

-WARNING-

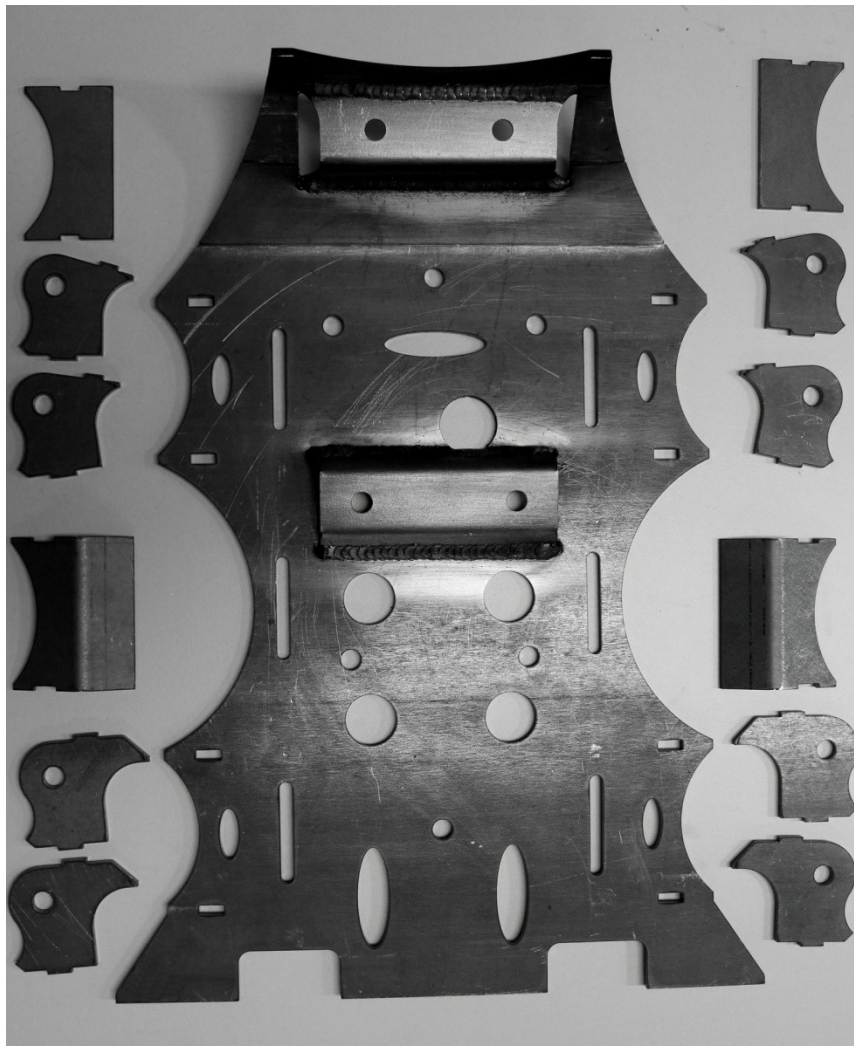
INSTALLING THIS PRODUCT REQUIRES YOU TO REMOVE FACTORY SUSPENSION MOUNTS WHICH MAY VOID ANY EXISTING FACTORY WARRANTIES!

THIS KIT REQUIRES CUTTING AND WELDING OF WHICH SHOULD ONLY BE DONE BY A QUALIFIED PROFESSIONAL!

READ ENTIRE INSTRUCTION MANUAL BEFORE STARTING!

- KIT COMPONENTS-

- **HEAVY DUTY 3/16" LASER CUT DIFFERENTIAL ADAPTER PLATE (1)**
- **FRONT LOWER A ARM TABS (4)**
- **REAR LOWER A ARM TABS (4)**
- **FRONT LOWER TAB TOP GUSSETS (2)**
- **REAR LOWER TAB TOP GUSSETS (2)**



- REQUIRED TOOLS -

- **FLOOR JACK**
- **JACK STANDS**
- **3/8" RATCHET/IMPACT**
- **1/2" RATCHET/IMPACT**
- **TORX T27 SOCKET**
- **13MM SOCKET**
- **14MM SOCKET**
- **15MM SOCKET**
- **27MM SOCKET**
- **15MM WRENCH**
- **1/4" PUNCH**
- **HAMMER**
- **FLAT HEAD SCREWDRIVER**
- **PANEL OR NEEDLE-NOSE PLIERS**
- **PRY BAR**
- **HEAVY DUTY CLAMPS**

