

**High Clearance A-Arms:
 for Can-Am Maverick X3rs**

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

| Item | Description | Item | Description |
|------|-----------------|------|-----------------|
| A | Upper Driver | C | Lower Passenger |
| B | Upper Passenger | D | Lower Driver |



Steering Stop x 2

Liability Statement

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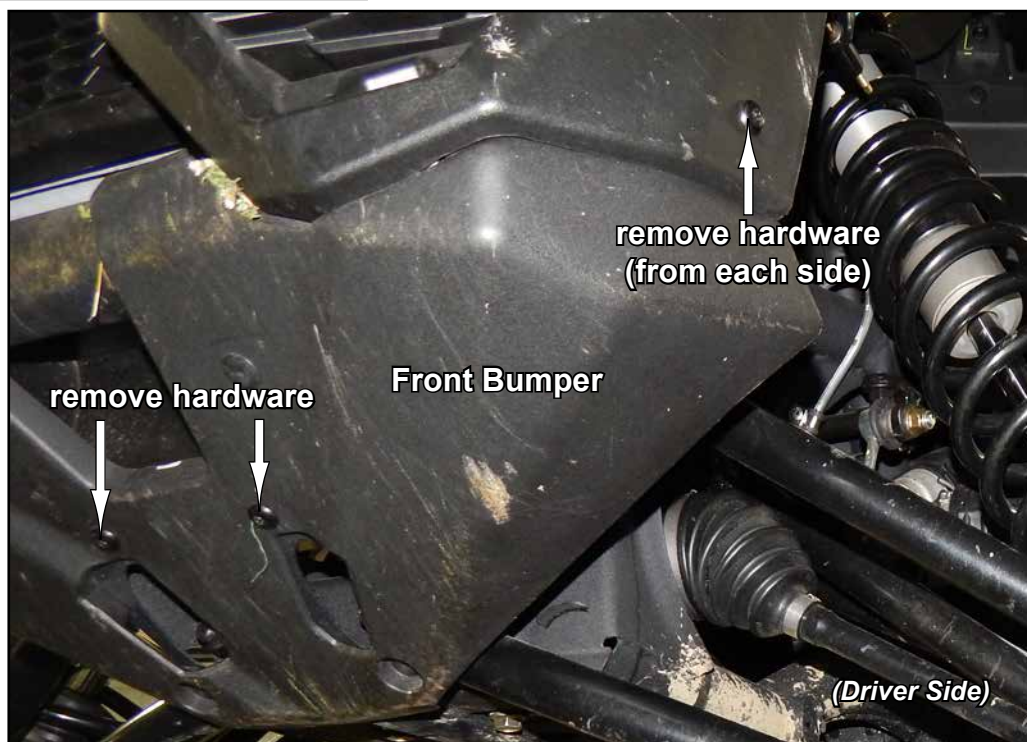
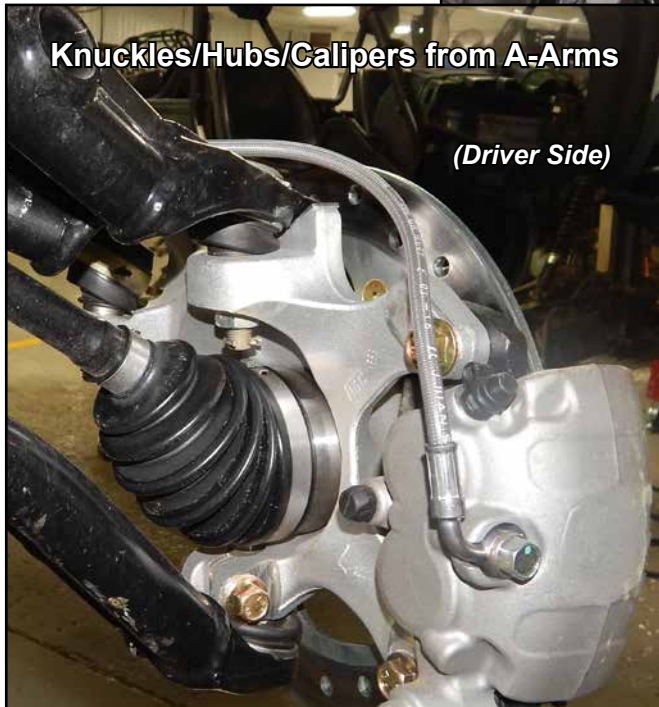
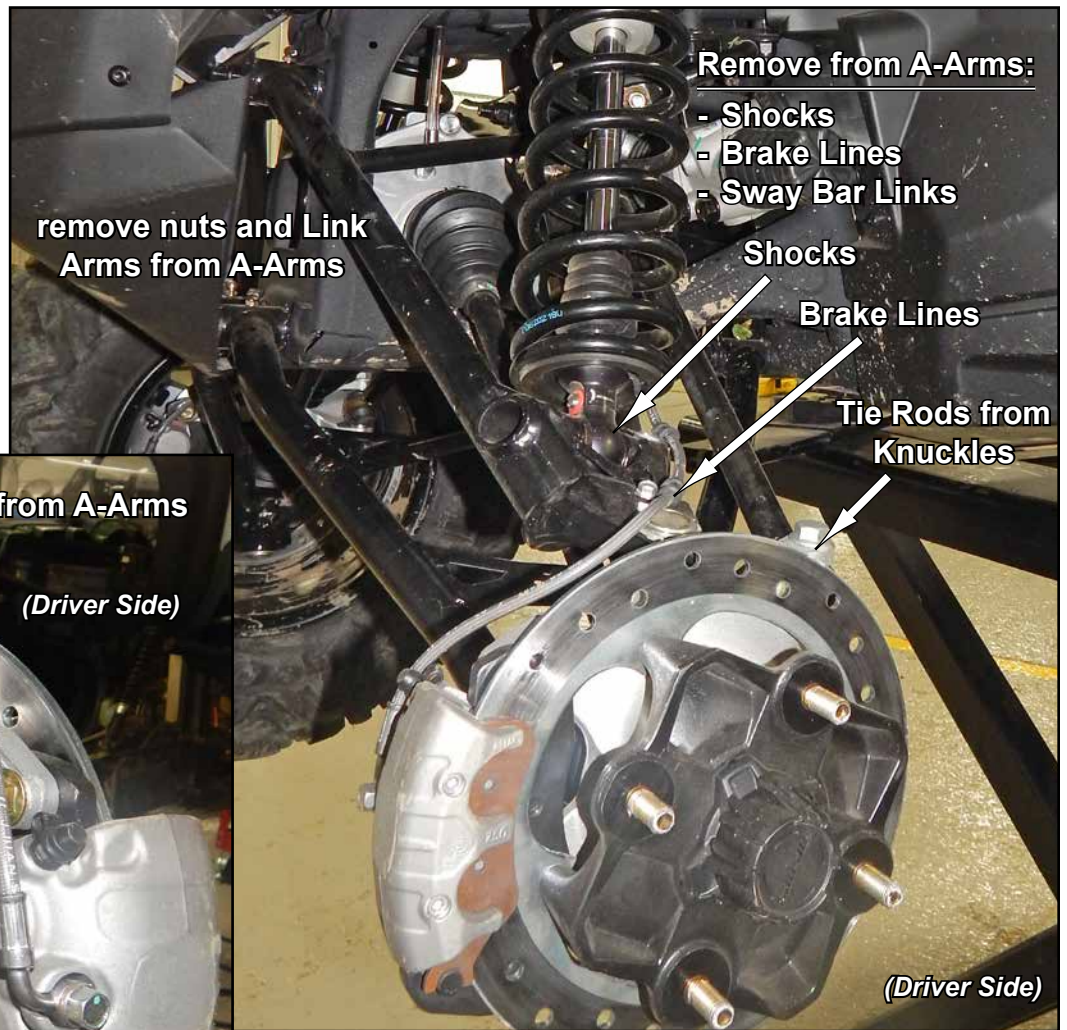
Read instructions and view illustrations before beginning.

