

*A Press or Ball Joint tool is required to remove and install Ball Joints.*

(Right)

(Left)

**(Right and Left Upper Arms are same)**

Item	Description	Item	Description
A	Upper A-Arm x 2	R	Brake Line Clip x 4
B	Lower A-Arm, Right	T	Straight Fitting x 4
C	Lower A-Arm, Left	U	90° Grease Fitting x 9

*(kit contents continue on following pages)*

**discard any remaining hardware**

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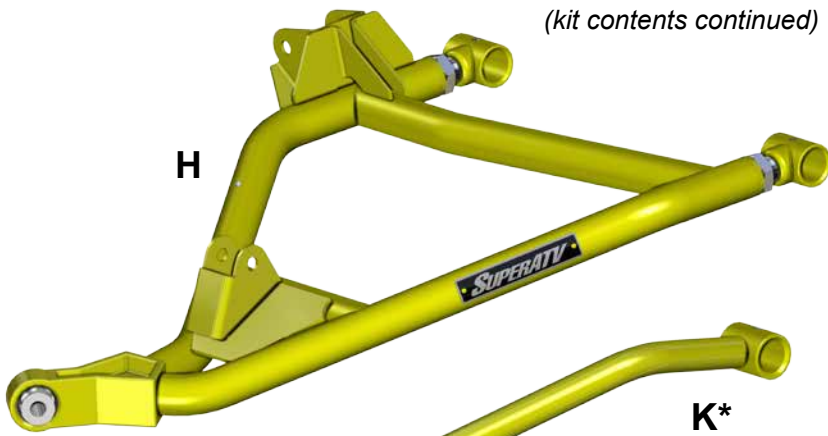
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**Read instructions and view illustrations before beginning.**

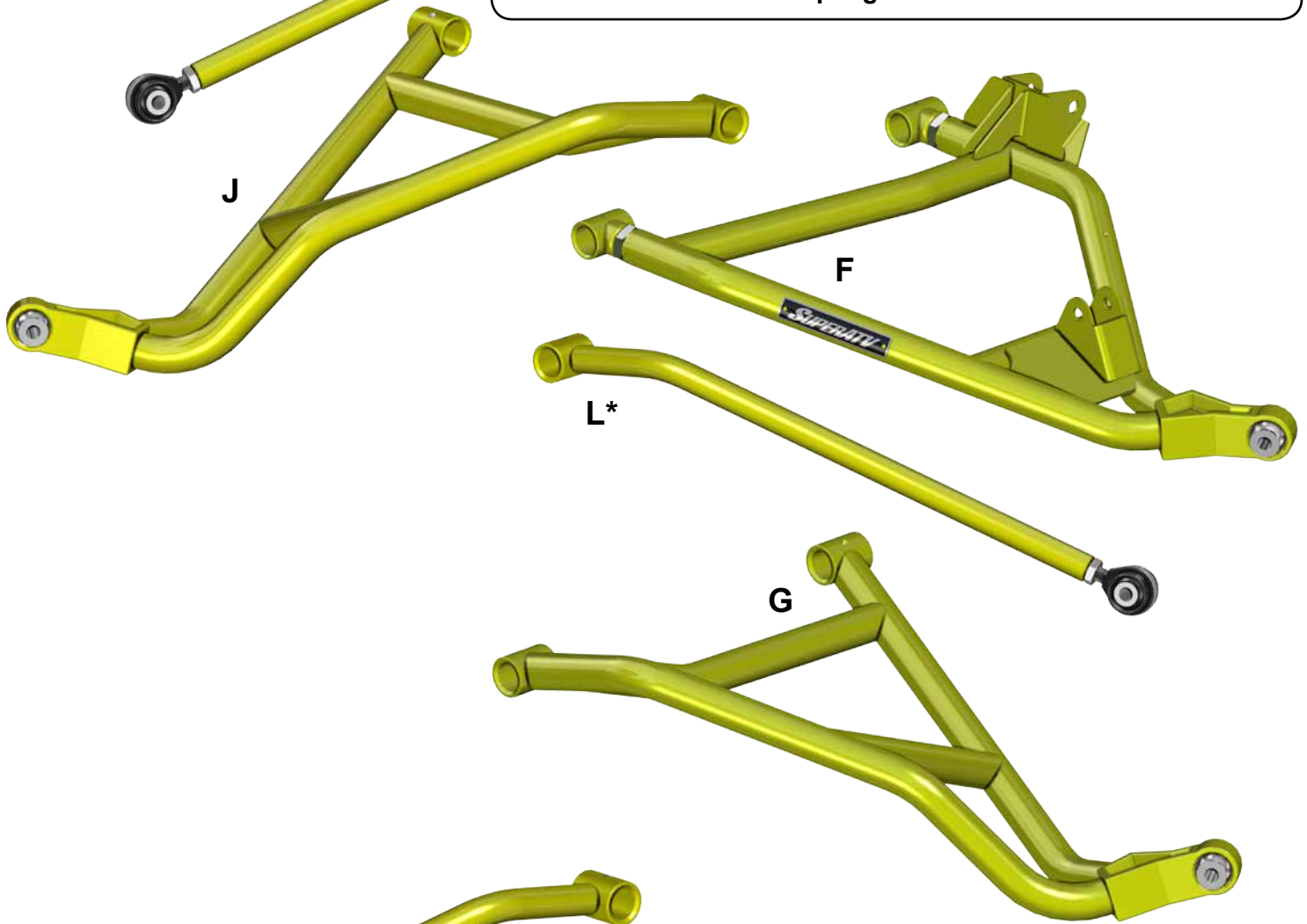
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(kit contents continued)

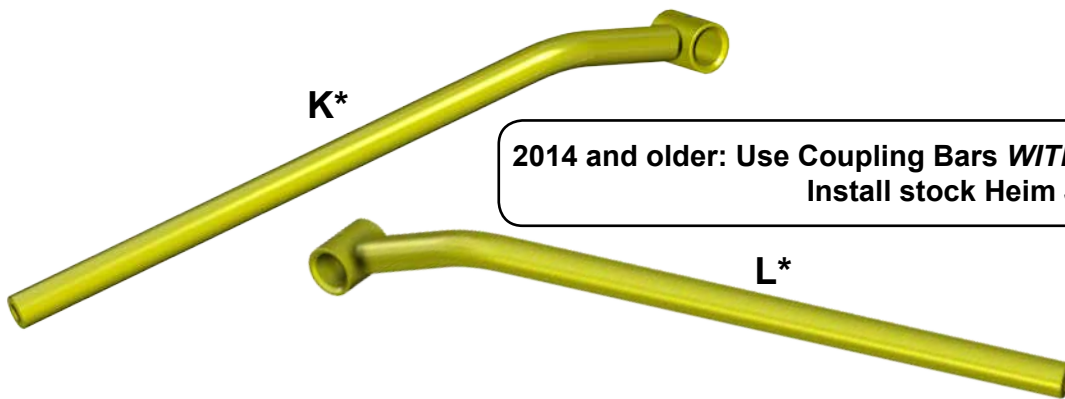
Item	Description
F	Upper A-Arm, Right
G	Lower A-Arm, Right
H	Upper A-Arm, Left
J	Lower A-Arm, Left
K*	Coupling Bar, Left
L*	Coupling Bar, Right



2015 and newer: Use Coupling Bars *WITH* installed Heim Joints.



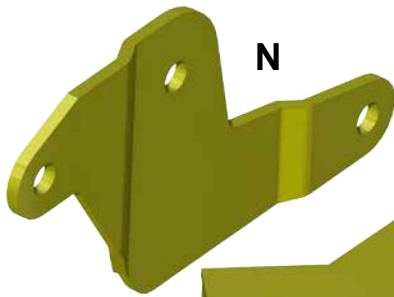
2014 and older: Use Coupling Bars *WITHOUT* installed Heim Joints. Install stock Heim Joints.



