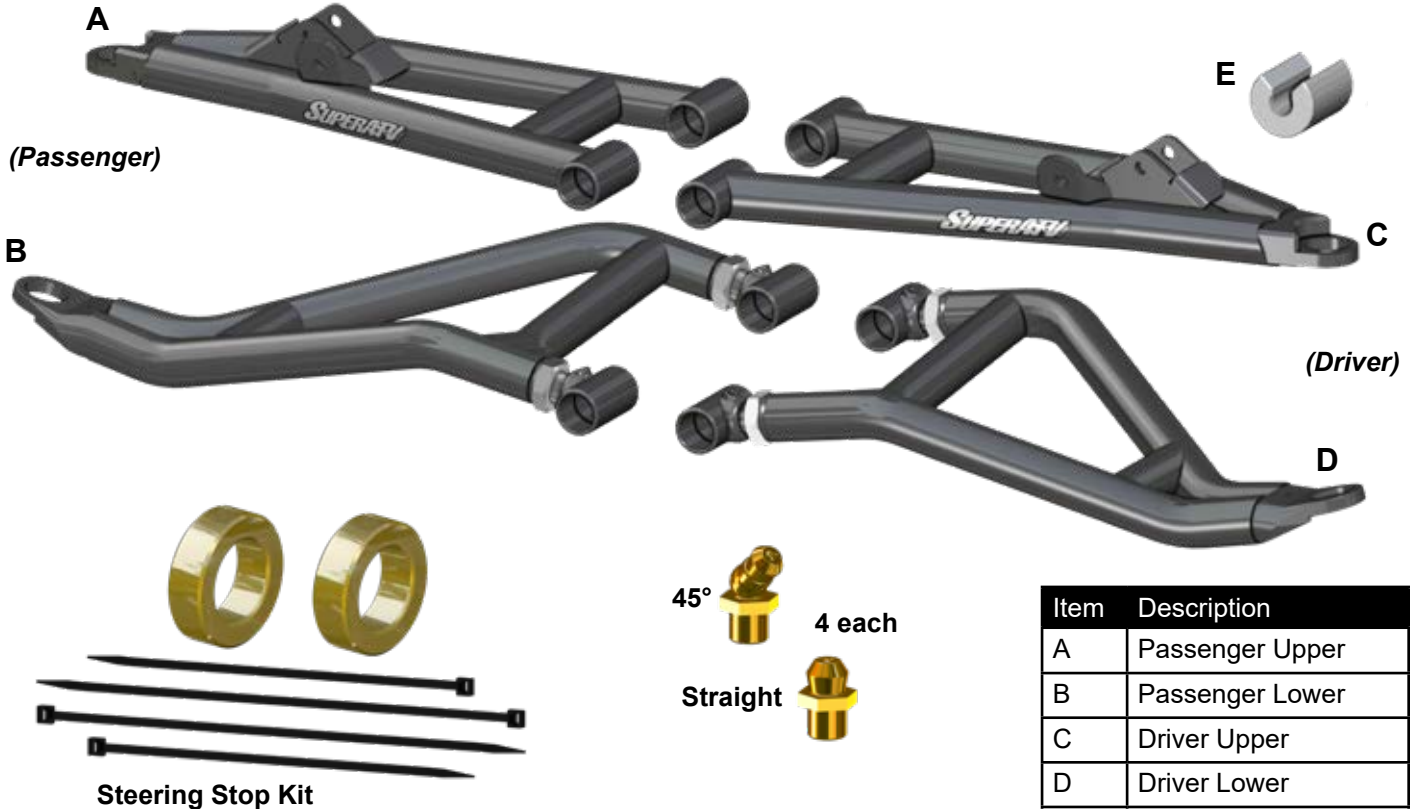


**INSTALLATION INSTRUCTIONS**  
**Forward Offset High Clearance A-Arms:**  
**for Polaris Ranger<sup>®</sup> XP 1000 (2021)**

Do not discard packaging until product has been successfully installed.



| Item | Description     |
|------|-----------------|
| A    | Passenger Upper |
| B    | Passenger Lower |
| C    | Driver Upper    |
| D    | Driver Lower    |
| E    | Bump Stop x 2   |

- A Press or Ball Joint tool is required to remove and install Ball Joints.
- SuperATV strongly recommends using a Spring Compressor when removing and installing Springs.

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By purchasing and installing SuperATV<sup>®</sup> products, user agrees that should damages occur, SuperATV<sup>®</sup> will not be held responsible for loss of time, use, labor fees, replacement parts, or freight charges. SuperATV<sup>®</sup>, 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<sup>®</sup>. 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.

