

INSTALLATION INSTRUCTIONS

1.5" FORWARD A-ARMS: IN-AA-P-RAN1K-003

• Do Not Discard Packaging Until Product Has Been Successfully Installed •



Item	Description		Item	Description	
A	A-Arm Right Lower	1	F	M10 Nylock Nut	2
B	A-Arm Right Upper	1	G	Brake Line Clips	6
C	A-Arm Left Upper	1	H	M6 Zirk Fittings	8
D	A-Arm Left Lower	1	J	M5 x 10 Button Screw	6
E	M10x65 Hex Flange	2	K	Steering Stop Kit	1

Item	Description	
L	Mono Ball Stud Kit	1
M	Mono Ball Stud	1

What You'll Be Doing

- 🔧 First, you will be removing the Axle Nuts and Pins.
- 🔧 Removing the Tie Rods.
- 🔧 Removing the Brake Lines from A-Arms.
- 🔧 Removing the Shocks from machine.
- 🔧 Removing the Sway Bar Links from A-Arms.
- 🔧 Removing the Brake Hubs.
- 🔧 Removing the Brake Calipers.
- 🔧 Removing the A-Arms from Frame.
- 🔧 Preparing your A-Arms, installing the studs into the Heim Joints, Zirks etc.
- 🔧 Installing the Steering Stop Bushings.
- 🔧 Adjusting the A-Arm distance, Heim Adjustment.
- 🔧 Removing stock bushings from stock A-Arms and installing into New A-Arms.
- 🔧 Installing New A-Arms.
- 🔧 Reinstalling remaining components, Hub, Rotor, Caliper Tie Rod, Sway Link Bar and Hose Clips.

! Before the installation, you will need to raise the front of the vehicle up off the ground using a secure jack and jack stands. Remove the wheels and clear the working area of any obstructions or potentially hazardous conditions !

Removing Existing Components

NOTE: Keep All Components Removed From Machine As You Will Be Reinstalling Them!

1. First, you will need to remove all the items below before removing the Factory A-Arms to install your New A-Arms. Remove the following:

- Axle Nuts And Pins
- Tie Rods From Knuckles
- Brake Lines From A-Arms
- Shocks From A-Arms
- Sway Bar Links From A-Arms
- Hubs
- Calipers

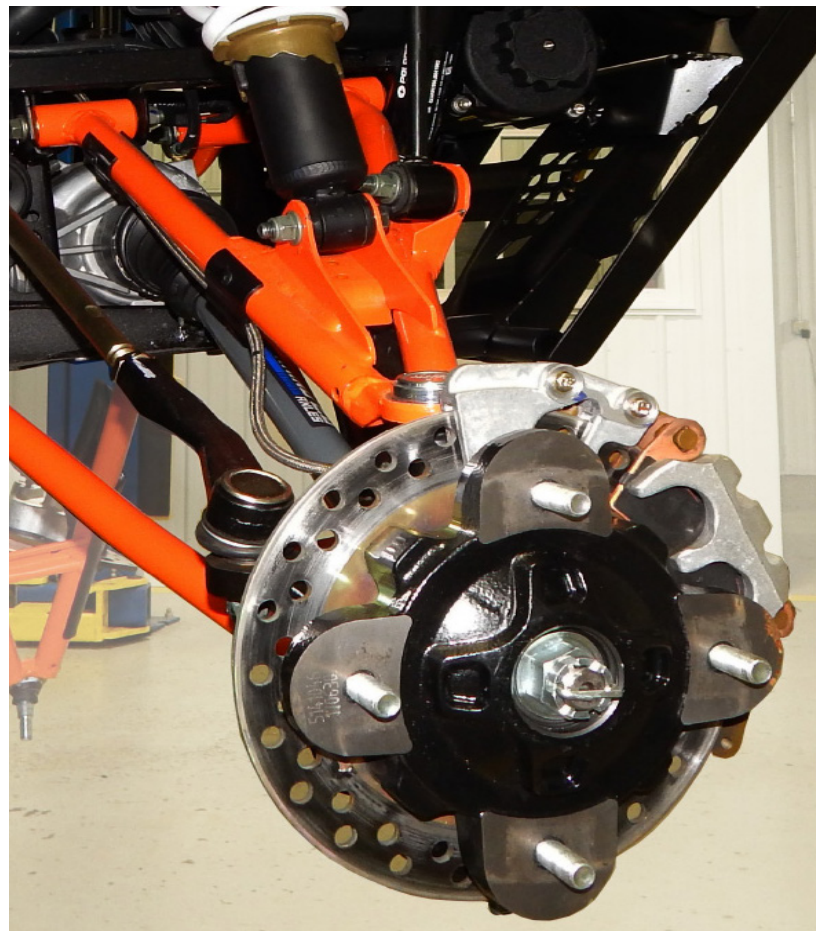


Fig.1 (Passenger's Side)

Preparing Your New A-Arms

2. Before installing your new Arms, you will need to assemble a few things on them to get them ready to put on. To do that, install the provided Stud Kits into the Heims, tighten hardware and secure with Cotter Pins. Some hardware will be used later when securing the Heim to the knuckle as shown below in **Fig.2**.

