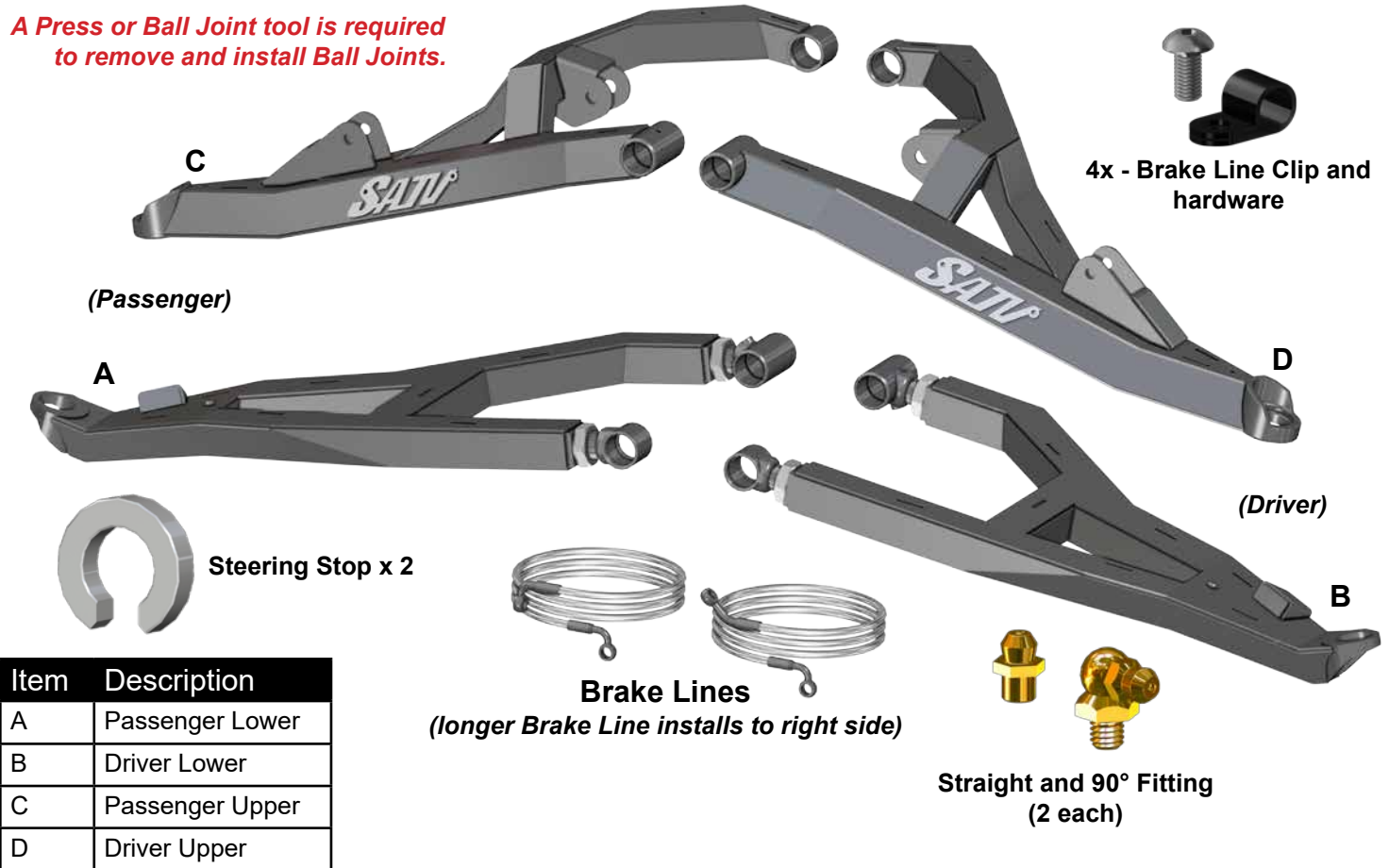


INSTALLATION INSTRUCTIONS

**High Clearance A-Arms:
For Polaris RZR[®] PRO XP**

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



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

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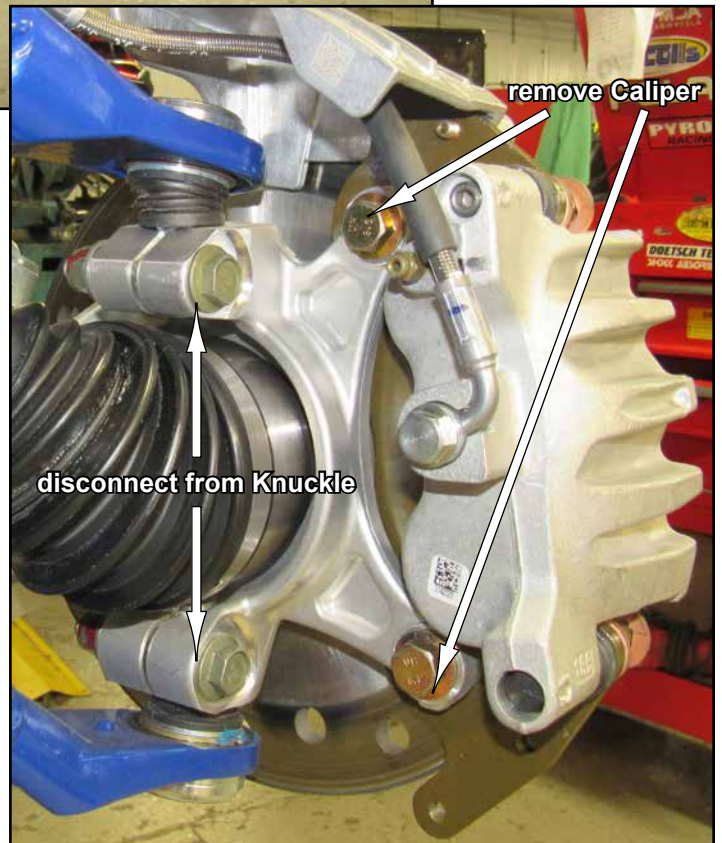