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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<sup>®</sup> 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<sup>®</sup> harmless from any violation thereof.

**Need help with your installation?**

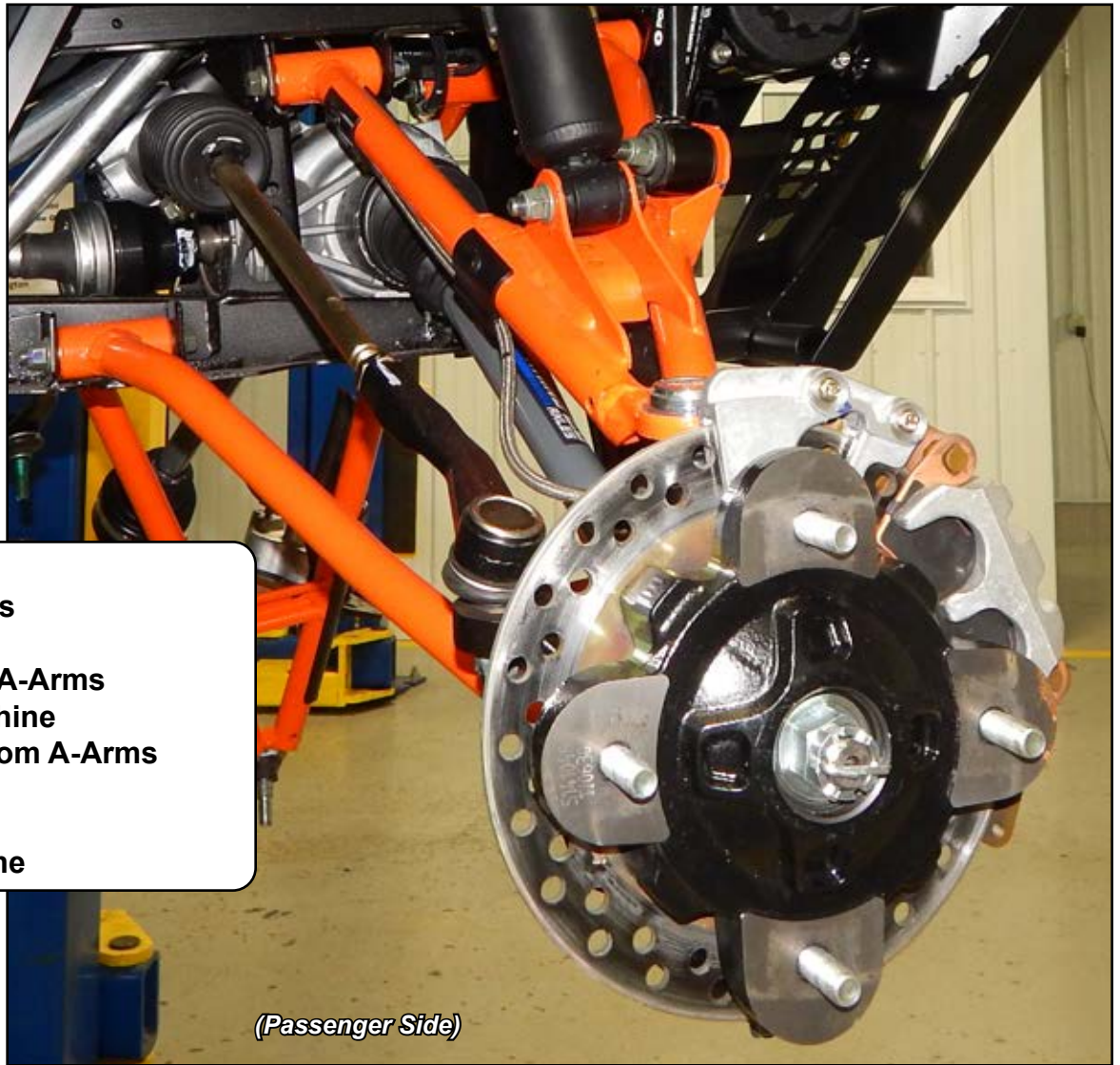
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 8:00am - 7:00pm EST Friday  
 9:00am - 2:00pm EST Saturday

