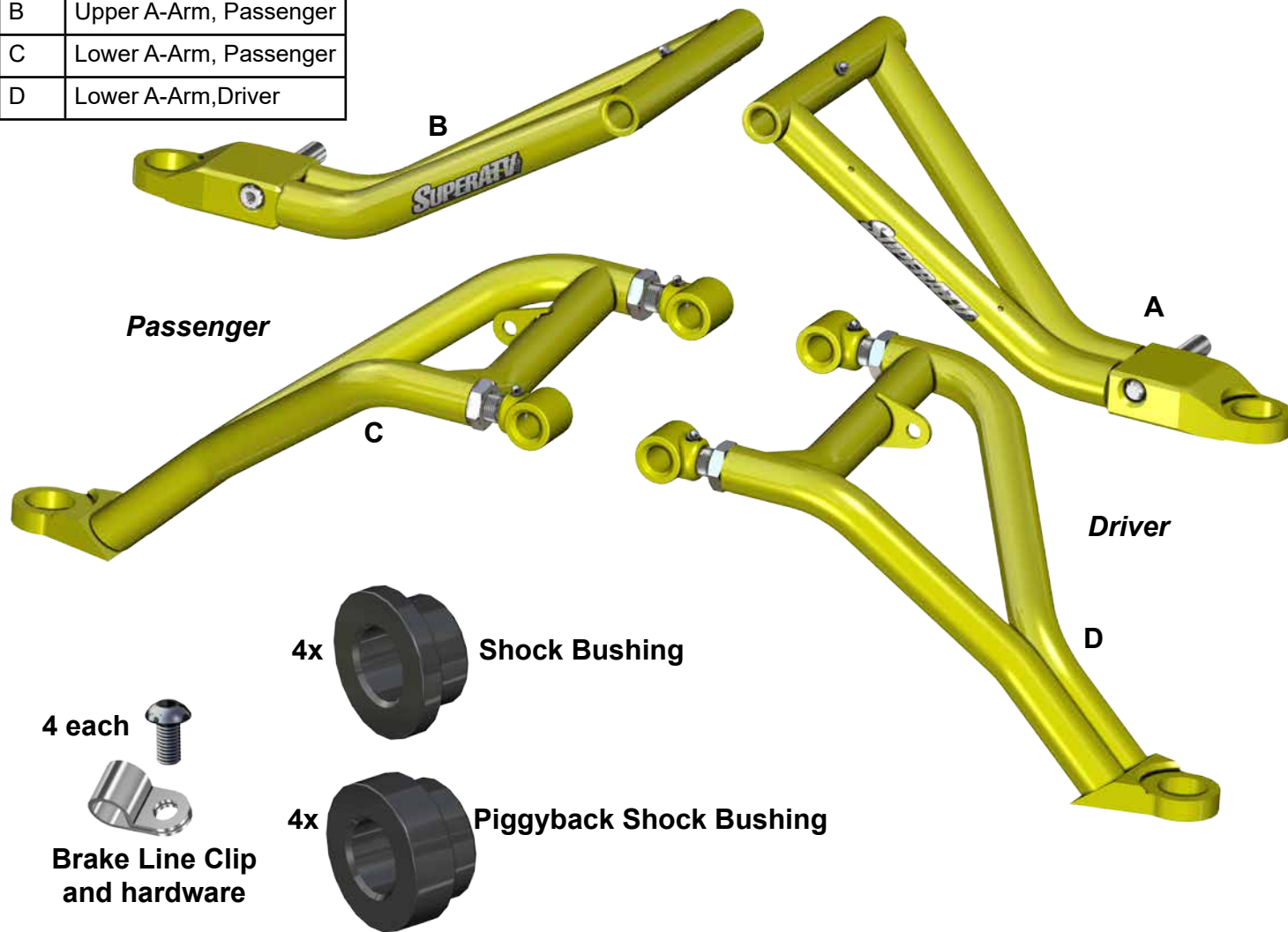


## INSTALLATION INSTRUCTIONS

### High Clearance A-Arms: for Can-Am Commander

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

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



**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

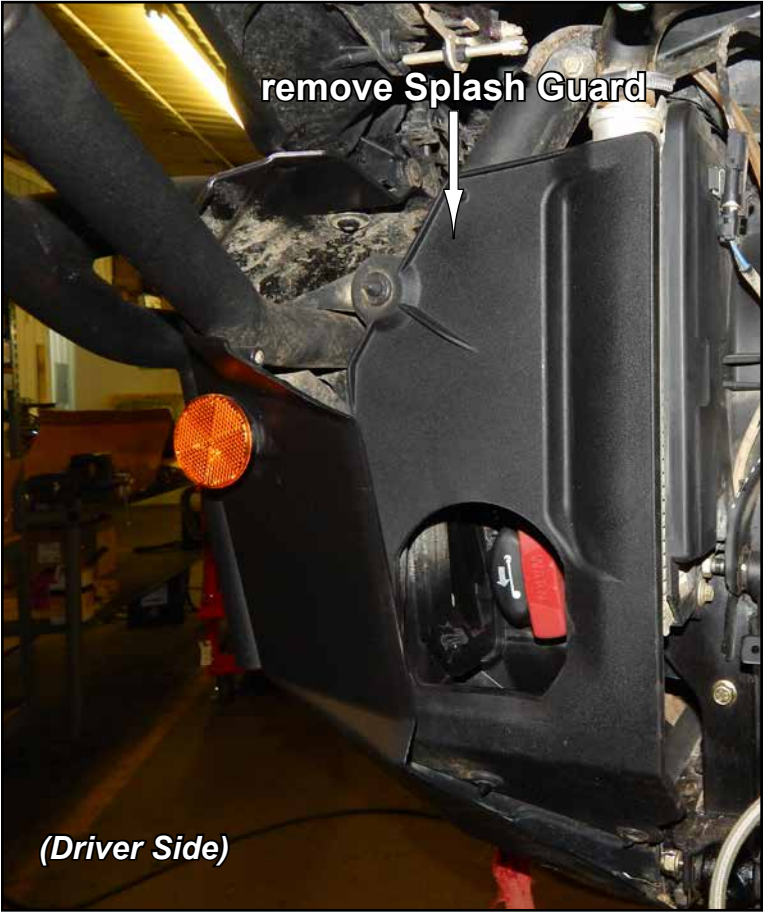
**Read instructions and view illustrations before beginning.**

