

INSTALLATION INSTRUCTIONS
Forward Offset Front High Clearance A-Arms:
for Polaris General[®] XP 1000

Item	Description	Item	Description
A	Upper Right	C	Upper Left
B	Lower Right	D	Lower Left

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



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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.

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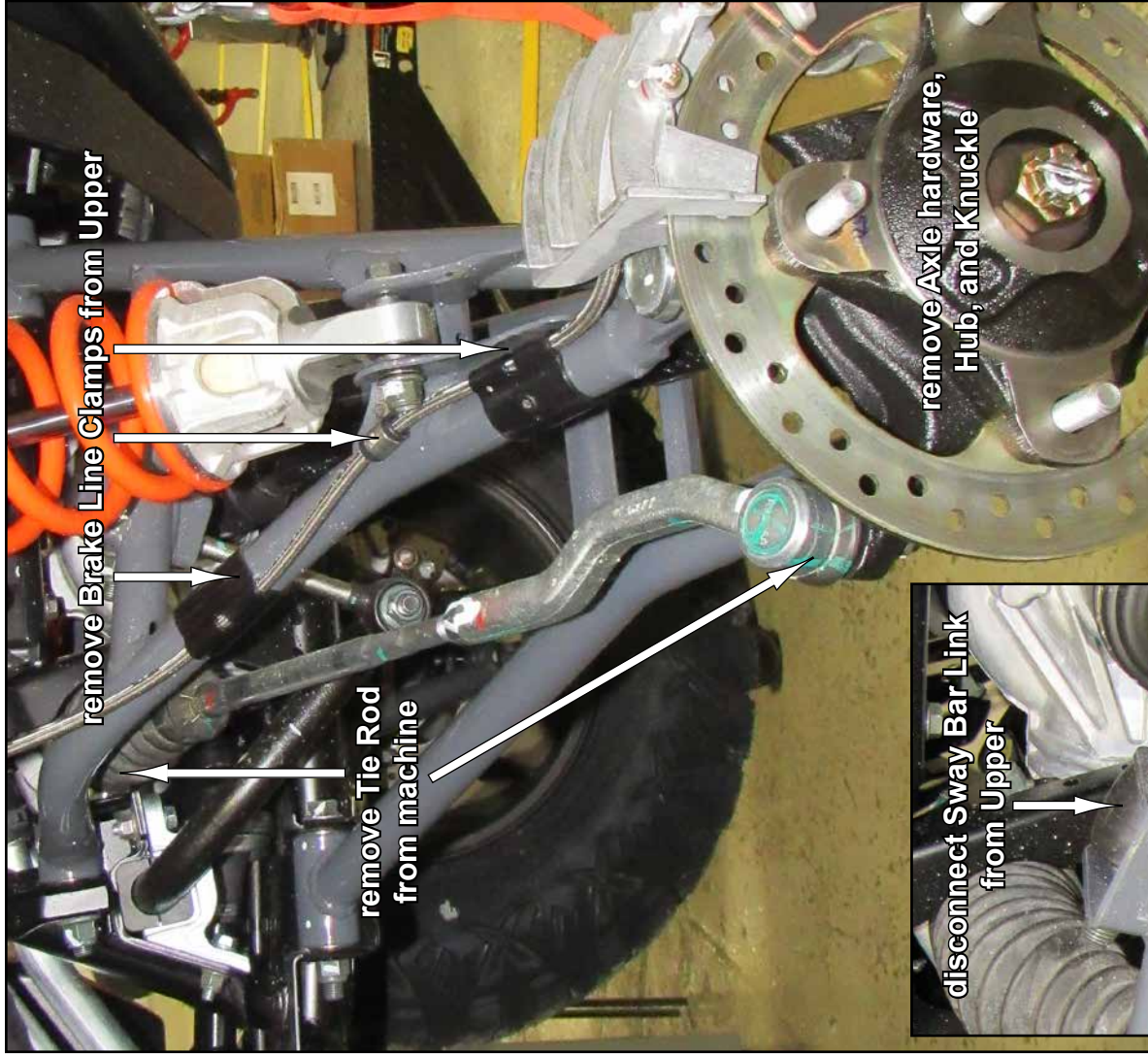
8:00am - 8:00pm EST M-Th
 8:00am - 7:00pm EST Friday
 9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