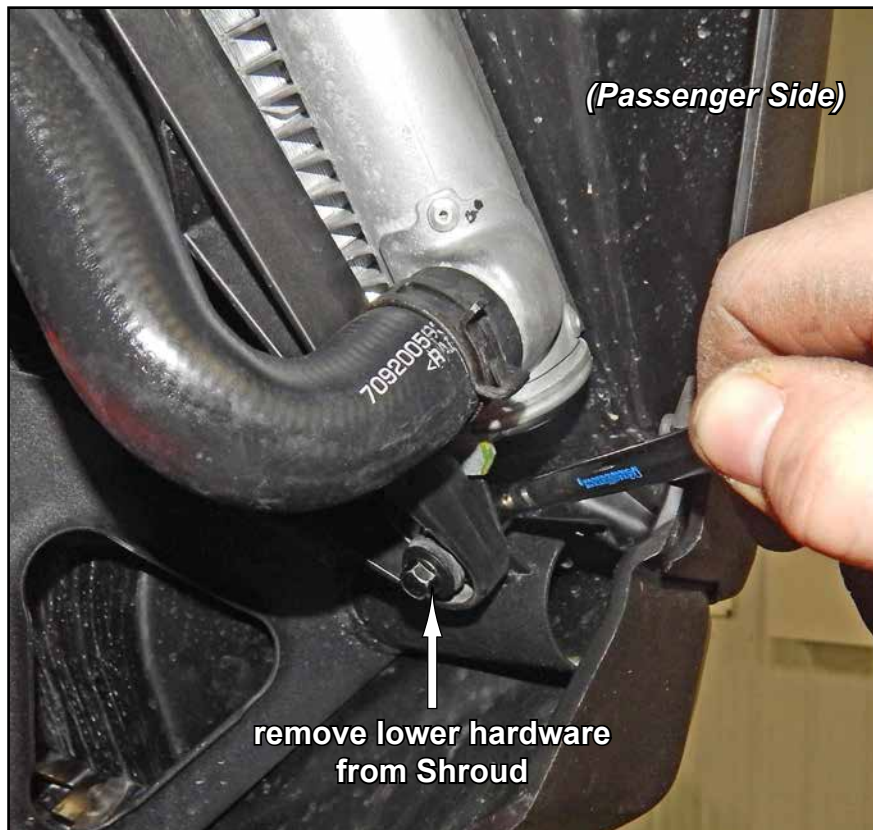
Thank You

For Choosing



Removal: Keep all components removed from machine.

