

MCFFA-H1P-3

FRONT FORWARD ARMS FOR THE HONDA PIONEER 1000



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



YAMAHA

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).

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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
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PARTS



UPPER ARMS
79-16295 (L/R)
(1EA)



LOWER ARMS
79-16282 (L/R)
(1EA)



STEERING STOP
73-11678
(QTY2)



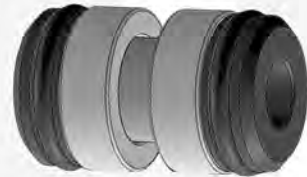
ZIP TIES 14"
54-61338
(QTY1)



ZIP TIES 11"
54-61334
(QTY1)



UPPER BUSHING KIT
79-16405
(QTY1)



LOWER BUSHING KIT
79-16406
(QTY1)

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.



NOTE: KEEP ALL FACTORY HARDWARE TO USE ON THE NEW CONTROL ARMS.

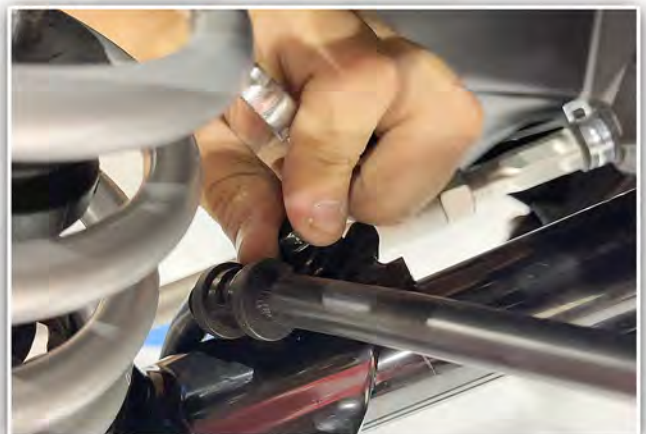
STEP 2

REMOVE FACTORY PARTS

FIRST, REMOVE THE ROTOR GUARD FROM THE KNUCKLE BY REMOVING THE BOLT USING A 10MM SOCKET. NEXT, REMOVE THE BRAKE CALIPER USING A 17MM SOCKET.



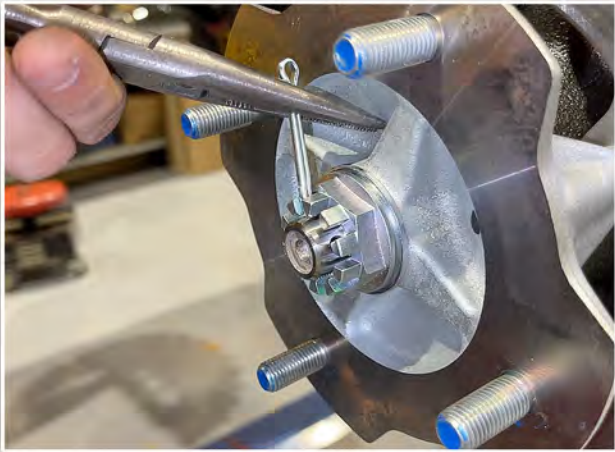
ONCE THE BRAKE CALIPER IS FREE YOU WILL NEED TO REMOVE THE 10MM BOLTS ALONG THE UPPER CONTROL ARM THAT ARE HOLDING THE BRAKE LINE CLAMPS AND BRAKE LINE. ONCE THIS IS DONE MOVE THE BRAKE CALIPER TO THE SIDE.



STEP 3

REMOVE THE HUB & TIE ROD

NOW REMOVE THE COTTER PIN FROM THE HUB AXLE NUT AND THEN REMOVE THE HUB ASSEMBLY (32MM SOCKET).



