

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



Item	Description	Qty
A	Upper A-Arm, Right	1
B	Lower A-Arm, Right	1
C	Upper A-Arm, Left	1
D	Lower A-Arm, Left	1

Item	Description	Qty
R	Brake Line Clips	4
T	Straight Fitting	4
U	90° Grease Fitting	9

(kit contents continue on following pages)

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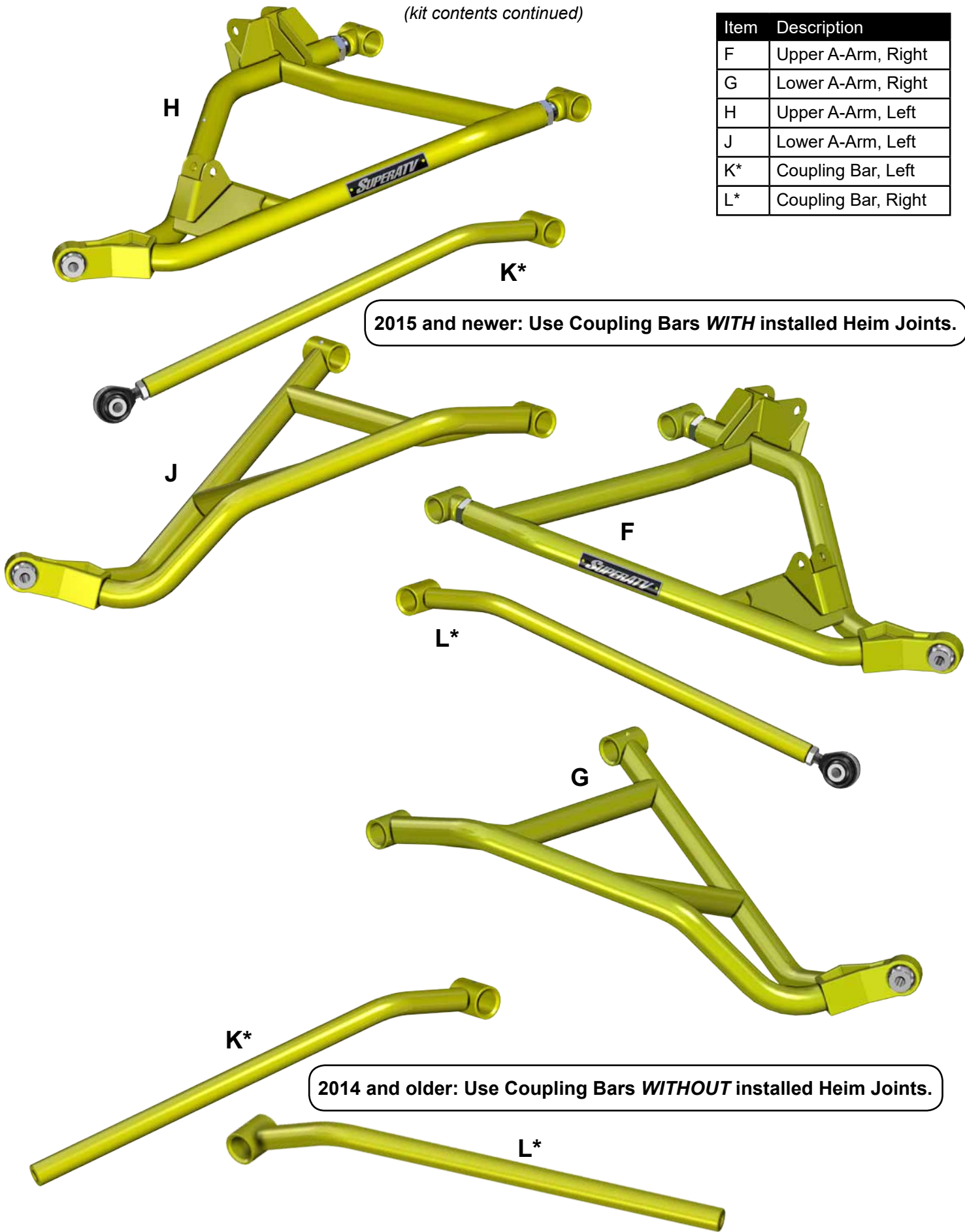
Read instructions and view illustrations before beginning.

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(kit contents continued)

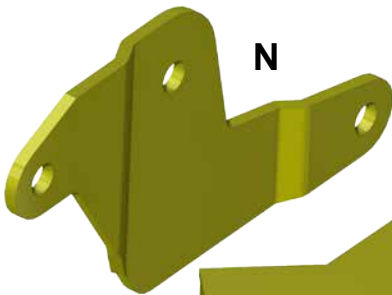
Item	Description
F	Upper A-Arm, Right
G	Lower A-Arm, Right
H	Upper A-Arm, Left
J	Lower A-Arm, Left
K*	Coupling Bar, Left
L*	Coupling Bar, Right



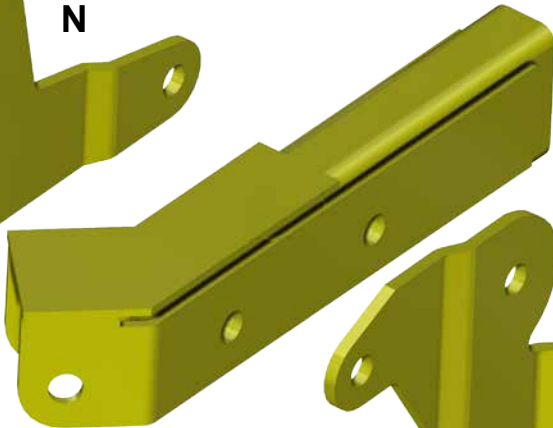
(outside of machine)

(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

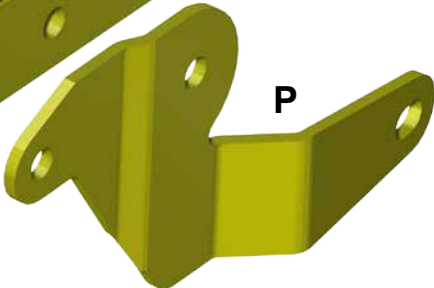


N



M

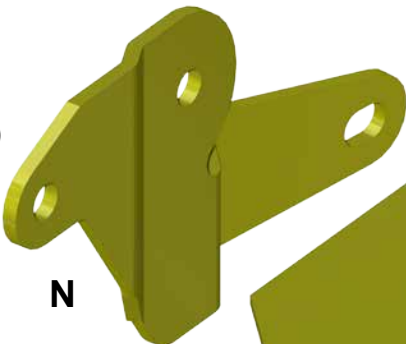
(Left)