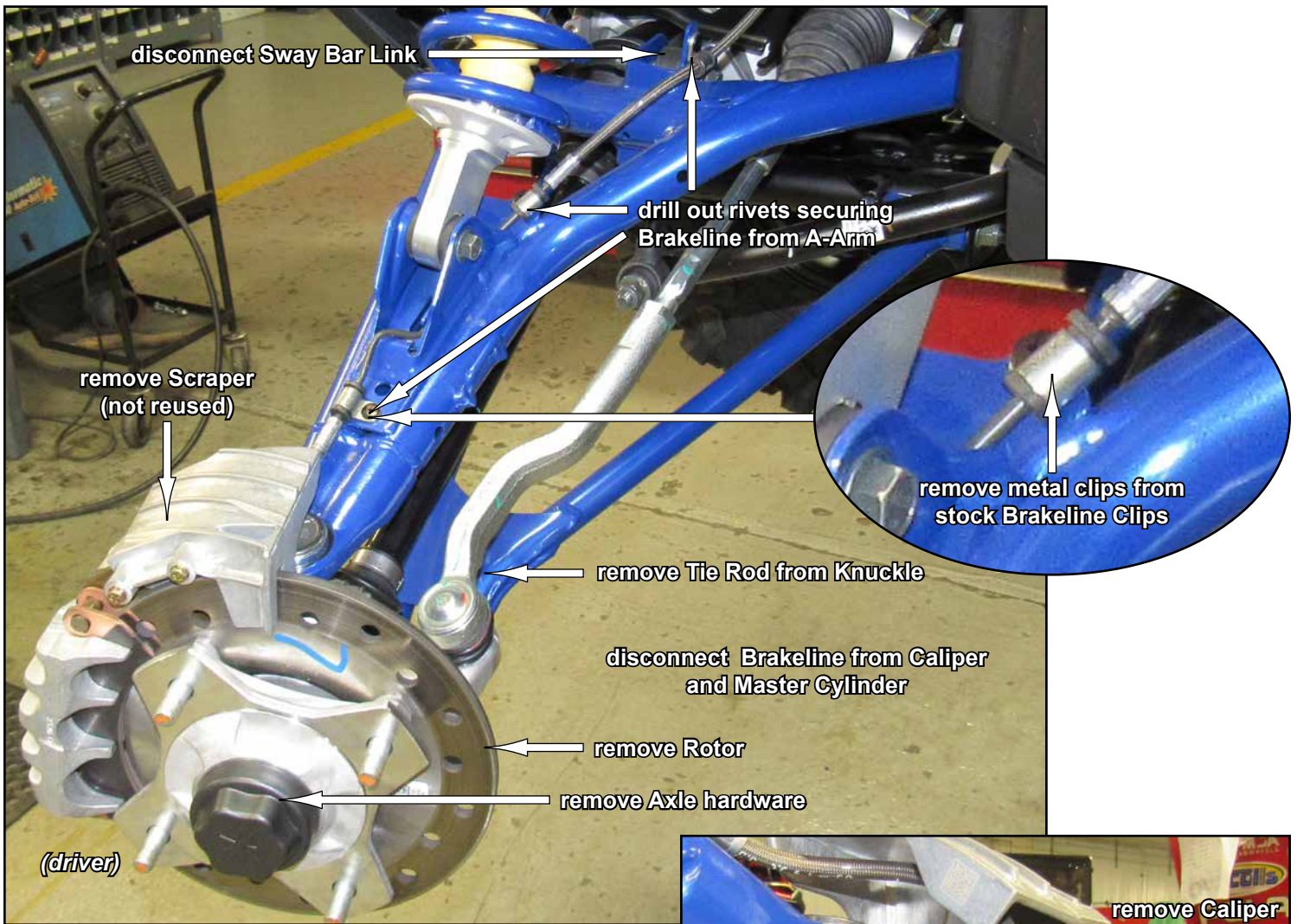
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  www.superatv.com
 1-855-743-3427
  8:00am - 8:00pm EST M-Th
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Read instructions and view illustrations before beginning.

