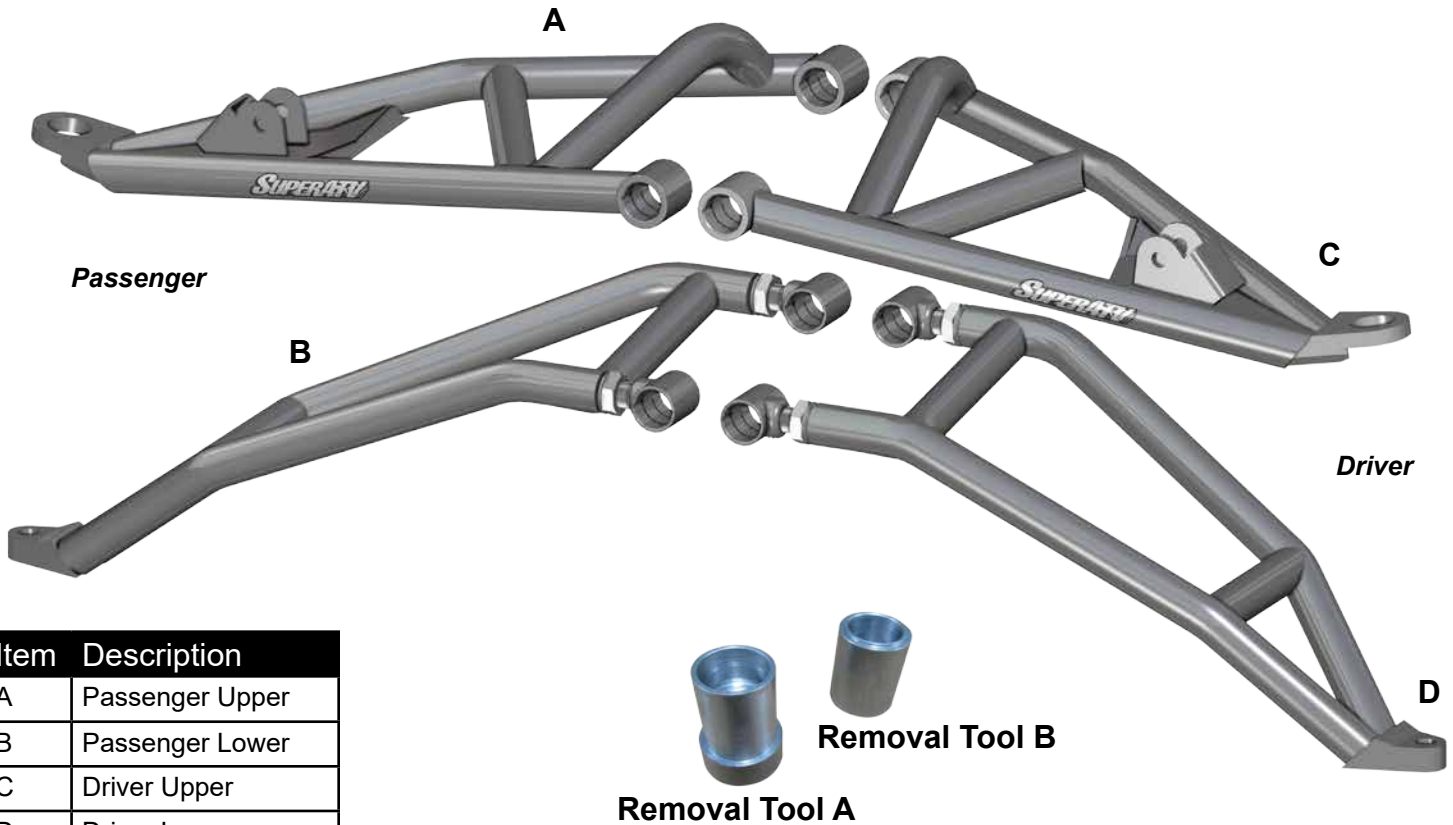


A Press or Ball Joint tool is required to remove and install Ball Joints.