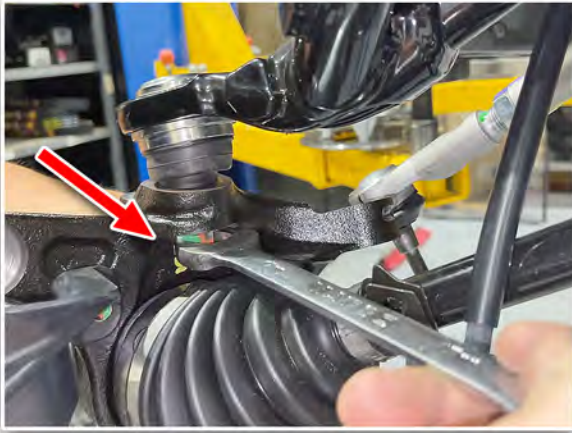
NEXT, REMOVE THE COTTER PIN FROM THE TIE ROD NUT. YOU WILL NEED A 14MM SOCKET TO REMOVE THE NUT.



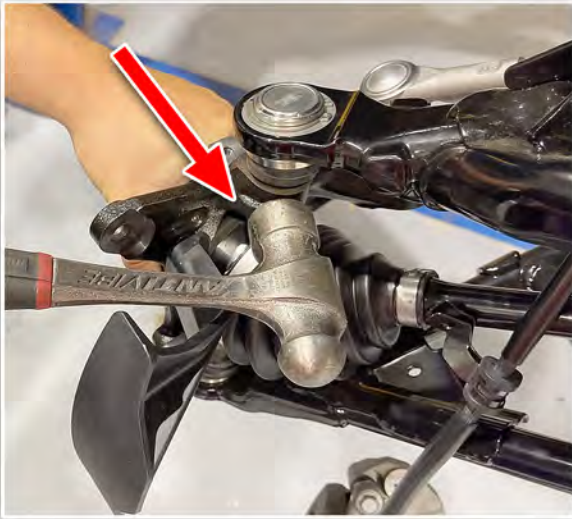
YOU WILL NEED TO STRIKE THE KUCKLE AT THE TIE ROD WHILE APPLYING UPWARD PRESSURE TO THE TIE ROD TO GET IT LOOSE.



STEP 4 REMOVE THE UPPER CONTROL ARM



REMOVE THE COTTER PIN FROM THE NUT ON THE UPPER CONTROL ARM AT THE KNUCKLE. THEN REMOVE THE NUT. (17MM)



LIKE THE TIE ROD FROM BEFORE, YOU WILL NEED TO STRIKE THE KNUCKLE WHILE APPLYING UPWARD PRESSURE TO THE ARM TO GET THE CONTROL ARM LOOSE.



NOW REMOVE THE SHOCK BOLT. (17MM)



NEXT, REMOVE THE BOLTS AT THE FRAME FROM THE UPPER CONTROL ARM. (17MM)

SET THE UPPER CONTROL ARM TO THE SIDE.

STEP 5

REMOVE THE LOWER CONTROL ARM



FIRST, REMOVE THE COTTER PIN FROM THE NUT ON THE LOWER CONTROL ARM AT THE KNUCKLE.



YOU CAN USE AN EXTENDER LIKE IN THE IMAGE TO THE LEFT TO REMOVE THE NUT. (17MM)



NOW YOU CAN REMOVE THE BOLTS AT THE FRAME AND REMOVE THE LOWER CONTROL ARM AND SET TO THE SIDE. (17MM)

