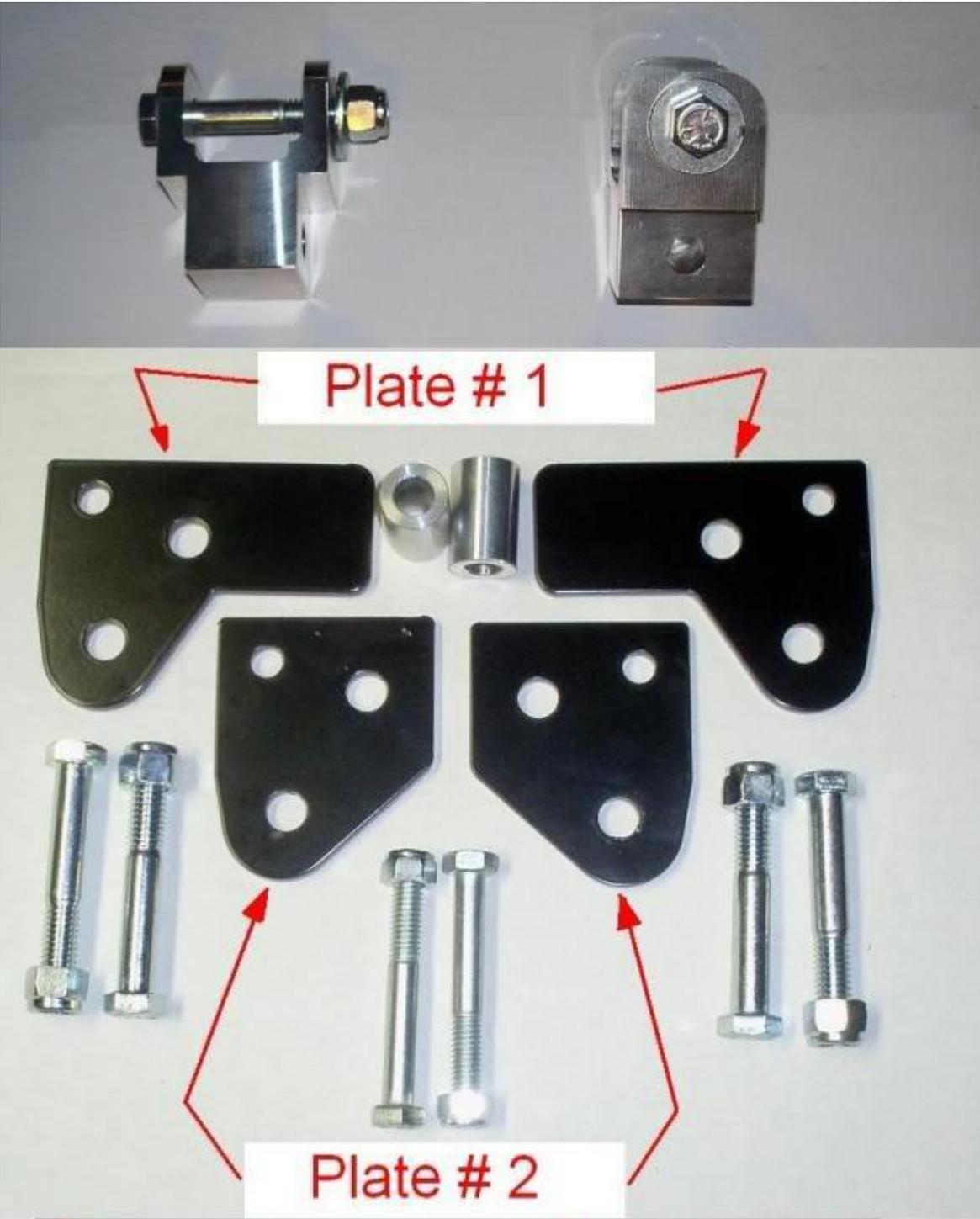


Can Am Renegade "X" 2ND Generation Lift Instructions



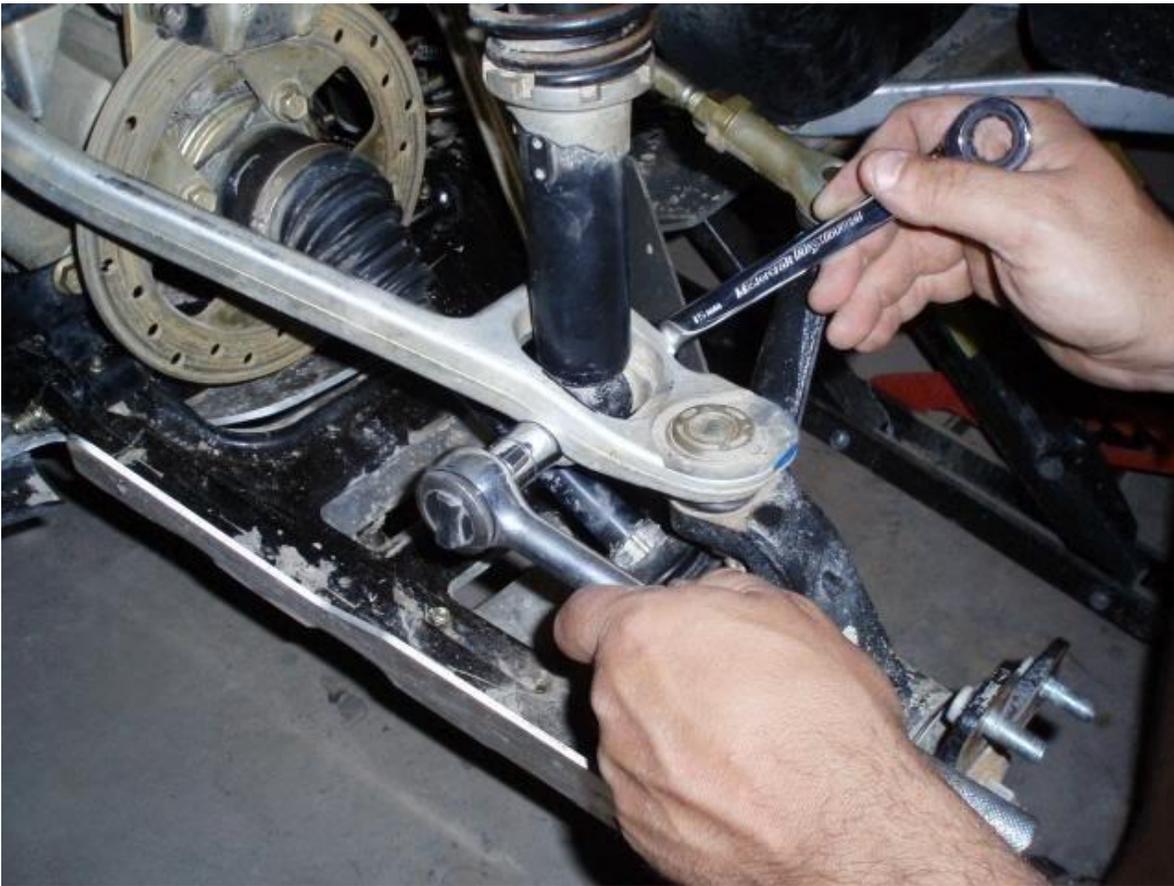
RUBBERDOWN CUSTOMS

Renegade "X" 2ND Generation Lift Kit

Renegade "X"

Front Lift Kit Install

- Lift ATV with some sort of ATV lift stand and remove front tires
- Using a 15mm socket and a 15mm wrench, remove the lower shock mounting bolt as seen pictured below.



(machine pictured above is an Outlander, but the same principals apply)

- Let the a-arm drop away and pull the end of the shock out towards you so it is out of the way for the lift block as pictured below.



(machine pictured above is an Outlander, but the same principals apply)

-Place a front lift block into the lower shock mounting slot making sure to keep the factory bushings in place and use the factory bolt to secure the block into place but do not tighten it just yet.

-Apply some slight downward pressure on the a-arm if needed to get the lower end of the shock into place on the lift block and use the 2-1/2" long supplied bolt to secure the end of the shock into the lift block as pictured below. The bolts have a **flat spot** ground on the head of them, **this "flat" must be against the top of the a-arm to allow the bolt to go all the way through the hole**. Place the first washer in front of the hole before you put the bolt through, the washer will fit **ONLY** if you hold it in place against the hole on the lift block. The bolt should go in from the back side of the block so that it points towards the front of the machine.

