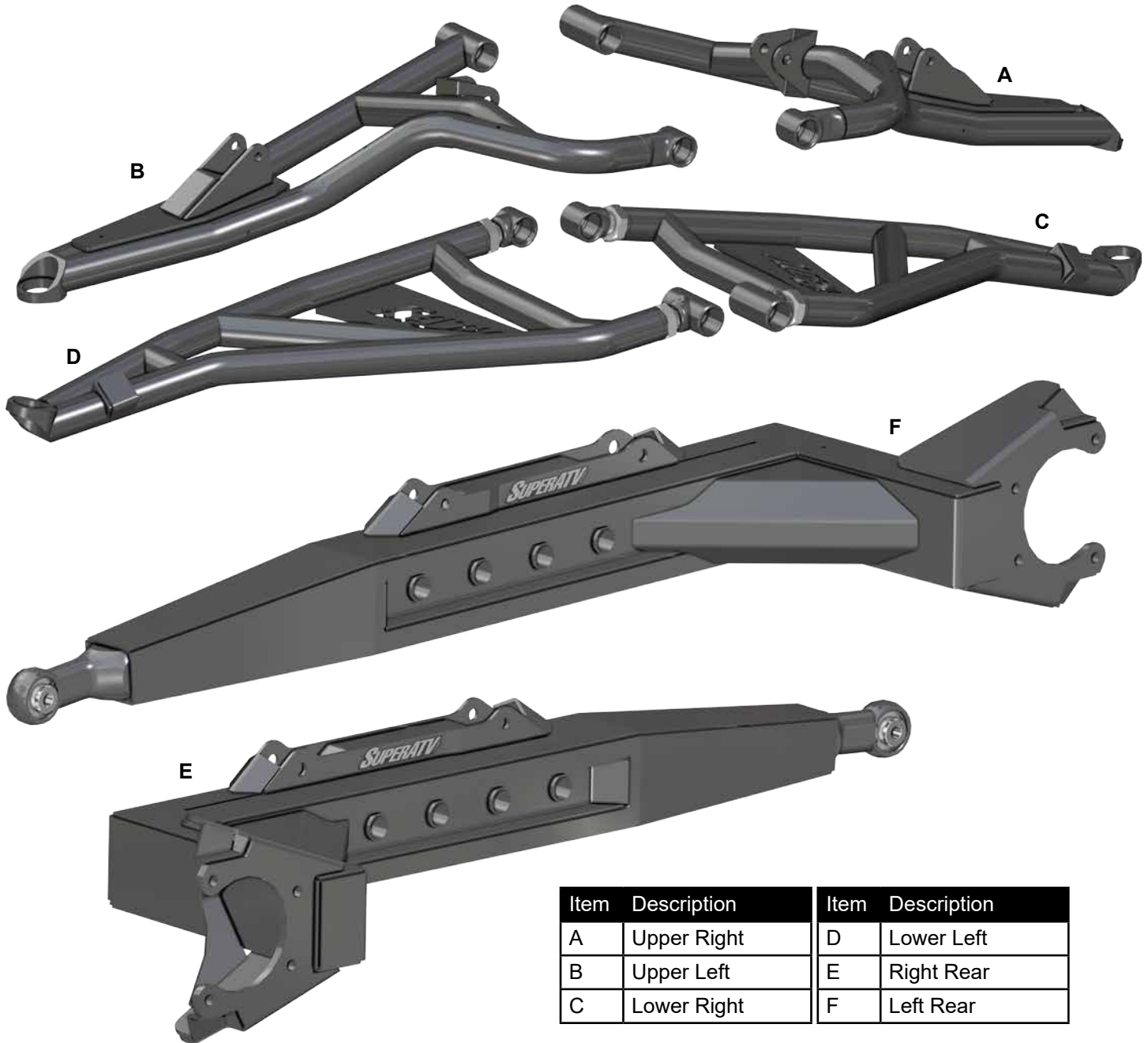


- Do not discard packaging until product has been successfully installed.
- A Press or Ball Joint tool is required to remove and install Ball Joints.



Item	Description	Item	Description
A	Upper Right	D	Lower Left
B	Upper Left	E	Right Rear
C	Lower Right	F	Left Rear

(Kit Contents continue on following pages)

Need help with your installation?

 sales@superatv.com
 www.superatv.com

 1-855-743-3427
  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.

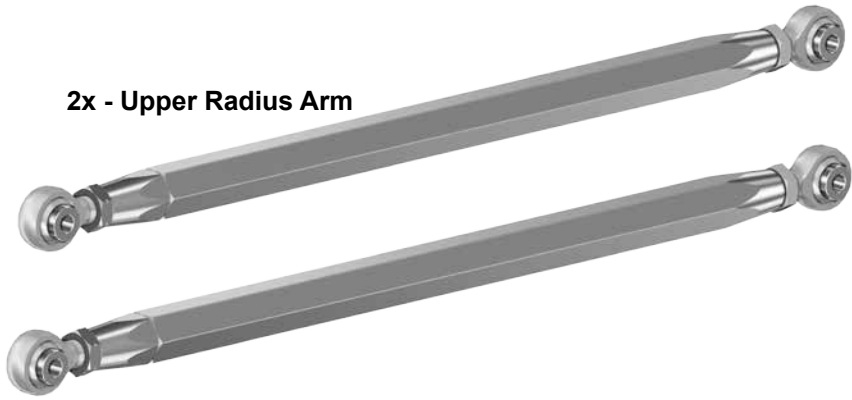
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(Kit Contents continued)



Brace

2x - Upper Radius Arm



2x - Lower Radius Arm

Front and Rear Axle Kit

Tie Rod Kit



61-7/8"

Right Front Brakeline



42-1/2"

Left Front Brakeline



SuperATV strongly recommends using a Spring Compressor, not included, when removing and installing Springs.

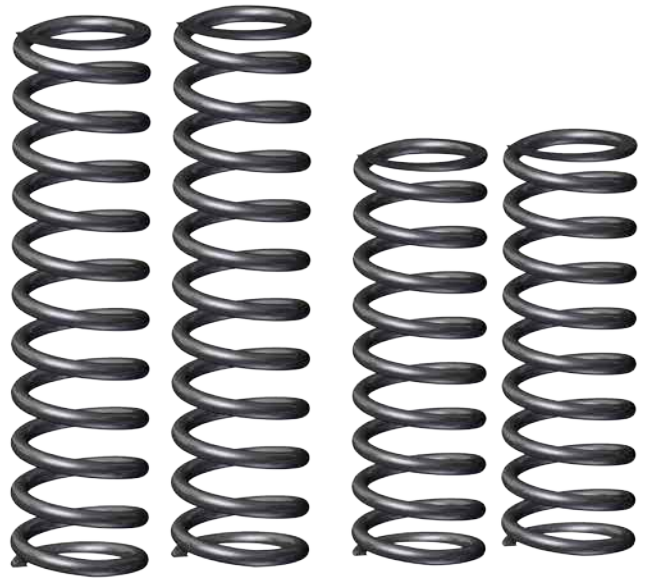
(Kit Contents continued)

Crossover Nuts



Crossover Nuts are marked for which Shock they are intended for.

Rear Springs



- Upper are labeled: 120-30 0250
- Lower are labeled: 160-30 0350

Front Springs



- Upper are labeled: 080-30 0300
- Lower are labeled: 120-30 0700

Liability Statement

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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.