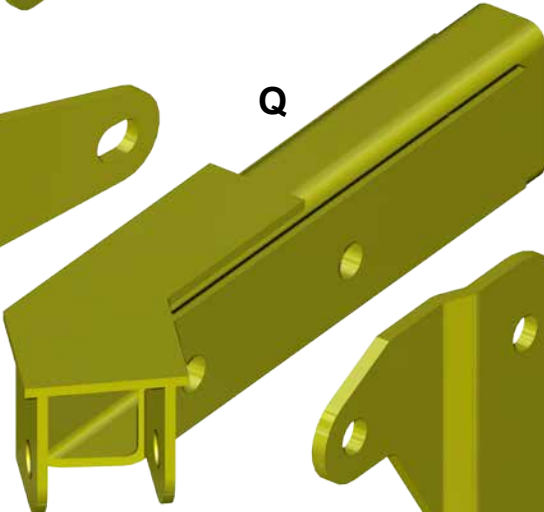
P

(inside of machine)

(inside of machine)

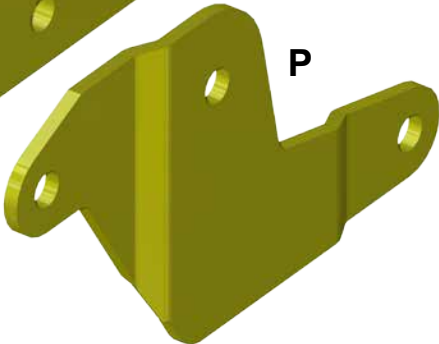


N



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.



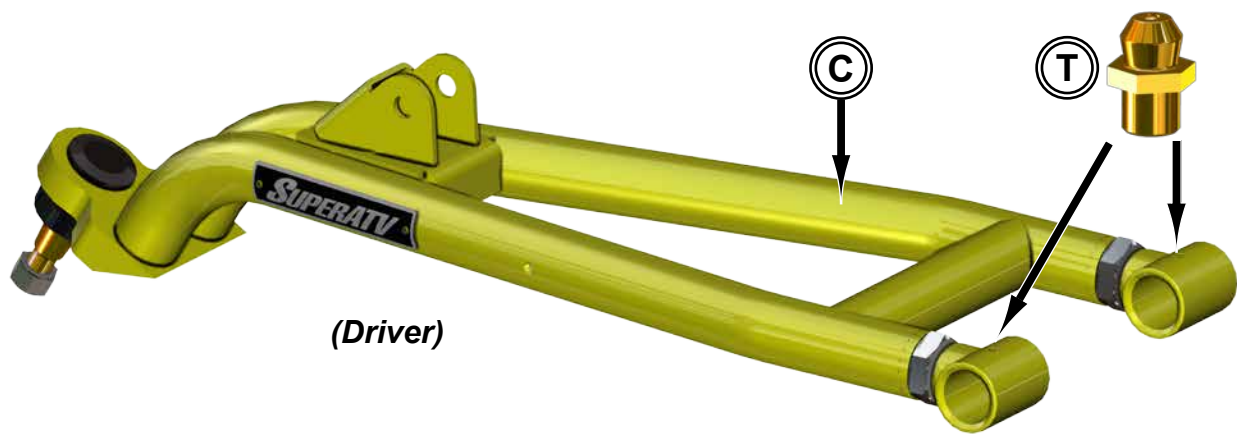
(Right)

Remove following components:

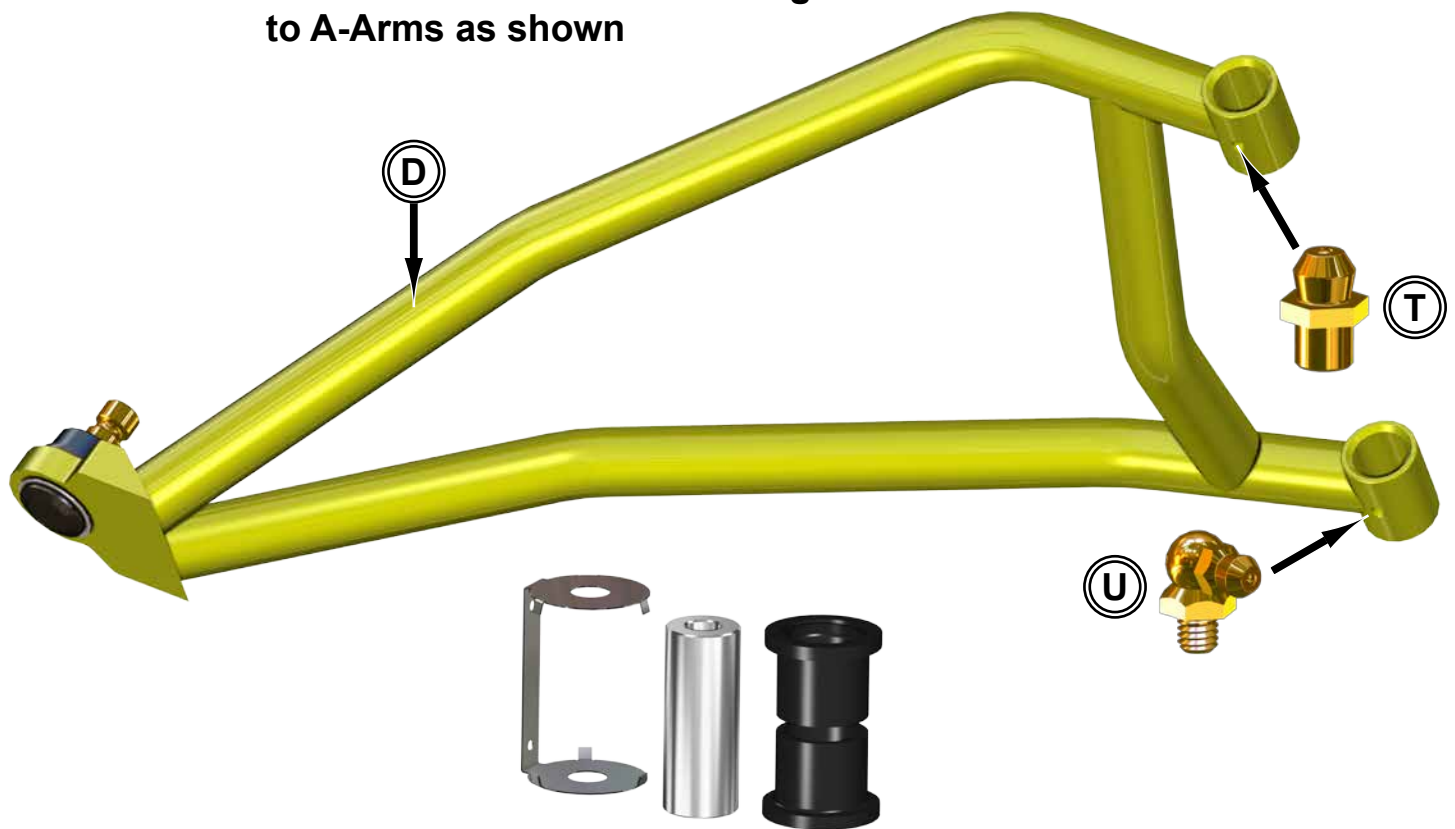
- Tie Rods
- Axles
- A-Arms
- Knuckles / Hubs / Calipers
- Brake Lines
- Shocks from A-Arms



