

HDIFFA-KRX1

HD FRONT FORWARD ARMS FOR THE KAWASAKI KRX 1000



HL

HIGHLIFTER

SEIZMIK™



✉ sales@highlifter.com
☎ 800-699-0947 | 8:00am - 5:00pm CST
📍 7455 Atkinson Drive, Shreveport, LA 71129



www.highlifter.com

Parts Available For These Popular Brands and Others

POLARIS

can-am



HONDA

Kawasaki



PRODUCT DISCLAIMER

The installation of products sold or manufactured by High Lifter Products including, but not limited to suspension components such as lift kits, gear reduction lifts, frame stiffener kits, snorkels, and tires that exceed the original specifications for the vehicle, may change the vehicle's center of gravity and handling characteristics both on- and off-road. You are aware that the installation of tires that are larger than original vehicle specifications may reduce the effectiveness of the braking system. Use of these products may place added stress to the original factory vehicle components which could cause them to weaken or possibly fail.

Products sold or manufactured by High Lifter Products are intended for off-road use only. Operation of a vehicle modified with these products on a road could result in serious bodily injury or death, and such operation may violate the laws of your state or municipality. You agree to operate your vehicle exclusively in the manner intended by the vehicle manufacturer. You agree that failure to safely and reasonably operate your vehicle could result in serious bodily injury or death, and that, as a result of installation of this product(s) to your vehicle, extreme care must be taken to prevent vehicle rollover or loss of control, which may be more likely to occur as a result of said modifications. You will avoid unsafe maneuvers, including sudden sharp turns or other abrupt maneuvers, which could make a vehicular accident more likely. You understand that High Lifter Products is not responsible or liable for any damages or any injuries to yourself or your passengers that could occur upon possible accidents due to driver error, incorrect installations, bad judgment, incompatibility with other aftermarket accessories or natural disasters to the fullest extent allowable by law.

You will have all vehicle occupants fasten seatbelts, if equipped, and wear proper safety equipment, such as DOT approved helmet and eye protection prior to operating the vehicle. You understand and acknowledge that failure to wear proper safety equipment may increase the risk of serious bodily injury or death to yourself and any passengers.

Proper installation of products sold or manufactured by High Lifter Products requires knowledge of the factory recommended procedures for removal and installation of original equipment components. Installation of these products without proper knowledge and experience may affect the performance of these components and the safety of the vehicle and cause serious bodily injury or death. It is strongly recommended that a certified mechanic familiar with the installation of similar components perform the product(s) installation.

Prior to installing any products sold or manufactured by High Lifter Products you will perform or cause to be performed an inspection of their vehicle to confirm its condition is suitable for the installation of these products. A proper inspection of the vehicle includes confirmation that the vehicle has not been in a collision and is free of corrosion. If the vehicle is suspected to have been in a collision or misused, or is otherwise unsuitable for modification, you will not install the product(s). You will continue to inspect the vehicle prior to each use to confirm its condition is suitable for its intended use, and you acknowledge that the failure to do so may result in serious bodily injury or death, as well as damage to the vehicle itself.

You will install any warning labels provided with the product so it may be prominently seen by yourself and all passengers. You will notify all passengers of the modifications performed to your vehicle prior to operation.

Insurance companies may handle coverage of a modified vehicle differently. Please check with your insurance carrier prior to modifying the vehicle to ensure your coverage remains sufficient.

Installation of this product(s) may void your vehicle warranty. If this is a concern, please check with the manufacturer or dealer before purchase or installation of this product(s).

HIGHLIFTER



HIGH LIFTER LIMITED LIFETIME WARRANTY

High Lifter offers a Limited Lifetime Warranty to the original purchaser that our product shall be free from defects in material and workmanship for the life of the product if utilized in accordance with the manufacturer's instructions for installation and operation of said products.

LIMITED LIFETIME WARRANTY EXTENDS TO THE FOLLOWING PRODUCT LINES:

- **Lift Kits (Signature, Standard and Big Lifts)**
- **Control Arms**
- **Trailing Arms**
- **Radiator Relocation Kits**
- **Portal Gear Lifts**
- **Wheel Spacers**
- **Tow Hooks**
- **Control Arm Link Kits**

Damages to vehicle or any other object during the installation, use, or removal of High Lifter products are not covered under this warranty. Normal wear items included with any of the products covered under this Limited Lifetime Warranty are excluded from coverage. These items include, but are not limited to heim joints, tie rods, bearings, bushings, seals, gaskets, zinc plating, painted and powder coated finishes. Other exclusions of coverage under this warranty include, but are not limited to: damage or product failure due to improper installation, lack of maintenance, product modification, abuse, collision or use on vehicles for which product was not designed, repairs performed by anyone other than approved High Lifter personnel or made using non-High Lifter components. This warranty is valid for the original purchaser only and is non-transferable. High Lifter reserves the right to inspect any product before determining if the claim is valid and covered under this warranty. Claims determined to be caused by reasons other than a manufacturer defect will be rejected and an estimate for repair or cost of a replacement product if a repair is not possible, will be provided.

This warranty is exclusive and is in lieu of any implied warranty of merchantability, fitness for a particular purpose or other warranty of quality, whether express or implied, except the warranty of title.

