

Item	Description	Item	Description
A	Upper A-Arm, Right	E	Tie Rod Kit
B	Lower A-Arm, Right	F	Right Front Shock Bracket
C	Upper A-Arm, Left	G	Left Front Shock Bracket
D	Lower A-Arm, Left		

**Need help with your installation?**

 [sales@superatv.com](mailto:sales@superatv.com)
 [www.superatv.com](http://www.superatv.com)

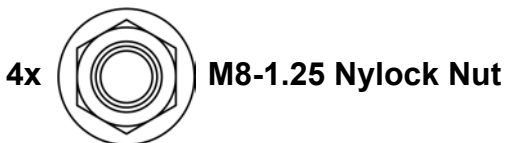
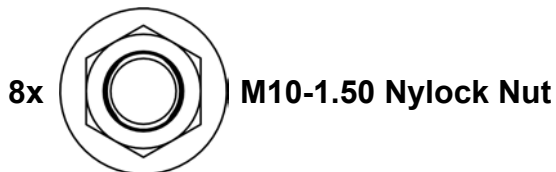
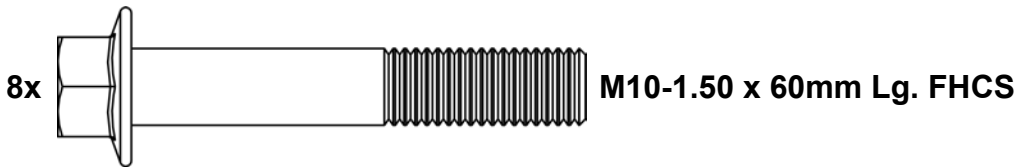
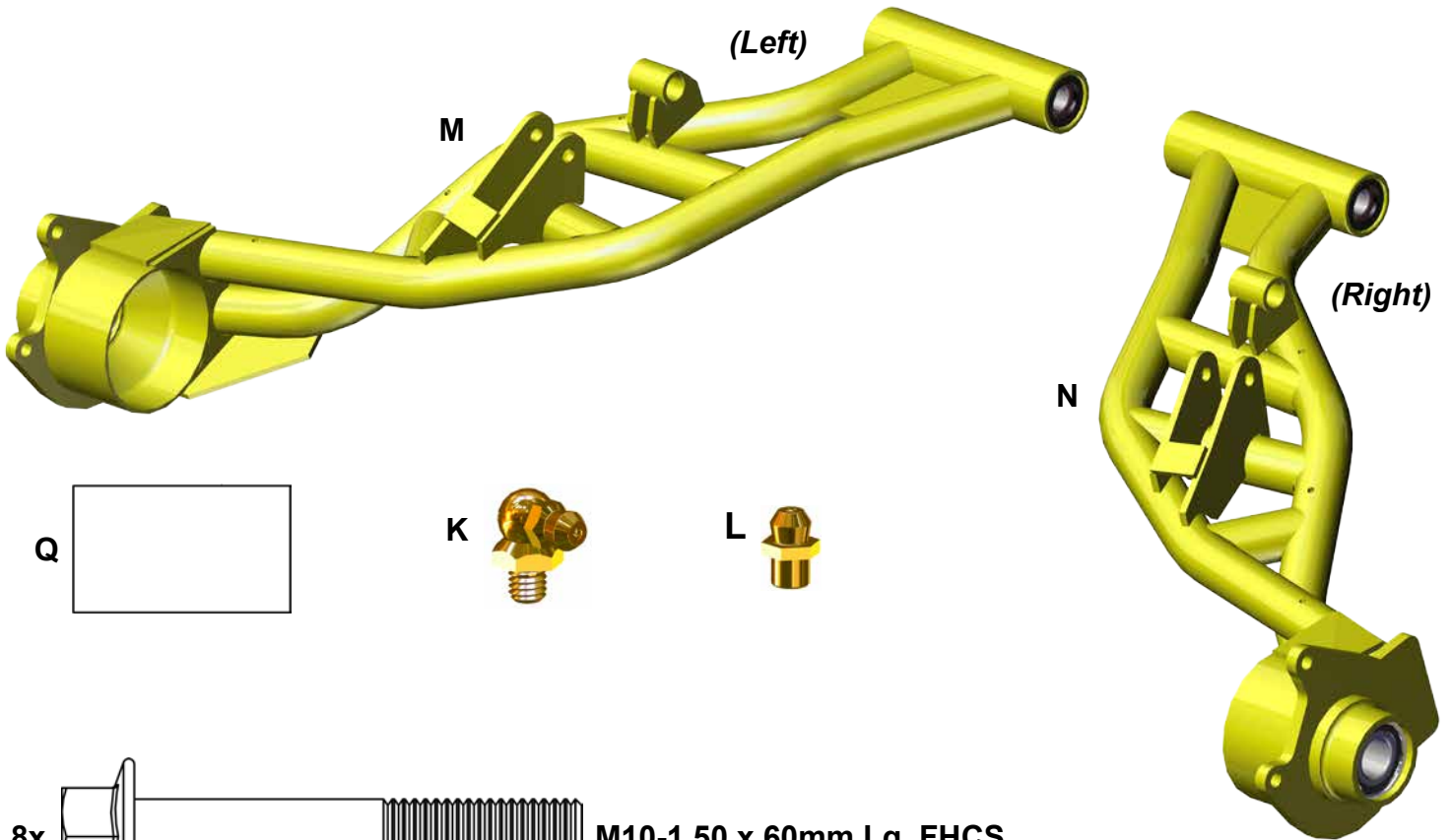
 1-855-743-3427
  8:00am - 9:00pm EST M-Th  
 8:00am - 7:00pm EST Friday  
 9:00am - 2:00pm EST Saturday

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

*Thank You*  
*For Choosing*  
**SUPERATV**.COM<sup>®</sup>

Item	Description	Qty
H	Brake Line Clamp	2
J	Brake Line Clip	8
K	Grease Fitting, 90°	4
L	Grease Fitting, Straight	4
M	Left Swingarm	1
N	Right Swingarm	1
Q	Spacer	2

(kit contents continued)



(some hardware may remain after installation)

## LK-CA-OUT-GEN2-6 Brake Lines

### Front



Location	Length (Approx)
T-Fitting to Handlebar	19-1/4"
T-Fitting to Right Front	49"
T-Fitting to Left Front	50-3/8"

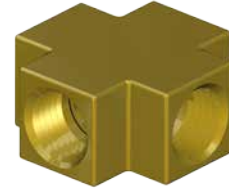
*Front Brake Lines have same style fittings at each end.*

### Rear



Location	Length (Approx)
T-Fitting to Rear Master Cylinder	58-1/4"
Rear Master Cylinder to Right Rear	30-11/16"

*Rear Brake Lines have different style fittings at each end.*



**Brake Line Fitting**

## LK-CA-OUT-GEN2-6-REN Brake Lines

### Front



Location	Length (Approx)
T-Fitting to Handlebar	19-1/4"
T-Fitting to Right Front	49"
T-Fitting to Left Front	50-3/8"

*Front Brake Lines have same style fittings at each end.*

### Rear



Location	Length (Approx)
T-Fitting to Rear Master Cylinder	60"
Rear Master Cylinder to Right Rear	38"

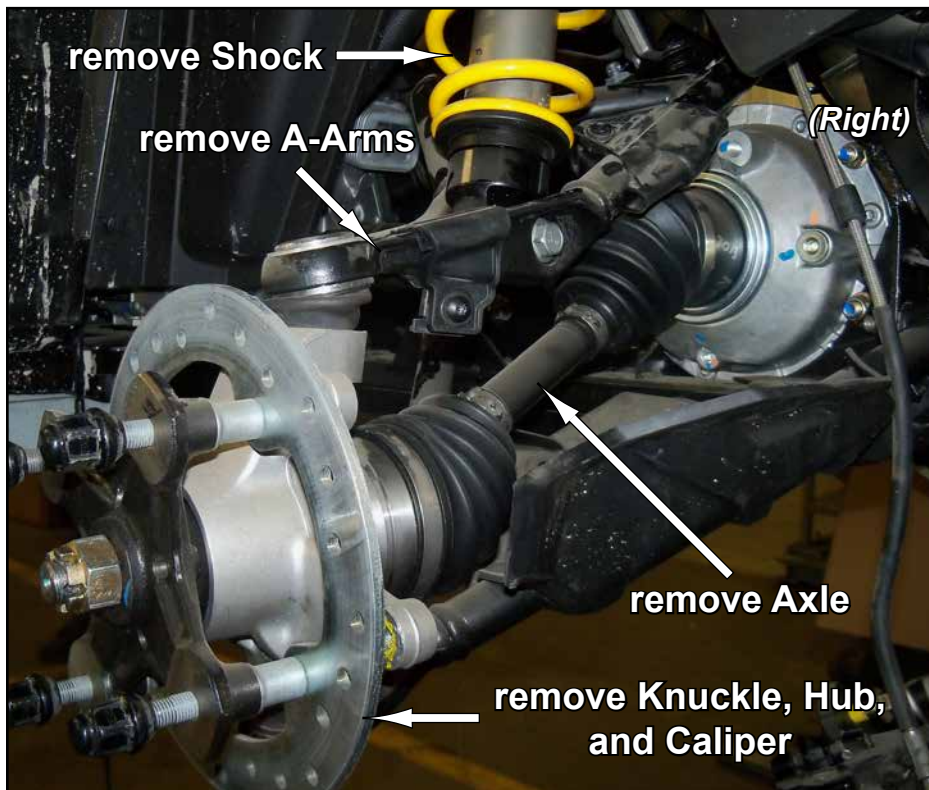
*Rear Brake Lines have different style fittings at each end.*



