



780 Professional Drive N Shreveport, LA 71105 Phone (318)524-2270

Can-Am Outlander Rear Trailing Arm

Read Before Installation

This product is designed for use on ATVs and/or RUVs to increase ground clearance. Although we have many thousands of satisfied customers and over 1,800 franchised dealers selling and installing accessories, purchasers should be aware that use of this product may increase the frequency of required maintenance, part wear, and increasing risk of roll-over, injury and death on all types of terrain. It is your responsibility to always inform other operators and passengers of this vehicle about the added risks.

We recommend that wider tires and/or wheel spacers be used to achieve a wider stance and to improve stability of the ATV and/or RUV. Riders should be advised that the handling characteristics of a taller ATV and/or RUV 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 RUV must be operated with even more care, at slower speeds. All turns should be done at a slow speed, even on level ground.

Operation of an ATV and/or RUV with or without a lift kit, 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. High Lifter urges that all approved safety gear be worn when riding an ATV and/or RUV as a driver or passenger.

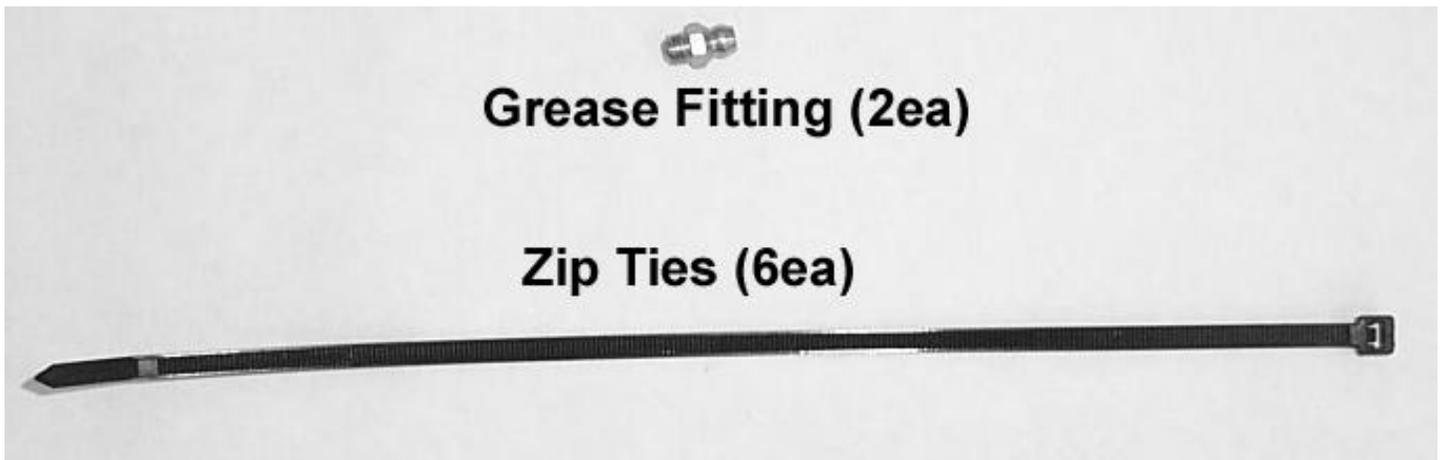
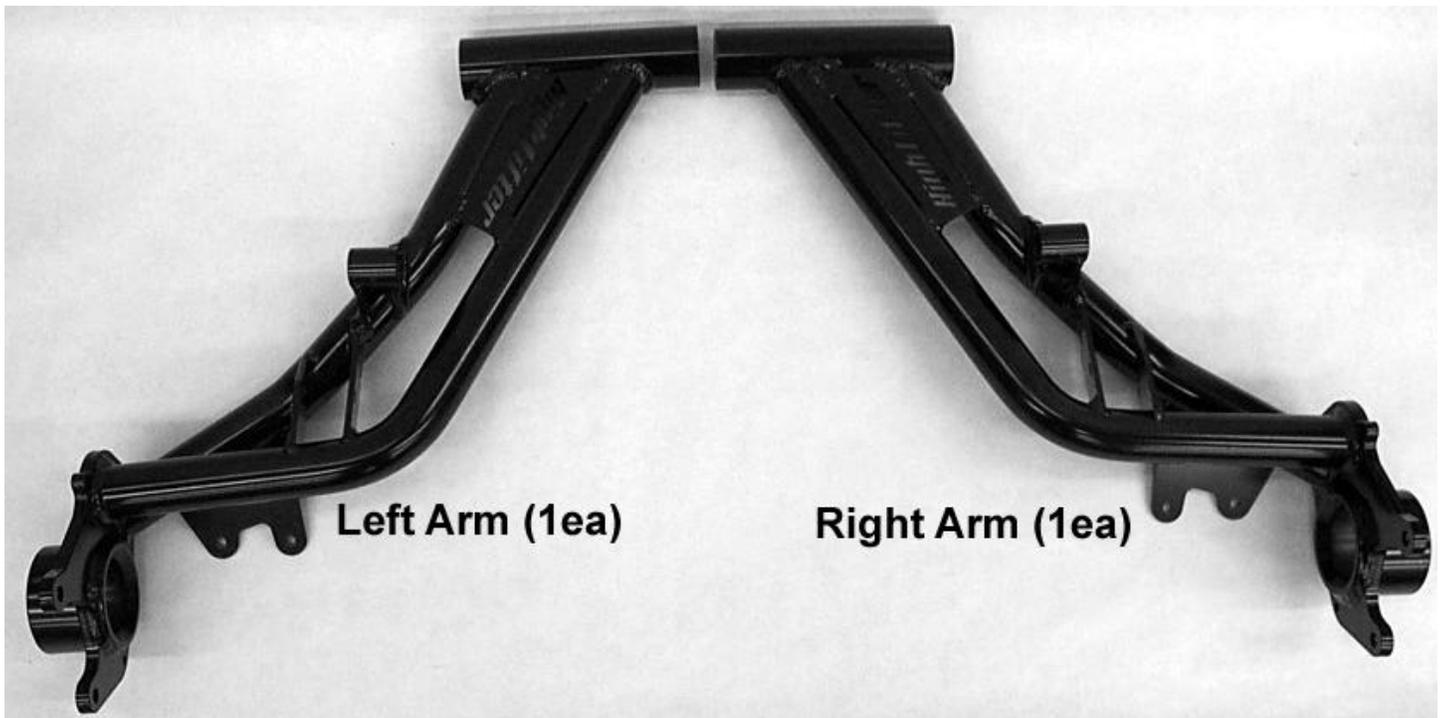
If this product is not what you expected, or is not consistent with your intended use, you should return the product immediately to the seller, before installation, for a refund of the purchase price; less any fees. After installation, product is warranted for 90 days for defects in workmanship and materials. Warranty is limited to refund of the purchase price or replacement of the kit, at the seller's option.

