



YFZ-R DC-PRO A-ARMS INSTALLATION INSTRUCTIONS

MX ARMS; +.375" wider per side
XC ARMS; - .75" narrower per side

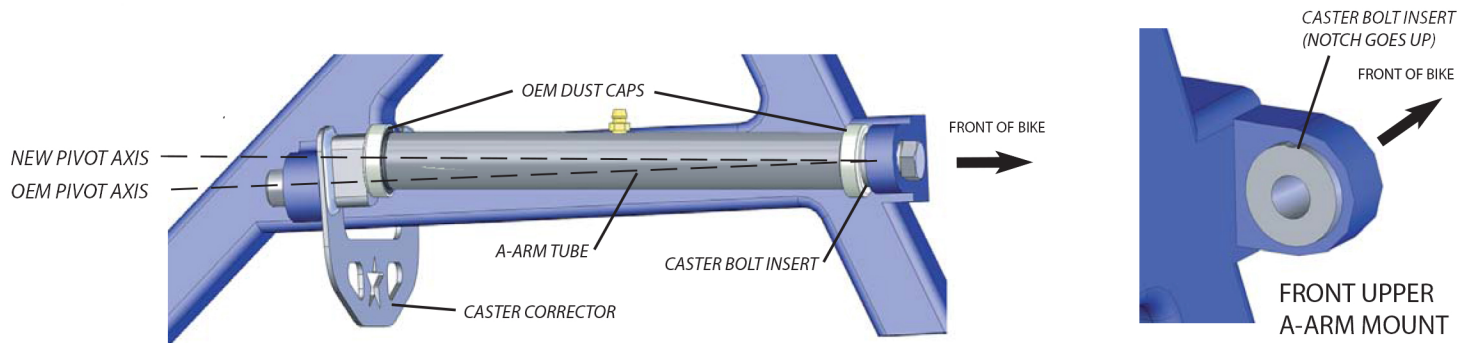
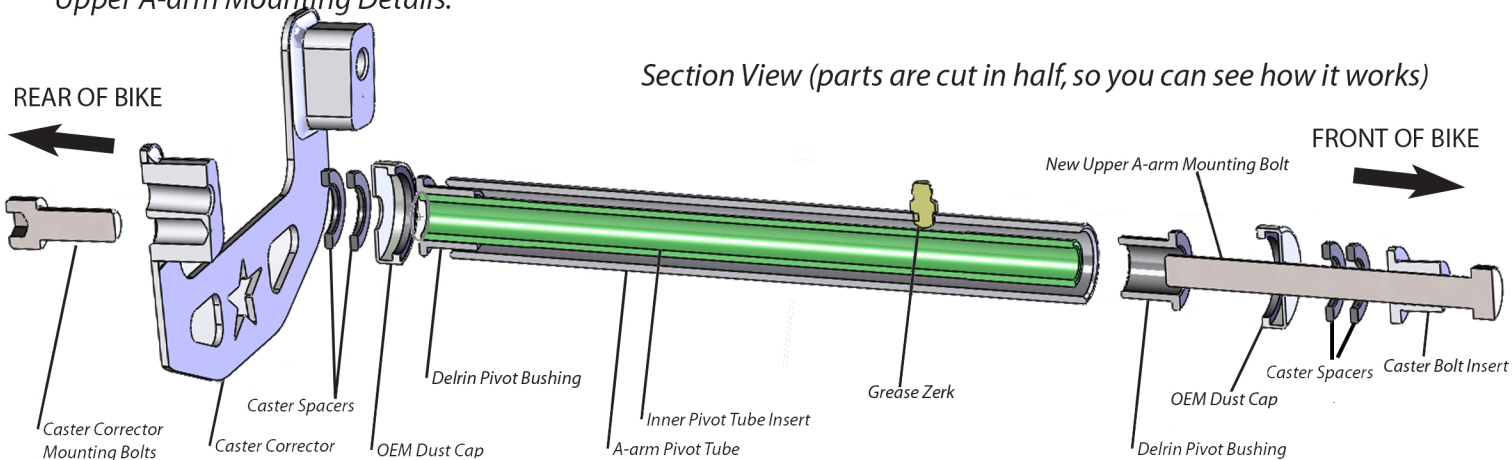
PARTS INCLUDED;

2 - UPPER A-ARMS	2 - UPPER A-ARM PIVOT INSERTS	2 - STAINLESS TIE RODS	2 - 16MM LOCK NUTS
2 - LOWER A-ARMS	1 - CASTER CORRECTOR BRACKET	2 - COTTER PINS	4 - COM BEARING SEALS
2 - LOWER BALL JOINTS	2 - CASTER BOLT INSERTS	2 - MIO X 25 BOLTS	4 - NEEDLE BEARING SEALS
2 - UPPER BALL JOINTS	2 - INTERNAL SNAP RINGS	2 - MIO X 100 BOLTS	2 - NEEDLE BEARING PIVOT TUBES
8 - .100" CASTER SPACERS	2 - COM BEARINGS	2 - MIO X 260 HEX BOLTS	2 - COM BEARING PIVOT TUBES
4 - DELRIN PIVOT BUSHINGS	2 - GREASE ZERKS	2 - 16MM JAM NUTS	2 - RETAINING RINGS
2 - NEEDLE BEARINGS	2 10MM SLOTTED NUTS	2 - 10MM LOCK NUTS	

UPPER A-ARM INSTALLATION USING CASTER CORRECTOR

The factory YFZ-R comes with a feature built in called caster gain. As the suspension compresses, the front caster increases. This can make steering difficult under braking and not give you enough stability under hard acceleration in straight sections. To correct this, we have included a couple parts that will make the front end work better for your needs. There is a bracket called a Caster Corrector, and a Caster Bolt insert that need to be installed in order for your front end to work properly. See below for how all of the parts line up. Some parts will already be installed on the a-arms. This a-arm system is also set up to use our Quick Caster Adjustment. See other pages of these instructions on how to set up the Caster Spacers and set up your new front end.

Upper A-arm Mounting Details.



CLEANING/ MAINTAINING:

Use soap and water to clean, taking care not to use high pressure pointed at the pivot points. You will want to periodically grease the pivot points with fresh grease using the supplied grease fittings, as well as remove the lower a-arms to grease the needle bearings internally. You will want to periodically check all hardware for tightness.