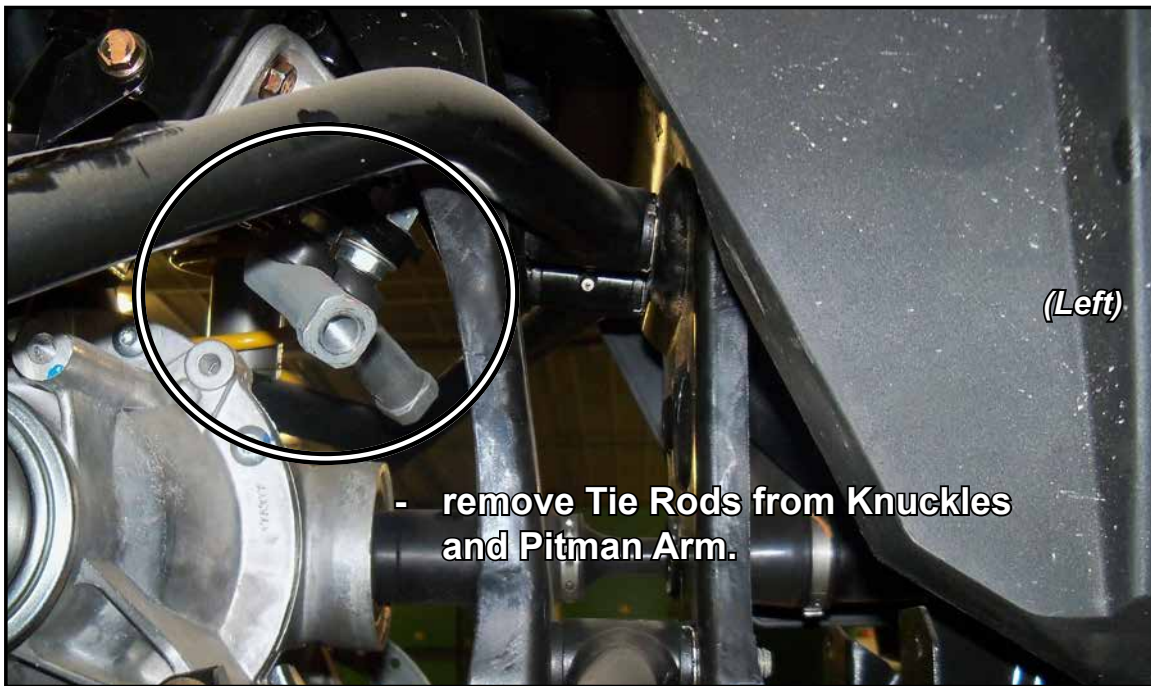
**Brake Line Fitting**

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

- Raise front of machine off ground and secure with jack stands.
- Remove Inner Fenders and hardware from Front Guard Plate.
- Remove Shocks.
- Remove Brake Lines and Calipers. See pages 6 - 11.
- Remove Tie Rods from Knuckles and Pitman Arm.
- Remove A-Arms from Frame.
- Remove Axles.



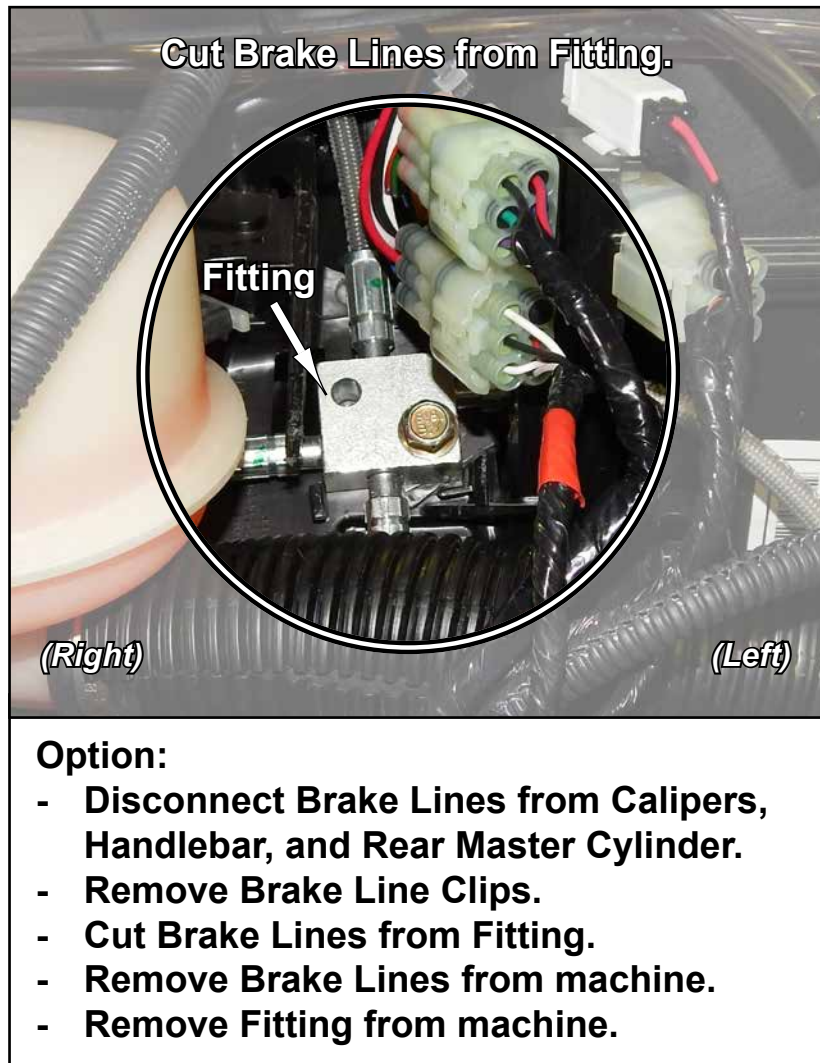
*(Front Removal illustrations continue on following page)*



## Stock Brake Lines removal.

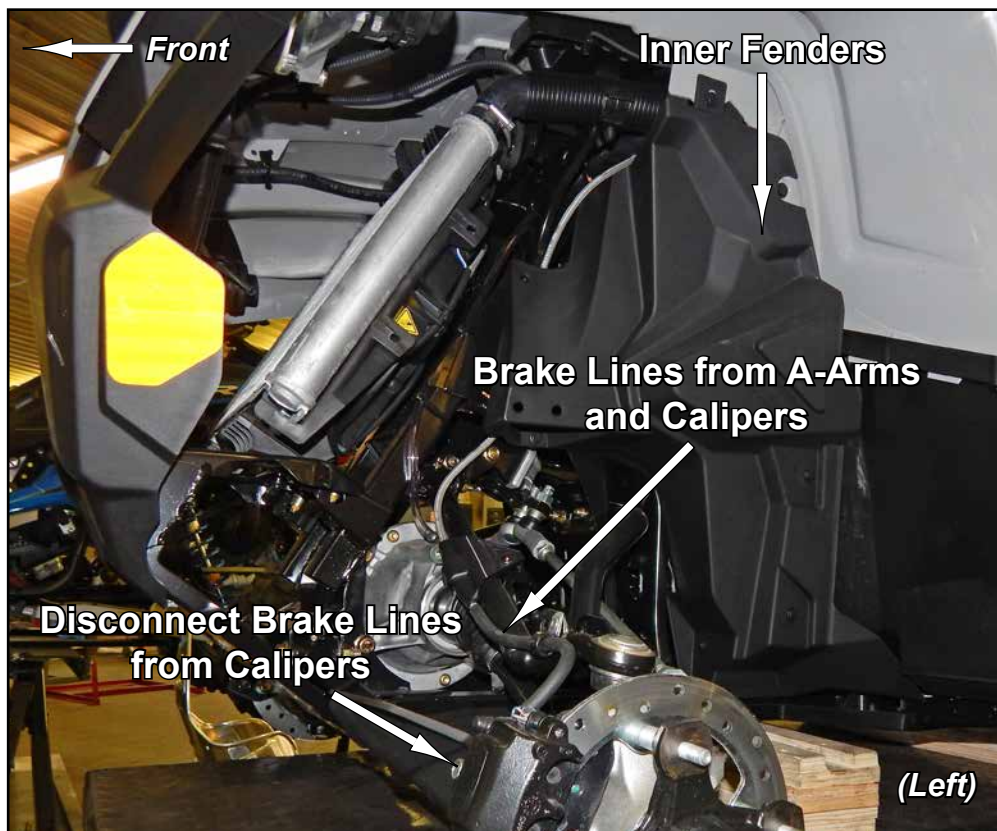
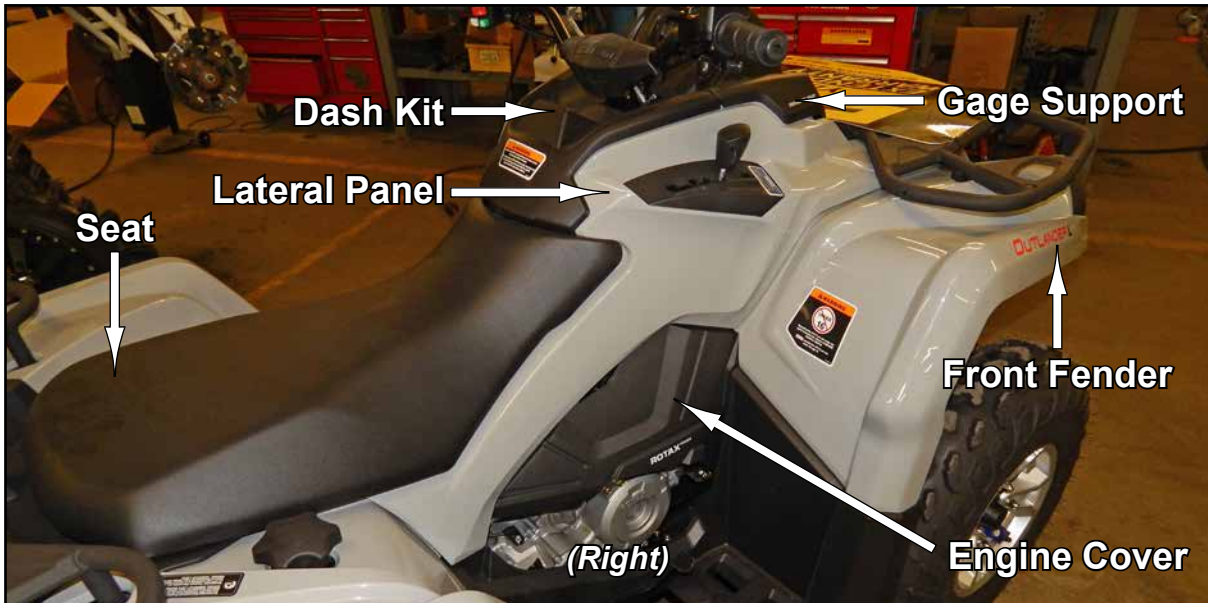


