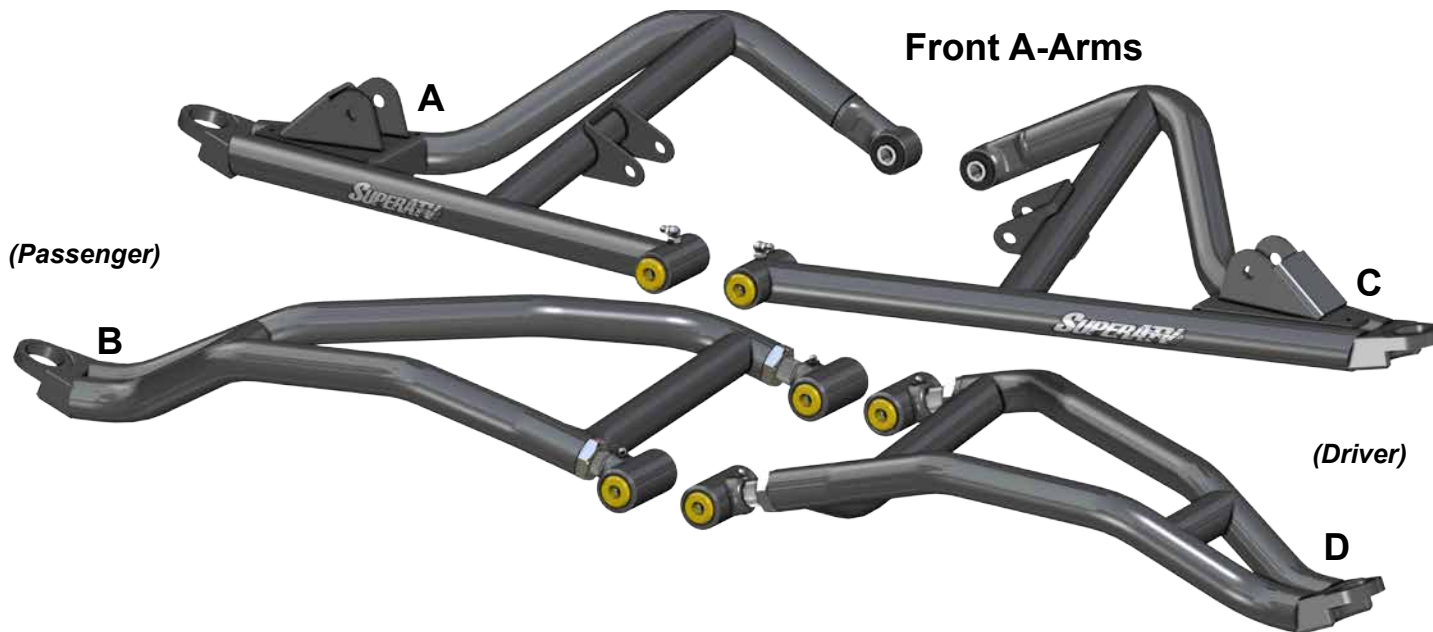


Conversion Kit:

for Polaris RZR® Trail 900 to RZR® Trail S 900

- A Press or Ball Joint tool is required to remove and install Ball Joints.
- Kit is for use with stock Shocks.

Front A-Arms



Item	Description
A	Upper A-Arm, Passenger
B	Lower A-Arm, Passenger
C	Upper A-Arm, Driver
D	Lower A-Arm, Driver
J	Front Bracket



(Kit contents continue on following pages)

Need help with your installation?



sales@superatv.com



www.superatv.com



1-855-743-3427



8:00am - 8:00pm EST M-Th
8:00am - 7:00pm EST Friday
9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

Thank You
For Choosing



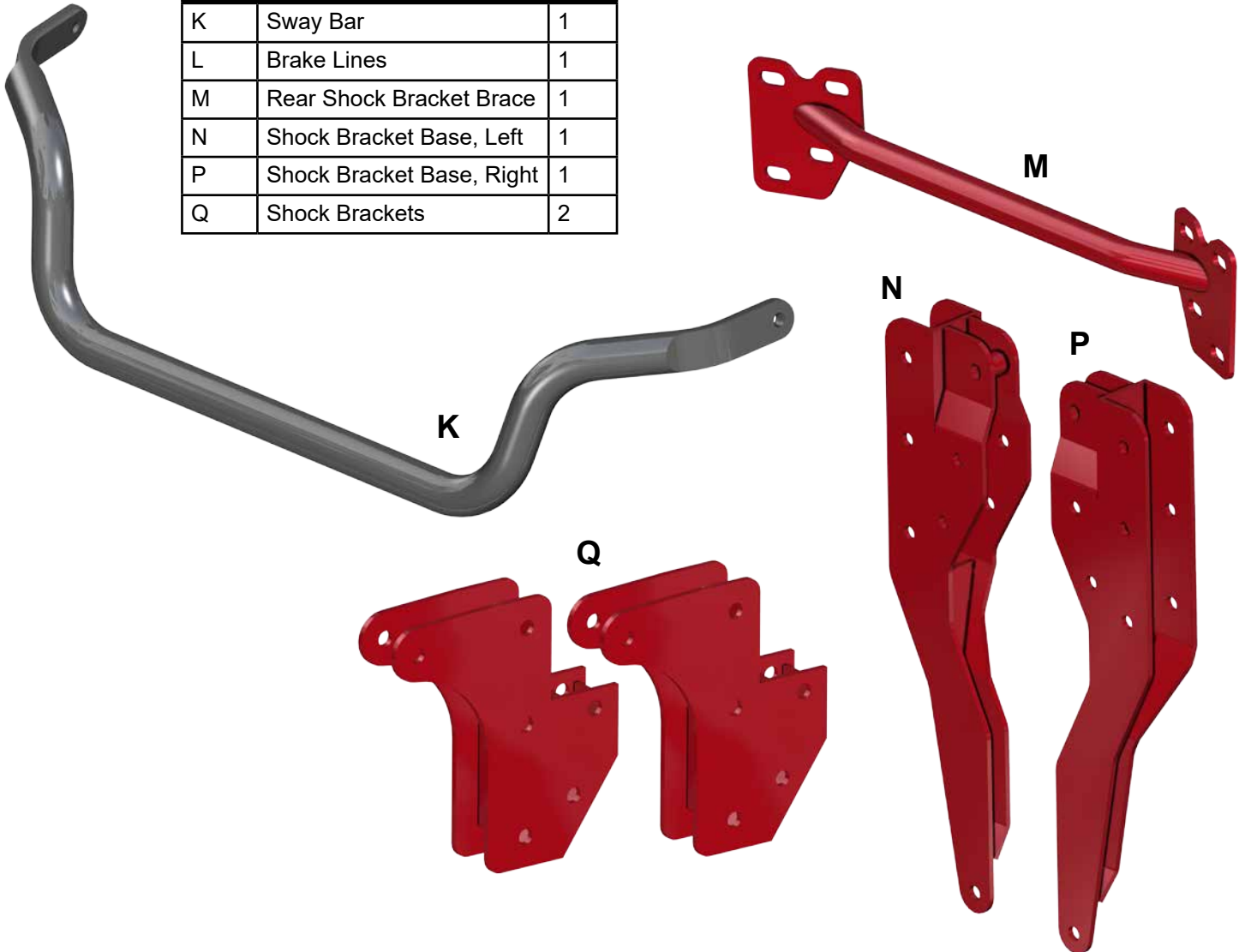
(Kit contents continued)

Item	Description
E	Upper A-Arm, Passenger
F	Lower A-Arm, Passenger
G	Upper A-Arm, Driver
H	Lower A-Arm, Driver

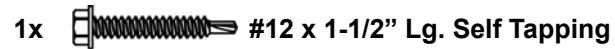
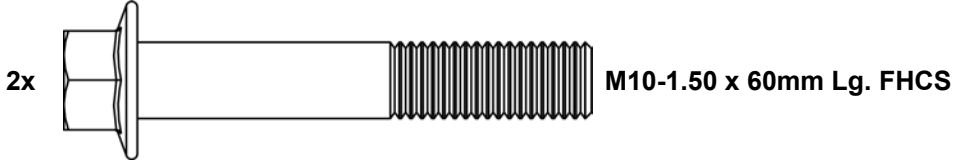
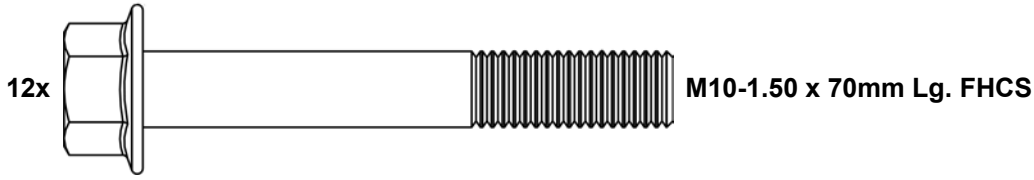
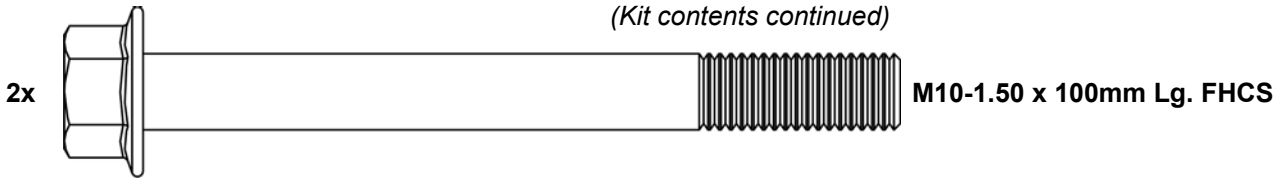
Rear A-Arms



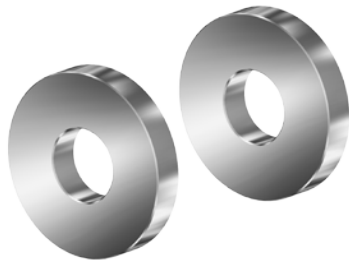
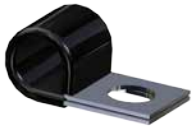
Item	Description	Qty
K	Sway Bar	1
L	Brake Lines	1
M	Rear Shock Bracket Brace	1
N	Shock Bracket Base, Left	1
P	Shock Bracket Base, Right	1
Q	Shock Brackets	2



(Kit contents continued)

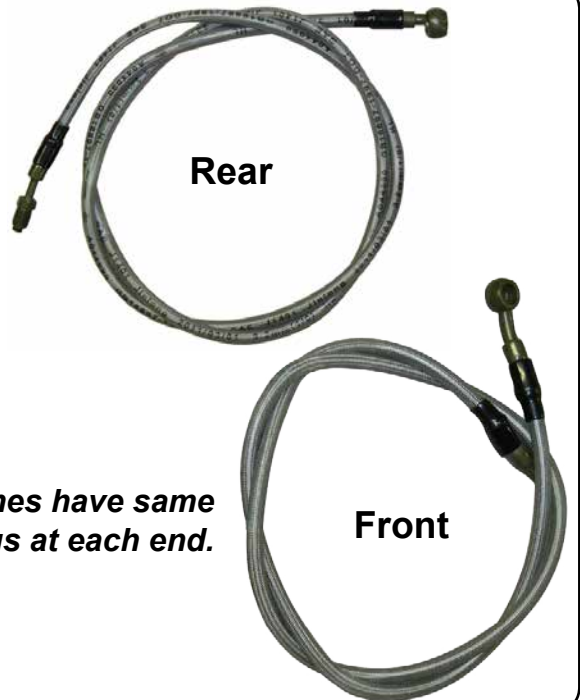


Tighten hardware completely only after all components have been installed.



Brake Lines (L)

Location	Length (Approx)
Right Front	42"
Left Front	32"
Right Rear	55"
Left Rear	40"



Front Brake Lines have same style fittings at each end.

Liability Statement

SuperATV's® products are designed to best fit user's ATV/UTV under stock conditions. Adding, modifying, or fabricating any factory or aftermarket parts will void any warranty provided by SuperATV® and is not recommended. SuperATV's® products could interfere with other aftermarket accessories. If user has aftermarket products on machine, contact SuperATV® to verify that they will work together.

Although SuperATV® has thousands of satisfied customers, user should be aware that installing lift kits, long travel, or suspension kits, tires, etc. will change the ride of machine and may increase maintenance and part wear. Operating any off-road machine while, or after, consuming alcohol and/or drugs increases risk of bodily harm or death. No warranty or representation is made as to this product's ability to protect user from severe injury or death. SuperATV® urges operators and occupants to wear a helmet and appropriate riding gear at all times.