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



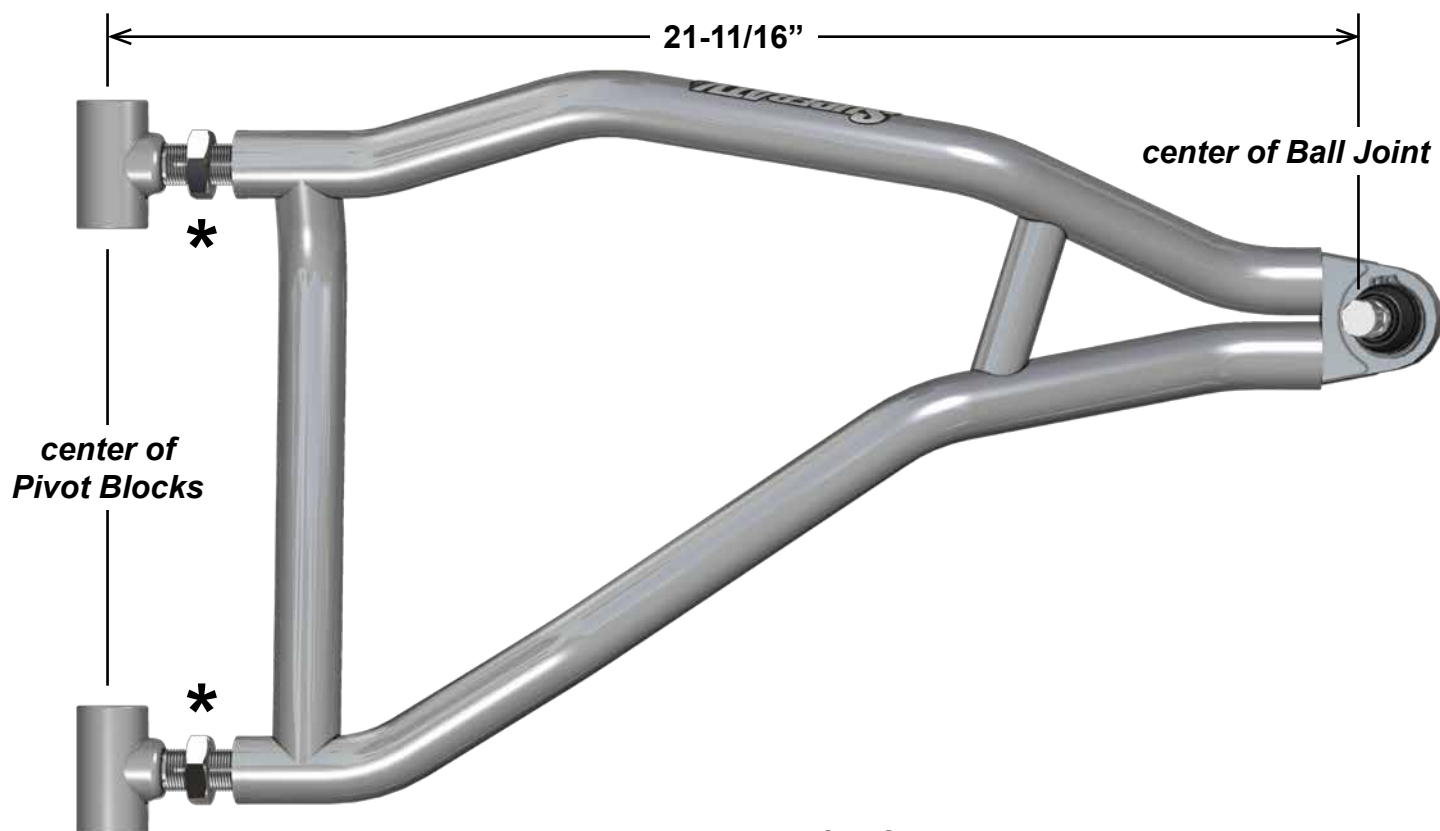
**install stock Ball Joints and Grease Fittings
to A-Arms as shown**



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.**

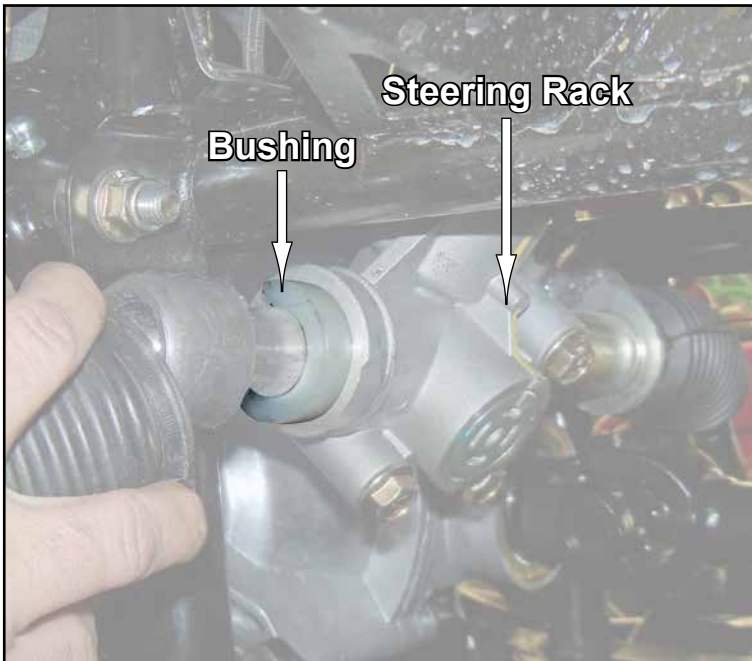
Front Shocks Preparation (set aside when completed)



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.



