



KFX450 A-ARM INSTALLATION

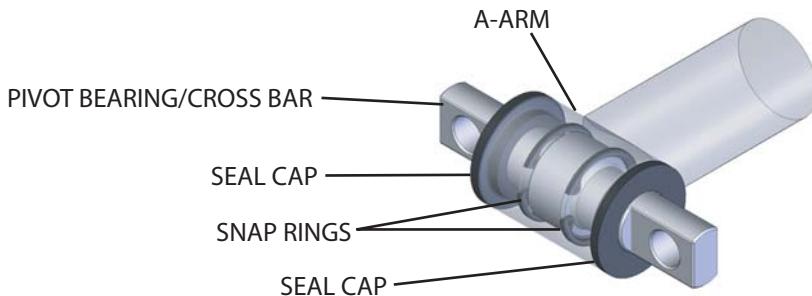
TOOLS NEEDED:

SMALL PIN INTERNAL SNAP RING PLIERS	
17MM SOCKET	HAMMER
17MM WRENCH	SOCKET WRENCH
14MM SOCKET	24MM SOCKET
14MM WRENCH	NEEDLE NOSE PLIERS
24MM OPEN END WRENCH	PUNCH

Congratulations on purchasing your new A-arms for your KFX450. These a-arms feature a new camber adjustment method that allows you to easily set the camber without removing the ball joint from the spindle. Please see the other instruction sheets included that detail how to set up your front end. This instruction sheet will show how to install the a-arms on the bike, and how to adjust the camber using the new method.

INSTALLATION:

First you must remove the original a-arms from the bike. Take note as to how the hardware came off, as you will be reusing all of these parts to install your new A-arms. Your new upper a-arms can bolt right on. Just make sure to grease the delron pivots before inserting pivot tubes on the sport style uppers. For all types of lower a-arms, you will have to remove the rear pivot bearing from the OEM a-arm using the internal snap ring pliers. Remove the snap rings on both sides, and use a hammer and punch to press out the bearing. Take care not to damage any of these parts. Next, install the snap ring into the rear pivot of the new a-arm, and then press in the special bearing. Once the bearing is fully seated against the snap ring, you can install the other snap ring. Take extra care in making sure the snap rings are fully seated into the grooves. You will need to reuse the seal caps in both pivot points in the new a-arms. The front mount just needs to have the cross bar installed with the retaining clips. Now you can install the lower a-arms into the bike just like the OEM ones came off. See figure below for an exploded view.



ADJUSTING CAMBER:

To adjust the camber on your new a-arms, you will need a 24mm open end wrench and a 24mm socket/wrench. Loosen the outer jam nut, and follow this with the inner nut to change the location of the joint. See the figure to the right. Make sure once you find the correct setting, the joint is not twisted. The joint needs to be level with the ground. Please see our supplement instructions on how to set up the front end properly for your desired riding conditions, and what all the terminology means. Please note, making adjustments to camber and caster will change your toe in settings. Always set the toe last.

CLEANING/ MAINTAINING:

Periodically check the hardware for tightness. On the pivot points equipped with grease zerk fittings, make sure to lube them with a high quality water proof grease. The a-arms can be cleaned with normal soap and water. Take care to not point high pressured water at the pivot points to avoid contaminating the joints with dirt and water. Under normal riding conditions and care, they will last the lifetime of your ATV.

Sport Sets
MX Race sets
DC-4 Long Travel Sets