*Thank You
 For Choosing*

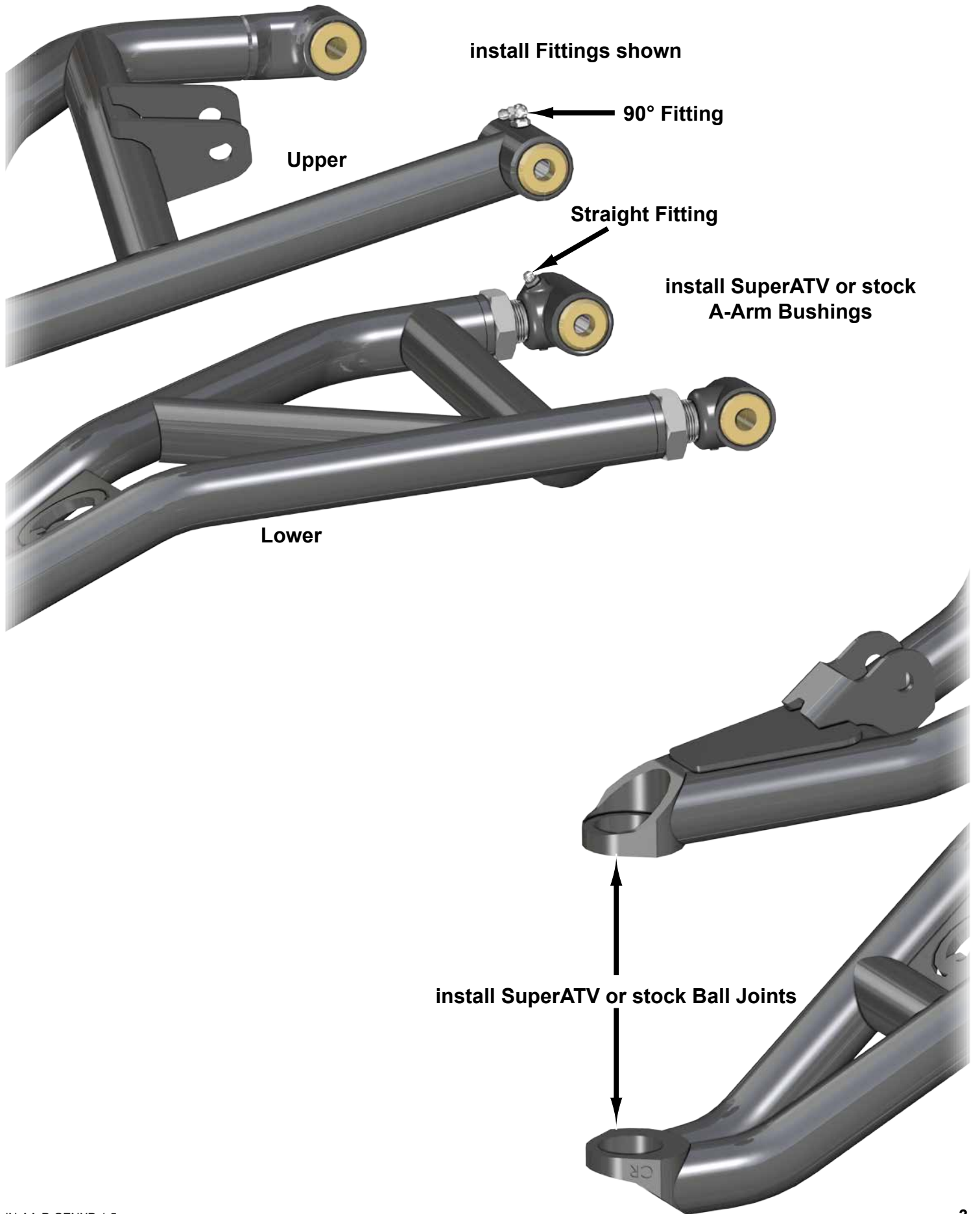


Keep all components removed from machine