Dealers and 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 RUV that has been modified from its' stock settings. If you install aftermarket accessories, it is your responsibility to also install the warning label prominently in view of the driver and in prominent view of the driver and passenger on RUVs and multi-passenger ATVs. They should also be instructed to notify anyone operating the vehicle, as well as any passengers, that the ATV/RUV has been modified.

As discussed above, it is critically important that they be instructed in the need for slower speed operation, regardless of terrain, after the product is installed.

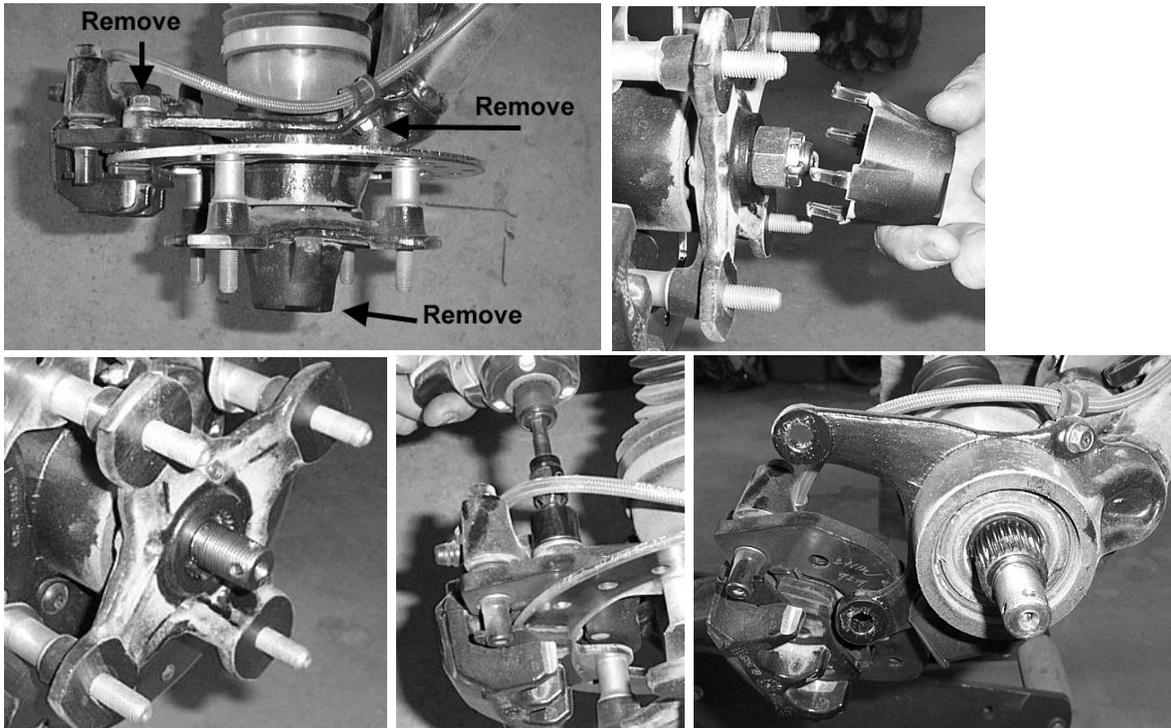
Parts Diagram



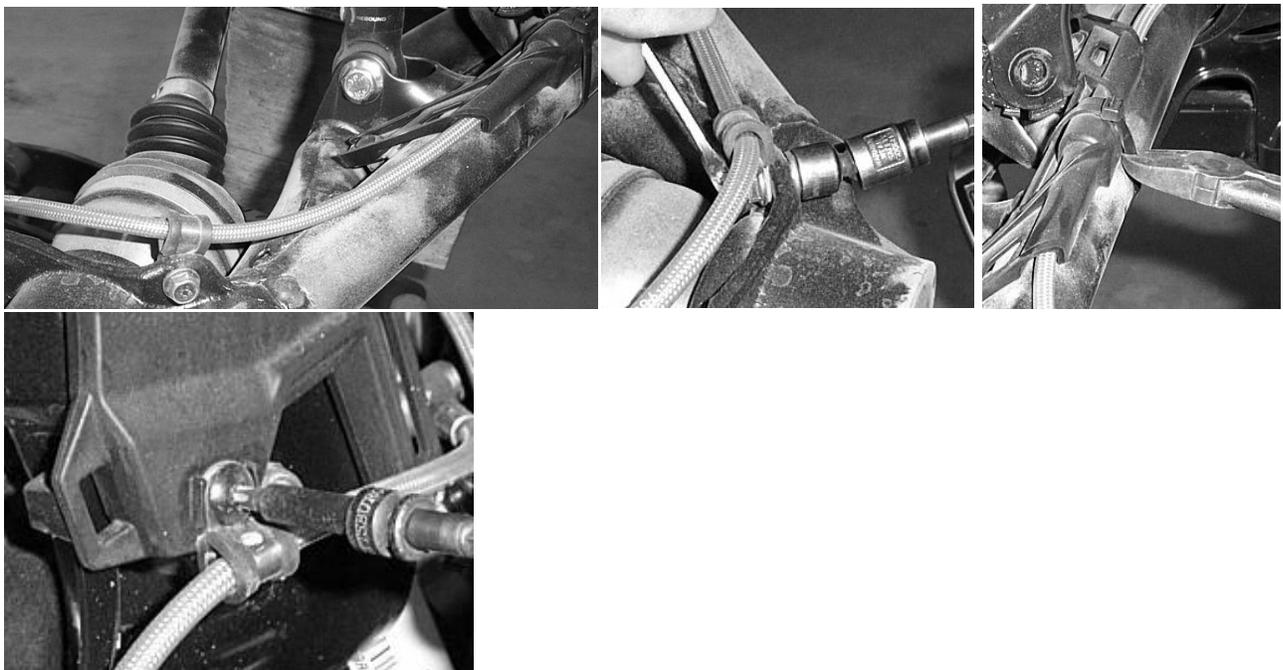
NOTE: At this point you have two options! You can order replacement bearings and seals. We highly recommend this first option! The bearings in the part of the stock trailing arm that connects to the frame are extremely difficult to remove! The second option is to remove the factory bearings. If you choose this option then you need to be aware that is it extremely difficult to remove these bearings and not damage them!