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



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

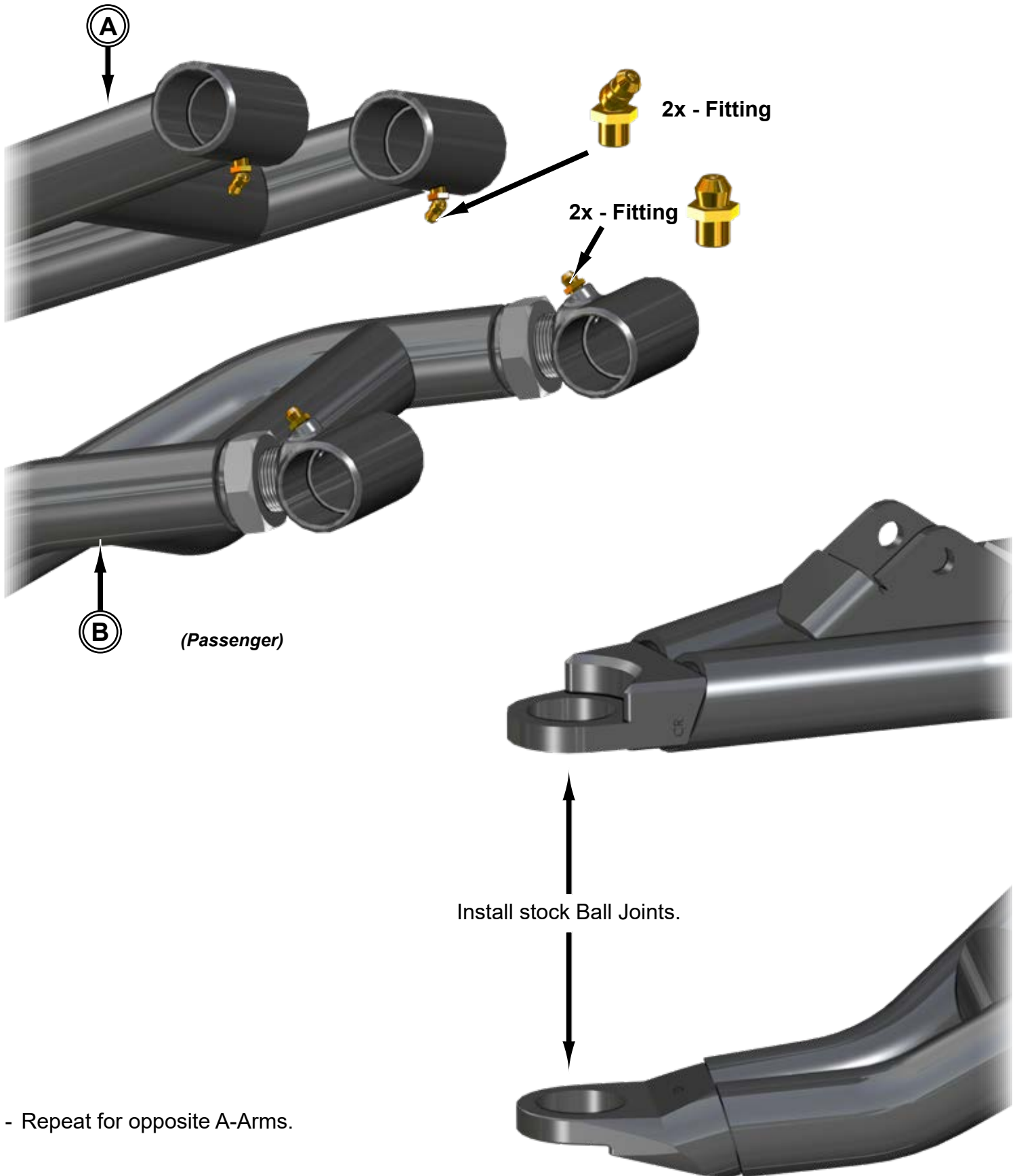


**Remove:**

- Axle Nuts and Pins
- Tie Rods
- Brake Lines from A-Arms
- Shocks from machine
- Sway Bar Links from A-Arms
- Hubs
- Calipers
- A-Arms from Frame