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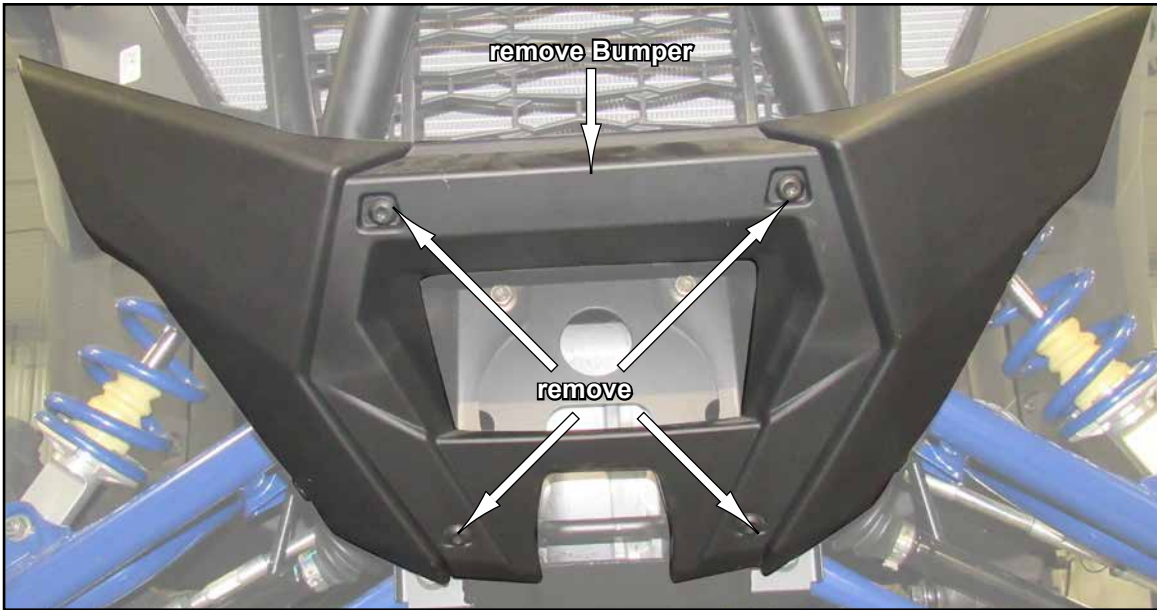
removal