Installation Instructions

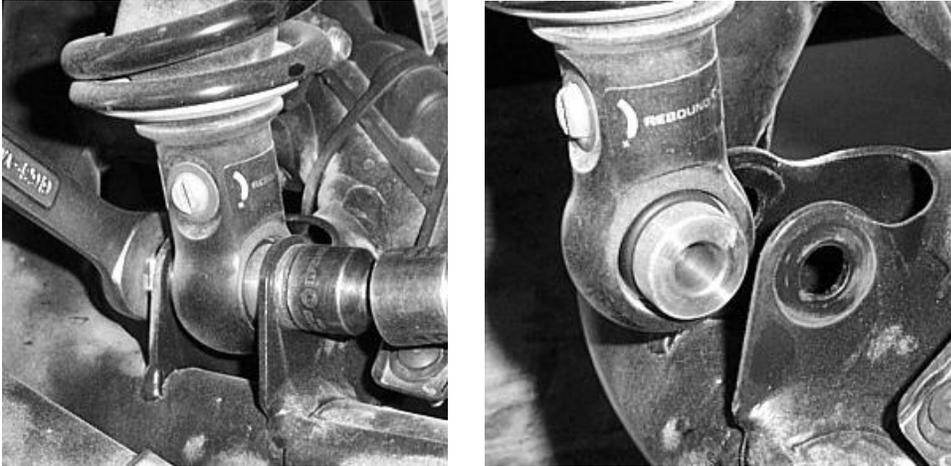
1. Jack up the rear of the ATV, securing it properly so that it does not fall, but it allows the arms to drop to full extension. Remove rear factory tires.
2. We recommend that you use two people to disassemble / remove the stock arms and reassemble/install new arms. It takes two people to install the new arms.
3. The following steps (4-7) must be complete on both sides before you remove the pivot axle that connects both rear trailing arms to the frame
4. Disconnect the caliper/knuckle/hub assembly and brake lines from the factory trailing arms.



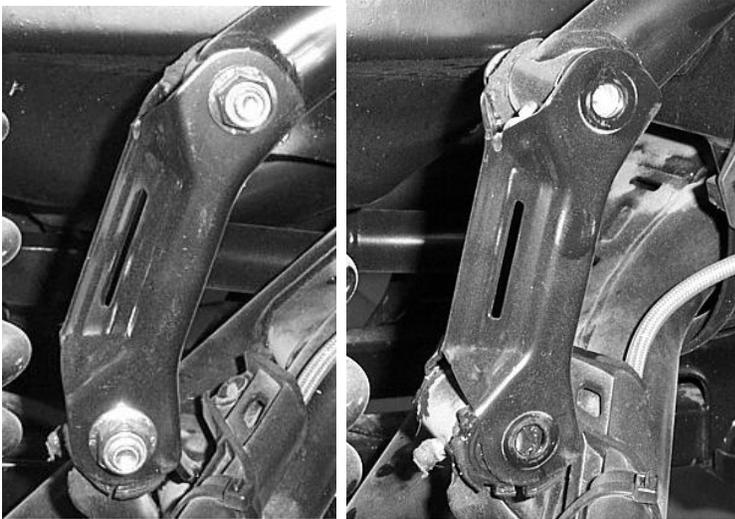
5. Disconnect the brake lines.



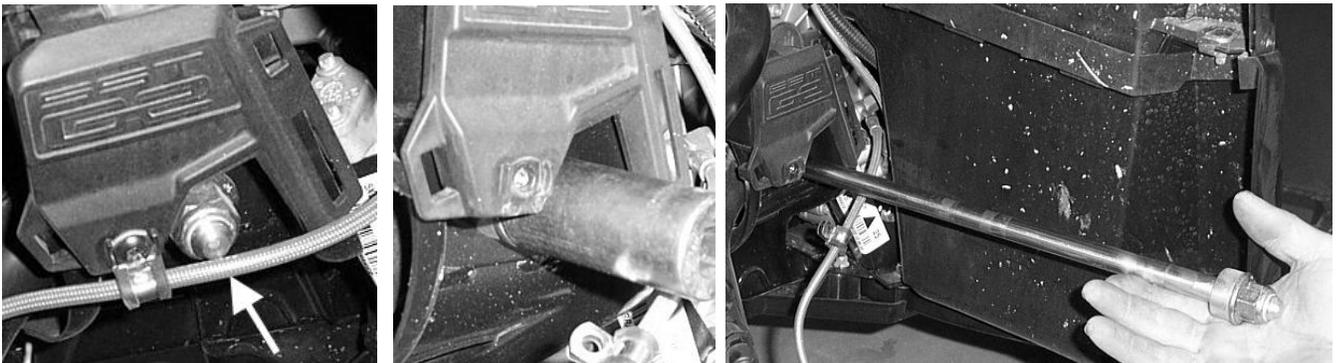
6. Next, disconnect the arm from the shock at the shock mount point.