(outside of machine)

(kit contents continued)

Item	Description	Qty
M	Shock Mount, Left	1
N	Rear Lift Brackets (A)	2
P	Rear Lift Brackets (B)	2
Q	Shock Mount, Right	1
S	Front Brake Lines	2

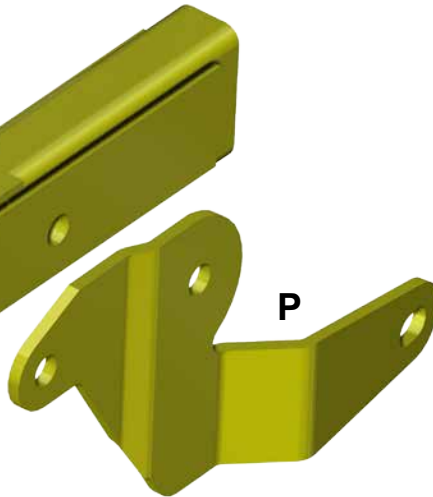


N

M

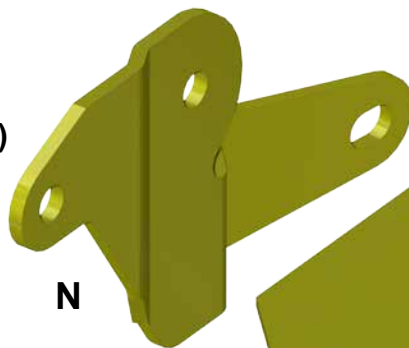
(Left)

(inside of machine)



P

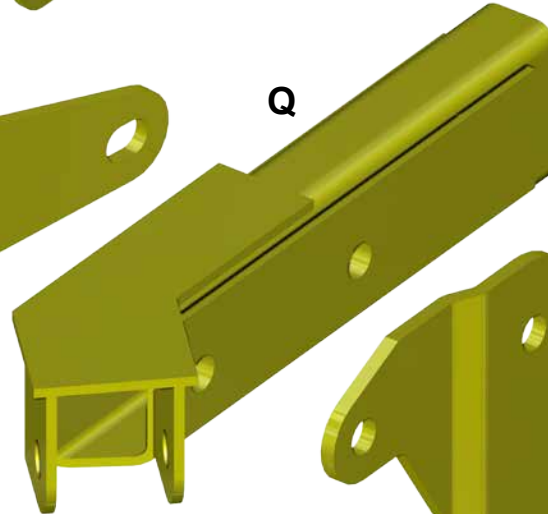
(inside of machine)



N

Q

(Right)



P

(outside of machine)

Brake Line x 2



S

(Right Brake Line is longer)

Tie Rod Kit (see attached Z-Bend Tie Rod Kit)

## Front Components Removal:

*keep all components removed from machine.*



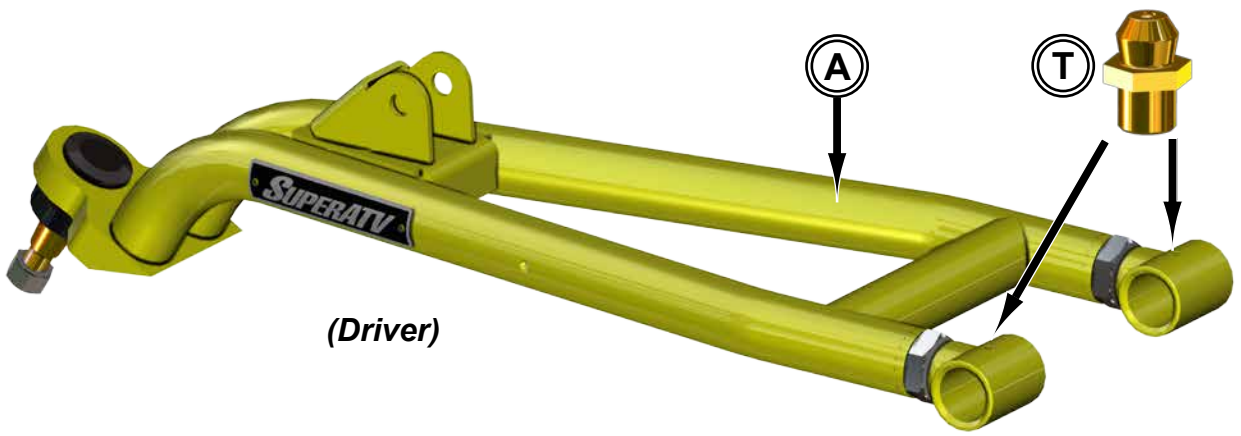
*(Right)*

### **Remove following components:**

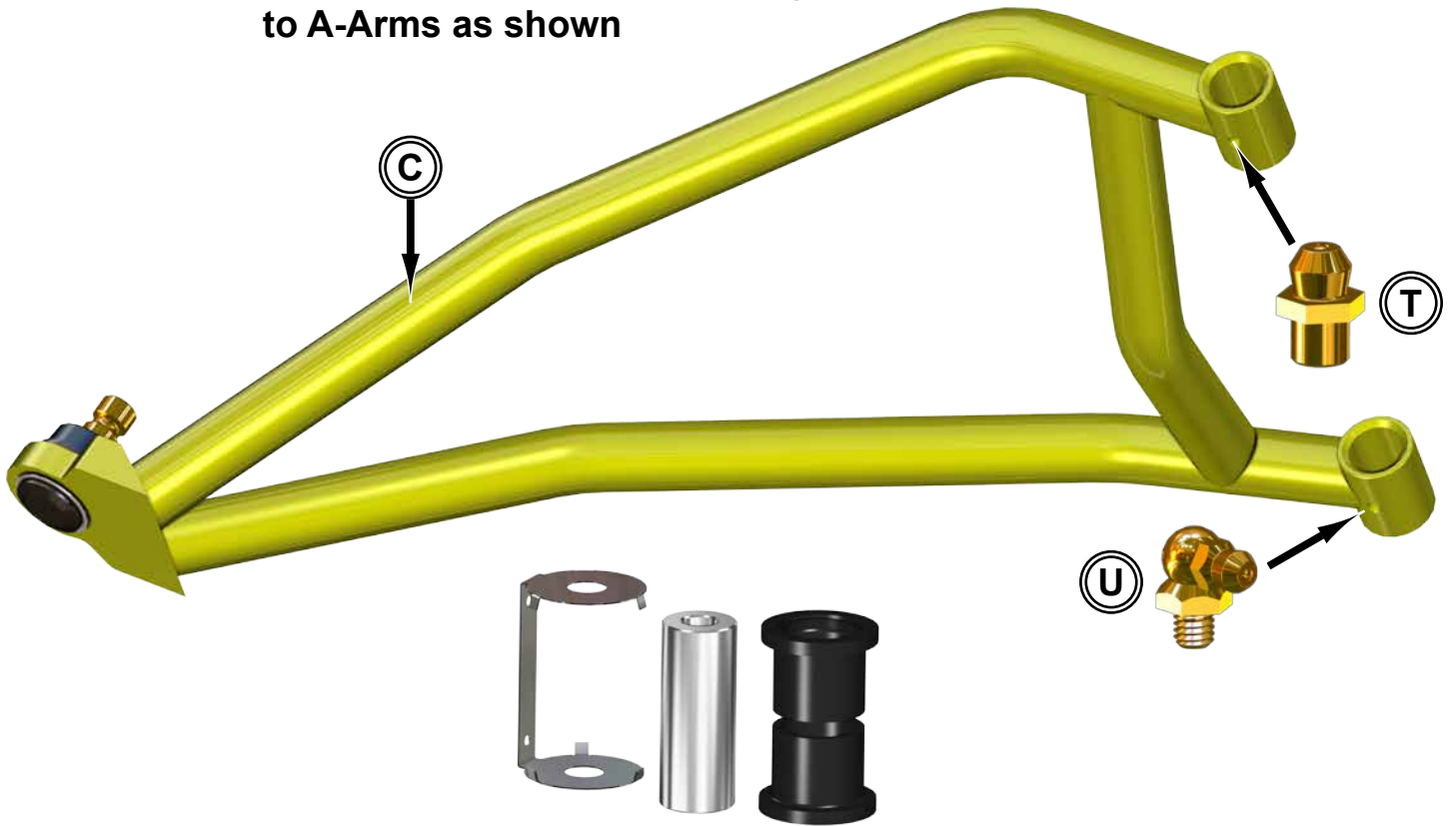
- Tie Rods
- Axles
- A-Arms
- Knuckles / Hubs / Calipers
- Brake Lines
- Shocks from A-Arms