*Thank You*

*For Choosing*

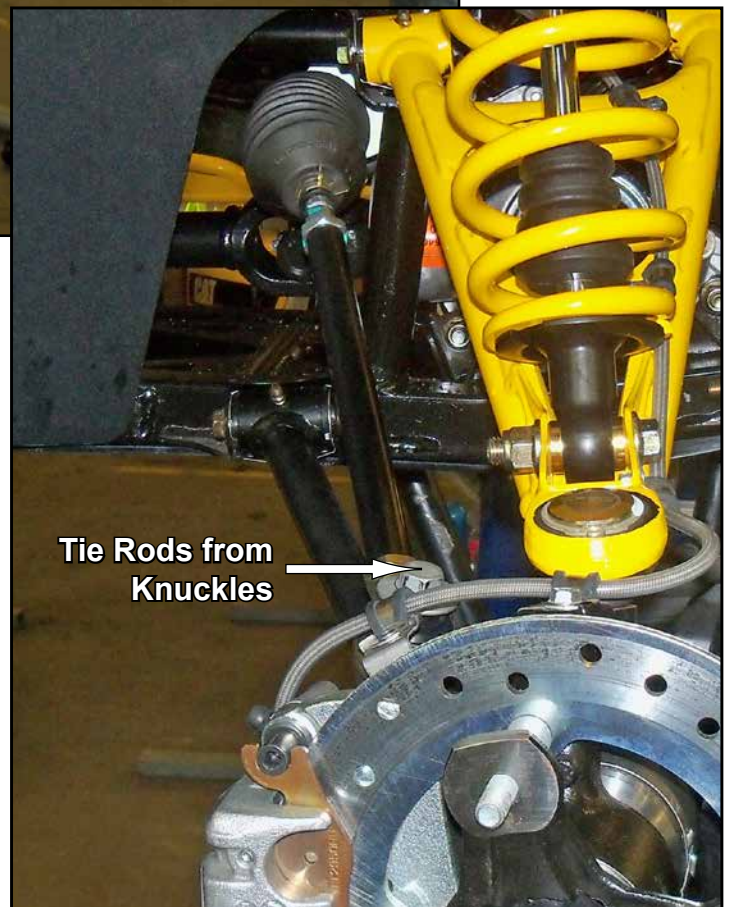
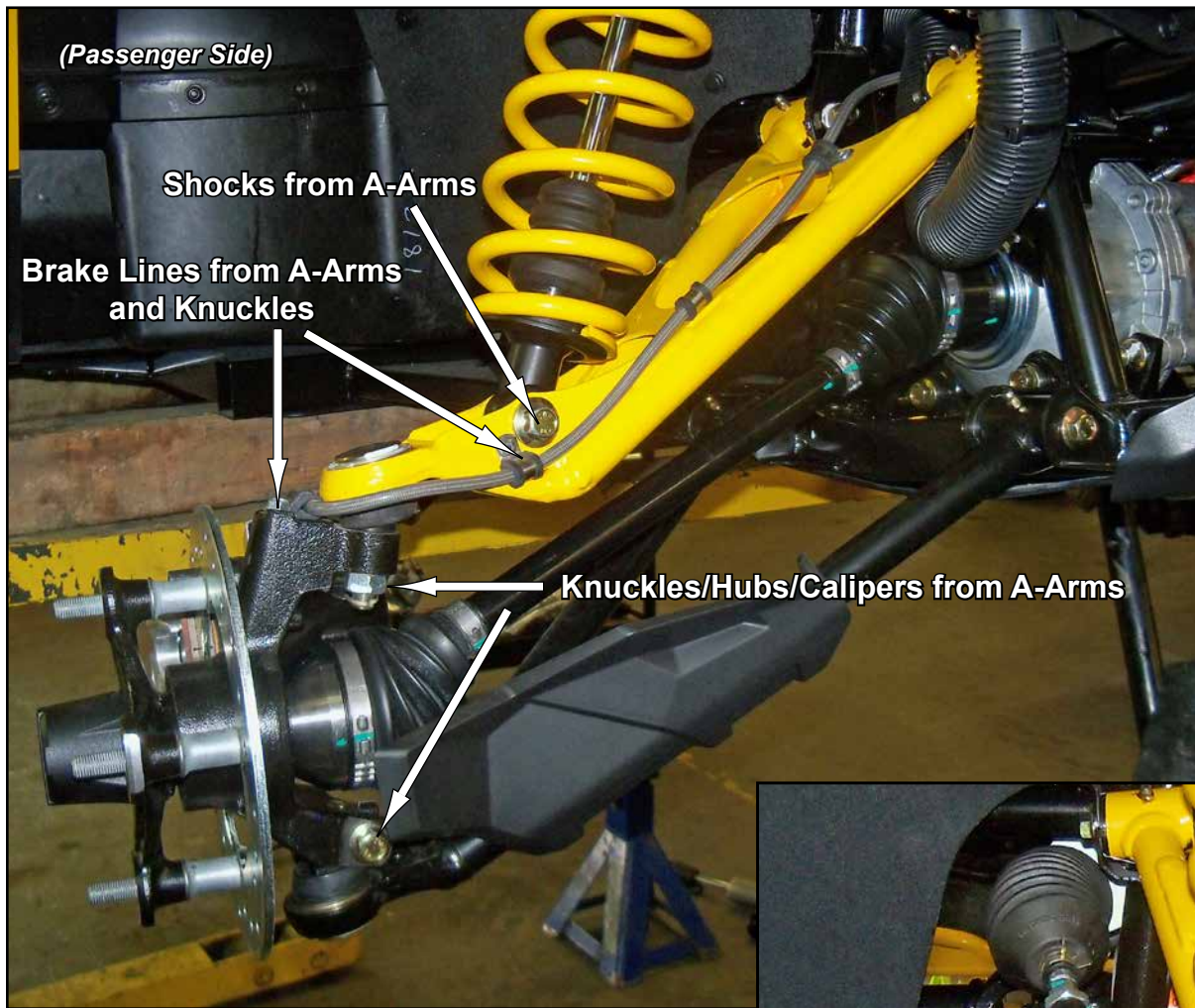
**SUPERATV**.COM<sup>®</sup>

Splash Guards and Radiator must be removed in order to remove Upper A-Arm hardware.