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

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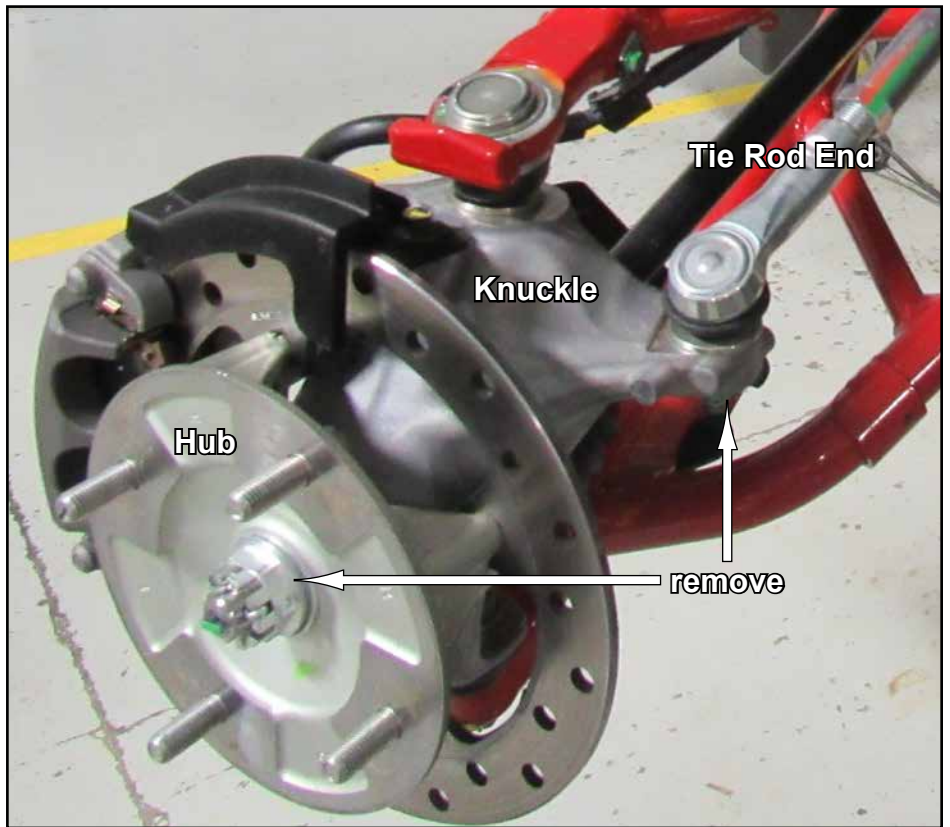
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Read instructions and view illustrations before beginning.