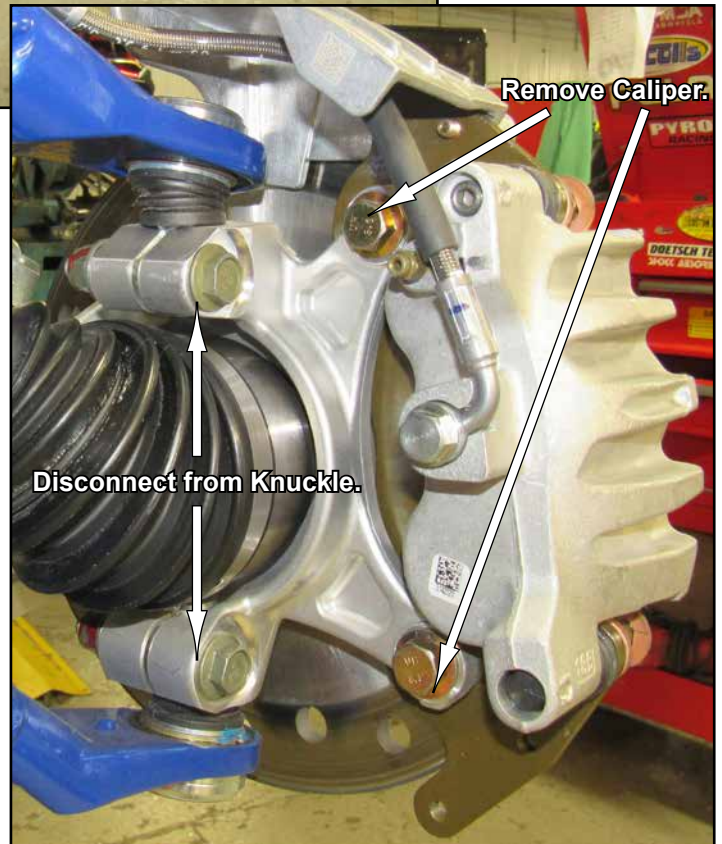
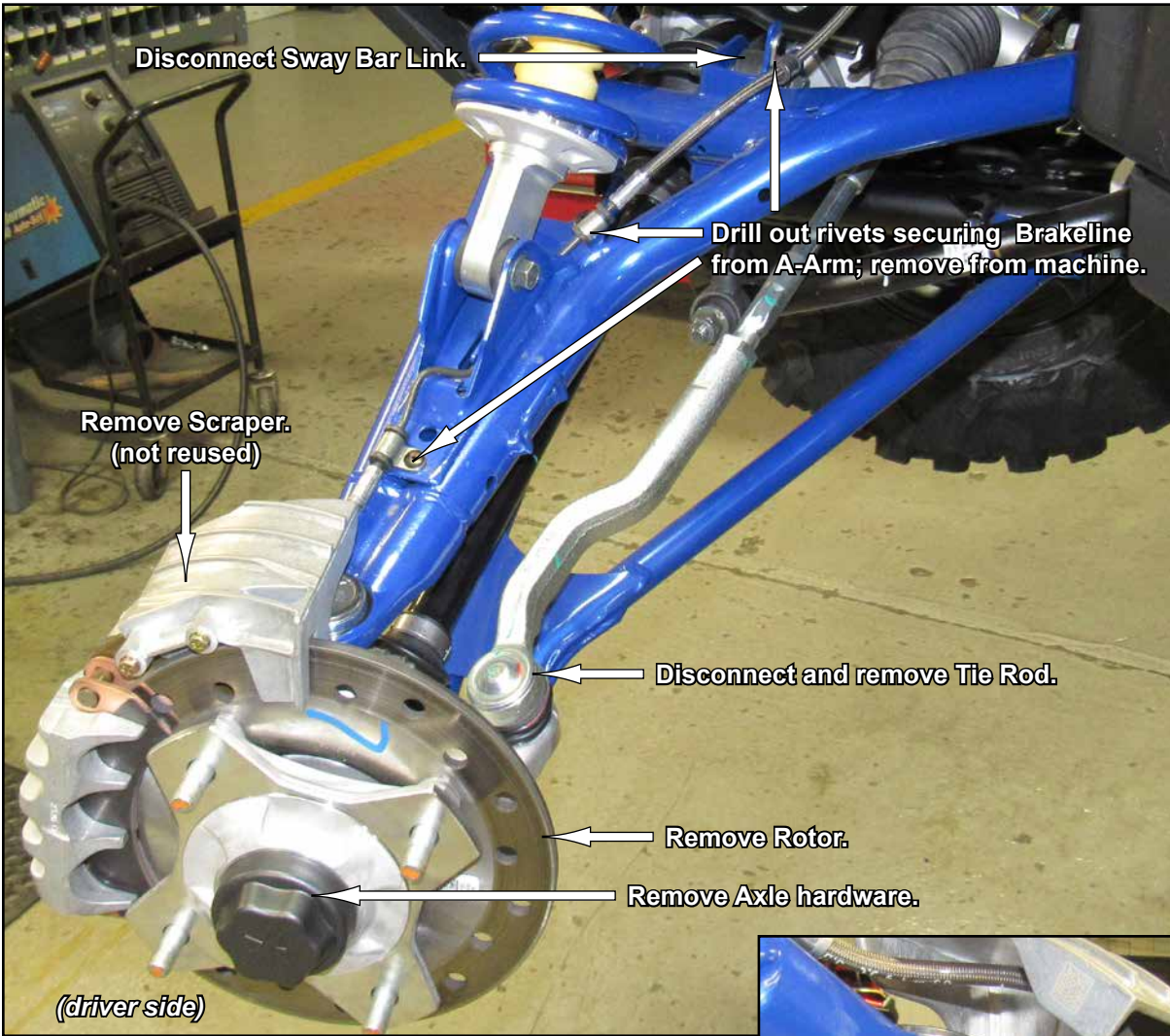
By purchasing and installing SuperATV® products, user agrees that should damages occur, SuperATV® will not be held responsible for loss of time, use, labor fees, replacement parts, or freight charges. SuperATV®, nor any 3rd party, will not be held responsible for any direct, indirect, incidental, special, 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.

Installing, adding, modifying, or fabricating any factory or aftermarket product to your ATV/UTV may violate certain local, state, and federal laws. Be advised that laws vary depending on town, city, county, state, etc. Use of certain products on public streets, roads, or highways may be in violation law. The Buyer is solely and exclusively legally and personally responsible for any violation of the law by the installation or use of the product. You must abide by all local, state, and federal laws, including but not limited to vehicle safety, traffic laws, and ordinances. It is your responsibility to know the laws and how they apply to you.

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.

Front removal

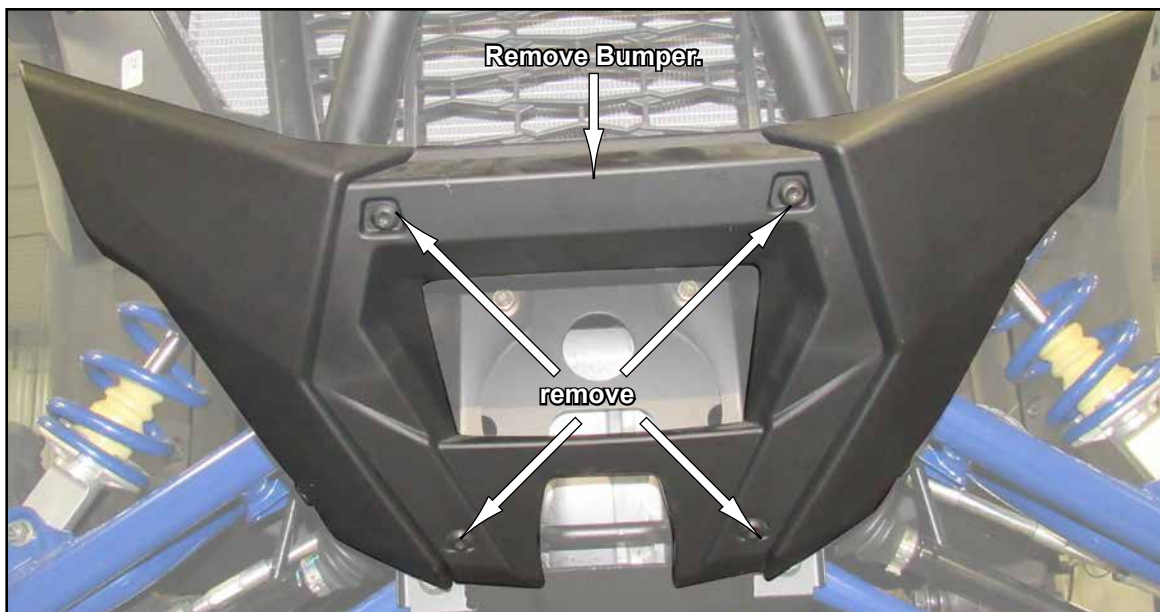


Front removal continued



- Remove Shock from machine.
- Repeat for opposite side.