removal continued



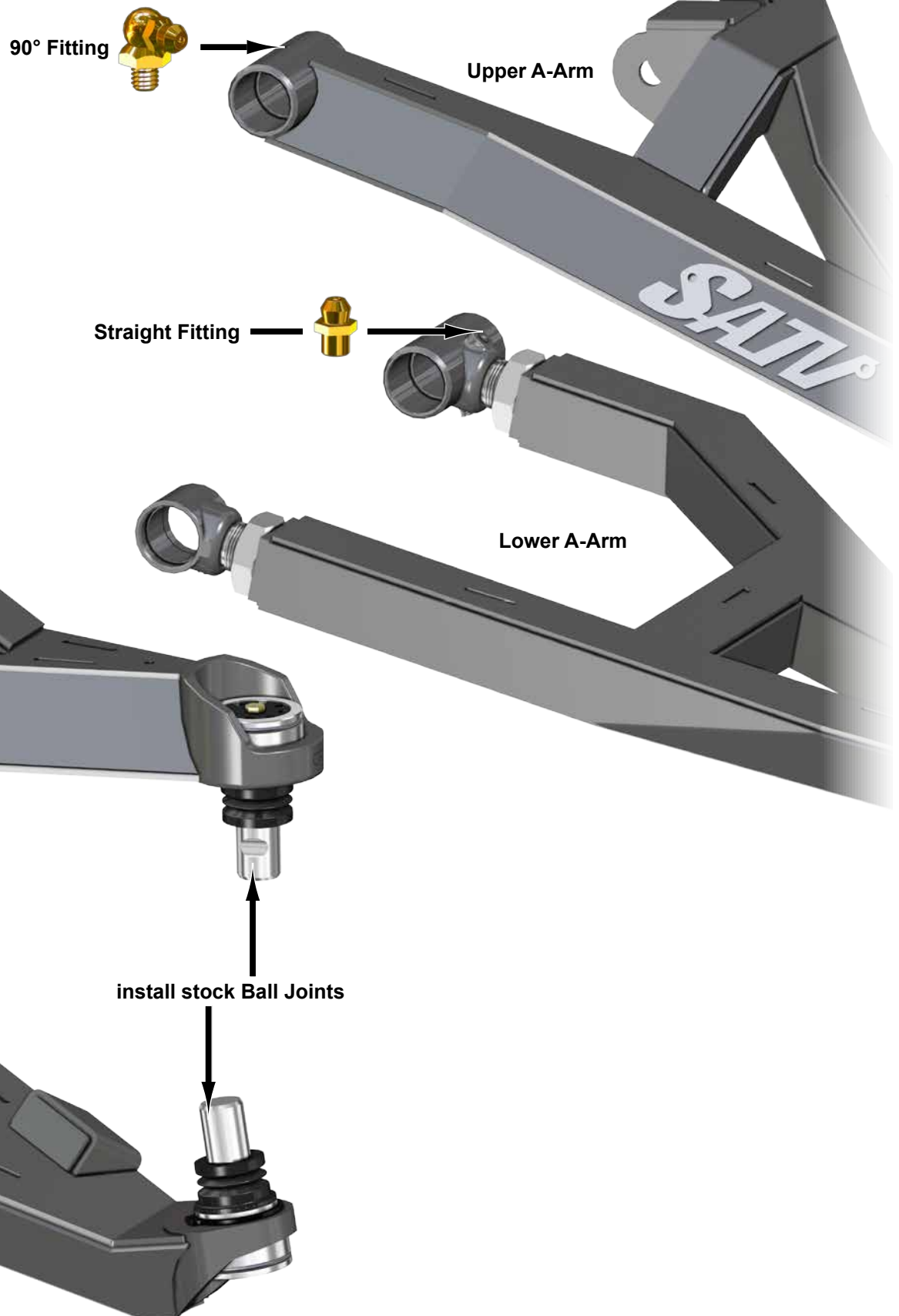
removal continued



repeat for opposite side

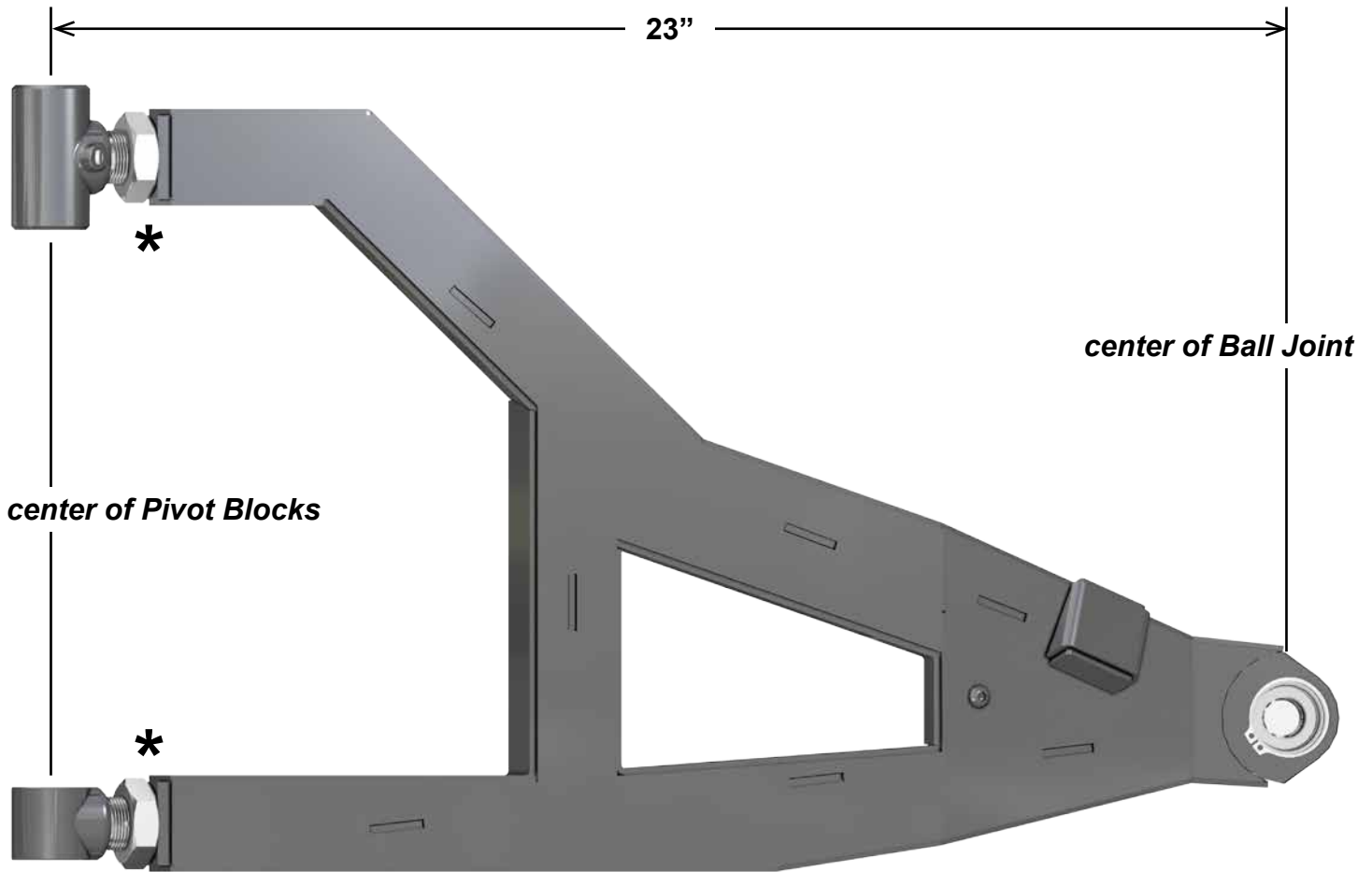
- Install stock Bushings and Pivot Shafts.
- Install Fittings shown.

Stock Retainer Clip must be removed before removing Bushings.