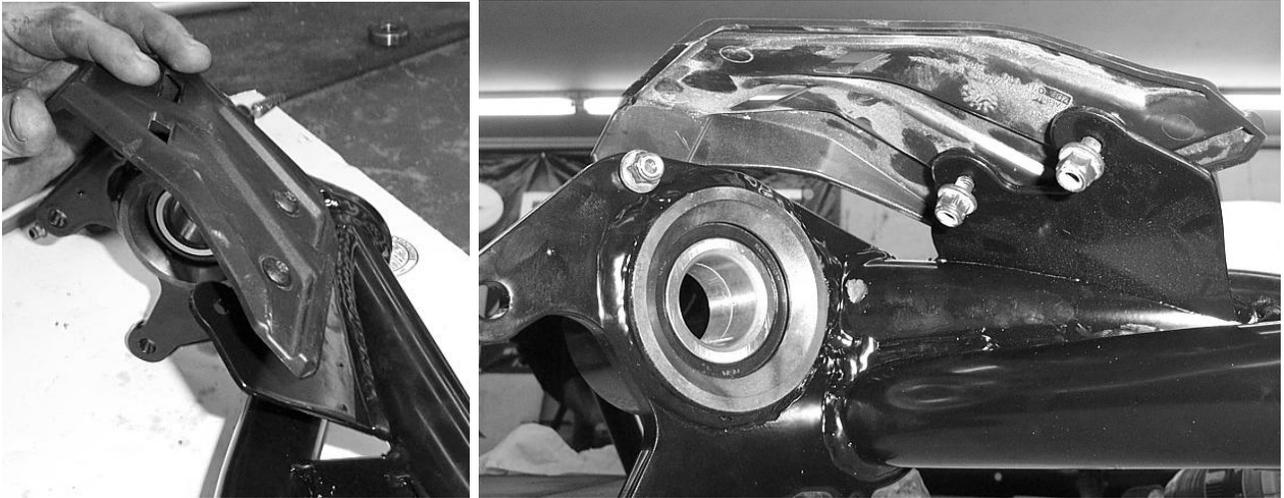
7. Disconnect the sway-bar links from the trailing arms. You will reuse the bushings and sleeves in the stock arms.



8. Now, disconnect the arm from the frame by removing the nut from the left side of the pivot axle on the ATV. Then pull out the pivot axle on the right side of the ATV. It takes two people to do this step!



9. Once you have removed the arm, disconnect the plastic boot protector from the factory arm and reconnect it to the new trailing arm using the factory hardware.



NOTE: At this point you have two options! You can order replacement bearings and seals. We highly recommend this first option! The bearings in the part of the stock trailing arm that connects to the frame are extremely difficult to remove! The second option is to remove the factory bearings. If you choose this option then you need to be aware that it is extremely difficult to remove these bearings and not damage them!

We are not going to include steps on how to remove the factory bearings due to the degree of difficulty in removing them.

NOTE: A press or a vise is suggested for removing and replacing the bearings. If you press in the bearing crooked, **DO NOT TRY TO FORCE IT IN!** If you try to force it straight, you can “egg” the opening. Press the bearing out and reinsert it into the opening, pressing it in with a vise. When applicable, verify that the retaining clip snaps into place after installing the bearings. You should always double check retaining clips for proper fit. Even if you use snap ring pliers, they may not seat. You can use a flathead screwdriver and a hammer to tap the snap ring to ensure that it is seated into the groove

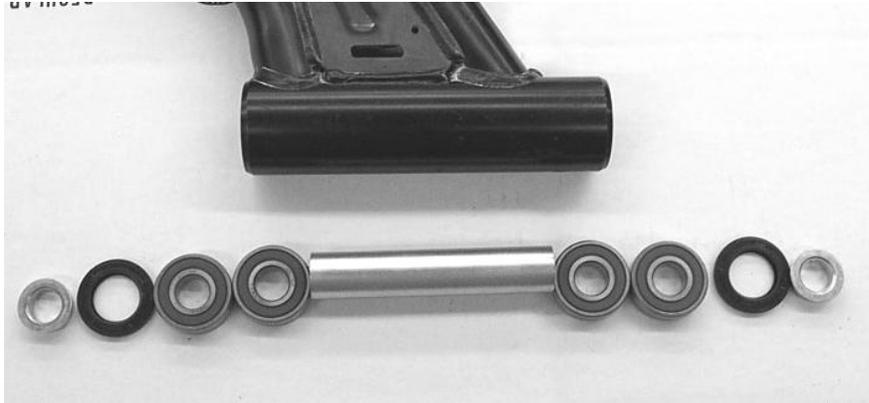
Installation Note: To make the bearings go in easier you can place them in the freezer for several hours. This will shrink the metal enough to help them go in easier.

10. If you reuse your factory bearing, bushings, seal, sleeves, and retaining clip located in the factory arm. We recommend that you check it for wear. Now insert all into the new High Lifter Trailing Arm.