WARRANTY PROCESSING

If you suspect your product is defective, **DO NOT** disassemble the product to determine the cause without prior approval as it may void your warranty status. This is especially true with our Portal Gear Lift. To begin the claim process, please e-mail our warranty team at warrantycare@highlifter.com and include the following in the e-mail:

- Your full name, address and contact phone number.
- The year, make and model of your vehicle
- The part number of the product
- Photos of the product installed, and vehicle product is installed on
- Proof of Purchase (Required for all warranty claims and you must be the original purchaser)

Once a claim is created, you will receive a return authorization number (RMA). Write this number on the outside of the box containing your defective product and include it along with your name and contact information inside the box. Product must be returned in the original box or a box of equal strength and packaging. Product sent without an RMA number visible on the outside of the box or sent COD will be refused. Ship your product to the following address:

High Lifter Products
Attn: Returns 7455 Atkinson Drive, Shreveport, LA 71129

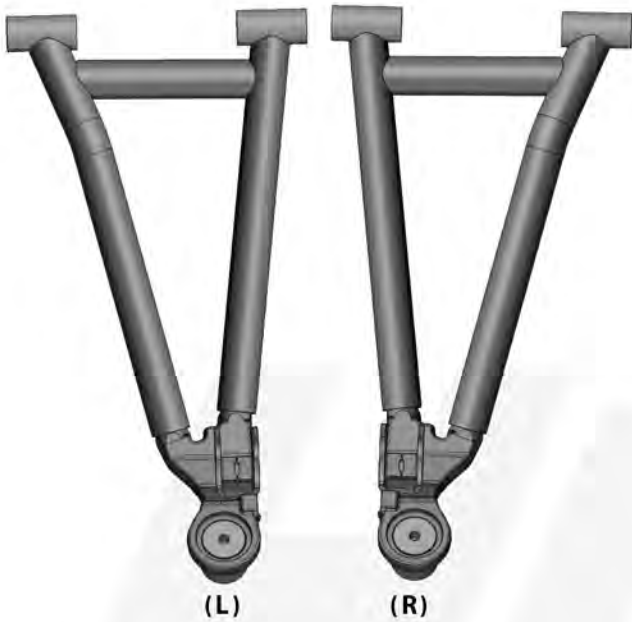
Once your product is received, we often have your replacement or repaired product shipped back to you within 3-business days of receiving it. Please note that High Lifter is not responsible for shipping charges on product returned for warranty or repair, including duties and fees required by those residing outside the United States.

THANK YOU FOR CHOOSING
HIGHLIFTER

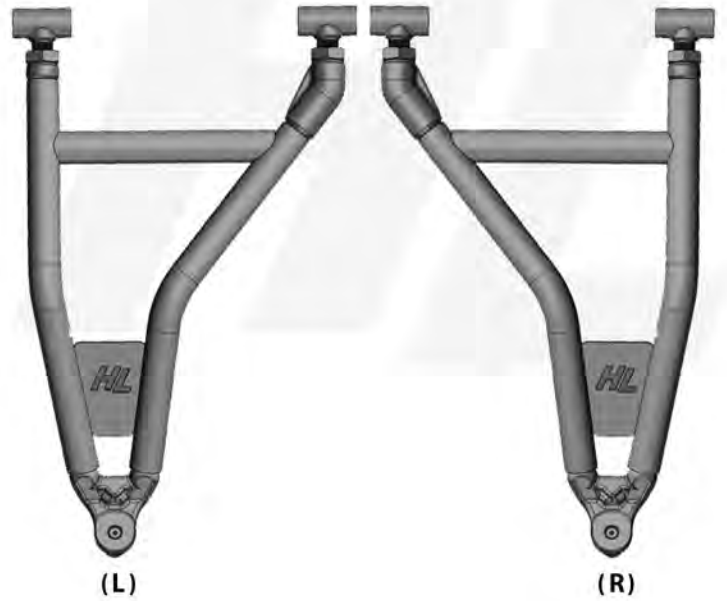
PARTS

79-16286 (NO BJI)
79-16287 (W BJI)

FRONT UPPER (L/R)
1 EACH
79-15257 (L/R)



FRONT LOWER (L/R)
1 EACH
79-15252 (L/R)



STEERING STOP 55Z
2 EACH
79-11273



BRAKE LINE CLAMPS
1 PACK OF 6
79-14813



ZIP TIES
2 EACH
54-61334



STEP 1

SETUP

PLACE JACK UNDER THE MACHINE AND LIFT UNTIL THE WHEELS ARE OFF THE GROUND. BE CAREFUL TO SECURE PROPERLY SO IT IS STABLE ON THE JACK OR JACKSTANDS. REMOVE WHEELS.

