

(kit contents continue on following page)

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
 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.

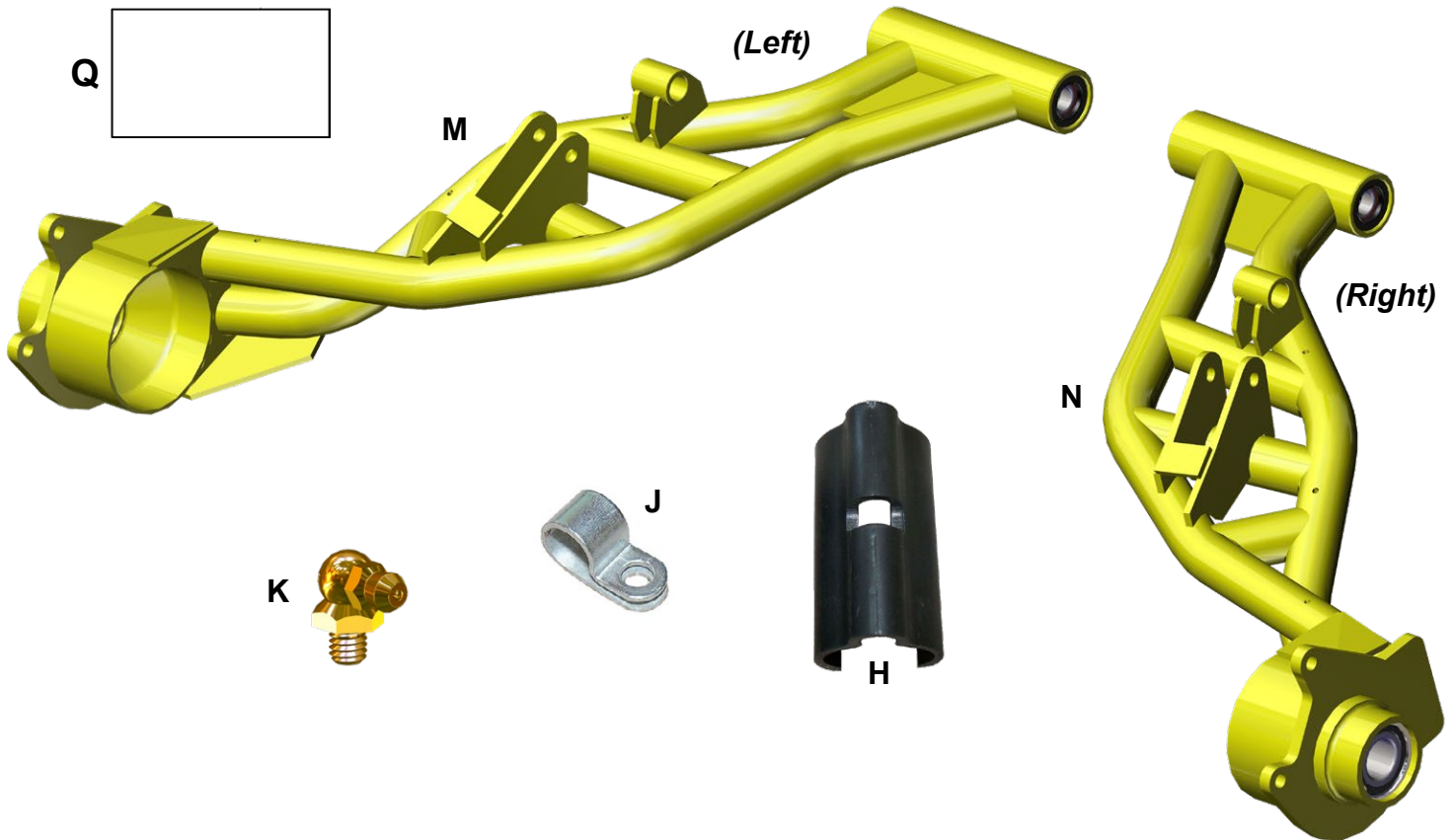
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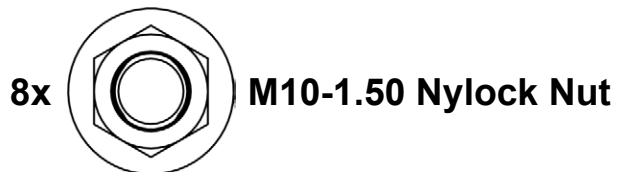
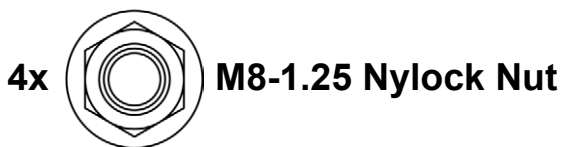
Item	Description	Qty
H	Brake Line Clamp	2
J	Brake Line Clip	8
K	Grease Fitting	8
L	Brake Lines <i>(See Chart)</i>	-
M	Left Swingarm	1
N	Right Swingarm	1
Q	Spacer	2

Brake Lines (L)

Location	Length (Approx)
Right Rear	43-5/16"
Front Right	30"
Front Left	40"