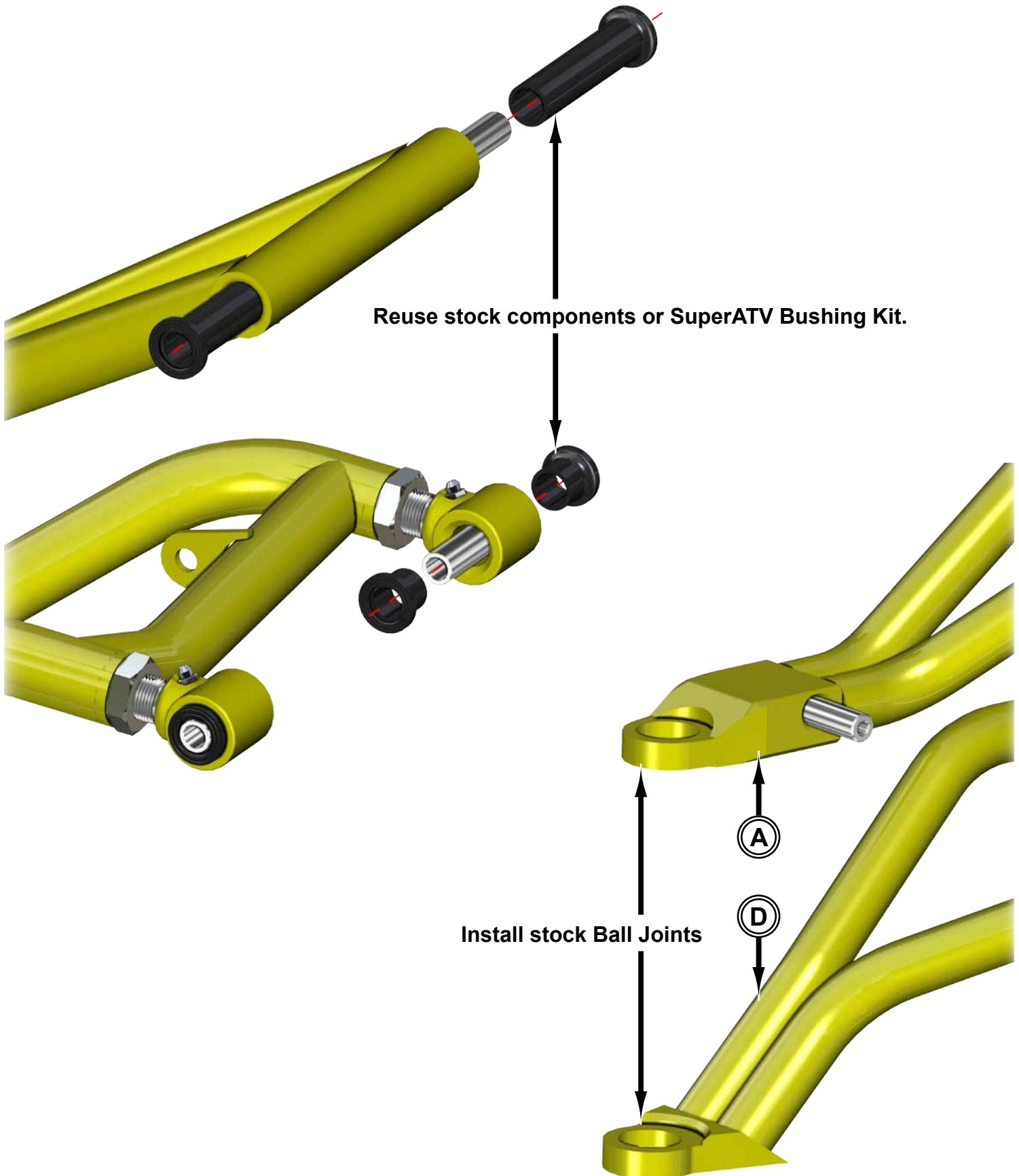
**Removal: Keep all components removed from machine.**



- Remove Cushions and Wear Plates from stock A-Arms.
- Remove Ball Joints from stock A-Arms.