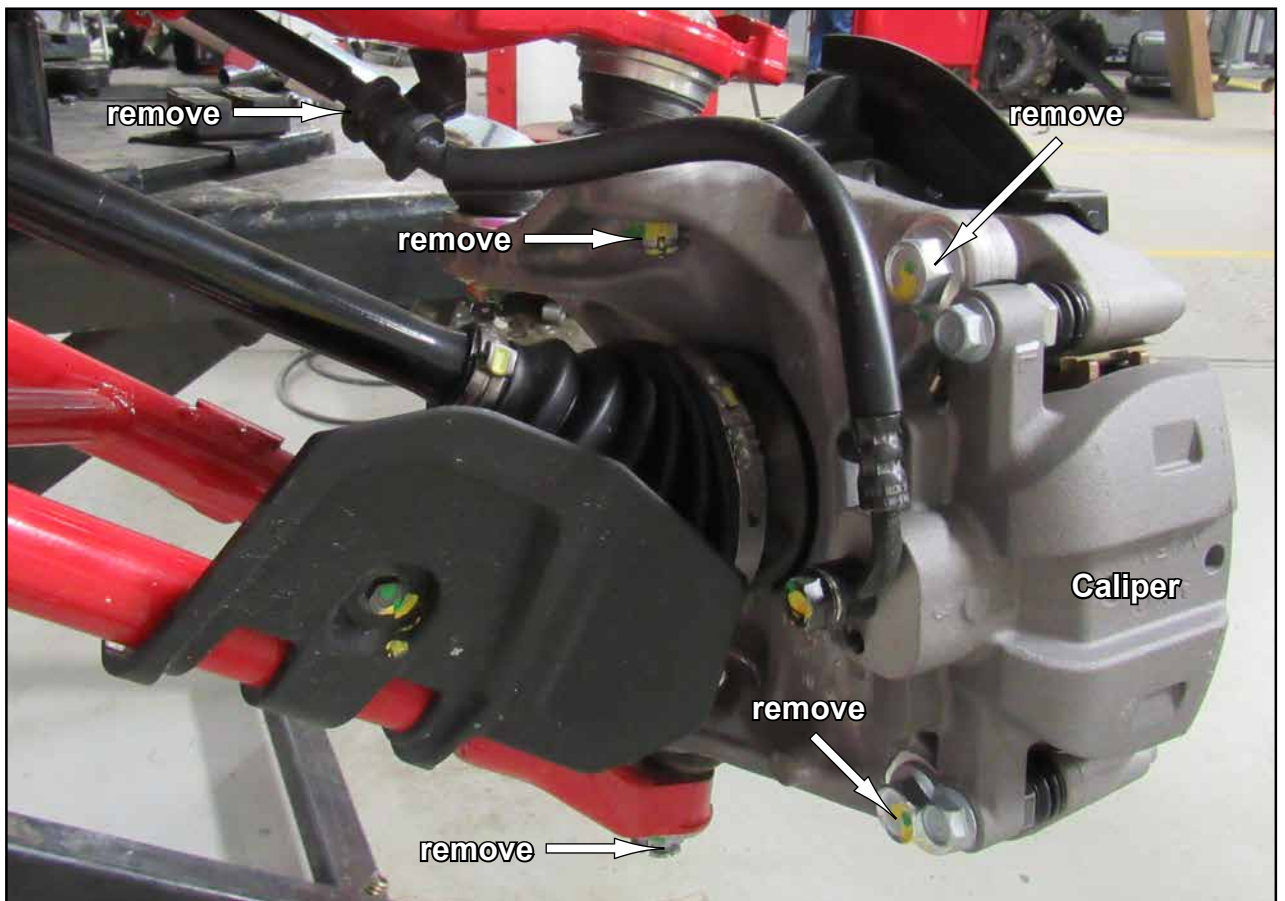


Remove A-Arms: keep all components removed from machine. Driver side shown.

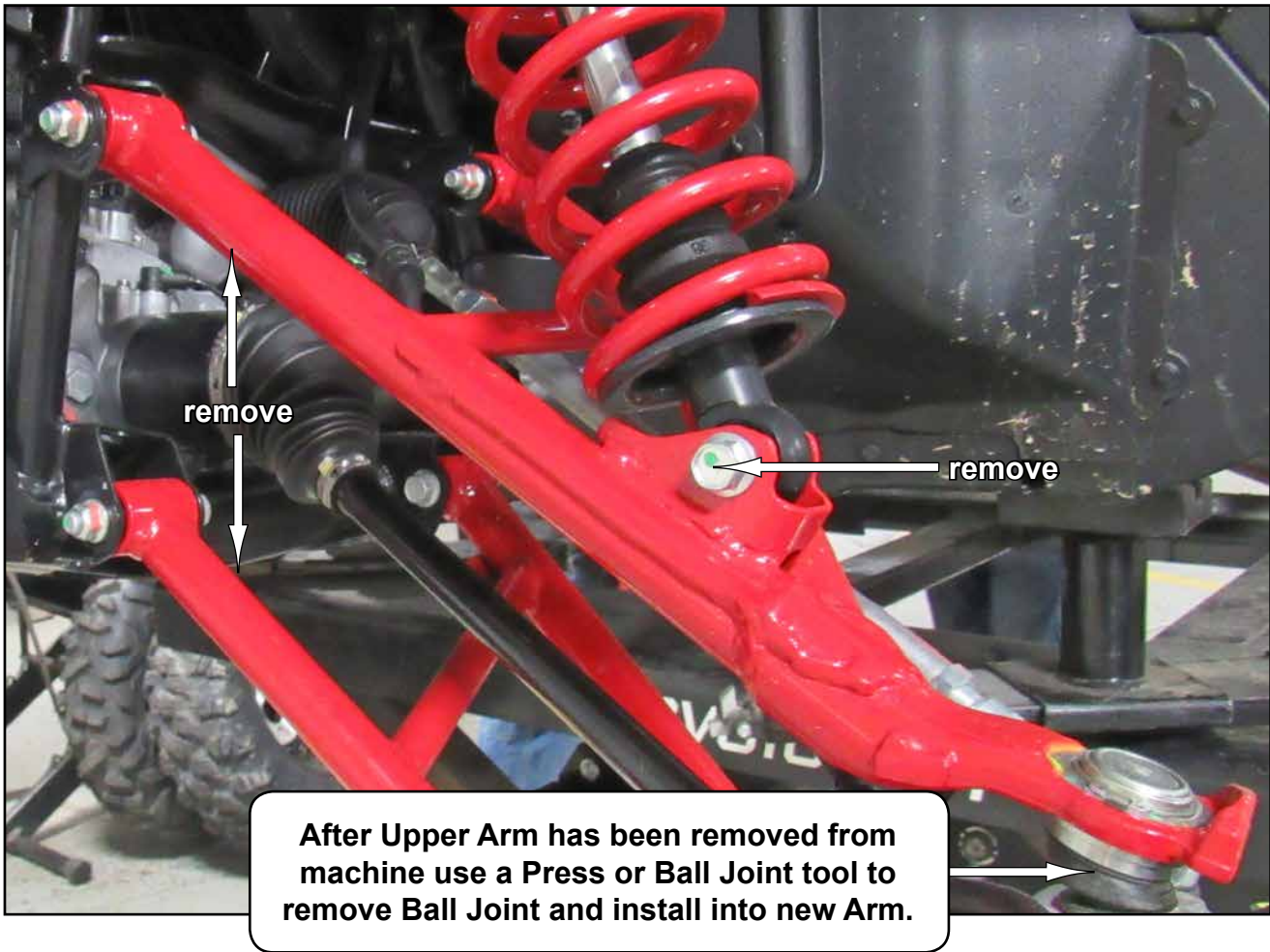
- Remove Tie Rod End from Knuckle.
- Remove Axle hardware and Hub.