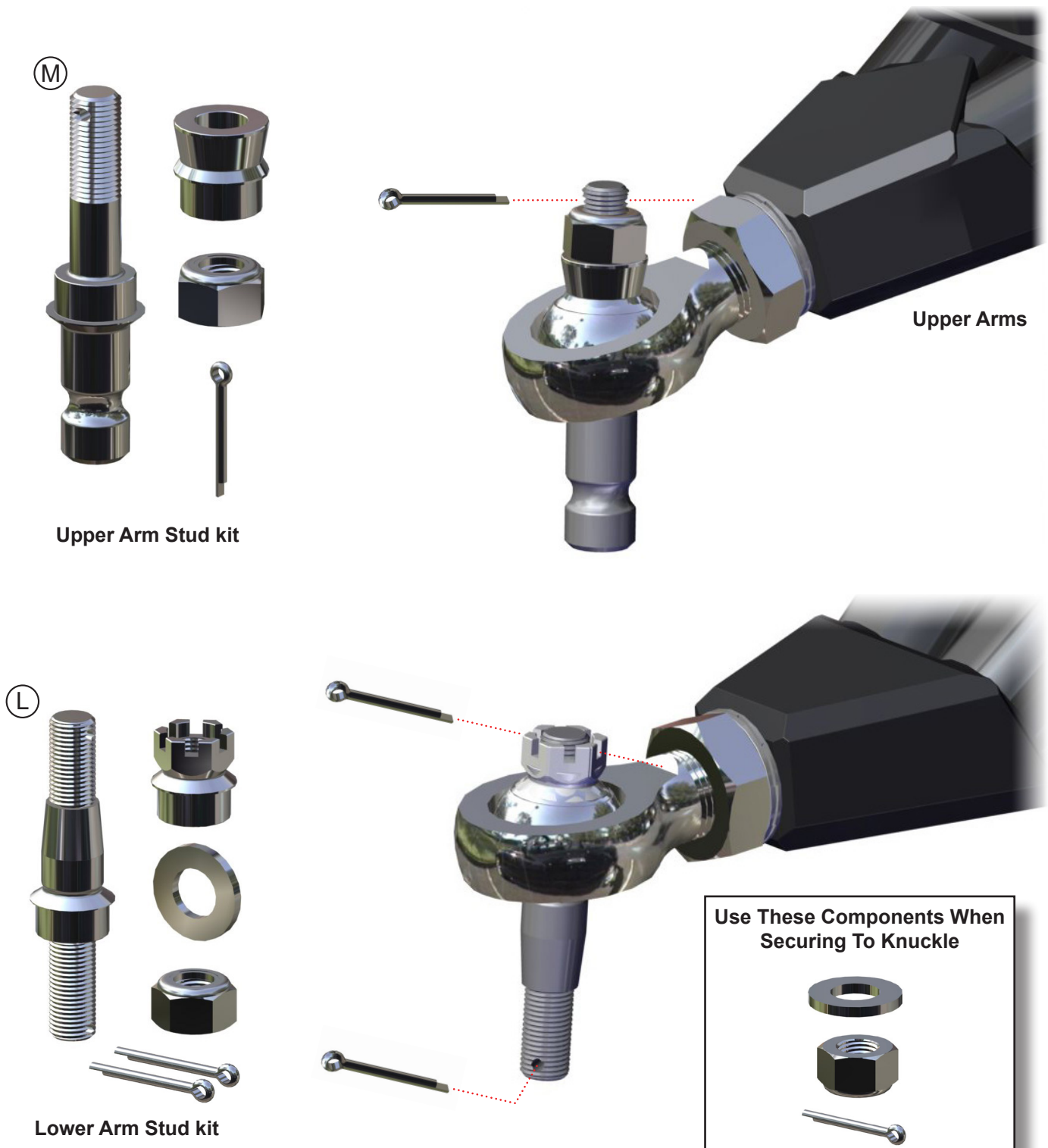


Fig.2

3. After you have installed the Studs and hardware into the Heim joints, now install the Zirk fittings item (H) (provided in your kit) into your New A-Arms as shown below in Fig.3.