Front removal continued

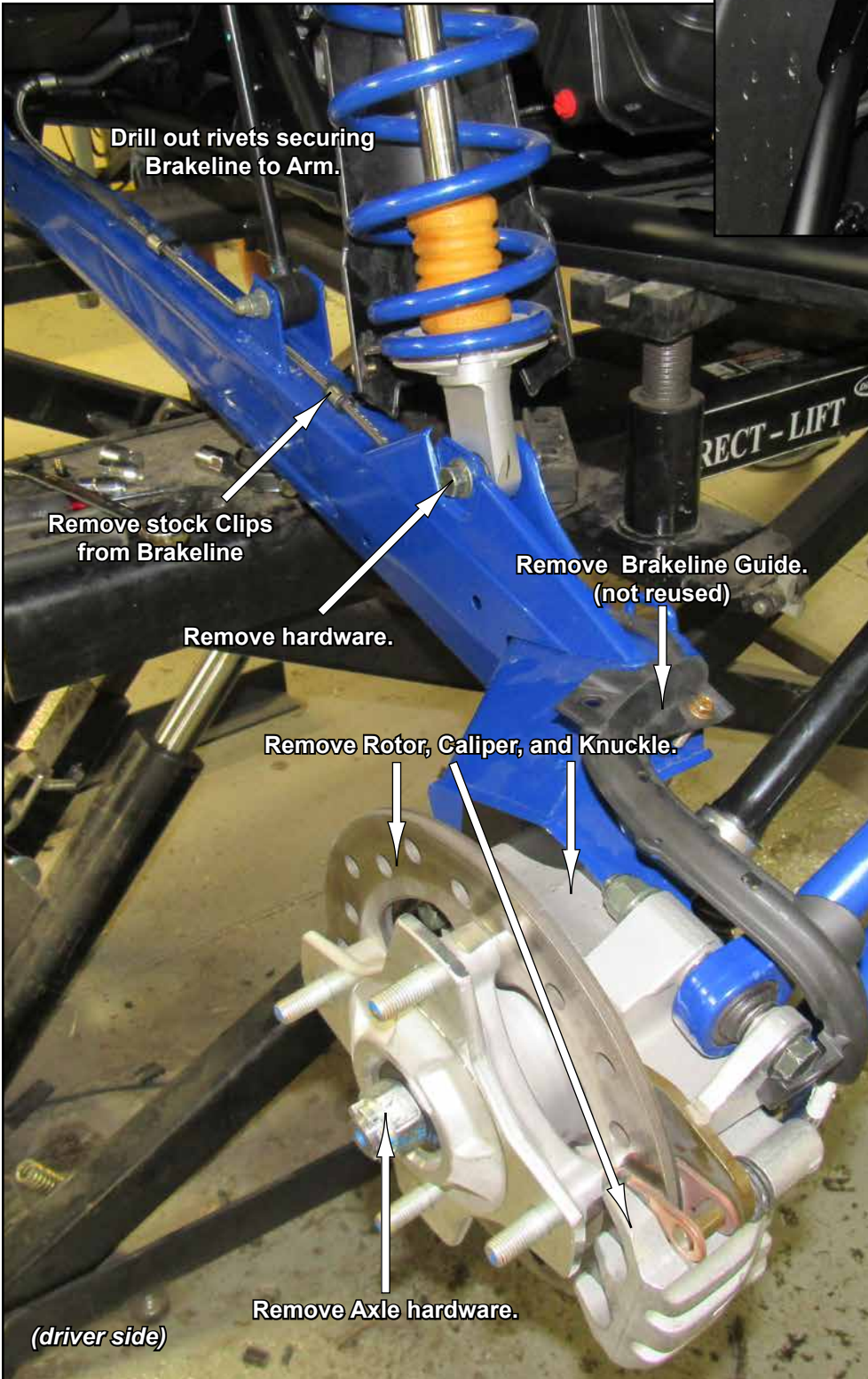


- remove Axles

Rear removal

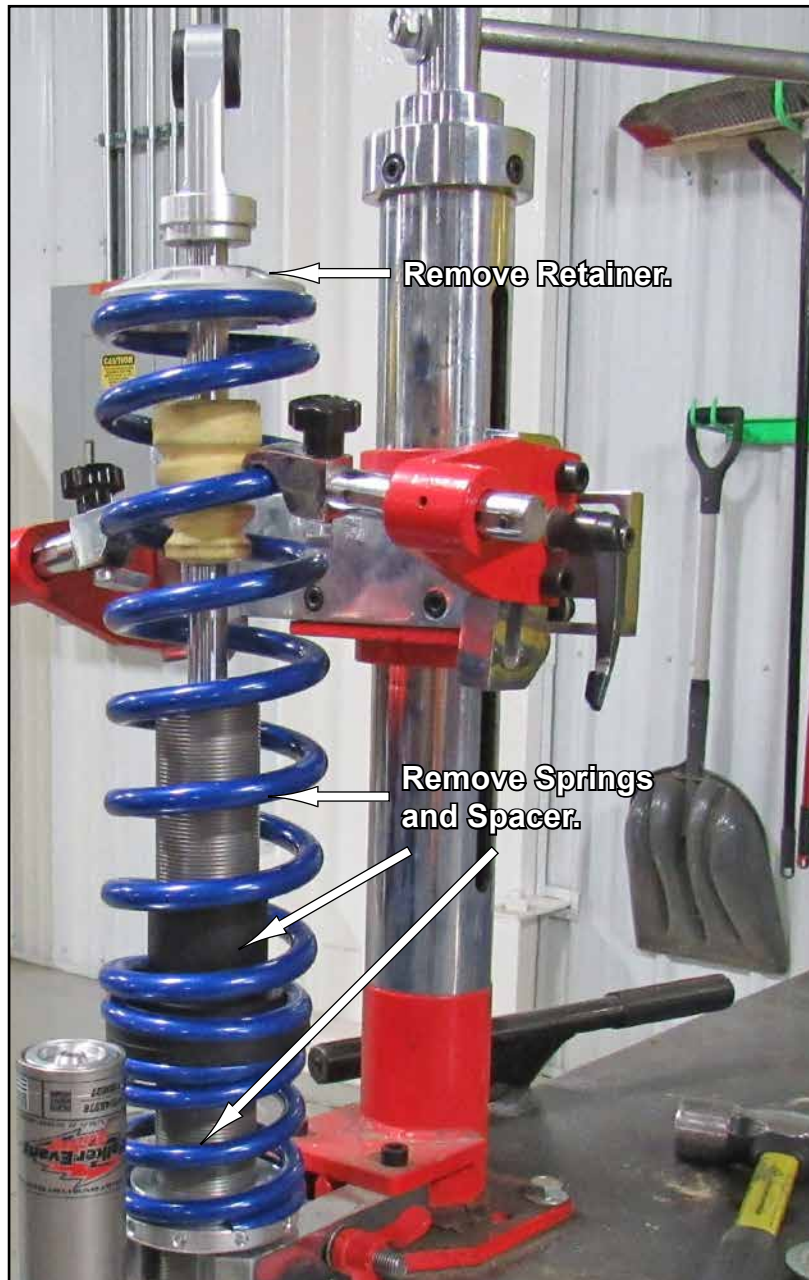


Rear removal continued



- Repeat for opposite side.
- Remove Arms and Axles.
- Hang Calipers out of way.

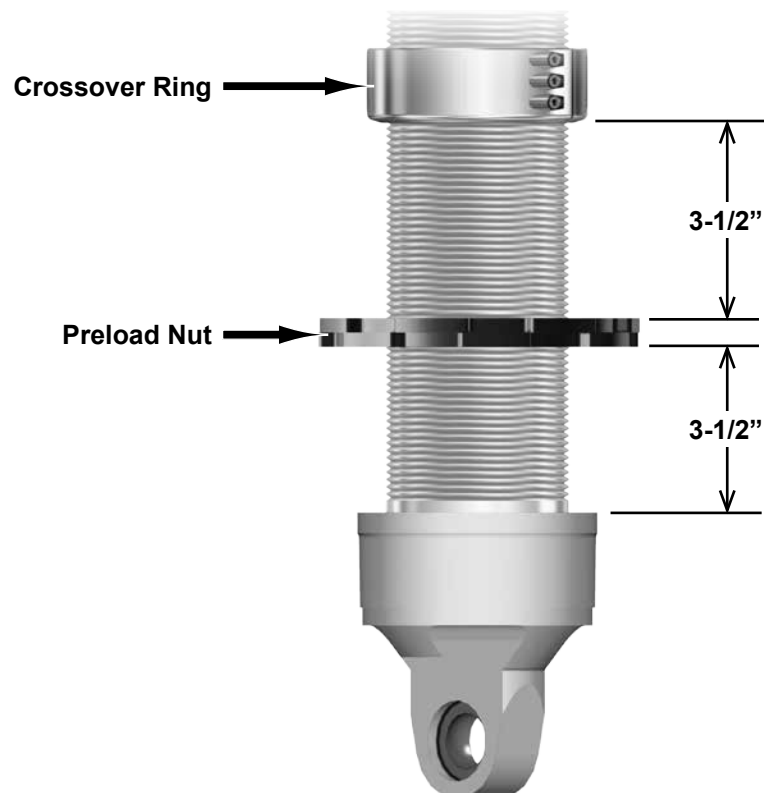
Springs Removal



- Repeat for remaining Shocks.

Front Springs installation

- After removing Springs, remove Shock from Spring Compressor.
- Set Preload Nut to dimension shown below.
- Install Crossover Ring and set to dimension shown below.
- Place Shock back into Spring Compressor.