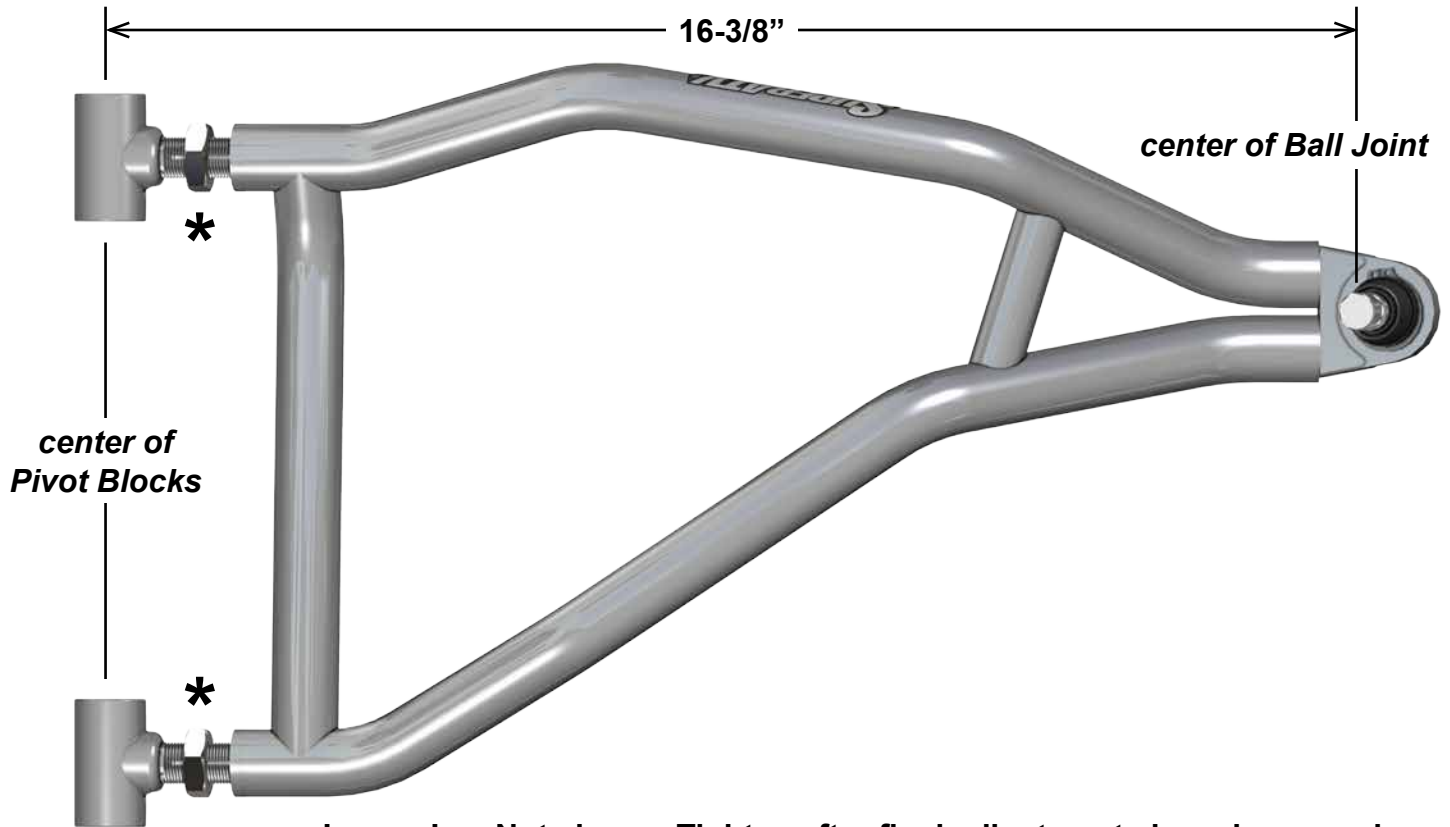
## **Prep:**

- Install stock Cushions and Wear Plates or SuperATV Bushing Kit into new A-Arms.
- Install stock Ball Joints into new A-Arms.