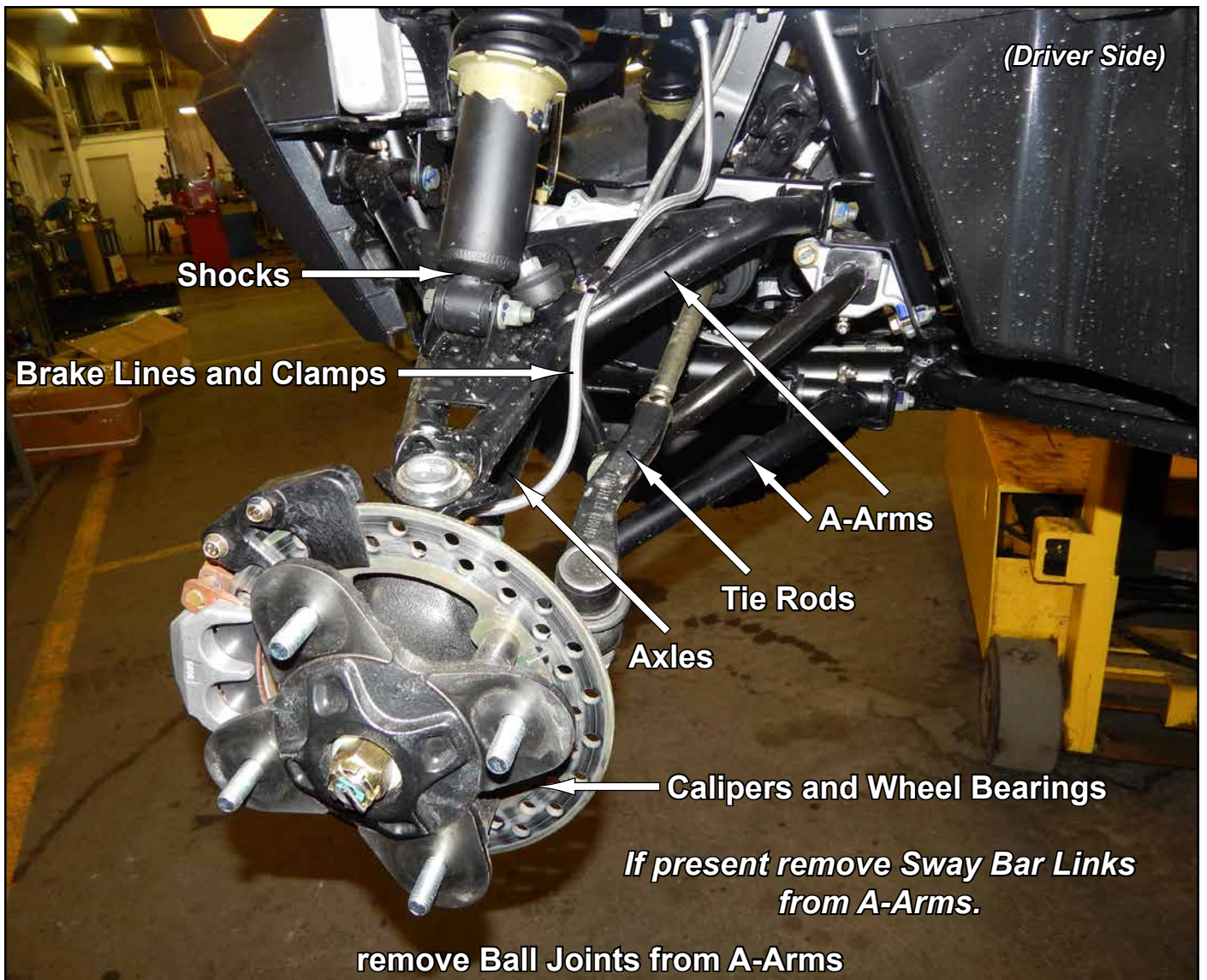
By purchasing and installing SuperATV® products, user agrees that should damages occur, SuperATV® will not be held responsible for loss of time, use, labor fees, replacement parts, or freight charges. SuperATV®, nor any 3rd party, will not be held responsible for any direct, indirect, incidental, special, or consequential damages that result from any product purchased from SuperATV®. The total liability of seller to user for all damages, losses, and causes of action, if any, shall not exceed the total purchase price paid for the product that gave rise to the claim.

SuperATV® will warranty only parts provided by SuperATV®. Any damage or problems with OEM housings, bearings, seals, or other manufacturers' products will not be covered by SuperATV®. SuperATV® parts and products are not warranted if item was not installed properly, misused, or modified.

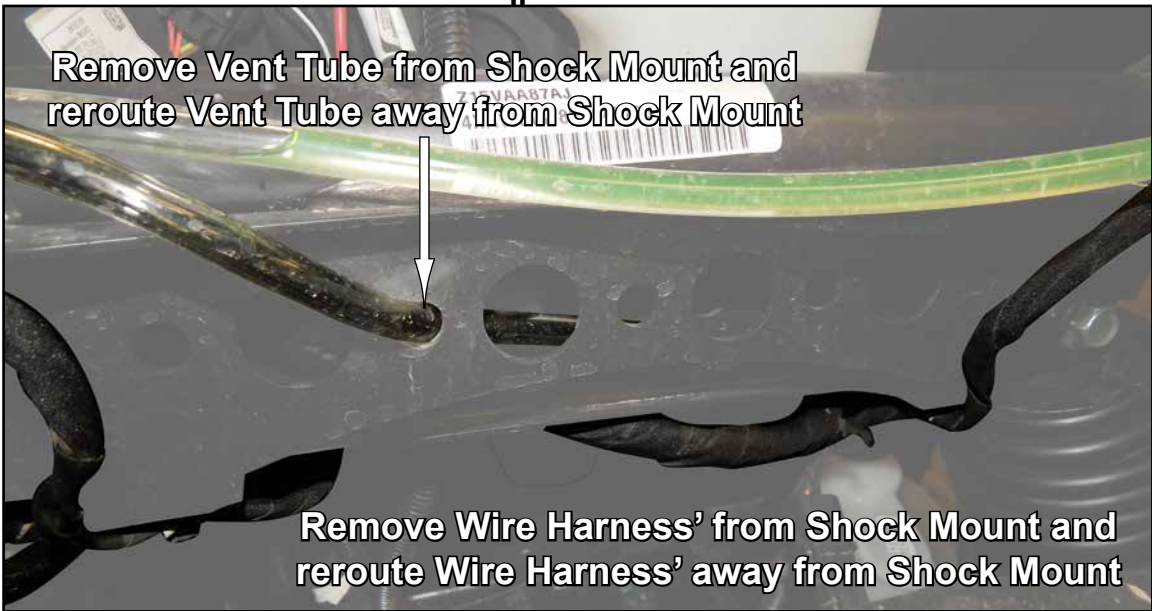
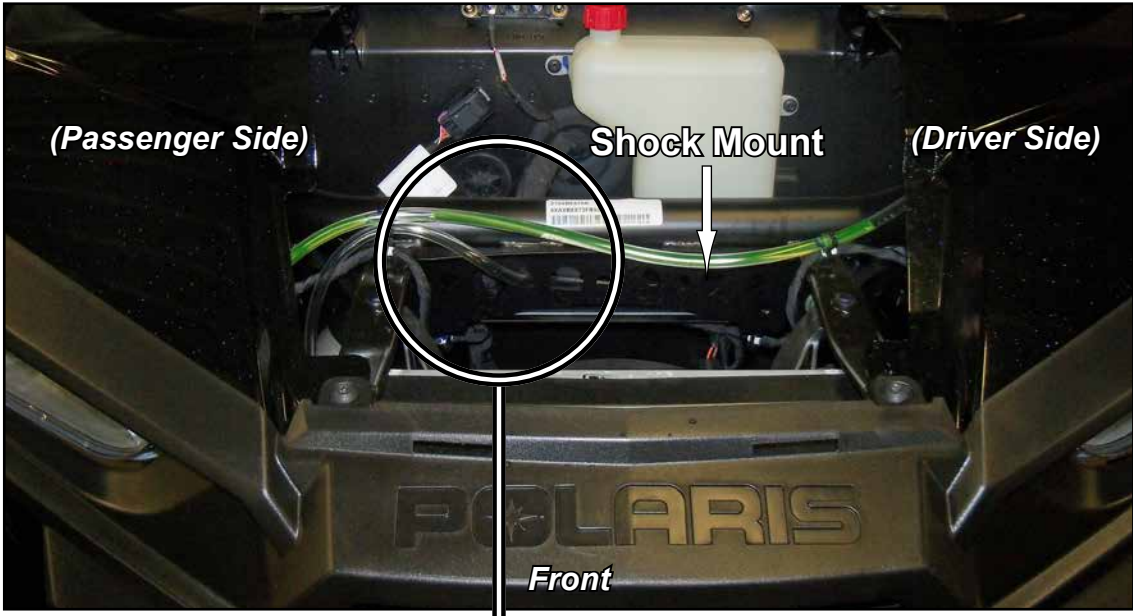
Installing, adding, modifying, or fabricating any factory or aftermarket product to your ATV/UTV may violate certain local, state, and federal laws. Be advised that laws vary depending on town, city, county, state, etc. Use of certain products on public streets, roads, or highways may be in violation law. The Buyer is solely and exclusively legally and personally responsible for any violation of the law by the installation or use of the product. You must abide by all local, state, and federal laws, including but not limited to vehicle safety, traffic laws, and ordinances. It is your responsibility to know the laws and how they apply to you.

The Buyer is responsible to fully understand the capability and limitations of his/her vehicle according to manufacturer specifications, warnings and instructions and agrees to hold SuperATV® harmless from any damage resulting from failure to adhere to such specifications, warnings and/ or instructions. The Buyer is also responsible to obey all applicable federal, state, and local laws and ordinances when operating his/her vehicle while using this product, and the Buyer agrees to hold SuperATV® harmless from any violation thereof.

Front components shown must be removed; *Keep all components removed from machine.*

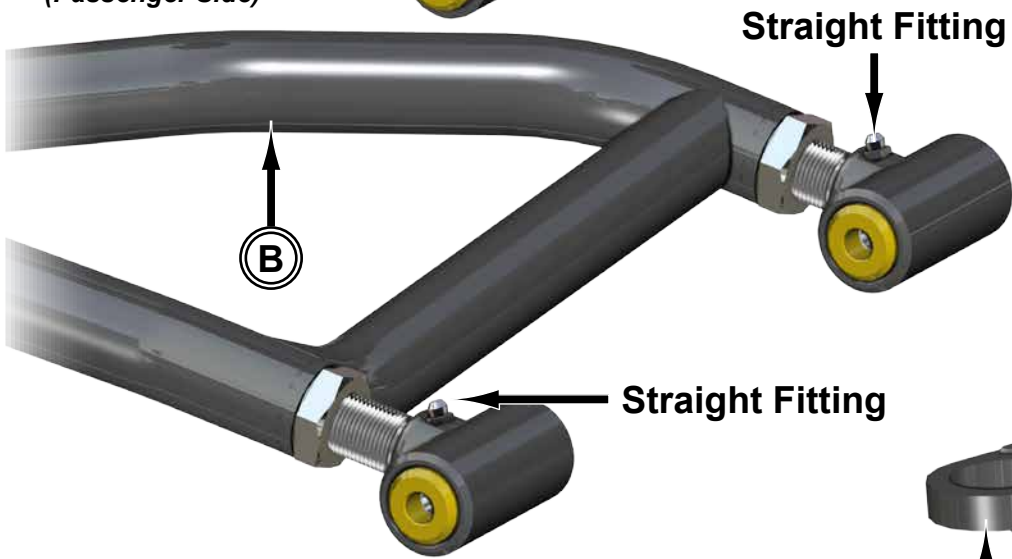
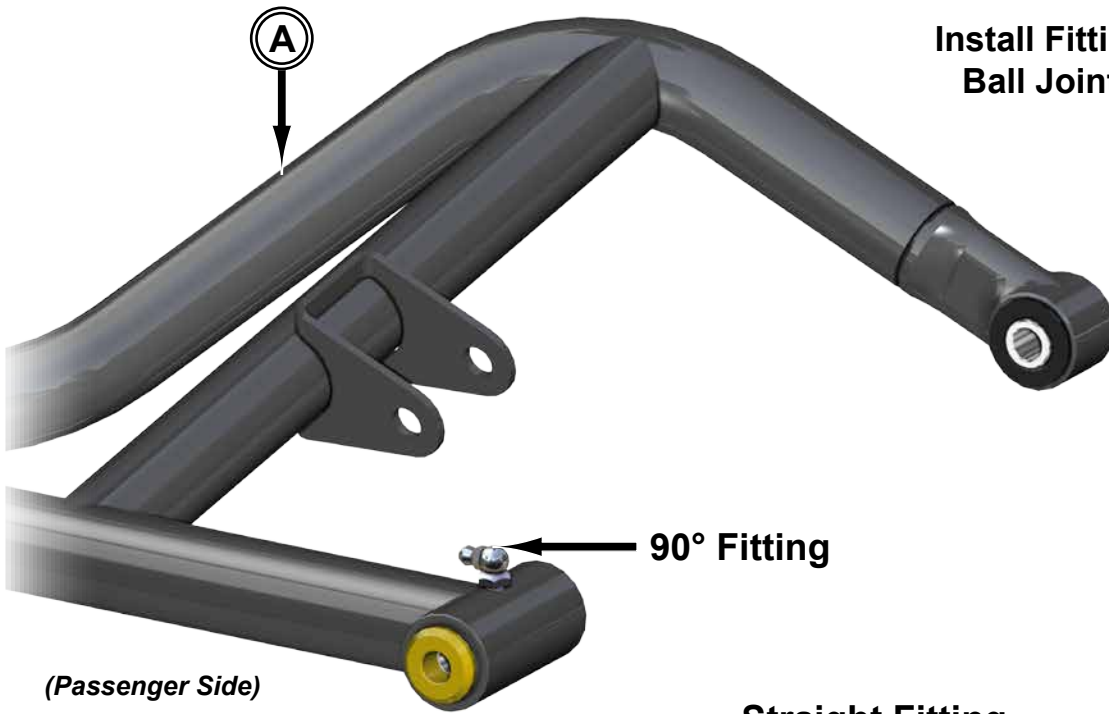