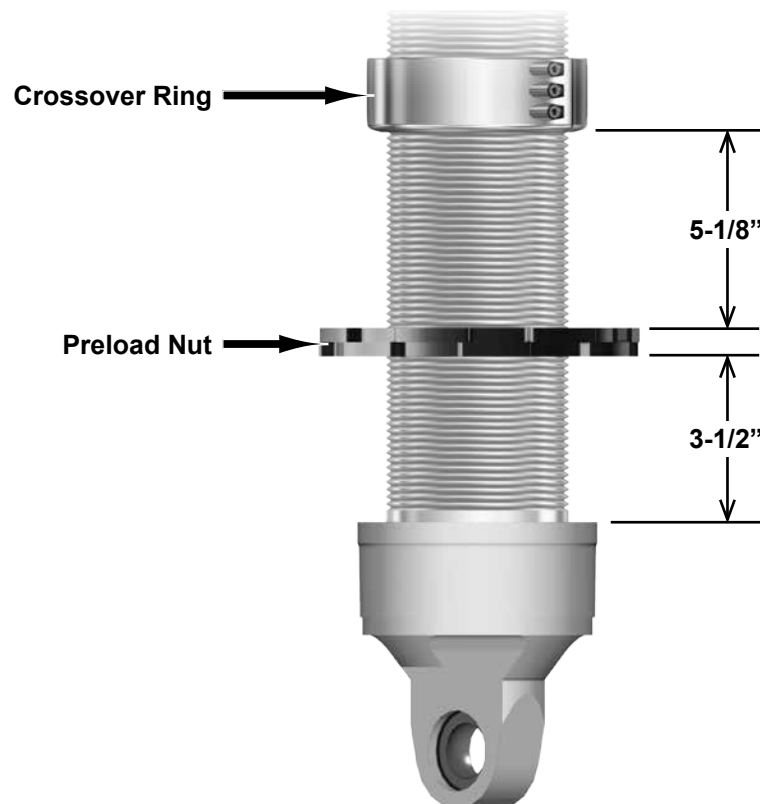


Front Springs installation continued



Rear Springs installation

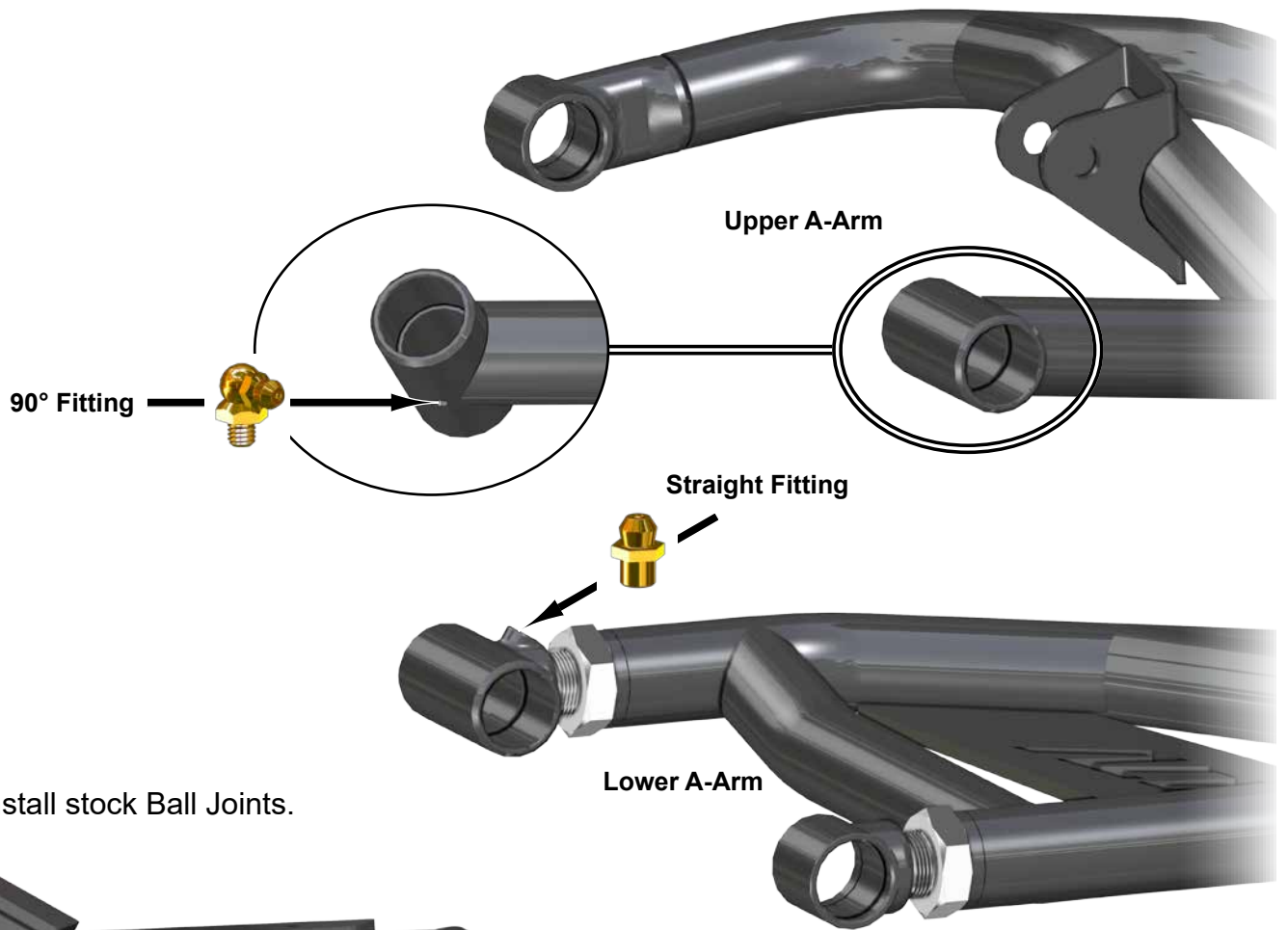
- After removing Springs, remove Shock from Spring Compressor.
- Set Preload Nut to dimension shown below.
- Install Crossover Ring and set to dimension shown below.
- Place Shock back into Spring Compressor.