➤ **GRINDER, SAWZALL, OR PLASMA CUTTER**

➤ **MIG OR TIG WELDER**

- DISASSEMBLY -

1. On a level surface, put the front of the RZR on jack stands at a safe height. Chock the rear wheels.
2. Using 14mm socket, remove the front wheels. (If lug nuts are not factory, they may be a different size.)
3. Remove front bumper (if applicable). Unplug headlights. With panel pliers, remove the two panel push pin retainers (flat head screwdriver and needle nose pliers also work). With torx27 socket, remove the 8 bolts holding the front plastic. Set aside.
4. Using a 13mm socket, remove the 4 bolts holding the radiator cage. Set aside.
5. After removing cotter pin, use 27mm socket to remove the axle nut and washer.
6. With 15mm socket, remove the two caliper bolts and tie caliper up out of the way.
7. With 15mm socket and wrench, remove the tierod from the knuckle and tie up out of the way.
8. With 15mm socket and wrench, remove the upper and lower balljoint clamp bolts. Remove the knuckle and set aside.

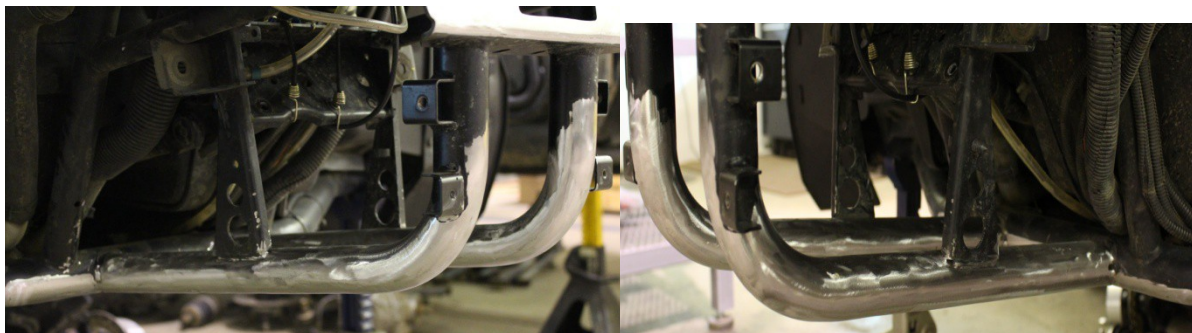
Note: Hammer and punch may be necessary to free the balljoints from the knuckle clamps.

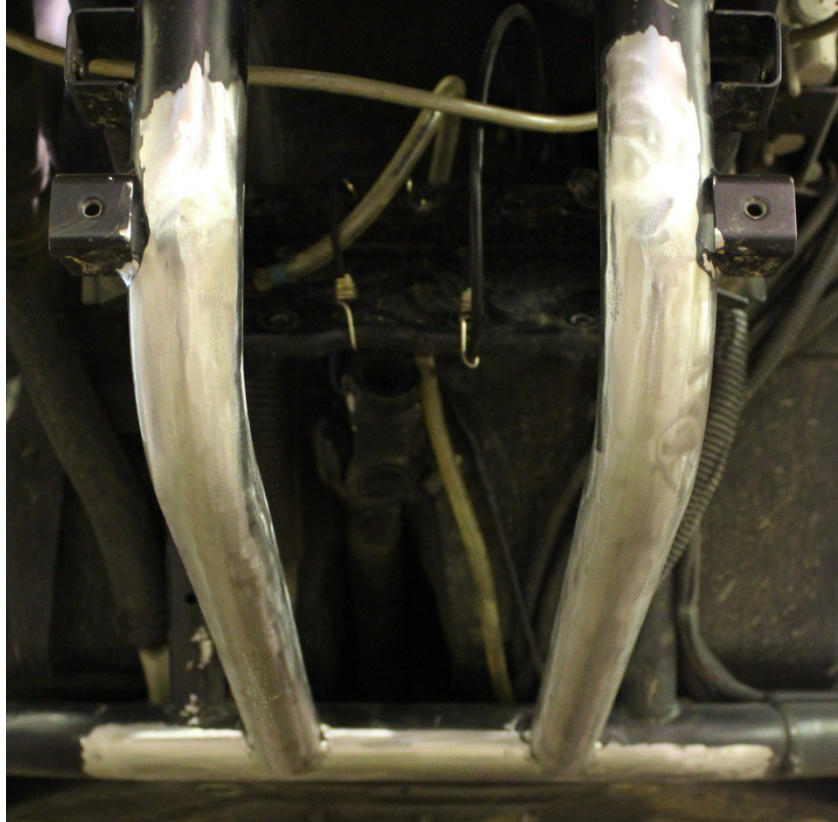
9. Pop the axle out with a quick pull. Set aside.
Note: A pry bar may be necessary for axle removal.
10. With 15mm socket and wrench, remove the upper and lower A-arms and set aside.
11. Repeat steps 5-10 on opposite side of vehicle.
12. With 1/4" punch and hammer, drive out the roll pin securing the front driveshaft to the differential.
13. Unplug the front differential actuator connector and unhook the differential breather hose.
14. Using 15mm socket remove the 4 bolts holding in the front differential. Remove and set aside.