- Unfasten and remove Brake Line from Upper A-Arm.
- Remove Caliper from Knuckle.
- Remove Upper and Lower Arm from Knuckle.



- Remove Shock from Upper Arm.
- Remove A-Arms from Frame.

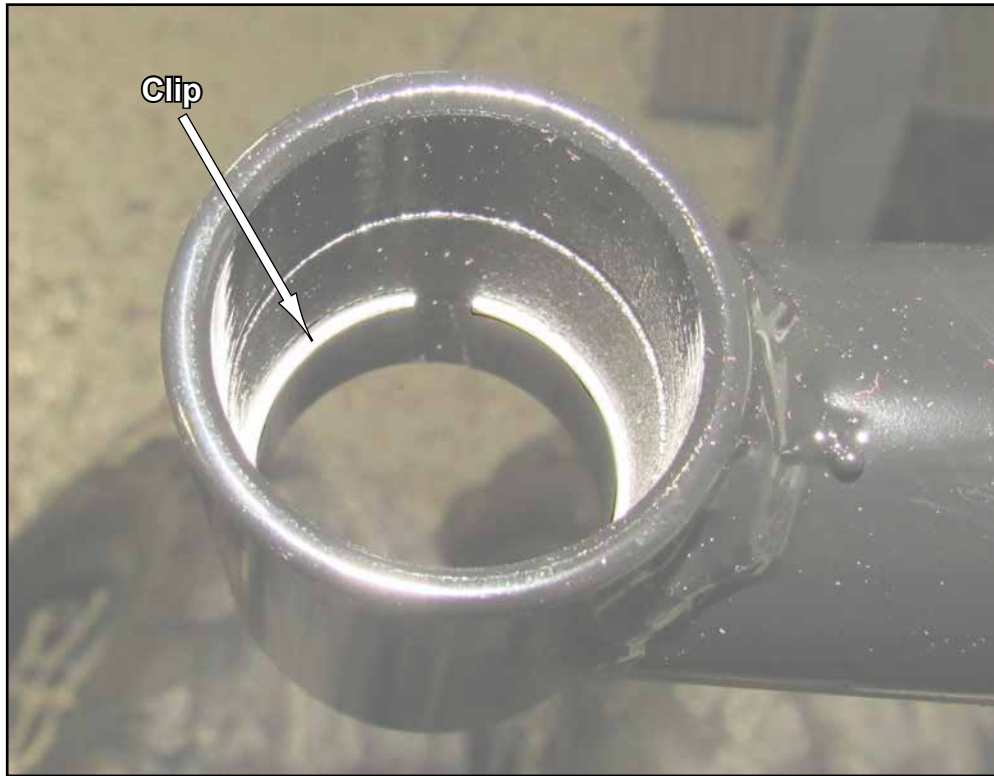


Repeat steps for Passenger Side.

Refer to "Talon Bushing Removal" and remove A-Arm Bushings.

Bushing installation:

- Install Clip into groove in A-Arm.



- Install Bushing into A-Arm.



Bushing installation continued:

- Install Removal Tool A into A-Arm.



- Use a vice to push Bushing into place.