PIVOT BLOCK SETTINGS

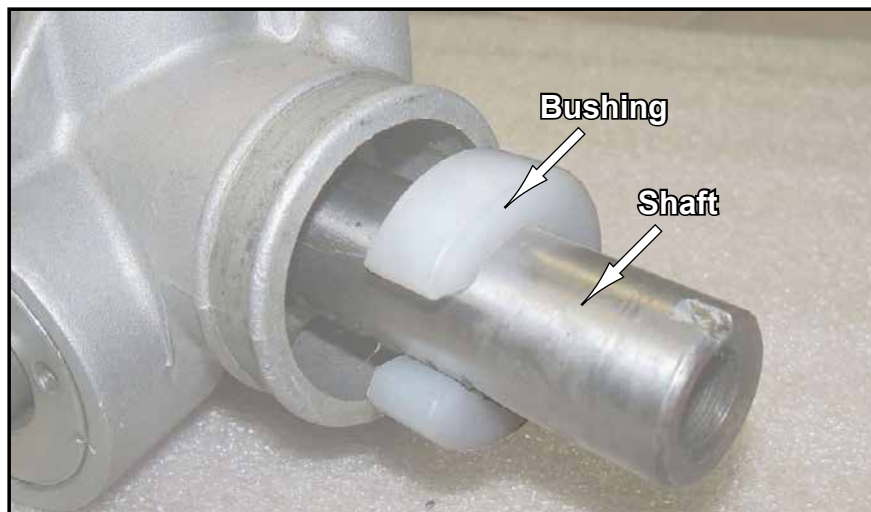
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



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

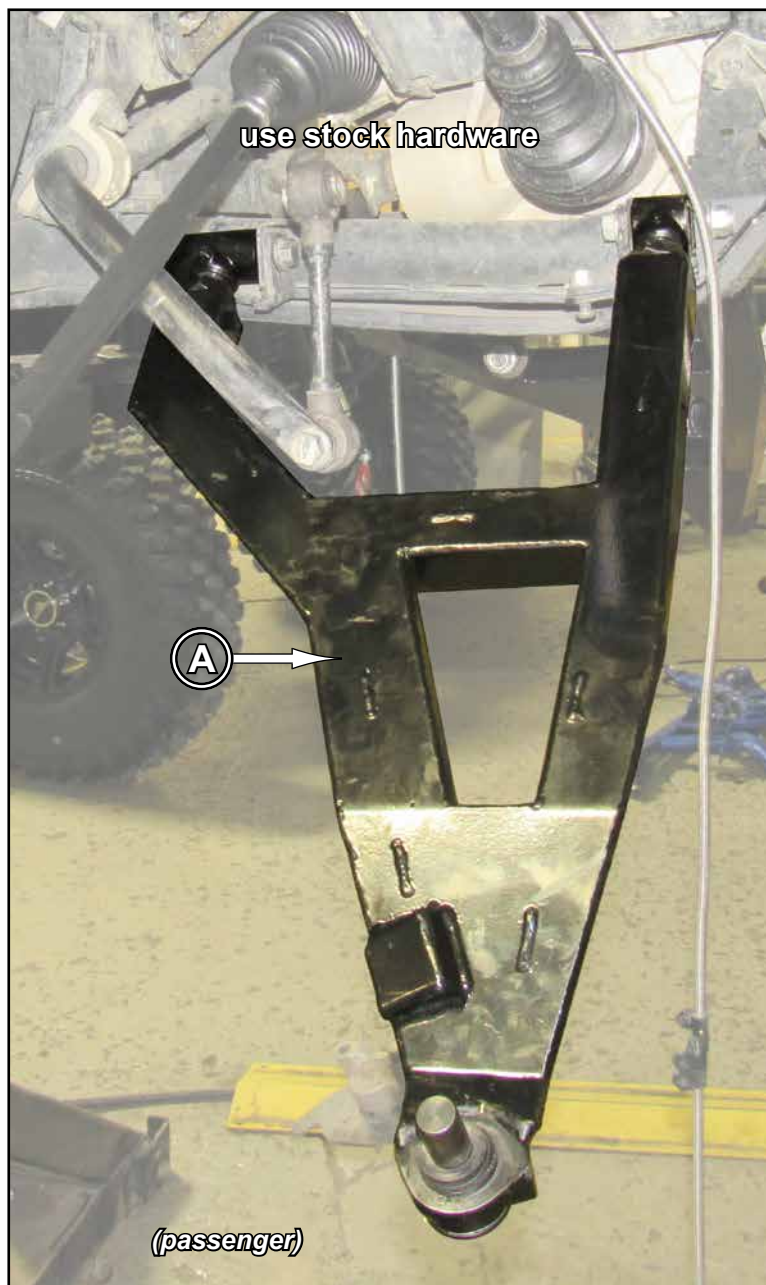
install Steering Stops to Rack and Pinion *(Rack and Pinion shown off machine for clarity)*

- Install Bushing onto Shaft.
- Repeat steps for opposite side.