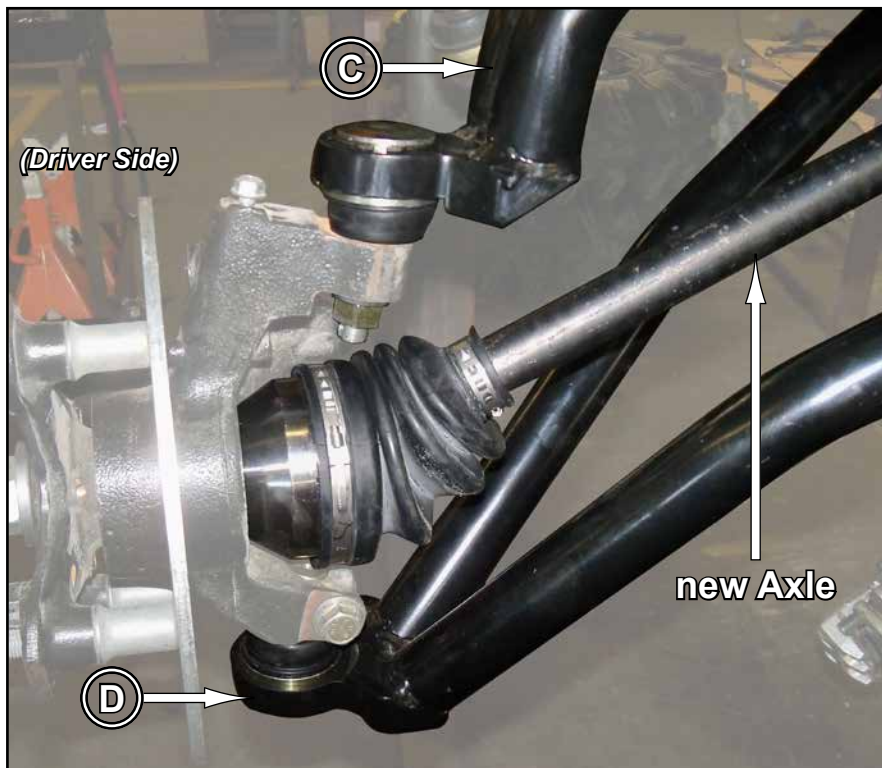
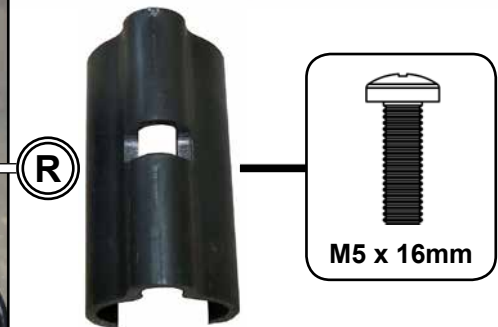
Leave Boots off Rack and Pinion until new Tie Rods are installed.

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.

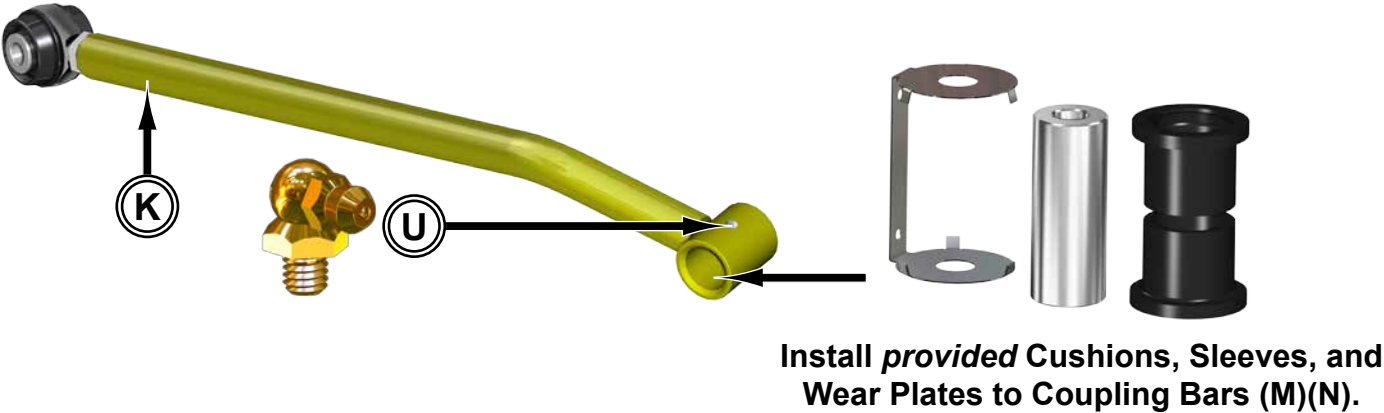
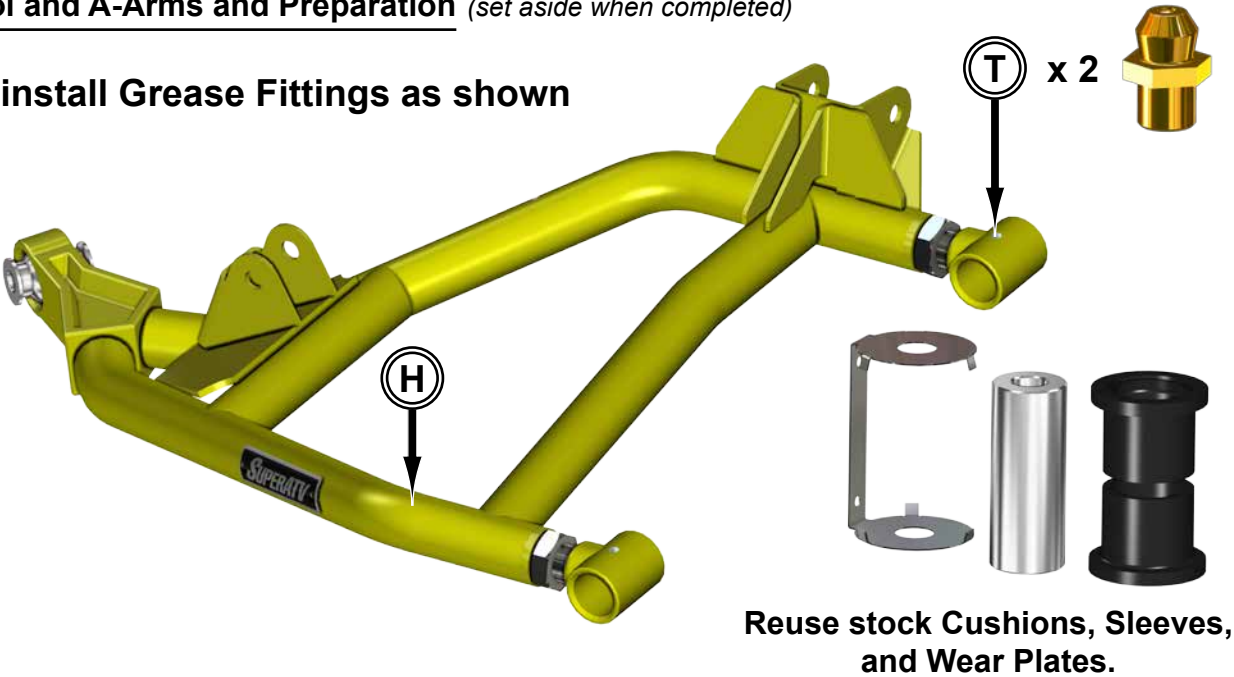
- Install A-Arms (A-D) to Frame with stock hardware.
 - Install new Axles.
 - Reinstall Hubs / Knuckles / Calipers with stock hardware.
 - Secure Shocks to A-Arms (A-C) with stock hardware.
 - Install Brake Lines (S) and secure to A-Arms (A-C) with Brake Line Clips (R) and hardware shown.
- Note: short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