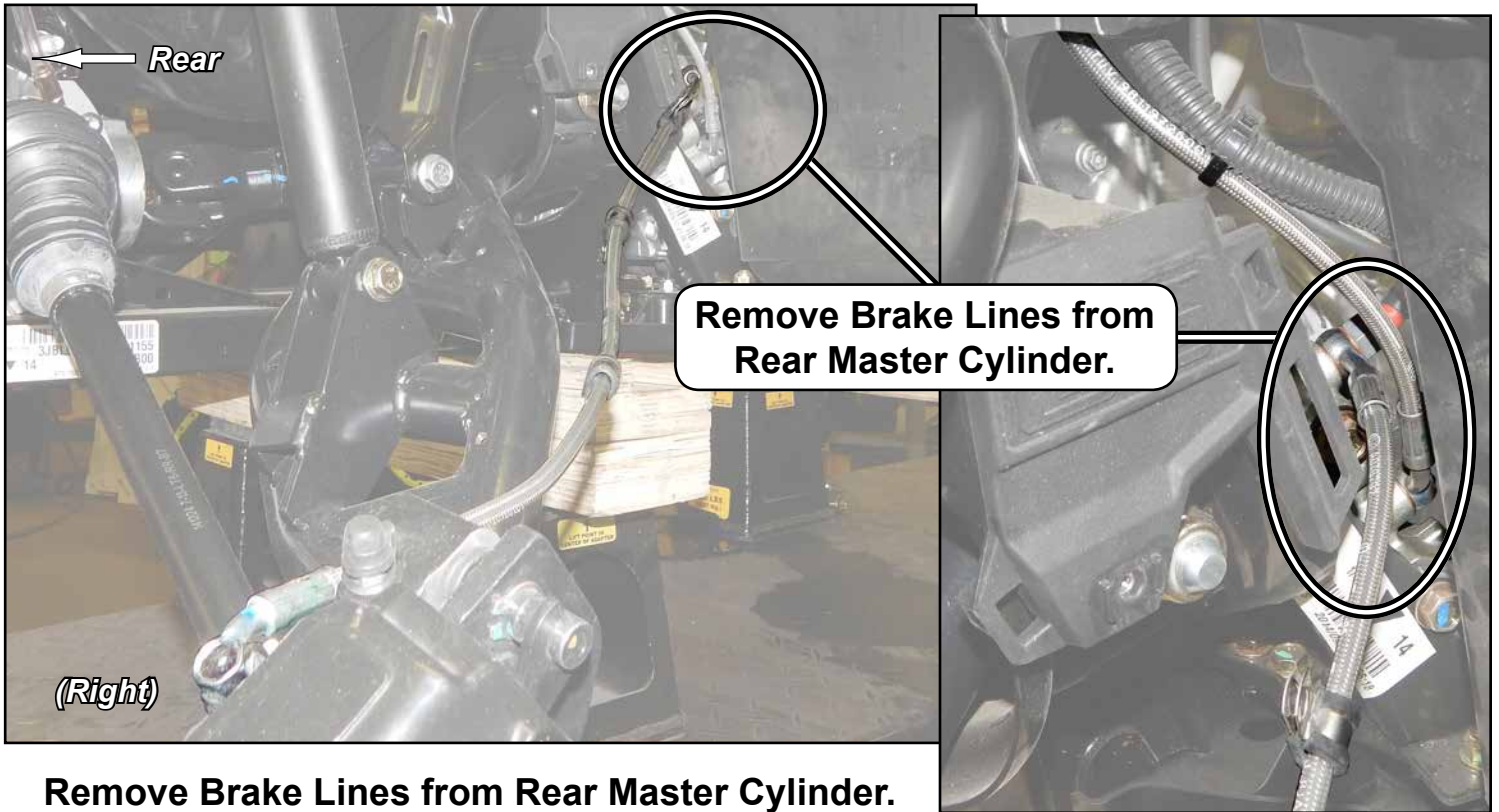
Stock Brake Lines and Fitting are (1) component and must be replaced with provided Brake Lines and Fitting. *Installer may cut stock Brake Lines from stock Fitting or remove as (1) component.*



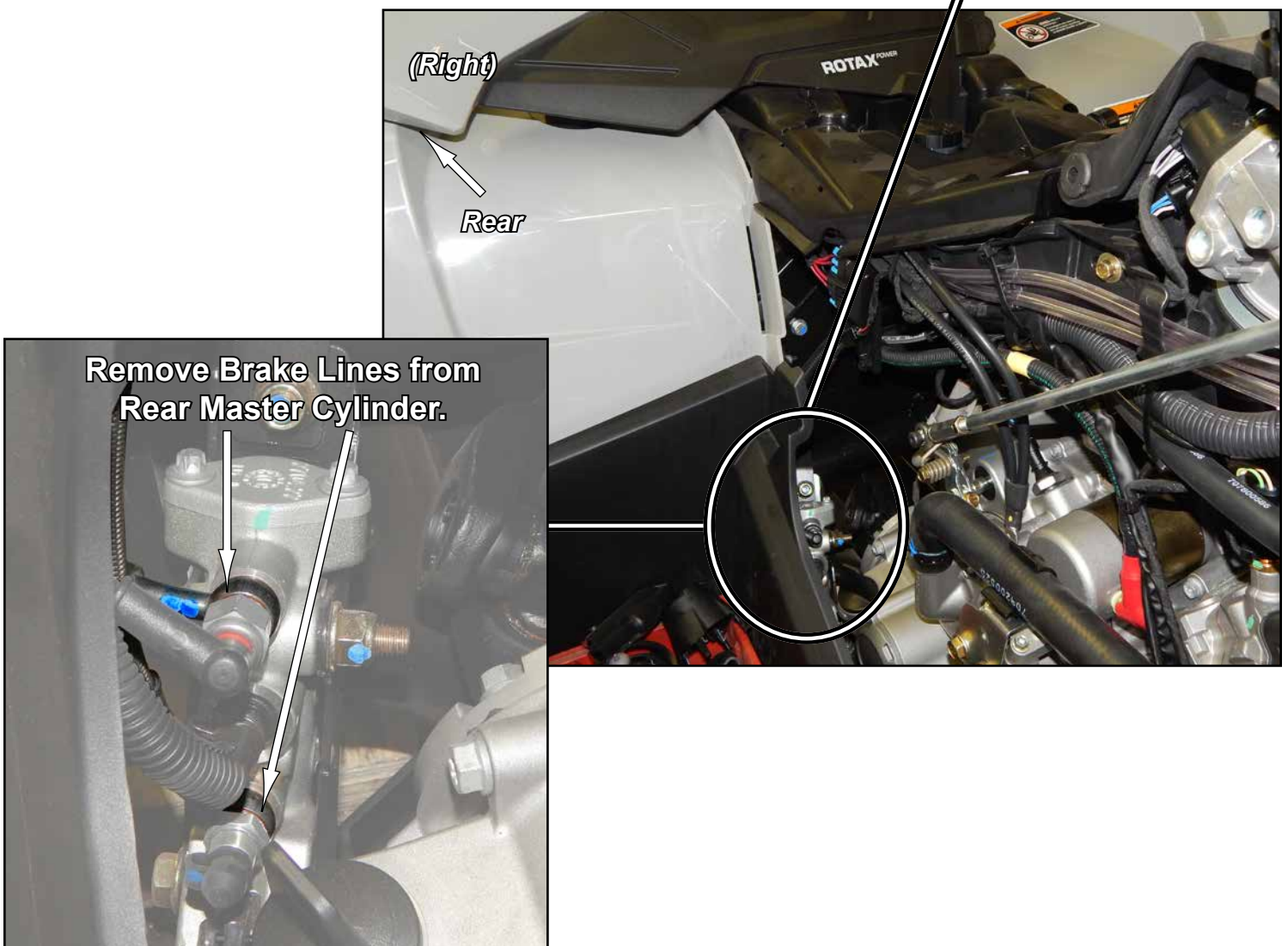
*(Brake Lines Removal illustrations continue on following pages)*

Remove following components from machine.