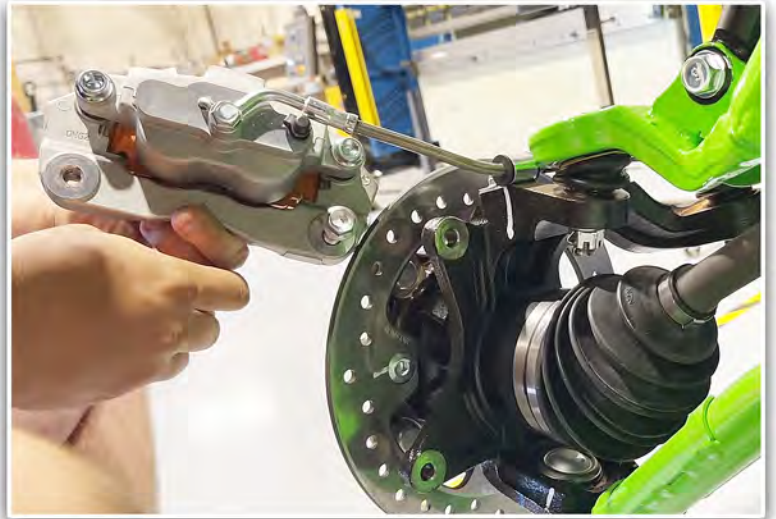
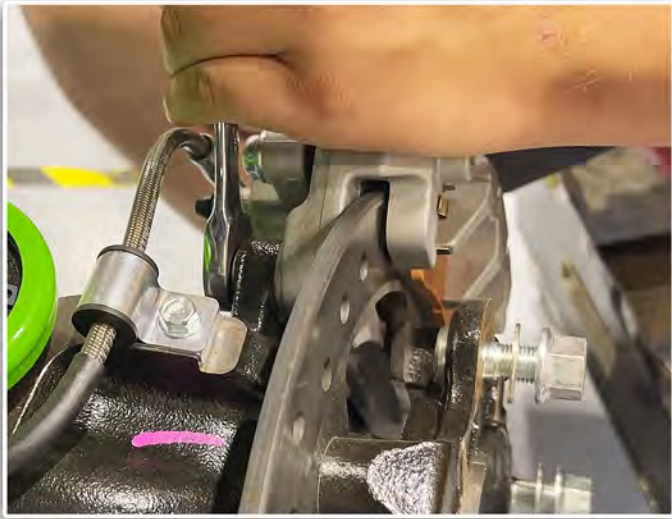


KEEP ALL FACTORY NUTS, BOLTS AND WASHERS YOU WILL BE REUSING THEM FOR THE INSTALL.

STEP 2

REMOVE STOCK HARDWARE

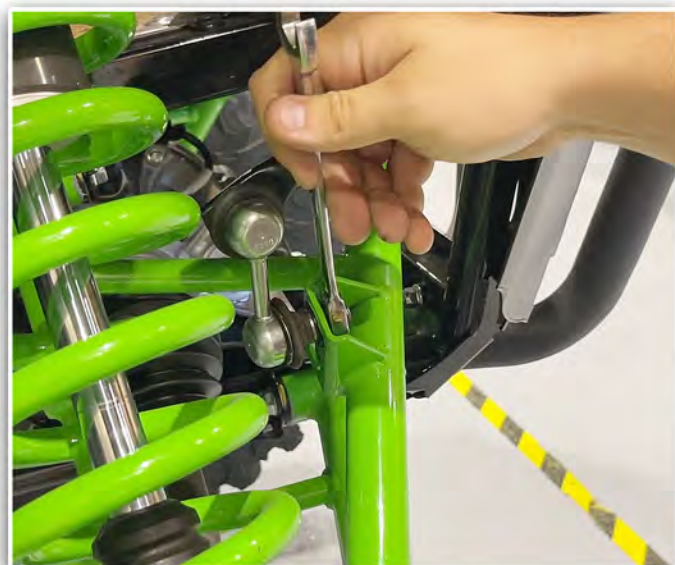
REMOVE THE BRAKE CALIPER (14MM) BOLTS AND NUTS.



REMOVE THE 4 (10MM) BOLTS THAT RUN UP THE A-ARM HOLDING THE P-CLAMPS ON SO YOU CAN MOVE THE BRAKE LINE OUT OF THE WAY.

KEEP THE P-CLAMPS AND BOLTS .

REMOVE THE TIE ROD END FROM THE KNUCKLE. FIRST, REMOVE THE COTTER PIN. REMOVE THE NUT (22MM). NOW, WHILE APPLYING UPWARD PRESSURE ON THE TIE ROD KNOCK THE TIE ROD LOOSE BY BUMPING THE KNUCKLE WITH A HAMMER.



REMOVE THE FACTORY SWAY BAR NUT. (14MM)
MAY HAVE TO TAP THE SWAY BAR LOOSE FROM THE TAB WITH HAMMER.