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

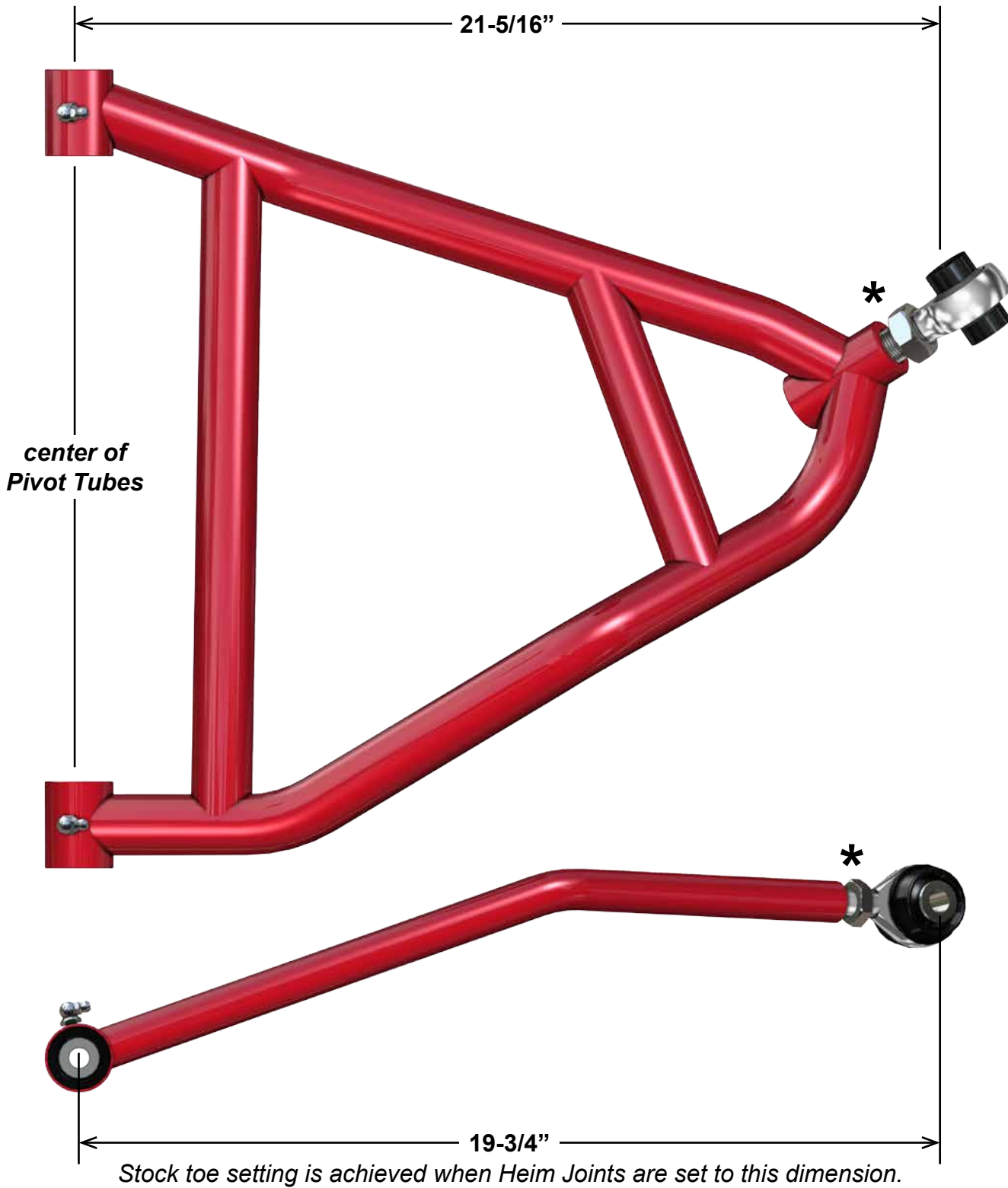
install Grease Fittings as shown

(Driver)



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.



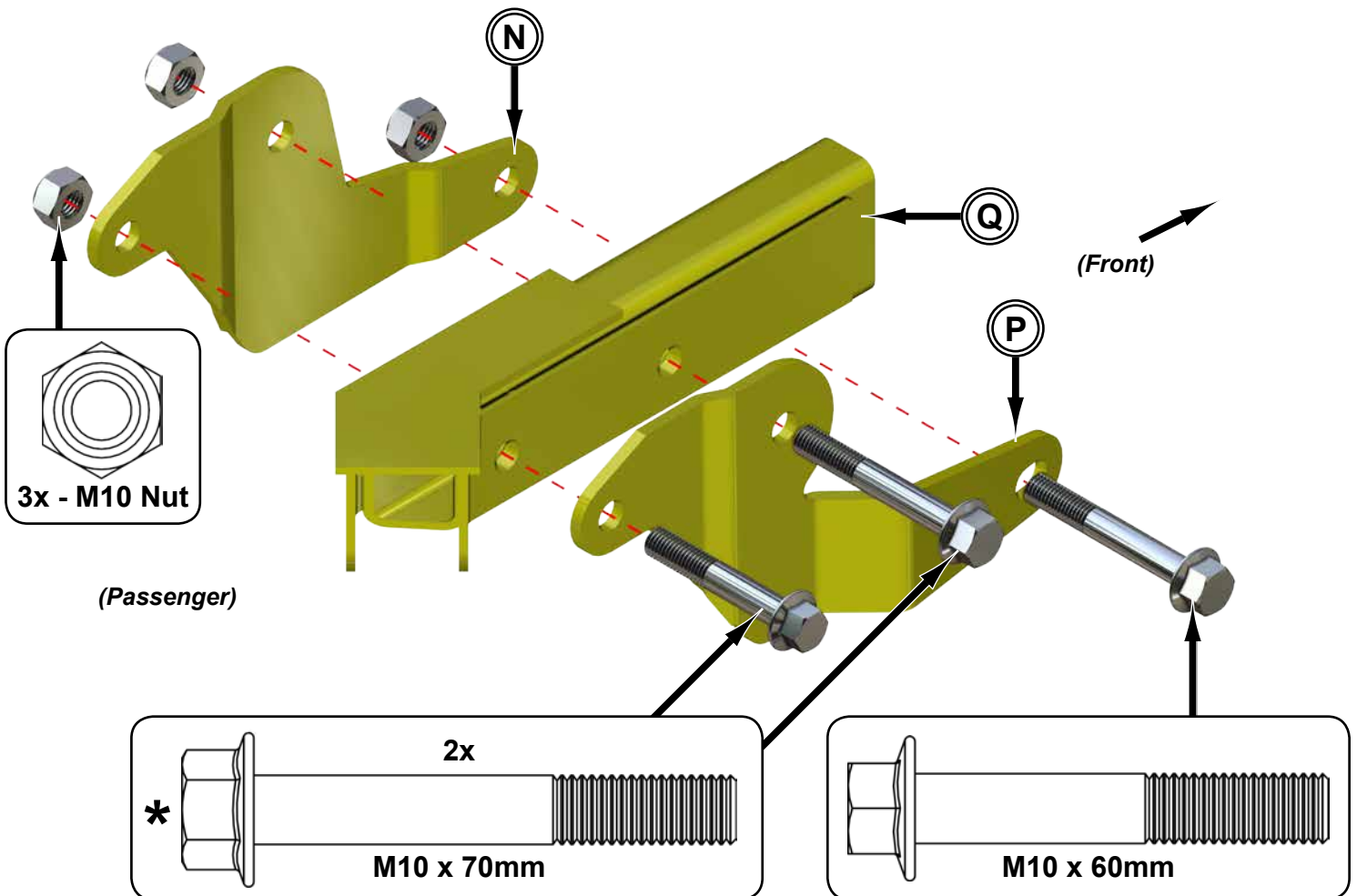
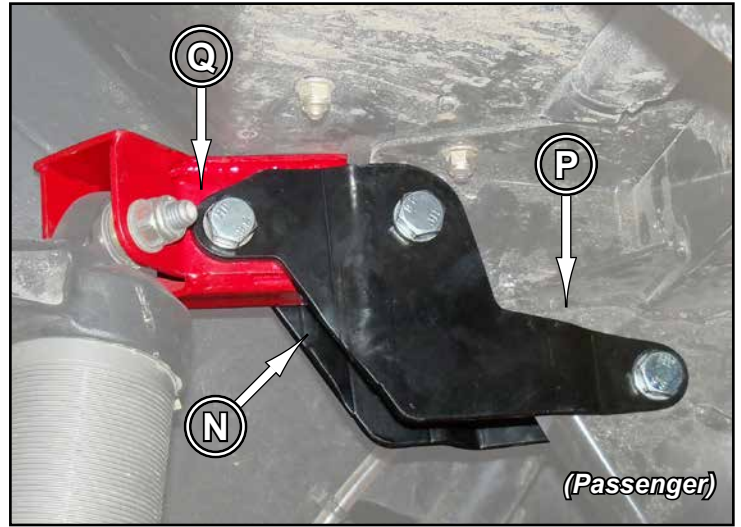
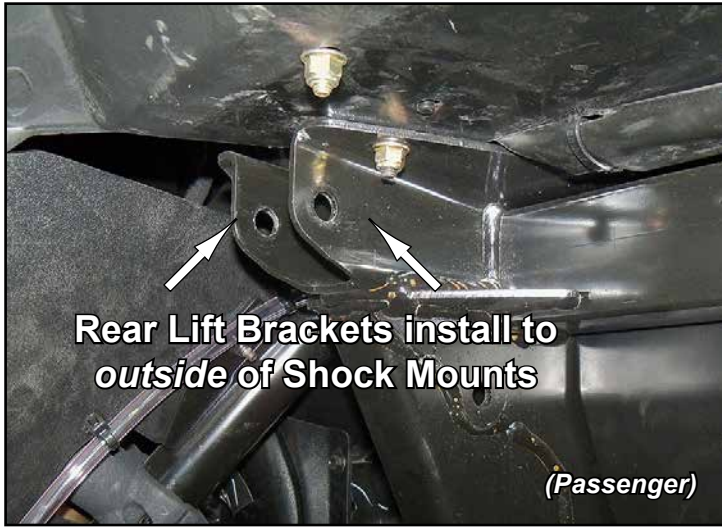
*** Leave Jam Nuts loose. Tighten after final adjustments have been made.**