## ***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.



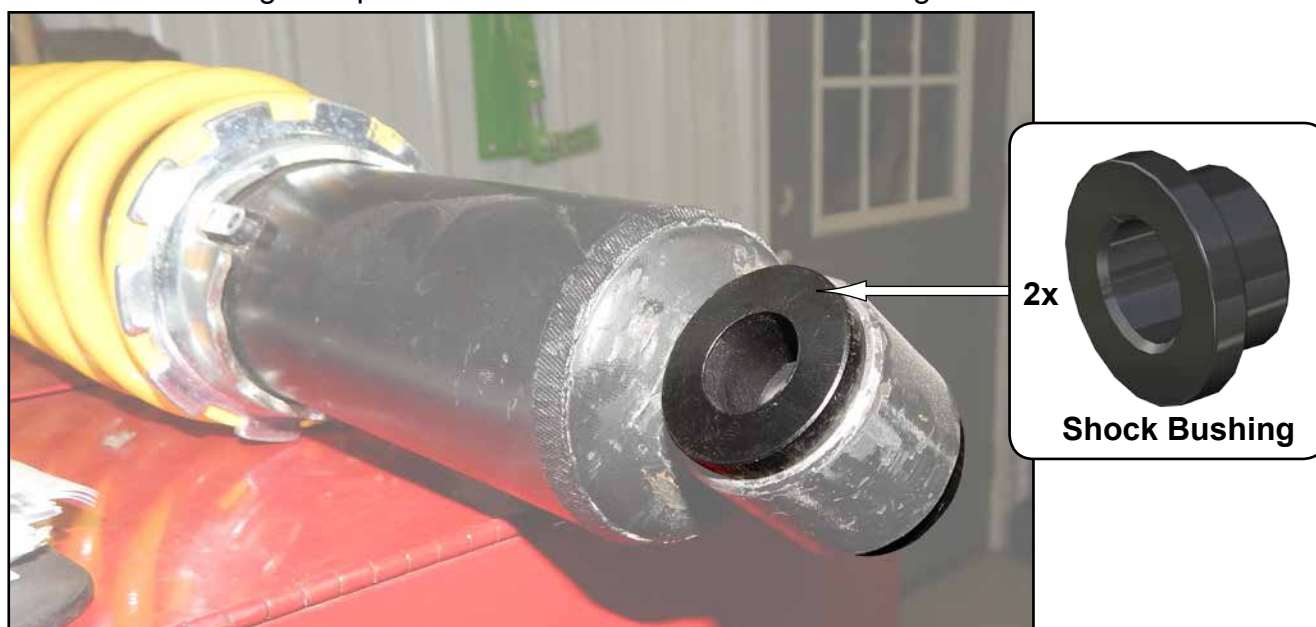
**\*Leave Jam Nuts loose. Tighten after final adjustments have been made.**