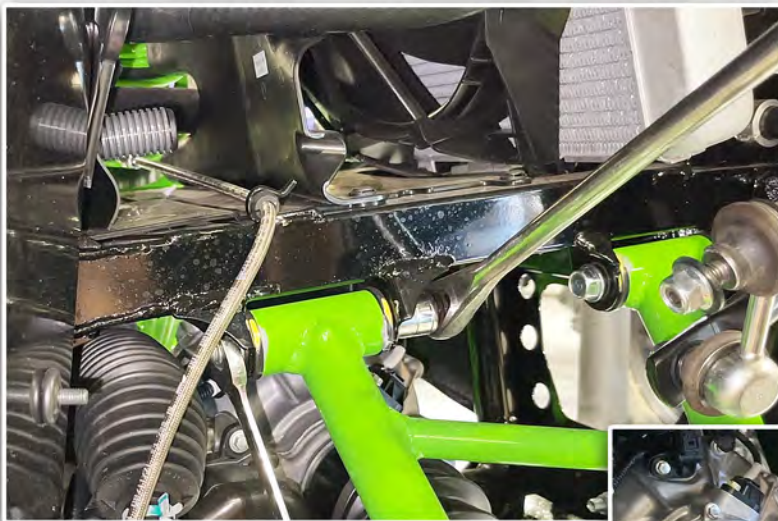
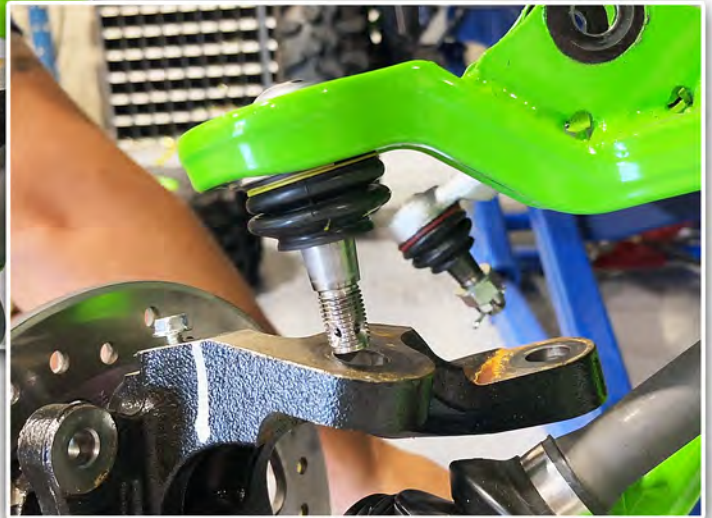
NEXT, REMOVE THE BOLT AND NUT FROM THE SHOCK TAB. (17MM)

THEN MOVE THE SHOCK OUT OF THE WAY.



REMOVE THE UPPER ARM FROM THE KNUCKLE

FIRST REMOVE THE COTTER PIN THEN REMOVE THE (19MM) NUT.



NOW REMOVE THE BOLTS AND NUTS HOLDING THE UPPER ARM TO THE FRAME. (17MM)

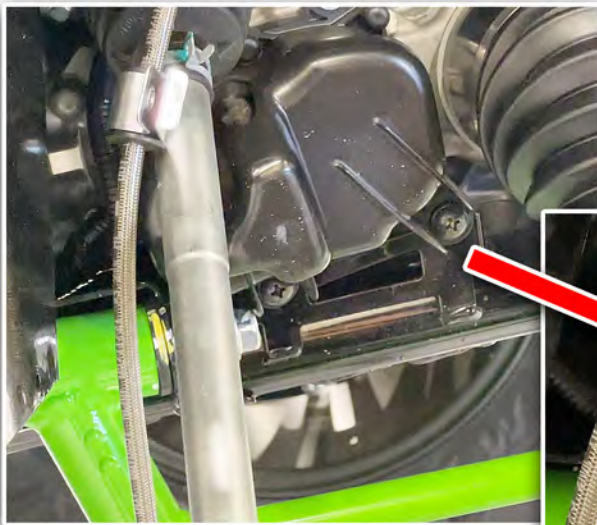
THEN REMOVE THE UPPER A-ARM.



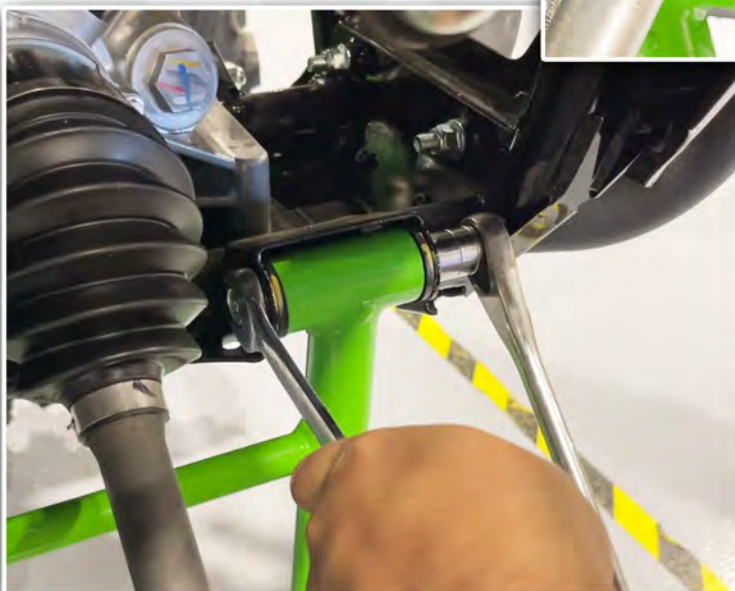
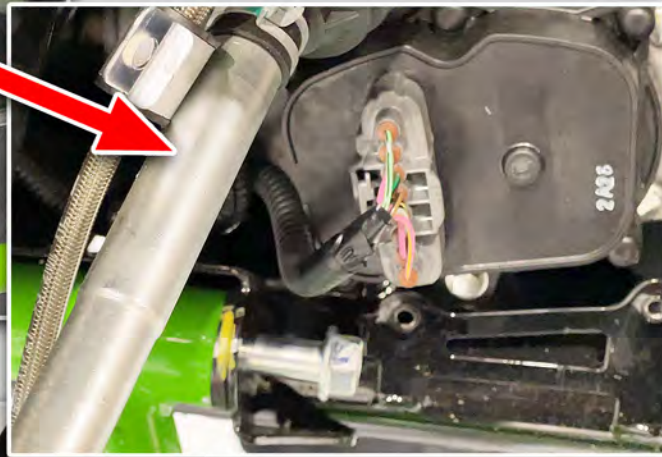