**Front A-Arms Preparation** *(set aside when completed)*



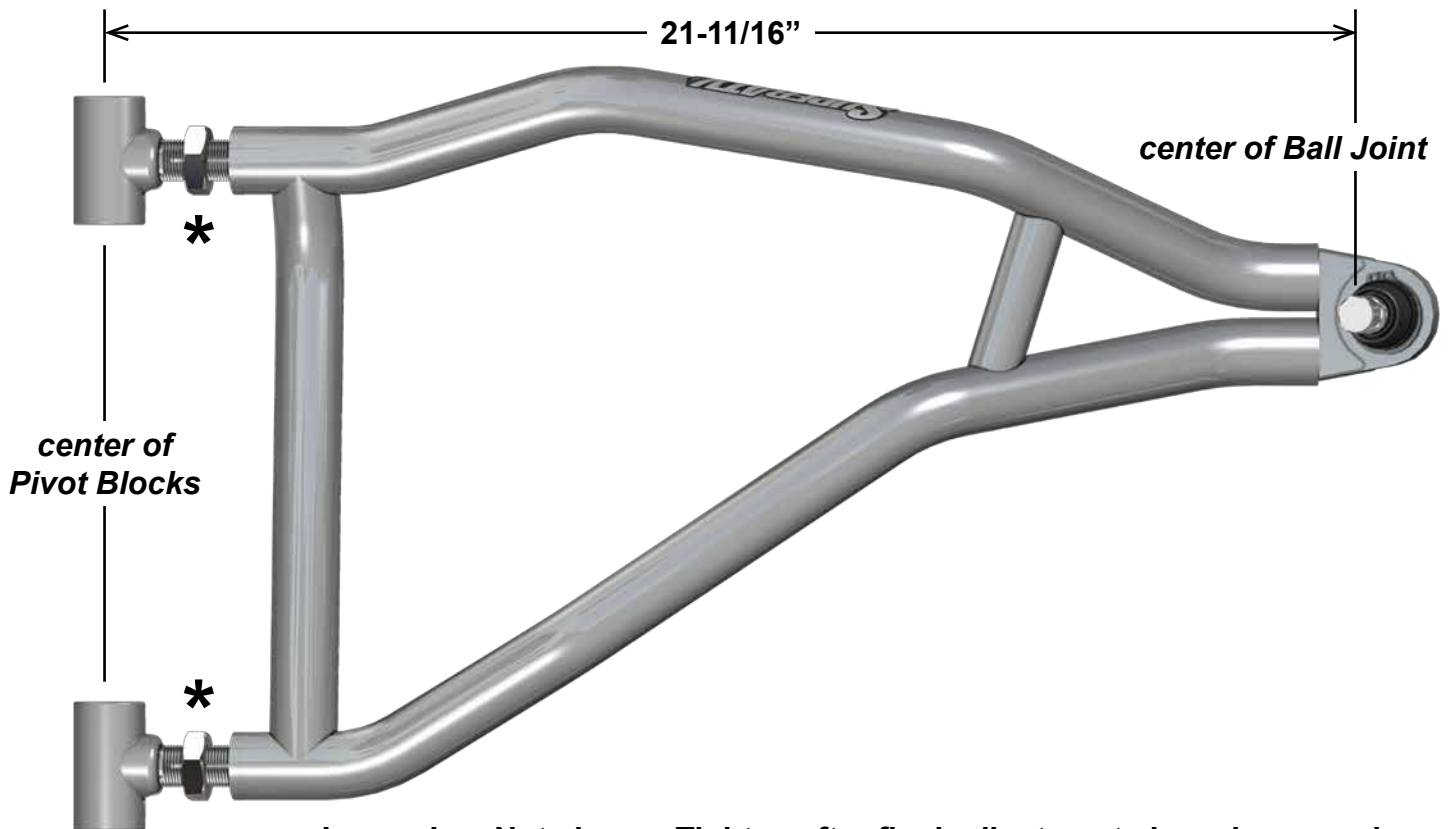
**install stock Ball Joints and Grease Fittings to A-Arms as shown**



**Reuse stock Cushions, Sleeves, and Wear Plates.**

## **PIVOT BLOCK SETTINGS**

- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



**\* Leave Jam Nuts loose. Tighten after final adjustments have been made.**

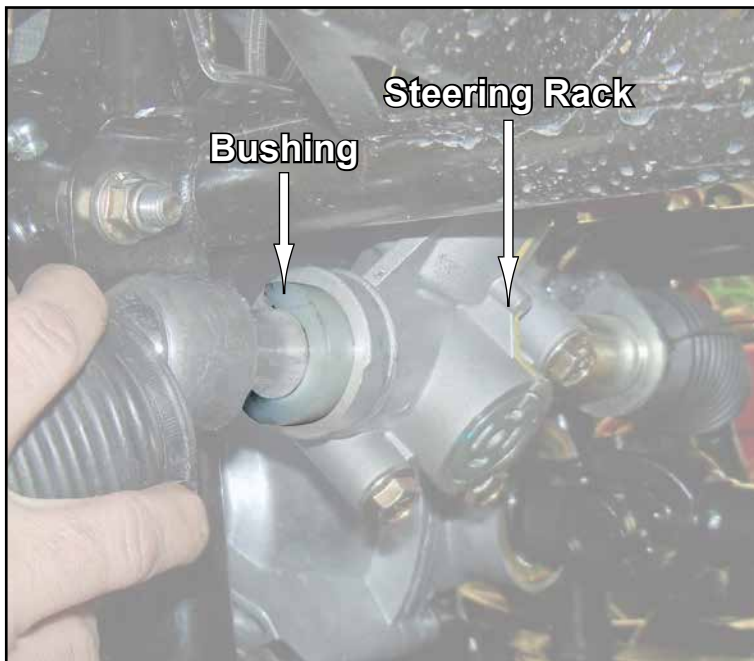
## Front Shocks Preparation (set aside when completed)



**Steering Stop Installation:** Rack and Pinion shown off machine for clarity.

*Note: Driver Side installation is shown.*

- Install Bushing onto Rack and Pinion shaft; repeat for opposite side.



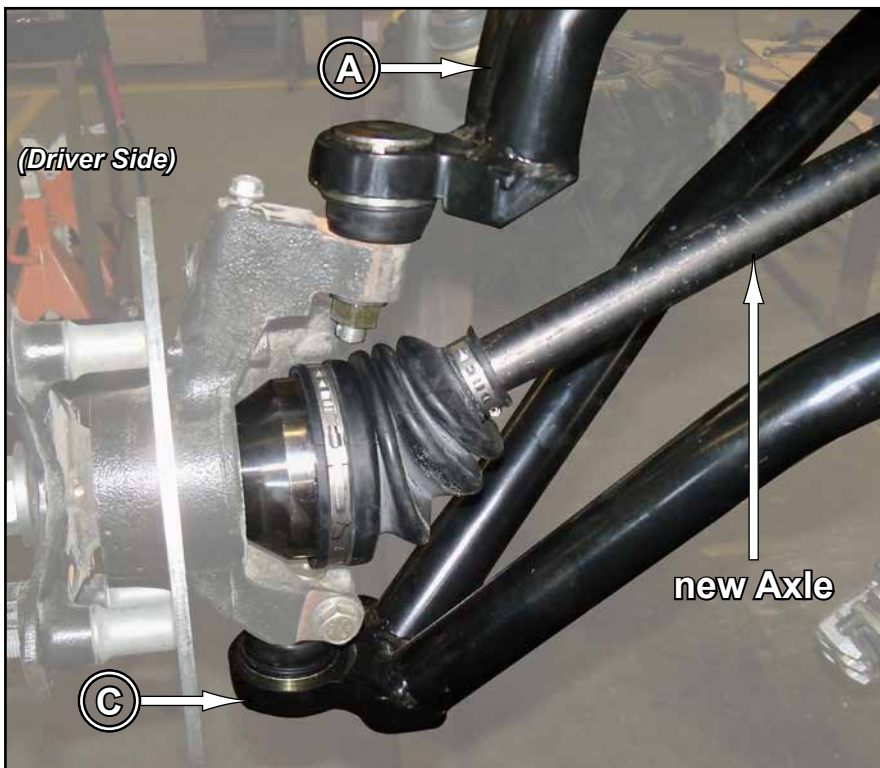
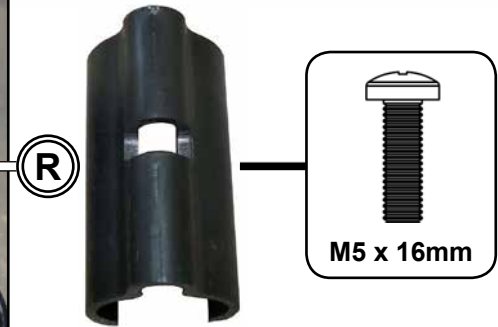
**Leave Boots off Rack and Pinion until new Tie Rods are installed.**