**A-Arms Prep:** set aside when complete

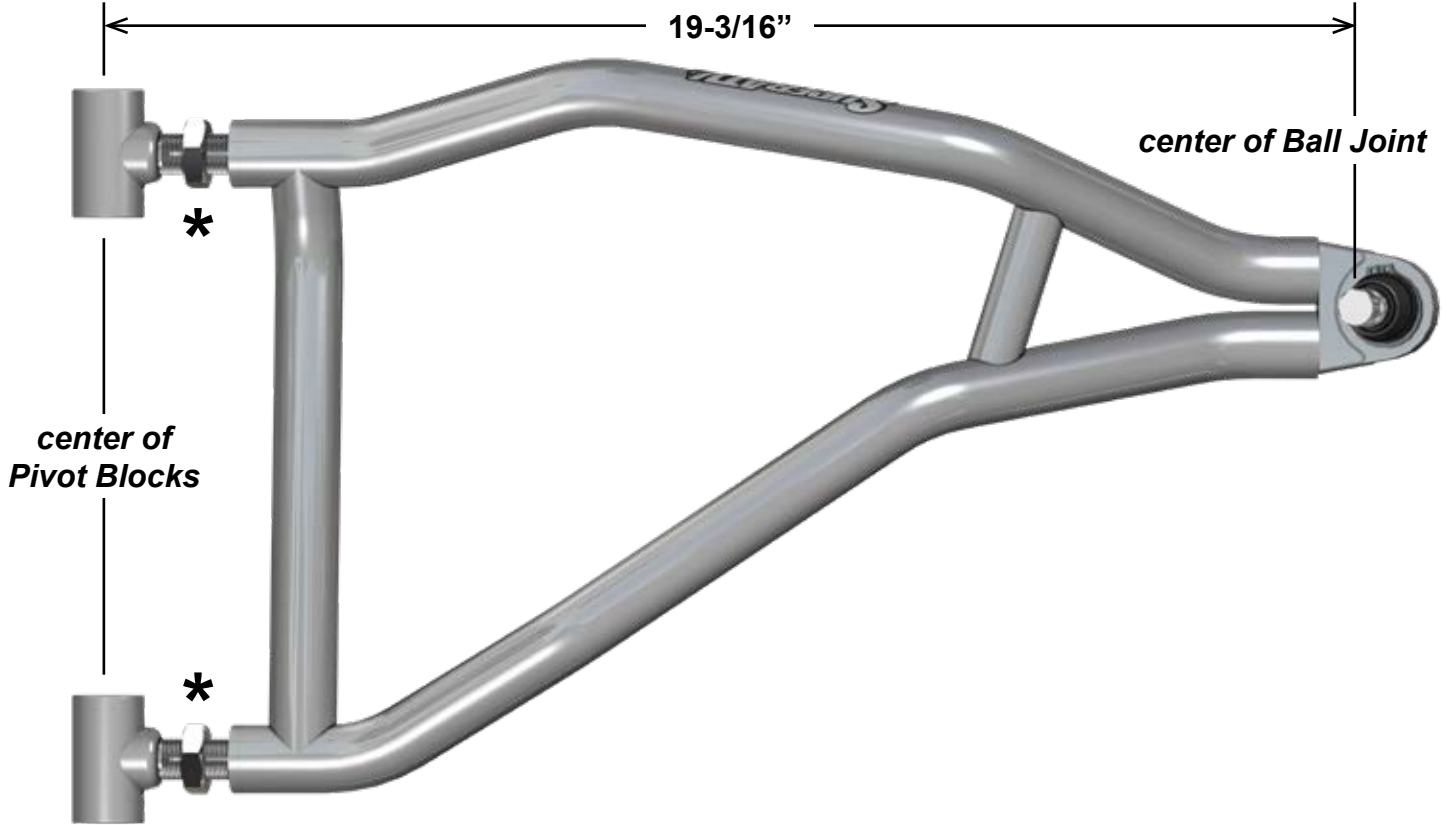
- Install provided Fittings along with stock Bearings and Bushings into A-Arms.



- Repeat for opposite A-Arms.

## PIVOT BLOCK SETTINGS

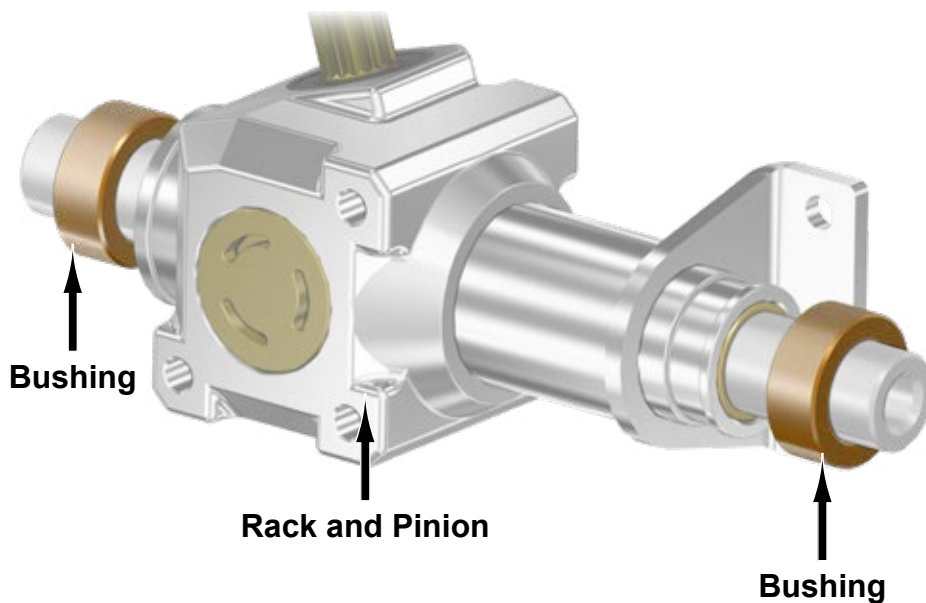
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



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

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

- Install Bushings onto Shafts.
- Install new Tie Rods to Rack and Pinion. Refer to Tie Rod instructions.