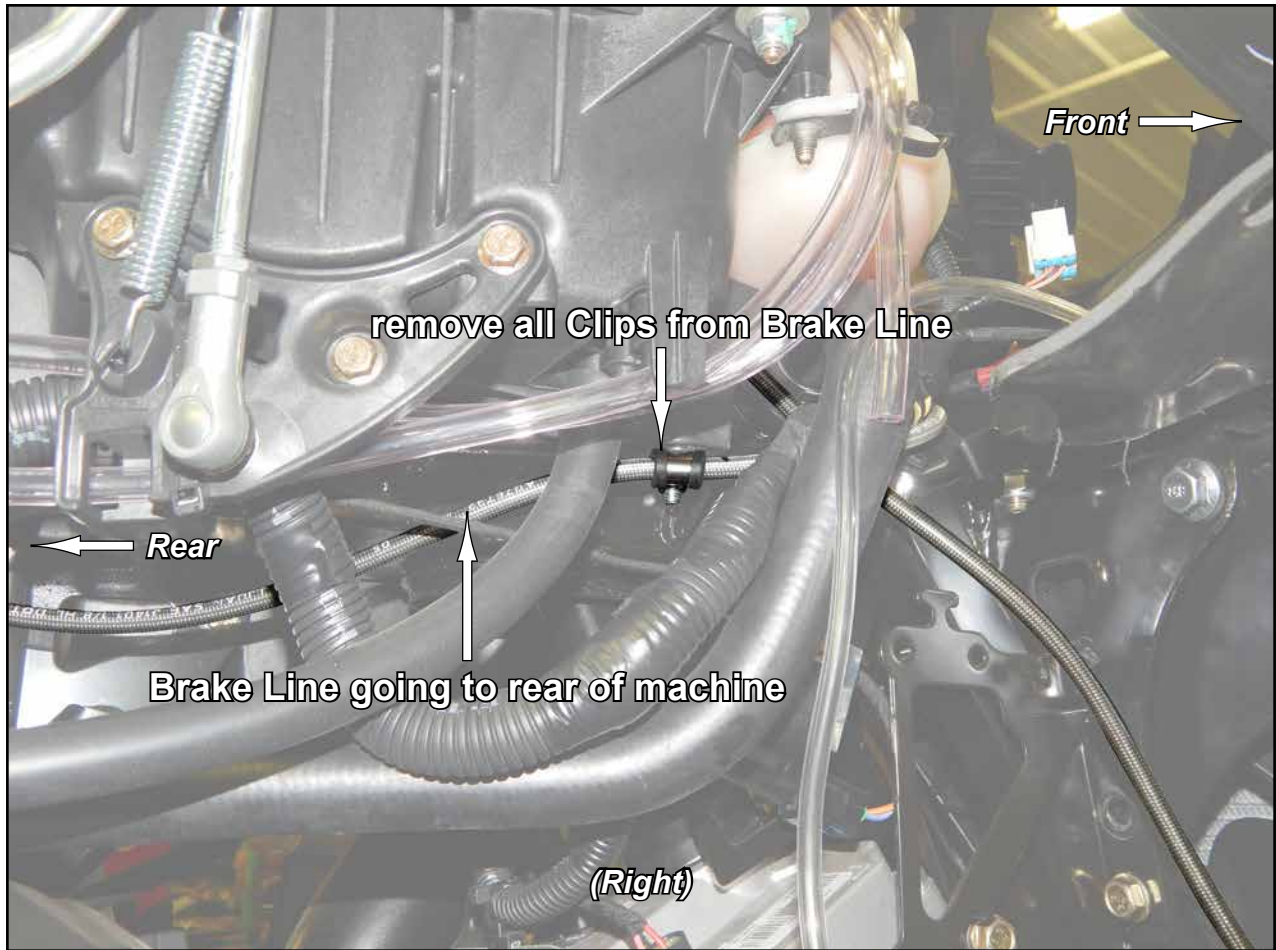




**Remove Brake Lines from Rear Master Cylinder.**



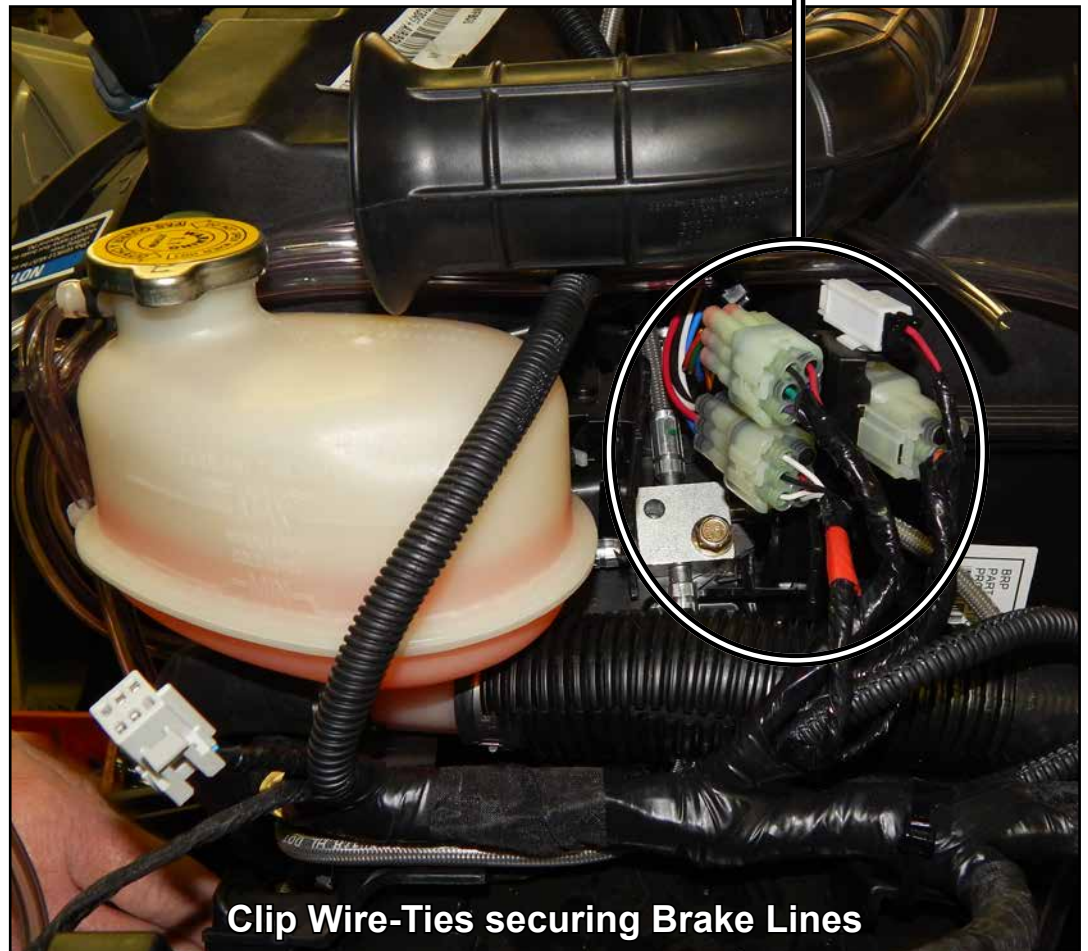
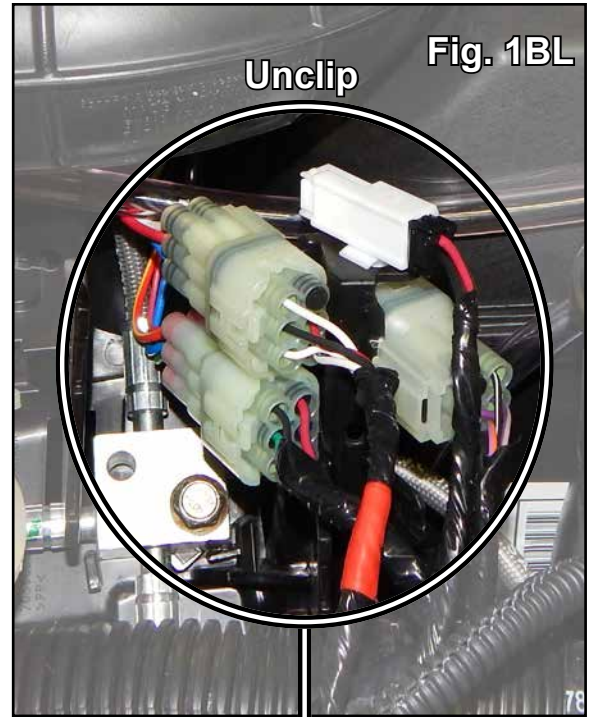
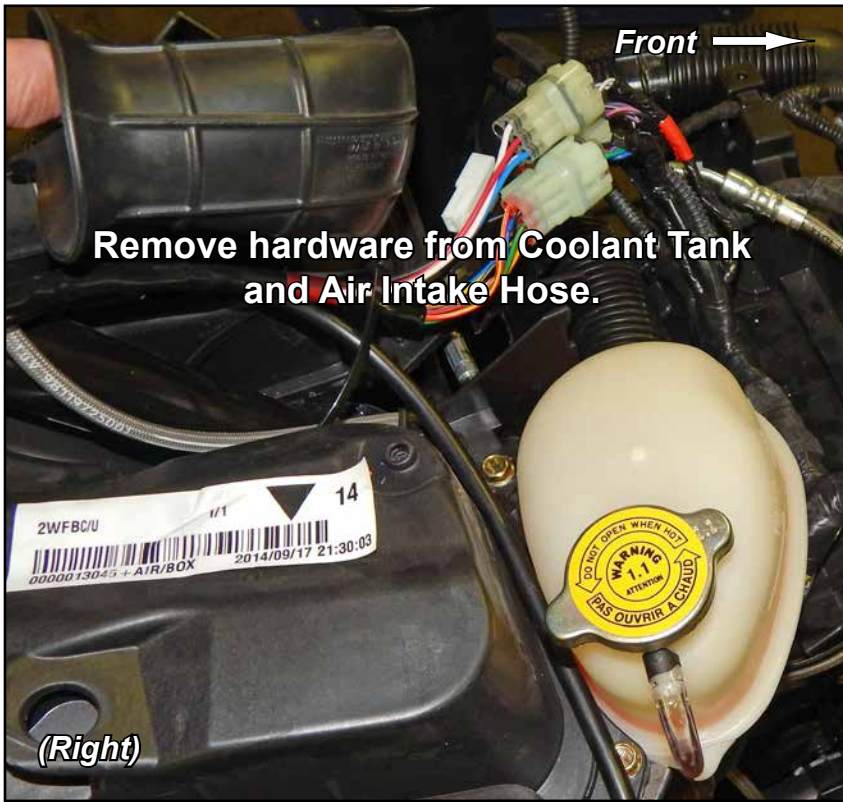
## Remove Clips from Frame and Brake Lines.



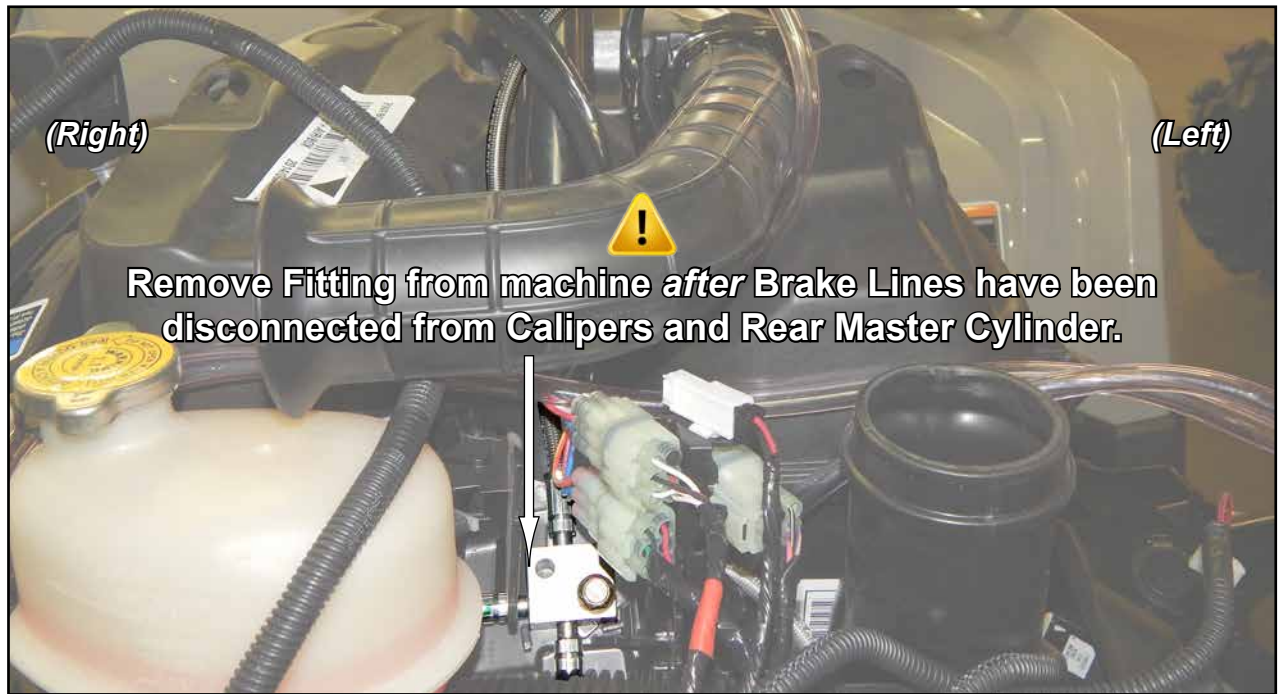
## Remove Brake Line from Handlebar.