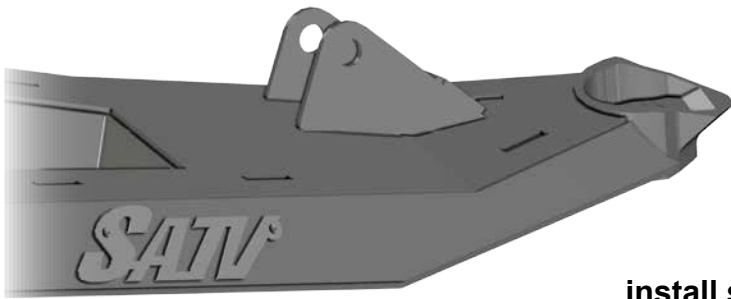
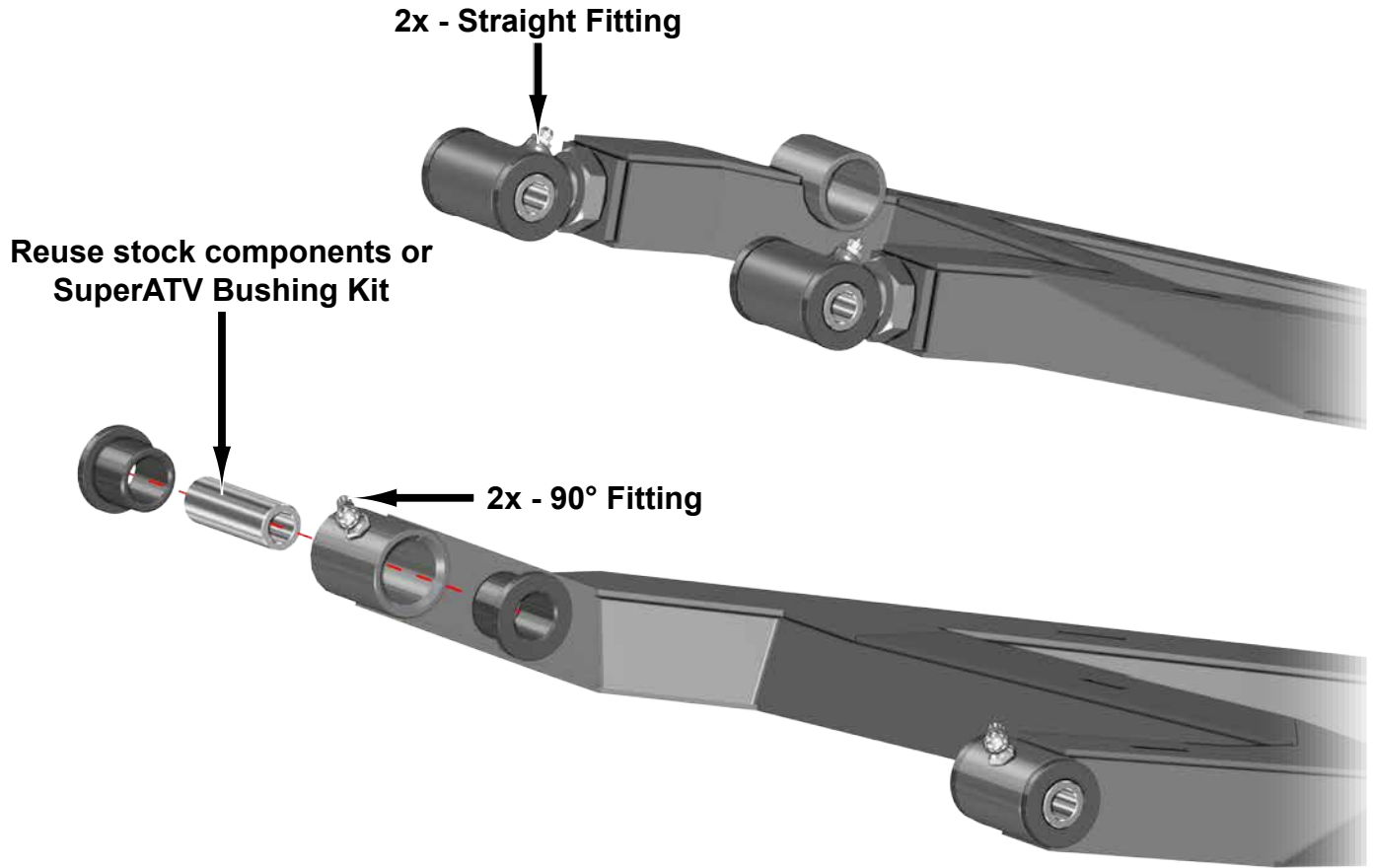




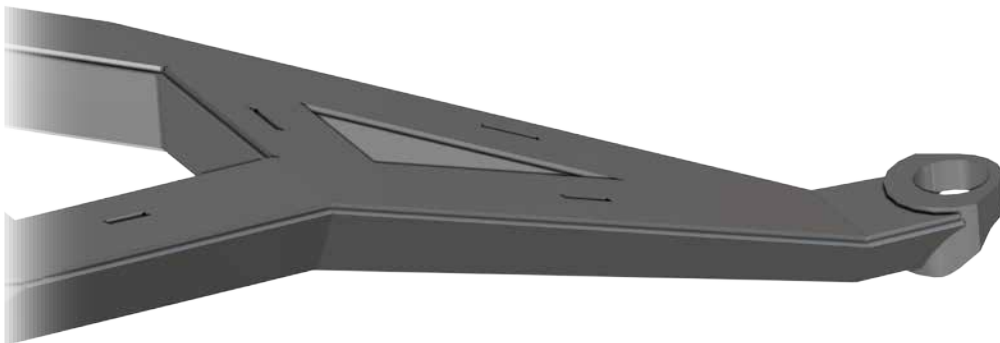
Remove A-Arms from machine.

Prep:

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

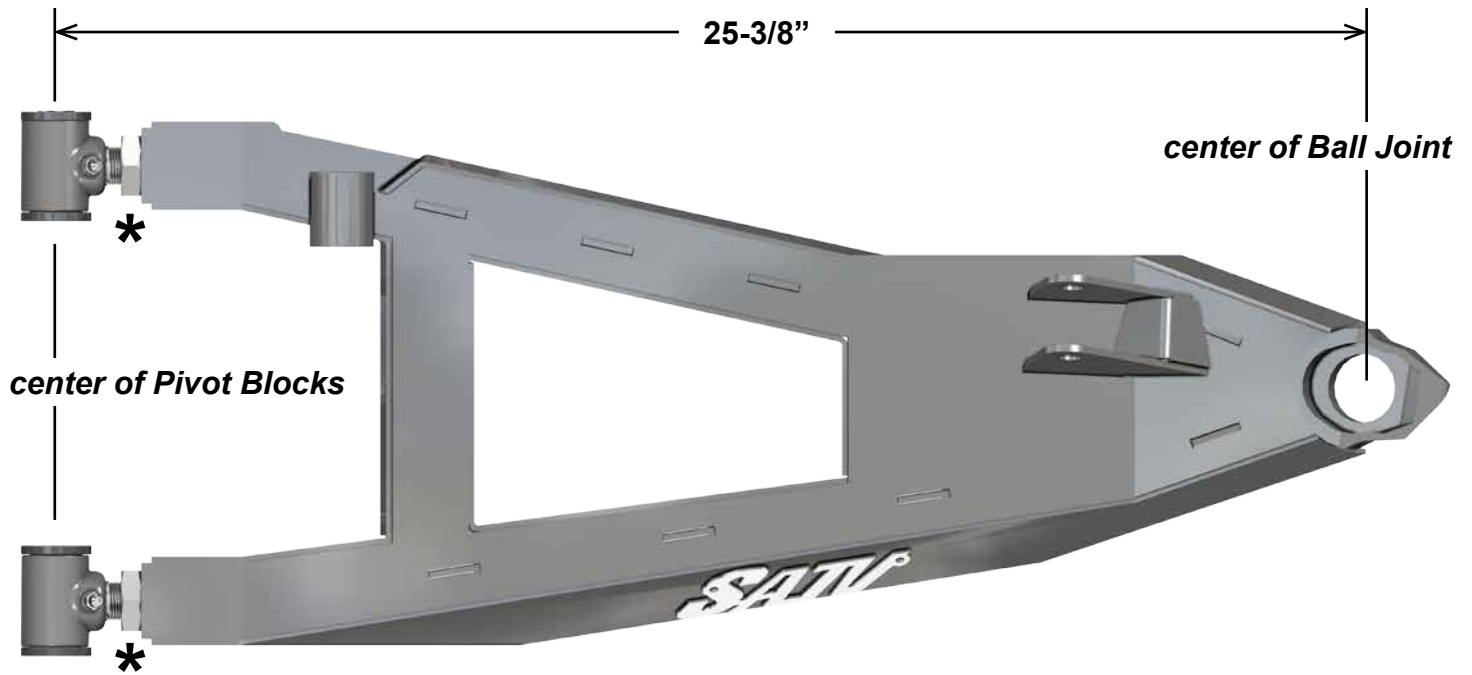


install stock Ball Joints



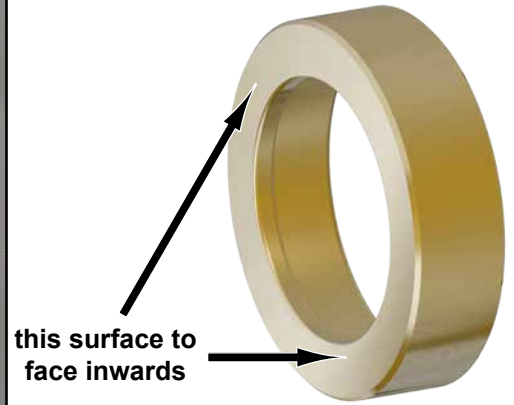
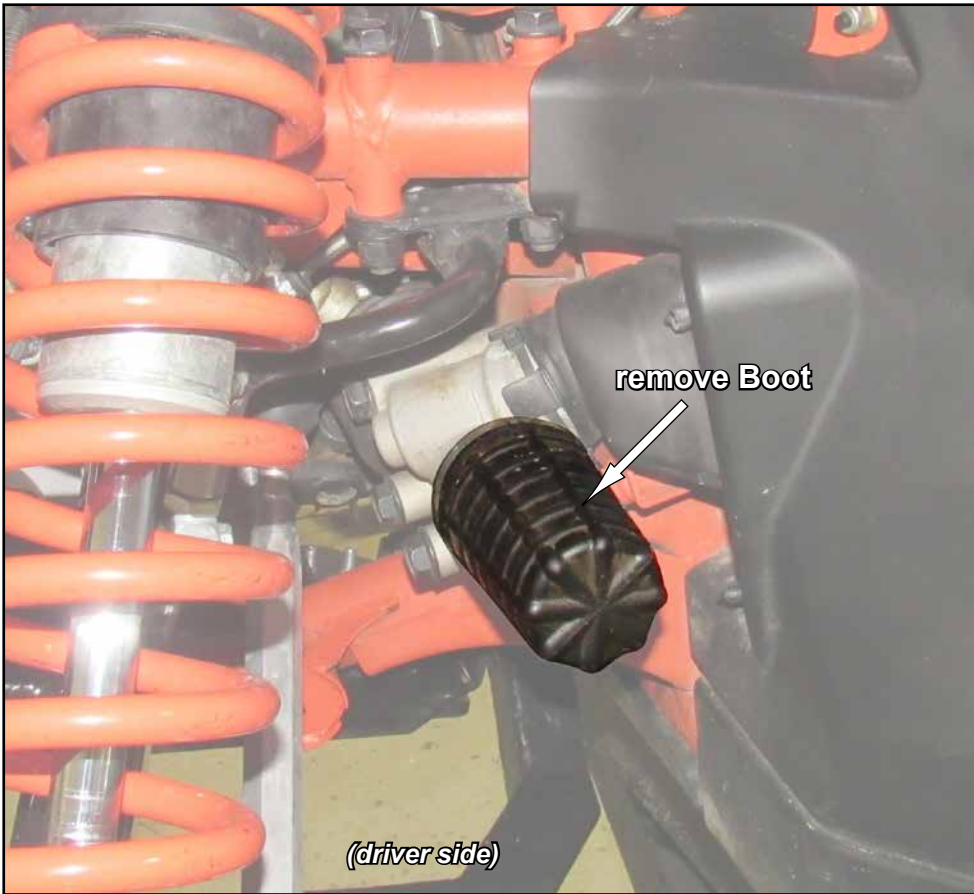
PIVOT BLOCK SETTINGS

- 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.