STEP 6

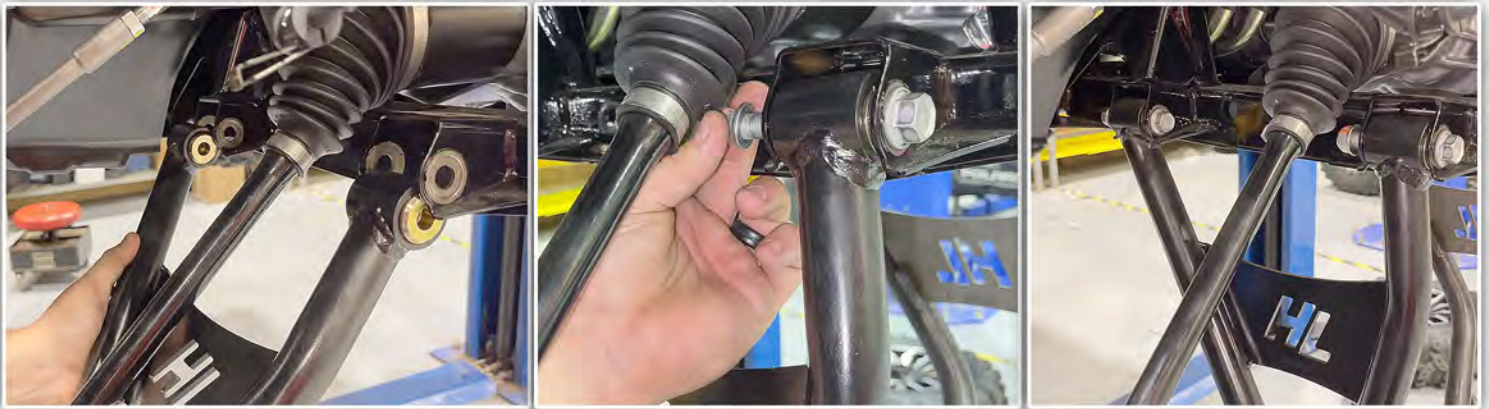
INSTALL LOWER CONTROL ARM



YOU WILL NEED TO INSTALL THE BUSHINGS, SLEEVES, AND BALL JOINTS INTO THE NEW ARMS. IF YOU PLACE SOME GREASE ON THEM IT MAKES THE INSTALLATIONS EASIER.

NOTE: ONCE THE BUSHING IS INSERTED YOU WILL NEED TO USE A SOCKET TO HELP PUSH IT IN ALL THE WAY!

INSTALL THE NEW HIGH LIFTER CONTROL ARMS AT THE FRAME USING THE FACTORY HARDWARE. LOOSELY TIGHTEN BOLTS AT THIS TIME.



NEXT, INSTALL THE LOWER CONTROL ARM TO THE KNUCKLE USING THE FACTORY HARDWARE. TORQUE TO FACTORY SPEC. BE SURE TO INSTALL THE COTTER PIN ONCE TIGHTEND.



STEP 7

INSTALL UPPER CONTROL ARM

NOTE: REFER TO THE BACK OF THESE INSTRUCTIONS FOR STEPS ON INSTALLING BALL JOINTS.

INSTALL THE NEW HIGH LIFTER CONTROL ARMS AT THE FRAME USING THE FACTORY HARDWARE. LOOSELY TIGHTEN BOLTS AT THIS TIME.

NOTE: YOU WILL NEED TO INSTALL THE REAR BOLT FIRST OTHERWISE IT WILL NOT FIT.



NOW INSTALL THE UPPER CONTROL ARM TO THE KNUCKLE USING THE FACTORY HARDWARE. TIGHTEN TO FACTORY SPEC AND THEN INSTALL THE COTTER PIN.



NEXT, ATTACH THE SHOCK USING THE FACTORY SHOCK BOLT. LOOSELY TIGHTEN AT THIS TIME.

STEP 8

INSTALL THE STEERING STOP



FIRST, REMOVE THE FACTORY BOOT CLAMP AT THE RACK AND THEN SLIDE THE BOOT BACK.



NEXT, SET THE STEERING STOP INTO POSITION.



NOW SNAP IT INTO PLACE.

