



RZR 170 2" Lift Kit

Polaris RZR 170 | 2009+

Part #: 5101225

Rev. 082216

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SAFETY WARNING

RT Pro UTV recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known.

WHY BUY RT PRO UTV

Great off-road driving and racing comes with having the most rugged and durable machine in the pack.

RT Pro UTV performance enhancing products will make your off-road machine stronger, tougher and safer so you can have more fun and less breakdowns.

For over a decade, RT Pro UTV staff have been taking brand new UTVs and driving them to their breaking point. When they bend, break or falter, we take them back to shop and create a fix that stops the problem from happening again.

There is no other company in the industry that puts more thought, engineering and design innovation into their products than we do. Our team is made up of off-road racers, mechanical engineers and talented fabricators who live and breathe all things motorsport. Above all, we share a passion for innovation, quality construction and getting things right.

All of our products are designed for assembly by weekend warriors with normal garage tools and the occasional spot-weld. Assembly directions are complete and thorough.

Remember, when you buy a RT Pro UTV product for your UTV, all of the parts have been designed and manufactured in the United States with U.S. steel and other high quality American components.



RTP5101225

Description	QTY
Front spindle relocators	2
Front relocater shims	2
Rear upper shock mount relocater	1
Rear shock relocater clamps	2
Tie rod replacement tubes	2
Heim joints for outer tie rod ends	2
Heim joint jam nuts	2
Short hi-misalignment spacers for heim joints	2
Tall hi-misalignment spacers for heim joints	2
Tie rod mounting spacers	2
3/8-16 x 1.5" hex bolt	2

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Description	QTY
3/8-16 nyloc nuts	2
5/16-18 x 1.00"	4
5/16-18 nyloc	4
M10-1.5 X 100mm	2
M10-1.5 X 85mm	2
M10-1.5 X 50mm	2
M10-1.5 nyloc	6
Wheel Spacers	2
520 V Inner Chain Link	1
520 VX2	1
Extended front brake lines	1

FITMENT NOTES

N/A

SPECIAL TOOLS

3/8" and 1/2" drill bit

INSTALLATION TIME

Approximately 6 hours
Medium/Hard Difficulty

INSTALLATION INSTRUCTIONS

FRONT END

1. Jack up vehicle and rest on solid jack stands.
2. Remove wheels.
3. Drain and remove front brake lines.

Note: Rears will not be replaced so leave them alone.

4. Remove front brake calipers.
5. Remove tie rods from machine completely. You will only reuse the inner OEM ball joint ends.
6. Remove front hub and spindle assembly as one unit per side. The hub doesn't need to be separated from the spindle.
7. Slide the spindle relocators on as shown in the pictures and locate using the OEM spindle bolt.

**This bolt will be reused.*

8. Once the spindle locators are installed the spindle bolts can remain loose. Use the 3/8" holes provided on the locator to reinforce the mounting of the new parts. You need to use these holes to pilot a 3/8" drill bit through the OEM spindle clevis.

Figure 1



Figure 2



9. Once the holes are drilled, install and tighten the supplied 3/8" bolts. Once the bracing bolts are tightened, finish tightening the OEM spindle bolts. The torque for these should be around 60 ft./lbs.

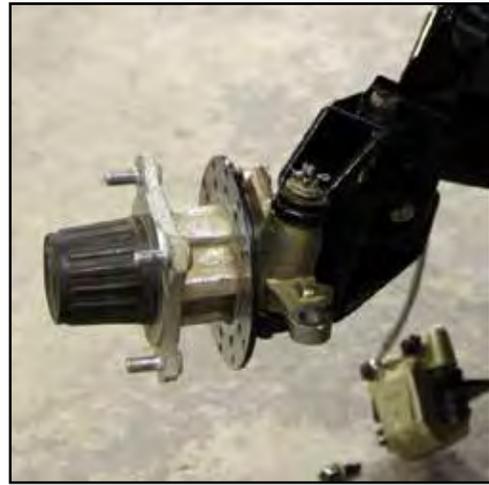
Note: Some units may require a shim on the back side of the clevis to make up a gap here. Use supplied spacers if necessary.

10. Install the spindle/hub assembly into new locator. Torque the spindle bolts to around 60 ft./lbs.

Figure 3



Figure 4



11. Re-install the brake caliper to the spindle.
12. With the OEM brake lines removed, start installing the supplied extended brake lines.

Note: Due to variations in manufacturing, sometimes the banjo bolt supplied with our kit is not the proper thread for the master cylinder. If this is the case re-use the OEM banjo bolt in the new lines.