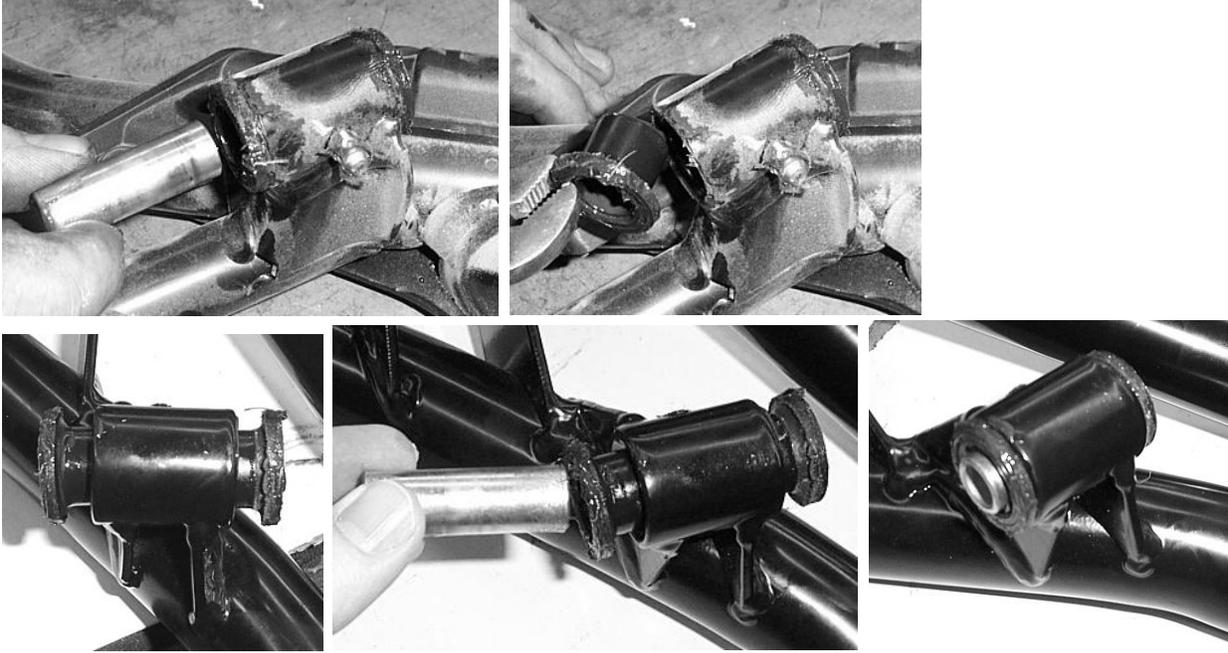
11. Remove the factory retaining ring that holds the hub bearing in place on the factory arm. Starting with the hub end of the High Lifter Trailing Arm, insert the hub bearing and factory clip. Put a little grease on the outside of the bearing and press it in the trailing arm using a vise. Secure it with retaining ring.



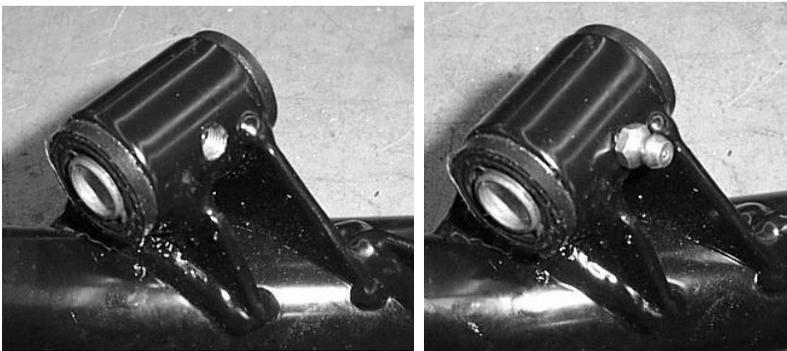
12. Now, install the 4 bearings, 1 sleeve, and 2 seals on the frame end of the trailing arm. This will be difficult!!! Start by installing two of the bearings in one side of the arm. Then insert the sleeve in the opposite end. Next install the remaining bearings. Place the seals and factory spacers on both ends.



