



Ranger XP Full Size 570/900/1000 3” Lift Kit

Polaris Ranger XP Full Size 570/900/1000 | 2013+

Part #: 5101306

Rev. 071017

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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.

RTP5101206		
Part #	Description	QTY
04574	Front Lift Bracket - Offset A	2
04575	Front Lift Bracket - Offset B	2
04066	Spacer Sleeve 0.625 x 0.095 x 0.813	4
04576	Rear Lift Brackets	4
04056	Spacer Sleeve 0.625 x 0.095 x 1.000	4
04023	Spacer Sleeve 0.625 x 0.095 x 0.500	4

RTP5101206 - Bolt Pack		
Part #	Description	QTY
709	Bolt Pack - Ranger 3"	2
	M10-1.5 x 60mm hex bolt	4
	M10-1.5 prevailing torque nut	4
	3/8" USS flat washer	8

FITMENT NOTES

Does not fit models with strut style front suspensions or Northstar Editions. This kit does not rely on the shock adjuster collar to provide lift.
Tire Fitment: Up to 28" Tires on Stock Wheels

SPECIAL TOOLS

N/A

INSTALLATION TIME

Approximately 1.5 hours
Easy/ Medium Difficulty

INSTALLATION INSTRUCTIONS

INSTALLING THE FRONT LIFT KIT

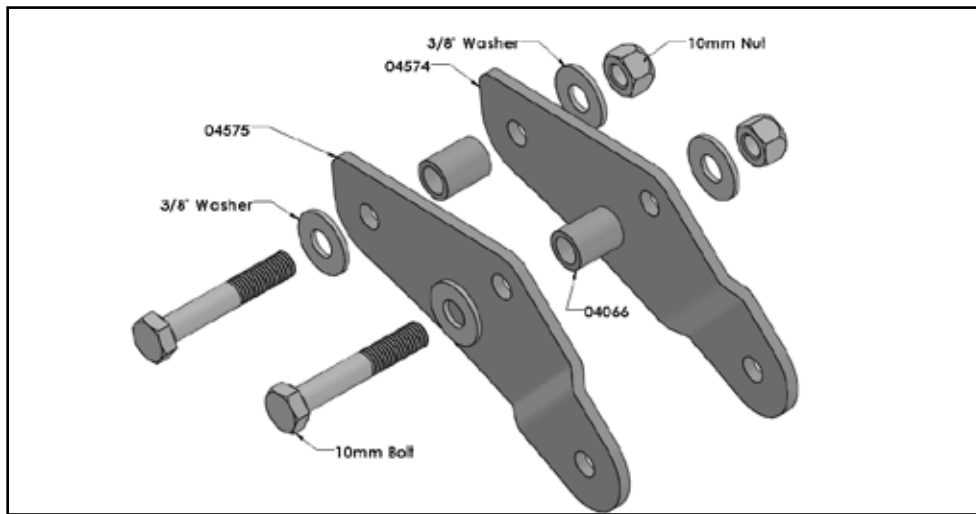
1. Lift the Ranger and use two quality jack stands to secure.
2. Spin the front tires and check for binding.
3. Starting on the driver's side of the machine, remove the front shock from the upper mount. Keep the factory hardware. Move the shock out of your way.

Figure 1



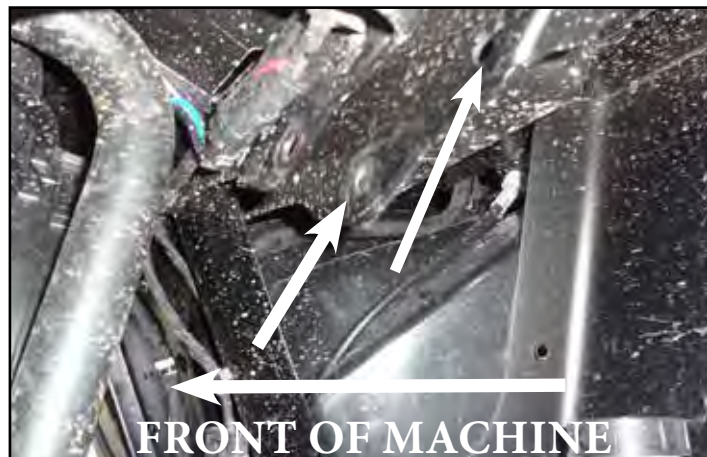
4. Locate the 10mm hardware for the front brackets (Bolt Pack 709), Spacer Sleeves 04066 (4), front lift brackets 04574 (2) and 04575 (2).