- FRAME PREPARATION -

Using an angle grinder with cut-off wheel, sawzall, or plasma cutter, cut out the factory lower A-arm tabs, gussets and differential center plate. Be sure to leave the mounting tabs for the front plastic.

After grinding smooth, clean the paint from the frame rails inside and out, top and bottom to prep for welding. *see pictures below*





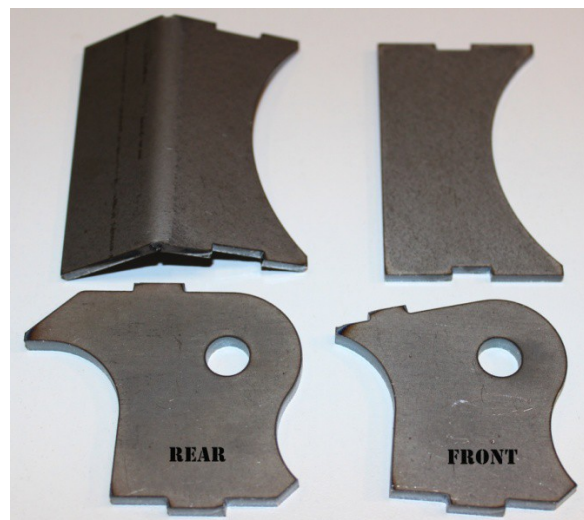
- ASSEMBLY -

1. Locate the new differential plate up to the bottom of the frame.
2. Center the differential plate between the frame rails and clamp in place. *see picture below*

Note: Check the perimeter of the plate to be sure enough cleaning was done in the "Frame Preparation" step.



3. Locate the lower A-arm tabs. *See picture below for tab designation*



4. Install the tabs into the keyways on the diff plate.
Note: Due to factory tolerances, the front frame tubes may spread apart or bow together once the factory differential plate is removed. It may be necessary to squeeze them together or spread them apart to allow the front tabs to fit correctly. *See picture below of a properly seated tab*



5. Tack weld all components to the frame in multiple places. Remove clamps.
Note: Tack everything except for the tab top gussets; they will be installed after the plate and tabs are welded in.
6. Fully weld plate starting with the 1/4" rosette slots along the bottom side of the frame rails. We typically finish weld with 2" stitches in all corners and evenly spaced along large spans inside and out.
Note: To insure tab spacing, it helps to remove the steel bushing sleeves from the A-arms and loosely bolt in place before welding the tabs.
Note: All welding should be done by a qualified welder.

See picture on the top of the next page



7. Tack and weld in the tab top gussets.
8. Once everything has been welded and cooled. Paint all bare metal to prevent rust.
9. Reverse the disassembly instructions for reassembly.

**PLEASE CALL (205)380-0167 WITH ANY
QUESTIONS REGARDING THIS OR ANY OTHER
GILBERT DESIGNS PRODUCT!**