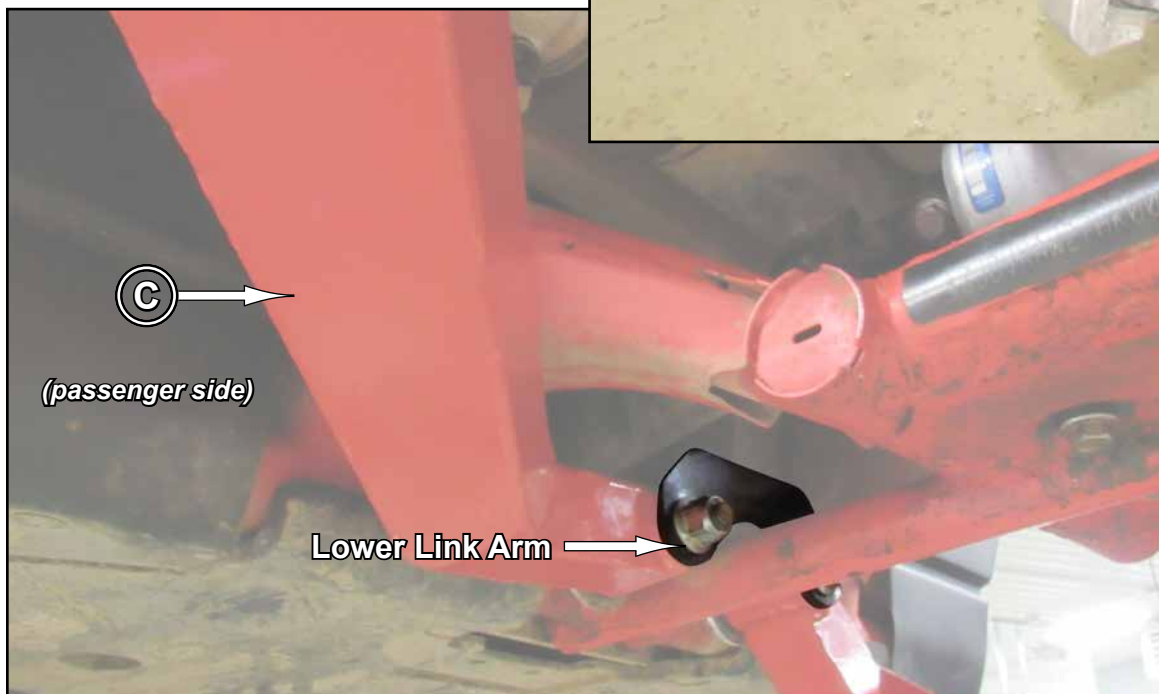


***Leave Jam Nuts loose. Tighten after final adjustments have been made.**

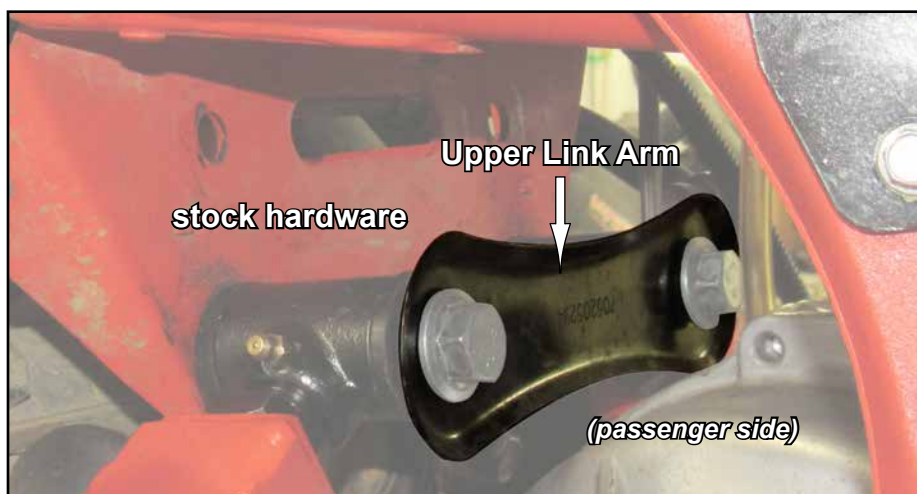
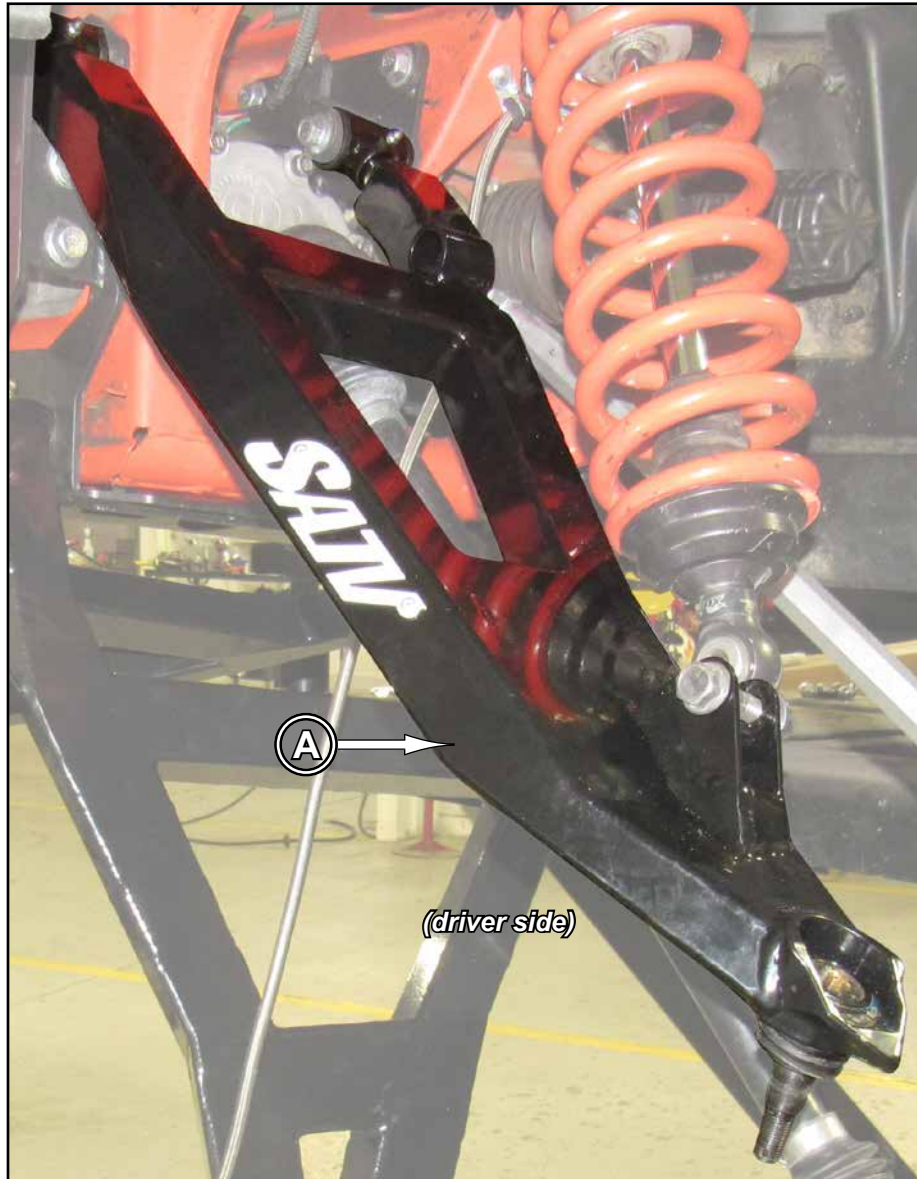
Steering Stop installation:



- Install Lower A-Arms (C)(D) and stock Lower Link Arm onto stock bolts. *SuperATV recommends using thread-locker on nuts.*



