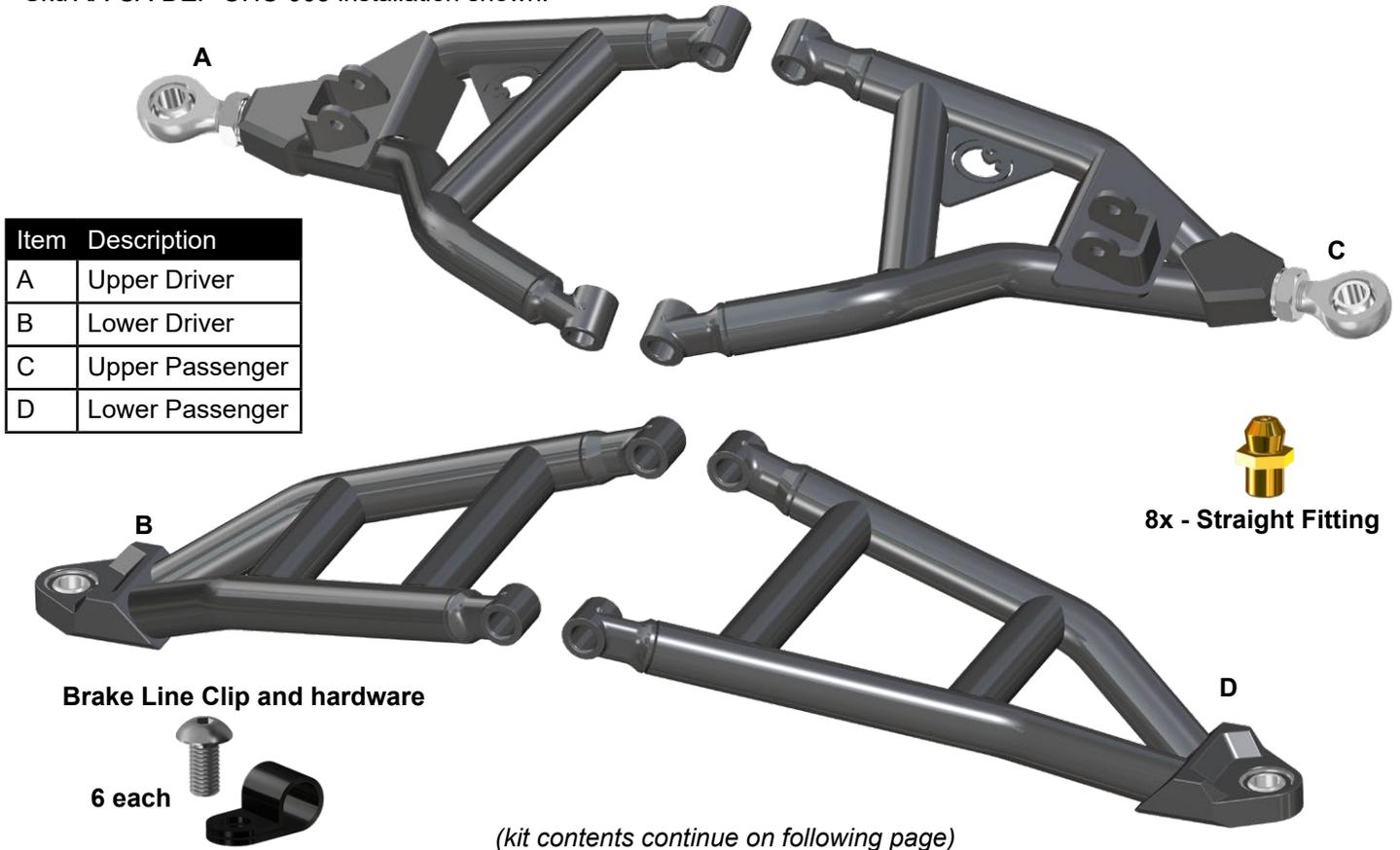- Do not discard packaging until product has been successfully installed.
- Sku AA-CA-DEF-OHC-003 installation shown.

A

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

C

B

8x - Straight Fitting

Brake Line Clip and hardware

6 each

D

(kit contents continue on following page)

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.