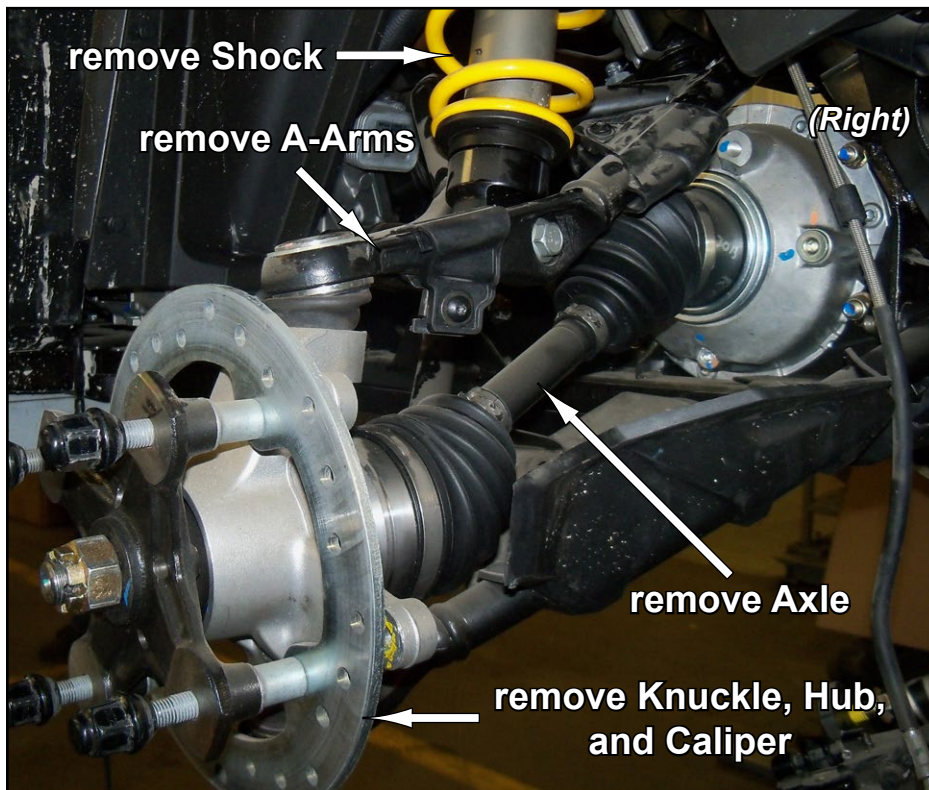
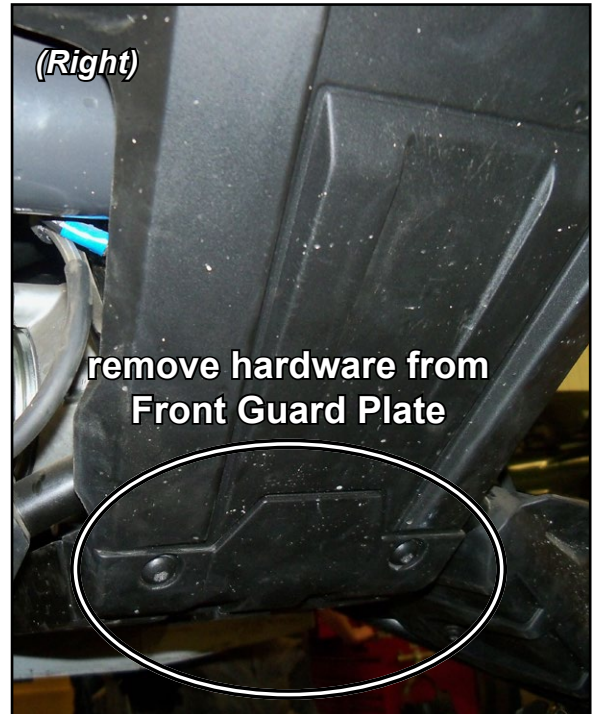
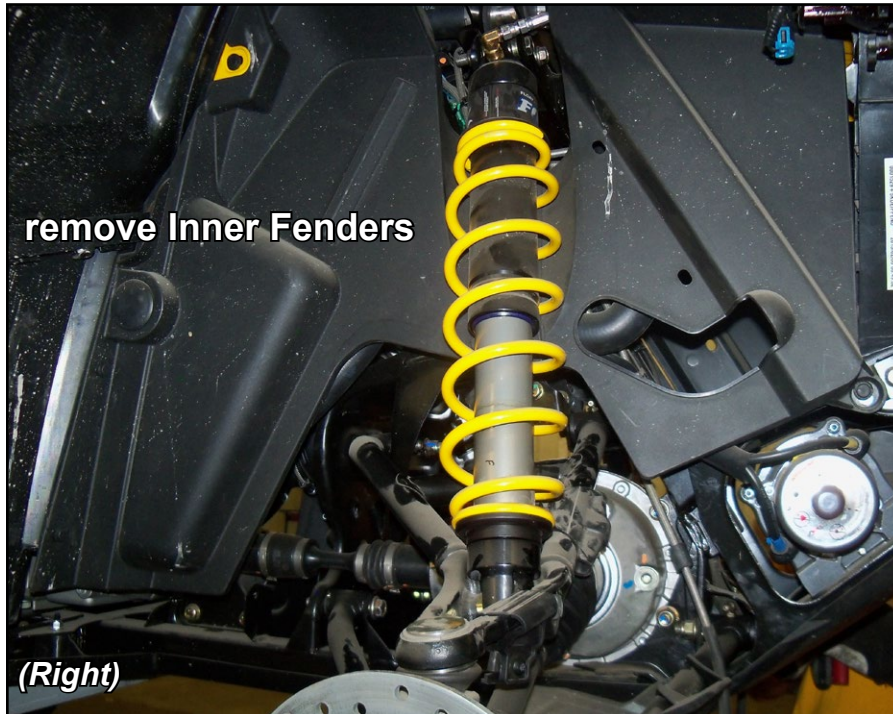


(some hardware may remain after installation)

