

Xtreme Products Inc.
Polaris Ranger with Front Struts
2004-08
XTP750
2" FRONT Lift Only Leveling Kit

Read these instructions carefully. Xtreme recommends, a professional mechanic perform the installation. Care should be taken to follow all standard safety procedures.

A thorough inspection of the suspension should be made prior to performing the installation. Any worn, bent or broken parts should be replaced. After installation another inspection should be made, checking for loose components or missing hardware. Inspect, again after eight hours of operation.

To begin, check to make sure all components and necessary tools are on hand.

Caution!! Do to the changes Polaris made in their bikes. It is possible that you will need to remove some material on the strut housing. This will prevent the strut housing from rubbing the out-board CV boot. Check the attached drawing to see where to remove the material and which boot configuration to look for.

Components:

The kit consists of a set of spacers (Urethane) and two PVC spacers for the front.

Disassembly / Installation Procedure

1.) Begin by loosening the lug nuts on both front tires. Raise the unit, using a suitable lifting device or procedure, until the front tires are off the ground. If using a floor jack with stands, chock the rear wheels to prevent the unit from rolling. If using jack stands, make sure the stands are placed under the frame and not the body. Make sure the unit is **stable and secure**.

2.) Remove the tires / wheels.

NOTE: *Now is a good time to check the threads on the lug studs. Check for rust, pulled threads or other deterioration that could cause a stud/thread failure.*

3.) Remove the brake caliper and tie it up out of the way. Do not let it hang on the hose.

4.) Loosen the top pinch bolt on the strut. This bolt also attaches the brake hose.

5.) Remove the tie rod attaching bolt paying close attention as to the location of the washer/spacer used.

6.) Loosen the bottom ball joint attaching nut. Separate the ball joint and control arm, we recommend using a heavy weight (something larger than the hammer you are striking with) as a backup on the opposite side of the control arm you are striking.

When you strike the control arm where the ball joint is located you want to make a pinching blow so as to cause the ball joint to separate from the control arm. Using a "pickle fork" may cause damage to your ball joint boot causing you to have to purchase another boot.

7.) Remove the axle retaining nut and tap the end of the axle stub to loosen it in the housing. Remove the ball joint nut and drop the control arm. Slide the axle stub out of the hub being careful not to damage the seal. Wrap a cloth around the stub to prevent contamination and carefully tie it up out of the way.

NOTE: PAY CLOSE ATTENTION TO THE INNER PLUNGE SOCKET AND DO NOT DISENGAGE. IF YOU DO, CAREFULLY WORK THE BEARINGS BACK INTO THE SOCKET. FAILURE TO DO THIS WILL CAUSE YOU TO DISASSEMBLE THE UNIT BACK TO THIS POINT AND START OVER. IN WORST CASES YOU CAN DAMAGE THE SOCKET AND HAVE TO REPLACE THE AXLE.

9.) Loosen the lower pinch bolt and slide the strut housing down and off the strut. When you have the housing free place this on a table or in a vise and begin to remove the material necessary to prevent contact with the CV boot.

Insert the PVC Spacer into the strut housing making sure it is fully seated against the bottom of the housing. Also make sure it will not contact the CV boot also. (The PVC Spacers is already cut to aid the process.)

NOTE: On some later model Polaris Sportsman (2010-Up), the strut housing has been redesigned by Polaris so it is not necessary to trim all models.

When you have removed the material necessary place the Polyurethane spacer over the strut and insert the strut back into the housing. Lower the strut in the housing until it seats firmly on the spacer and the coil is sitting in the retainer groove on the Urethane spacer. Tighten the lower pinch bolt.

10.) Take the stub and reinsert into the hub. Do not try to insert it all the way. Take the lower control arm and lift it up and reinstall the ball joint into the control arm. Tighten the ball joint nut finger tight. Place a jack under the control arm to help hold it in place.

11.) You may now insert the stub into the hub and through the bearings. Be sure the inner plunge socket is engaged properly.

12.) Complete the reassembly in the reverse order that you used to disassemble. When you install the axle retaining nut, tighten this firmly making sure the bearings are seated and the axle stub is all the way into the hub. Look at the back of the hub and be sure the stub is all the way in.

13.) Make sure the coil and spacer are seated properly then using the jack you placed under the control arm apply pressure to the control arm, reattach all the components you removed in the reverse order. Make sure the strut is down in the housing and firmly against the PVC spacer. You may check this by inserting your finger through the bottom and checking to be sure the strut is touching the PVC spacer. If not you may use a pry bar inserted in the coil to pry down on the strut until it is in position. Tighten and replace all “cotter pins” you removed.

15.) Proceed to the other side and repeat the steps listed.



On the left is a stock knuckle marked for removal and on the right is one with the material removed. Removing this material will not affect the integrity of the knuckle. And is not necessary on later models.



The PVC spacer is inserted into the aluminum strut housing. The strut is inserted and fully seated down against the PVC spacer. The Urethane spacer is installed onto the strut housing, with the factory steel washer underneath it. The spring is sitting inside the lip of the Urethane spacer



This shows how to push the strut down on the PVC spacer. You may have to apply pressure to the strut on some installations. When you have the strut seated on the spacer tighten the lower pinch bolt.

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- Normal wear and tear (bushings, tie-rod ends, axles, bearings, etc.). Scratches or defects in product finishes (powder coating, plating, etc.),
- Damage to or resulting from racing, competitions, contests, jumping or activity causing the suspension to limit-out.
- Accidents, impact by rocks, trees, obstacles or other aspects of the environment.
- Theft, vandalism or other intentional damage.

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Important Product Use and Safety Information / Warnings

As a general rule, the taller a unit is, the easier it will roll over. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width: In other words, go "wide" as you go "tall". Always use as wide a tire and wheel combination as feasible to enhance vehicle stability. We strongly recommend, because of rollover possibility, you should avoid situations where a side rollover may occur.

Generally, braking performance and capabilities are decreased when significantly larger / heavier tires and wheels are used (take this into consideration while driving).

Also, using tires that are taller or shorter than factory height will cause an erroneous speedometer reading.

Do not add, alter or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Xtreme Products product purchased. Mixing or adding different component brands are not recommended.