackets together. Use M10-1.50 x 70mm bolt, M10 washer, 1-3/16" spacer, 3/8" fender washer and M10-1.50 lock nut.
 - Put the M10 washer between the front outer bracket and the frame mounting.
 - Put the spacer between the frame mounting.
 - Put the 3/8" fender washer between the front inner bracket and the frame mounting.
4. Re-connect the bottom of the left shock to the suspension arm. Use factory hardware.
5. Connect the top of the shocks to the brackets. Use M10-1.50 x 70mm bolts, 3/16" spacers and M10-1.50 lock nut. Put the spacers on each side of the shocks eyelet.



6. Tight all the hardware appropriately at this point.
7. Put the vent tube back through the frame cross member.
8. Put the wheels back on the vehicle when the installation is finished. Torque all lugs to factory specification.



REAR INSTALLATION INSTRUCTIONS

PREPARATION

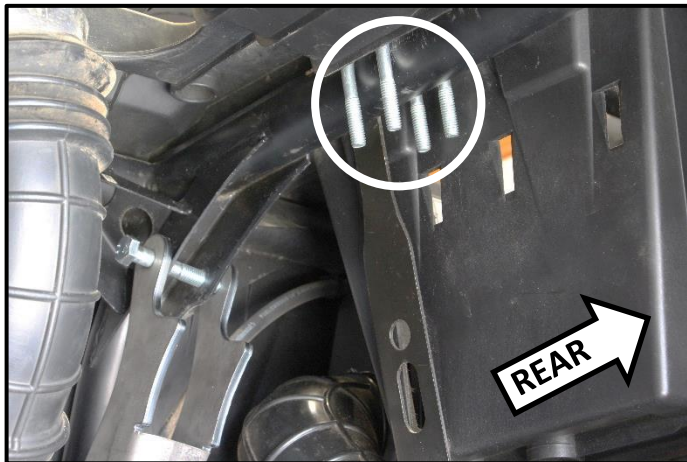
- Using a jack under center of rear end, lift until the rear wheels leave the ground.
- Remove the wheels.
- Remove the shocks. Save factory hardware.

INSTALLATION

1. Install the rear bracket (**03**) to the frame shock mount. Use **(1) M12-1.75 x 75mm bolt**.



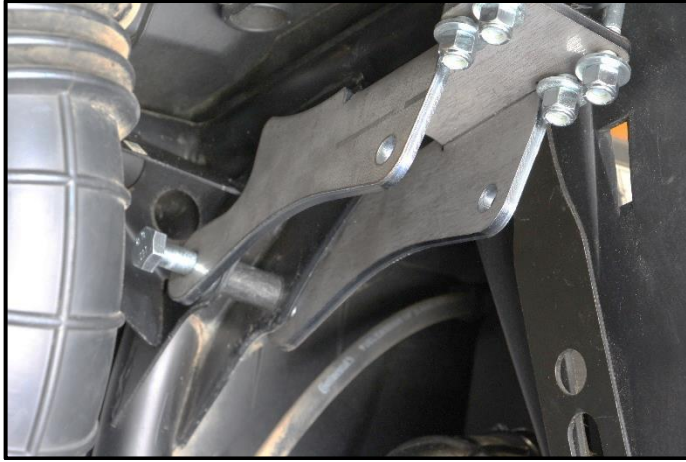
2. Insert **(2) U-Bolt** to the frame, as shown below.



3. Secure the bracket to the U-Bolts using **(4) M10 washer** and **(4) 3/8"-16 nylon nut**. Do not tight completely.



- Secure the bracket to the shock mount using **(2) M12 washer, (1) 1-3/16" Lg. spacer** and **(1) M12-1.75 nylon nut**. Put the washer between the frame and the bracket, both sides. And the spacer inside of the shock mount.



PLEASE TAKE NOTE

ON RZR TURBO FOX EDITION 2018 AND UP, YOU WILL NEED TO SWAP THE REAR SHOCK FROM LEFT TO RIGHT. IF YOU DON'T DO IT, THE RESERVOIR WILL CAUSING INTERFERENCE TO CVT PIPE.

On RZR TURBO WITH WALKER EVANS SHOCK, 2018 AND UP, YOU WILL NEED TO ROTATE THE RESERVOIR AROUND TO GET CLEARANCE FROM THE CVT PIPE.

- Connect the top of the shock to the new shock location on the bracket. Use **(1) M12-1.75mm bolt, (1) 1/2" Lg. spacer** and **(1) M12-1.75 nylon nut**. Put the spacer between the shock eyelet and the bracket, on the inner side.



- Re-connect the bottom of the shock to the trailing arm using factory hardware.
- Tight all the hardware appropriately at this point.



- Repeat the same steps for the opposite side.
- Put the wheels back on the vehicle when the installation is finished. Torque all lugs to factory specification.