Thank You For Choosing **SuperATV.com®**

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IN-AA-CA-DEF-002 ~ IN-AA-CA-DEF-OHC-003 ~ IN-AA-CA-DEF-001 5/9/2023

(kit contents continued)

Steering Stop Kit
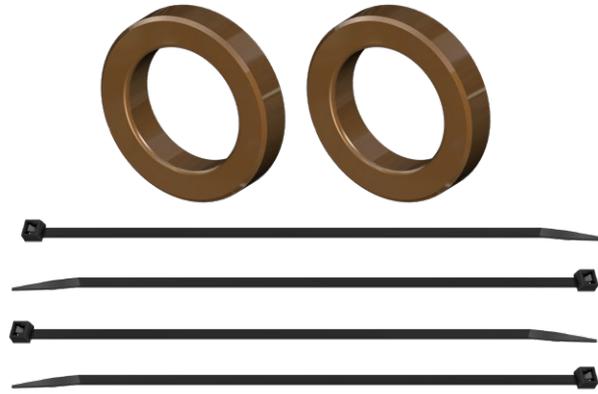
- Install Monoball Studs into A-Arms; tighten.
- Set A-Arms aside.
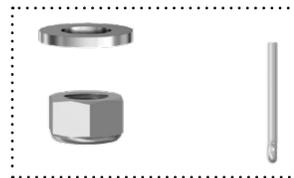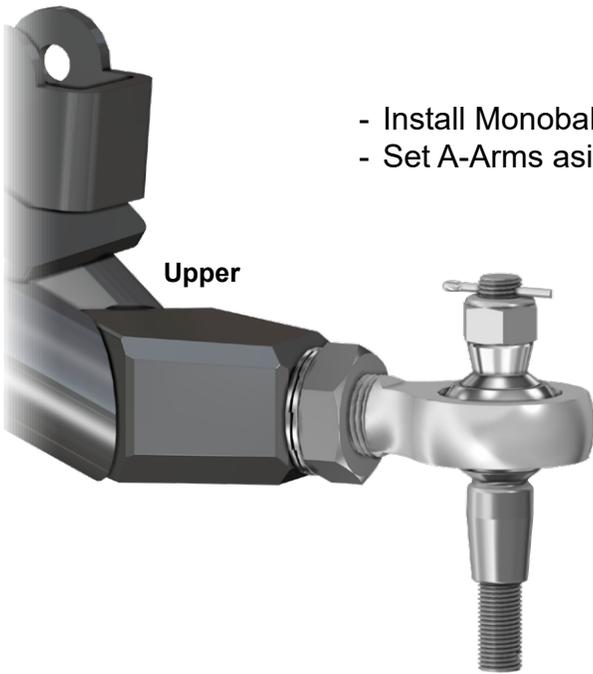
Upper

Nut, Washer, and Pin will secure
Knuckles to Upper A-Arms.

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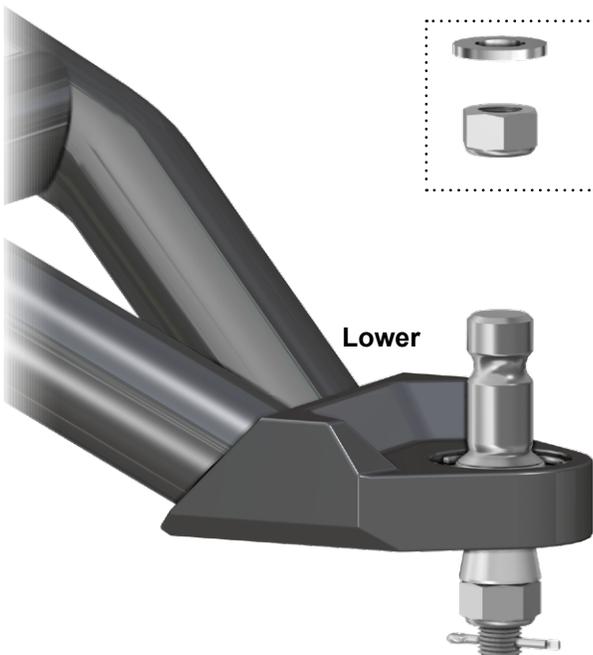
Front Removal: *Keep all components removed from machine.*

- From both sides of machine, remove components shown.