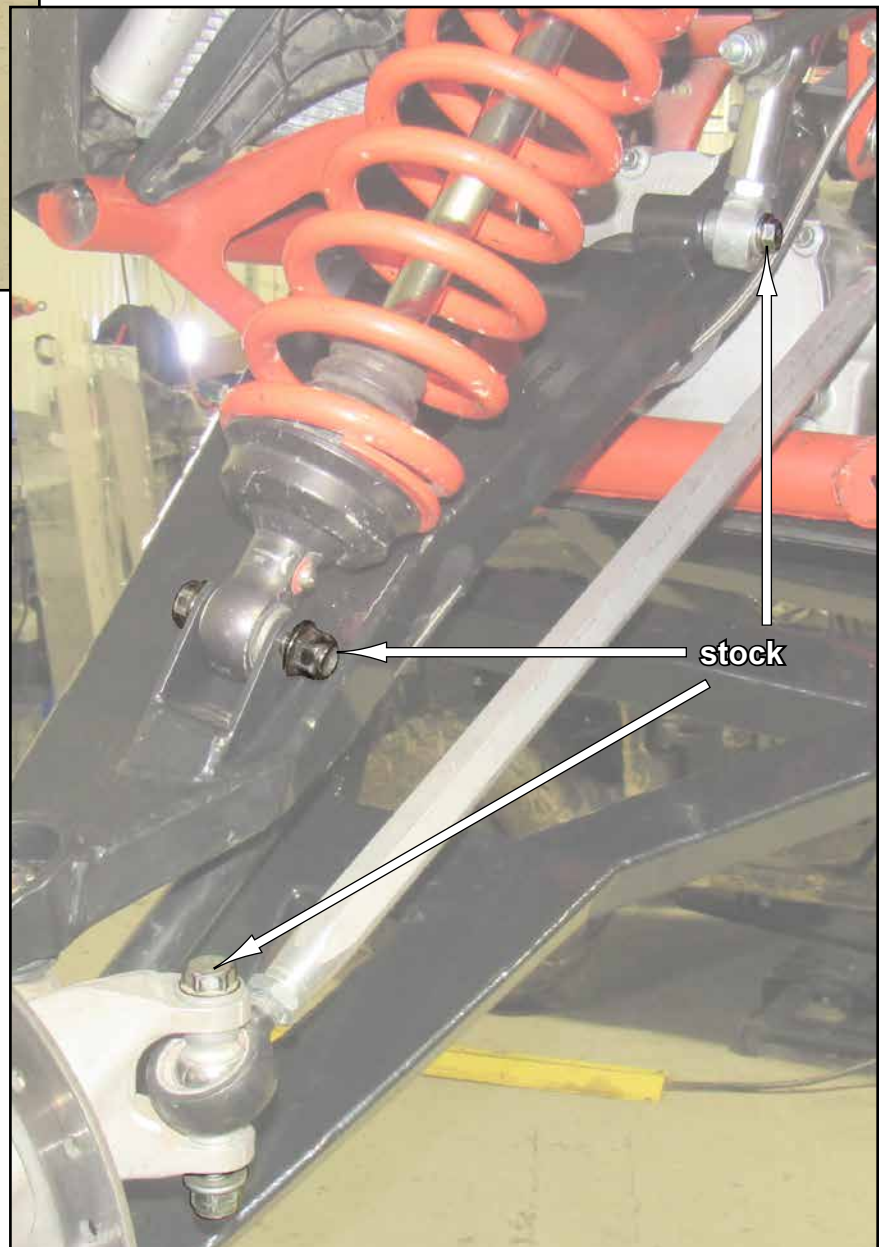
- Install Upper A-Arms (A)(B) and stock Upper Link Arm onto stock bolts.
- Reinstall stock Upper Link Arm.
- ***Do not install any Nuts until all final adjustments have been completed.***



- Install Knuckles to A-Arms with stock hardware.



- Secure Shocks, Sway Bar Links, and Tie Rod Ends with stock hardware.



- Remove Socket/Spacer and place Front Bumper onto stock bolts.
- Reinstall Tires and check Camber settings; see next page.

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**.

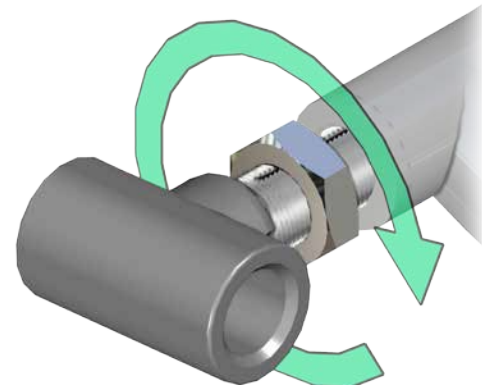
note: 2 full turns is 1°

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°



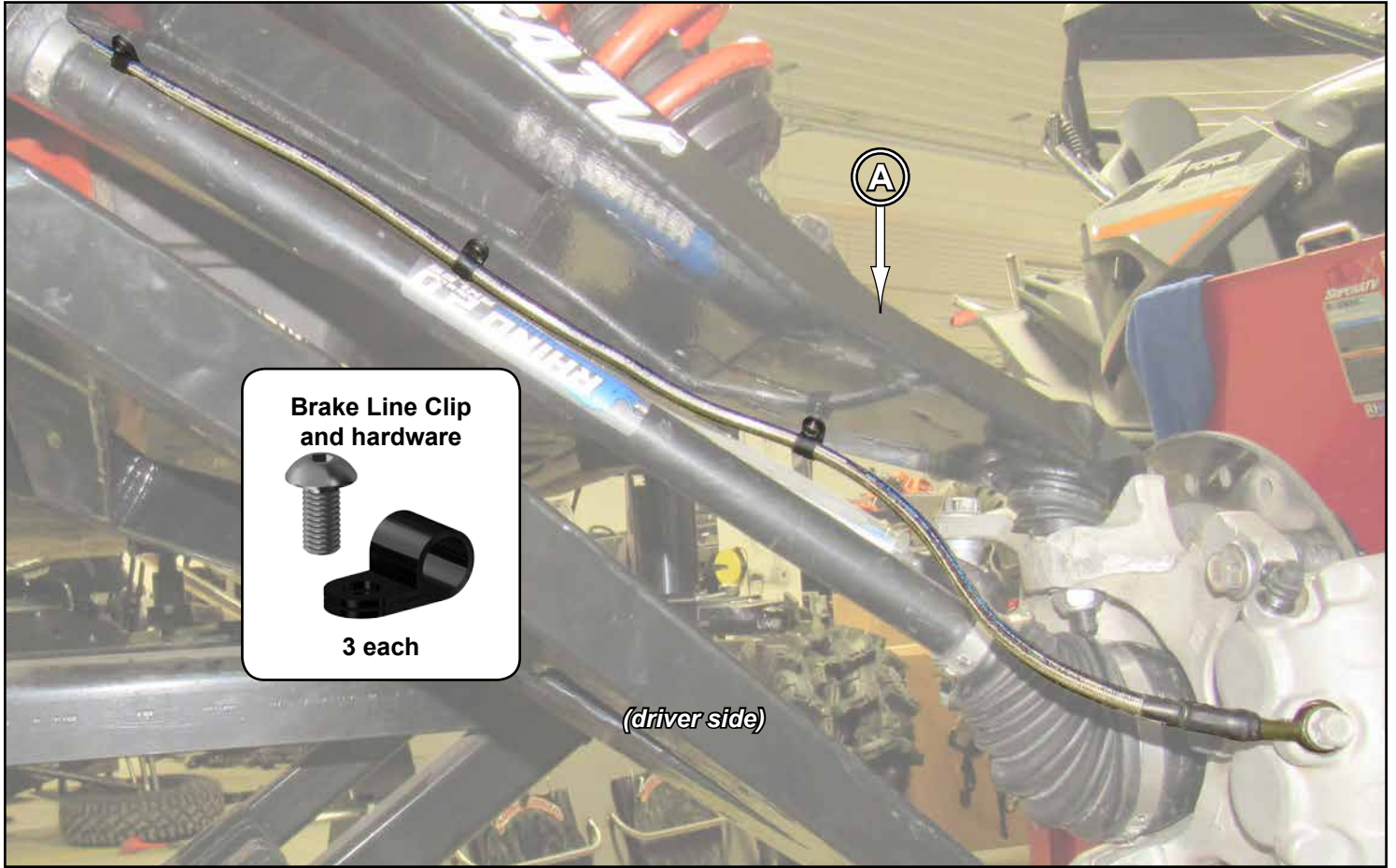
- Secure A-Arms with stock nuts. *SuperATV recommends using thread-locker.*
- Tighten completely.