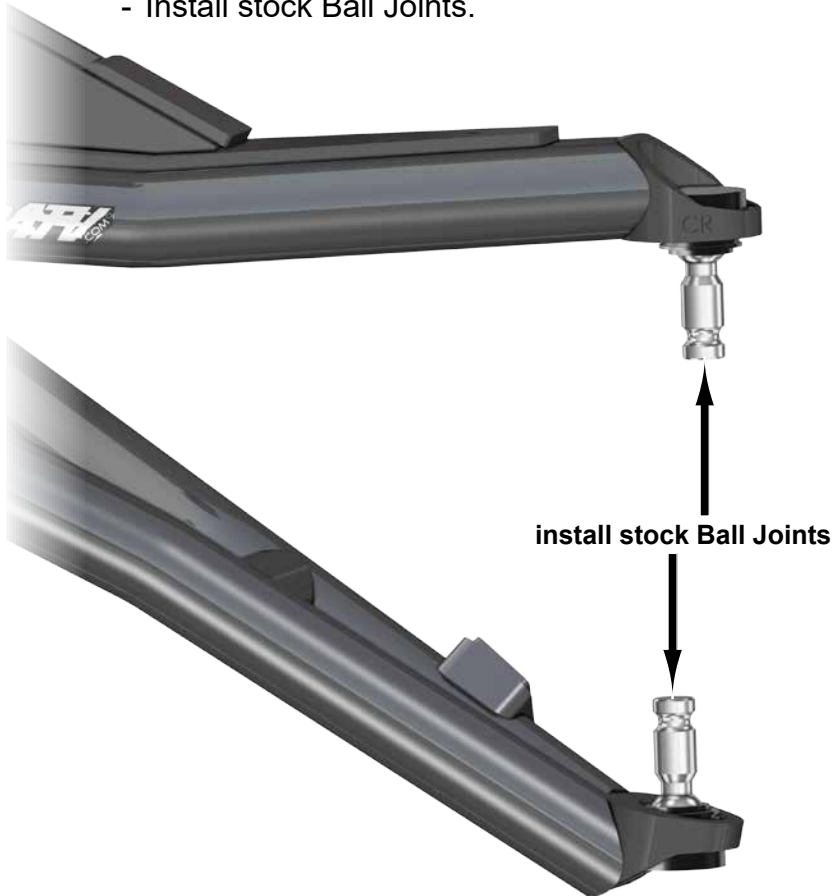
Rear Springs installation continued



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

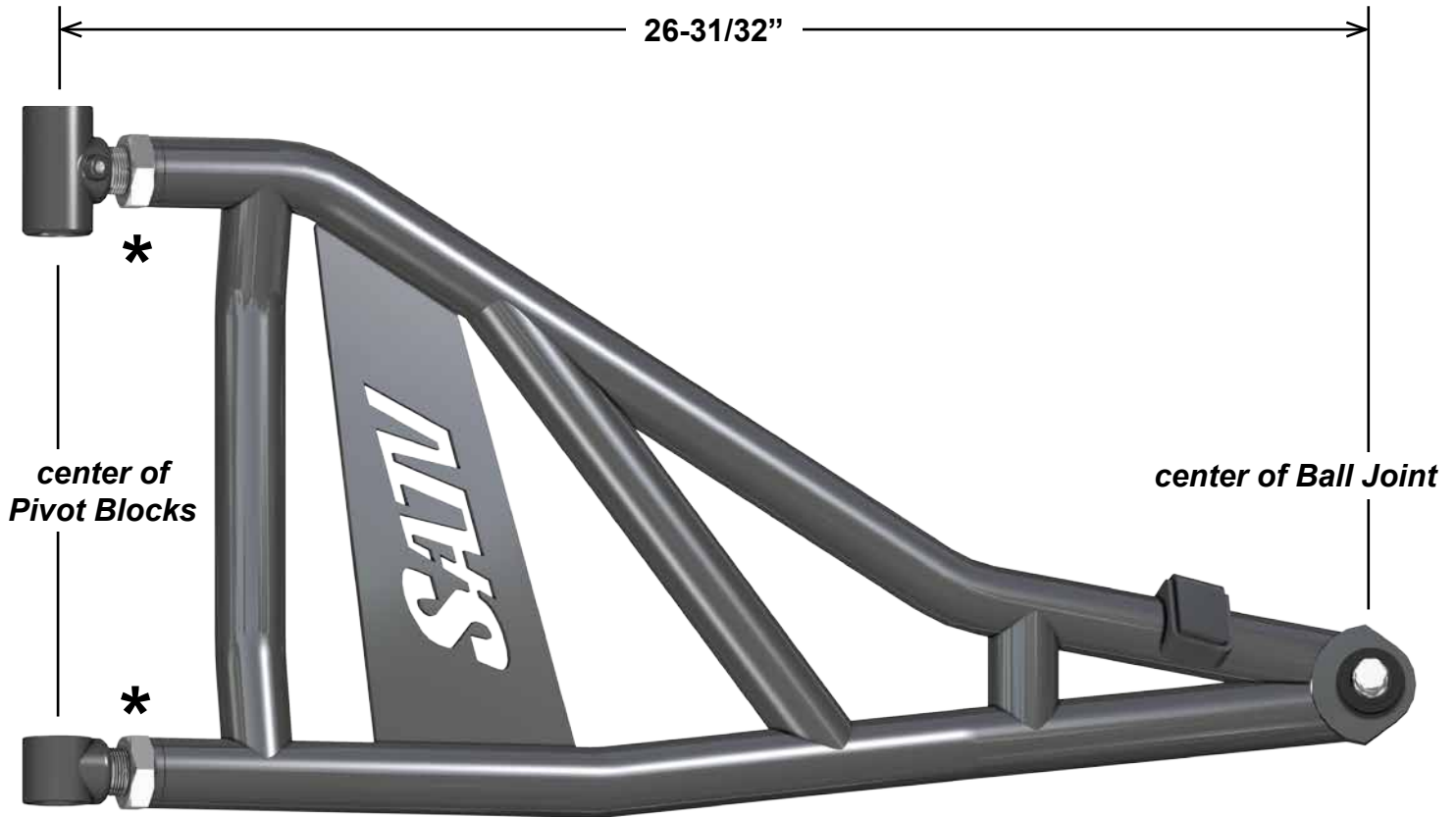


- Install stock Ball Joints.



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.



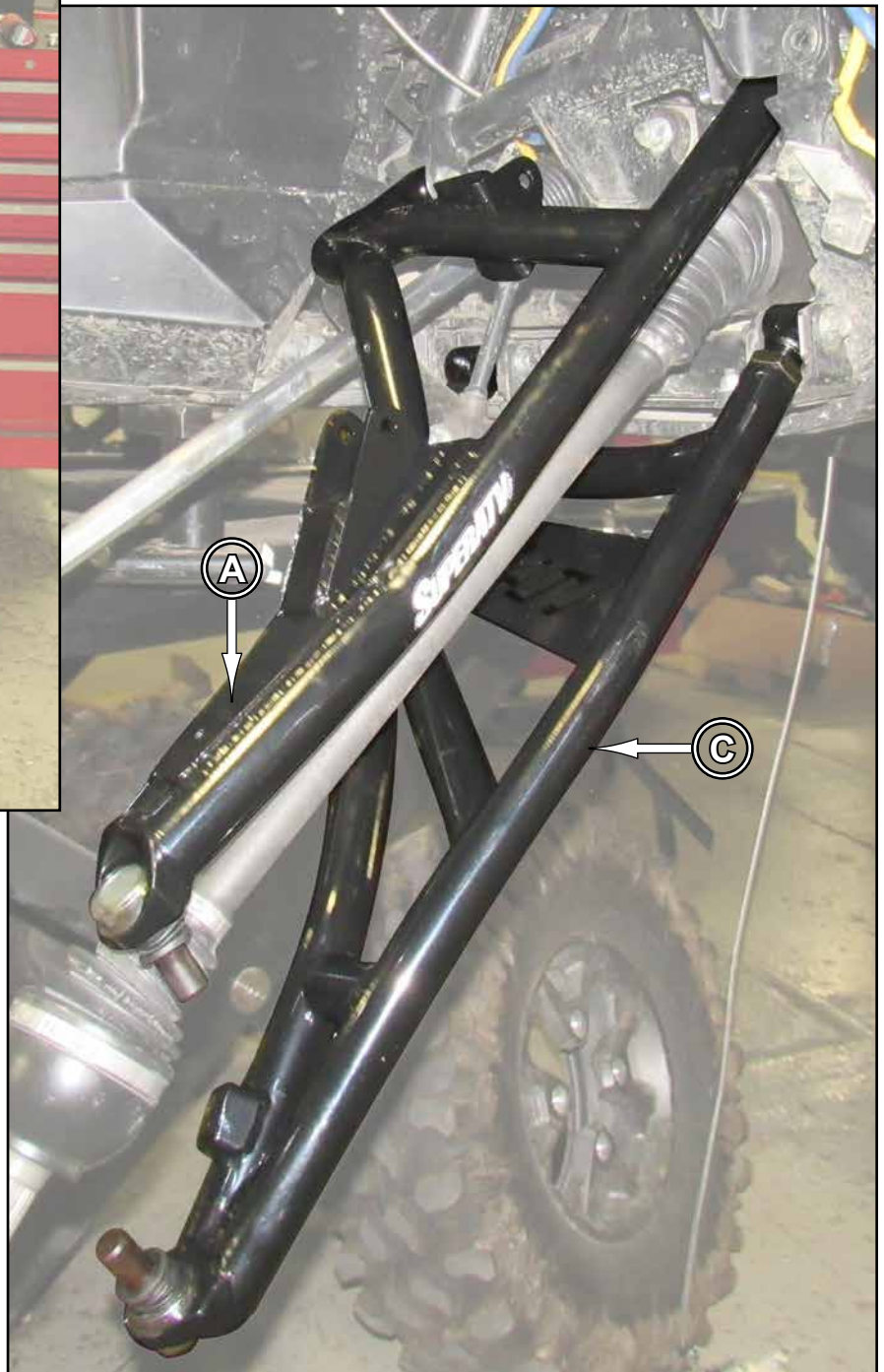
*** Leave Jam Nuts loose. Tighten after final adjustments have been made.**

- Install new Axle and Tie Rod.

Refer to IN-TRRA-P-PROXP-4-14
when installing Tie Rods.



- Install Upper and Lower A-Arms (A)(C) with stock hardware.
- **Leave Lower A-Arm Nuts loose until all final adjustments have been completed.**
- Tighten Upper A-Arm hardware completely; SuperATV recommends using Loc-Tite.



- Install Knuckle with stock hardware; tighten completely.
- Secure Tie Rod End to Knuckle. Refer to IN-TRRA-P-PROXP-4-14.