Vent Tube Rerouting:



Front A-Arms Prep:

Install Fittings and stock Ball Joints to A-Arms

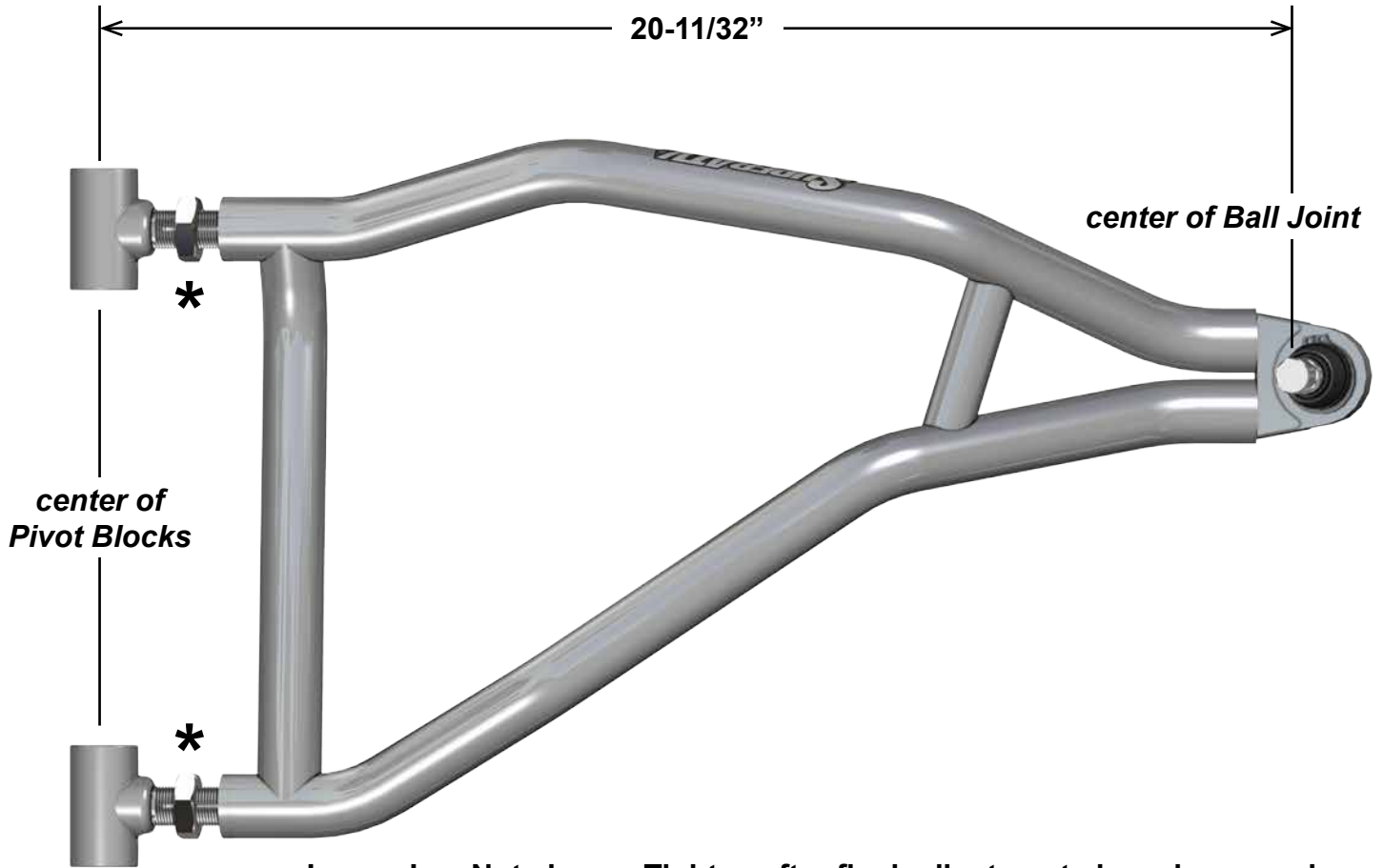


Install stock Ball Joints



PIVOT BLOCK SETTINGS

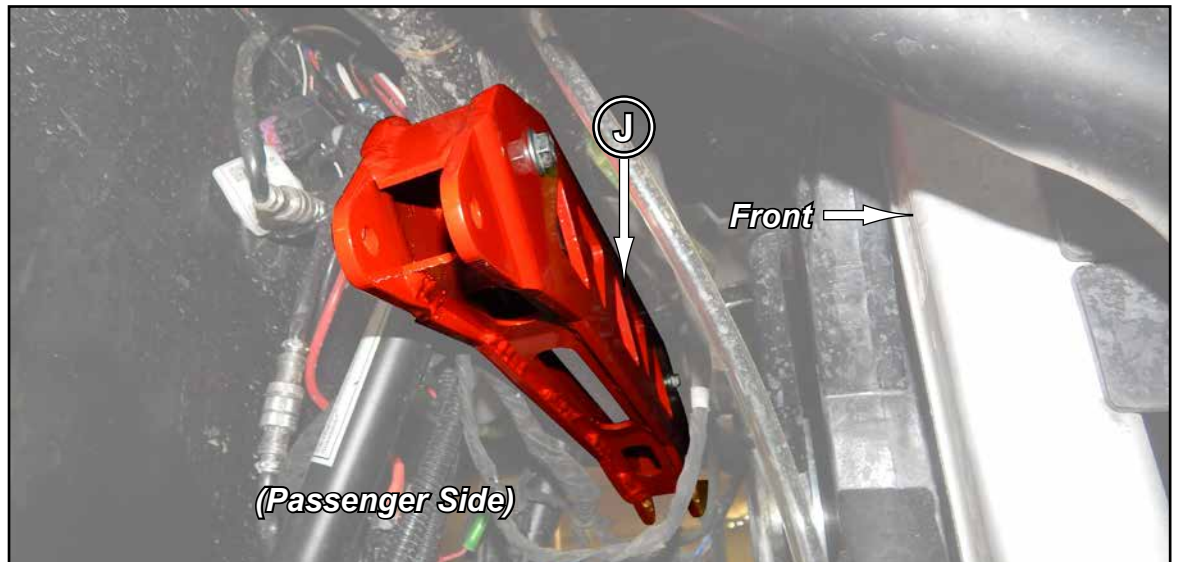
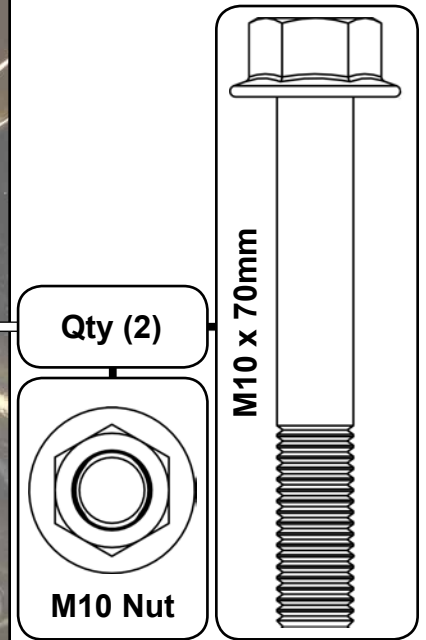
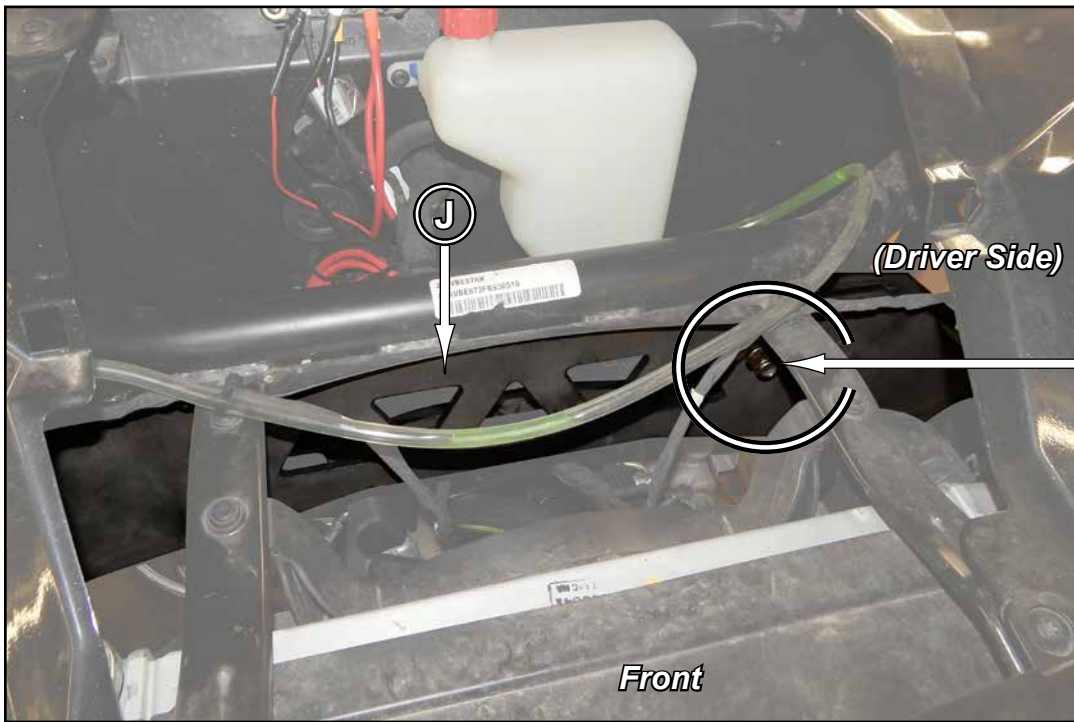
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



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

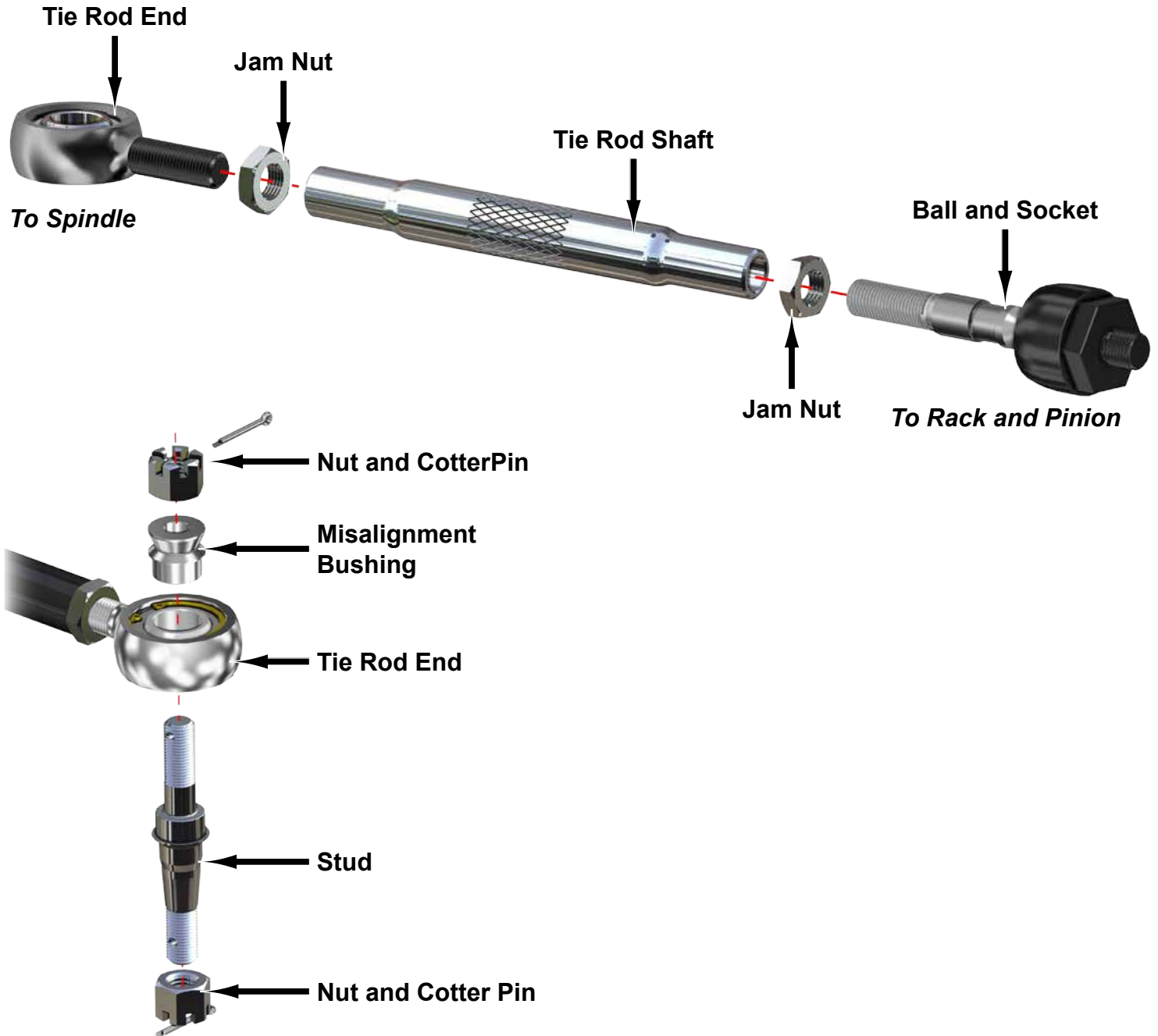
Front Bracket Installation: *Do not tighten hardware completely until last step.*

- Install Front Bracket (J) to Frame with hardware shown.