- Resecure Shroud. Tighten completely.

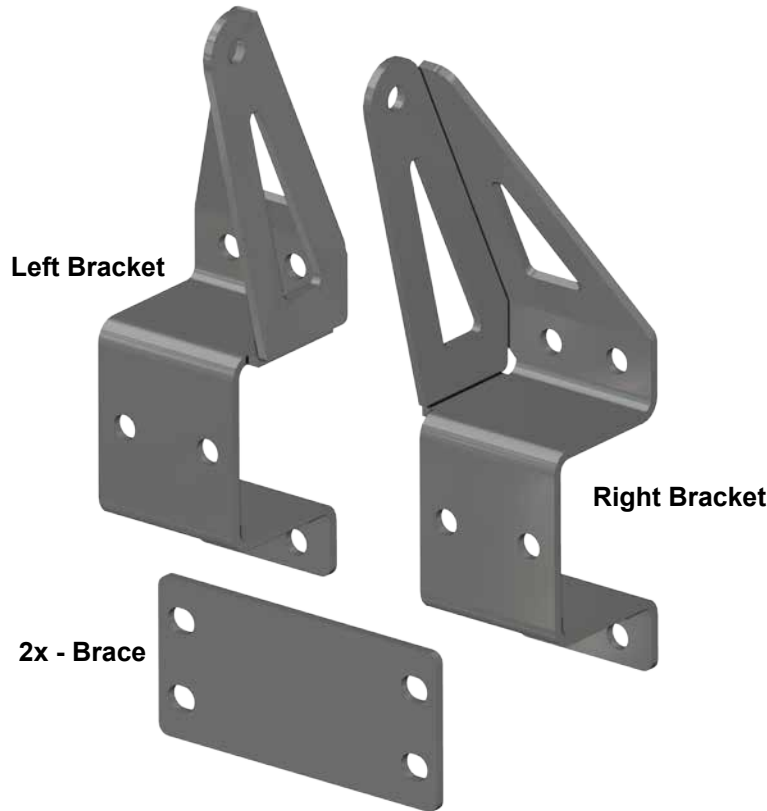


- Secure Brake Lines to Upper A-Arms with hardware shown.



**Smart-Shox Adapter:
for Can-Am Maverick X3rs**

Do not discard packaging until product has been successfully installed.