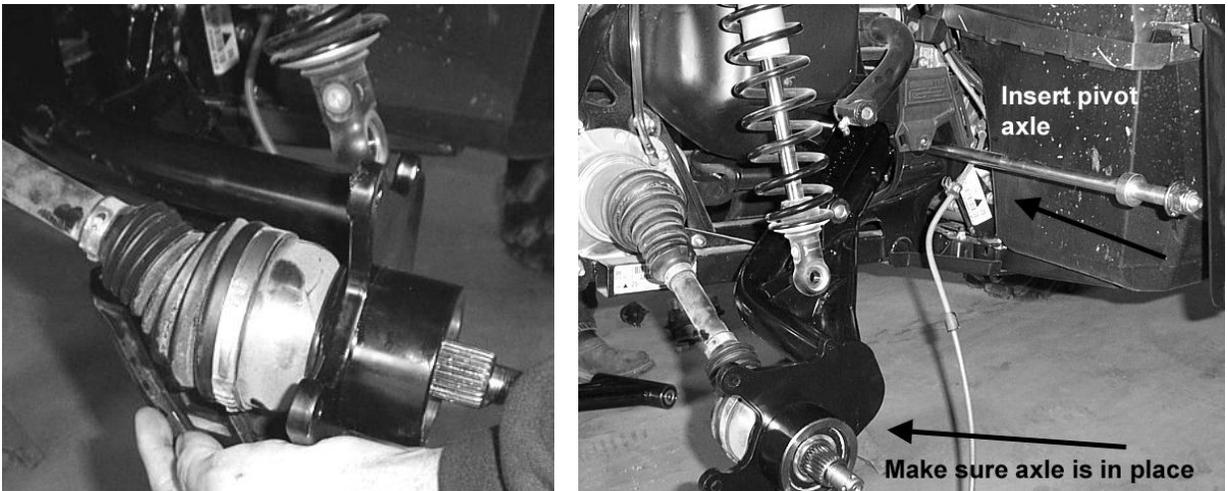
13. Remove the factory bushings and sleeves from the sway bar mount in the stock trailing arm and insert them into the sway bar mount on the High Lifter Trailing Arm.



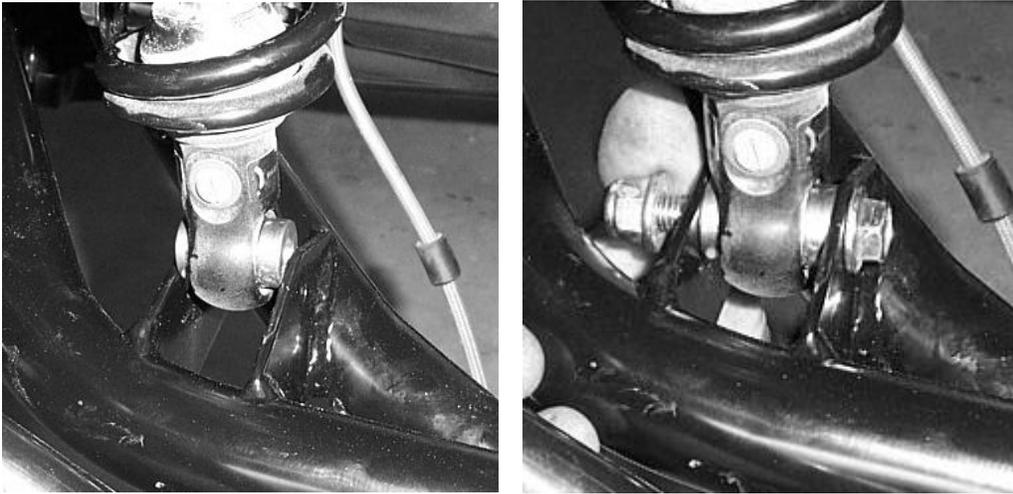
14. Install the grease fitting into the predrilled hole in the sway bar mount. **DO NOT OVER TORQUE THE FITTINGS.** Make sure to fill with factory approved grease.



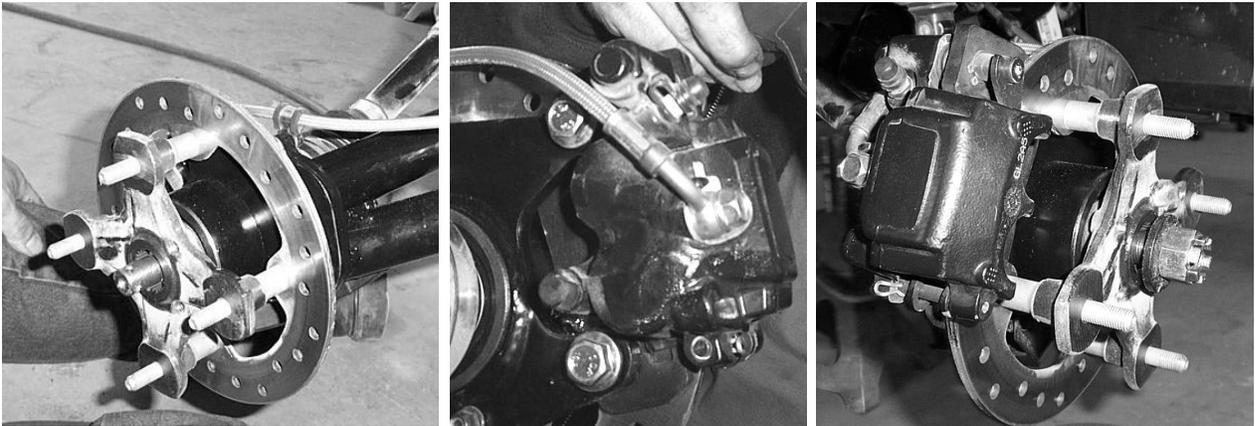
15. When you have installed the bearings, sleeves, bushings, seal and retaining clip, connect the new trailing arms to the frame using the stock nut and pivot axle that held the factory trailing arm in place. **Insert the axle into the trailing arm before you connect it to the frame.**