**Remove hardware from Coolant Tank and Air Intake Hose.**



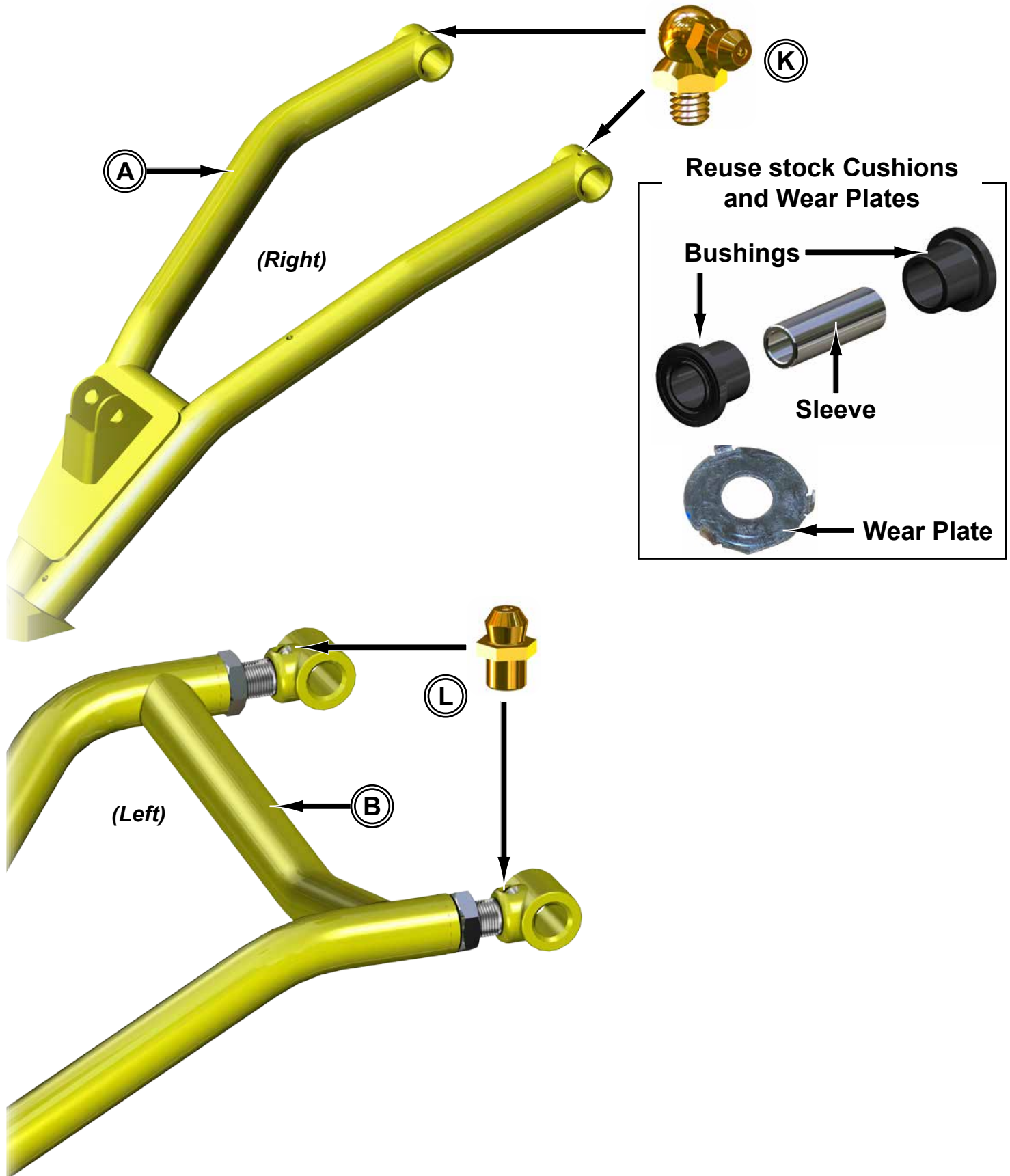
**Pull Brake Lines up and out of machine.**



**Remove Fittings and Brake Line from machine.**

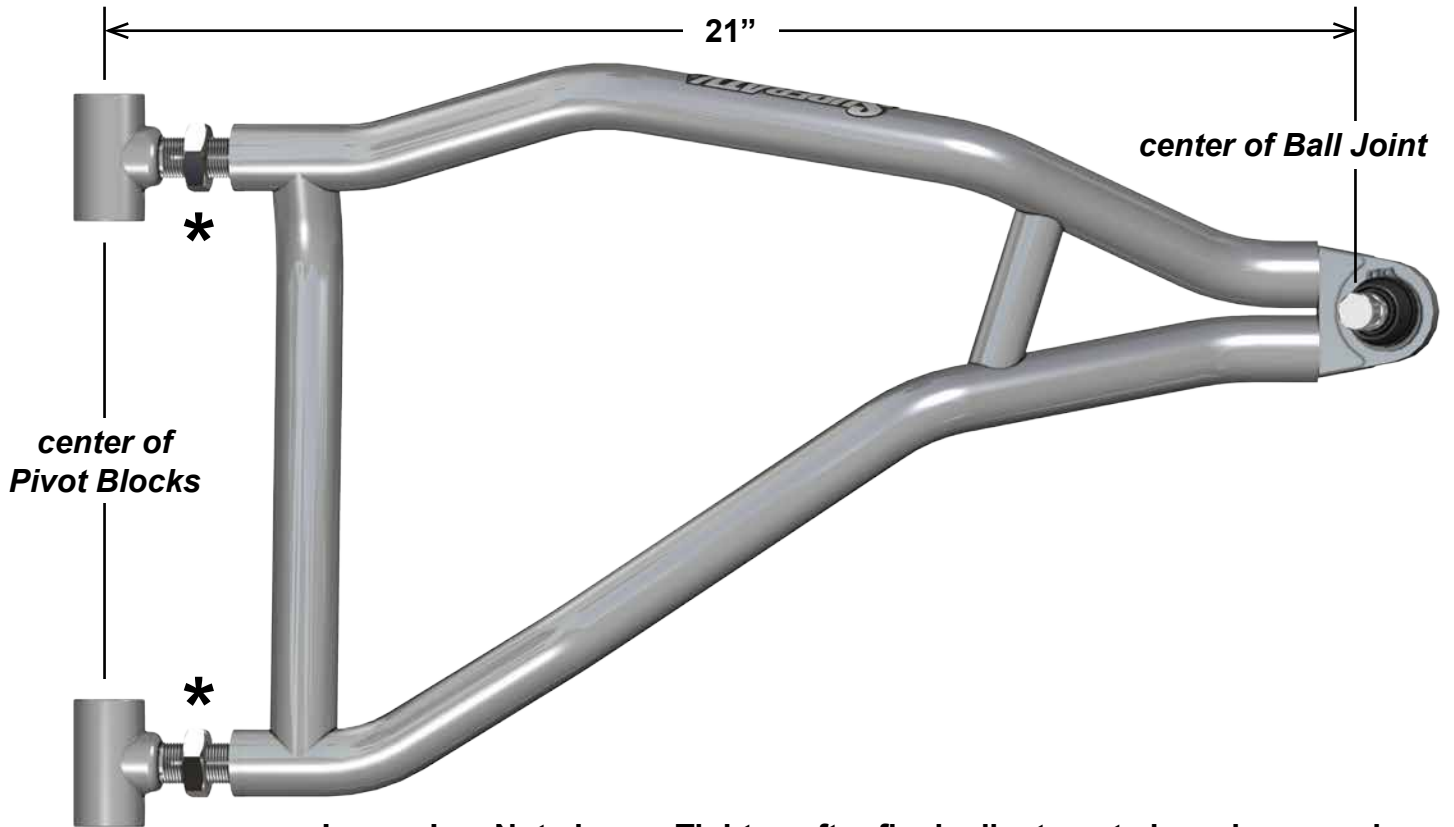
## Front A-Arms Preparation

- If not present, install Grease Fittings shown into A-Arms (A-D).
- Install stock Bushings, Wear Plates, and Cushions to new A-Ams.
- Transfer stock Ball Joints to new A-Arms.
- Set A-Arms aside.



## PIVOT BLOCK SETTINGS

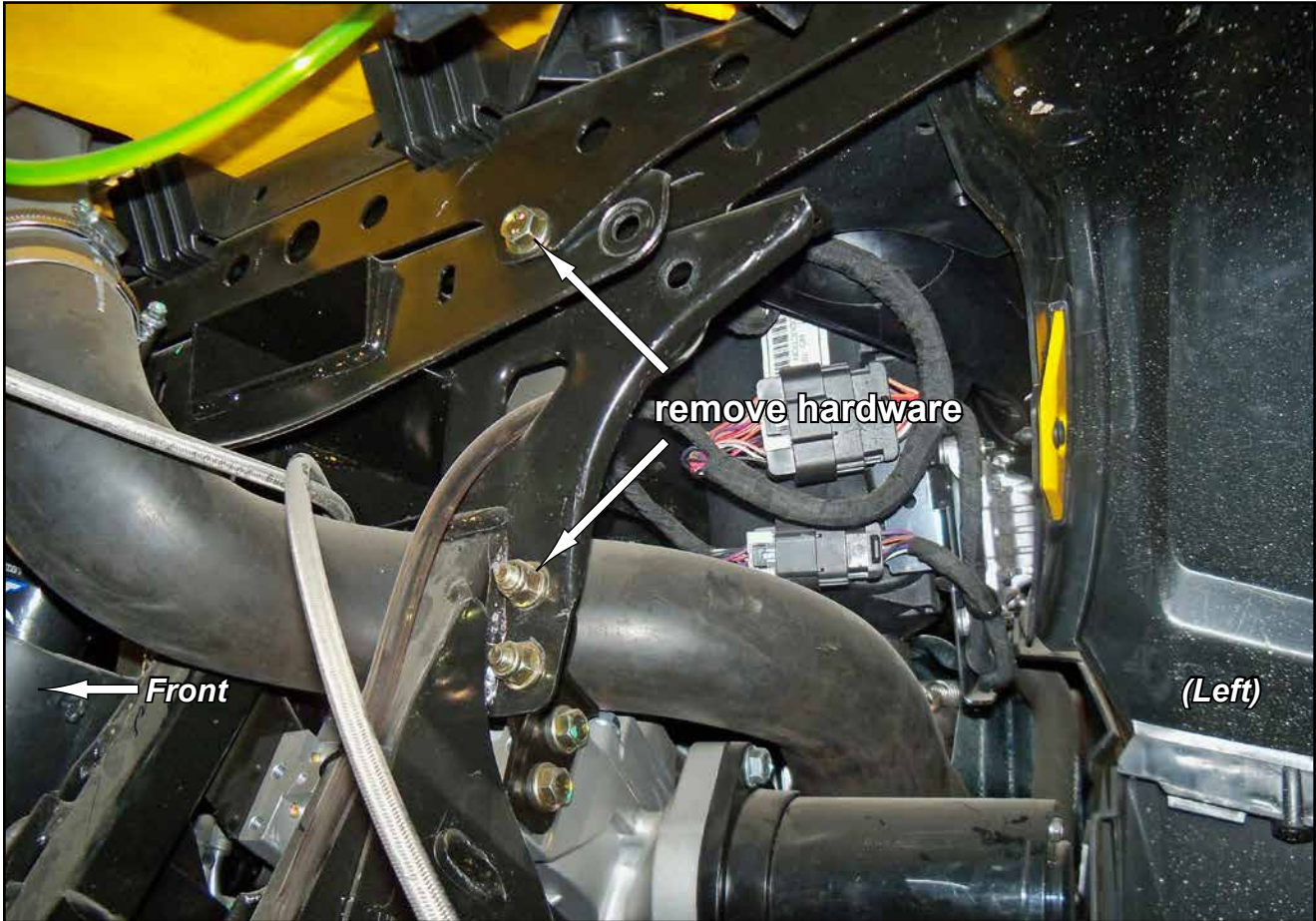
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



