



---

## **ACE 325/570 2" Lift Kit**

**Polaris Ace 325/570 | 2014+**

**Part #: 5101244**

**Rev. 082316**

---

**491 W. Garfield Ave., Coldwater, MI 49036 · Phone: 517-278-7768**

**E-mail: [sales-rtpro@sporttruckusainc.com](mailto:sales-rtpro@sporttruckusainc.com)**

---

### **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.



RTP5101244		
Part #	Description	QTY
04019	Rear Shock Relocation - DRV	1
04020	Rear Shock Relocation - PASS	1
04069	ACE Front Spring Spacer	2
04070	ACE Front Shock Spacer	2
04022	Spacer Sleeve - 0.625 x 0.095 x 1.1875	2
04023	Spacer Sleeve - 0.625 x 0.095 x 0.500	2

RTP5101244 - Bolt Pack		
Part #	Description	QTY
R112	Bolt Pack - ACE 2" Lift	1
	M10-1.5 x 60mm hex bolt	4
	M10-1.5 nylock nut	4
	M10 flat washer	16
	3/8"-16 x 3/4" bolt	4
	3/8"-16 nylock nut	4

## FITMENT NOTES

This kit DOES NOT fit the Ace 900 SP

## SPECIAL TOOLS

25/64" Drill bit

## INSTALLATION TIME

Approximately 3 hours  
Medium Difficulty

# INSTALLATION INSTRUCTIONS

## INSTALLING THE FRONT LIFT KIT

1. Lift the Ace and use two quality jack stands to secure.
2. Spin the front tires and check for binding.
3. Remove wheels, hubs, brake calipers and outer tie rod ends.
4. Separate a-arm ball joint end from upright and swing the a-arm out of the way.

**Figure 1**



**Figure 2**



**Figure 3**



5. At this point you can loosen the strut clamping bolts and the upright should drop off the strut/spring assembly.
6. Next drop the metal “puck” in to the upright and make sure it’s sitting flat at the bottom.
7. After this you can put the preload spacer on the top of the upright and begin to reassemble.

**Figure 4**



**Figure 5**



**Figure 6**



8. With the strut and upright loosely assembled, reconnect the a-arm to the upright.
9. While the vehicle is still jacked up, set a block or something stationary under the a-arm ball joint. (You can also use a second jack if available.)
10. Now either lower the vehicle on to the block or jack up the second jack you have under the ball joint. The idea here is to compress the spring and get the strut fully seated against the new spacer inside the upright before tightening the strut clamping bolts.
11. Once the strut is fully seated tighten the strut clamp bolts as tight as you can get them.
12. Next torque the axle and ball joint nuts (we use 80 ft/lb for axle and 30 ft/lb for ball joints).
13. Reassemble the brake caliper.

**Figure 7**



14. Reinstall wheels.
15. Spin the front tires and check for binding.

### **INSTALLING THE REAR LIFT KIT**

16. Lift the Ace and use two quality jack stands to secure.
17. With the Ace in neutral spin the rear tires and check for binding.
18. Use 15mm wrench to remove the upper shock bolts. Swing shock out of your way.
19. Remove the bed access panel and proceed to remove the air box. (See service manual if additional information is needed)
20. Locate the bag of rear hardware which should include (4) M10 x 60mm bolts, (4)M10 Nyloc nuts, (4) 3/8 x 3/4" bolts, (4) 3/8 Nyloc nuts, (4) M10 flat washers, (2) 1 1/4" spacers and (2) 1/2" spacers.
21. Position the left and right pieces of the lift kit and temporarily hold them in place with two M10 x 60mm bolts placed through the frames upper shock mount. – the other two will be used in the new upper shock location.
22. Mark the position of four holes that you must drill through the frame.
23. Remove the kit and drill holes. Start with a pilot hole and work your way up to 25/64 (.390").
24. Reinstall the lift kit brackets using the supplied hardware. The 1 3/16" spacers are used to fill the space in the location of the original shock mount. The washers are to make up the additional space between the new shock mount locations.
25. Install the shocks – At this time, tighten all the fasteners as tight as possible starting from the inside and working your way out.
26. With the Ace in neutral spin the rear tires and check for binding.

**Figure 8**



**Figure 9**



## **INSTALLING THE SWAY BAR EXTENSIONS**

27. Use the supplied 1/2" spacers to space the bushing assembly higher up the OEM sway bar link. The OEM system will work with our lift kit. All that is needed is the supplied spacers to move the bushings connection to the sway bar up a little higher.

**Figure 10**



**Figure 11**



*NOTE: Getting the nuts started again on the sway bar links can be difficult. We've found the best way to do this job is use a ratchet strap. Hook the strap to the lower a-arm and around the frame of the Ace directly above. Tighten the ratchet strap until the suspension is compressed enough that the sway bar is perpendicular to the sway bar link. This will allow for the most threads to be exposed.*

*If this is still not enough to get the nuts stated again, 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.*

**Figure 12**



28. Now you are ready to enjoy your new Ace Lift Kit.

---

**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](http://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!