**REMOVE THE LOWER A-ARM
AT THE KNUCKLE.**

**FIRST REMOVE THE COTTER
PIN THEN REMOVE THE
(19MM) NUT.**



**YOU WILL NEED TO REMOVE THIS PLASTIC COVER SO
THAT YOU CAN REMOVE THE BACK LOWER A-ARM
BOLT. LEAVE THE COVER OFF UNTIL THE LAST STEPS
OF THE INSTALLATION.**



**THEN, REMOVE THE (17MM)
NUTS AND BOLTS HOLDING
THE LOWER A-ARM TO THE
FRAME.**

**NOW YOU CAN REMOVE
THE LOWER A-ARM.**

STEP 3

BALL JOINTS

IF YOUR KIT CAME WITH PRE-INSTALLED BALL JOINTS SKIP THIS STEP.



FIRST REMOVE THE RETAINING CLIP. YOU WILL NEED A PRESS AND A SOCKET THAT IS THE SAME DIMENSIONS AS THE BALL JOINT TO PRESS THE BALL JOINT OUT.



NOW SET THE BALL JOINT INTO THE NEW ARM AND PRESS IT INTO PLACE USING THE SAME SOCKET AS BEFORE.



THEN INSTALL THE RETAINING CLIPS, ENSURE THEY ARE COMPLETELY SEATED.



STEP 4

COLLARS AND SLEEVES

THE COLLARS IN THIS KIT WILL COME PREINSTALLED SO REFERENCE THIS STEP IF YOU EVER NEED TO DO MAINTENANCE ON YOUR A-ARMS.

YOU WILL NEED TO REMOVE THE BUSHINGS AND SLEEVES FROM THE STOCK A-ARMS.

YOU CAN USE A SET OF CHANNEL LOCKS TO PULL THEM OUT. BE CAREFUL NOT TO SQUEEZE TOO HARD FOR THEY ARE PLASTIC.



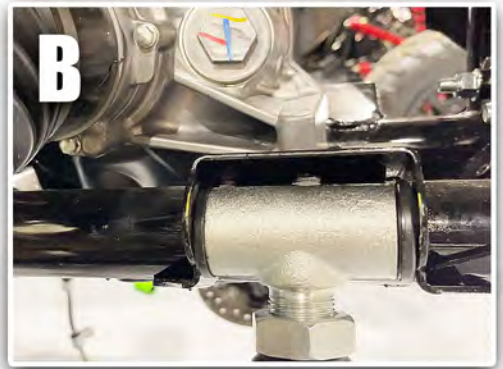
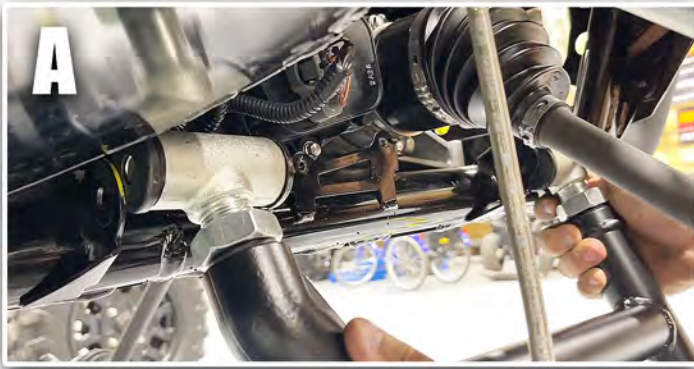
NOW INSERT THE FACTORY BUSHINGS AND SLEEVES INTO YOUR NEW UPPER AND LOWER HD A-ARM COLLARS.



STEP 5

LOWER ARM INSTALLATION

INSTALL THE LOWER ARMS AT THE FRAME USING THE FACTORY (17MM) NUTS AND BOLTS. LOOSELY TIGHTEN AT THIS TIME.