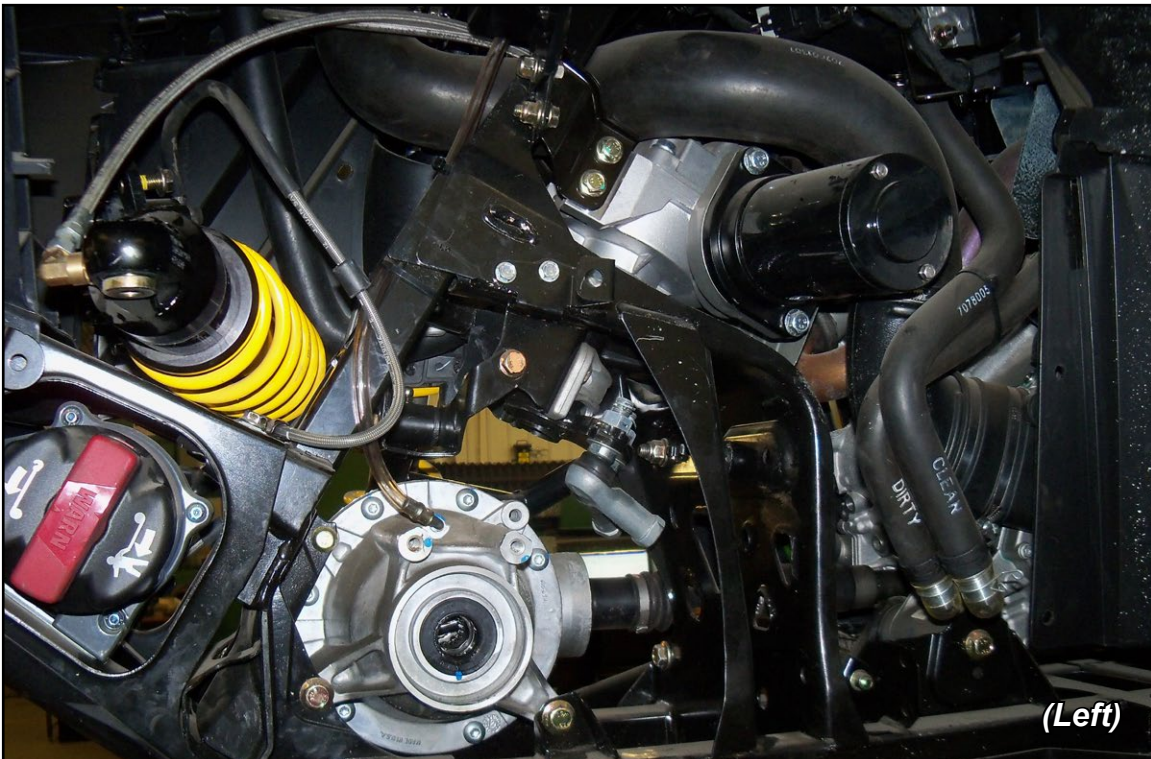
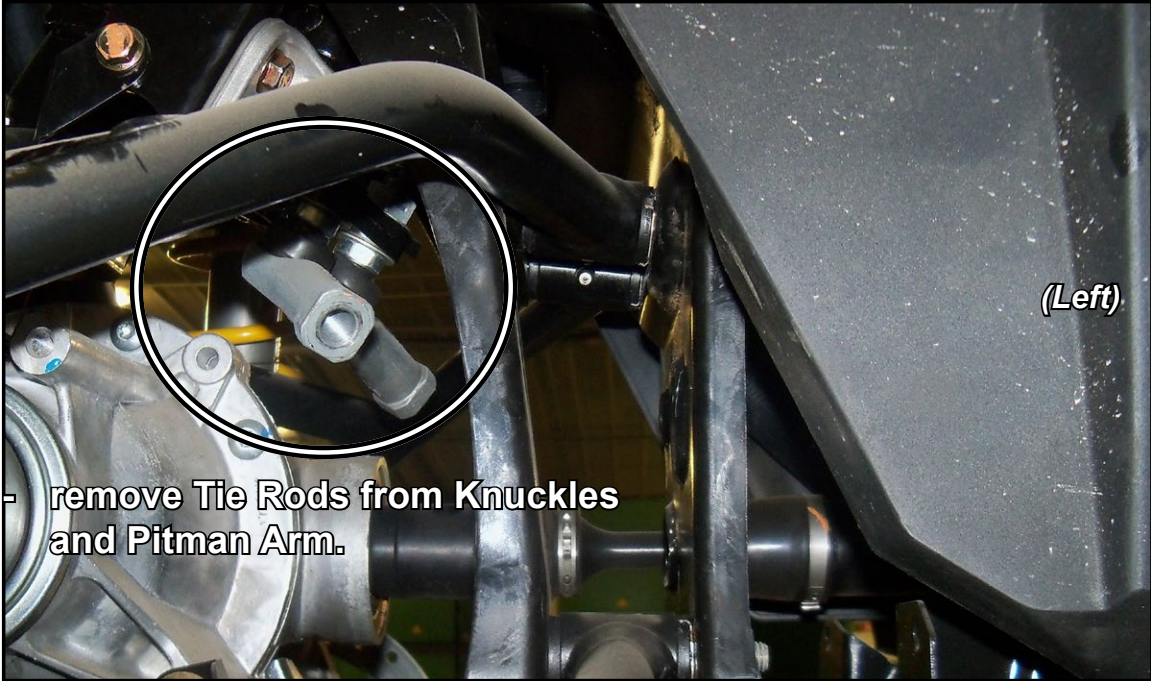
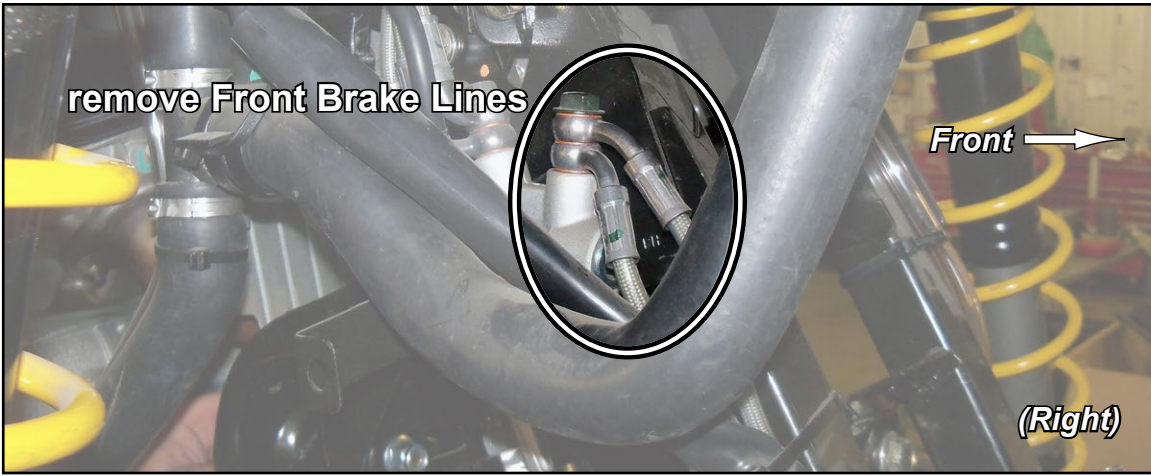


Front Removal: *Keep all components removed from machine.*

- 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.
- Remove Tie Rods from Knuckles and Pitman Arm.
- Remove A-Arms from Frame.
- Remove Axles.

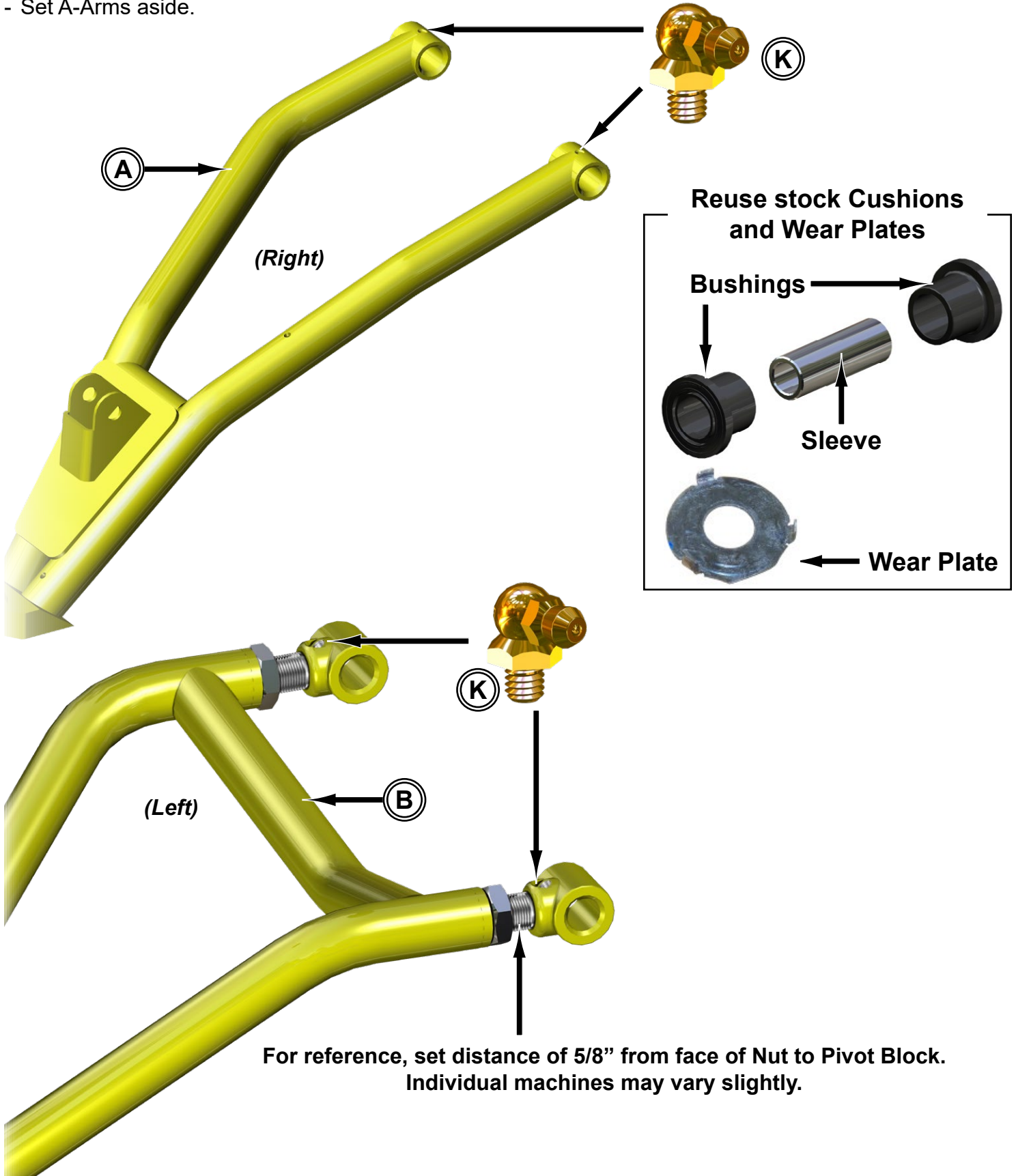


(Front Removal continue illustrations on following page)