Tie Rods Installation:

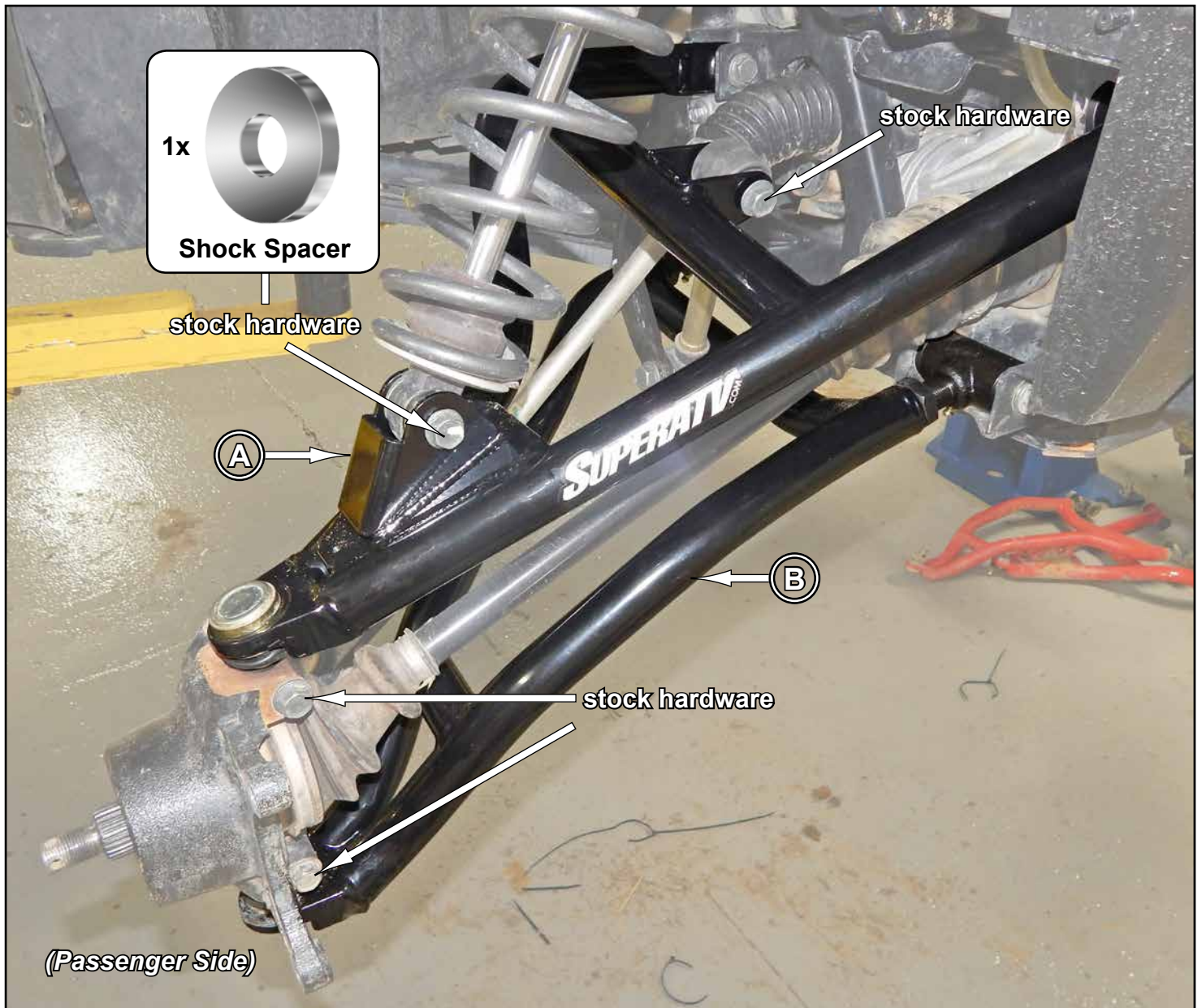
- Remove Jam Nuts from Ball and Sockets.
- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Boots to Rack and Pinion and secure with Zip Ties. Use a lubricant to ease installation.
- Reinstall Jam Nuts to Ball and Sockets.
- Install Tie Rod Shafts to Ball and Sockets.
- Install Tie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



Due to manufacturer changes in Frame design, SuperATV Upper A-Arms will fit tightly when installed.

- Install new A-Arms to Frame with stock hardware. **Do not install Nuts to Lowerers until all final adjustments have been completed.**
- Install new Axles.
- Install Sway Bar Links to Upper A-Arms with stock hardware. **DISREGARD IF NO SWAY BAR IS PRESENT.**
- Install Shocks to Upper A-Arms with stock hardware and included Shock Spacers.
- Install Wheel Bearings to Arms with stock hardware. **Do not install Nuts to Lowerers until all final adjustments have been completed.**

50" 900 models will need to purchase Sway Bar Links from Polaris.

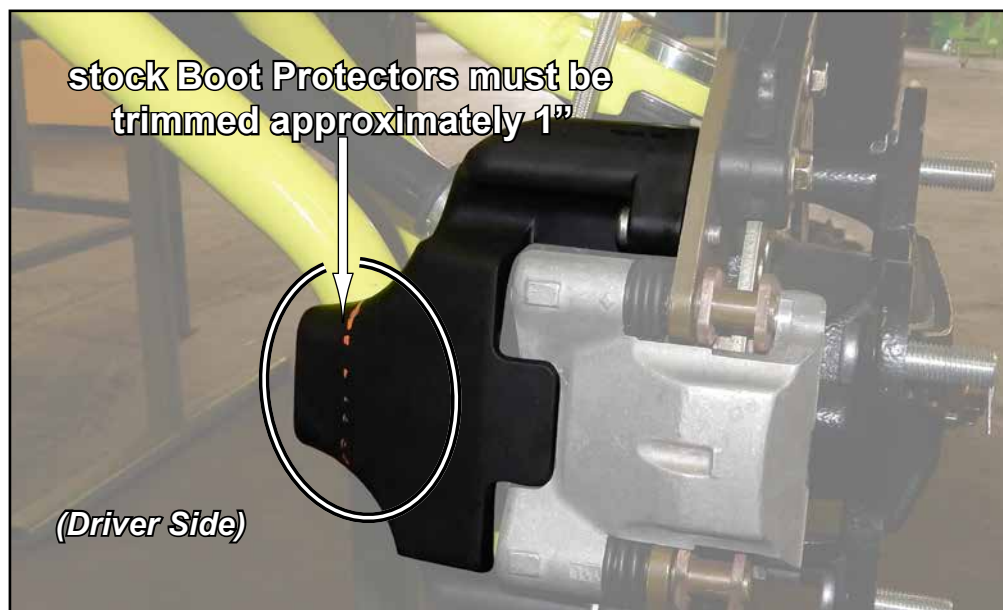
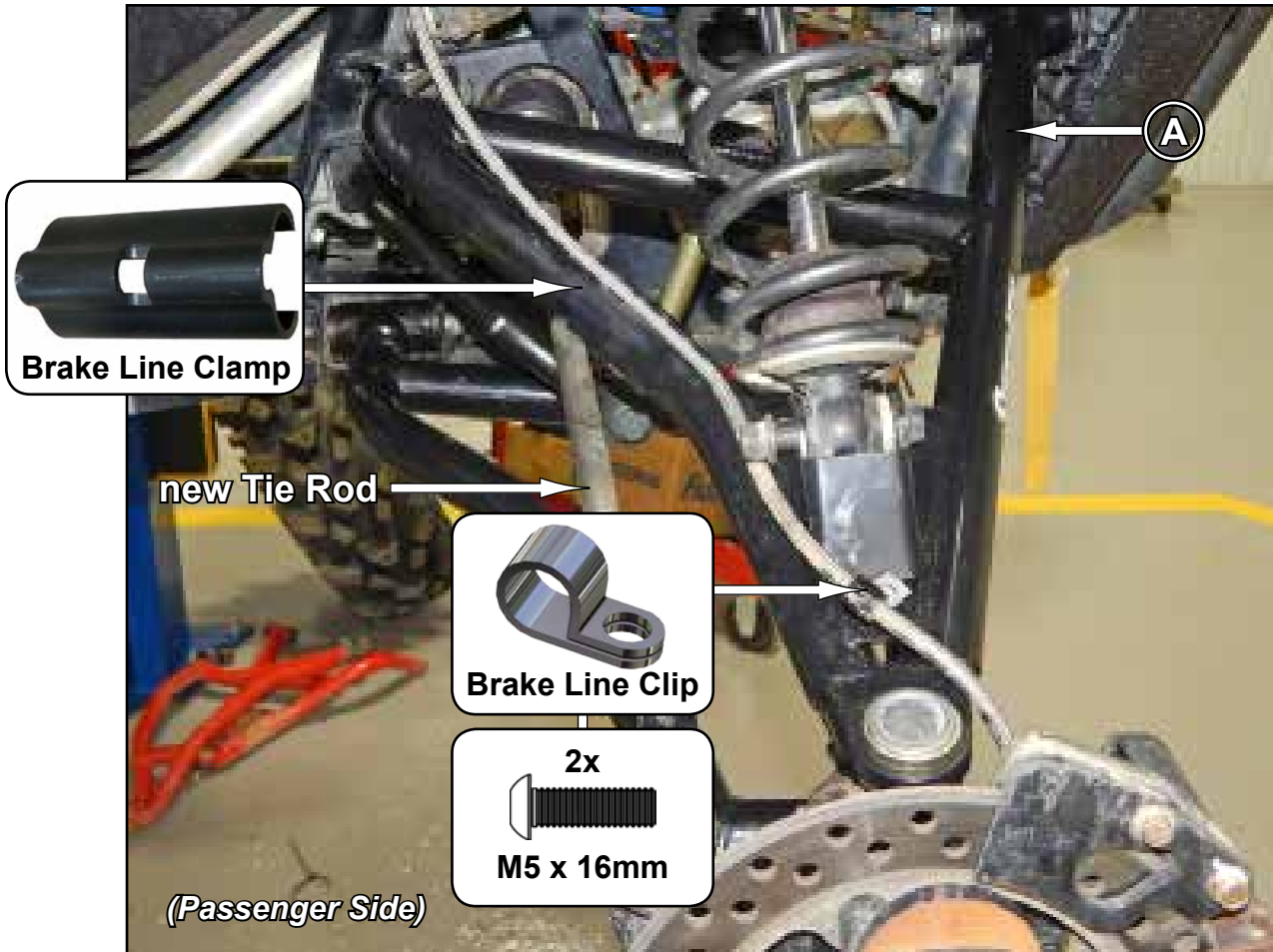


- Install Brake Lines (L) and secure to Upper A-Arms (A)(C) with Brake Line Clips, Clamps, and hardware shown. Ensure no binding or interference can occur when in use.