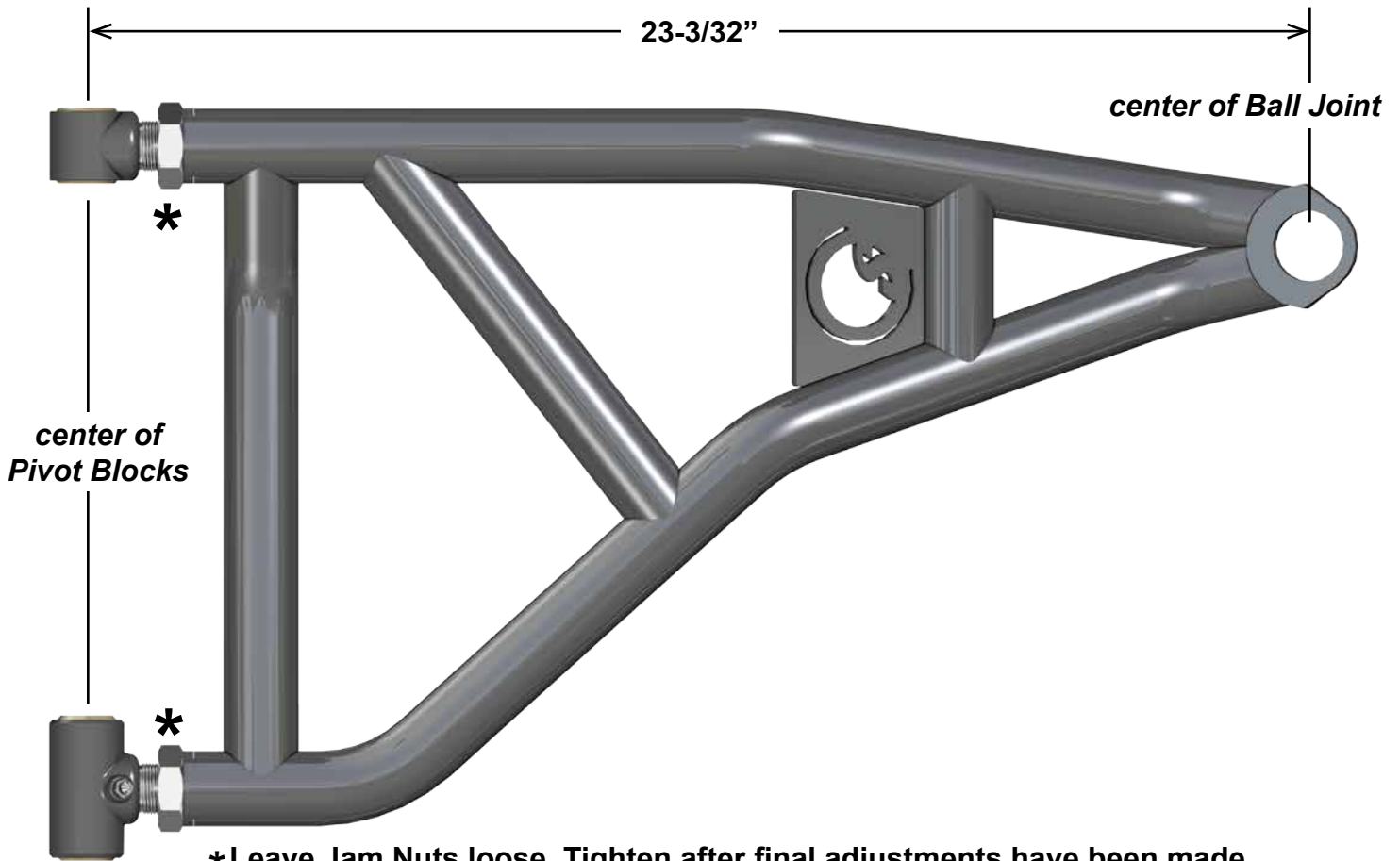
- remove Arms from Frame
- repeat for opposite side

A-Arms Prep:



PIVOT BLOCK SETTINGS

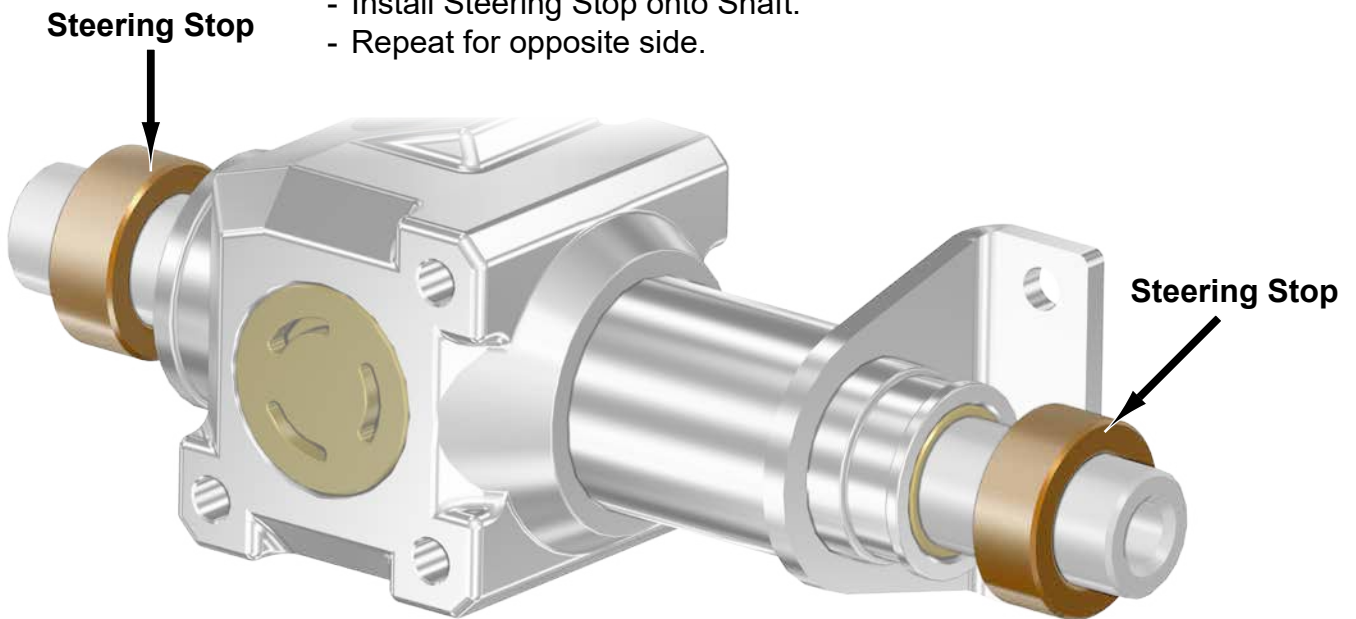
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



install Steering Stops

Rack and Pinion shown off machine for clarity only