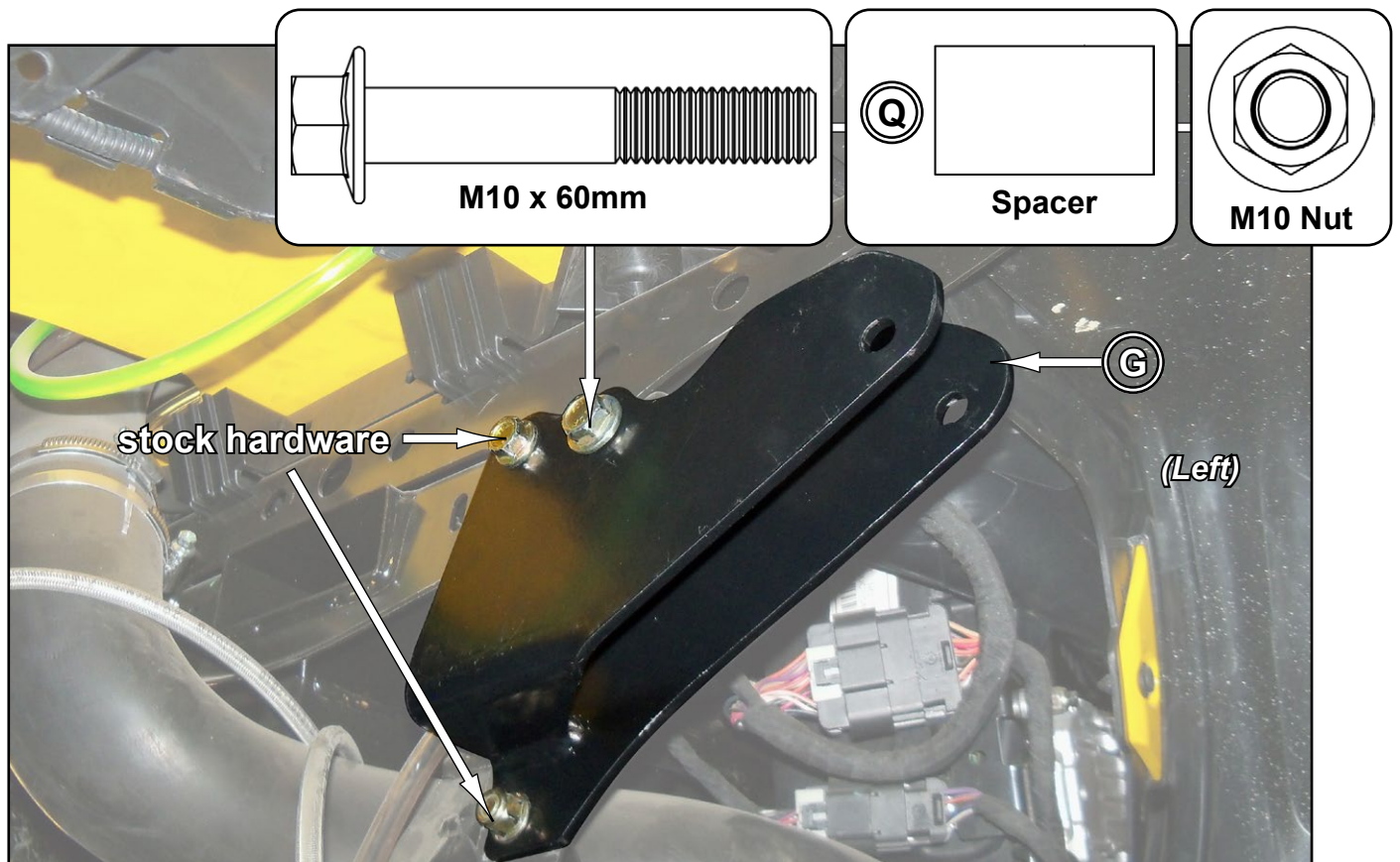
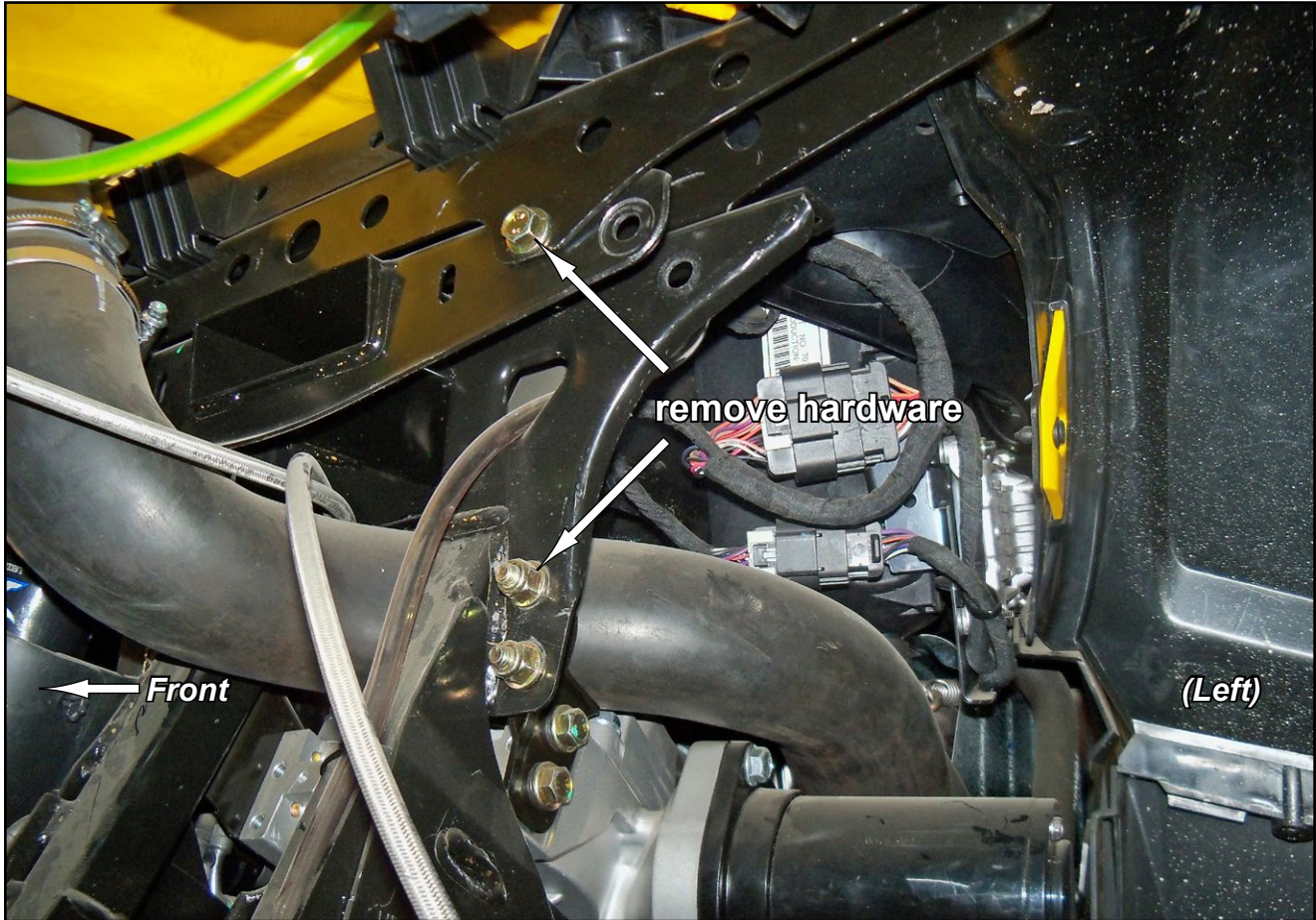
Front A-Arms Preparation