-You will need a 9/16" socket and wrench for the supplied bolt. Now tighten both the stock bolts and the new bolts and repeat on the other side.



Please note that with some skid plates, you may be required to trim approximately a 1/4" of material off of the skid plates on the a-arms so that they will drop low enough to install the kit. The amount is very VERY small to be trimmed, if at all.

Renegade "X" 2nd Generation Rear Lift Kit Axle Swap

First things first, for the 2nd Generation rear kit you **MUST** be using an aftermarket axle such as the Turner Cycles axles, the Rhino Brand axles

(both available through us), axle or even the Gorilla axles.

I asked a lot of questions about how to remove the rear axles and got a lot of answers, non of which were this easy so thats why I'm showing you the EASY way to remove the rear axles on your Renegade or Outlander here.

Theres really not a lot of room to grab these inner cups and jerk them out....I did try for a few minutes just to say I gave it a shot. Then I tried MY method that no one mentioned that just popped into my head as I sipped a cold bevy and it worked like a charm.

Tools required,

- 1 Tie down strap (a 1" wide one seemed to be just right, any wider and it might not have worked so well)
- 1 heavy object, I used my extra large persuader that was sitting close by LOL

Heres the pics....





Lift the ATV and remove both rear tires.

Before you pull the axles out of the rear diff, crack the outer axle nuts loose first.

As you can see, I looped the strap around the inner cup making sure to loop the end through the material loop at the hook, not the hook itself, this gave me a nice tight cinch around the cup. I then wrapped the free end of the strap around the handle of the persuader right up near the head of it till it was about 2 feet away from the CV. I left some slack in the strap and gave it 1 slight jerking tug on 1 axle and 2 tugs on the other axle, thats all it took to get them out. Then with a little maneuvering, I was able to drop both sides together.

You can put in your aftermarket axles in the exact same way, a little

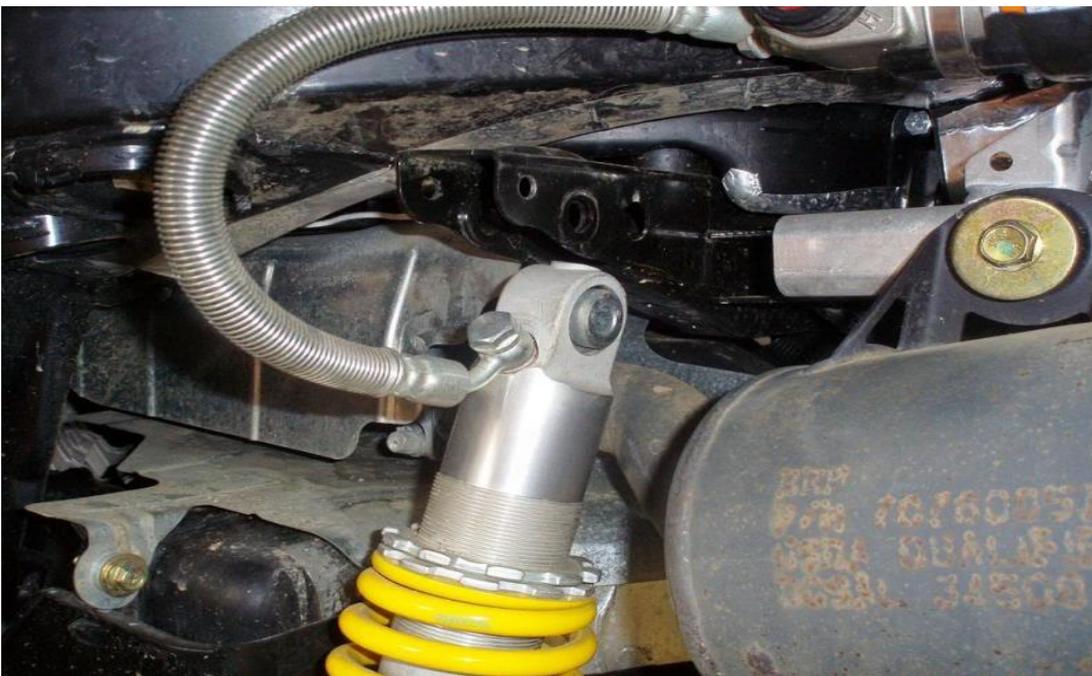
fancy maneuvering will make this a very simple and very fast axle swap procedure.