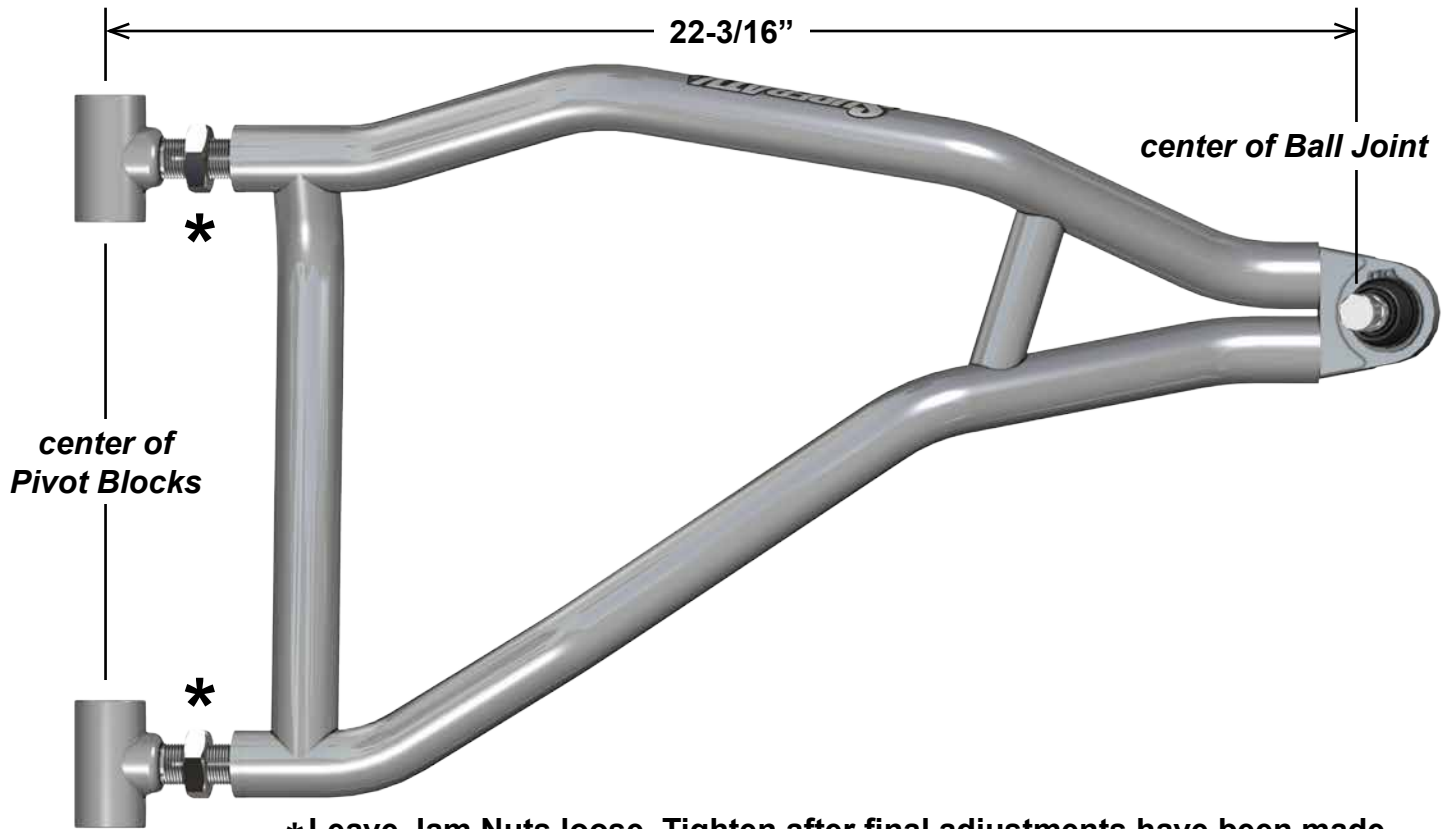


- Turn A-Arm over and install opposite Clip into groove.



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.



Install A-Arms: *do not tighten hardware completely unless noted.*

- Install Passenger Lower (B) to Frame with stock hardware. ***Loosely install Nuts.***



- Install Passenger Upper (A) to Frame with stock hardware. SuperATV recommends using Loc-Tite on Nuts. Tighten hardware completely.