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.

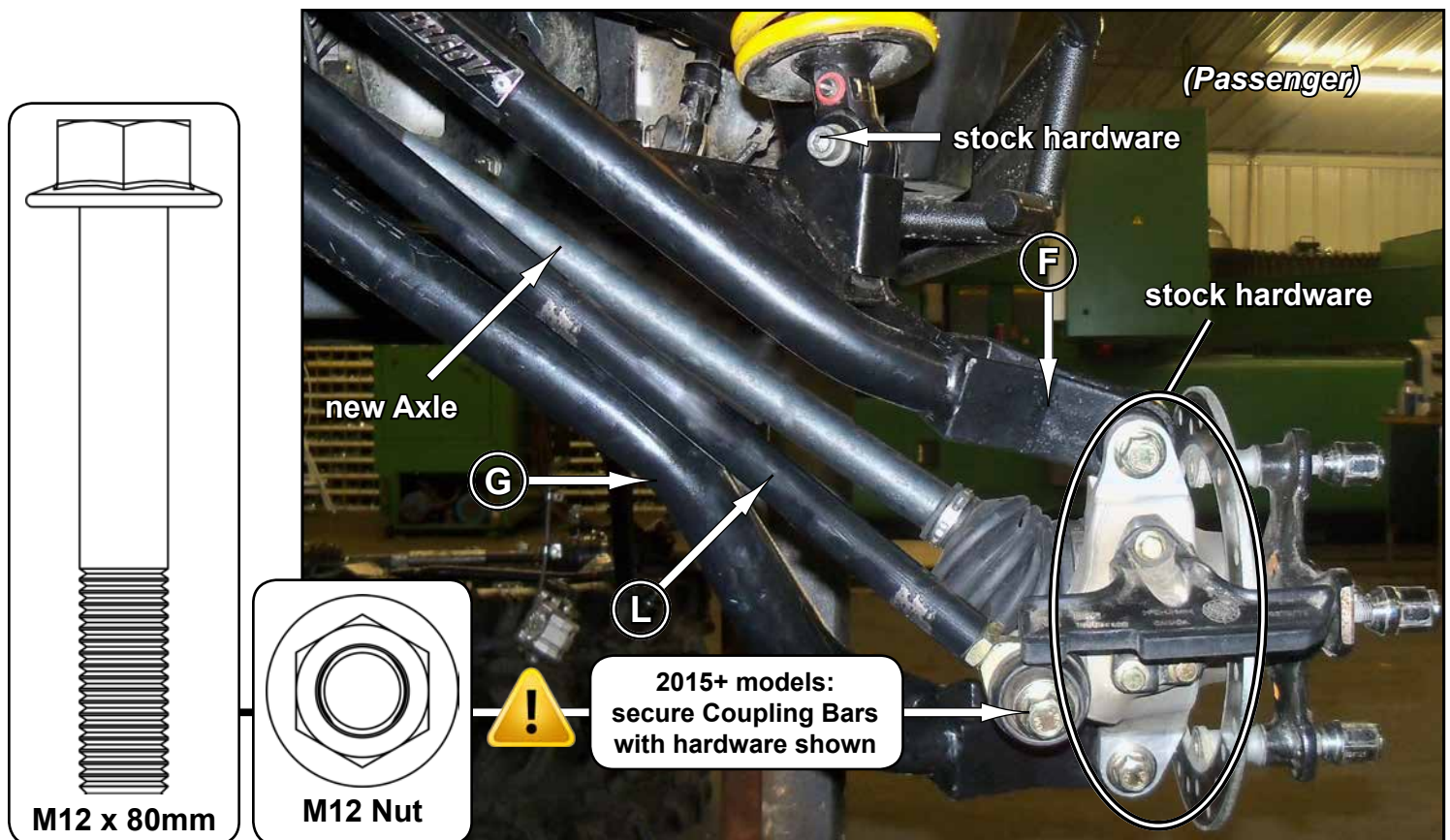
Rear Installation: *Do not tighten hardware completely unless noted.*

- 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.