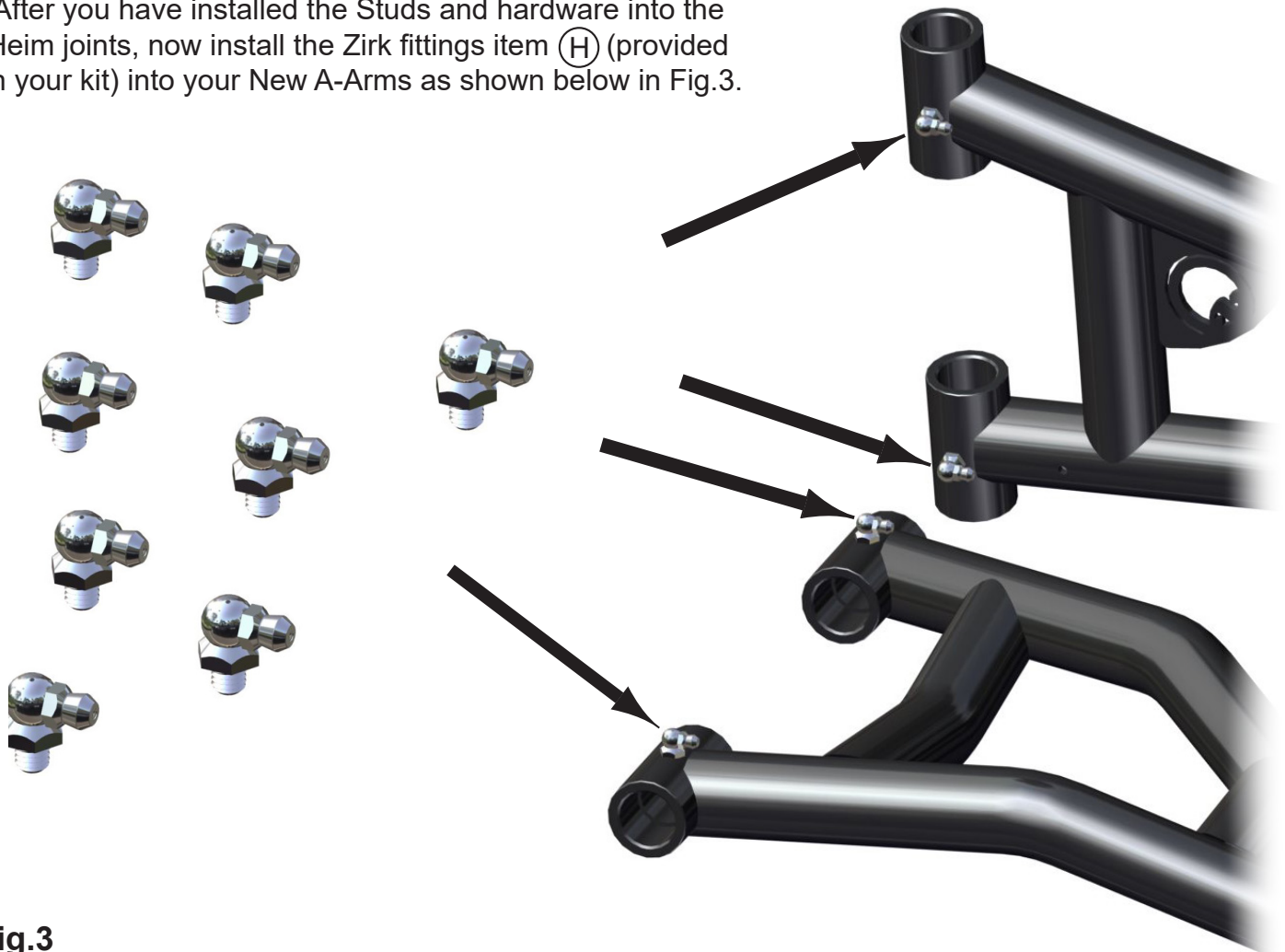
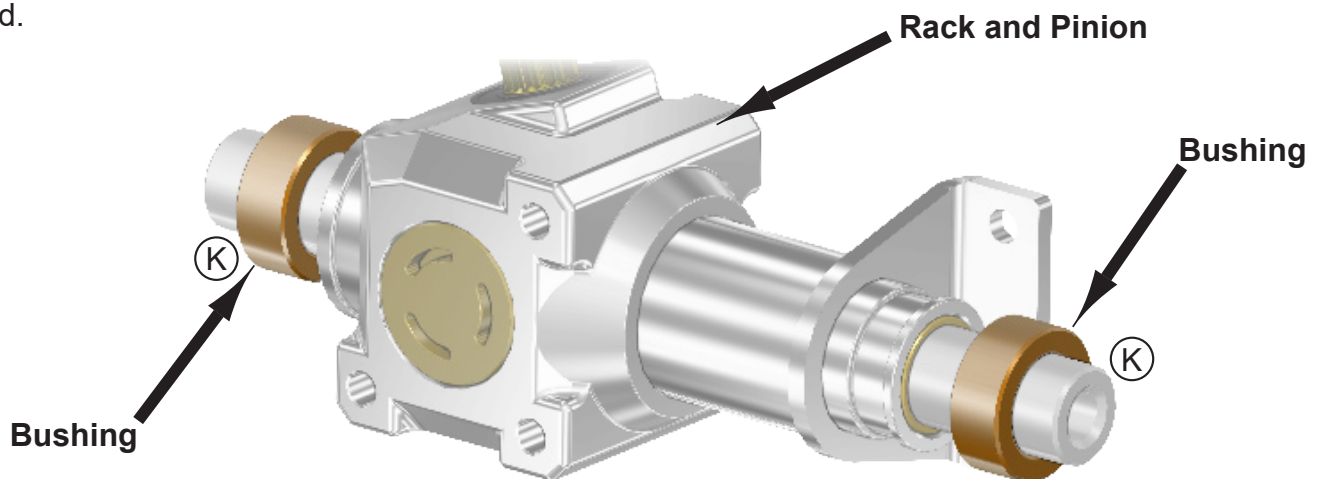