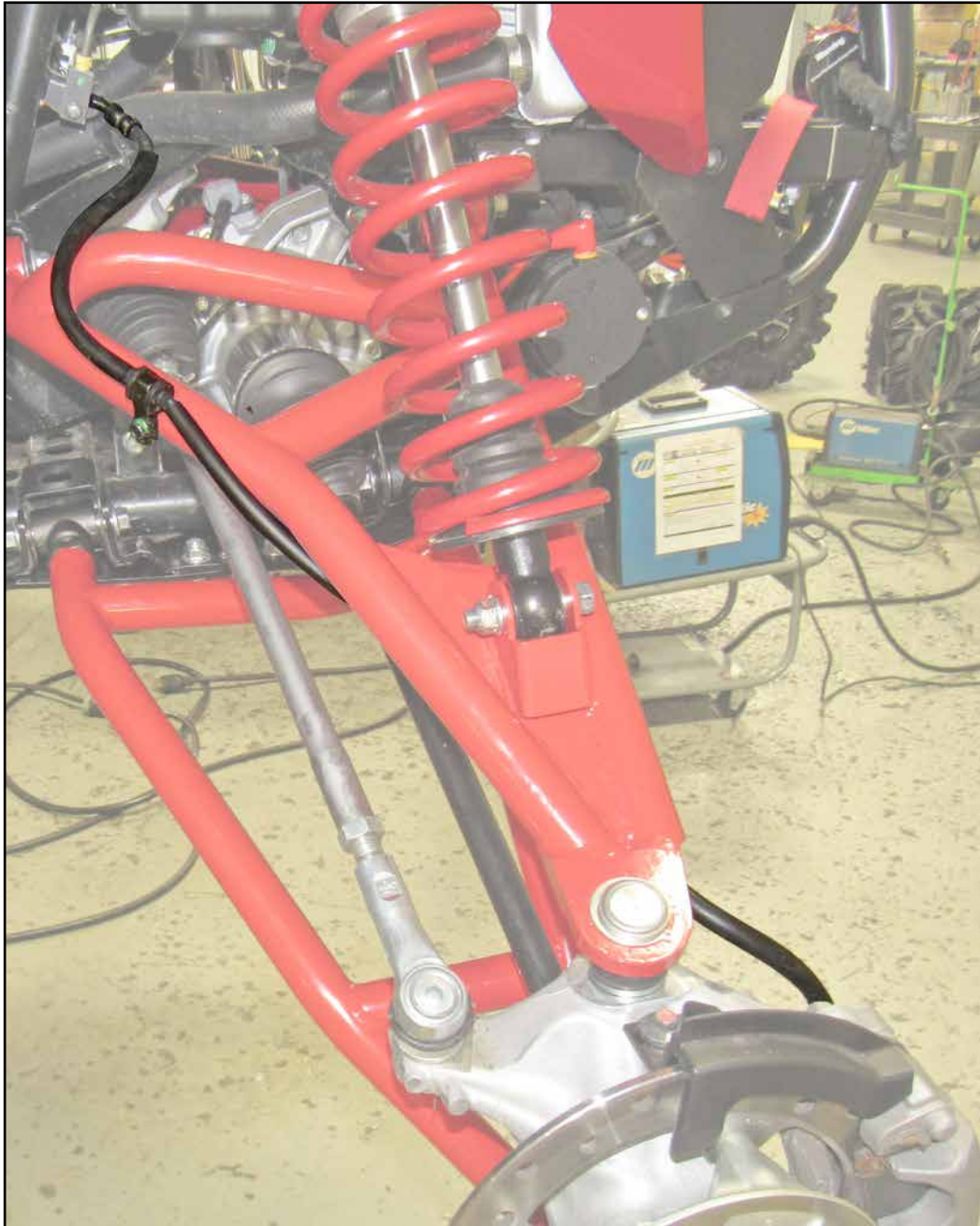
- Install Knuckle to A-Arms with stock hardware.
- Secure Tie Rod End to Knuckle with stock hardware.



- Secure Shock to Upper A-Arm with stock hardware.
- Reinstall Hub and secure Axle.
- Reinstall Caliper to Knuckle.



- Secure Brake Line to Upper A-Arm with stock hardware as shown.



Repeat steps for opposite side.

- Reinstall Tires and check Camber settings; see last page.
- Completely tighten previously installed Nuts. SuperATV recommends using Loc-Tite on Nuts.