- If not present, install Grease Fittings (K) into A-Arms (A-D).
- Install stock Bushings, Wear Plates, and Cushions to new A-Arms.
- Transfer stock Ball Joints to new A-Arms.
- Adjust Pivot Blocks in Lower A-Arms (B)(D).
- Set A-Arms aside.



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

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



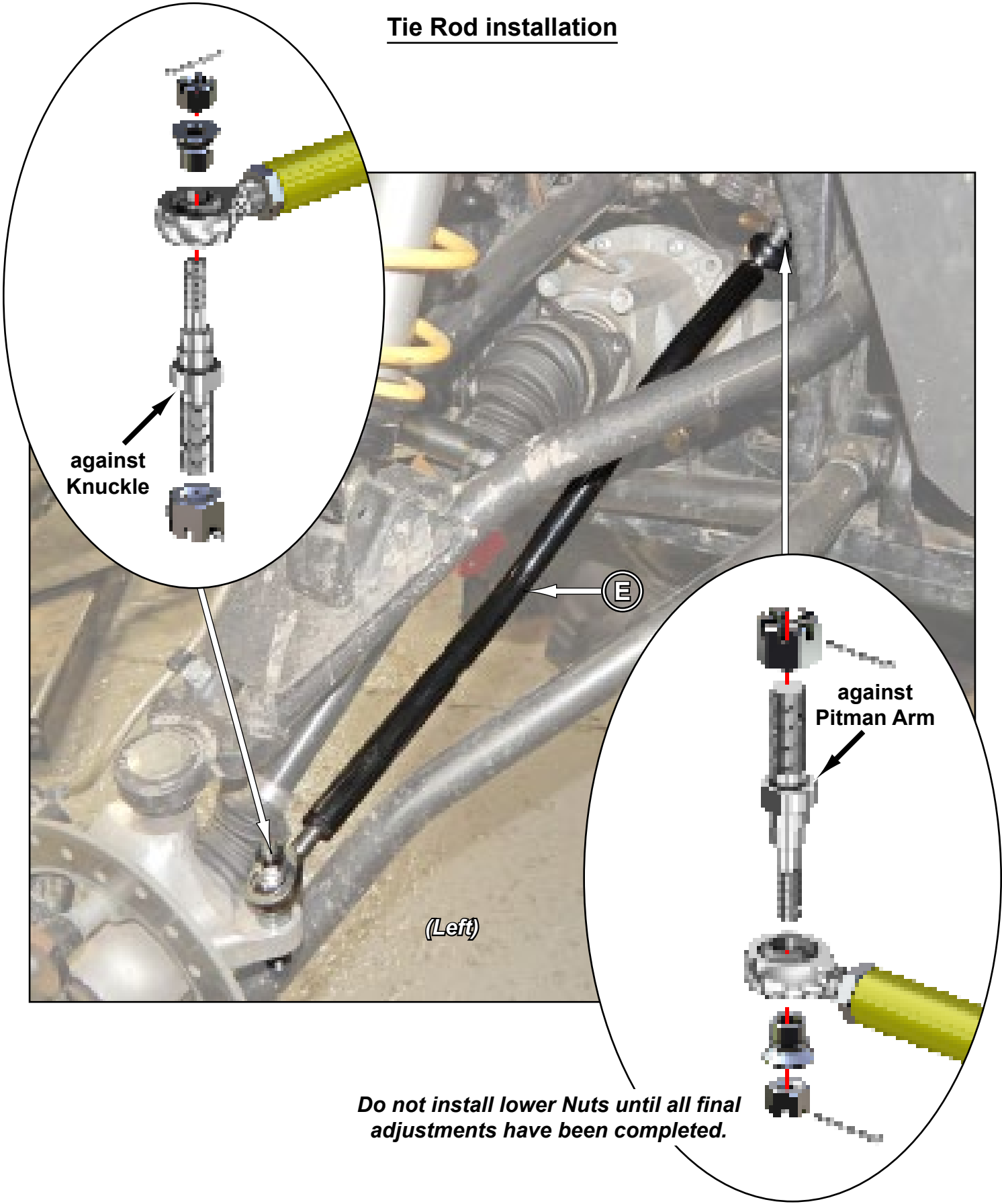
Front Installation continued:

- Install A-Arms (A-D) to Frame with stock hardware. SuperATV recommends using Loc-Tite on Nuts when installing.
- Install new Axles.