Fig.3

- Steering Stop Installation -

4. **Fig.4** shows where the Steering Stop Bushings will go in reference to the steering unit, and will give you an idea of what you'll be doing. This is an easy procedure, and the details of this are in the steps ahead.



Rack and Pinion shown off machine for clarity.

Fig.4

5. To install the Stop Bushings, first cut the Zip-Tie that goes around the boot of the steering unit shown in **Fig.5**.

6. Then, pull back the boot away from the unit, and snap the bushing onto the shaft rod as shown in **Fig.6**.

7. After Bushing is snapped onto the shaft, push the boot back over the flange of the steering unit (as shown in **Fig.7**) and Zip-Tie it securely onto the flange.

Repeat these steps for the opposite side.



Fig.5

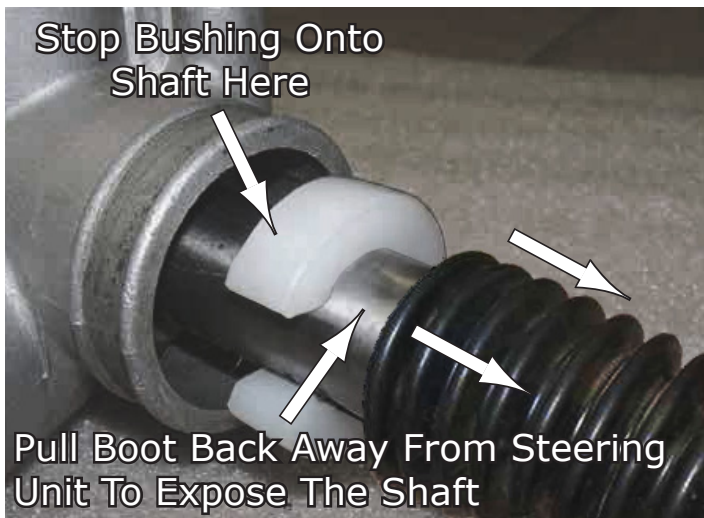


Fig.6

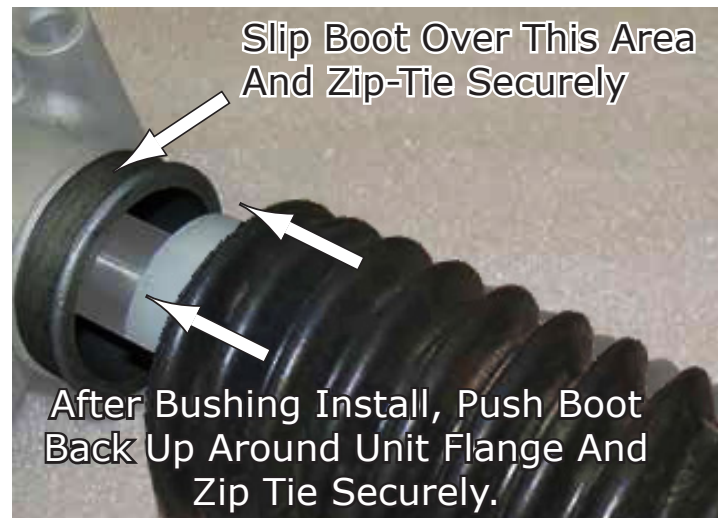


Fig.7



- Heim Adjustment -

8. Place your New A-Arms onto a flat surface area and verify that your New A-Arms match the dimensions below. A Negative 1° Camber setting is achieved when Heims are set to these dimensions. See **Fig.8** below.