**install Tie Rod Kit (see attached Z-Bend Tie Rod Kit)**

**Front Installation:** *Do not tighten hardware completely unless noted.*

**Do not install Nuts to any component until all final adjustments have been completed.**

- Install A-Arms (A-C) to Frame with stock hardware.
  - Install new Axles.
  - Reinstall Hubs / Knuckles / Calipers with stock hardware.
  - Secure Shocks to Upper A-Arms (A) with stock hardware.
  - Install Brake Lines (S) and secure to Upper A-Arms (A) with Brake Line Clips (R) and hardware shown.
- Note: short Brake Line installs to driver side.*

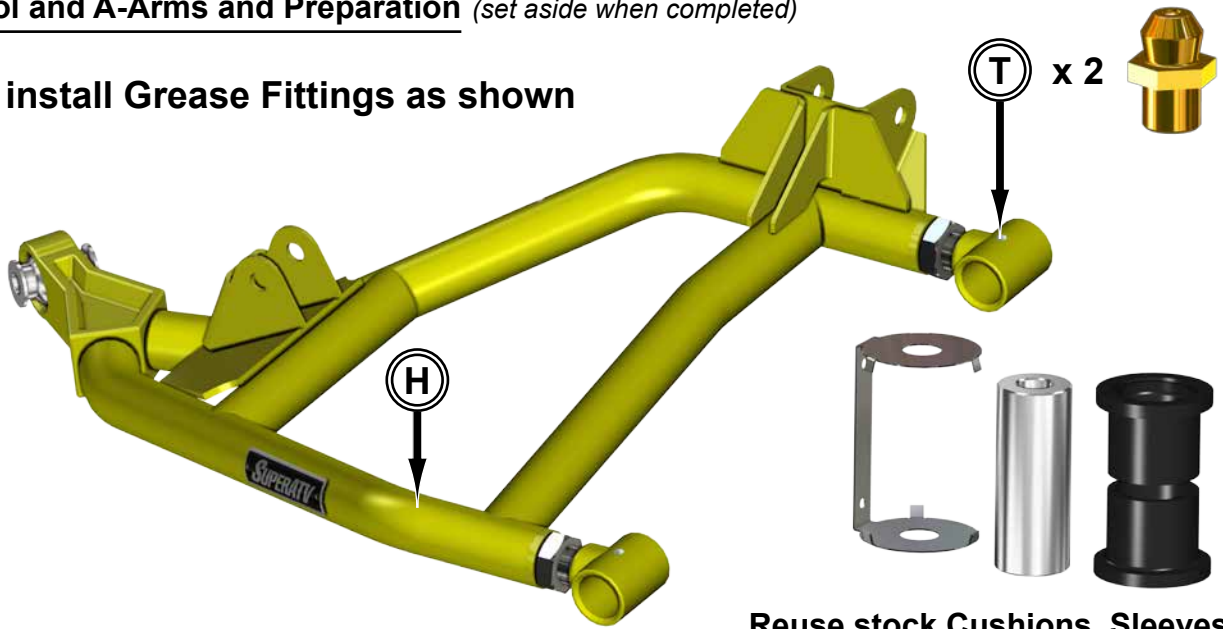




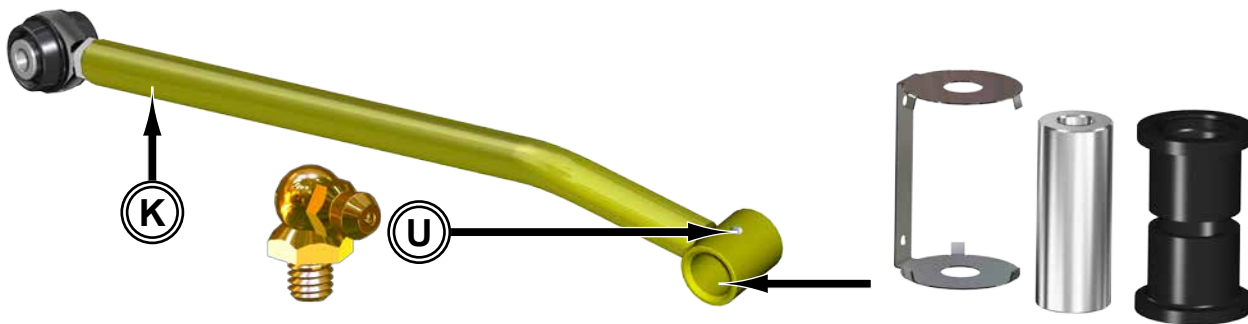
**Rear Control and A-Arms and Preparation** *(set aside when completed)*