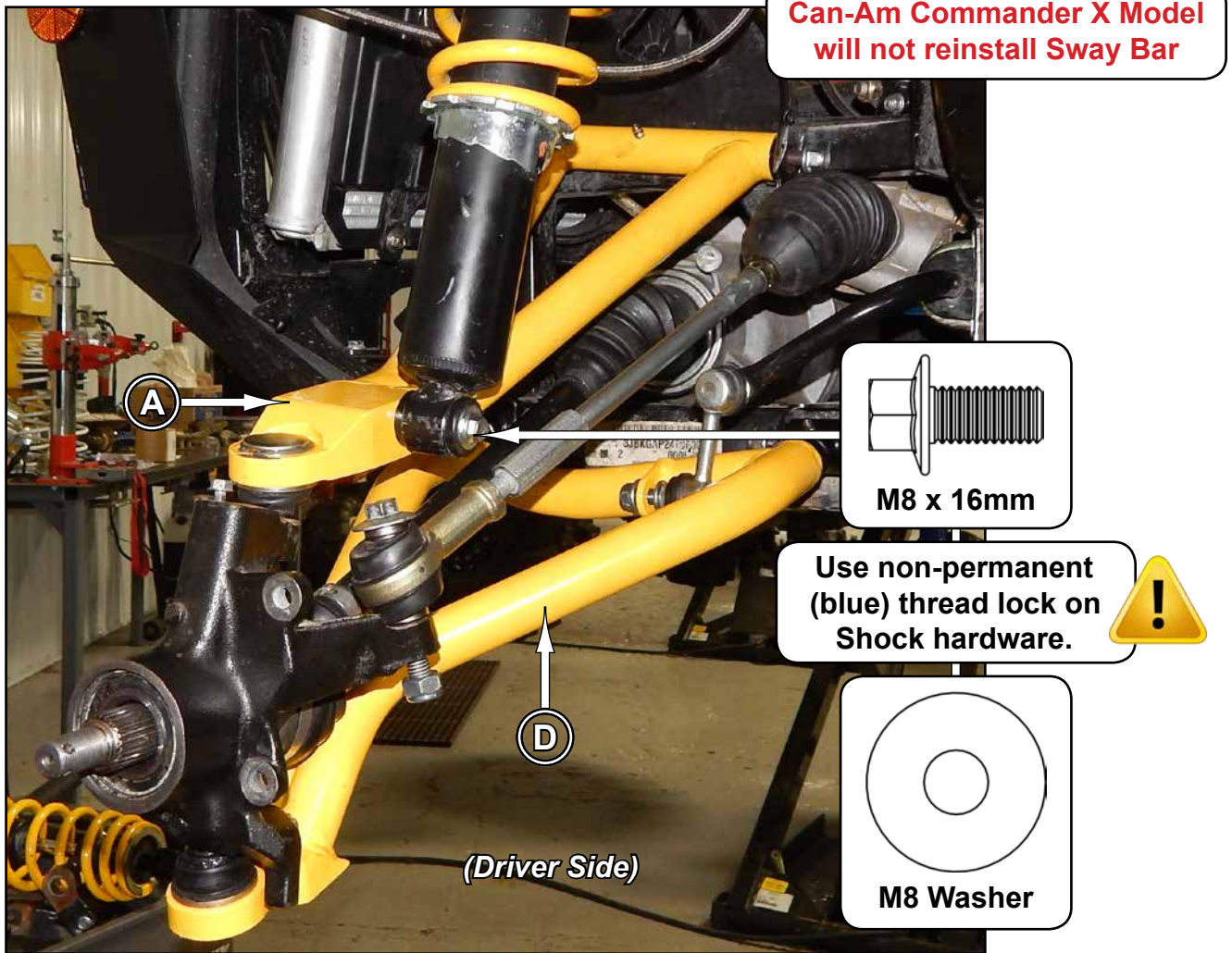
- Install Upper A-Arms to Frame with stock hardware. SuperATV recommends using Loc-Tite on Nuts.
- Install Lower A-Arms to Frame with stock hardware. **Do not install Nuts until all final adjustments have been completed.**



- Replace stock Lower Shock Bushings with provided Shock Bushings.
- 2 sets of Bushings are provided. Use correct set when installing.



- Install Knuckle to A-Arms (A)(D) with stock hardware. **Do not install Nuts to Lowerers until all final adjustments have been completed.**
- Install Shock to Frame with stock hardware. Secure to Upper A-Arm (A) with hardware shown.
- Secure Tie Rod End and Sway Bar Link with stock hardware.