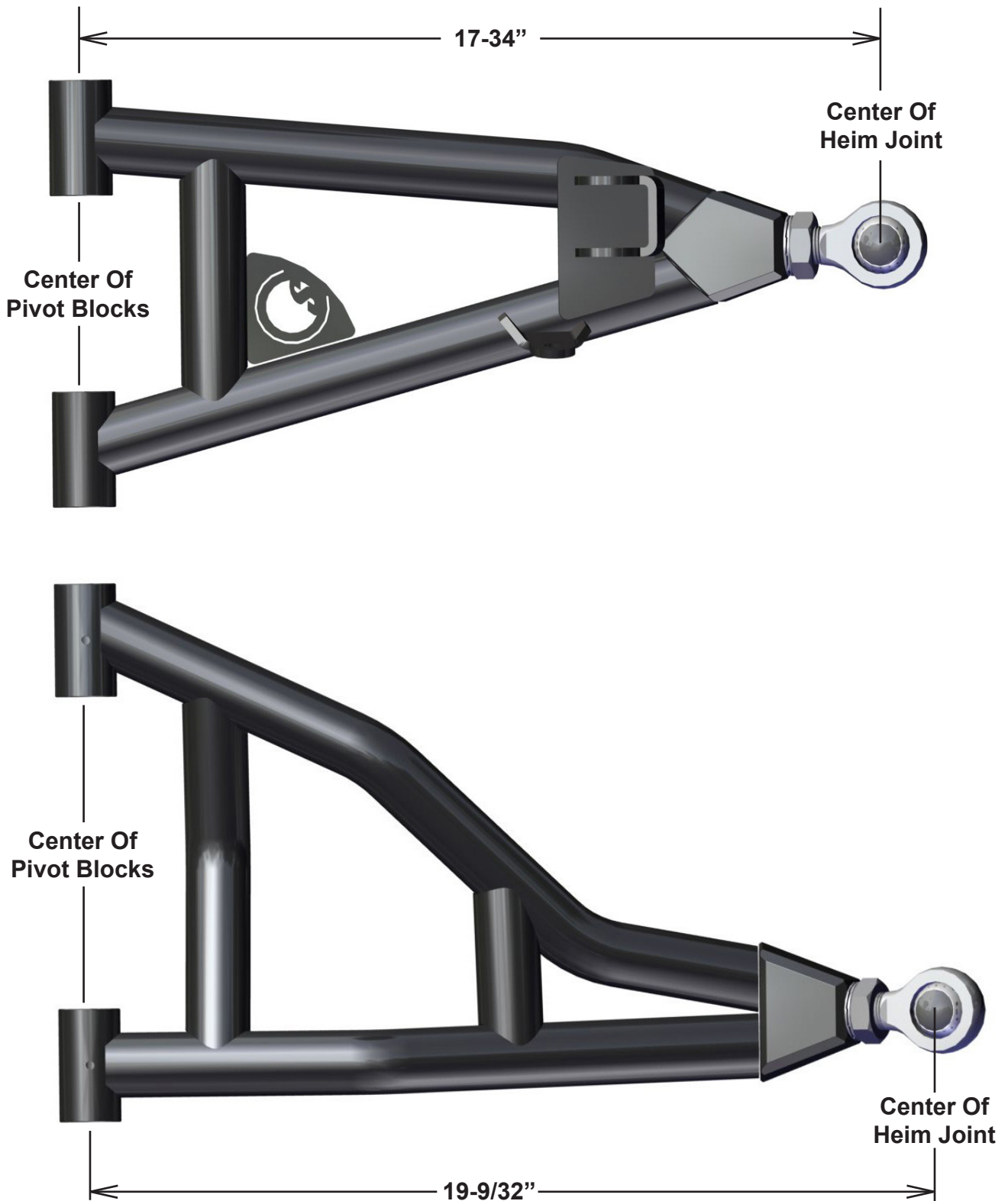


Fig.8

9. Now remove your Factory A-Arms, and remove the Stock Bushings, Caps and Pivot Shafts from them and install them into your New A-Arms. See **Fig.9**. Now you are ready to install them onto your machine.

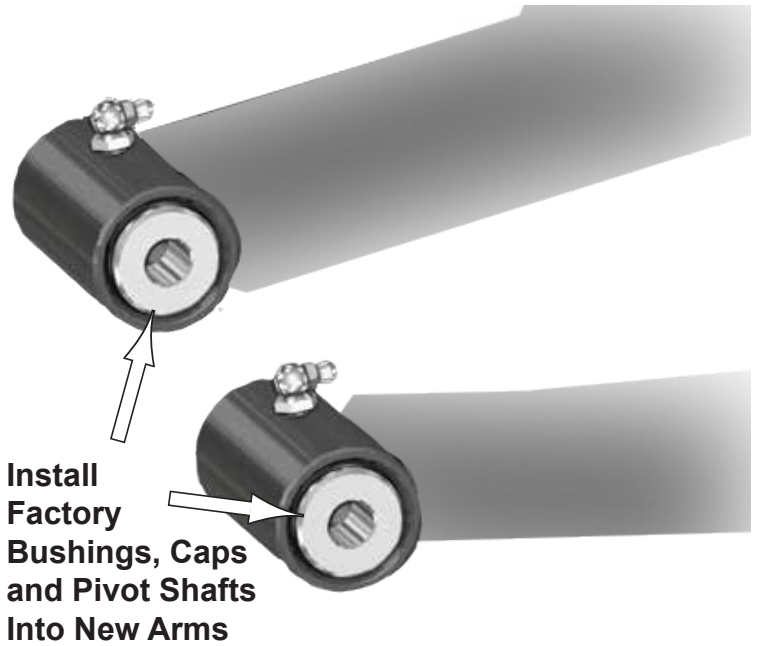


Fig.9

10. Once the bushings are installed in your New Arms, first install the New Lower Arm using your stock bolts and hardware from your factory A-Arm. See **Fig.10**.