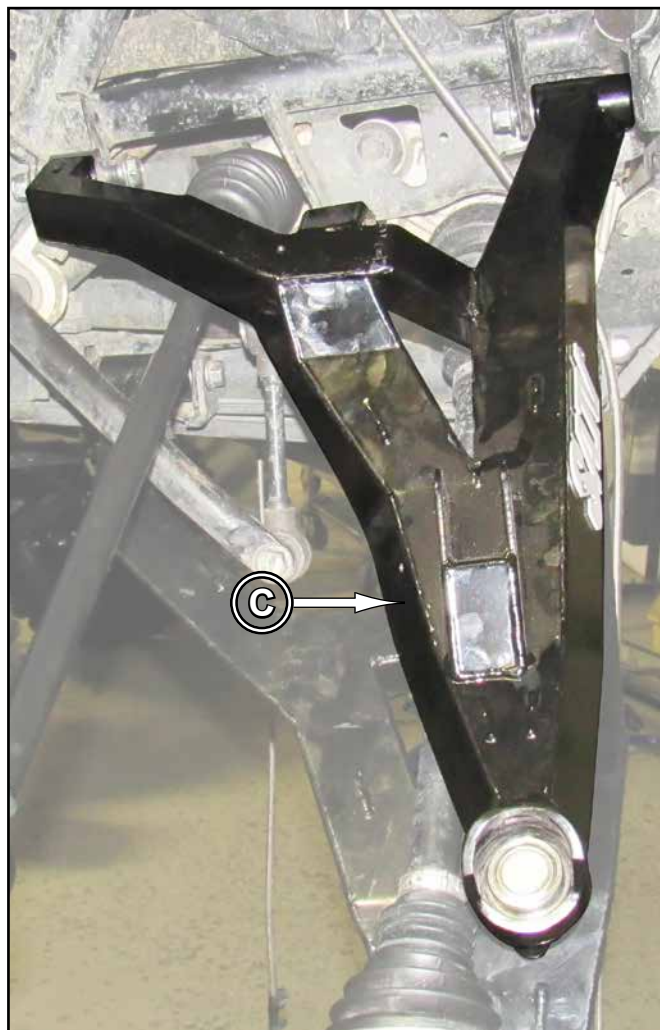


refer to IN-TRK-P-PROXP and install Tie Rods

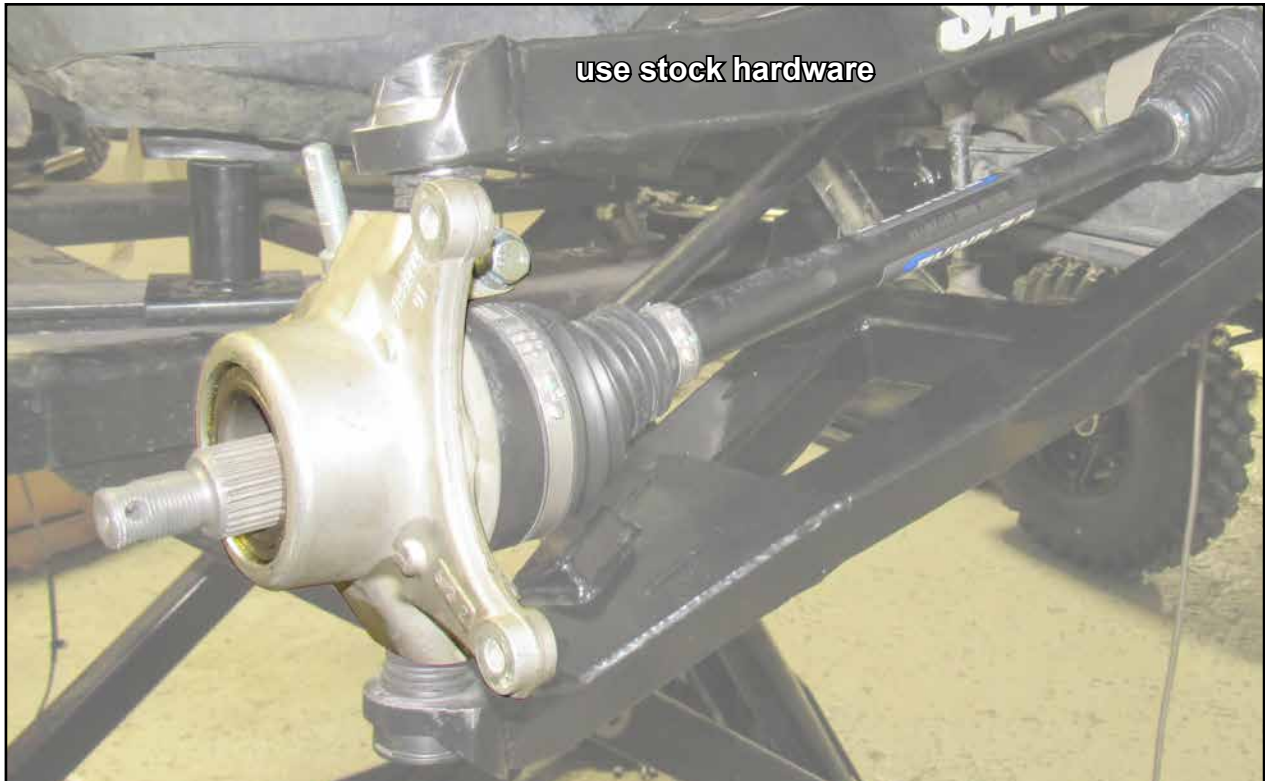
- Install Lower A-Arm (A) to Frame with stock hardware.
- **Leave Nuts loose until all final adjustments have been completed.**



- Install Upper A-Arm (C) to Frame with stock hardware. Tighten hardware completely; SuperATV recommends using Loc-Tite.