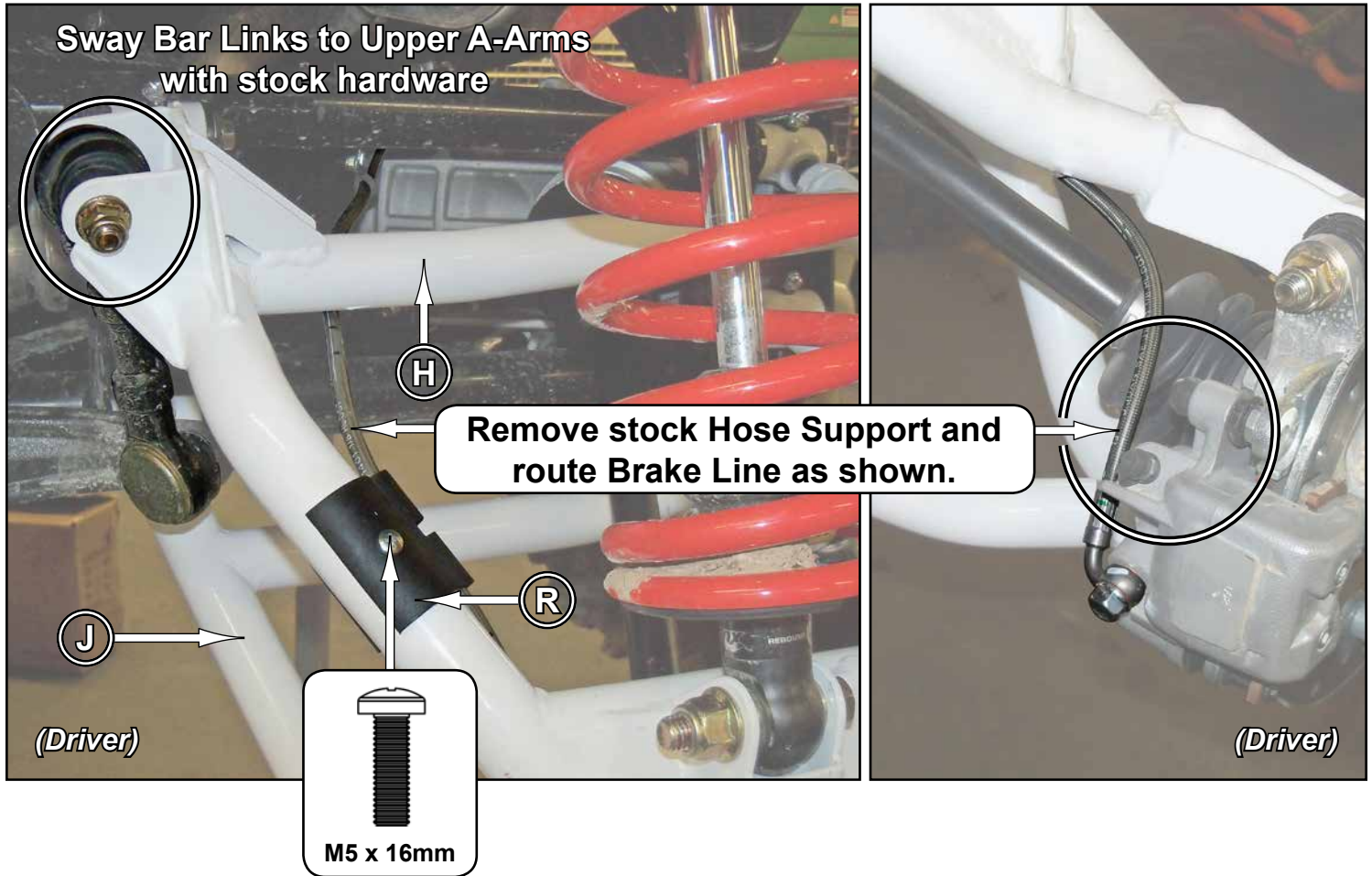


- Install new Axles.
- Reinstall necessary components previously removed with stock hardware.



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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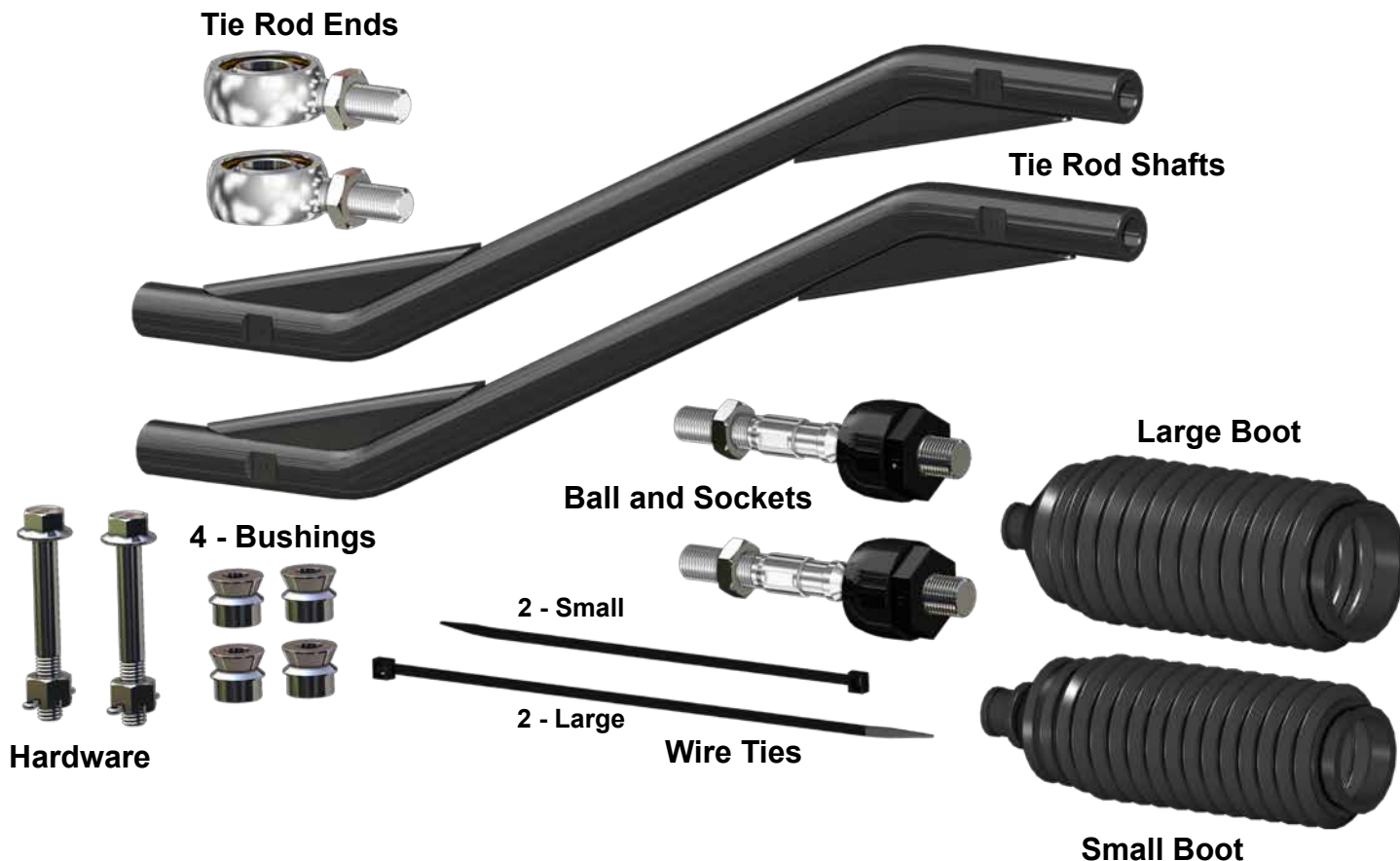
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Z-Bend Tie Rod Kit