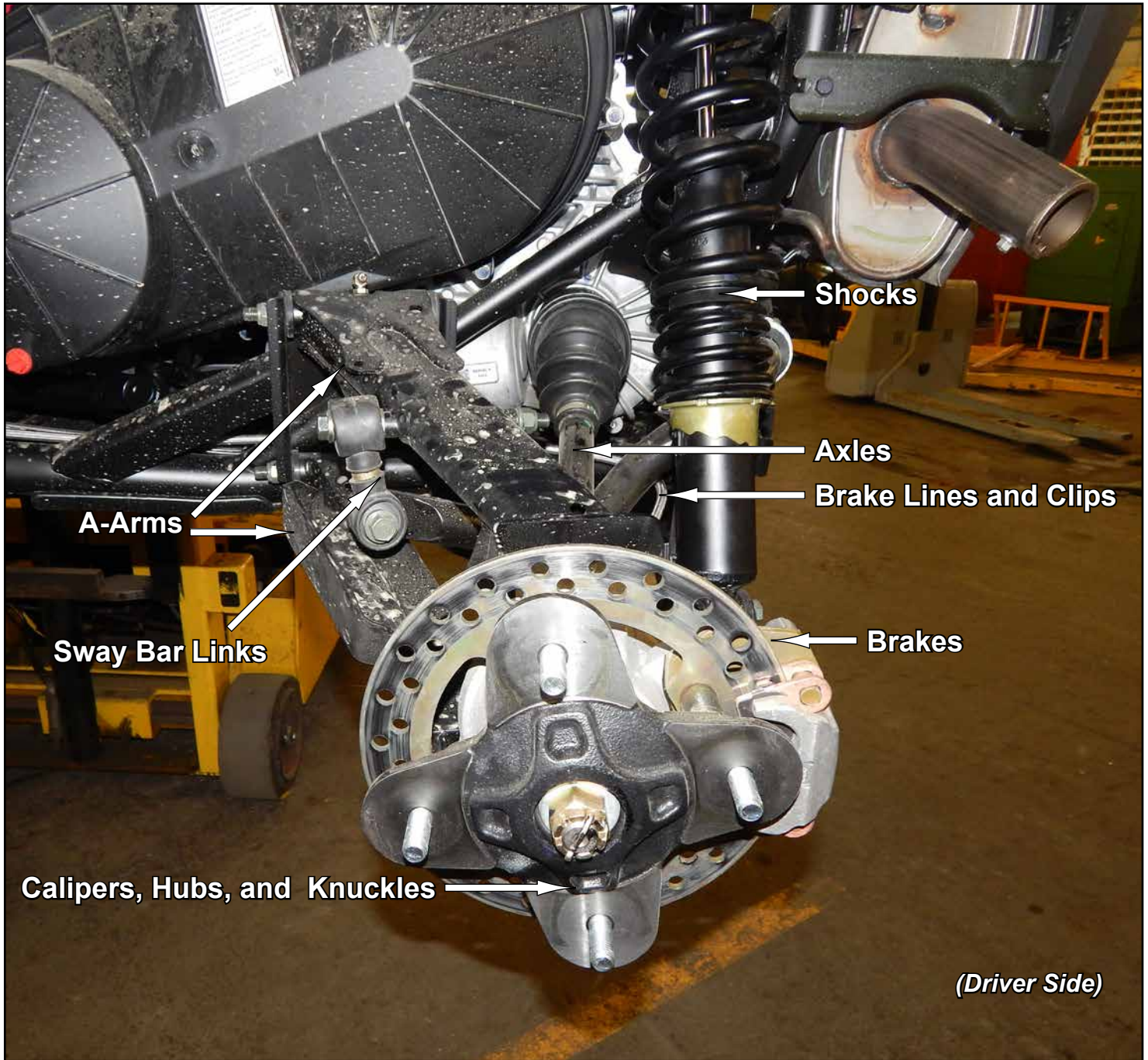
Brake Lines (L)

Front Brake Lines have same style fittings at each end.

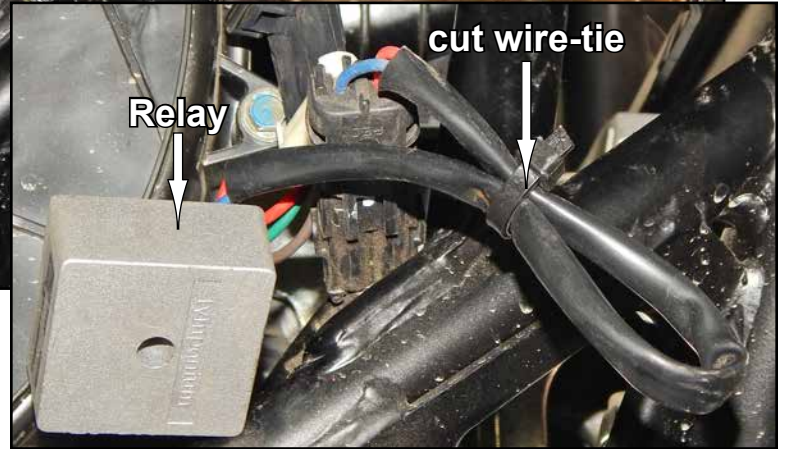
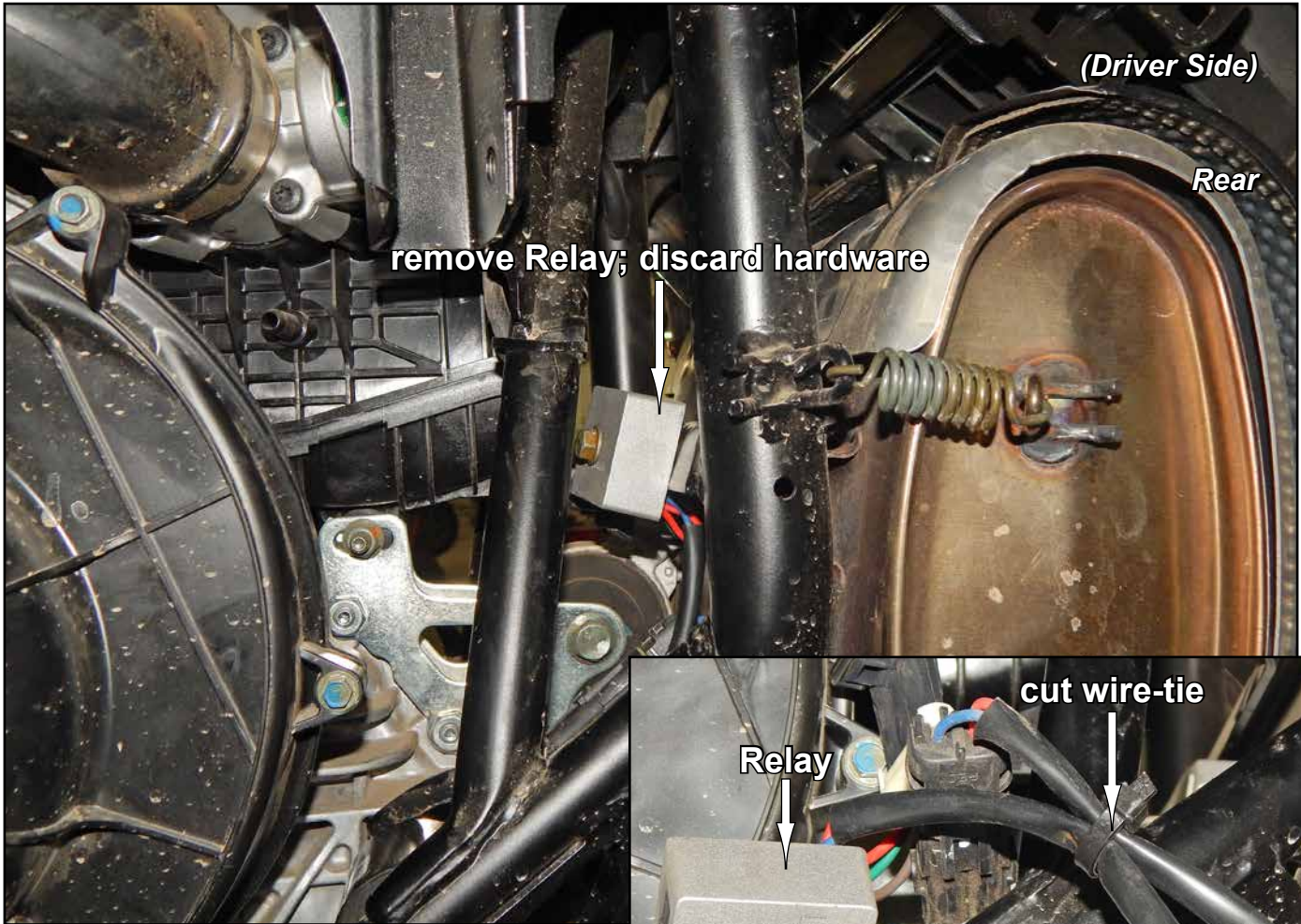
Location	Length (Approx)
Right Front	42"
Left Front	32"



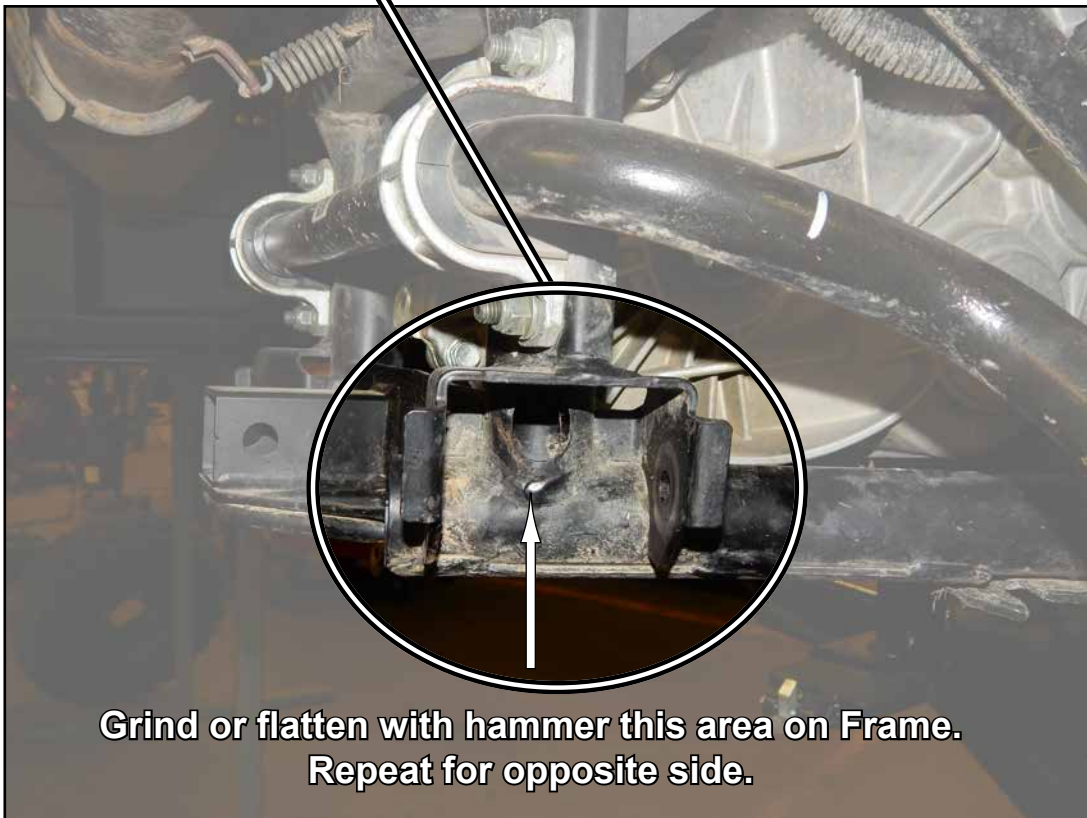
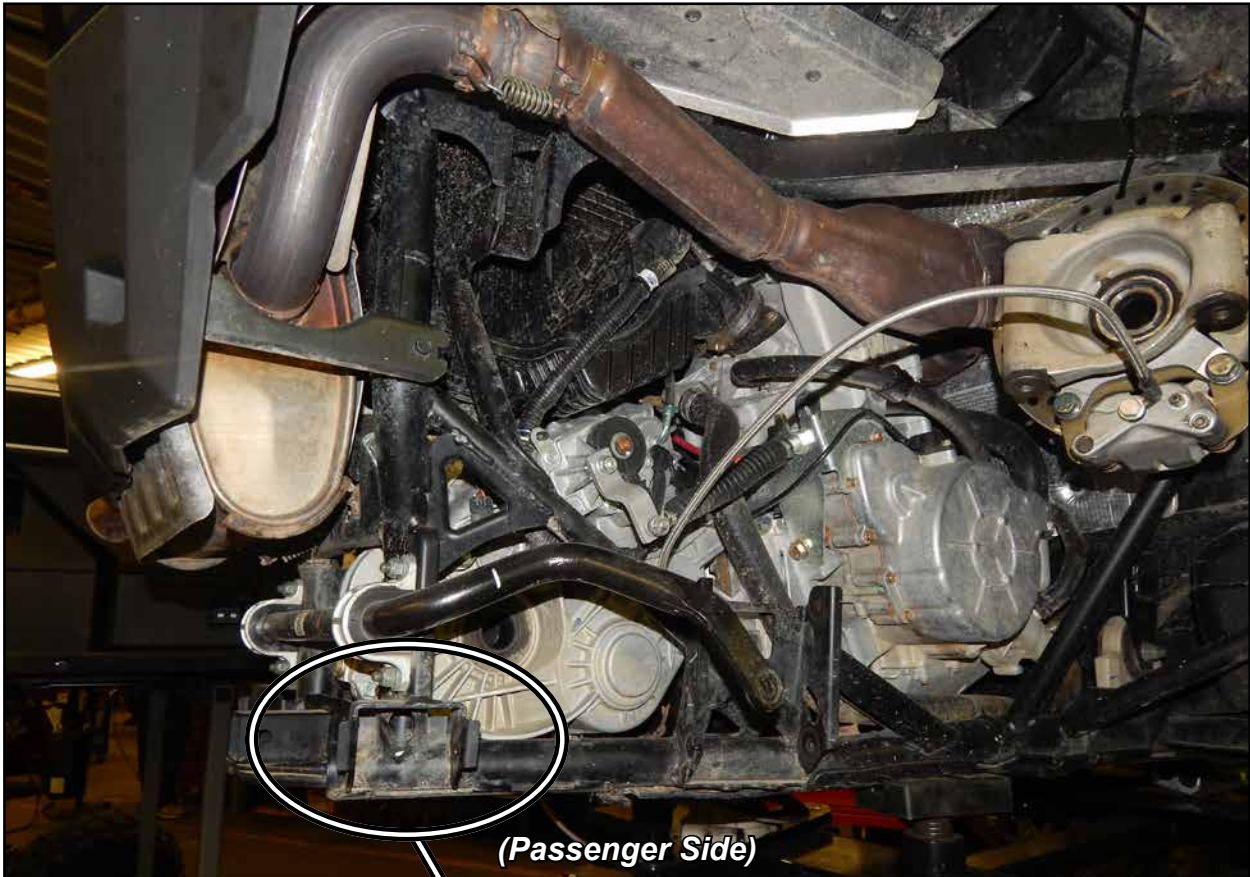
Rear components shown must be removed; Keep all components removed from machine.