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

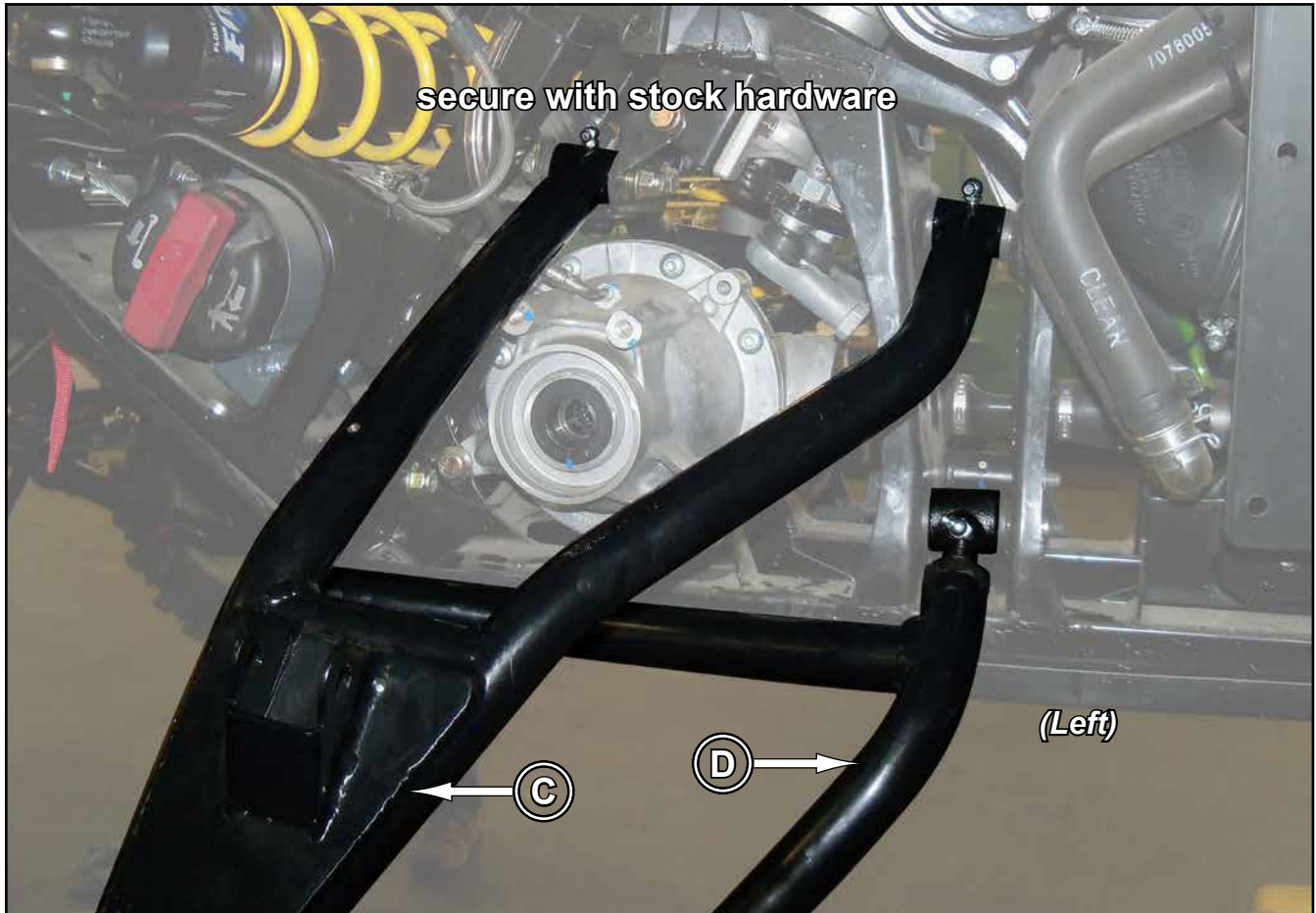
**Front Installation:** *Do not tighten hardware completely unless noted.*

- Remove hardware shown and install Front Shock Brackets (F)(G) with hardware shown.



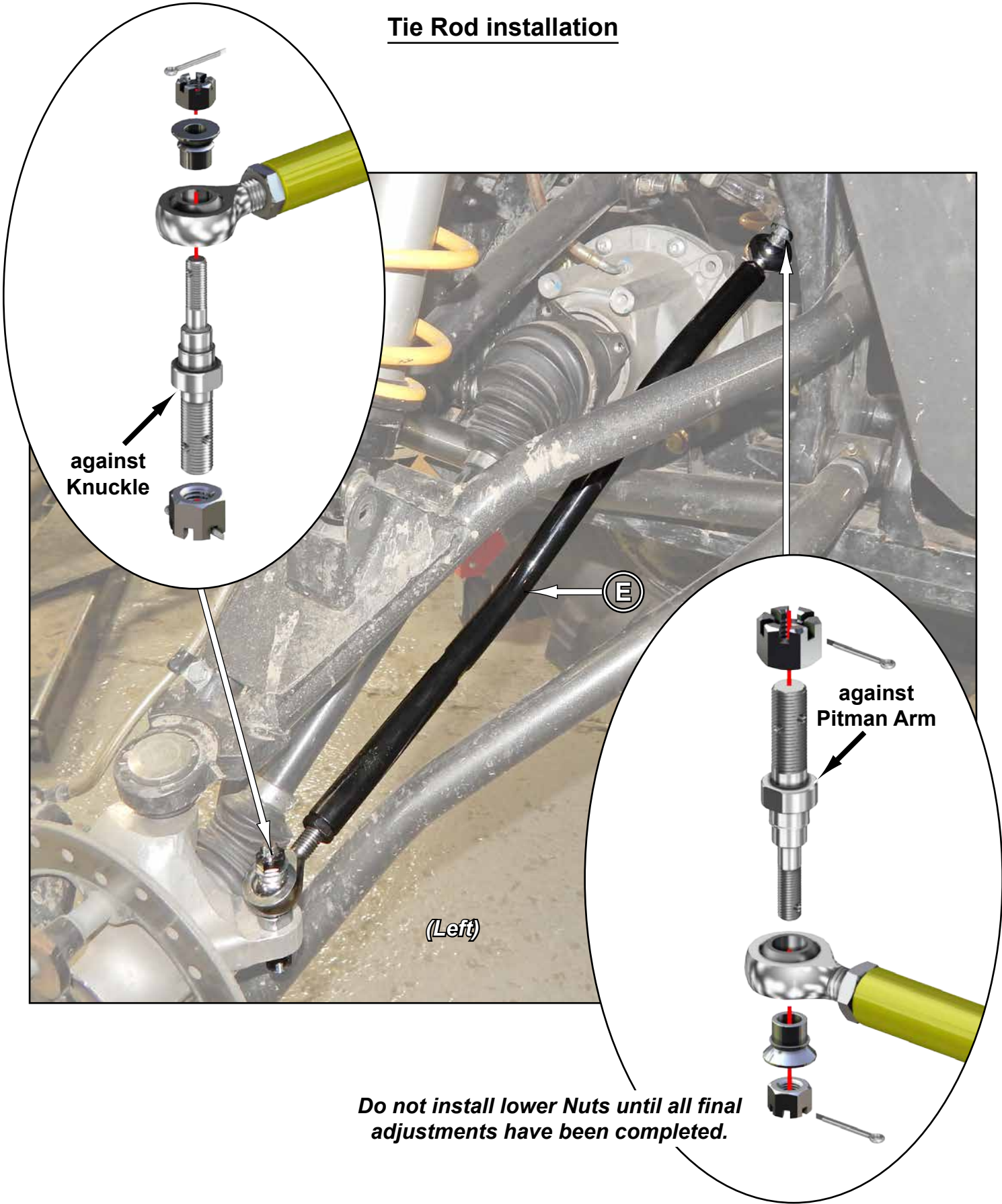
### Front Installation continued:

- Install A-Arms (A-D) to Frame with stock hardware. **Do not install any Nuts until all final adjustments have been completed.**
- Install new Axles.



- Repeat steps for opposite.
- Install new Tie Rods (E) to Knuckles and Pitman Arm. See following page.

# Tie Rod installation



against  
Knuckle

against  
Pitman Arm

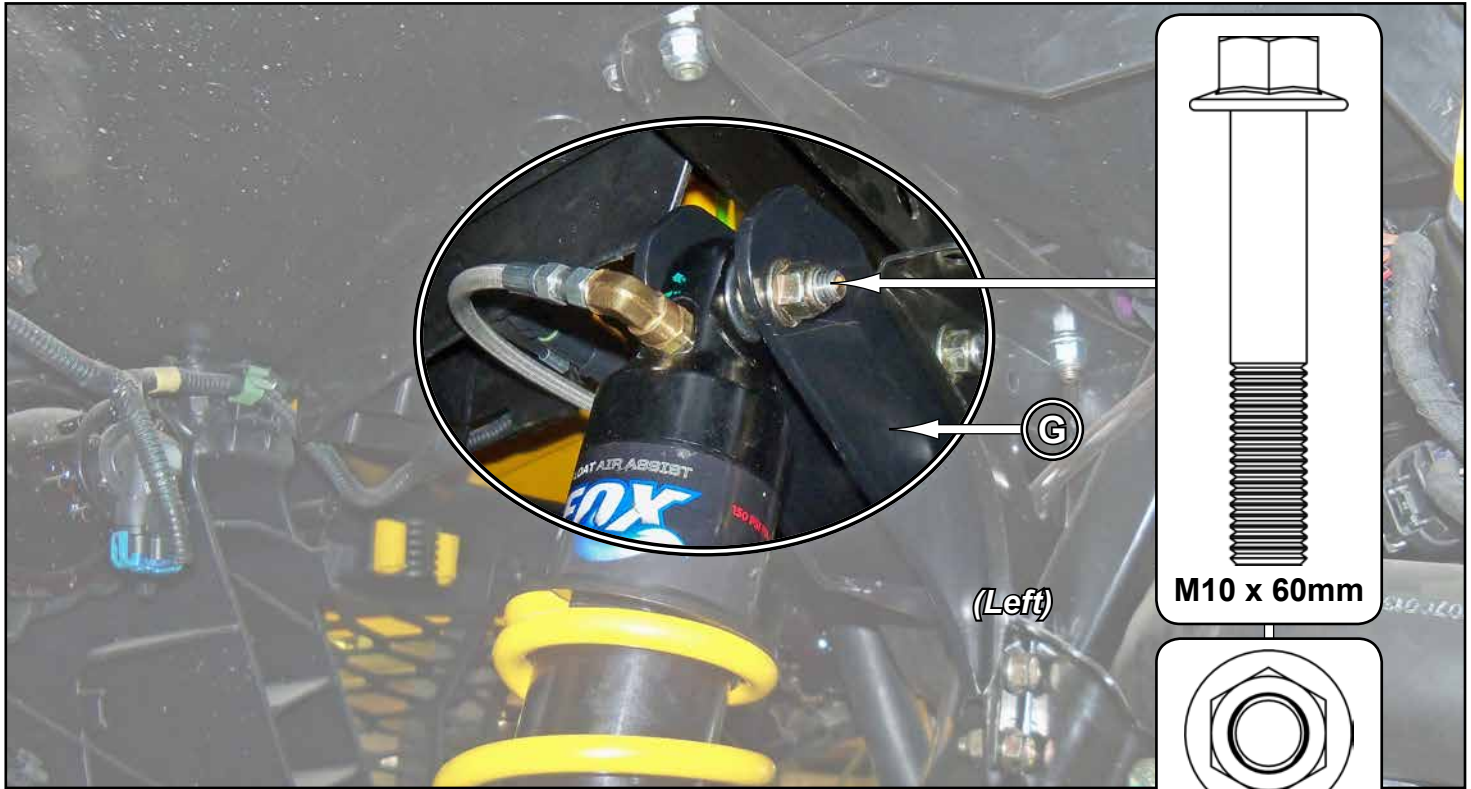
E

(Left)