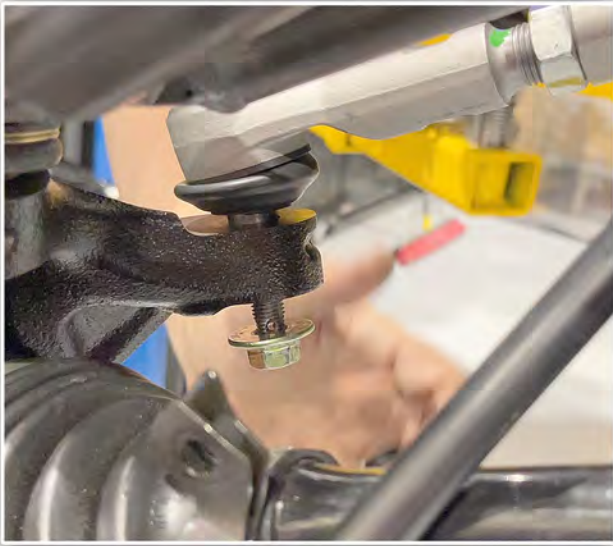


SLIDE THE BOOT BACK INTO PLACE AND SECURE WITH THE PROVIDED ZIP TIES.

STEP 9

INSTALL TIE ROD AND HUB

INSTALL THE TIE ROD ON THE KNUCKLE USING THE FACTORY HARDWARE, TORQUE TO FACTORY SPECS THEN INSTALL THE COTTER PIN.



NOW INSTALL THE HUB USING THE FACTORY HARDWARE. TORQUE TO FACTORY SPECS.



BE SURE YOU INSTALL THE COTTER PIN AFTER YOU TIGHTEN.

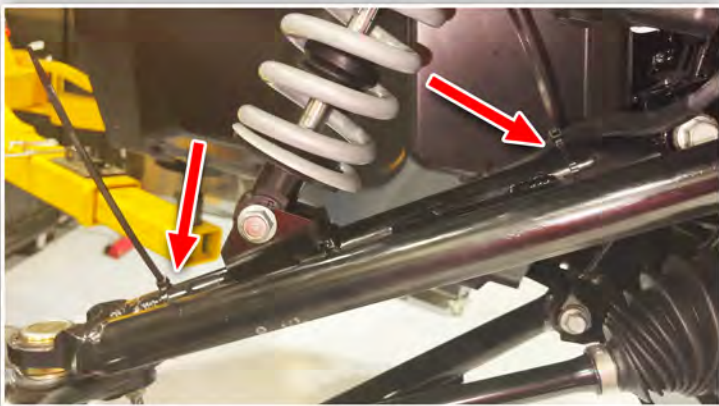
STEP 10

INSTALL THE BRAKE CALIPER

NOW INSTALL THE BRAKE CALIPER ONTO THE HUB USING THE FACTORY HARDWARE AND THEN TORQUE TO FACTORY SPEC. NEXT, INSTALL THE ROTOR GUARD USING THE FACTORY HARDWARE.



ENSURE EVERYTHING FITS CORRECTLY AND TORQUE ALL REMAINING BOLTS THAT HAVE NOT BEEN TIGHTENED TO FACTORY SPEC THEN SECURE THE BRAKE LINES TO THE UPPER CONTROL ARM WITH THE PROVIDED ZIP TIES. TRIM ANY EXCESS AFTER ZIP TIES ARE IN PLACE. **ENSURE THE BRAKE LINES ARE CLEAR OF ANY PINCHING.**



REPEAT ALL STEPS ON OPPOSITE SIDE. REINSTALL THE WHEELS THEN LOWER THE JACK.

YOU MAY NEED TO ADJUST YOUR TOE AFTER THE INSTALL. STEPS FOR ADJUSTING THE TOE CAN BE FOUND AT THE END OF THESE INSTRUCTIONS.

Thank You For Choosing
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HONDA PIONEER 1000

Flip the control arm over and then press the ball joint in using a vice or press. If you press in the ball joint crooked, **DO NOT TRY TO FORCE IT IN!** If you try to force it straight you can "egg" the opening. Press the ball joint out and reinsert it into the opening, pressing it in with a vise. Verify that the clip snaps into place after installing the ball joints into the new Control Arm. You should always double check the ball joint snap ring for proper fit. Even if you use snap ring pliers, it 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.



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]