STEP 6

INSTALL LOWER ARM ONTO KNUCKLE

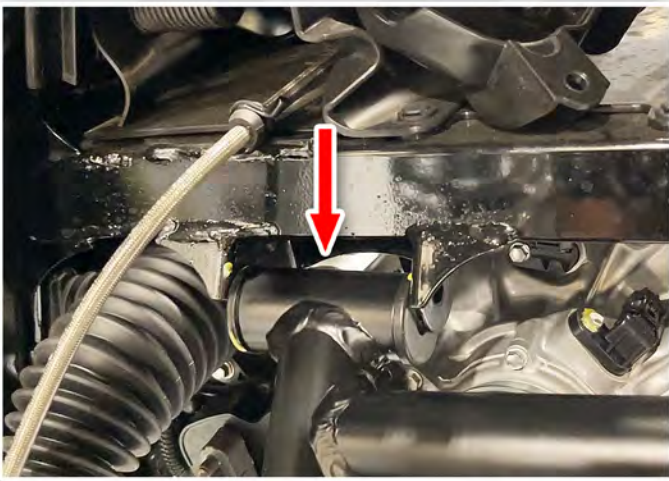


NOW INSTALL THE BALL JOINT ON THE KNUCKLE INTO THE LOWER ARM USING THE FACTORY (19MM) NUT AND WASHER.

TIGHTEN TO FACTORY SPECS AND INSTALL COTTER PIN.

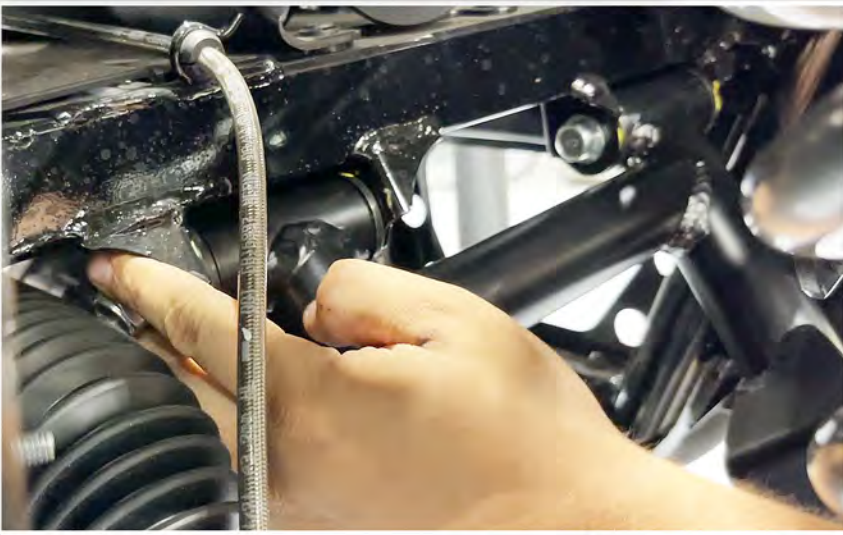
STEP 7

UPPER ARM INSTALLATION



INSTALL THE UPPER ARM AT THE FRAME USING THE FACTORY (17MM) NUTS, BOLTS AND WASHERS.

LOOSELY TIGHTEN AT THIS TIME.

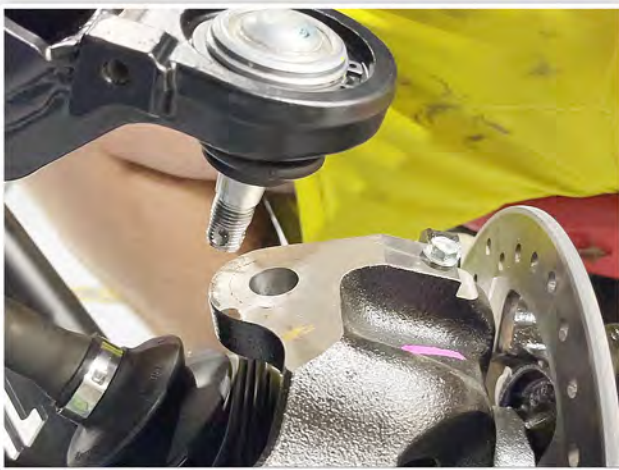


STEP 8

INSTALL UPPER ARM ONTO KNUCKLE

NOW INSTALL THE UPPER BALL JOINT ONTO THE KNUCKLE USING THE FACTORY (19MM) NUT AND WASHER.

TIGHTEN TO FACTORY SPECS AND INSTALL COTTER PIN.



STEP 9

INSTALL SWAY BAR

INSTALL THE SWAY BAR USING THE FACTORY (14MM) WASHER AND NUT.

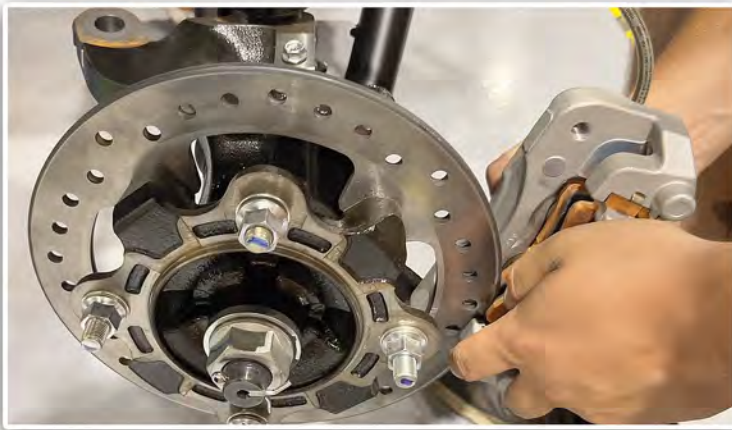
NOTE: THE WASHER STAYS ON THE SWAY BAR SIDE.