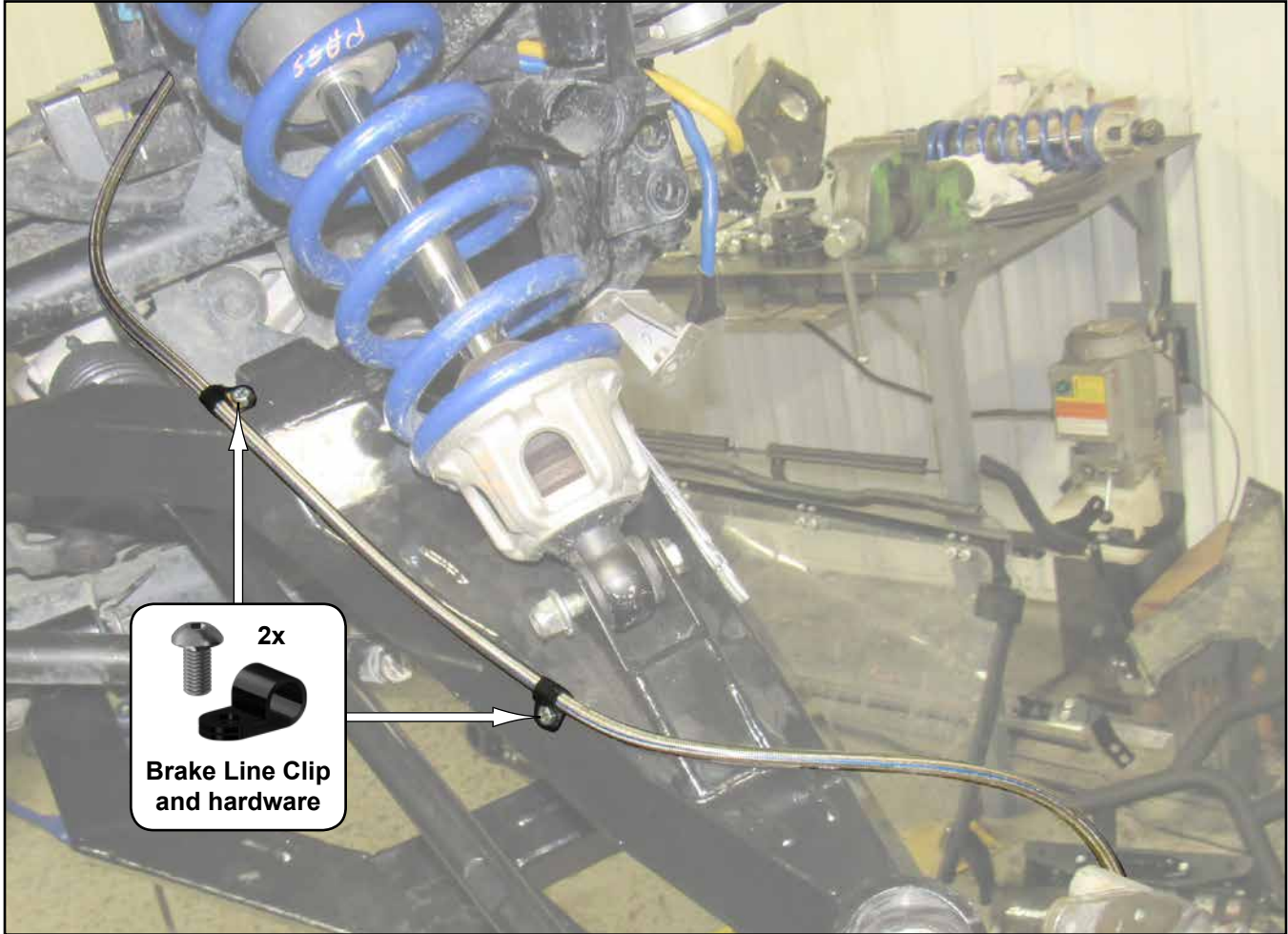
- Secure Spindle to Upper A-Arm (C). Tighten hardware completely.



- Secure Spindle to Lower A-Arm (A). **Leave Nut loose until all final adjustments have been completed.**



- Install Brakeline.
- Reinstall Caliper and secure Brakeline with hardware shown
- Ensure that no binding occurs after Brakeline has been installed and secured.

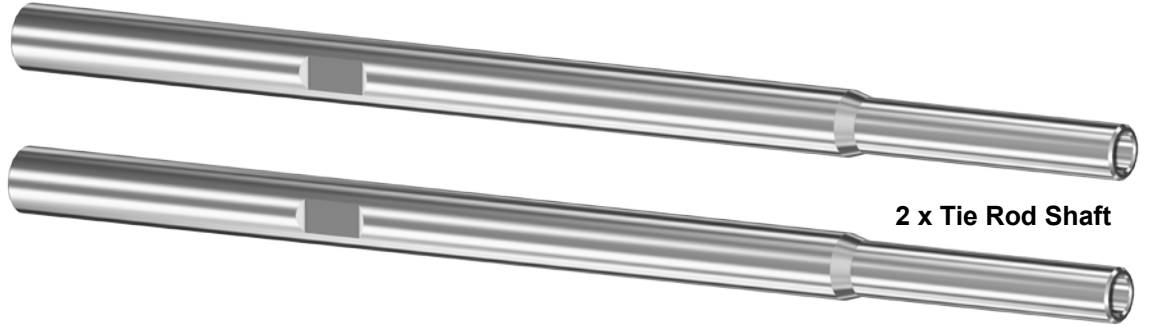


- Repeat steps for driver side A-Arms.
- Reinstall Tires and check Camber settings; see last page.
- Tighten all hardware completely. SuperATV recommends using Loc-Tite on A-Arm to Frame hardware.
- Reinstall all necessary stock components.