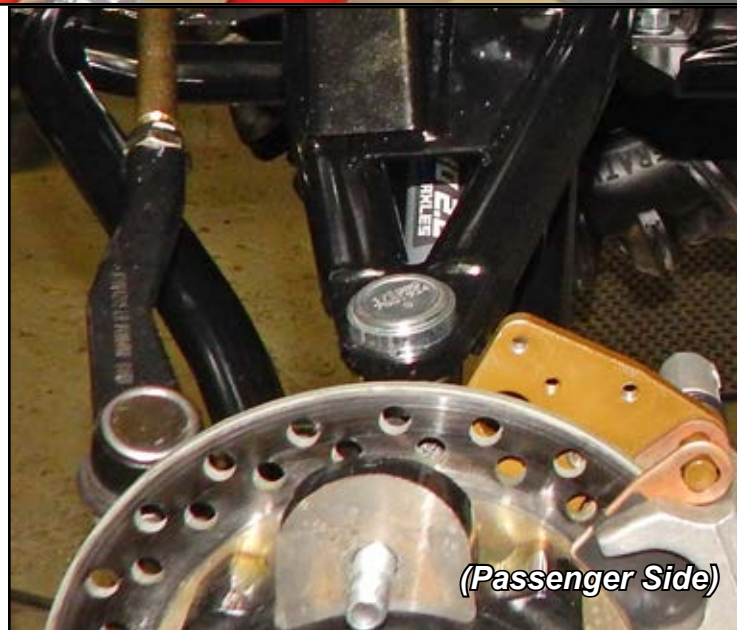
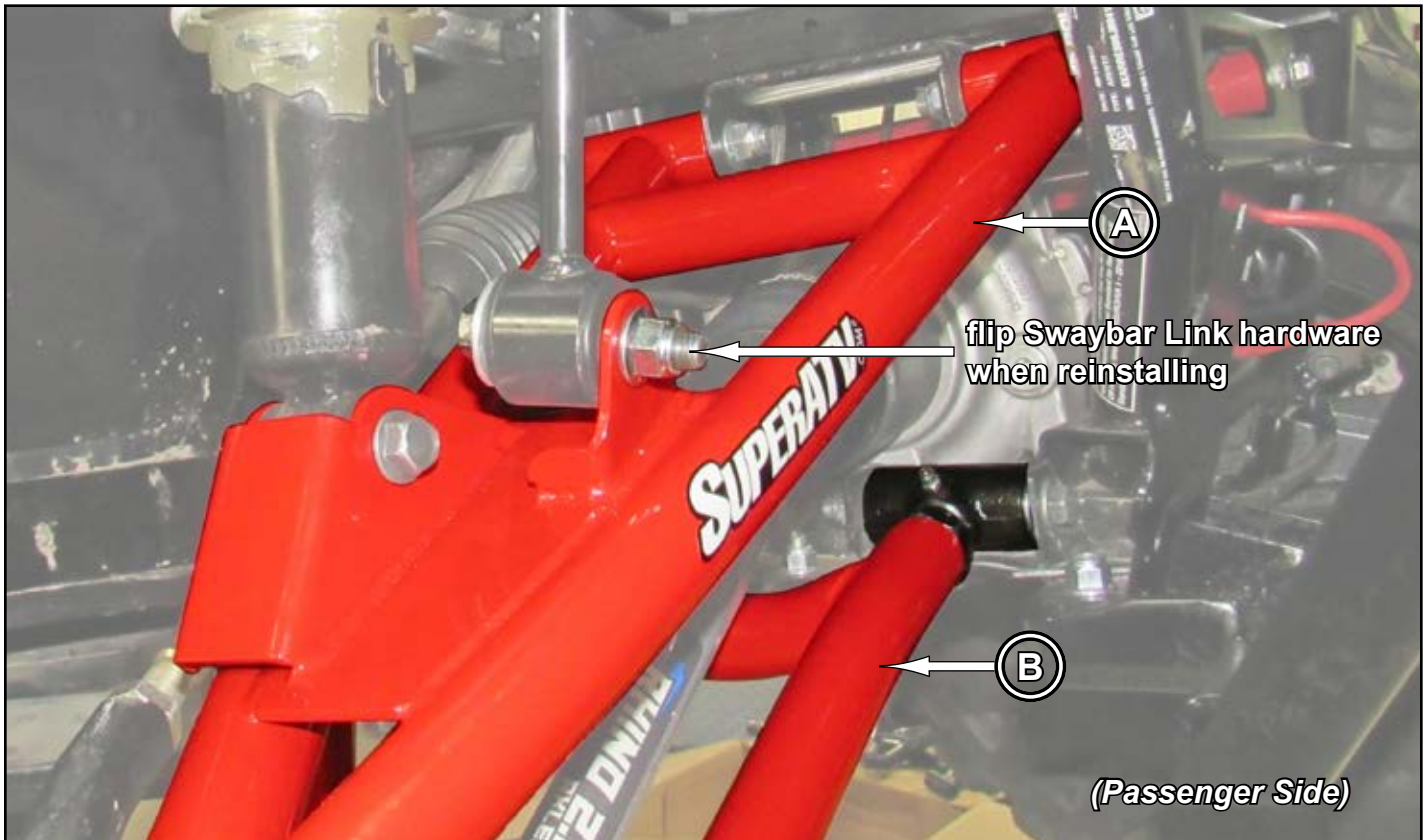
- Place Shock into Spring Compressor.
- Remove Retaining Clip and Spring.
- Install Bump Stop (E).
- Reinstall previously removed components.
- Repeat for remaining Shocks.