- Install Steering Stop onto Shaft.
- Repeat for opposite side.



install Tie Rods

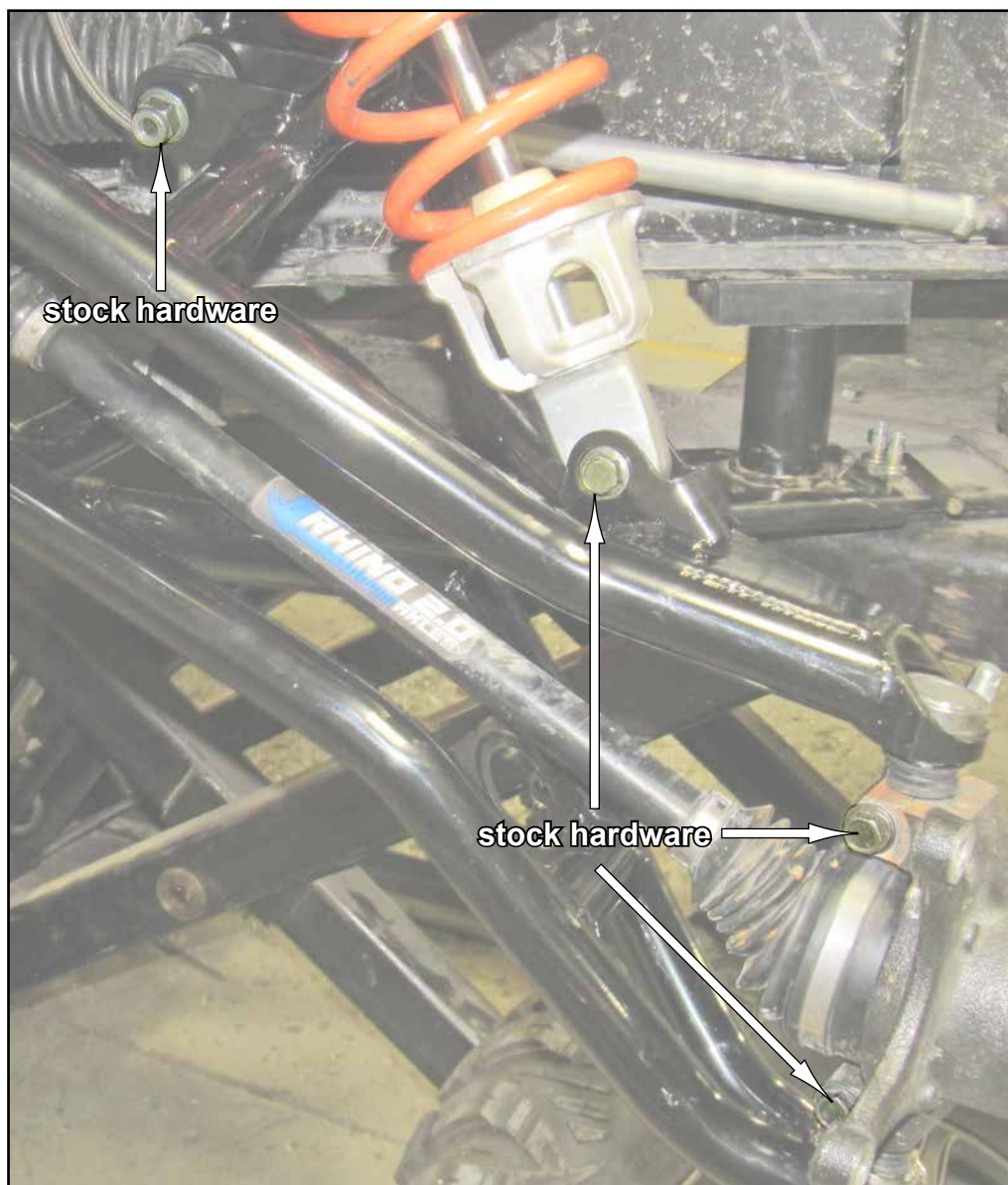
(driver side installation shown)