Figure 2



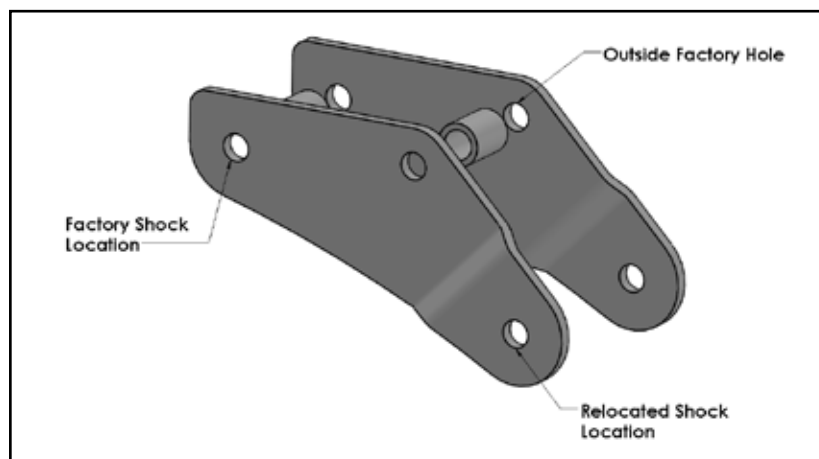
5. Insert two 10mm bolts and 3/8" washers through the factory front of the upper shock mount on the machine and the hole towards the outside of the factory upper shock mount. Figure 3

Figure 3



6. Insert a front lift bracket - offset B (04575), followed by a spacer sleeve (04066) through the two bolts and followed by a front lift bracket - offset A (04574). The lift brackets must be installed inside of the slot for the front shocks and will be flanged outwards so that the upper shock mount can be mounted in the outer hole.

Figure 4 - Driver's Side Shown



7. Install a 3/8" washer and 10mm nut to the back side of the two bolts.

8. Install the shock to the new lower mount with the factory hardware.
9. Tighten all three fasteners to 40 ft-lbs.
10. Repeat the lift installation on the passenger's side of the vehicle.

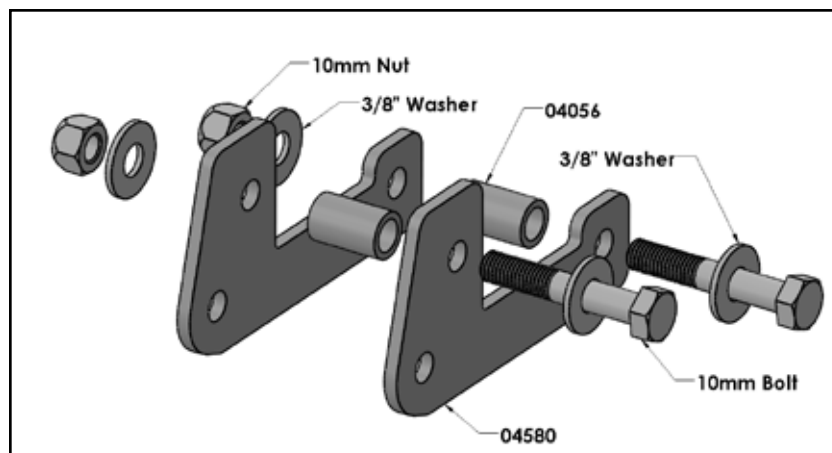
Note: The lift brackets will be reversed on the passenger's side of the vehicle. The front lift bracket - offset A (04574) should be installed towards the front of the factory shock location, followed by a spacer sleeve (04066) through the two bolts and followed by a front lift bracket - offset B (04575) towards the rear of the vehicle in the factory shock location. The lift brackets must be installed inside of the slot for the front shocks and will be flanged outwards so that the upper shock mount can be mounted in the outer hole.