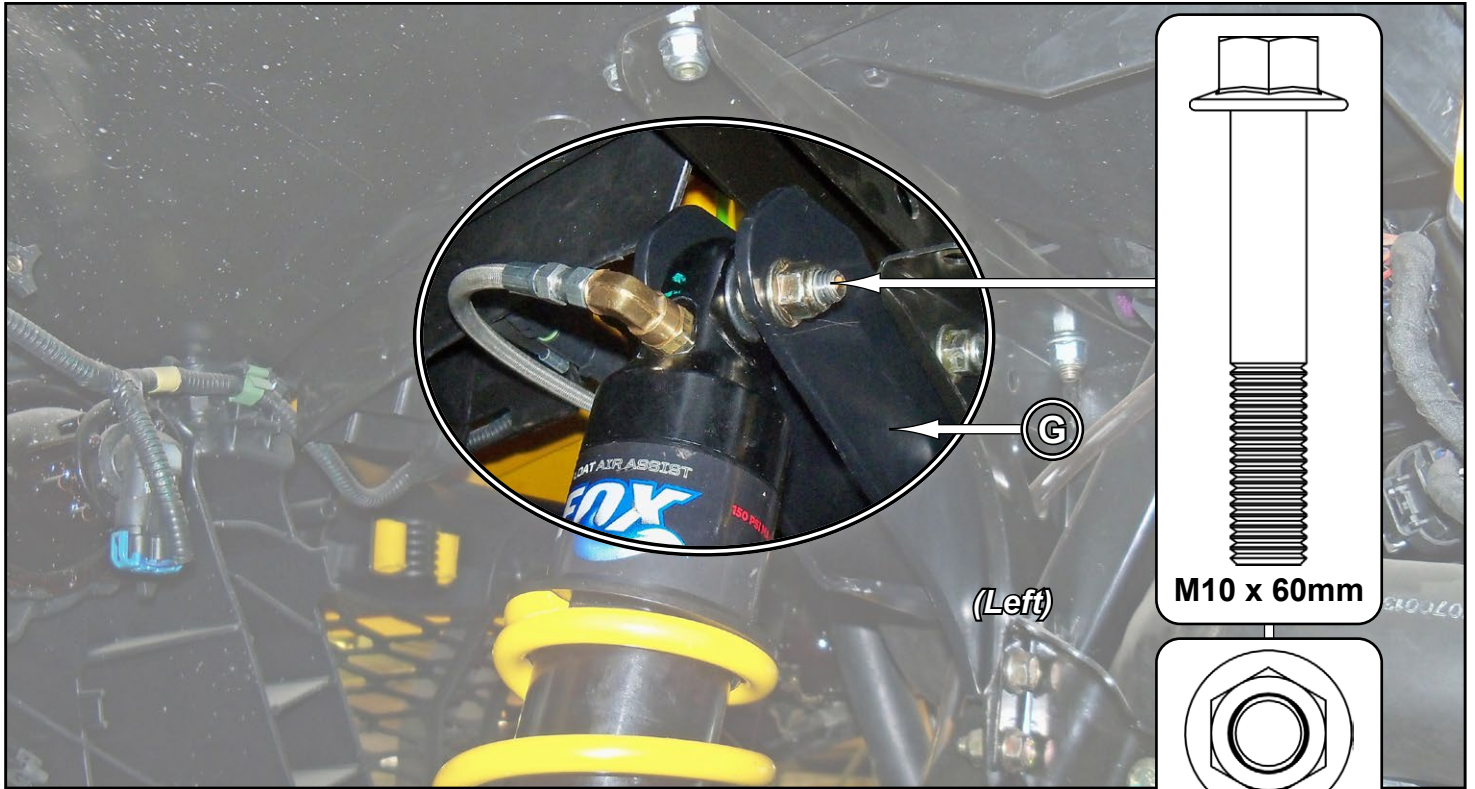
- Repeat steps for opposite.
- Install new Tie Rods (E) to Knuckles and Pitman Arm. See following page.

Tie Rod installation



Front Installation continued:

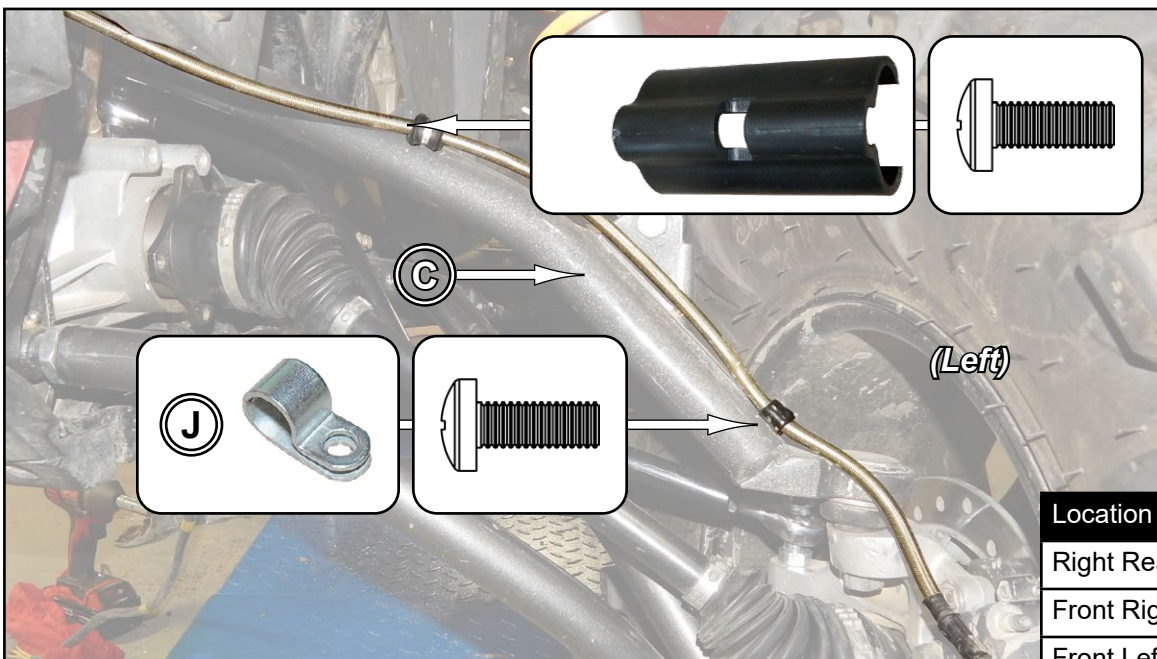
- Install Shocks to Front Shock Brackets (F)(G) with hardware shown. Secure to Upper A-Arms (A)(C) with stock hardware.



M10 x 60mm

M10 Nut

- 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.