16. Connect the shock to the new trailing arm using the factory bolt and lock nut.



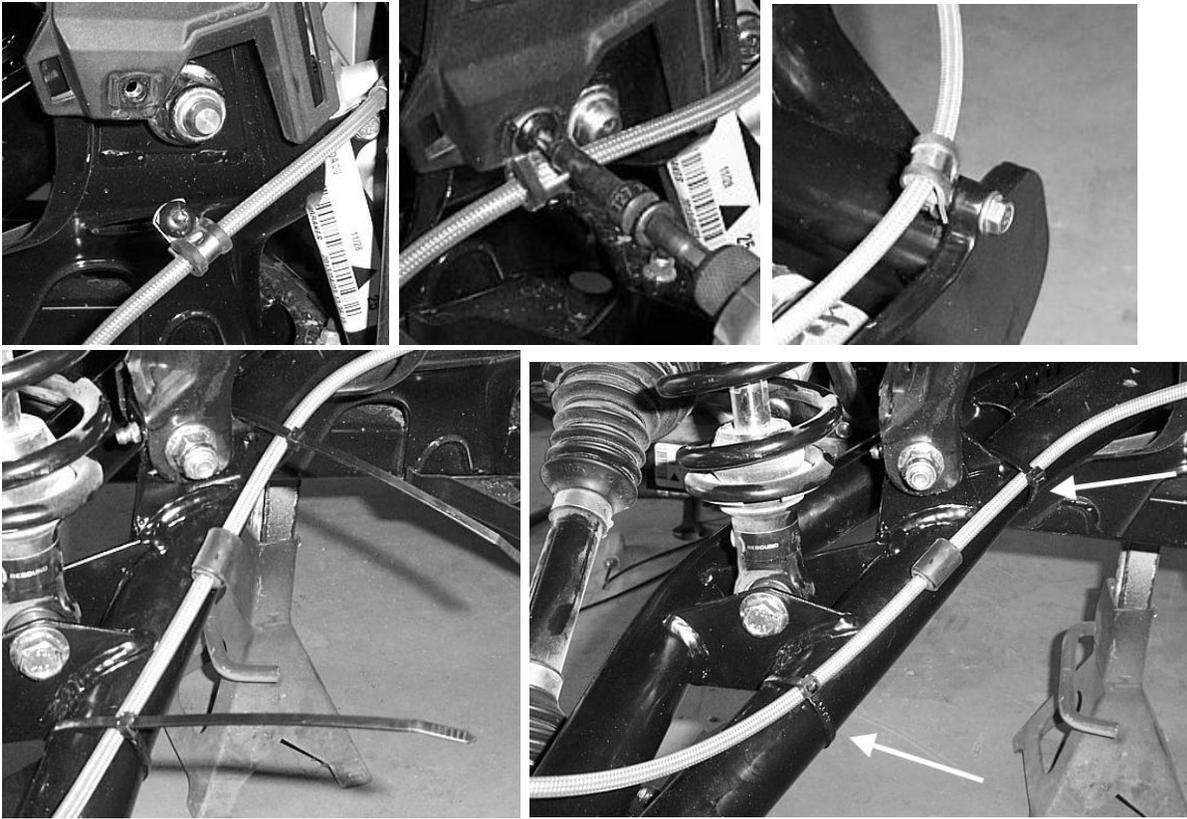
17. Connect the rear knuckle assembly and brake calipers to the new trailing arm using the factory hardware.



18. Next attached the factory sway bar link to the new trailing arm using the factory hardware.



19. Attach brake lines to the new trailing arm by using the factory hardware and zip ties provided in the kit.



20. Repeat the steps for the opposite side.

21. Place the wheels back on the ATV and torque all lugs to factory specifications.

Thank You
For Choosing
HighLifter
PRODUCTS