**install Grease Fittings as shown**

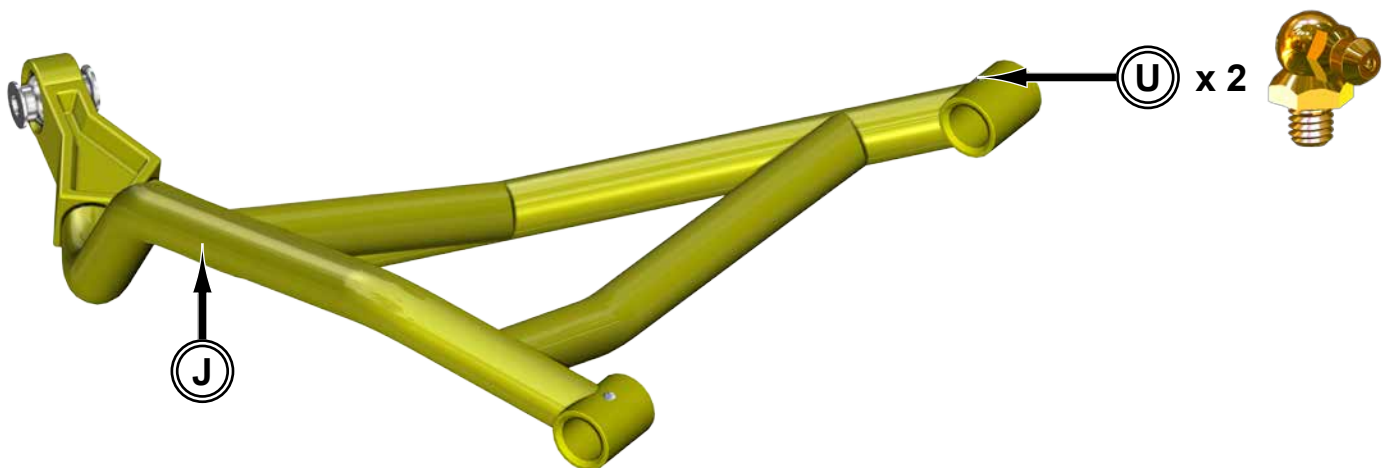
**(Driver)**



**Reuse stock Cushions, Sleeves, and Wear Plates.**

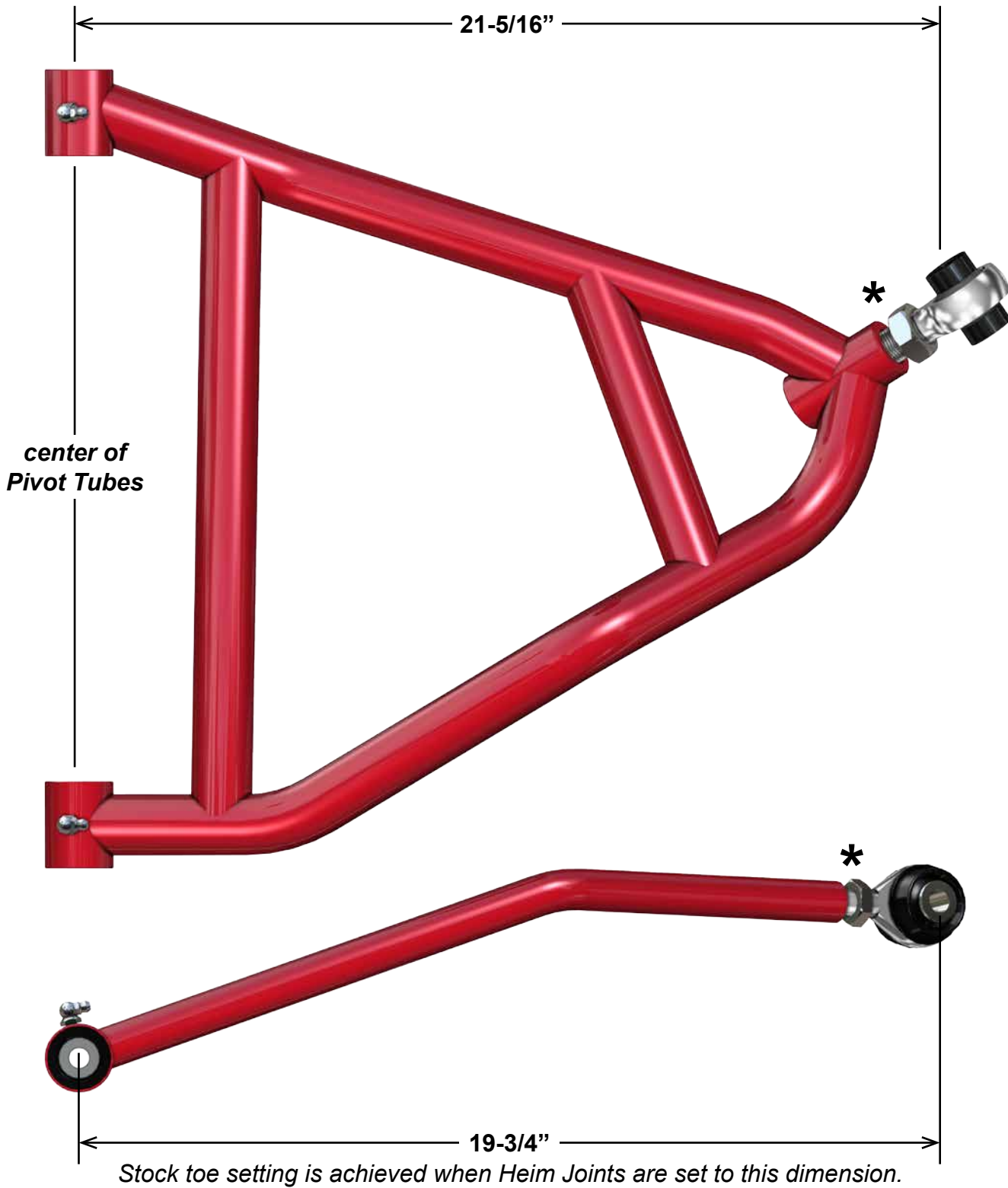


**Install *provided* Cushions, Sleeves, and Wear Plates to Coupling Bars (M)(N).**



## REAR SETTINGS

- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Heim Joints are set to this dimension.*
- See last page for additional camber information.



**\* Leave Jam Nuts loose. Tighten after final adjustments have been made.**

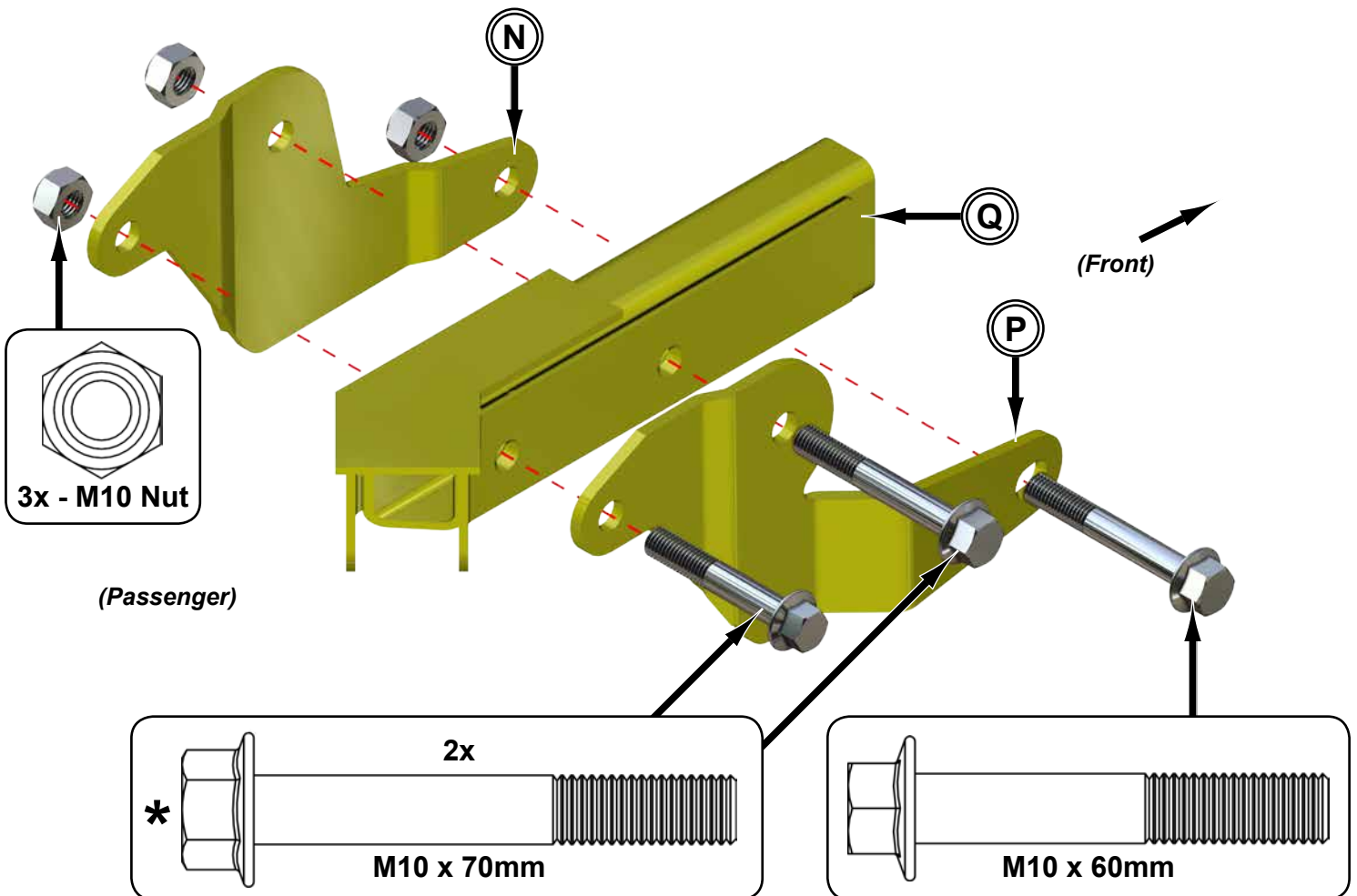
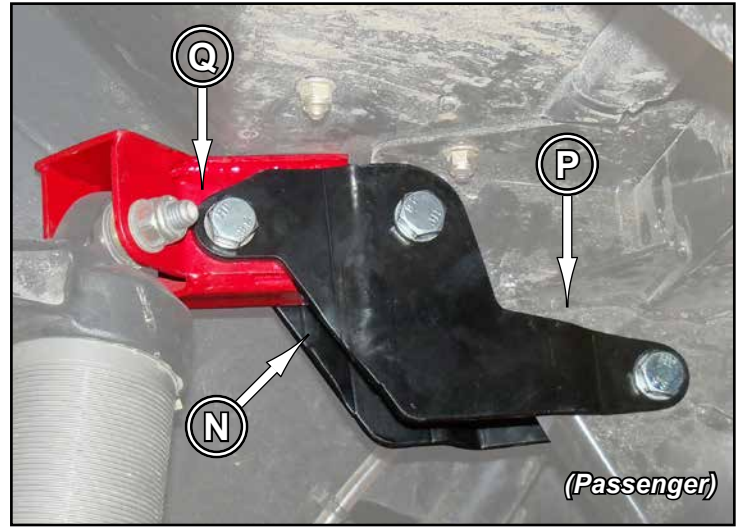
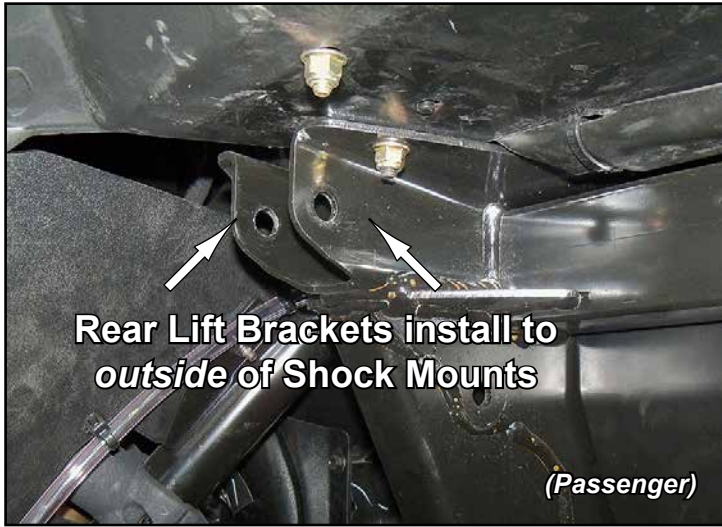
## Rear Components Removal:

*keep all components removed from machine.*



## Rear Brackets Installation:

- Install Rear Lift Brackets A and B (N-P) and Shock Mounts (Q-M) to stock Shock Mounts.
- Install Shocks with stock hardware.

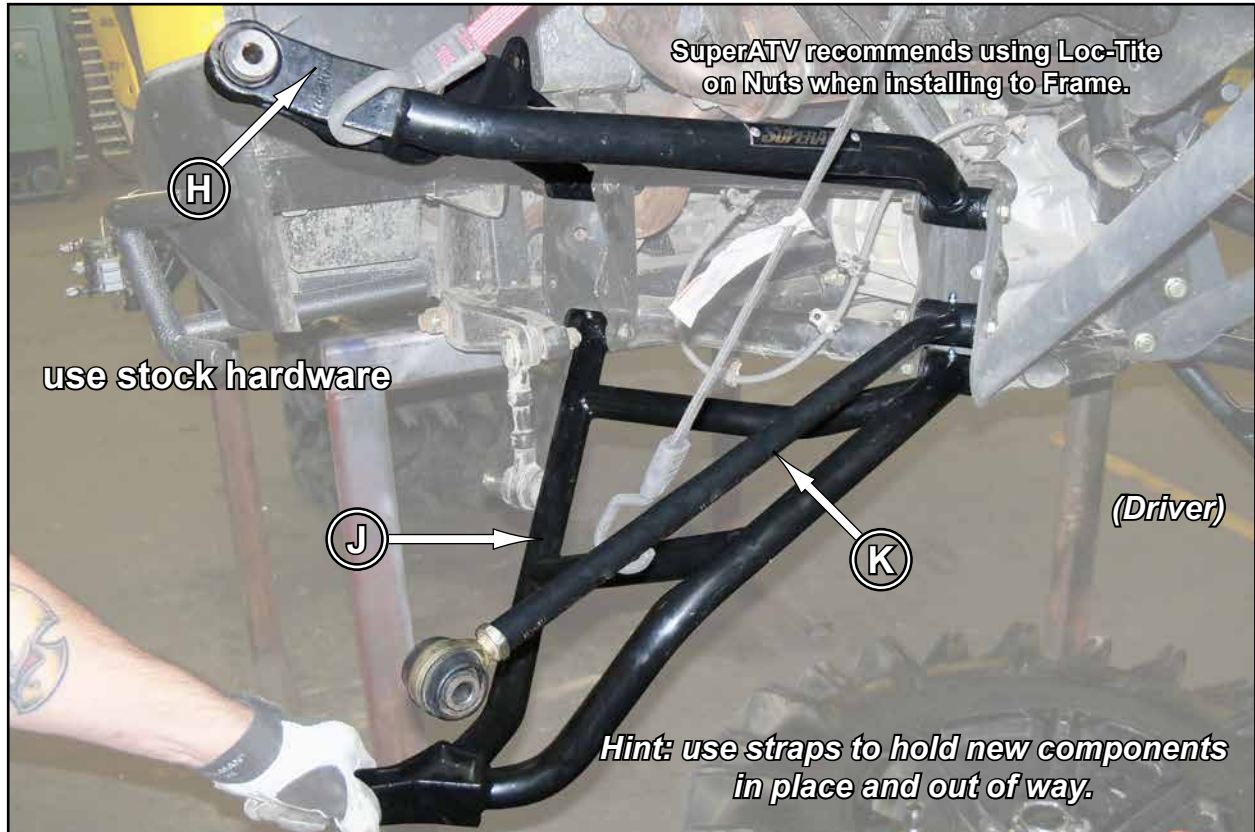


\* Depending on model year, M10 or M12 hardware will be used.