- Install Lower Left (D) to Frame with stock hardware; **keep Nuts loose until all final adjustments have been completed.**
- Install Upper Left (C) to Frame with stock hardware; SuperATV recommends using Loc-Tite on Nuts.



- Repeat for opposite side.

- Install Sway Bar Links to Upper A-Arms with stock hardware.
- Install Shocks to Upper A-Arms with stock hardware.
- Install Knuckles to Arms with stock hardware; **keep Lower Nuts loose until all final adjustments have been completed.**

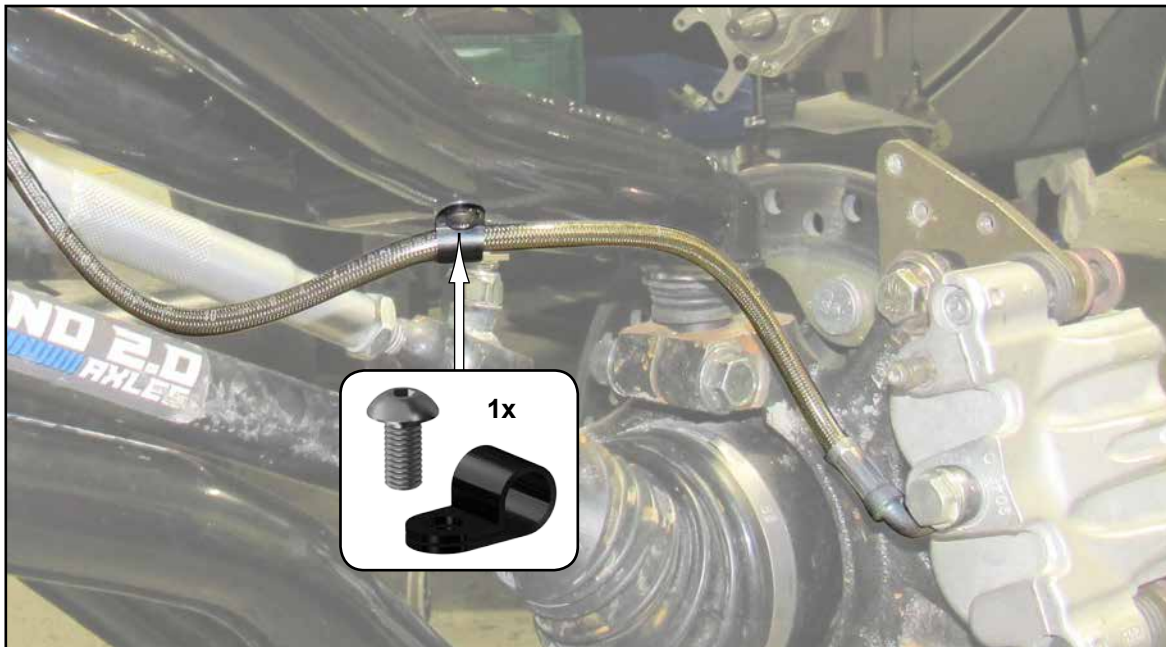
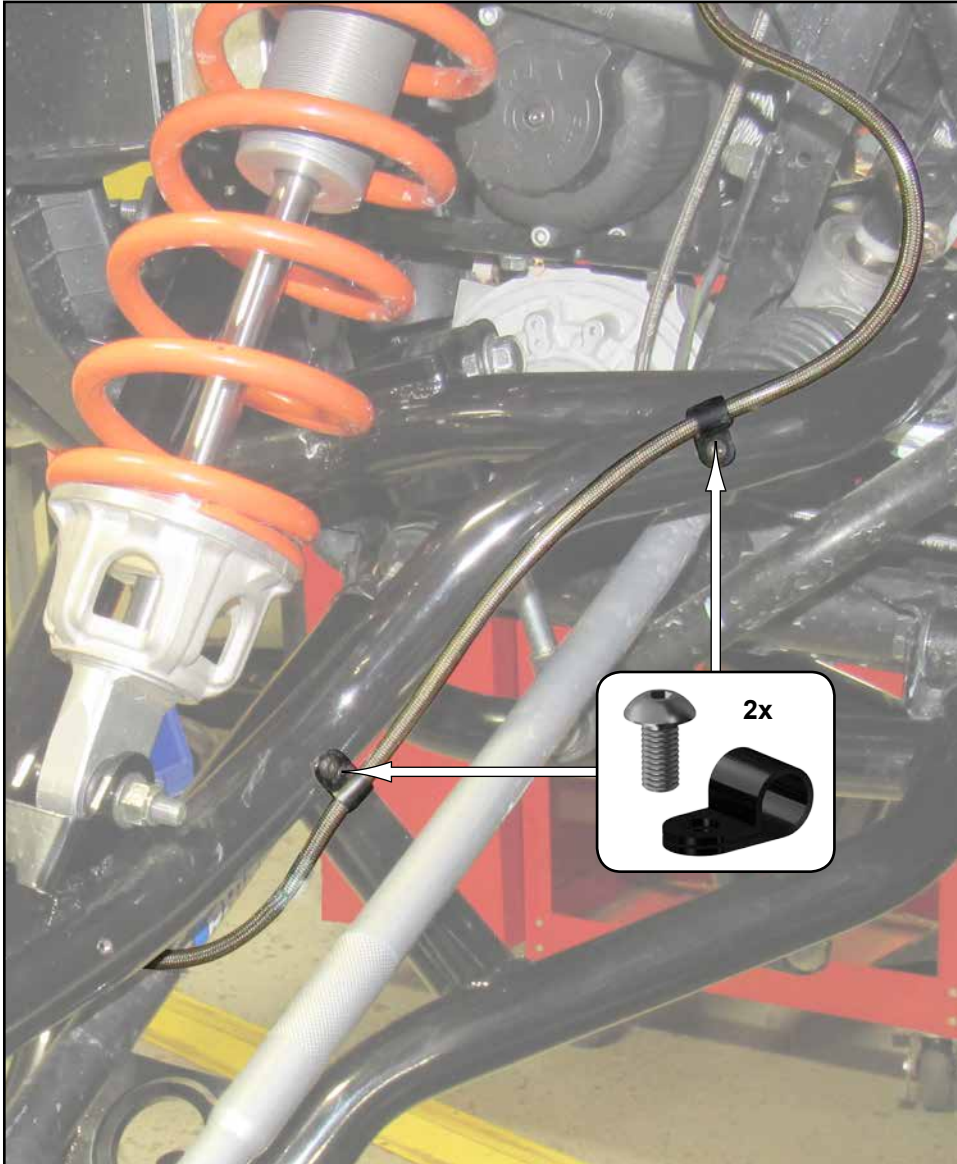


- Install Hub and Tie Rod Ends.



- Reinstall Tires and check Camber settings; see last page.
- Tighten Nuts completely. SuperATV recommends using Loc-Tite on Nuts.