STEP 10

INSTALL BRAKE CALIPER

INSTALL THE BRAKE CALIPER USING THE FACTORY (14MM) NUTS WASHERS AND BOLTS.



STEP 11

INSTALL BRAKE LINE CLAMPS

INSTALL TWO OF THE FACTORY P-CLAMPS BOLTS ON THE KNUCKLE FOR THE BRAKE LINE.

RUNNING UP THE ARM, REMOVE THE REMAINING P-CLAMPS AND REPLACE WITH THE HIGHLIFTER HD BRAKE LINE CLAMPS LIKE IN THE LAST IMAGE BELOW .



STEP 12

INSTALL SHOCK

ATTACH THE SHOCK TO THE ARM USING THE FACTORY (17MM) NUT AND BOLT.

LOOSELY TIGHTEN.



STEP 13

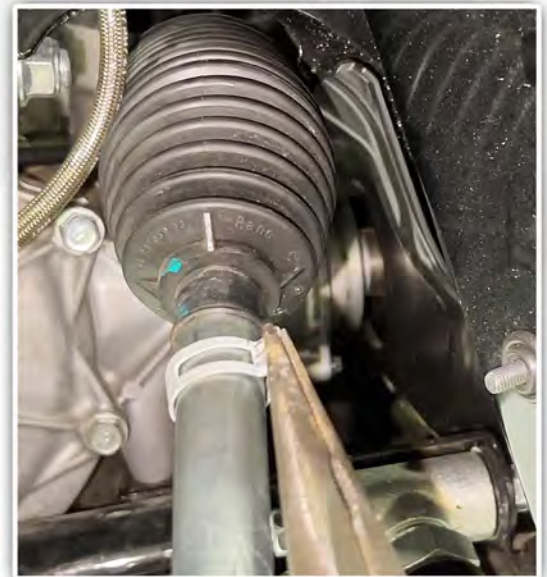
INSTALL PLASTIC COVER



NOW REATTACH THE PLASTIC COVER YOU HAD PREVIOUSLY REMOVED AT THIS TIME.



AT THIS POINT INSTALL THE 55Z STEERING STOP (YOU WILL NEED TO DO THIS PER SIDE!) FIRST REMOVE THE FACTORY CLAMP AT THE HEAD OF THE BOOT AT THE RACK AND PINION. THEN THE SMALLER CLAMP AT THE BASE AND PULL THE BOOT BACK.

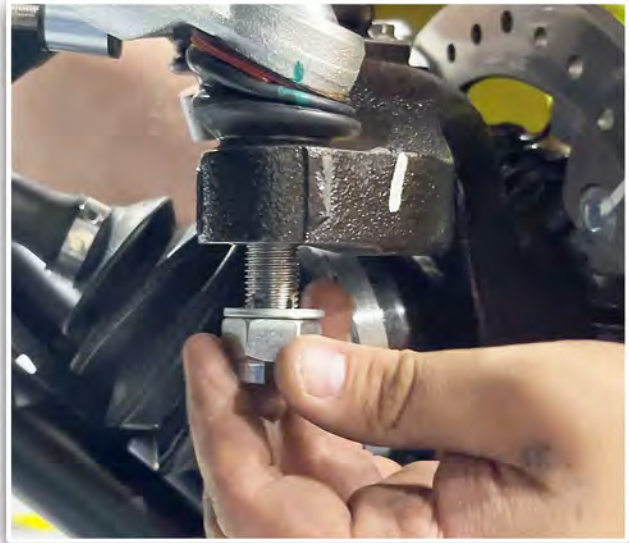


NOW, INSTALL THE 55Z STEERING STOP BETWEEN THE INNER TIE ROD END AND THE RACK AND PINION. ONCE INSTALLED SLIDE IT TO TOWRD THE INNER TIE ROD END.

REINSTALL THE BOOT AND THEN SECURE IT WITH THE SMALL FACTORY CLAMP AT THE BASE AND AN 11" ZIP TIE THAT WAS PROVIDED IN YOUR KIT AT THE TOP OF THE BOOT.



INSTALL THE TIE ROD END USING THE FACTORY (22MM) WASHER AND NUT. TIGHTEN TO SPECS AND THEN INSTALL COTTER PIN.