## A-Arms installation continued:

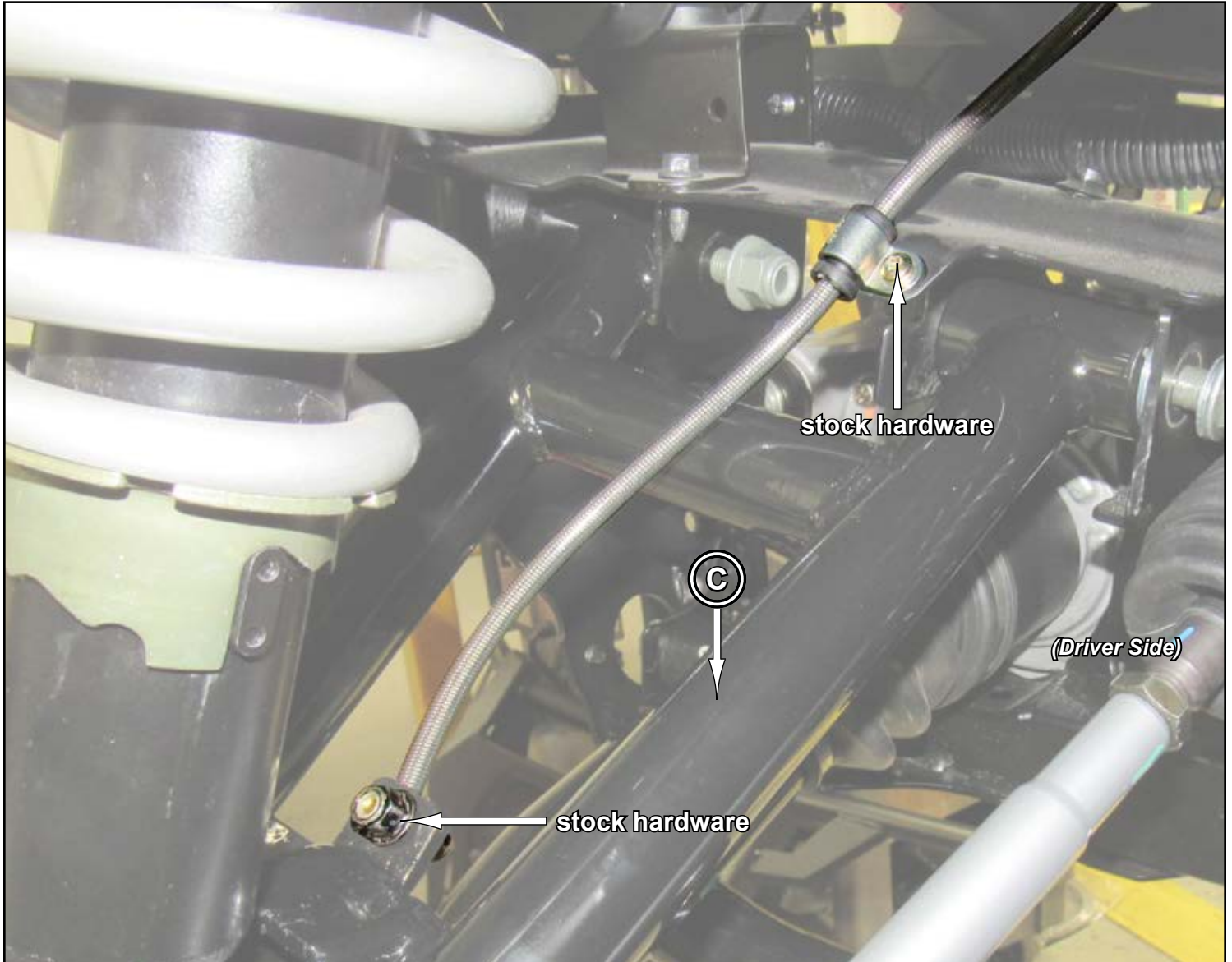
- Install Shock with stock hardware.
- Install Knuckle with stock hardware. **Do not install Nut to Lower A-Arm connection until all final adjustments have been completed.**
- Install Tie Rod to Knuckle with hardware included in Tie Rod Kit.
- Repeat steps for opposite side.
- Reinstall Tires and check Camber settings; see page 8.
- Add Nuts to previously installed hardware and tighten completely. SuperATV recommends using Loctite on Nuts.