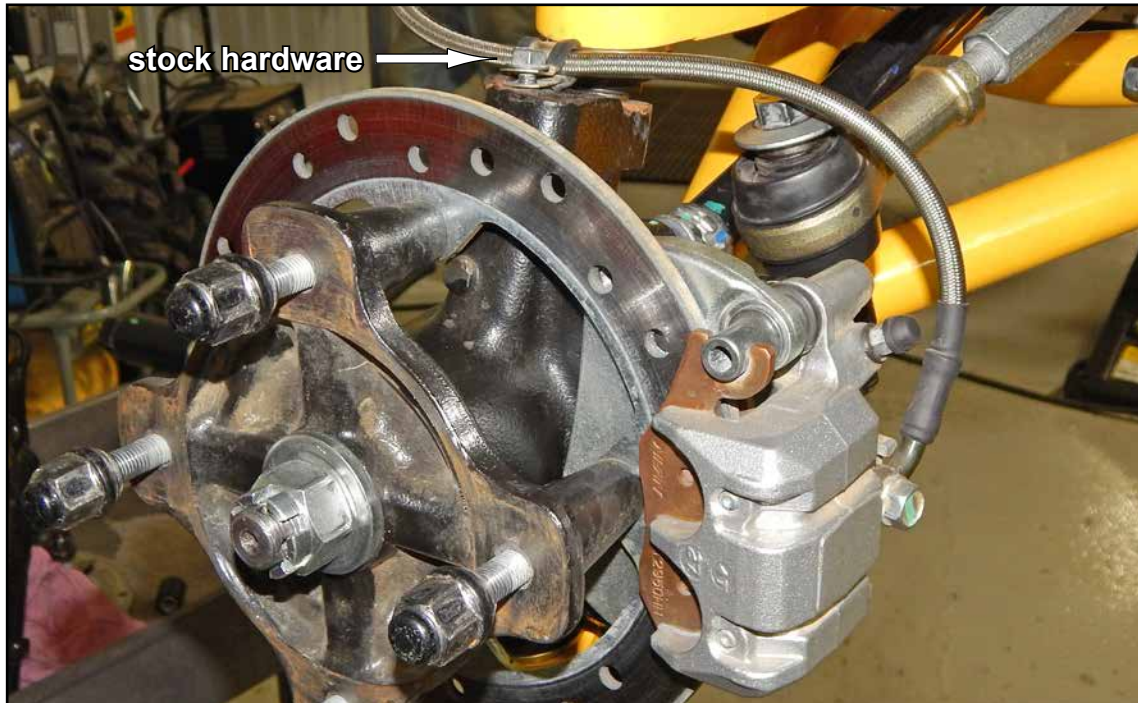


- Reinstall Hub with stock hardware.