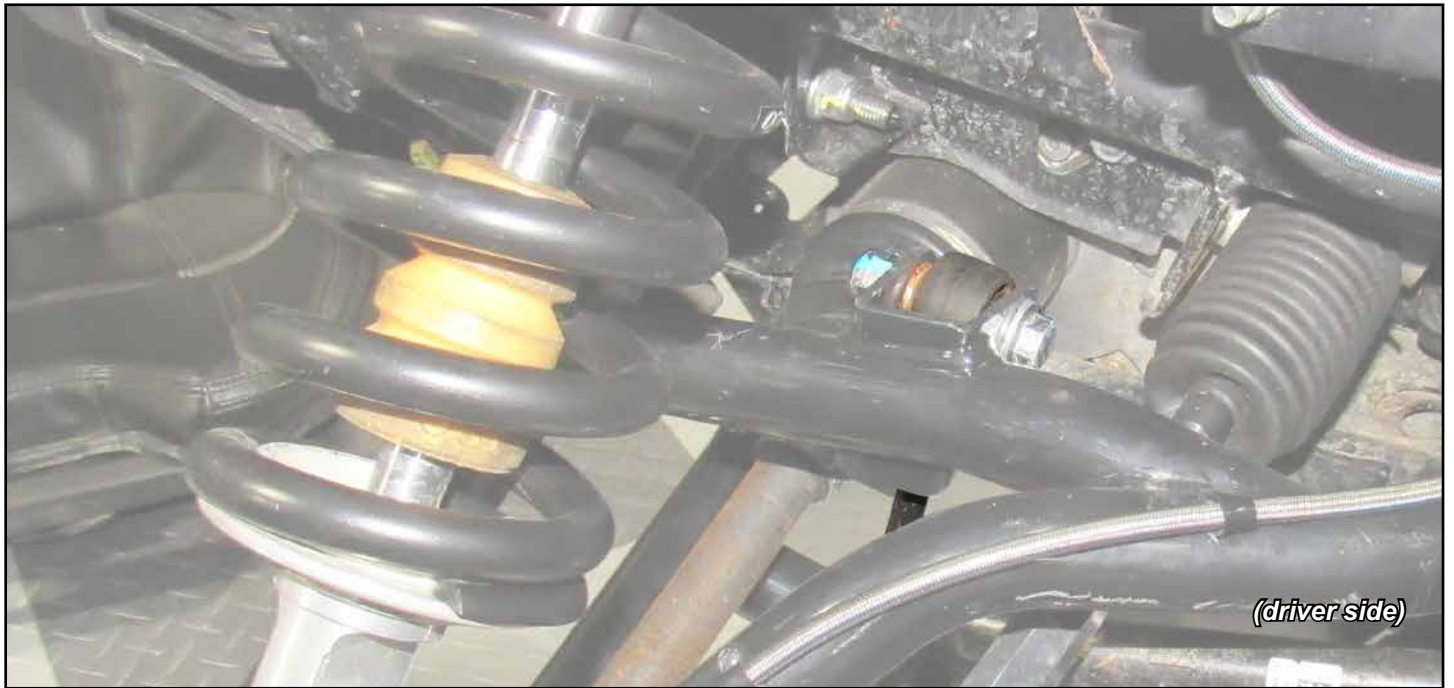
- Install Shock with stock hardware.



- Reinstall Rotor and Caliper.
- Install appropriate provided Brake Line and secure to Upper A-Arm with components shown. Ensure no binding or rubbing can occur during vehicle operation.



- Connect Swaybar Link and to Upper A-Arm with stock hardware; tighten completely.



Repeat steps for opposite side installation.

- Install Right Rear (E) to Frame with stock hardware.
- Install Shock to Frame with stock hardware.
- Install new Axle.
- Tighten all hardware completely.



- Secure Shock to Right Rear (E) with stock hardware.
- Tighten hardware completely.



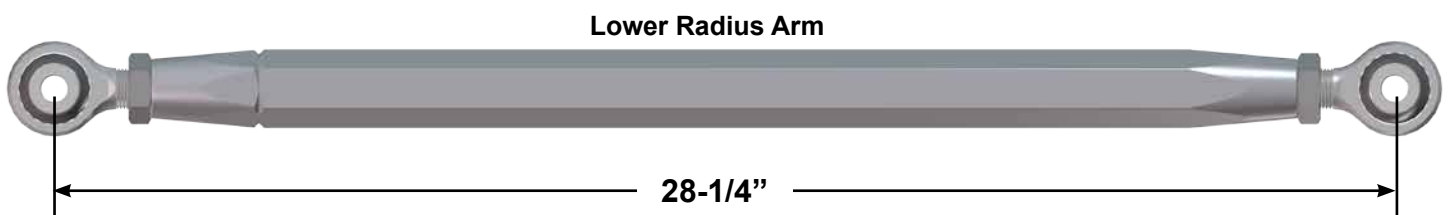
- Secure Knuckle and Swaybar Link to Right Rear (E) with stock hardware.
- Tighten hardware completely.



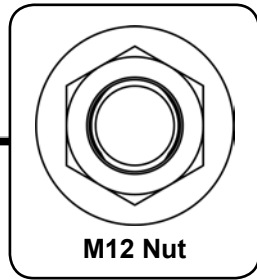
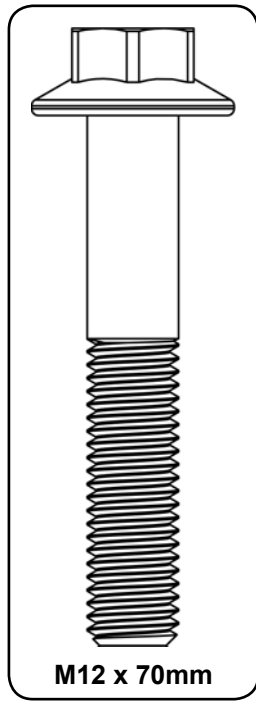
- Place new Radius Arms onto a flat surface and verify dimension shown.