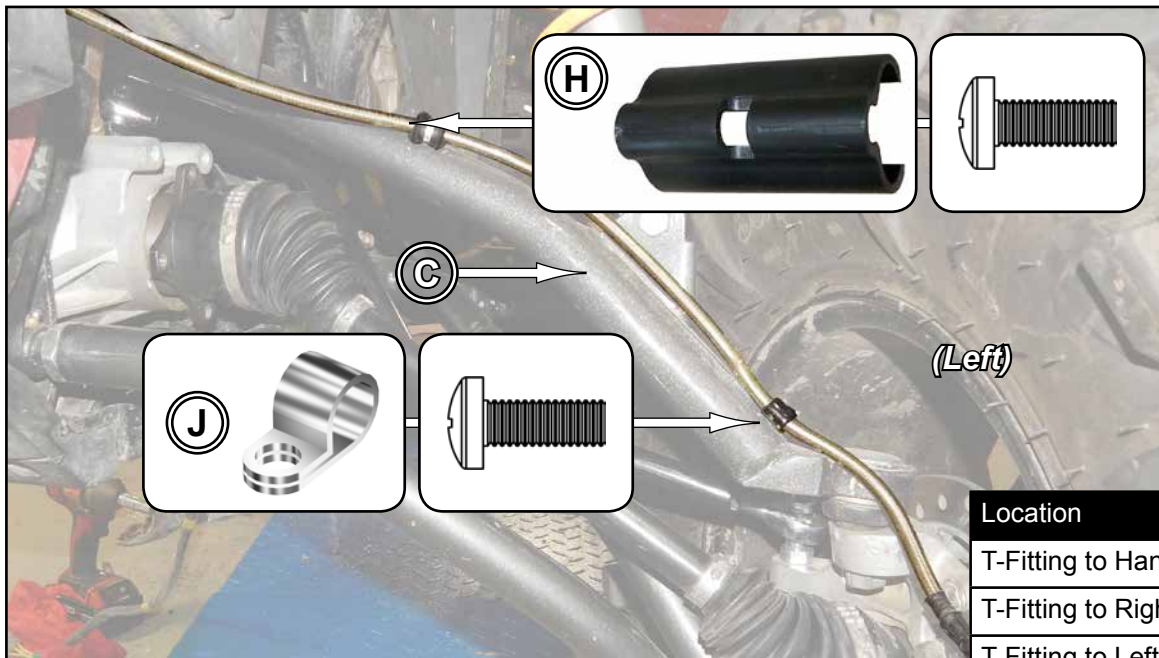
**Do not install lower Nuts until all final adjustments have been completed.**

## Front Installation continued:

- Install Shocks to Front Shock Brackets (F)(G) with hardware shown. Secure to Upper A-Arms (A)(C) with stock hardware.



- Install Front Brake Lines:
- Follow stock routing when installing.
- Brake Line Fitting does not require mounting hardware; use a Wire-Tie if desired.
- Secure to Upper A-Arms with Brake Line Clips (J), Brake Line Clamps (H), and provided hardware.
- Ensure no binding or interference can occur when in use.



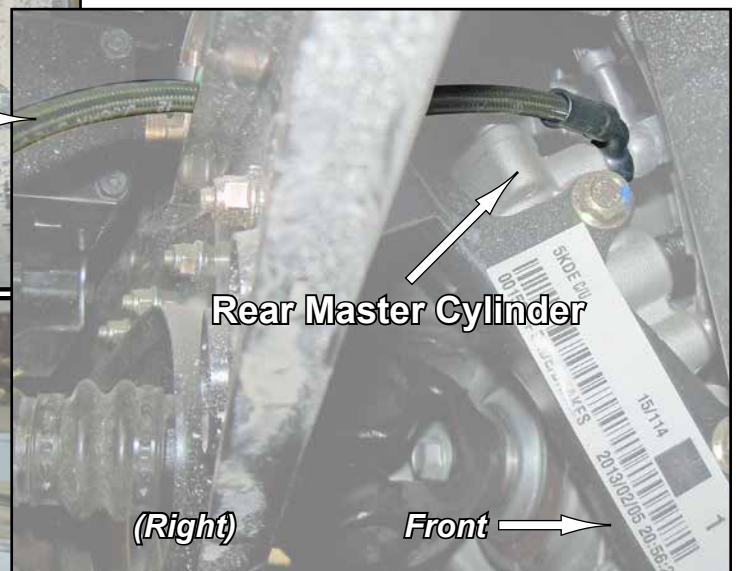
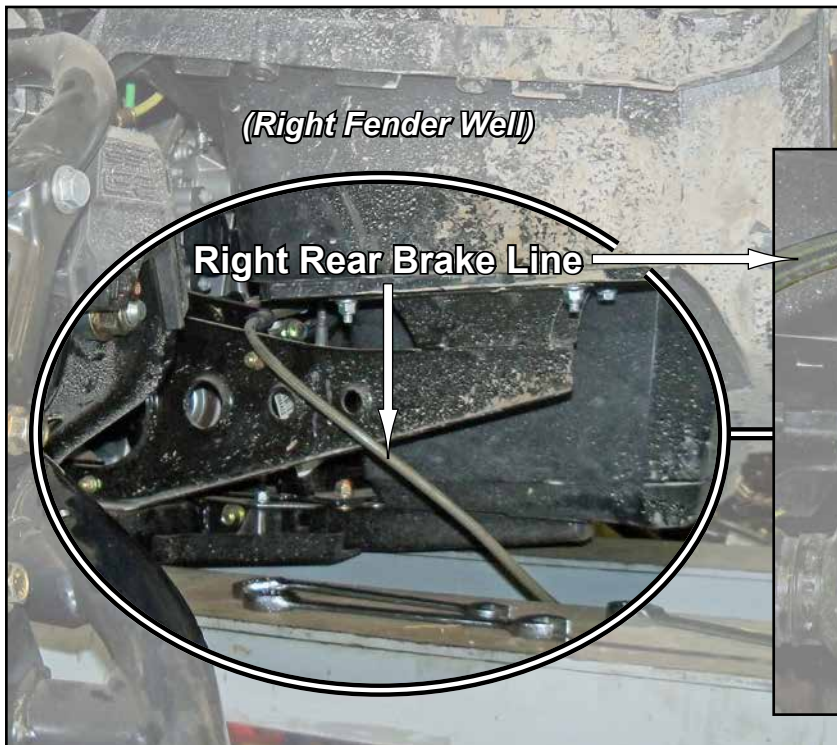
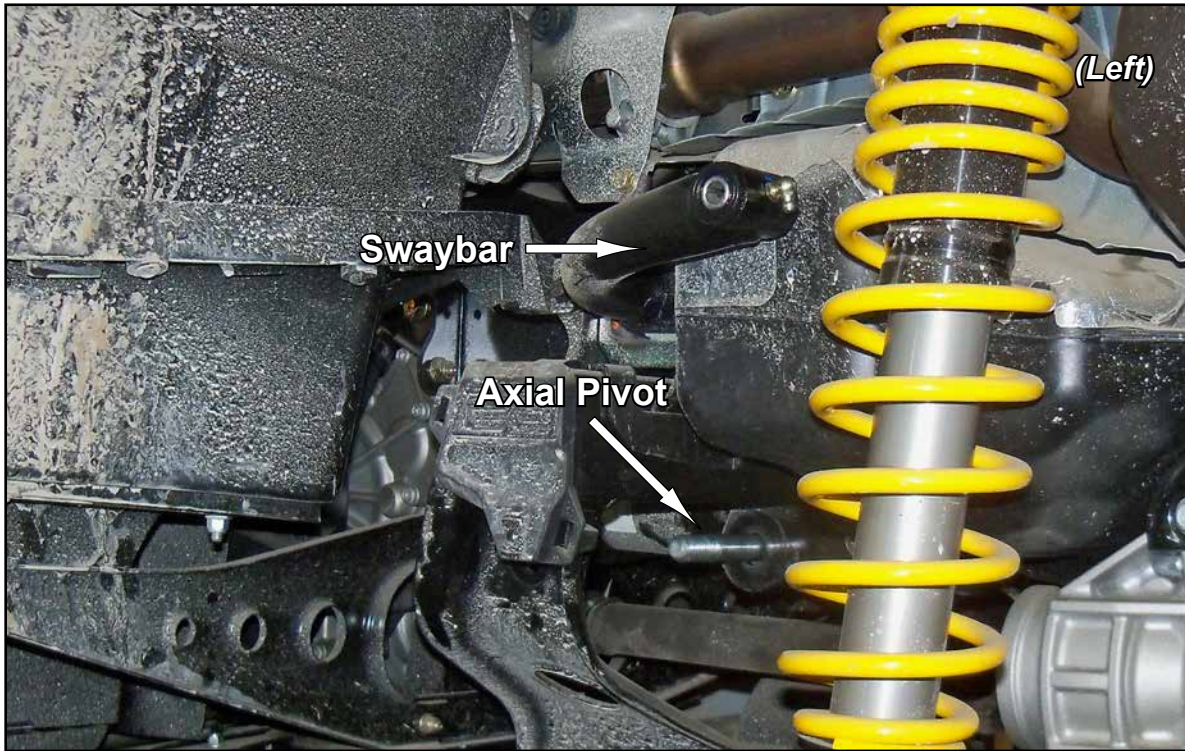
Location	Length (Approx)
T-Fitting to Handlebar	19-1/4"
T-Fitting to Right Front	49"
T-Fitting to Left Front	50-3/8"

**Front Brake Lines have same style fittings at each end.**

- Reinstall necessary components.

