



Lift Kit installation instructions and tips for the Teryx 2 and Teryx 4

Upon Receiving your lift kit, it is suggested that you open the box and organize its contents according to the locations it will be installed. The pieces and parts are different sizes for the front and back Locations. The Spacers and “Fat Washers” will have different size holes for the front VS the rear bolts.



Once you have your parts organized, you can begin the installation process. For this process we'll be starting at the rear of the machine first. One of the many benefits of this lift is that you wont need to drill an unsightly hole (like shown below..) which could possibly lead to warranty issues. Once You've removed your lower shock bolts , your A-Arm should look similar to this.. (without the hole of course..) Removal will require a 17mm socket and wrench combination. It can also be done with an impact wrench.



A suggestion that will also help aid the installation of your bracket, as well as allow the shock to positions it self easier, is to loosen the upper shock mounting bolt as well. To do this, you'll need a 17MM socket and Wrench combination. It can also be done using and impact gun as well.

The next step is to install the bracket, and the long spacer (with larger center hole..) Once the bracket and spacer are in place, its suggested that you install the bolt from the “Axle Side” of the bracket. This will eliminate the possibility of rubbing on the upper arm. Install all hardware finger tight..



Once your Spacer and bracket are in place, along with the mounting bolt, its time to install the Lower shock mounting bolt and the “Fat Washers”.. Install 1 fat washer on each side of the lower shock mount, this will take up the void area that the lift bracket has created. You can also install the lower shock mounting bolt from the “Axle side” as well. This will put both nuts towards the rear of the machine and make it easier for tightening later in the process.



At this point, it is time to adjust the preload on your shocks. If your not concerned about gaining the full potential of this lift (which is 2”) Then you wont need to adjust preload and you can skip ahead to installing the front lift brackets. To adjust the shock preload, you’ll need to break the upper spanner nut loose. You can either use a dedicated wrench Or a large pair of channel locks to break it loose. As most folks, I used a large pair of channel locks for this step, mainly because most folks have access to those rather than the proper spanner wrench. **The preferred starting point for spring preload for this kit is 10” in the rear, and 9-7/8” for the front springs.** **Spring preload length is measured with the shock fully extended and is measured from spring end to spring end.. (Not shock end to shock end, just the spring itself between the lower seat and the spanner nut)** Clean your shock spanner nut threads and then apply a little WD40 or other lubricant to them to help aid the adjustment. You can also apply a little bit to the lower seat area to help aid there as well. On some models of fox shocks, ive found that its easier to spin the lower seat area which will also spin the adjustment nut and tighten your preload. The following pictures should help a little bit with examples of what your trying to achieve..



Once you preload is adjusted to 10” in the rear, you can then lower the machine and place SOME weight on the suspension components and begin tightening the bolts. The upper shock bolt will require a 17mm socket and wrench to tighten, the lower bolts of the lift kit will require a 19mm for the bolt head, and a 18mm for the nut Tighten the bolts to the recommended OEM torq specs. Once Complete, you can lower the machine fully, and proceed to the front of the machine to begin the install process up there.

Front Lift Installation

Like the installation process for the rear, you will need to start by lifting the machine and then removing the lower shock mounting bolts, and loosening the upper shock mounting bolts. To do this, you will need a 14MM socket and wrench combination.



Once you've achieved this, begin installing the Bracket and Mounting bolt and spacer. The bolt simply passes through the brackets, A-arm and Spacer. Install the nut hand tight and then move on to the "Fat Washers" and the Lower shock mounting bolt. Once the washers and shock are installed, just hand tighten the mounting bolt and you can then begin the preload adjustment process. (IF you have decided to go this route..)



If you'll be adjusting the preload, please refer to the steps outlined in the rear bracket installation process. **That front is adjusted in the same manner, but instead, the preload is adjusted to 9-7/8"**. Some users have stated that 9-3/4 is also a good baseline setting.

Once you've adjusted your springs, (or if your not going to) you can then lower the machine and allow some of its weight to rest on the suspension components. At this time, you'll want to tighten all the mounting bolts to the recommended OEM specs. For the Front upper shock bolt you'll need a 14mm socket and wrench. For the lower bolts, you'll need a 17mm for bolt head and 15mm for the nut. After components are tight, you can lower the machine and ride it.

Upon purchase and installation, you've accepted that Brute Performance is not responsible for any damages or consequences due to the installations and modification of your machine. The end user accepts all responsibilities and understands that lifting their machine can decrease its stability and cornering ability. It is also highly suggested that when lifting your machine, you should also add wheel spacers to gain some width and stability. If you have any questions or concerns, please contact Brute Performance.

User Defined and preferred Settings:

Some owners have stated that the following adjustments have made their machines ride incredibly better. The following setup isn't needed, its just a suggestion based on other owners prefernces.

- **Brute Performance lift kit with preload adjusted to recommended settings**
- **Remove front sway bar links or eliminate it completely.**
- **Add 2" wheel spacers for more stability**
- **Adjust shock clickers (on 2016 and newer): Front-Full soft. Rear-5 clicks stiff from full soft.**