Then install the Upper A-Arm as shown in **Fig.11**. Repeat this same procedure for opposite side.

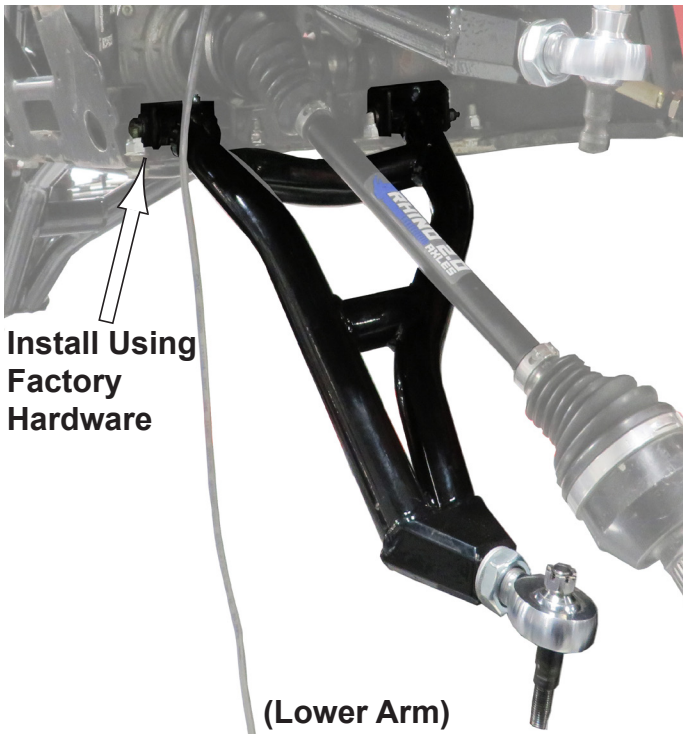


Fig.10

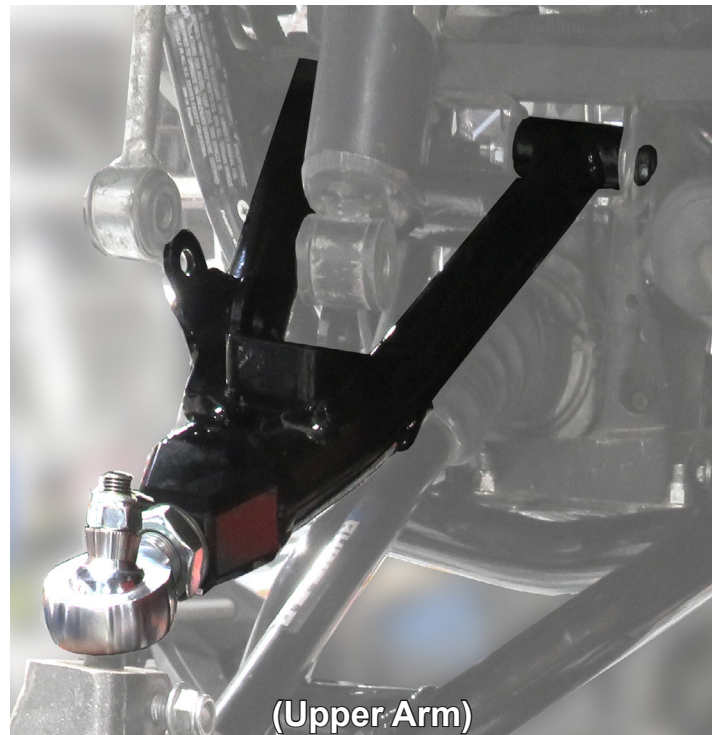


Fig.11

10. Next, reinstall the Tie Rod End as shown in **Fig.12** and secure.

11. Reinstall the Factory Sway Bar Link as shown in **Fig.13** and secure.

12. Then, reinstall the Factory Shock as shown in **Fig.14**.

13. Reinstall stock Rotor and Caliper using factory hardware. See **Fig.15 & 16**.

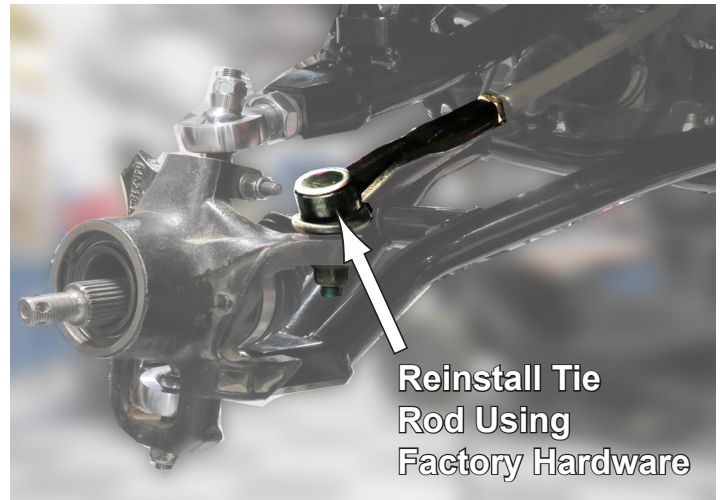


Fig.12

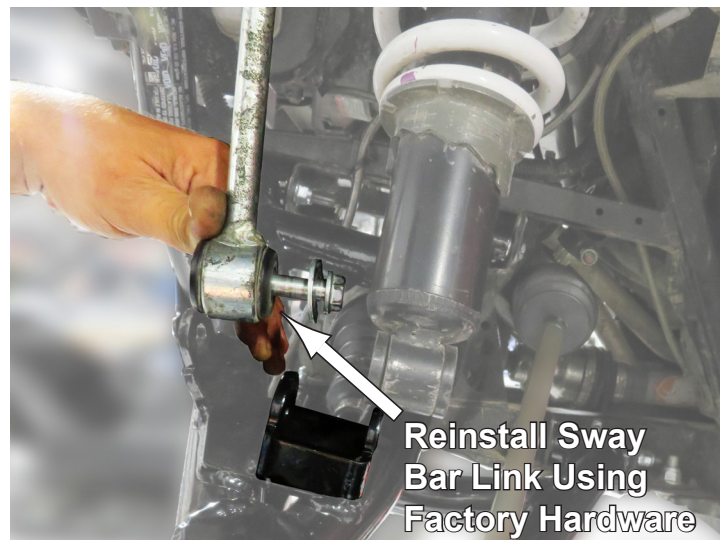


Fig.13

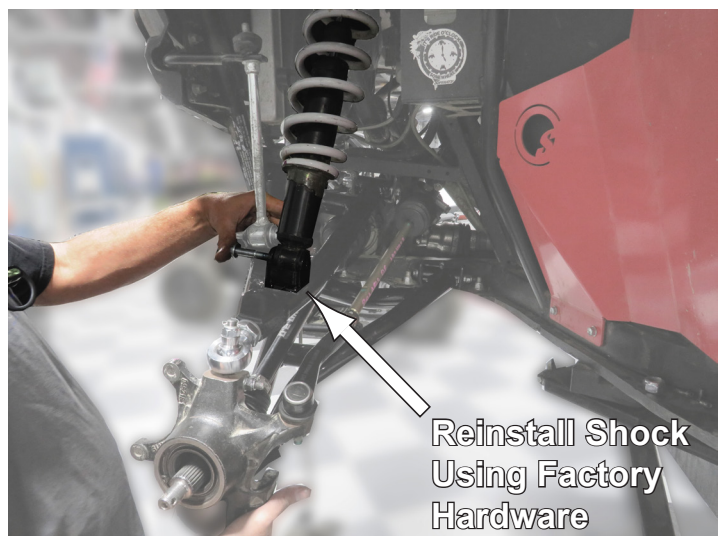