If present, relocate Relay.

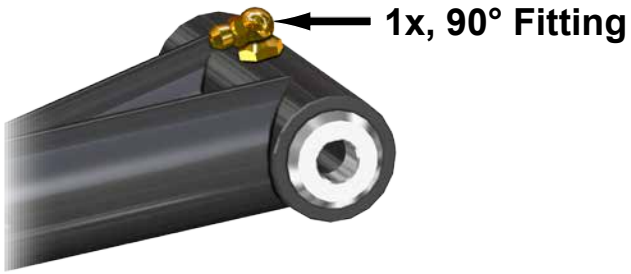


Rear Lower A-Arm Mounting Modification

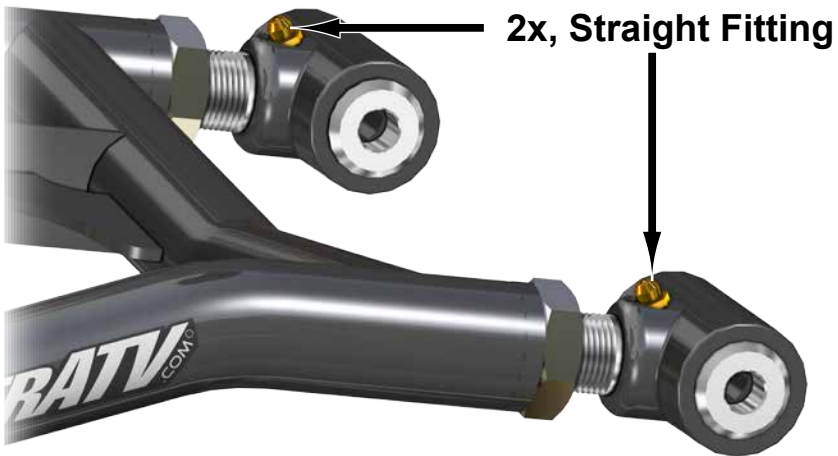


Rear A-Arms Prep:

- Install Zerk Fittings if not present.

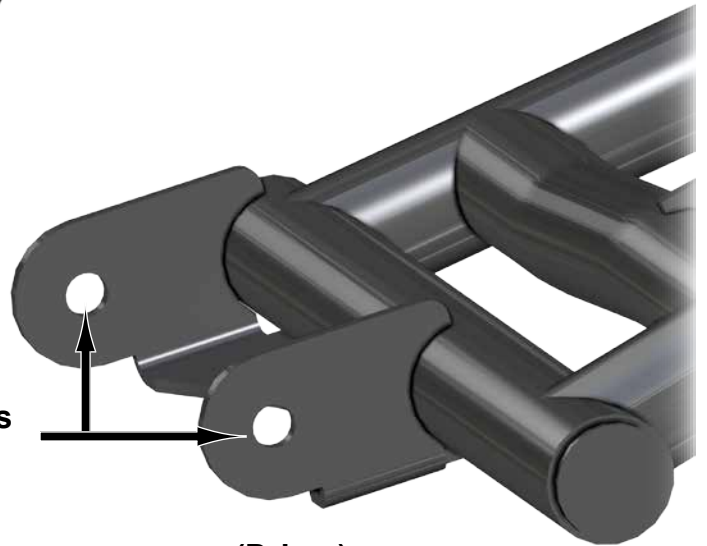


(Driver)



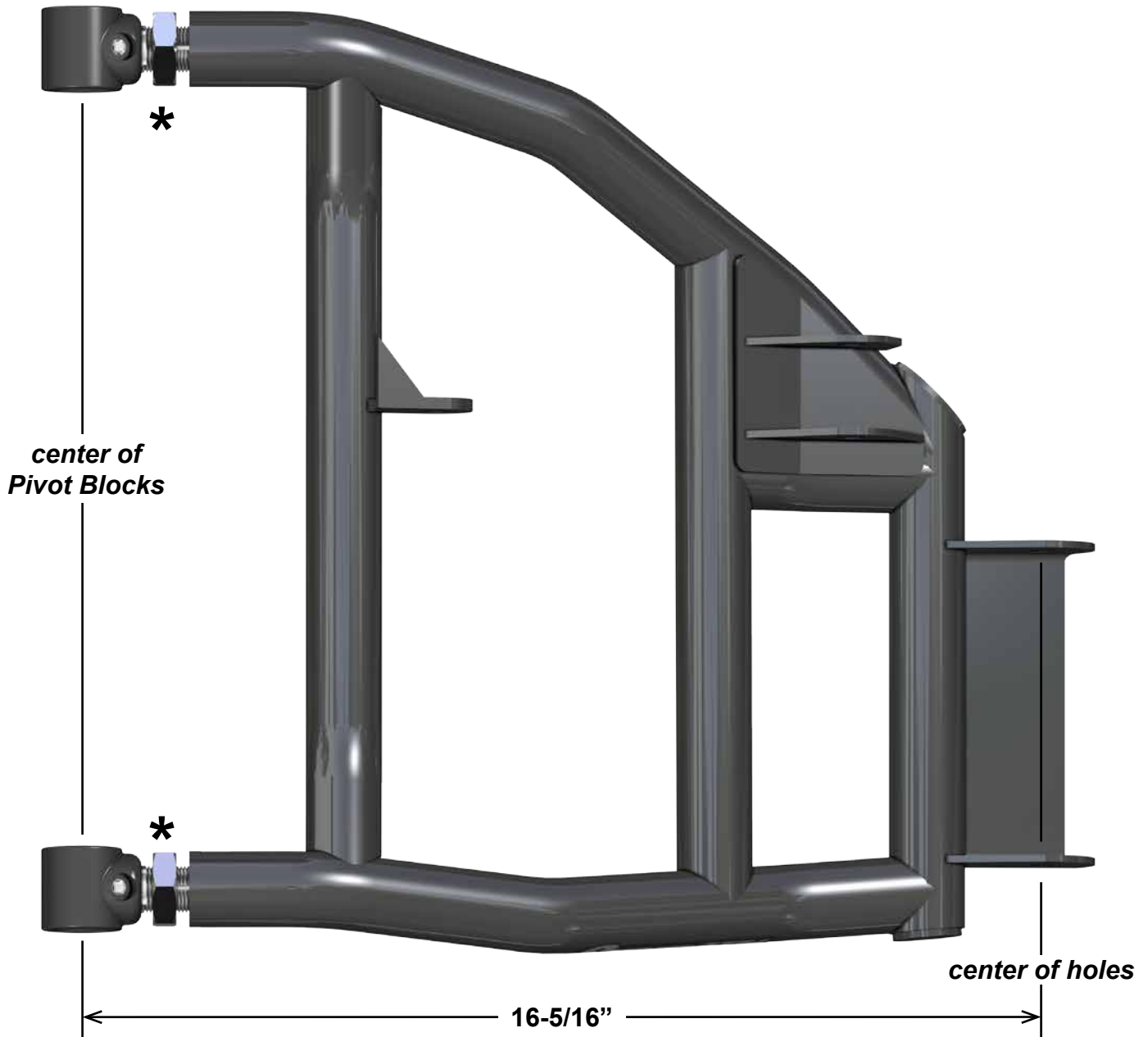
2016+ models:

Holes shown in Lower A-Arms must be drilled to $\text{\O}12\text{mm}$ to accept larger stock bolt.



PIVOT BLOCK SETTINGS

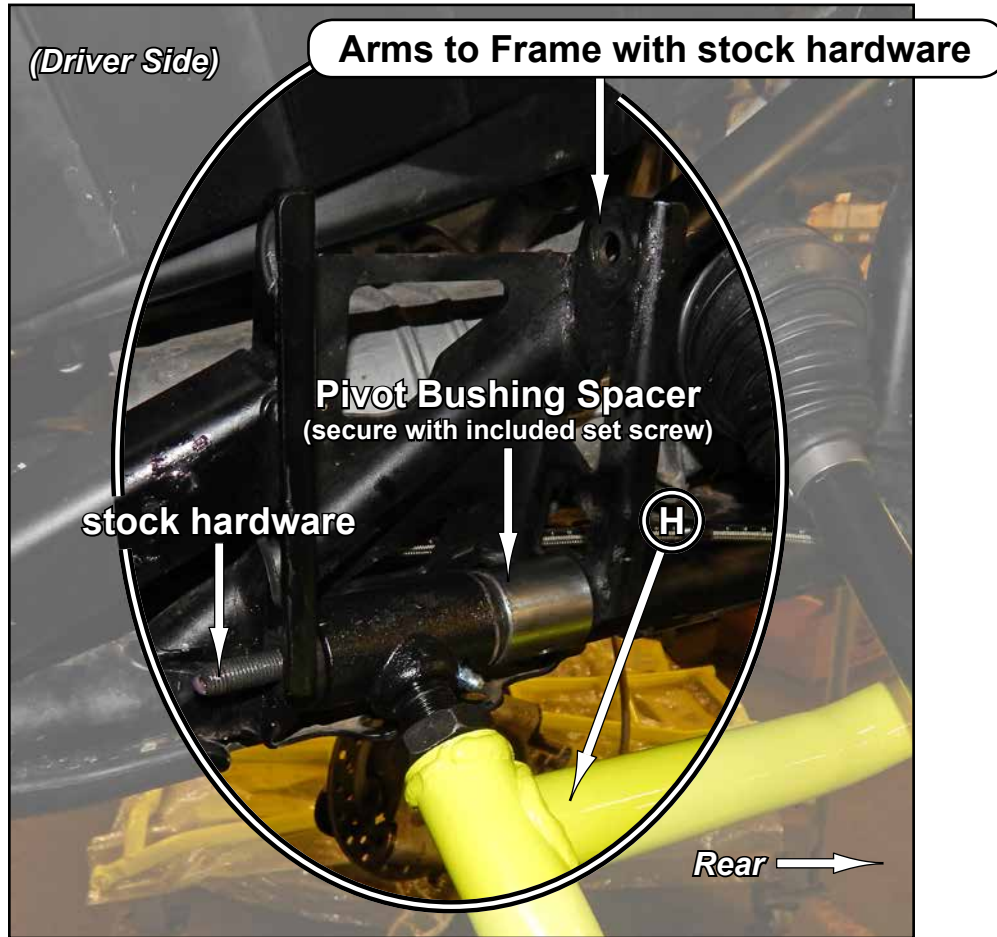
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