**After all settings have been verified, apply Loctite to Pivot Blocks.**



## A-Arms installation continued:

- Secure Brake Lines to A-Arms with stock components.
- Ensure no binding or rubbing can occur when in use.



# 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**.

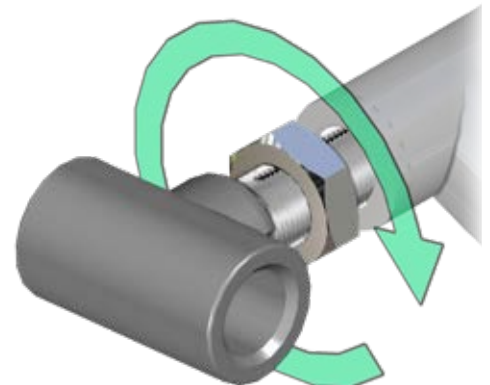
*note: 2 full turns is 1°*

## 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°*





**Boot x 2**



**2 x Tie Rod Shaft**



**2 x Ball and Socket**



**2 x Tie Rod End and Jam Nut**



**hardware**



**4 x Zip Tie**

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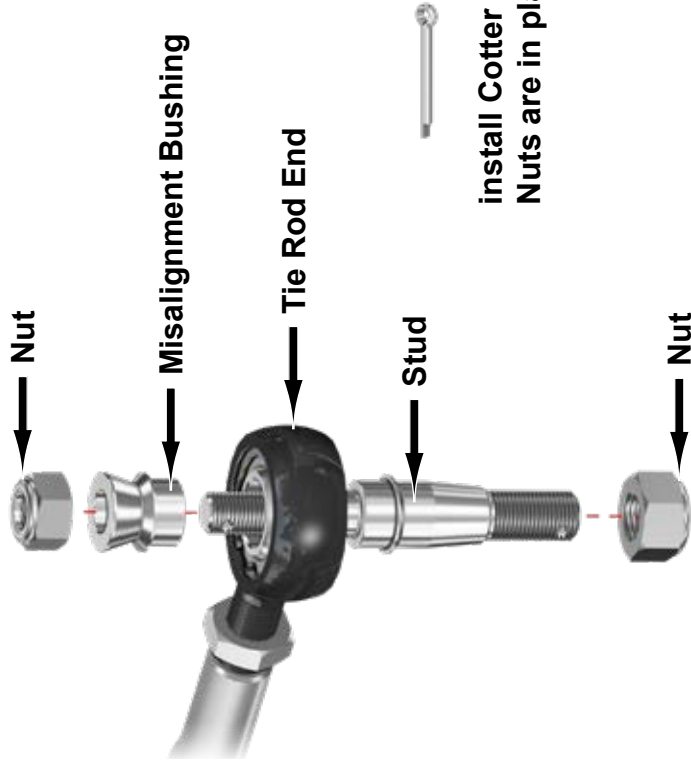
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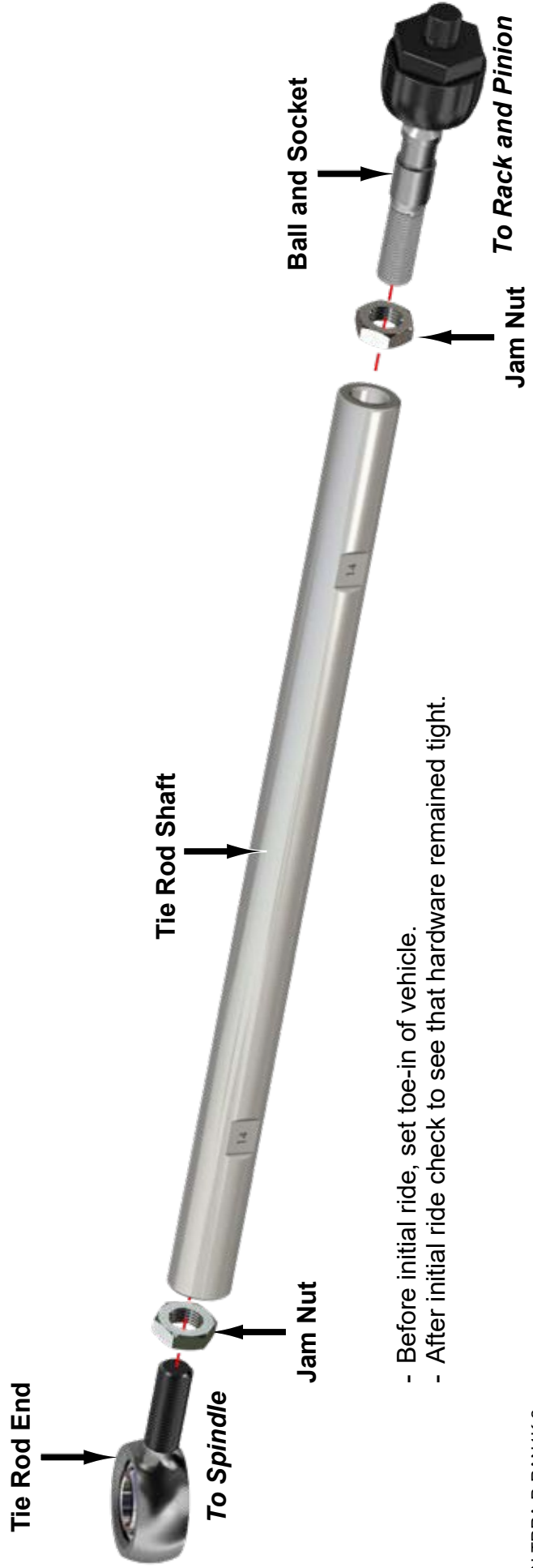