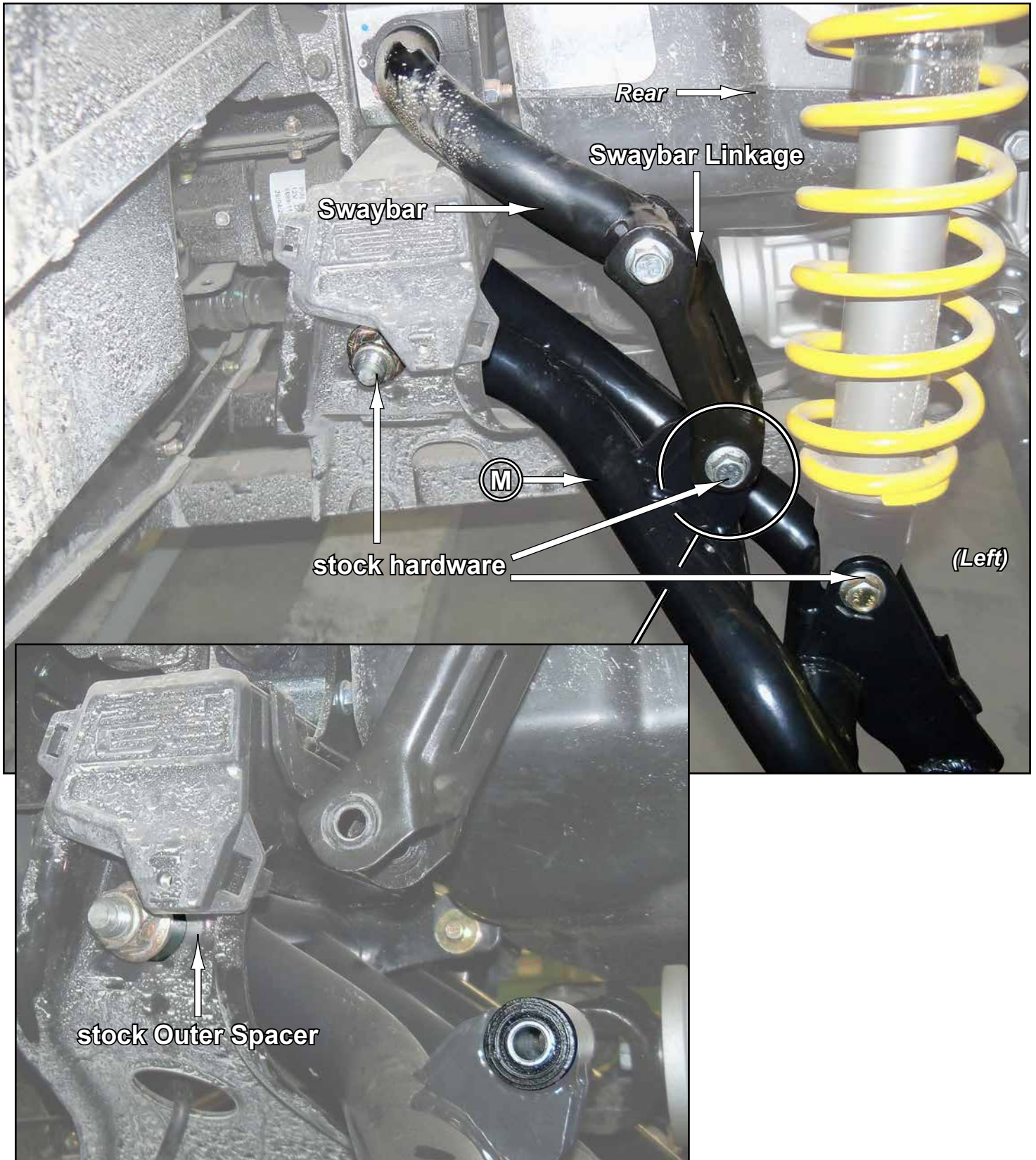
**Rear Removal:** *Keep all components removed from machine.*

- Raise rear of machine off ground and secure with jack stands.
- Remove Wheels, Caliper, and Brake Line.
- From Swing Arms remove Shocks and Swaybar Linkages.
- Remove Swing Arms. (Only **outer** most Spacers will be used when installing new Swing Arms. Ball Bearings, Seals, and inner Spacers are included and pre-assembled in new Swing Arms).
- Leave Axial Pivot in place.
- Remove Axles.



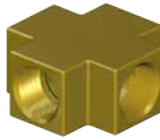
**Rear Installation:** *Do not tighten hardware completely unless noted.*

- Install new Axles.
- Install Swing Arms (M)(N) onto Axial Pivot and secure with stock hardware and Outer Spacers.
- Reinstall Sway Bar Linkages and Shocks to Swing Arms (M)(N) with stock hardware. SuperATV recommends using Loc-Tite on Nuts when installing.



## LK-CA-OUT-GEN2-6

Location	Length (Approx)
T-Fitting to Rear Master Cylinder	58-1/4"
Rear Master Cylinder to Right Rear	30-11/16"



Brake Line Fitting

## LK-CA-OUT-GEN2-6-REN

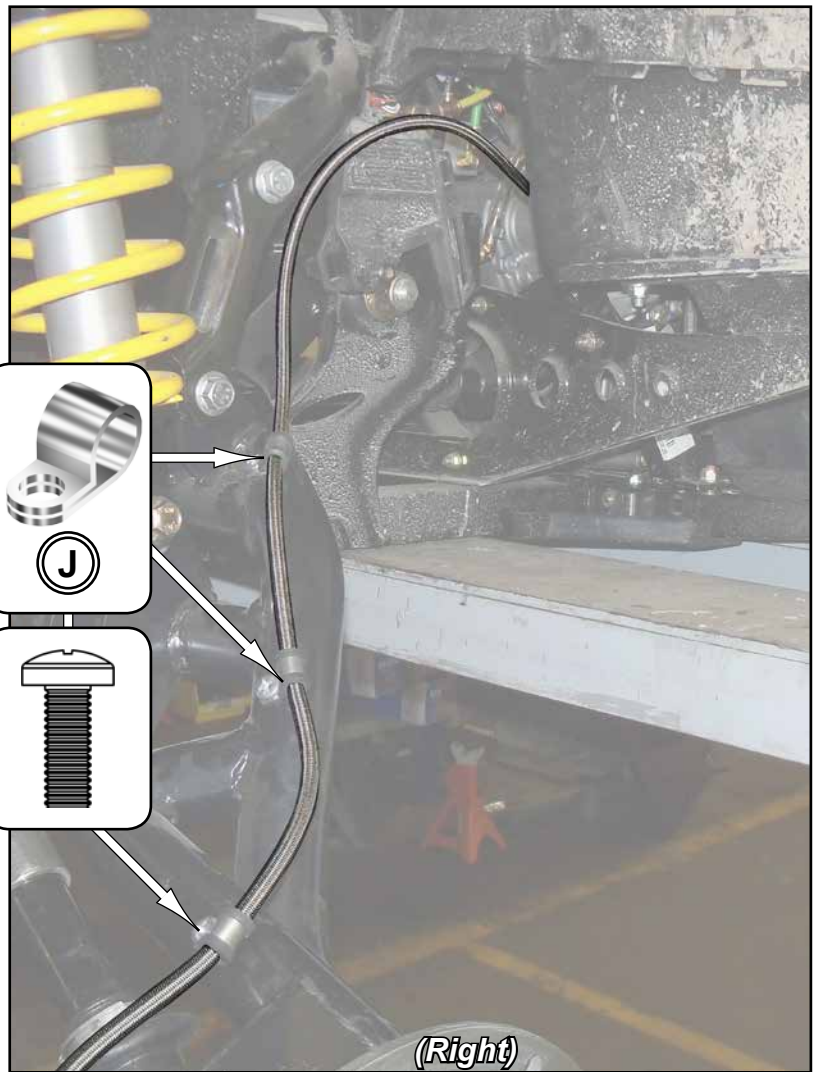
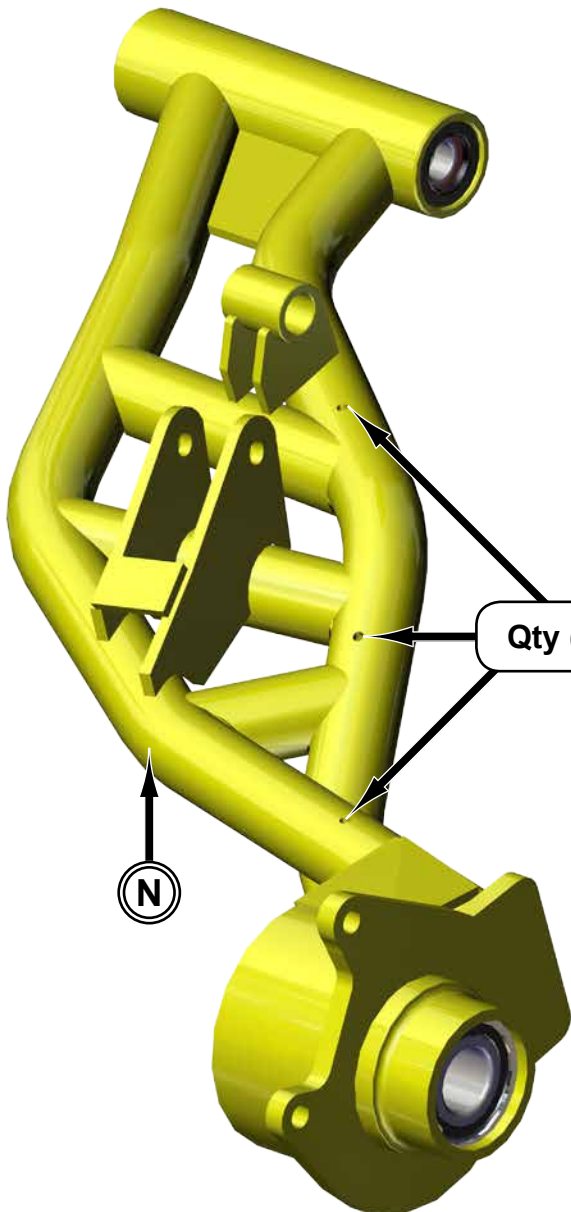
Location	Length (Approx)
T-Fitting to Rear Master Cylinder	60"
Rear Master Cylinder to Right Rear	38"



Brake Line Fitting

*Rear Brake Lines have different style fittings at each end.*

- Install Rear Brake Lines:
- Follow stock routing when installing.
- Secure to Swing Arm (N) with Brake Line Clips (J) with provided hardware.
- Ensure no binding or interference can occur when in use.



- Reinstall necessary components 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.
- Tighten all hardware completely.
- Replace Brake Fluid and bleed Brake Lines.

**Liability Statement**

SuperATV's® products are designed to best fit user's ATV/UTV under stock conditions. Adding, modifying, or fabricating any factory or aftermarket parts will void any warranty provided by SuperATV® and is not recommended. SuperATV's® products could interfere with other aftermarket accessories. If user has aftermarket products on machine, contact SuperATV® to verify that they will work together.

Although SuperATV® has thousands of satisfied customers, user should be aware that installing lift kits, long travel, or suspension kits, tires, etc. will change the ride of machine and may increase maintenance and part wear. Operating any off-road machine while, or after, consuming alcohol and/or drugs increases risk of bodily harm or death. No warranty or representation is made as to this product's ability to protect user from severe injury or death. SuperATV® urges operators and occupants to wear a helmet and appropriate riding gear at all times.

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

SuperATV® will warranty only parts provided by SuperATV®. Any damage or problems with OEM housings, bearings, seals, or other manufacturers' products will not be covered by SuperATV®. SuperATV® parts and products are not warrantied if item was not installed properly, misused, or modified.

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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°*