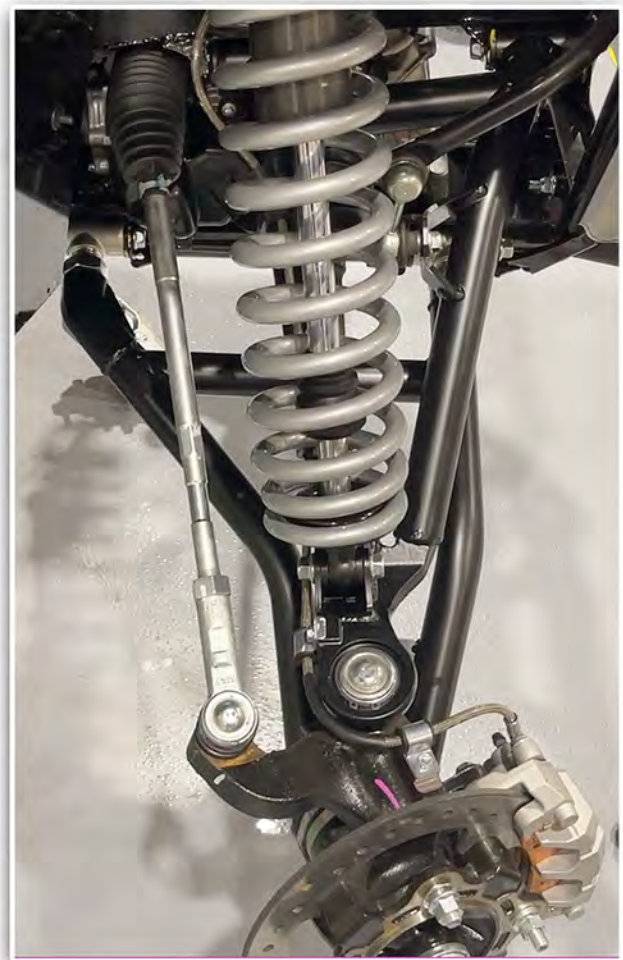


CHECK THAT EVERYTHING FITS CORRECTLY AND TIGHTEN ALL NUTS AND BOLTS TO FACTORY SPECS.

REPEAT ALL STEPS ON OPPOSITE SIDE.

REINSTALL THE WHEELS.

LOWER THE JACK.



YOU WILL NEED TO ADJUST THE TOE, INSTRUCTION FOR THAT ARE ON THE FOLLOWING PAGE.

Thank You For Choosing
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FRONT WHEEL ALIGNMENT

IF YOU HAVE ADJUSTABLE CONTROL ARMS, YOU MUST ADJUST THE CAMBER FIRST BEFORE PROCEEDING. DO NOT INSTALL WHEELS ONTO UTV UNTIL PROPER ALIGNMENT HAS BEEN ACHIEVED.

- STRAIGHTEN STEERING WHEEL
- WHILE KEEPING THE STEERING WHEEL STRAIGHT AND CENTERED ADJUST EACH TIE ROD INDIVIDUALLY TO ENSURE WHEELS ARE STRAIGHT. MEASURE FROM THE FRONT EDGE OF THE RIGHT RIM TO THE LEFT RIM WITH A TAPE MEASURE. REPEAT FOR THE REAR OF THE RIMS. ADJUST THE TOE BY ADJUSTING THE TIE ROD SO THAT YOU ACHIEVE TOE-IN OR TOE-OUT DEPENDING ON THE RIDER'S PREFERENCE.
- TAKE A TAPE MEASURE AND MEASURE FROM INSIDE TO INSIDE ON THE FRONT AND BACK ENDS OF THE ROTORS.



INCORRECT TOE

IF THE TOE ALIGNMENT IS INCORRECT, MEASURE THE DISTANCE BETWEEN VEHICLE CENTER AND EACH WHEEL. THIS WILL INDICATE WHICH TIE ROD NEEDS ADJUSTMENT.

ADJUSTING TOE

ADJUST TIE RODS UNTIL BOTH MEASUREMENTS ARE THE SAME, THEN ADJUST TOE TOLERANCE.

THE RECOMMENDED VEHICLE TOE TOLERANCE IS 1/8" TO 1/4" (3.175-6.35MM) TOE OUT. THIS MEANS THE FRONT MEASUREMENT IS WIDER THAN THE REAR MEASUREMENT.



IF THE FRONT OF THE WHEELS ARE POINTING OUT, ADJUST THE TIE RODS **OUT** OR **INCREASE THE LENGTH OF THE TIE ROD**. MEASUREMENT AT THE FRONT OF THE TIRES WILL BE **GREATER** THAN THE REAR, IF THE TOE IS OUT.

TOE-OUT ALLOWS FOR QUICKER AND MORE EFFORTLESS TURNING AND ALLOWS FOR BETTER GRIP HOWEVER, IT DECREASES THE LIFE SPAN OF THE TIRE. TOE-OUT IS BETTER SUITED FOR UTILITY ATV'S AND SIDE BY SIDES.

IF THE FRONT OF THE WHEELS ARE POINTING IN, ADJUST THE TIE RODS **IN** OR **REDUCE THE LENGTH OF THE TIE ROD**. MEASUREMENT AT THE FRONT OF THE TIRES WILL BE **LESS** THAN THE REAR, IF THE TOE IS IN.

TOE-IN ALLOWS FOR BETTER STRAIGHT-LINE STABILITY BUT AT THE COST OF A MORE SLUGGISH TURNING RESPONSE. TOE IN IS BETTER SUITED FOR SPORT ATV'S AND SIDE BY SIDES.



IMPORTANT NOTE: WHEN TIGHTENING THE TIE ROD JAM NUTS, THE TIE ROD ENDS MUST BE HELD PARALLEL TO PREVENT ROD END DAMAGE AND PREMATURE WEAR. DAMAGE MAY NOT BE IMMEDIATELY APPARENT IF DONE INCORRECTLY.

AFTER ALIGNMENT IS COMPLETE, TIGHTEN & TORQUE TIE ROD END JAM NUTS TO SPECIFICATIONS. [12-14 FT LBS]