11. Spin the tires and check for binding.
12. Remount wheels and torque lug nuts to factory specifications

INSTALLING THE REAR LIFT KIT

13. Lift the Ranger and use two quality jack stands to secure.
14. Spin the rear tires and check for binding.
15. Tilt bed up.
16. Starting on one side of the vehicle, remove the upper shock bolts. Keep the factory hardware. Swing shock out of your way.
17. Locate the 10mm hardware for the from Bolt Pack 709, Spacer Sleeves 04056 (4), and rear lift brackets 04576 (4).

Figure 5



18. Slide the rear brackets inside the factory shock mounts followed by a spacer sleeve. Use a 10mm bolt and 3/8" washer to hold the rear bracket in place.

Figure 6

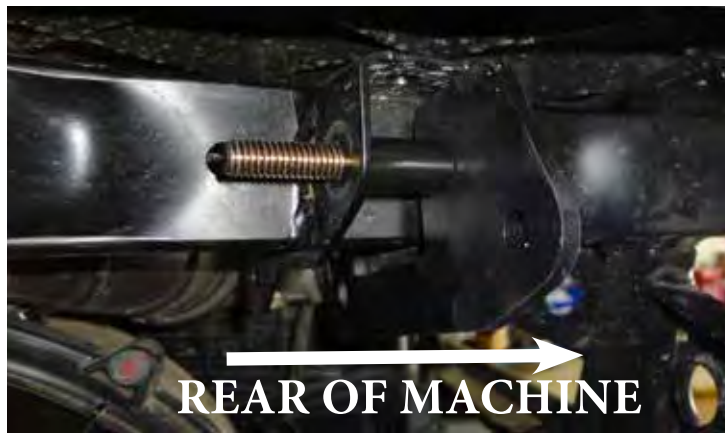


Figure 7



19. Install another rear lift bracket on the outside of the factory shock mounts onto the 10mm bolts.
20. Install a 3/8" washer and 10mm nut to the back side of the two bolts.

Figure 8



21. Install the shock to the new lower mount with the factory hardware.
22. Tighten all three fasteners to 40 ft-lbs.
23. Repeat the lift installation on the opposite side of the vehicle.
24. Spin the tires and check for binding.
25. Remount wheels and torque lug nuts to factory specifications.

REAR SWAY BAR LINK EXTENSIONS

26. The sway bar link bushings extensions are easiest to be installed with the weight of the vehicle on the ground. They can be installed with the rear of the vehicle off the ground, but the links will swing outwards with the motion of the lower control arm.
27. Remove the nut and upper sway bar link bushing on the top of the sway bar link on both sides.
28. Pull up on the sway bar so that the sway bar link is free.
29. Remove the bottom sway bar link bushing.
30. Install the 0.5" spacer on the sway bar link, followed by the sway bar link bushing

Figure 9



31. Push down on the sway bar and line up the sway bar links to go into the holes on the sway bar.
32. Install the upper sway bar link bushing and nut.
33. Repeat the installation of the sway bar link extensions on the bottom (control arm end) of the sway bar link as well. Follow the same procedure as the sway bar link extensions were installed for the upper mounts.

Figure 10



Note: Getting the nuts started again on the sway bar links can be difficult. The sway bar may need to be pushed down to compress the lower bushing so that the nut can be tightened. If this is still not enough to get the nuts started, you can also put a strap around the sway bar (just inside of the bushing assembly) and around the lower a-arm. Tightening down on this will compress the bushing assembly a little more and expose more threads.

Now you are ready to enjoy your new Ranger. With this kit you will have increased ride height because by design, we relocate the factory shock geometry which makes less work for the OEM springs which in turn raises the vehicle. Not only is this a better way to lift the machine than a lower shock relocation; it is also a safer way because with our design we are able to control how far down the shock allows the suspension to drop down. Our design will not allow your CV's to bind because we control the droop. You will however have a slightly higher operating angle at ride height due to the lift, (as with any lift) but the affects will takes years to wear out the CV's depending on your milage.

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!