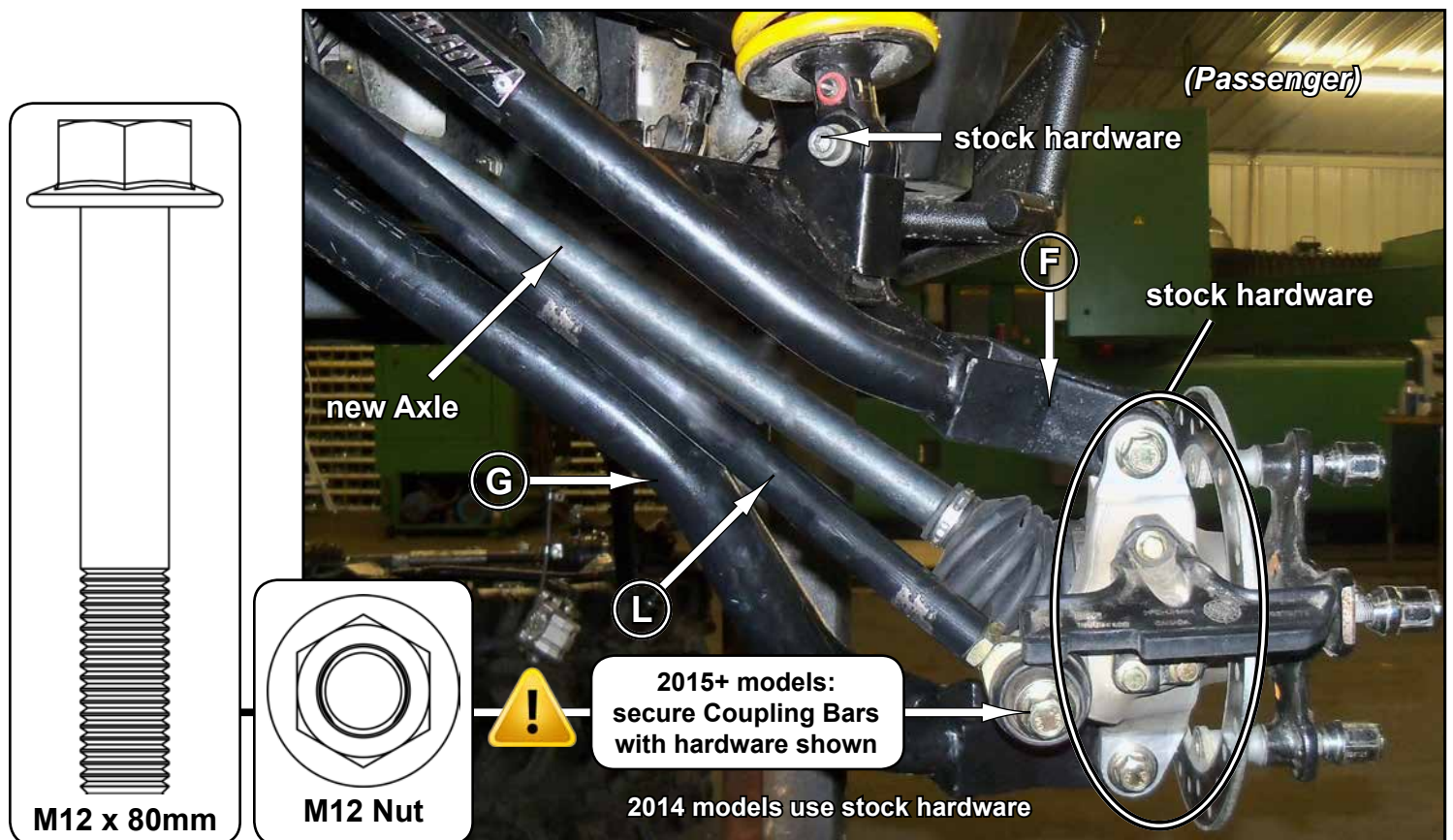
**Rear Installation:** *Do not tighten hardware completely unless noted.*

- Install A-Arms (F-J) and Coupling Bars (K-L) to Frame with stock hardware.

**Do not install Nuts to any component until all final adjustments have been completed.**

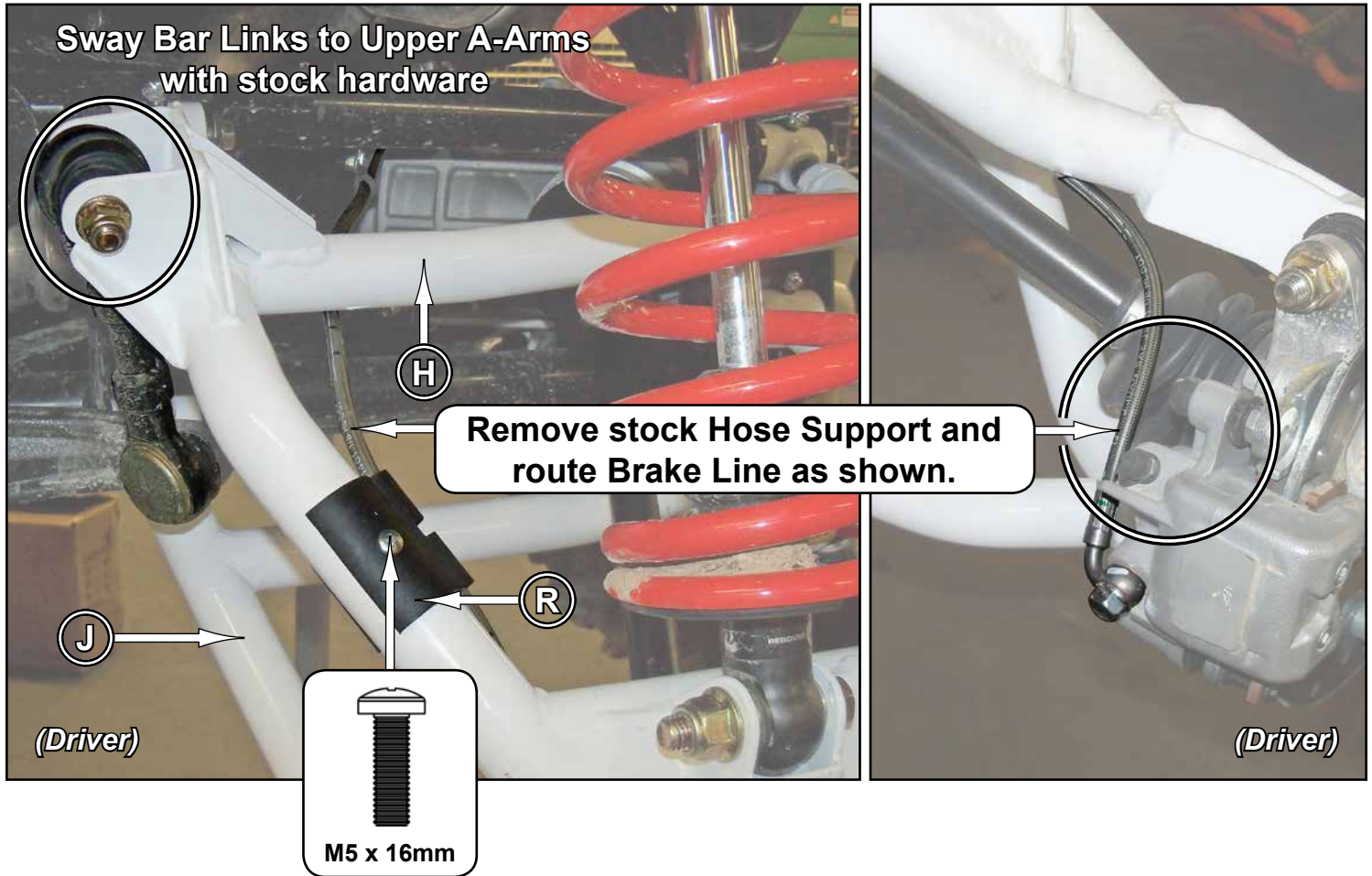


- Install new Axles.
- Reinstall necessary components previously removed with stock hardware.



## Rear Installation continued:

- Reinstall Brake Lines to A-Arms (F-H) with Brake Line Clips (R) with hardware shown.



- Reinstall Tires and check Camber settings; see last page.
- Add Nuts to previously installed hardware and tighten completely. SuperATV recommends using Loc-Tite on Nuts.