Renegade "X" 2nd Generation Rear Lift Kit Install

Now that we have some axles installed that can actually handle a true bracket style lift kit, lets install the kit.

Lift the ATV with a suitable ATV jack or stand, removing the rear tires makes it easier to install but is not required.

Remove the top shock mounting bolts on both sides and let the trailing arm drop down about 3 or 4 inches. I used a ratchet strap to prevent it from dropping to far, you could also block it up under the tire or hub with something.



You will need to drill one of the factory frame holes a little bit bigger on

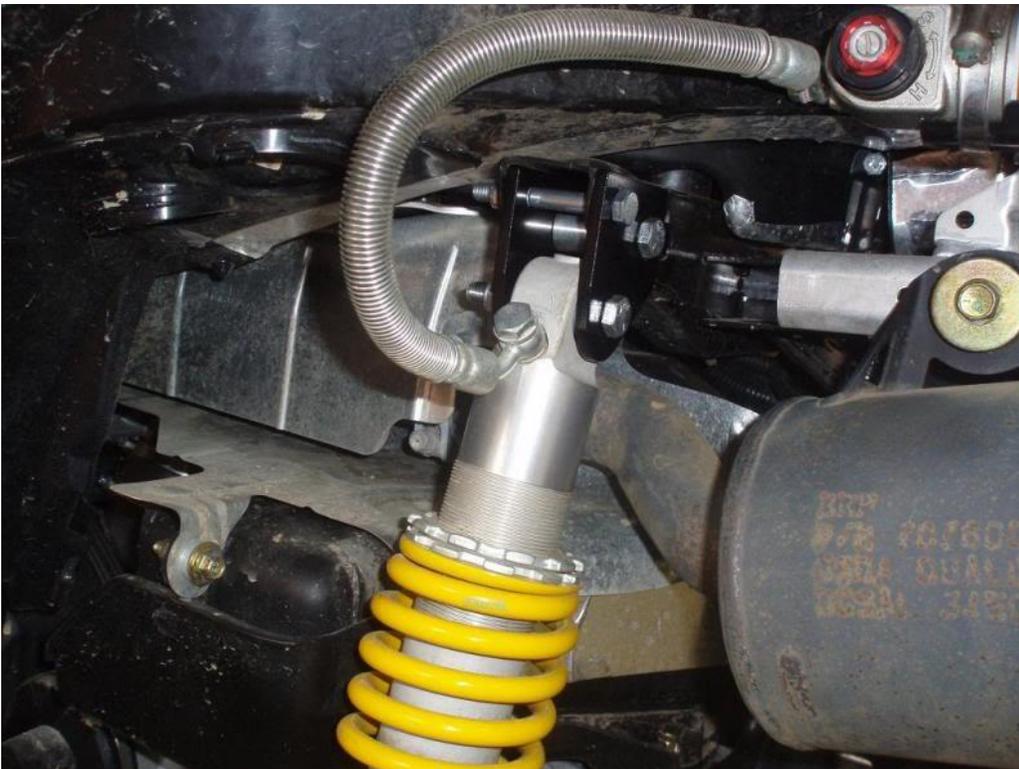
the left side of the ATV as pictured below, I used a 21/64's drill bit, you can use a 5/16's drill bit if you work it around in the hole a bit to provide a little bolt clearance for the 5/16's bolt to go through.



Plate # 2 goes flush against the frame at the most rear part of the shock mounting location with a bolt going through plate # 2, the first part of the frame, the aluminum spacer then through plate #1 and finally through the last part of the frame rail in that order as pictured below. Please notice that Plate # 1 is in between the frame channel.



Next up is the smaller 5/16" bolt, that goes through the smaller of the 3 holes and that is followed by the last bolt that goes through Plate #2, the shock and then Plate #1.



You can now tighten all the nuts and bolts and repeat on the opposite side.