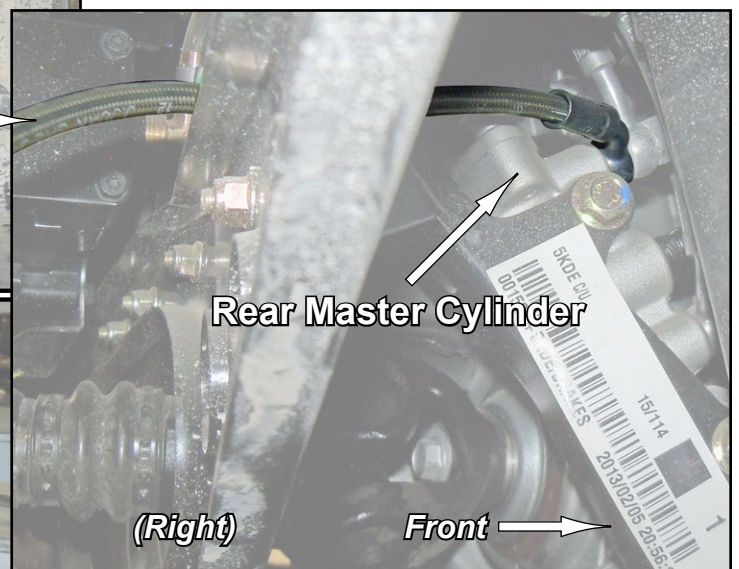
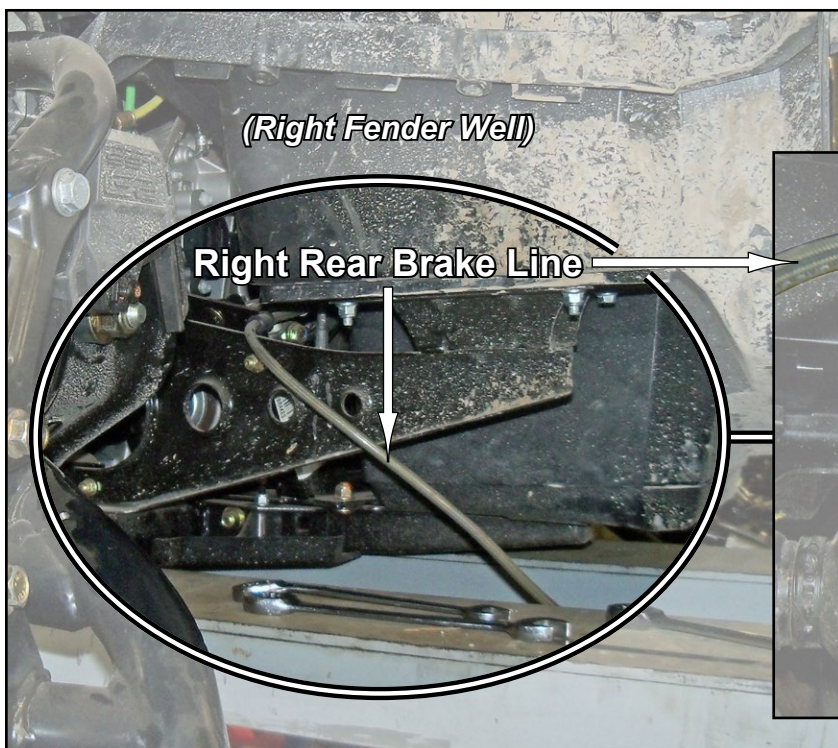
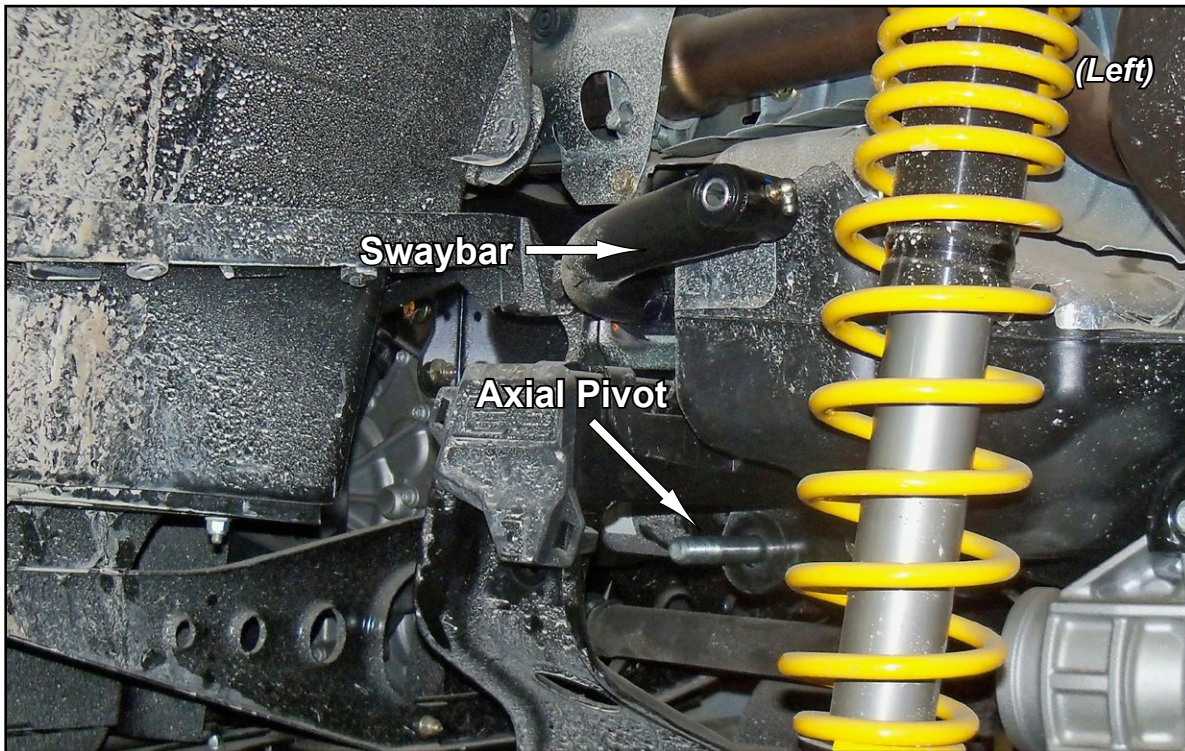


Location	Length (Approx)
Right Rear	43-5/16"
Front Right	30"
Front Left	40"

- Reinstall necessary components and tighten all hardware completely.

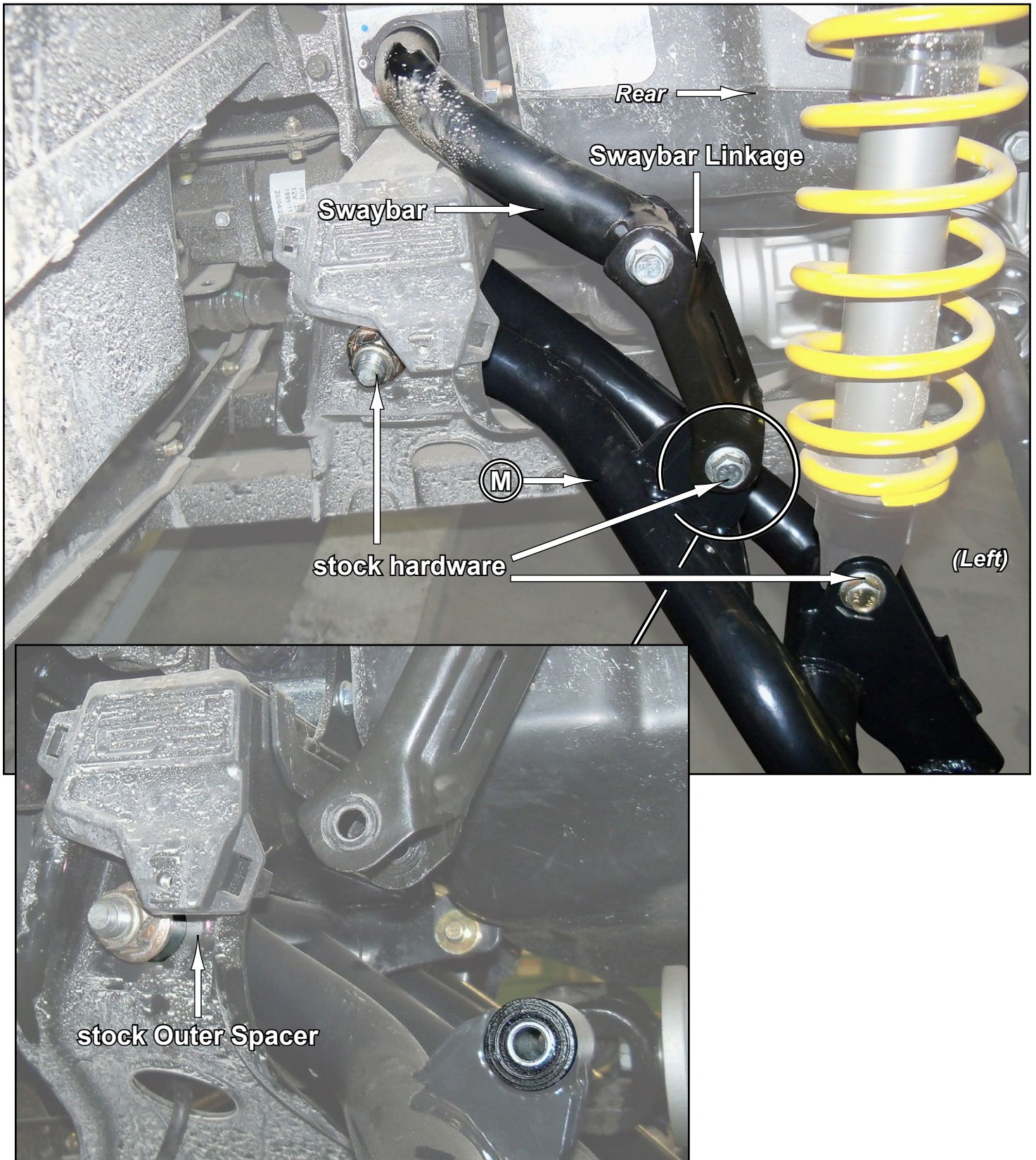
Rear Removal: *Keep all components removed from machine.*