INSTALLATION INSTRUCTIONS
Tie Rod Kit



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

Need help with your installation?

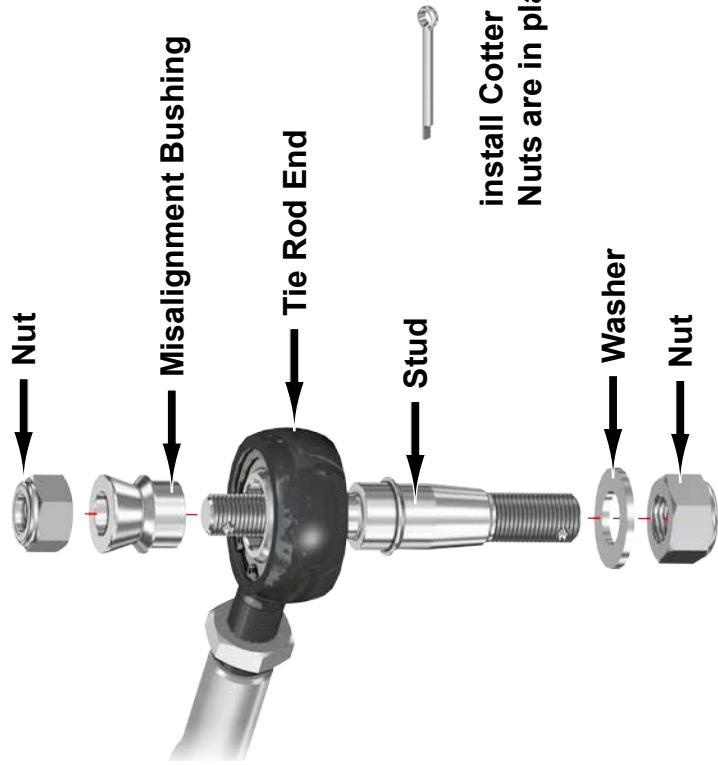
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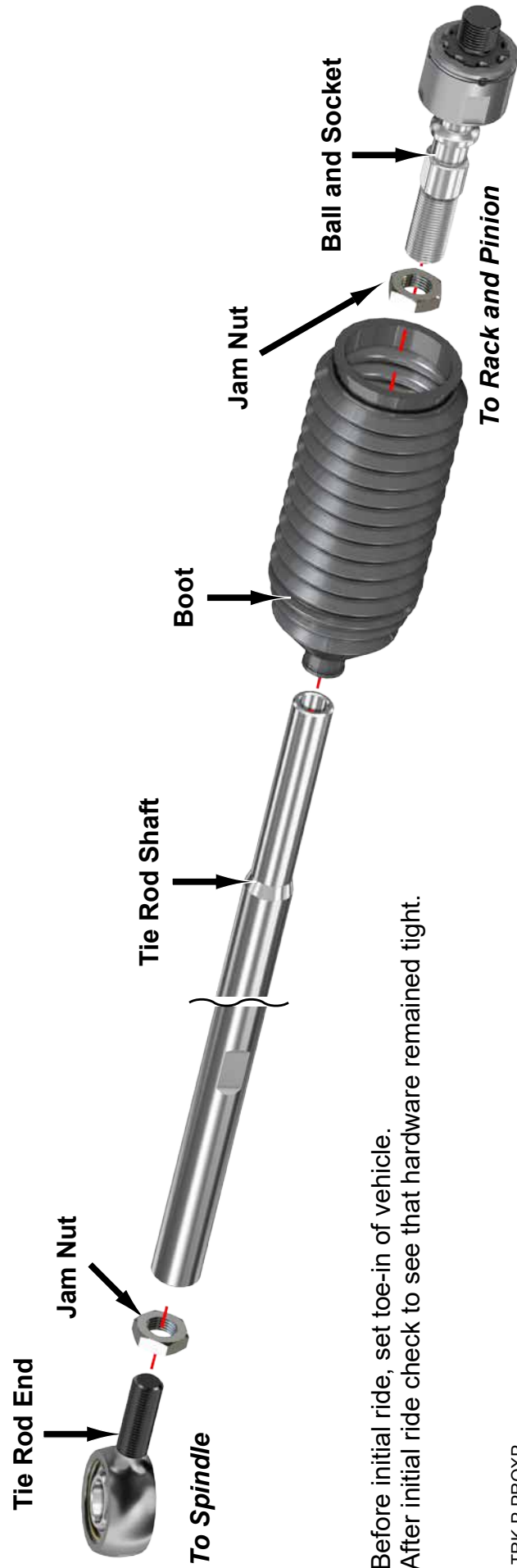
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- Remove stock Tie Rods from machine.
- Remove Jam Nuts from Ball and Sockets.
- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Boots to Rack and Pinion and secure with Zip Ties. Use a lubricant to ease installation.
- Reinstall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

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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°