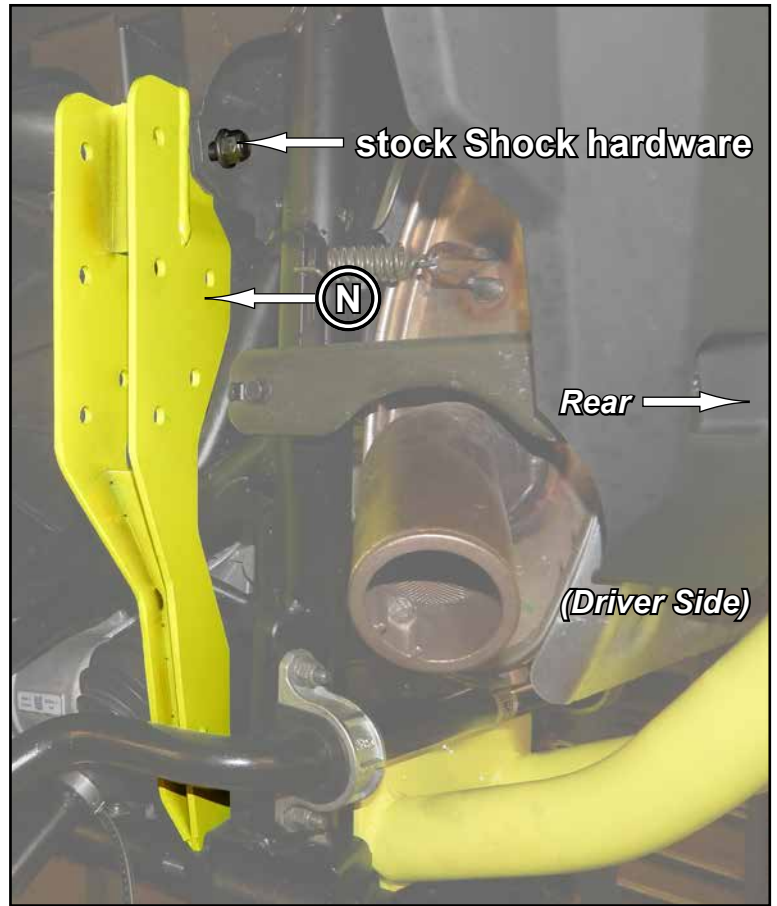
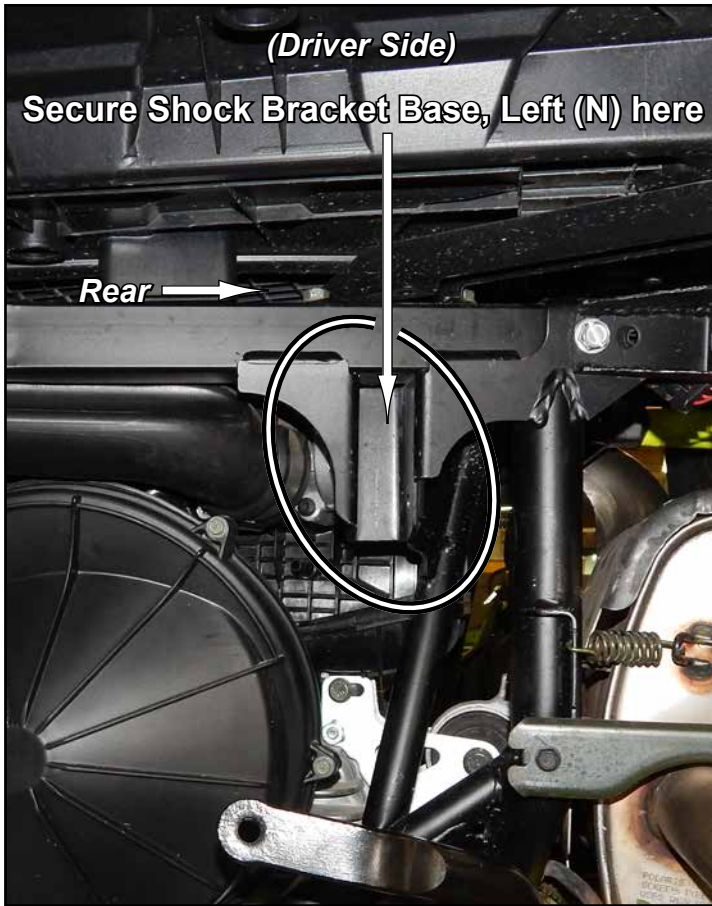
***Leave Jam Nuts loose. Tighten after final adjustments have been made.**

Rear Installation:

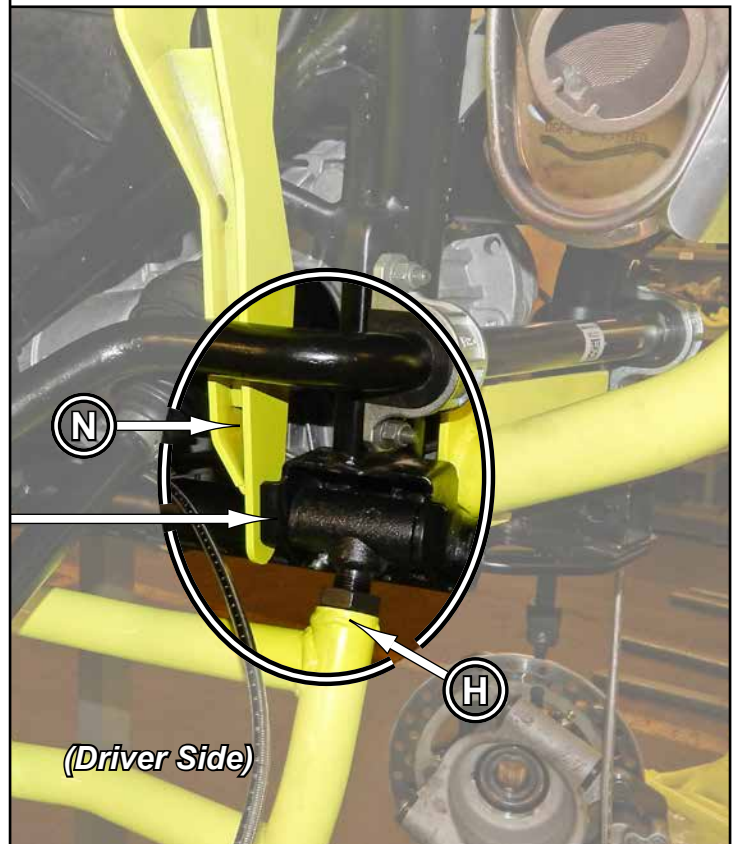
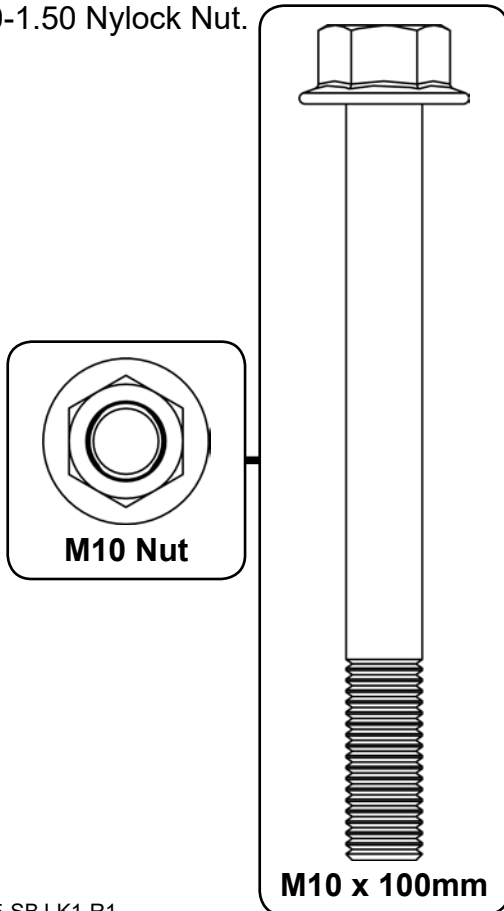
- Install Upper A-Arms (E)(G) to Frame with stock hardware.
- Install *front* portion of Lower A-Arms (F)(H) with stock hardware and supplied Pivot Bushing Spacer.



- Secure rear portion of Lower A-Arms (F)(H) with hardware shown; **do not add Nylock Nut at this time.**
- Install Shock Bracket Base, Left (N) into stock Shock Mount with stock Shock hardware.



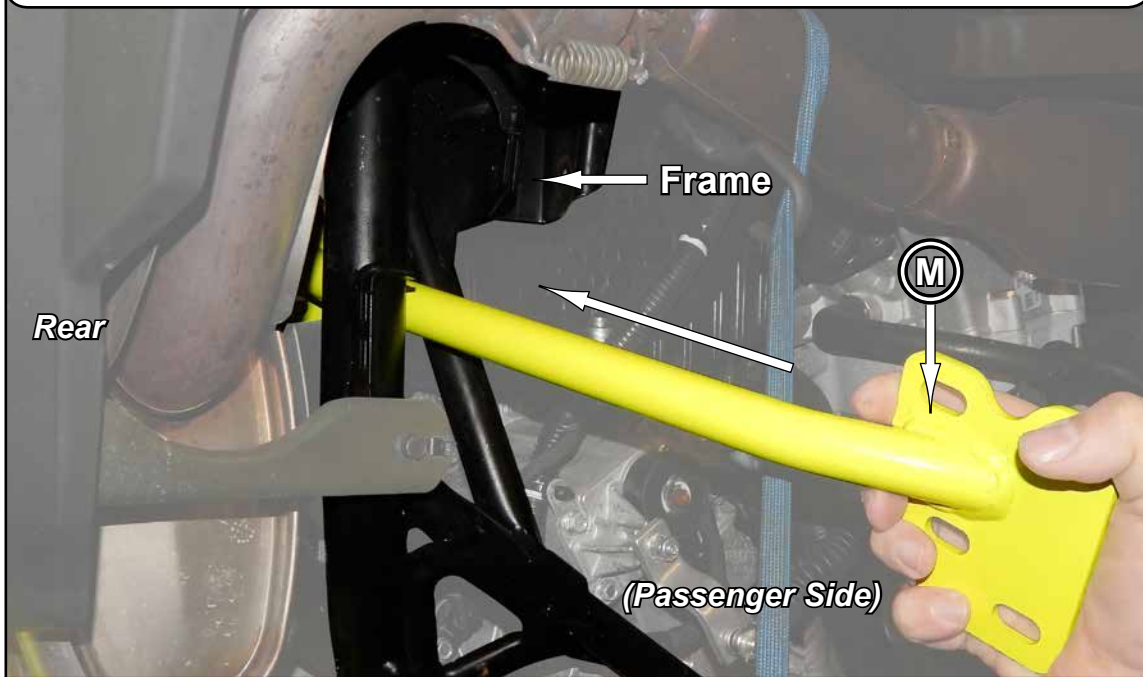
- Place lower hole in Shock Bracket Base, Left (N) onto previously installed Bolt and loosely secure with M10-1.50 Nylock Nut.



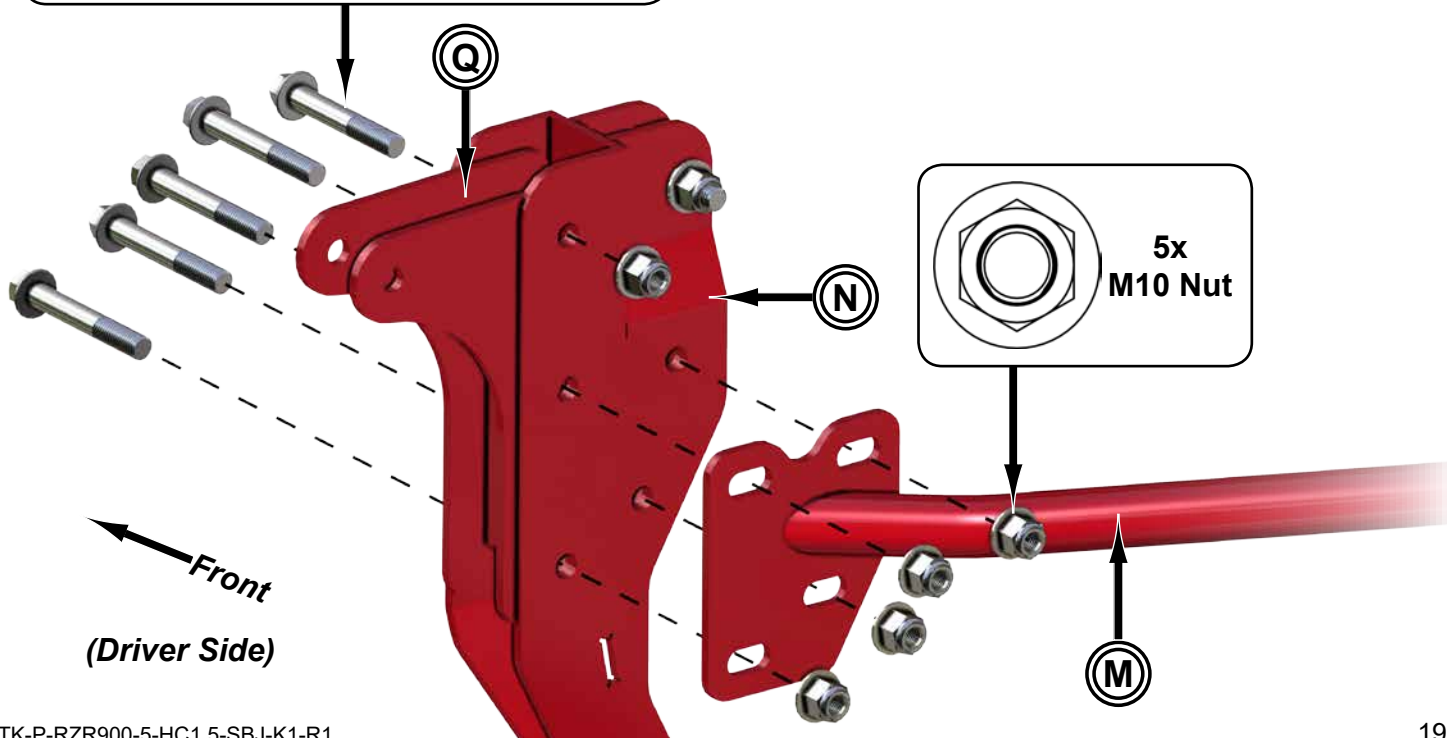
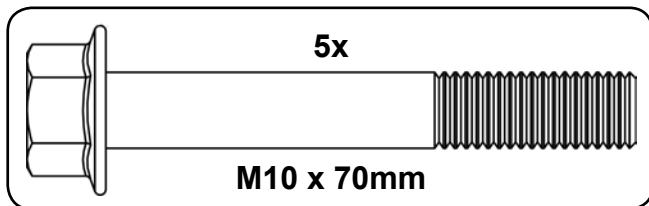
- Insert Rear Shock Bracket Brace (M) through Frame from opposite side.