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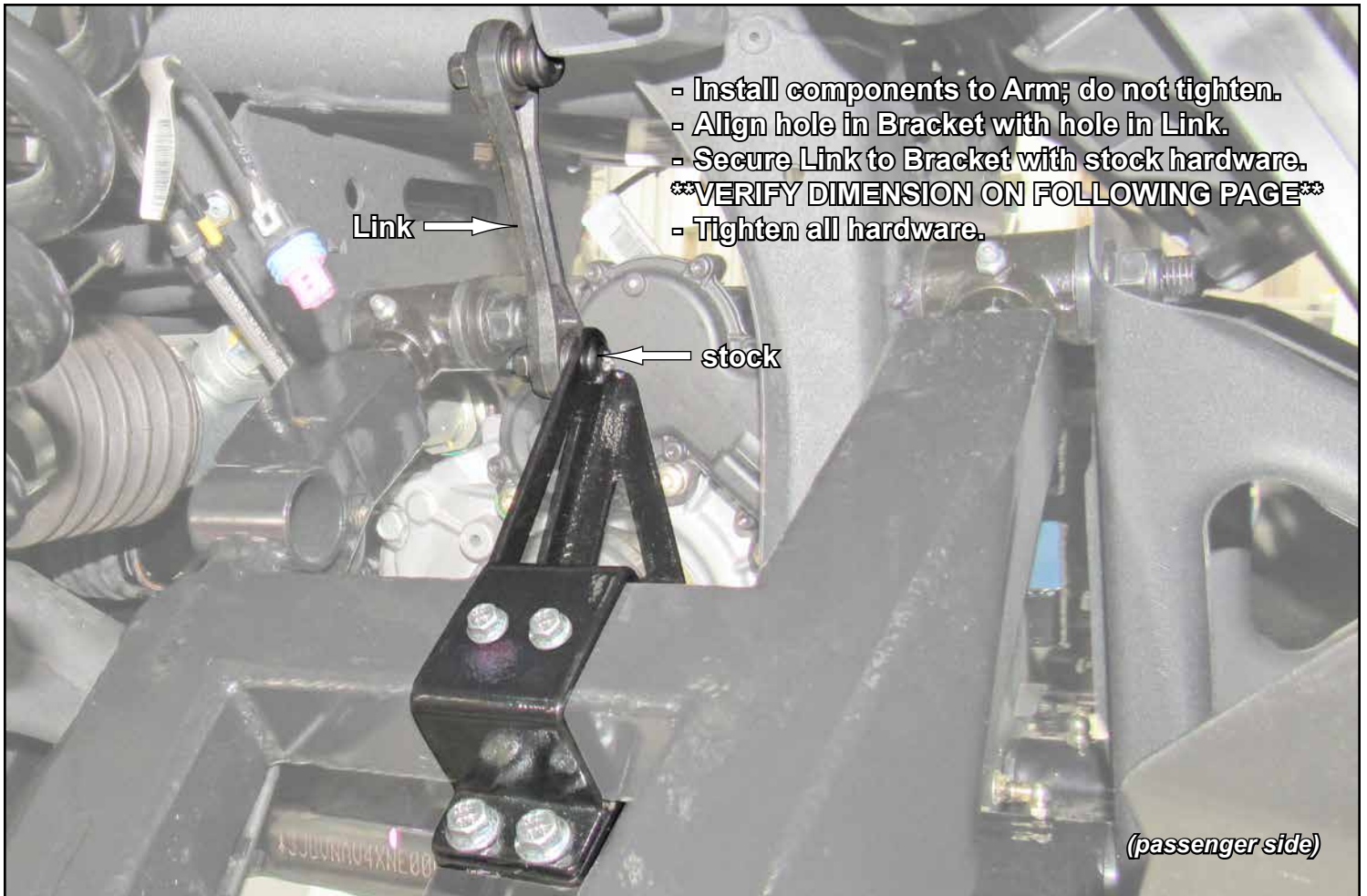
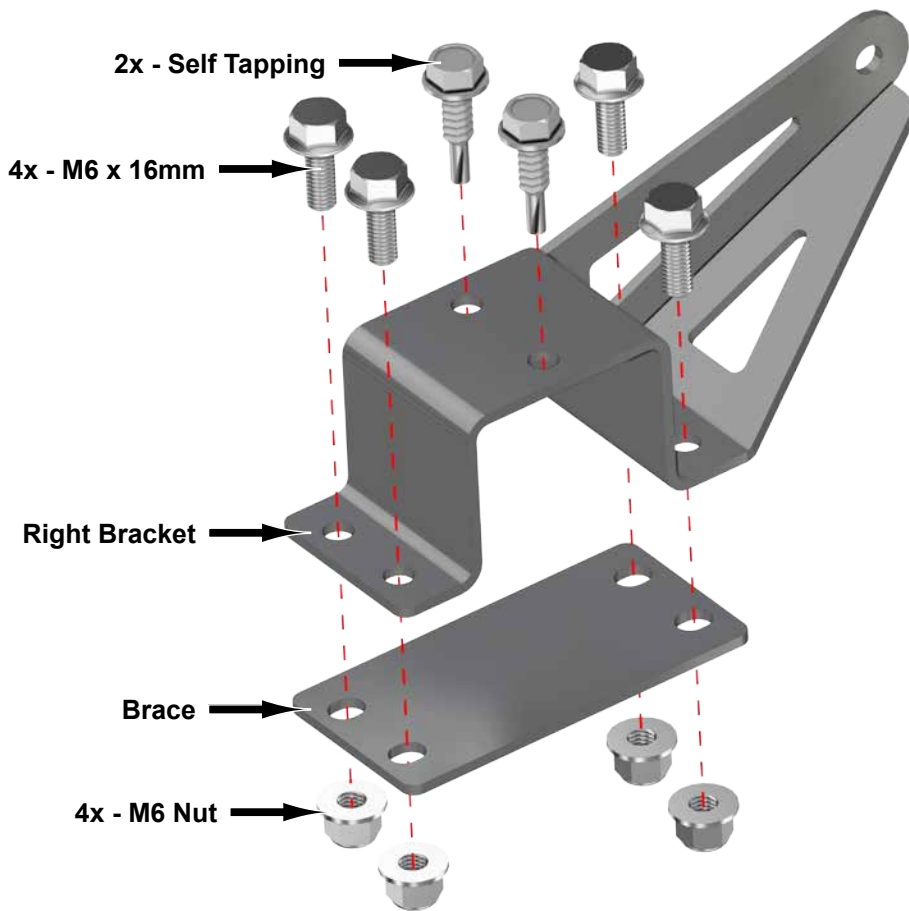
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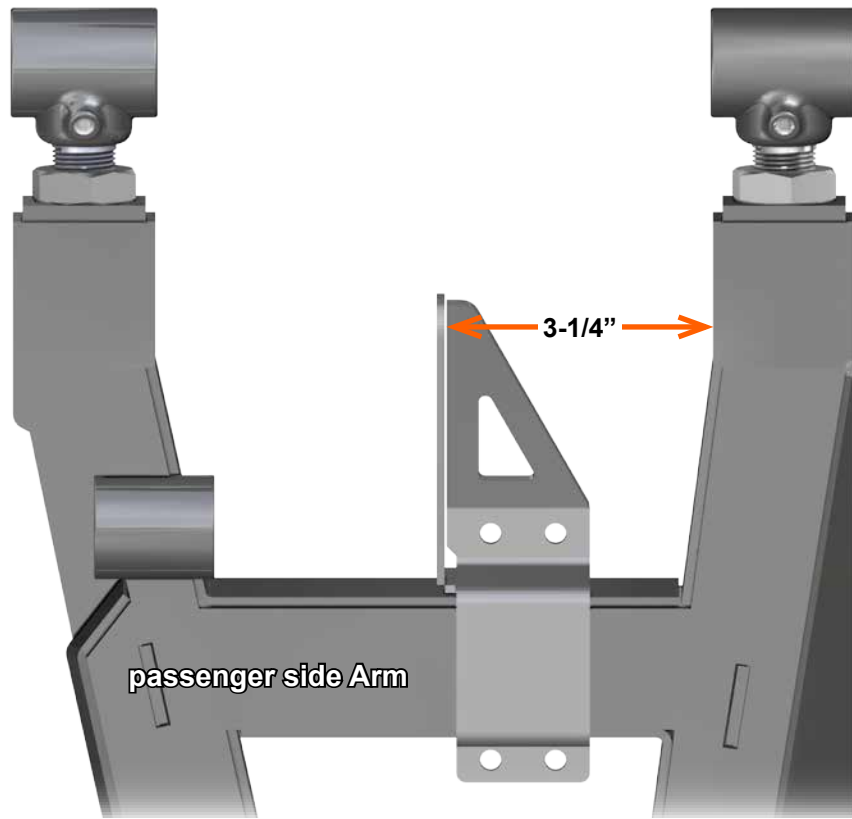
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Repeat steps for opposite side.