- 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.*

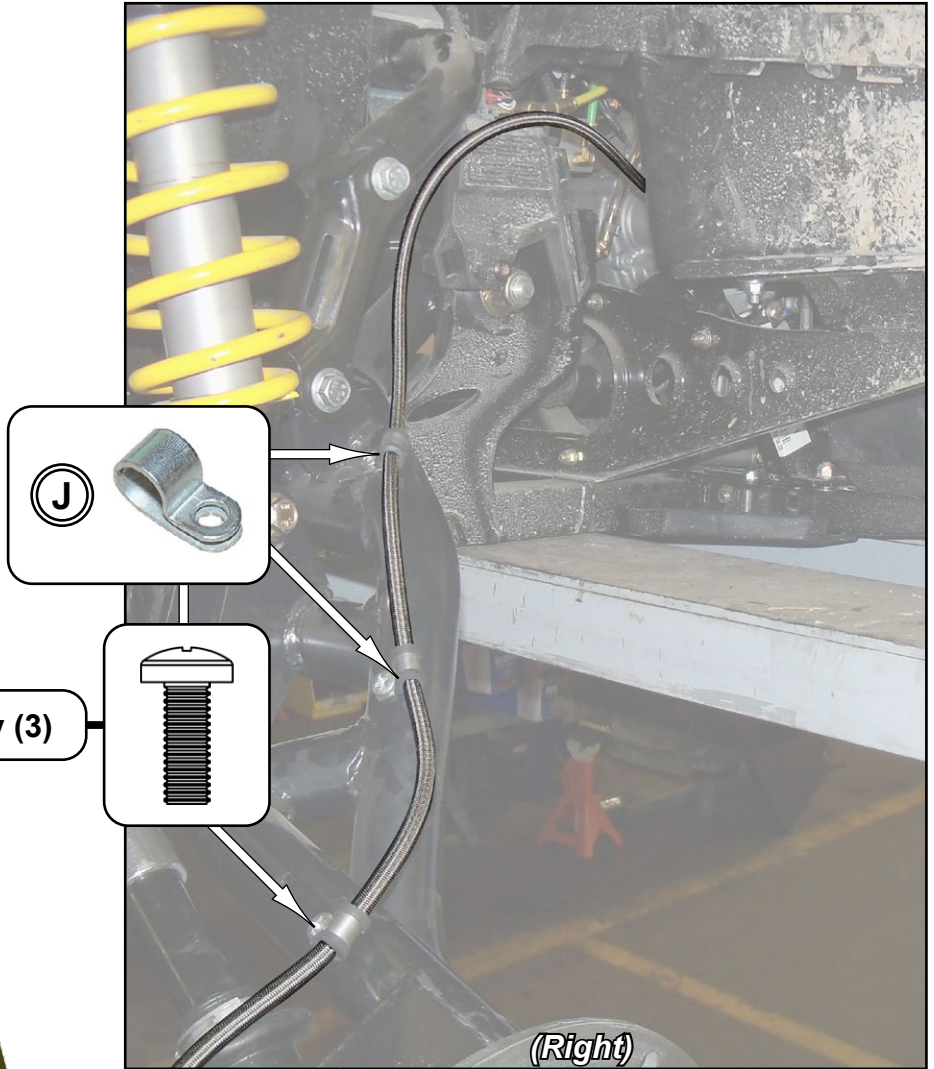
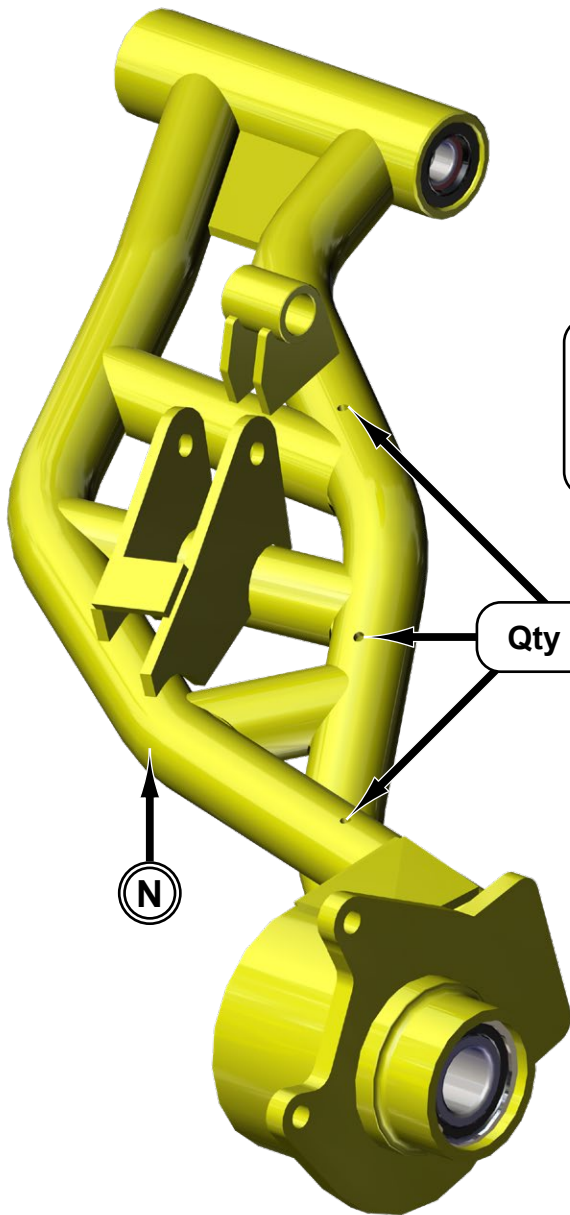
- Install new Axles.
- Install Swing Arms (M)(N) onto Axial Pivot and secure with stock hardware and Outer Spacers.
- Reinstall Sway Bar Linkages and Shocks to Swing Arms (M)(N) with stock hardware. SuperATV recommends using Loc-Tite on Nuts when installing.



- 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.

Location	Length (Approx)
Right Rear	43-5/16"
Front Right	30"
Front Left	40"

Rear Brake Lines have different style fittings at each end.



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

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**.

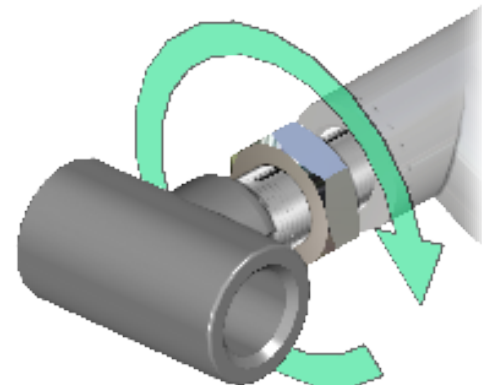
note: 2 full turns is 1°

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°



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