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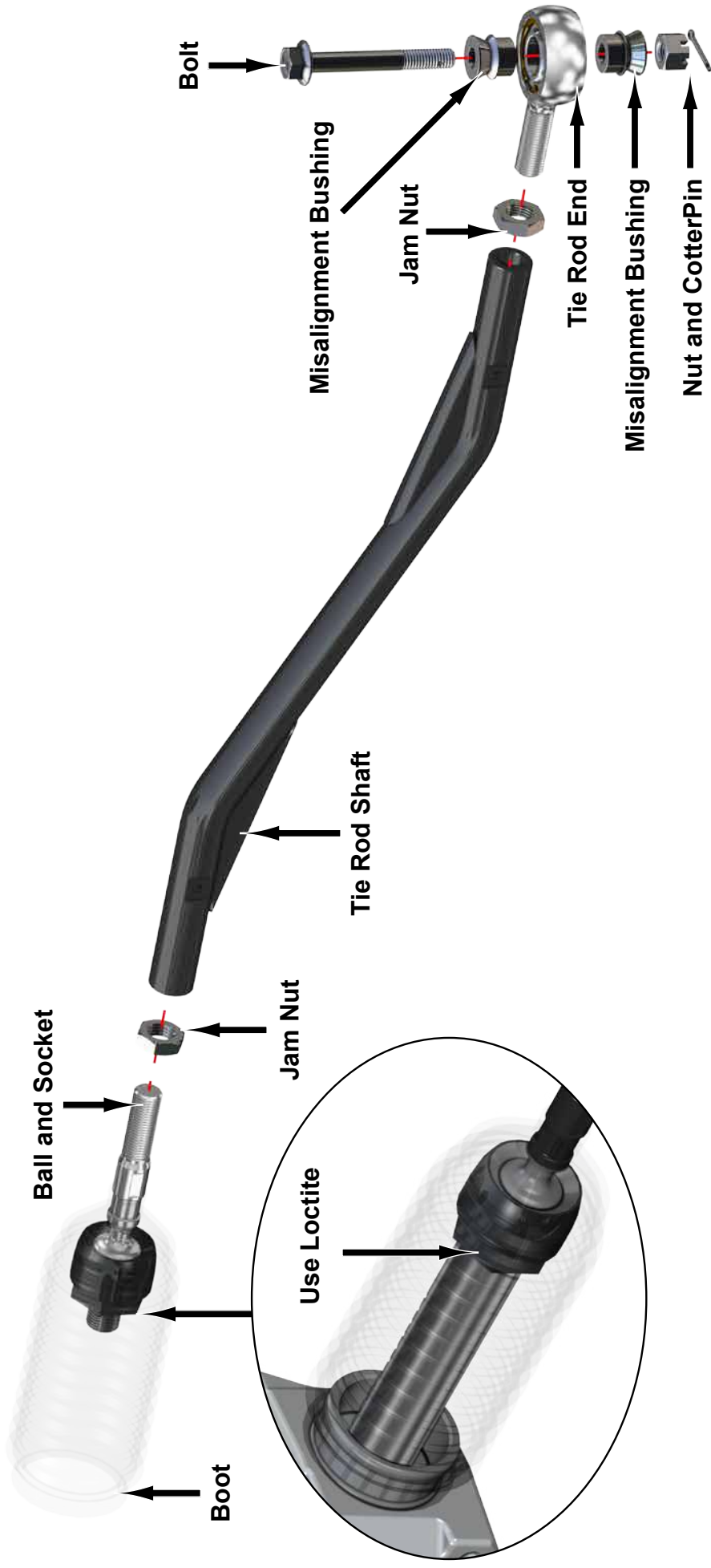
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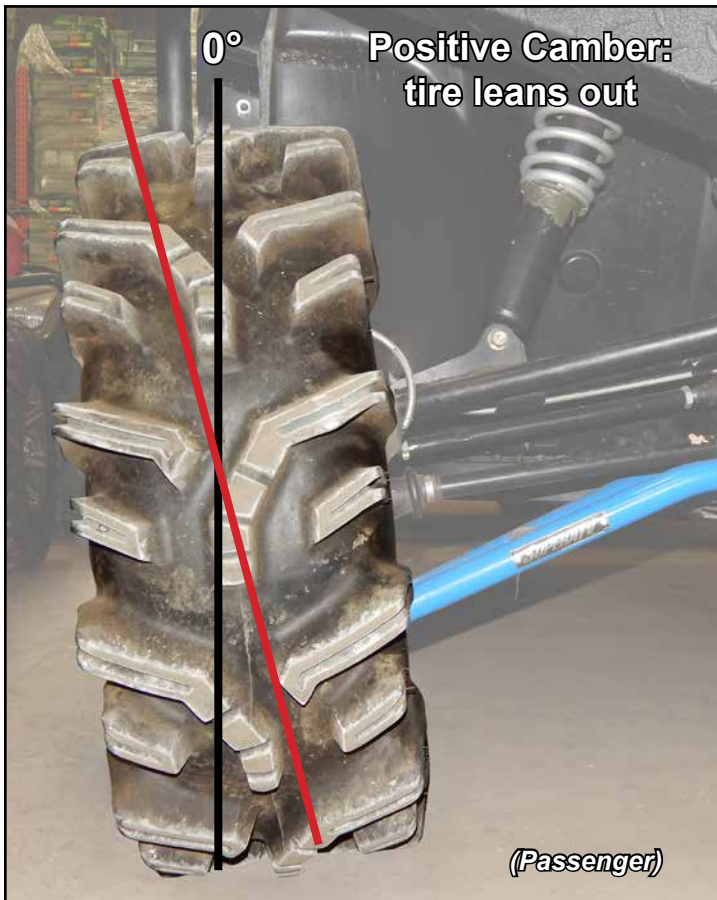
- Remove stock Tie Rods from machine.
- Remove Jam Nuts from Ball and Sockets.
- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Boots to Rack and Pinion and secure with Zip Ties. Use a lubricant to ease installation.
- Reinstall Jam Nuts to Ball and Sockets
- Install Tie Rod Shafts 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°