Fig.14



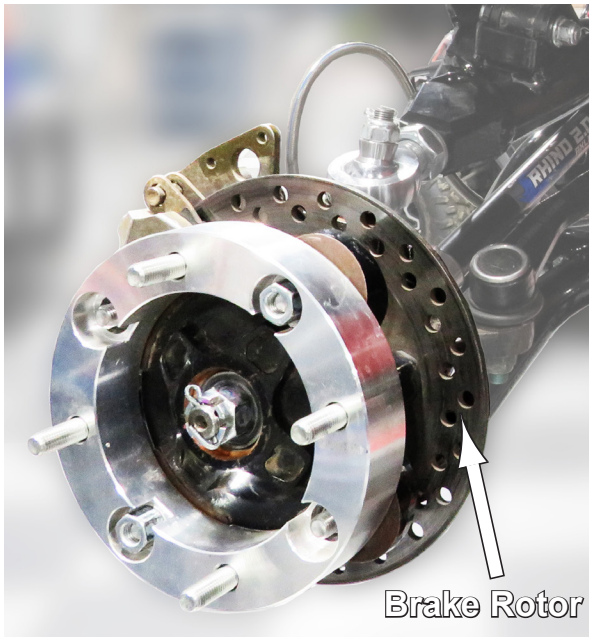


Fig.15

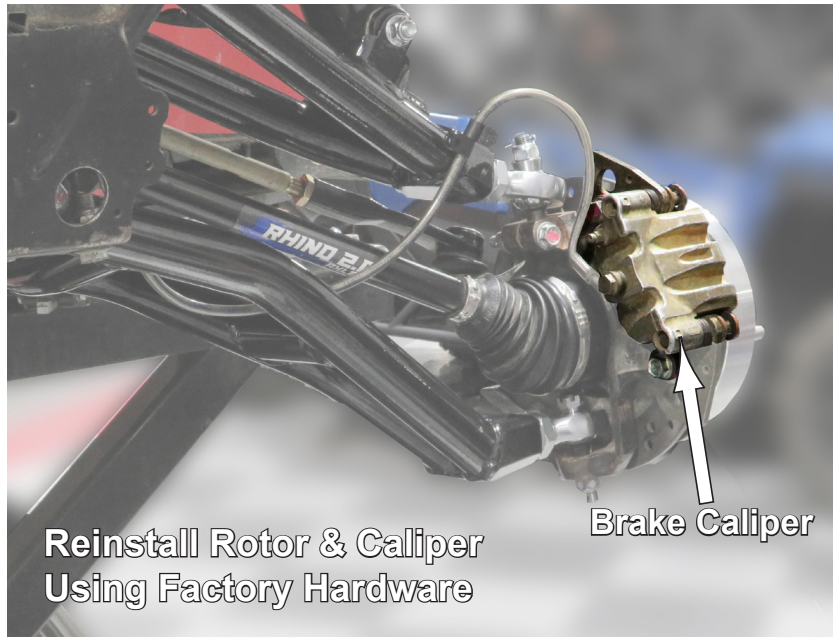


Fig.16

14. Next, install the New Brake Line Clips using the new Screws provided in your kit into the pre-drilled locations on your New A-Arm, as shown in **Fig.17**. Before tightening the screws down, be sure there is no rubbing or binding when steering is turned. If all is OK, then secure the clips.

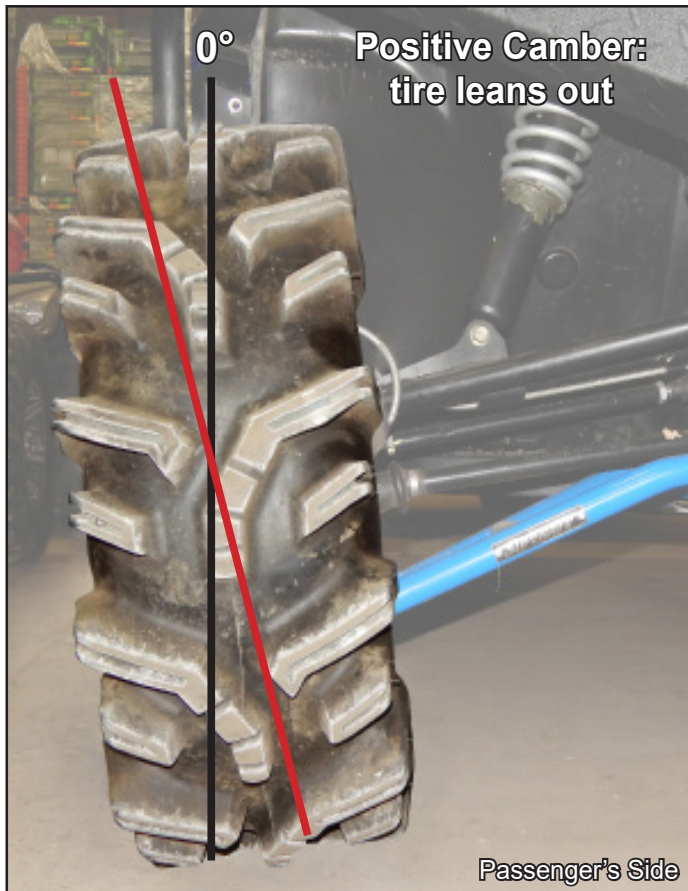


Fig.17

15. Repeat these steps for the opposite side installation. Reinstall Tires and check Camber settings (see next page) Tighten all hardware completely and don't forget to add Loc-Tite.

ADJUSTING THE CAMBER

- **Tires must not be in contact with ground when making adjustments.**
- Tires must have equal air pressure before making adjustments.
- Adjustments to be made after all suspension components have been completely assembled.
- Perform adjustments in small increments.



TO ADJUST THE 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**.

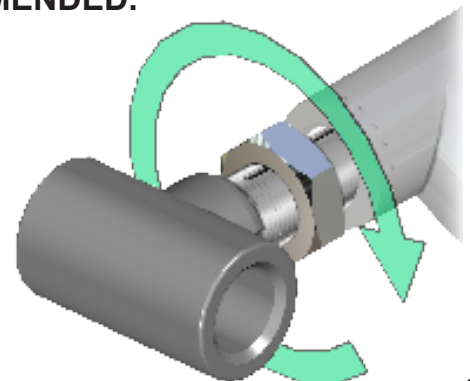
Note: 2 full turns is 1°

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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8:00am - 9:00pm EST M-Th
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