Removal Tool A



Removal Tool B

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Thank You

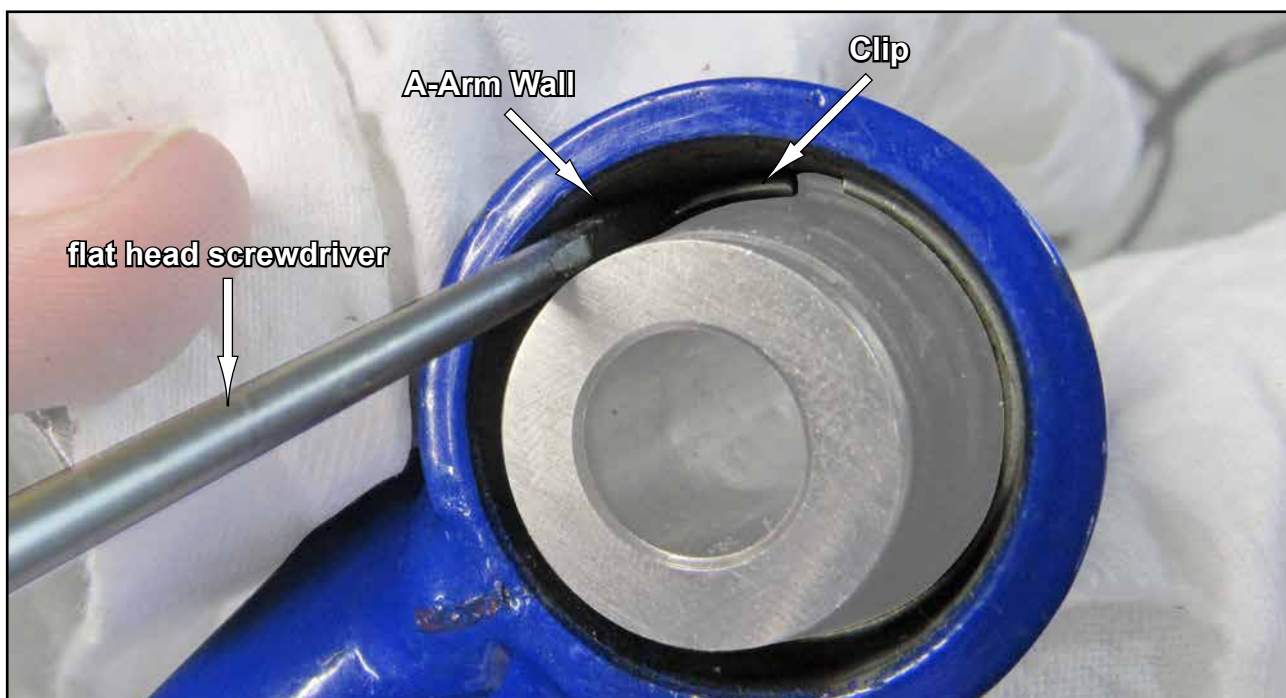
For Choosing



- Insert Removal Tool B into A-Arm as shown. *Removal Tool B will always install to opposite side of Clip being removed.*
- Place components into a Vice.
- Apply a minimum amount of Vice pressure; Bushing should move slightly.
- DO NOT USE EXCESSIVE PRESSURE.

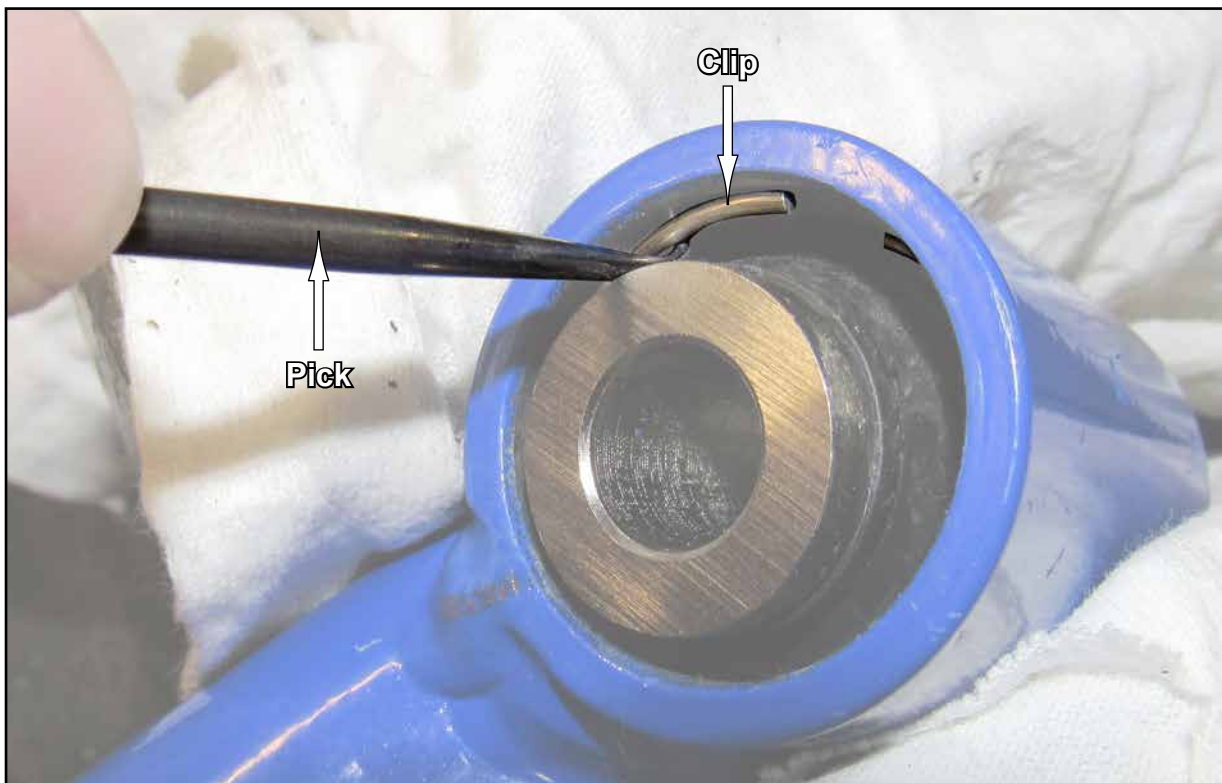


- Remove from Vice and insert a small flat head screwdriver between A-Arm Wall and Clip.