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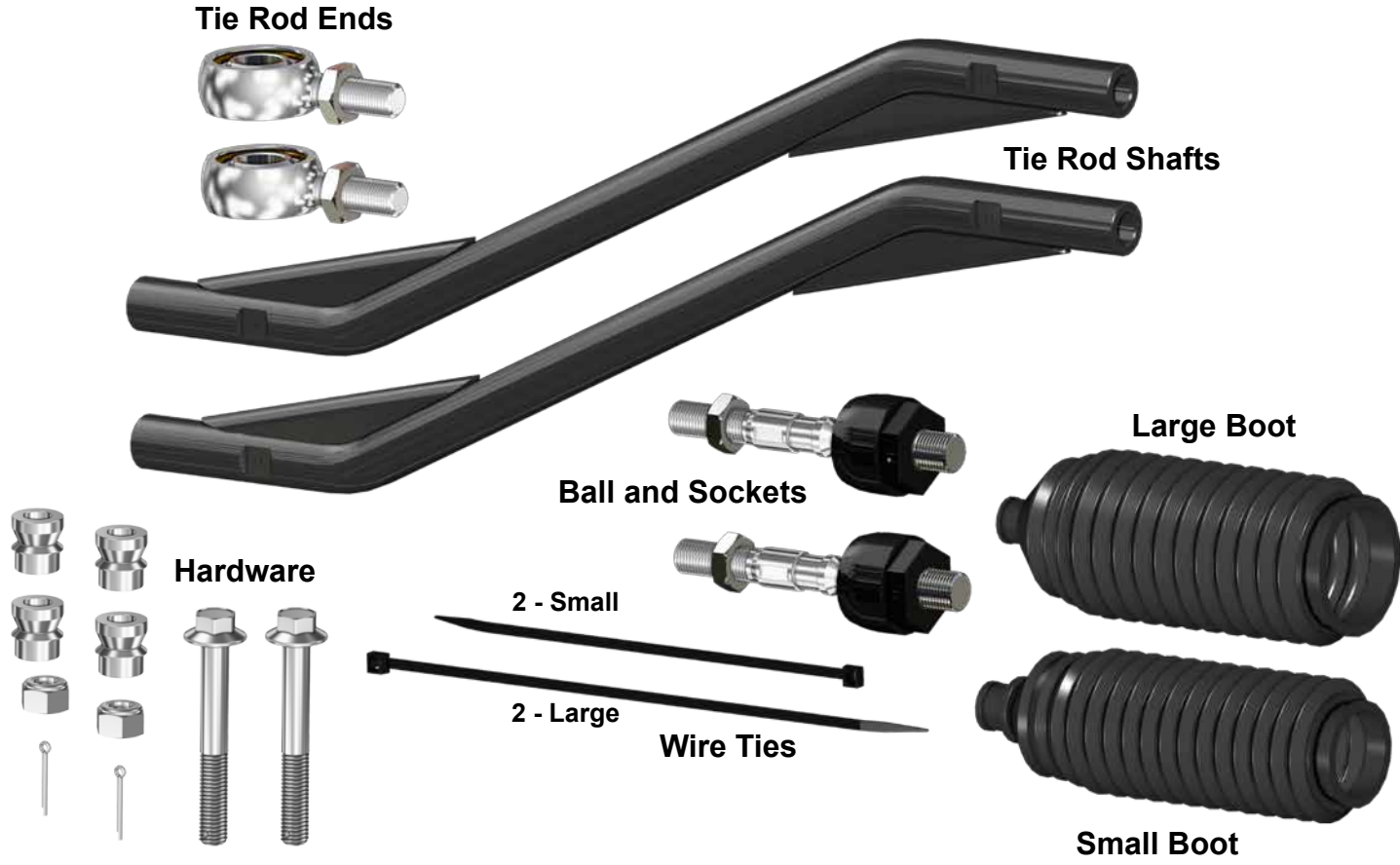
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**Need help with your installation?**

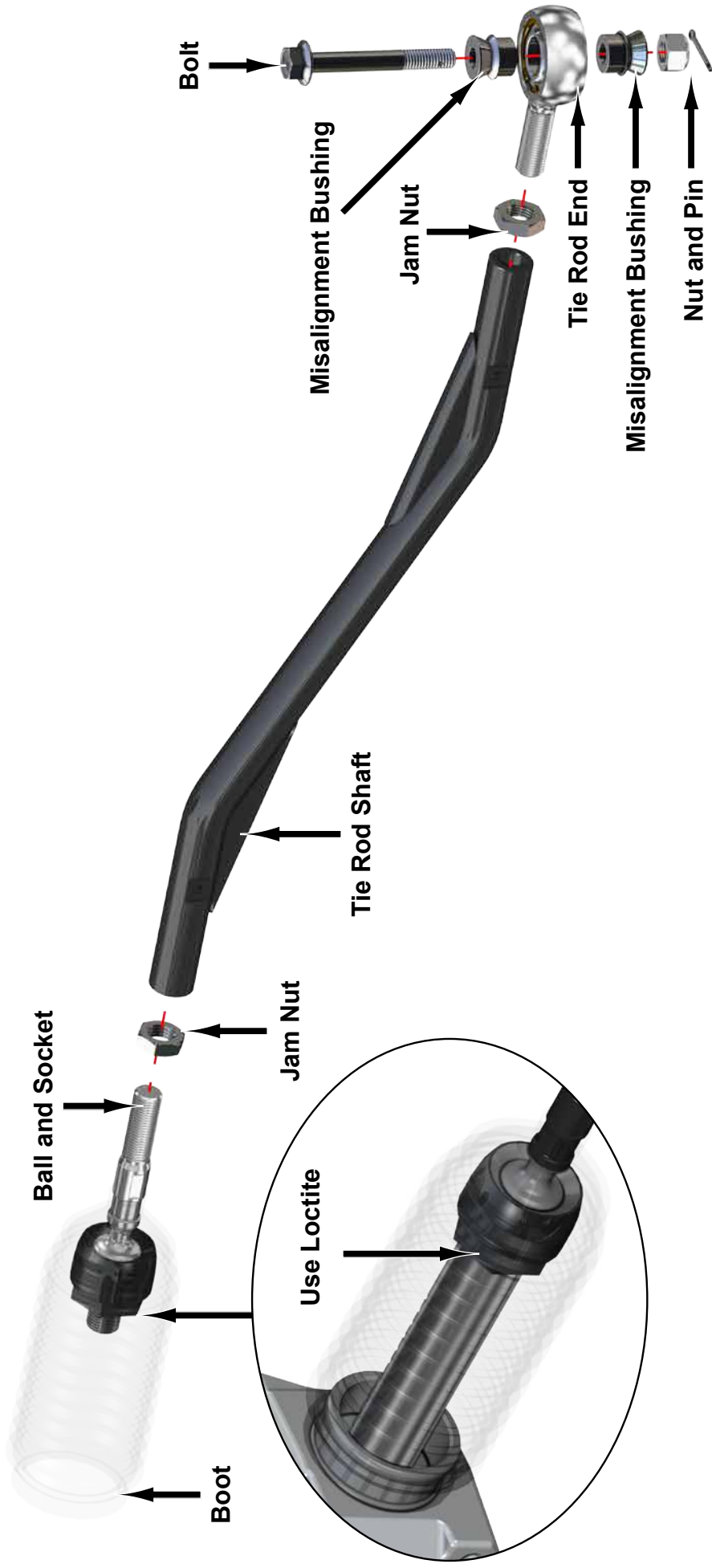
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**Read instructions and view illustrations before beginning.**

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- Remove stock Tie Rods from machine.
- Remove Jam Nuts from Ball and Sockets.
- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Boots to Rack and Pinion and secure with Zip Ties. Use a lubricant to ease installation.
- Reinstall Jam Nuts to Ball and Sockets
- Install Tie Rod Shafts to Ball and Sockets.
- Install Tie Rod Ends to Tie Rod Shafts
- Secure Tie Rod Ends to same location as stock on Spindles with appropriate hardware shown.



- Before initial ride, set toe-in of vehicle.
- After initial ride check to see that hardware remained tight.



# CAMBER

- Tires must have equal air pressure before making adjustments.
- Adjustments to be made after all suspension components have been completely assembled.
- Tires must not be in contact with ground when making adjustments.
- Perform adjustments in small increments.



## Adjusting Camber:

- Remove A-Arms from Frame and turn Pivot Blocks to adjust camber. Reinstall Arms.
- Lower machine and settle suspension components by rolling machine back and forth several feet at a time.
- Check settings and make small adjustments as needed.
- Each time an adjustment is made, machine must be rolled back and forth to settle suspension components.
- Once desired setting is achieved, tighten hardware completely. Loc-tite on Nuts is recommended.

**A NEGATIVE CAMBER SETTING OF 1° to 2° IS RECOMMENDED.**

## LOWER:

Too much positive camber: adjust Pivot Blocks **OUT**.

Too much negative camber: adjust Pivot Blocks **IN**.

*note: 2 full turns is 1°*

## UPPER A-ARMS:

Too much positive camber: adjust Pivot Blocks **IN**.

Too much negative camber: adjust Pivot Blocks **OUT**.

*note: 2 full turns is 1°*