remove Tie Rod Ends

remove Knuckles

(driver)
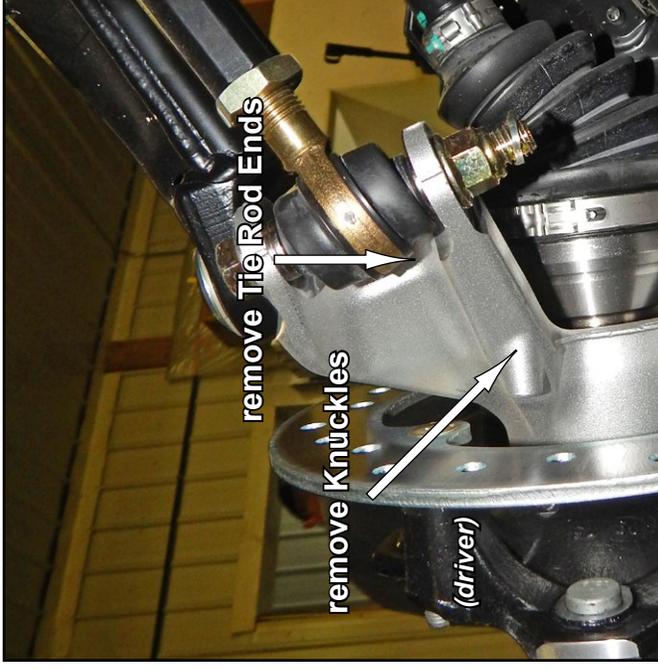
Tip: rotate Knuckle and use setup shown when removing/installing from Upper Arm.

Extension and Socket through lower hole

disconnect Shocks

remove A-Arms (Upper and Lower)

remove Hubs

remove Calipers

(driver)

remove Tie Rods from Rack and Pinion

- Install Fittings into Front Arms as shown.
- Install stock Bushings.

**reuse stock
Wear Plates**

2x **Straight Fitting**
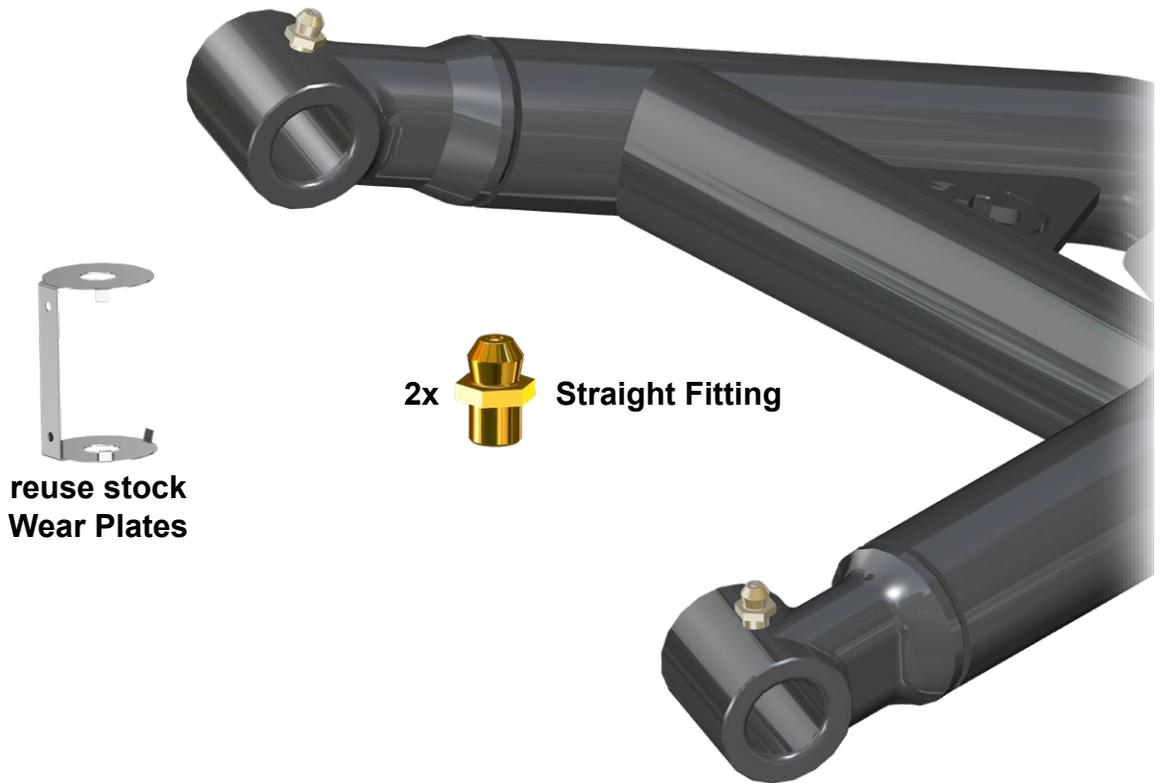
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when set to this dimension.*
- See last page for additional camber information.