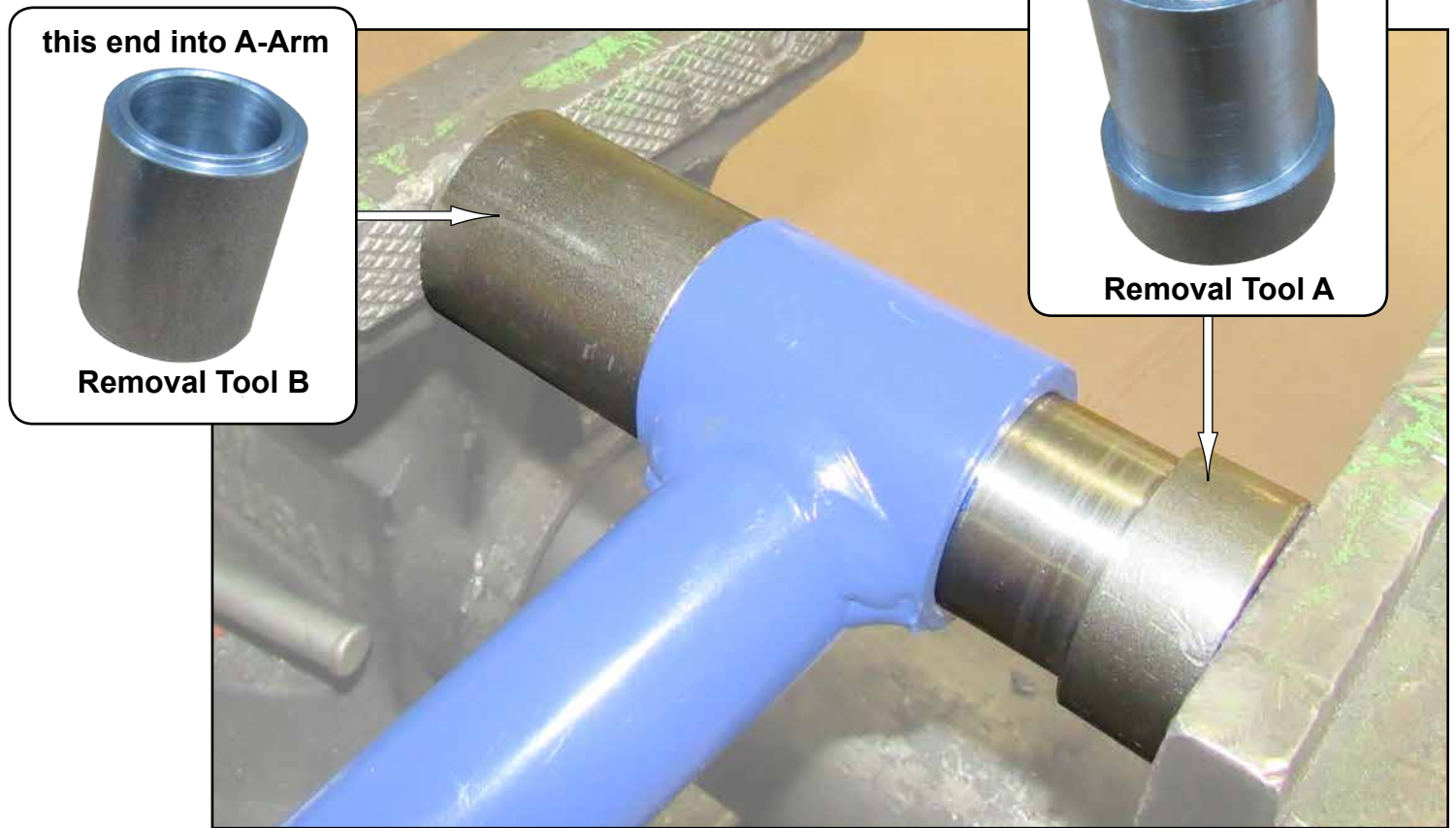


- Insert Pick under Clip and pull Clip out.



- Return to page 2 and repeat steps for opposite Clip.

- After both Clips have been removed, insert Removal Tools into A-Arm and Vice as shown.
- Apply Vice pressure and press Bushing out.



- Repeat steps for remaining Clips and Bushings.

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°