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*Thank You*  
*For Choosing*  
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- Remove stock Tie Rods from machine.
- Remove Jam Nuts from Ball and Sockets.
- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Boots to Rack and 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 Spindles with hardware shown.



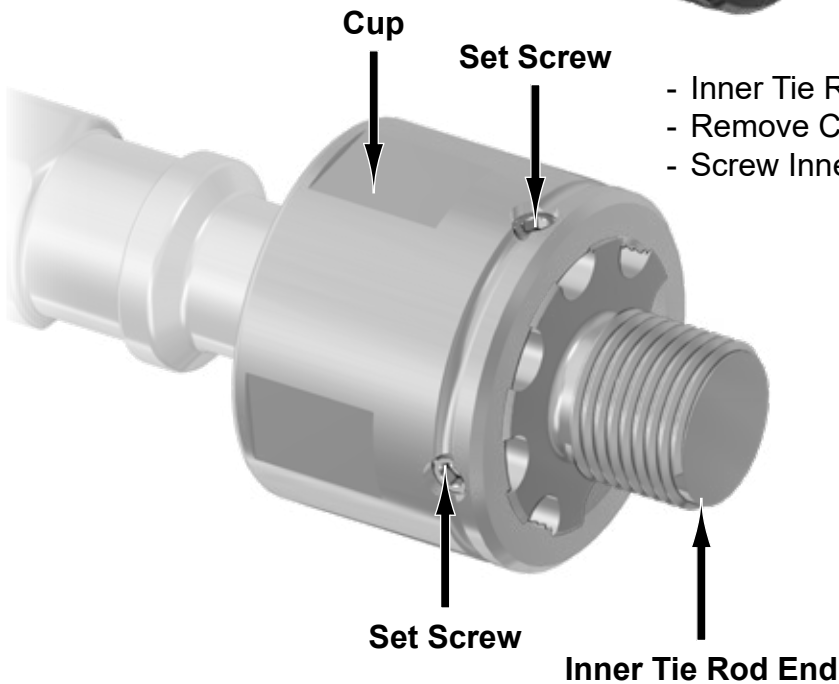
install Cotter Pins after Nuts are in place



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



Clip



Cup

Set Screw

Set Screw

Inner Tie Rod End

- Inner Tie Rod End is adjustable and can be tightened.
- Remove Clip and loosen (4) Set Screws
- Screw Inner Tie Rod End into Cup.

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