Figure 5



Figure 6

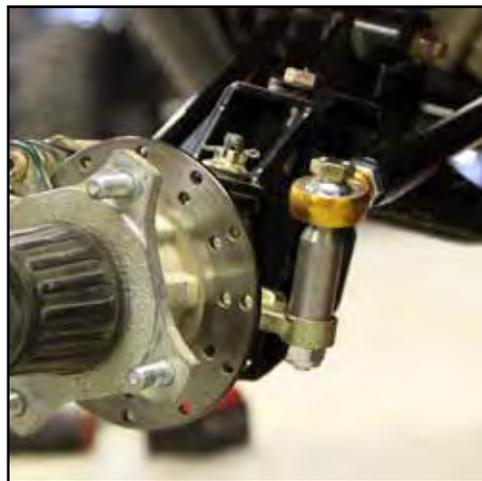


13. Once the new lines are installed and tightened, bleed the brakes thoroughly.
14. The new tie rods are 2" longer and much stronger. Using the OEM inner rod ends and jam nuts, thread the new tie rods to the steering rack. Leave about 1/4" of threads exposed when the jam nut is snugged up.
15. To install the outer end of the tie rods you will need to drill out the mounting hole in the spindle to 1/2" dia. The supplied hardware is assembled as shown below and the small diameter of the tie rod mounting spacers should fit tightly in to the spindle.
16. Using the supplied M10-85mm bolt, assemble the outer tie rod assembly. The heim joint on this end should also have approx. 1/4" threads exposed with the jam nut snug.

Figure 7



Figure 8



17. Center the steering wheel as much as possible. Measure from a symmetrical reference point on the chassis to the outer edges of the brake rotors and adjust the tie rods in and out by spinning them until the rotors are parallel with each other and the steering wheel is centered. Then adjust both rods equally so there is approximately 1/32-1/16" toe-IN. (This means the front edges should be closer together than the rear) Wait to tighten the jam nuts on the tie rods until the machine is back on the ground and level then re-check the toe adjustments.

REAR END

18. Jack up vehicle and rest on solid jack stands under the chassis and NOT the live axle.
19. Remove wheels.
20. Remove repair link from chain and allow chain to separate.
21. Remove upper shock mount bolts and swing shocks back.
22. Slide rear shock relocater in to the OEM shock mounting brackets and re-use OEM shock mount bolts to secure the relocater in place. Wait to fully tighten.

Figure 9

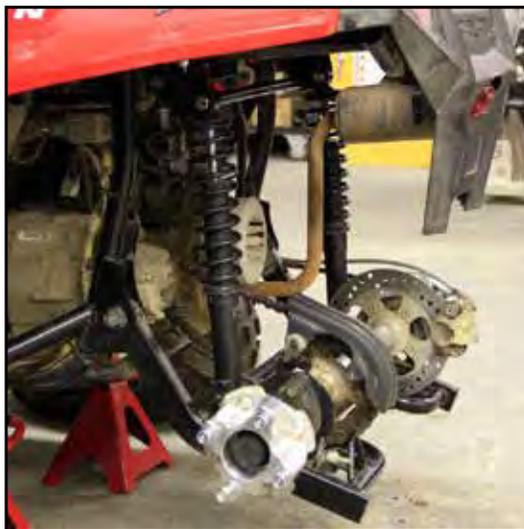


23. Use the supplied clamps and 5/16" hardware to install the clamps over the chassis tube and secure the relocater in place.
24. Install shocks in to the relocater using the supplied M10-50mm hardware and fully tighten all fasteners on relocater as tight as possible.
25. Loosen the chain tension adjustment.
26. Use the supplied 520 VX2 O-ring repair link to lengthen the OEM chain by installing the supplied half link between the OEM repair link and the new one.

Note: A select few of these machines come from China with a different variation of the 520 V chain we supply parts for. We supply a 520 VX2 repair link which seems to be the most universal version available. If you're chain will not work with the supplied link you may need to bring your chain to a local powersports shop to find the correct fitment or contact your local dealer. We cover as many variations as we can but are not responsible for costs incurred if your unit came with an odd chain. The half link should work either way.

27. Once the chain is reassembled re align and adjust the chain for proper tracking and tension.
28. Install the supplied rear wheel spacers with the supplied hardware and reinstall the wheels.

Figure 10



POST INSTALLATION

29. Double check the front toe-in setting and remember to tighten the tie rod jam nuts. Also double check the chain tension before riding and once again after a few miles

THANK YOU FOR YOUR BUSINESS!

For questions or additional information feel free to call and ask for tech support or email us through our website at: rtproutv.com/contact



Show Us Your Ride!

Get a photo of your RT Pro UTV equipped vehicle and send them in for a chance to be featured in our customer gallery!