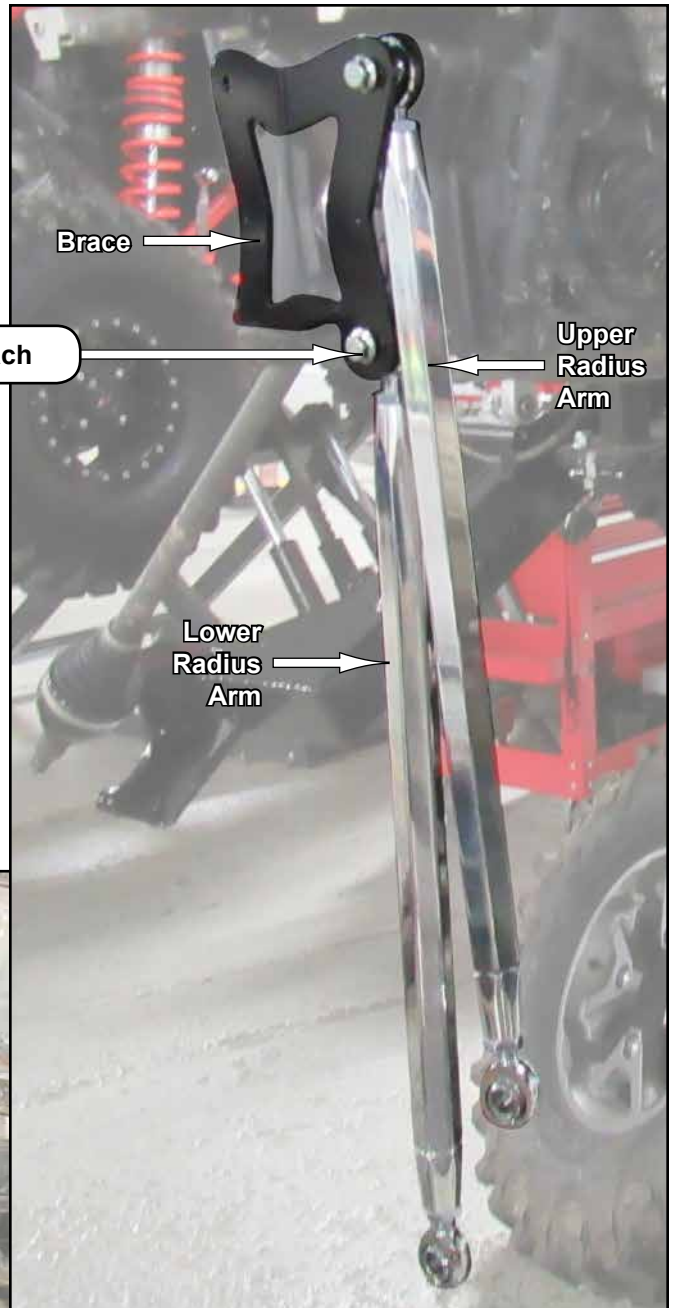
Upper Radius Arm



Lower Radius Arm



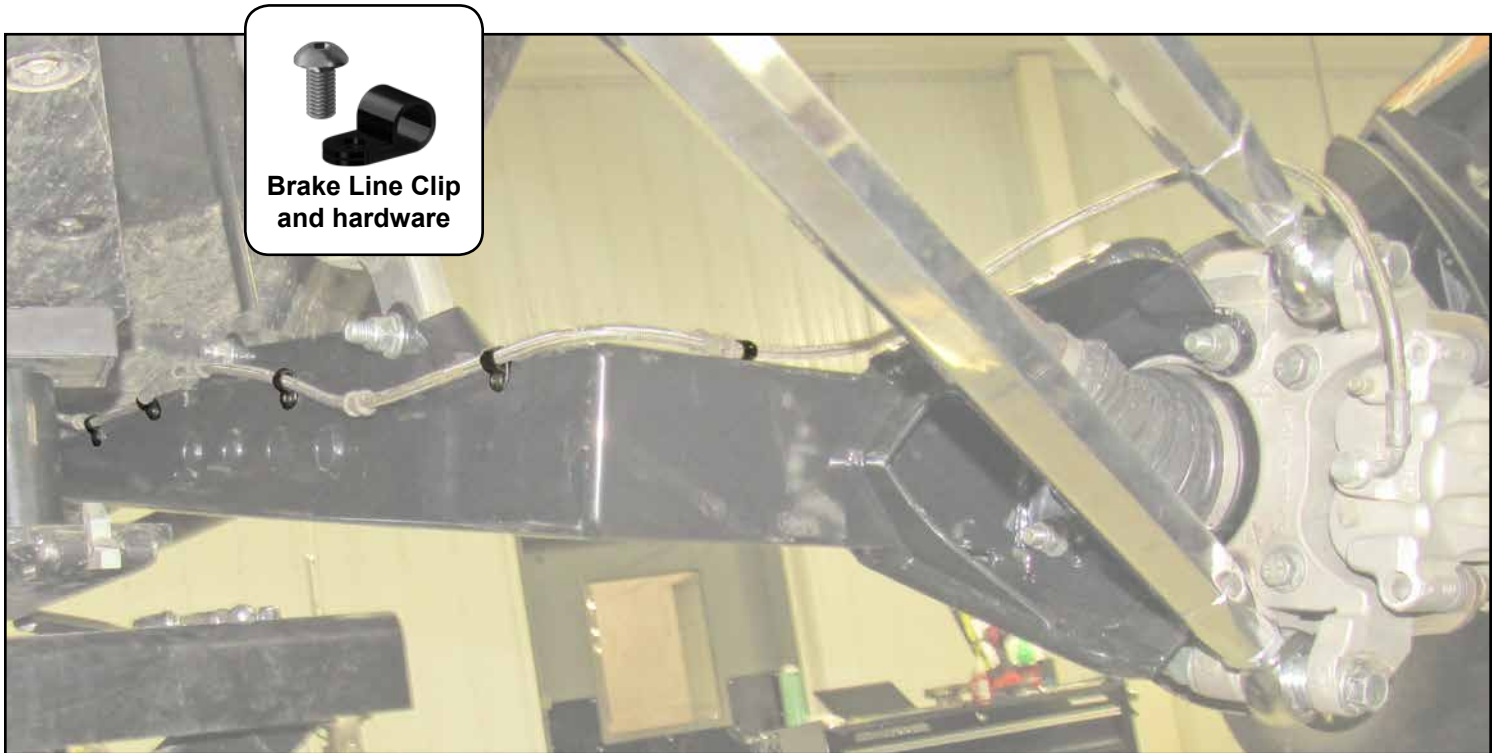
2 each



- Install Radius Arms and Brace with hardware shown.

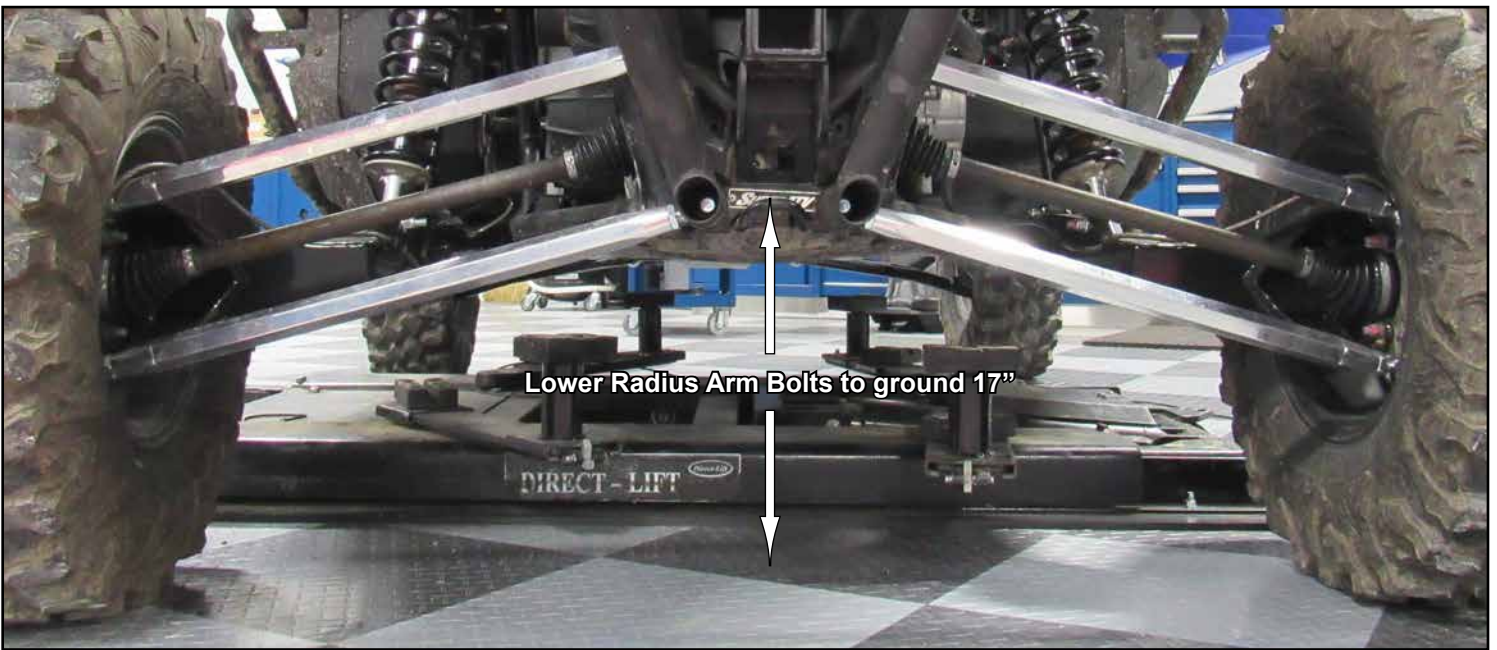


- Secure stock Brakline to Rears with components shown. Ensure no binding or rubbing can occur during vehicle operation.

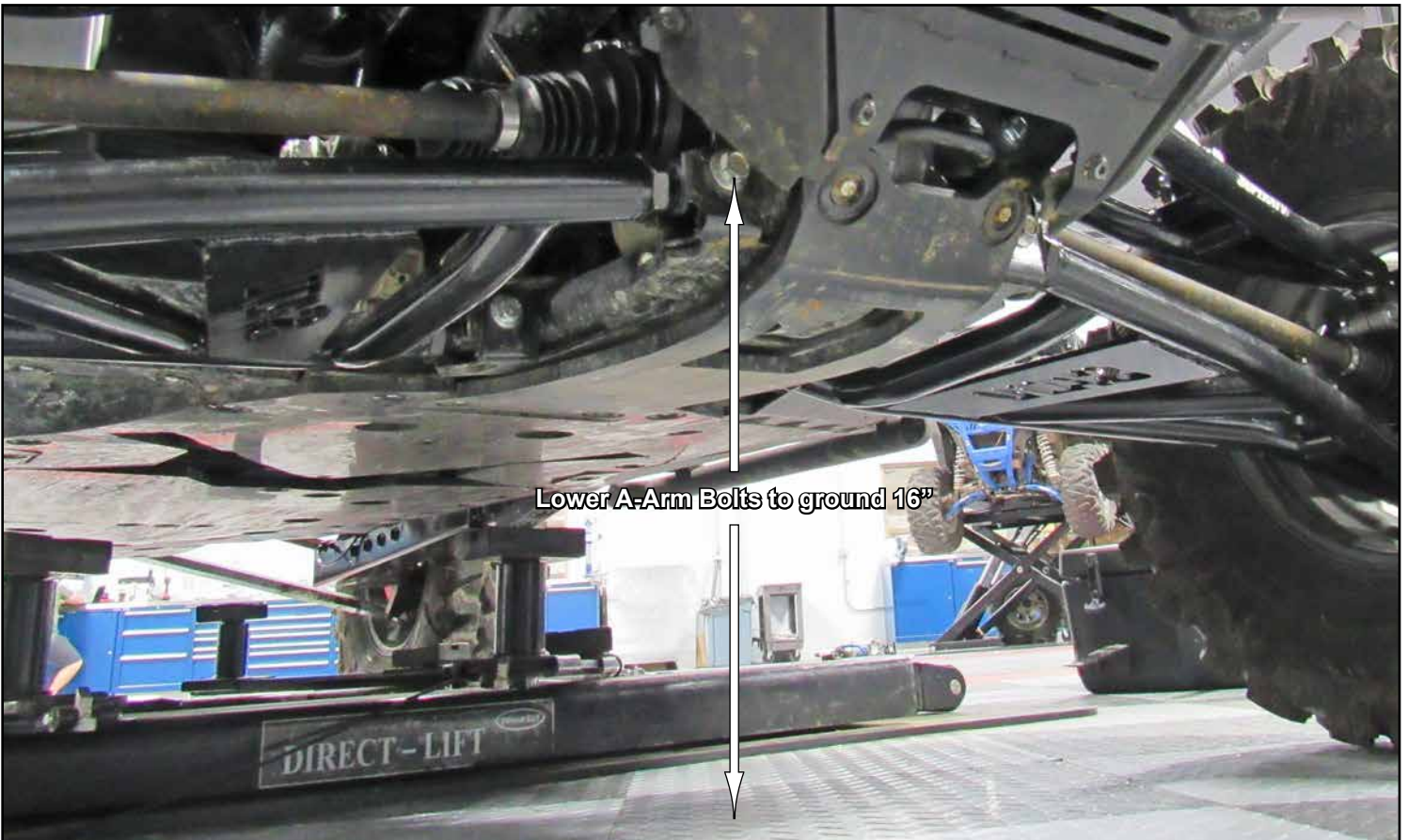


Repeat steps for opposite side installation.