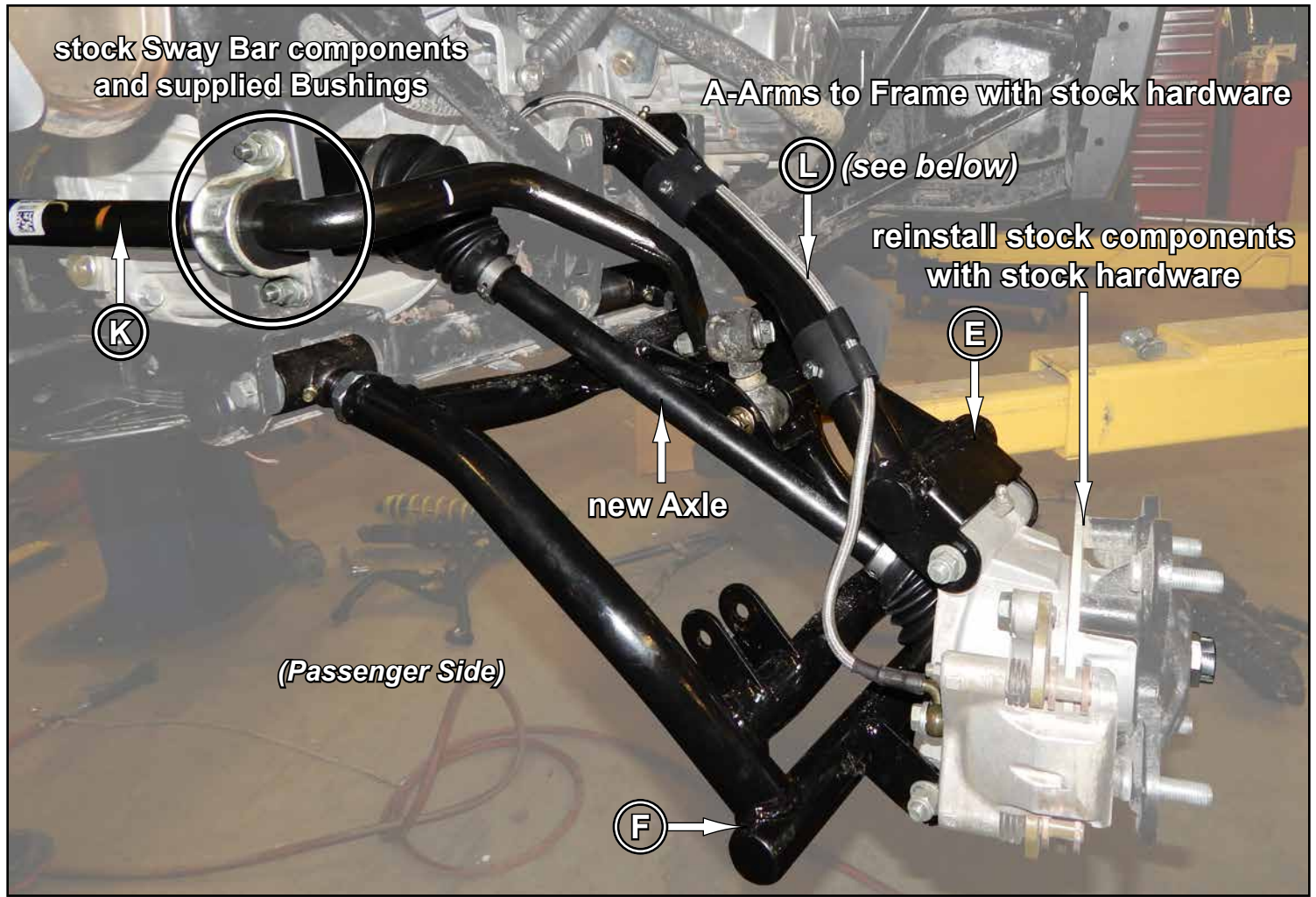
Rear Shock Bracket Brace (M) must be inserted through Frame before both Shock Bracket Bases (N-P) are installed.



- Install Shock Bracket (Q) into Shock Bracket Base, Left (N).
- Secure Shock Bracket (Q), Shock Bracket Base, Left (N), and Rear Shock Bracket Brace (M) with hardware shown.
- Repeat for Shock Bracket Base, Right (P).

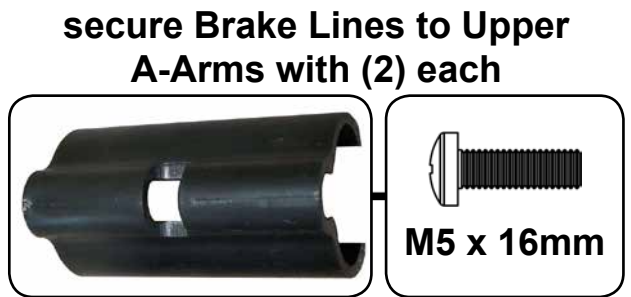


- Install Sway Bar (K). Secure with stock Sway Bar components and provided Bushings.
- Reinstall Sway Bar Links with stock hardware.
- Install new Axles.
- Reinstall Calipers, Hubs, Knuckles, etc.



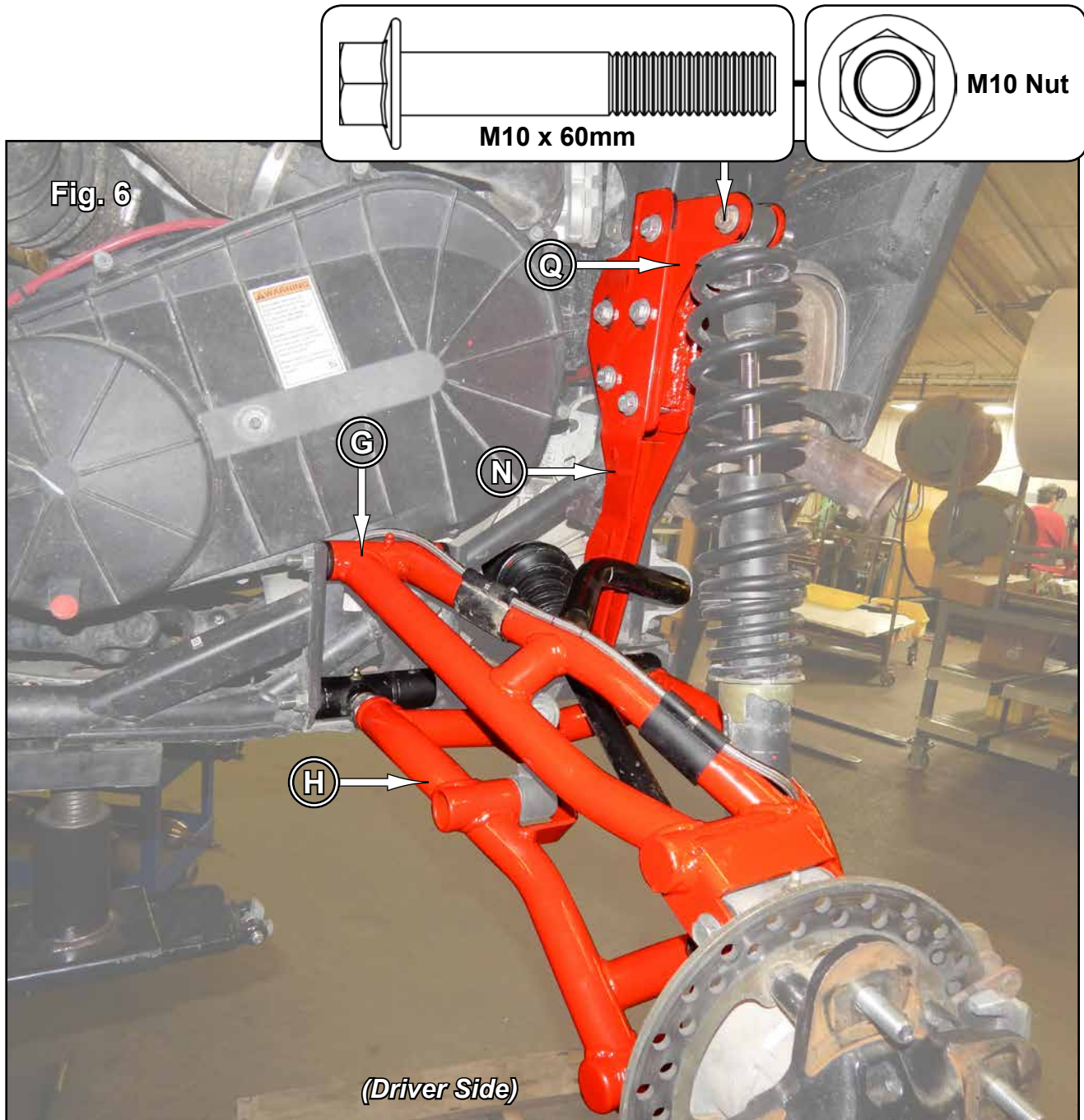
Rear Brake Line (L) Installation:

- Secure to A-Arms (E)(G) with Brake Line Clamps and hardware shown. Ensure no binding or interference can occur when in use.



Location	Length (Approx)
Right Rear	55"
Left Rear	40"

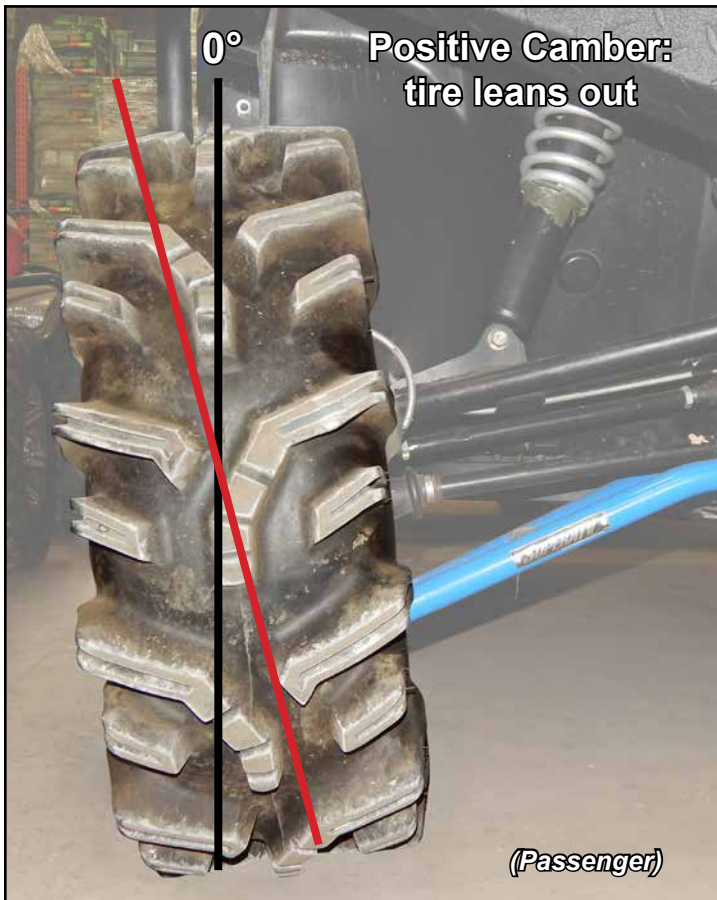
- Install Shocks to Brackets (Q) with hardware shown.



- 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.

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.

Too much positive camber: adjust Pivot Blocks **IN**.
Too much negative camber: adjust Pivot Blocks **OUT**.
note: 2 full turns is 1°