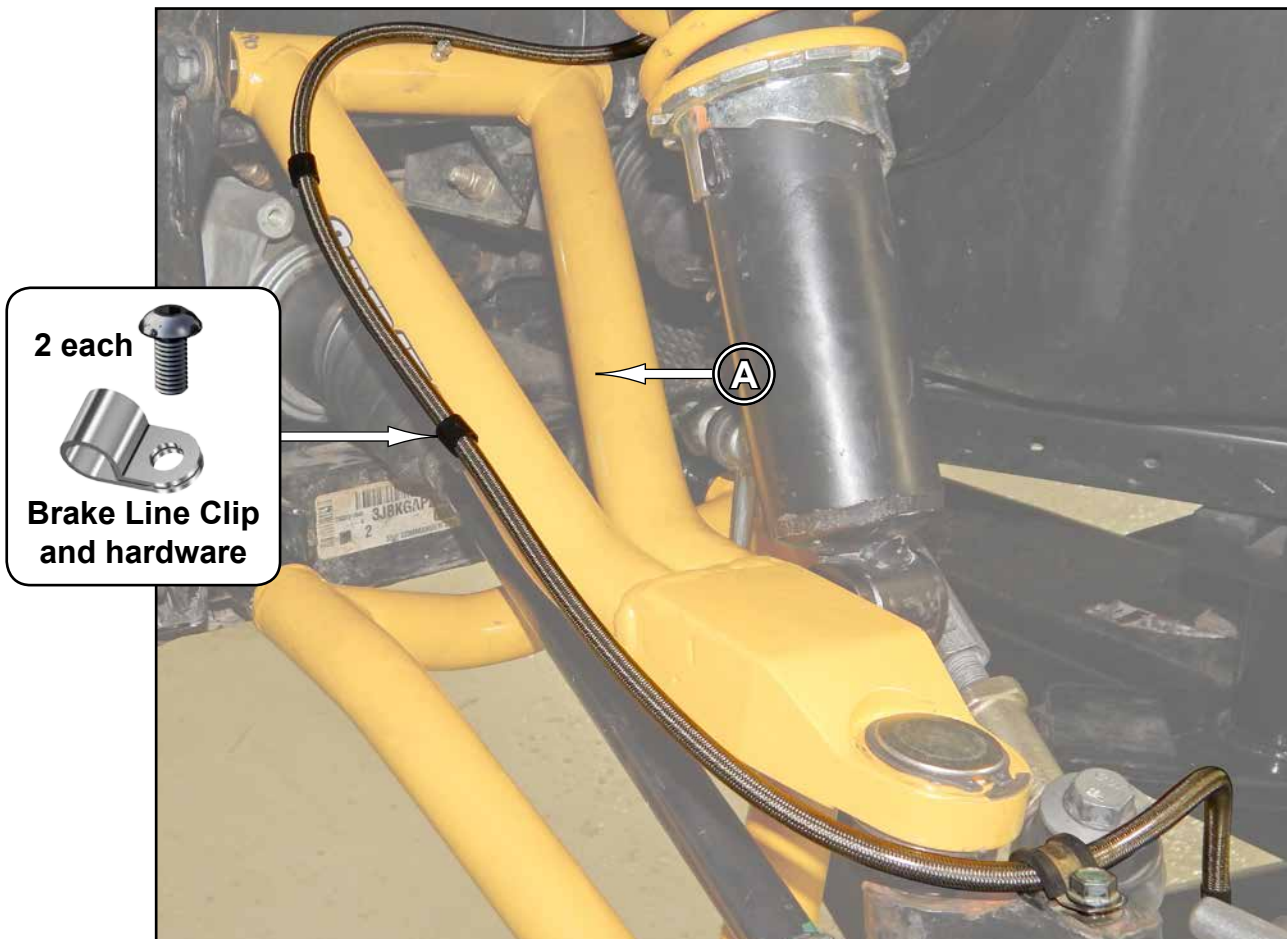




- Reinstall Caliper with stock hardware.
- Secure Brake Line to Knuckle with stock hardware.



- 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.
- Secure Brake Line to Upper A-Arm (A) with hardware shown.





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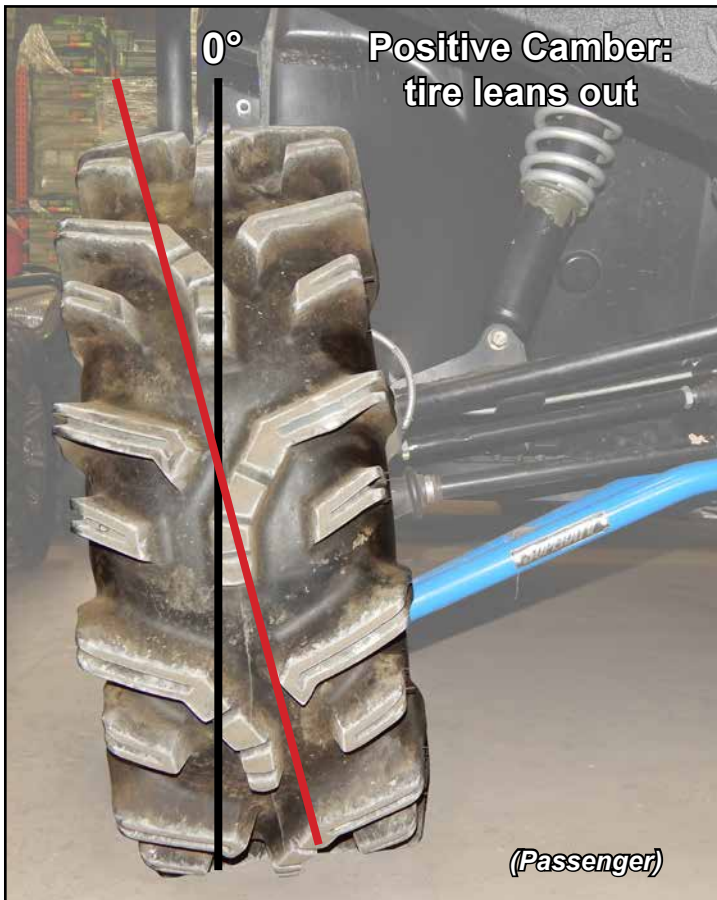
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The Buyer is responsible to fully understand the capability and limitations of his/her vehicle according to manufacturer specifications, warnings and instructions and agrees to hold SuperATV® harmless from any damage resulting from failure to adhere 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.

# 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°*