- If Wheels and Axles do not rotate freely, equally adjust Radius Arms “out” in small increments.
- Tighten hardware completely.
- Reinstall Rear Fascia.



Lower Radius Arm Bolts to ground 17''



Lower A-Arm Bolts to ground 16''

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**.

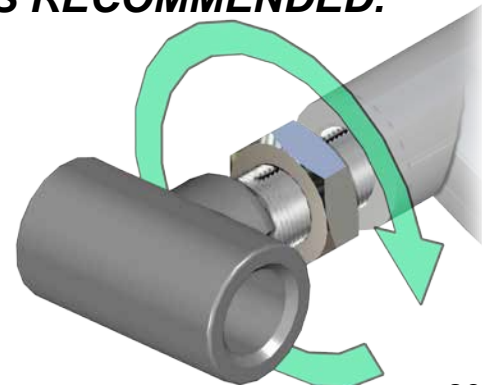
note: 2 full turns is 1°

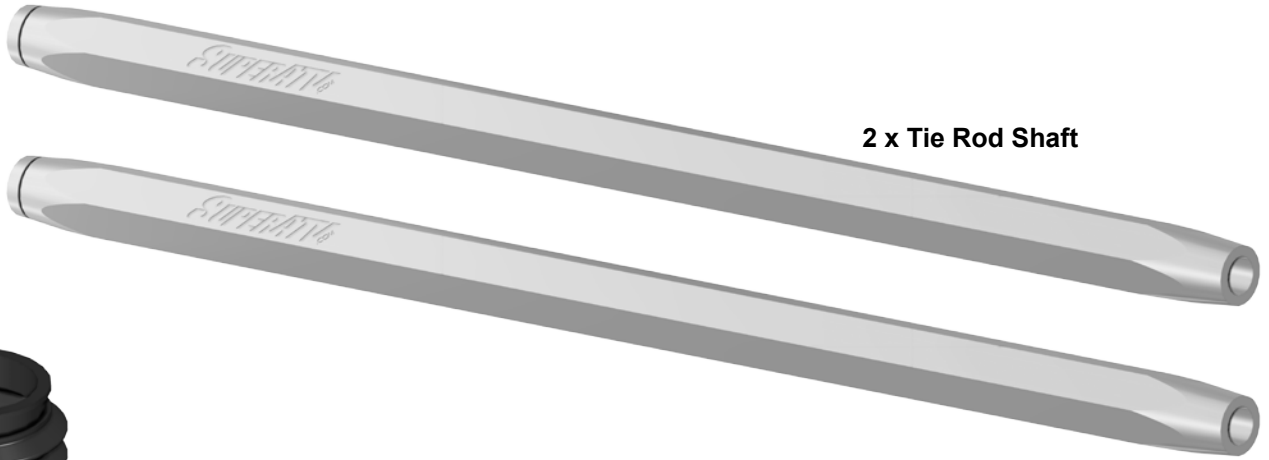
UPPER A-ARMS:

Too much positive camber: adjust Pivot Blocks **IN**.

Too much negative camber: adjust Pivot Blocks **OUT**.

note: 2 full turns is 1°





2 x Tie Rod Shaft



Boot X 2



2 x Ball and Socket



4 x Zip Tie



2 x Tie Rod End and Jam Nut



hardware



Need help with your installation?

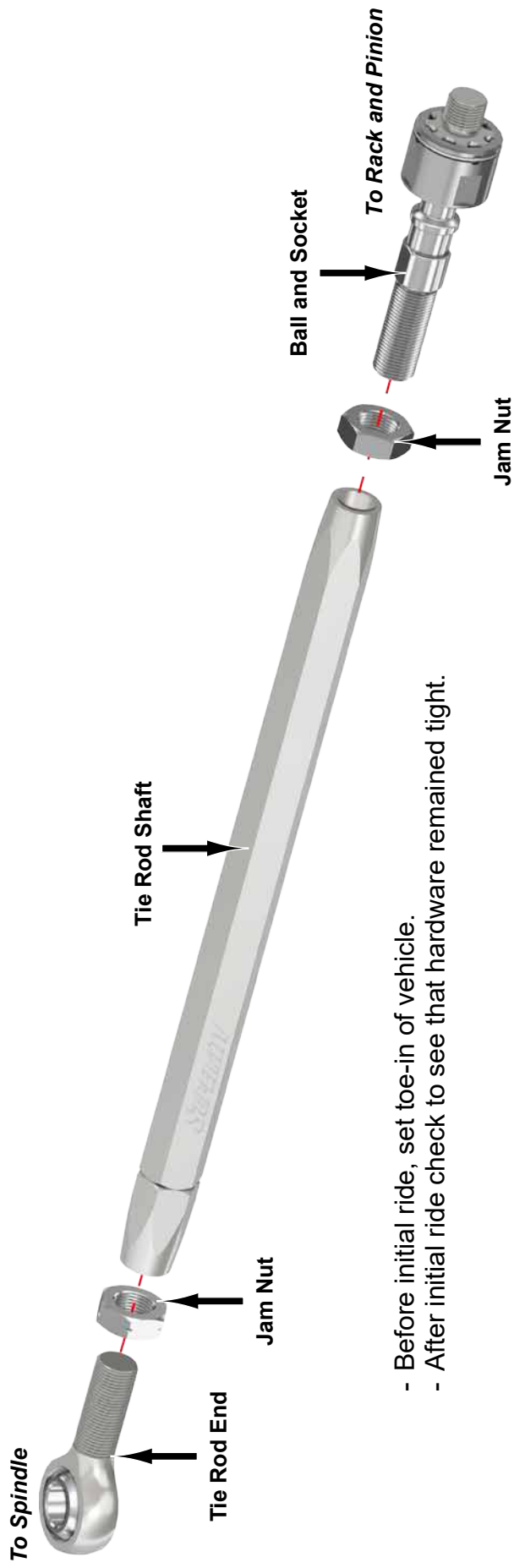
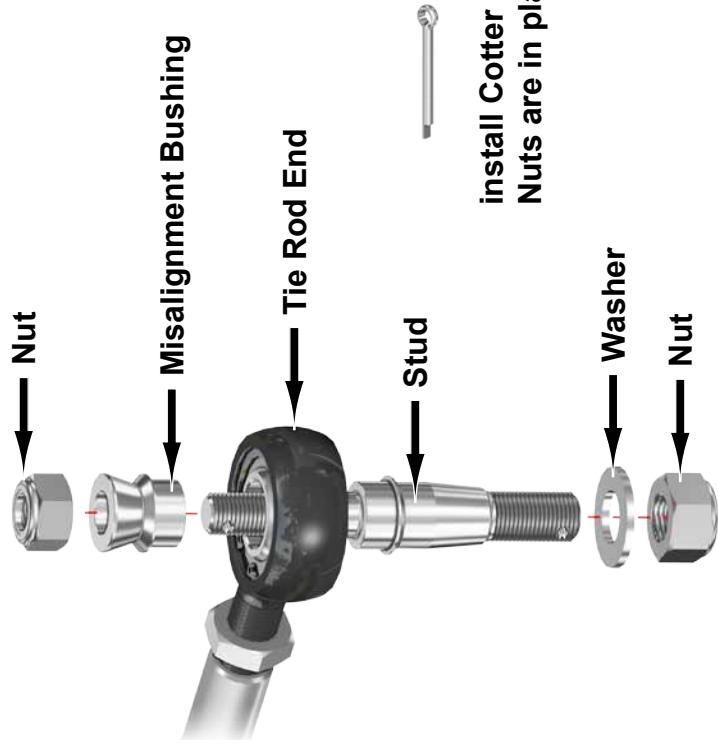
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- Remove stock Tie Rods from machine.
- Remove Jam Nuts from Ball and Sockets.
- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Boots to Rack and Pinion and secure with Zip Ties. Use a lubricant to ease installation.
- Reinstall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



- Before initial ride, set toe-in of vehicle.
- After initial ride check to see that hardware remained tight.

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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°