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



INSTALLATION INSTRUCTIONS
Swaged Straight Heavy Duty Tie Rod Kit



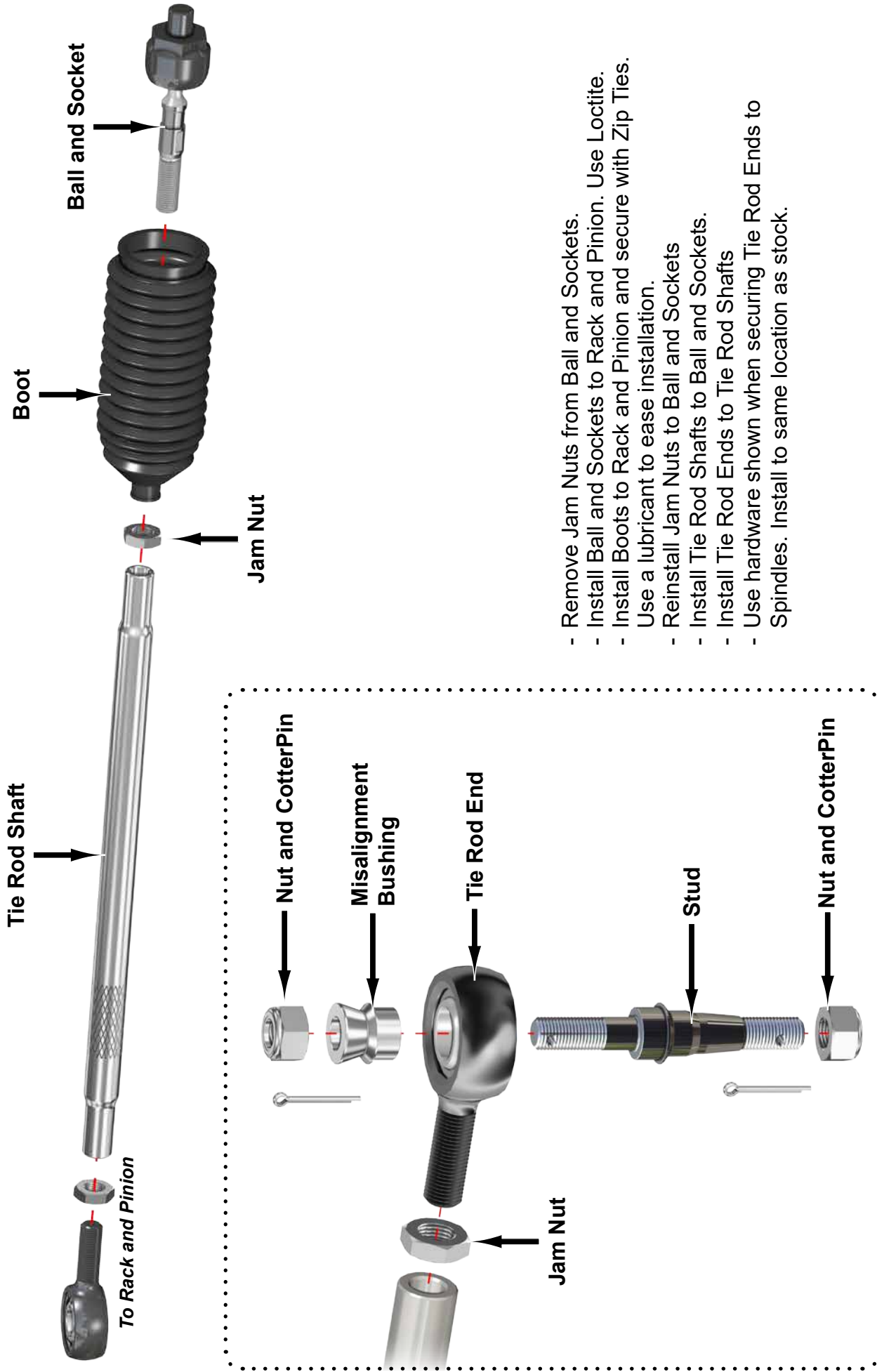
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- Remove Jam Nuts from Ball and Sockets.
- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Boots to Rack and Pinion and secure with Zip Ties. Use a lubricant to ease installation.
- Reinstall Jam Nuts to Ball and Sockets
- Install Tie Rod Shafts to Ball and Sockets.
- Install Tie Rod Ends to Tie Rod Shafts
- Use hardware shown when securing Tie Rod Ends to Spindles. Install to same location as stock.

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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°