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

*

center of Heim

**See
Table**
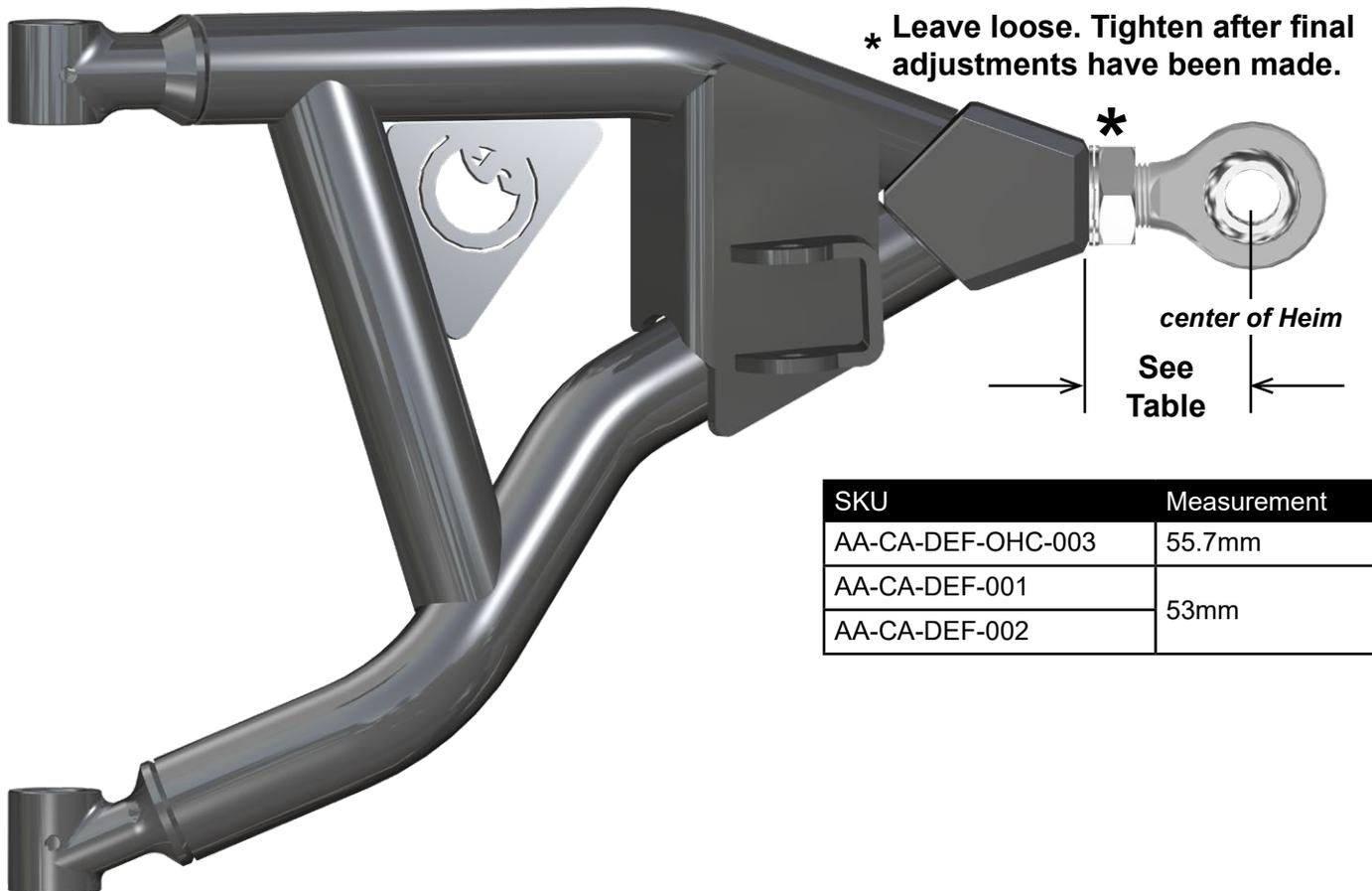
SKU	Measurement
AA-CA-DEF-OHC-003	55.7mm
AA-CA-DEF-001	53mm
AA-CA-DEF-002	

Steering Stop Installation: *Rack and Pinion shown off machine for clarity.*

- Install Steering Stop onto Rack and Pinion Shaft.
- Reinstall Tie Rod to Rack and Pinion. Secure Boot with Wire Tie.
- Repeat steps for opposite side.

Steering Stop
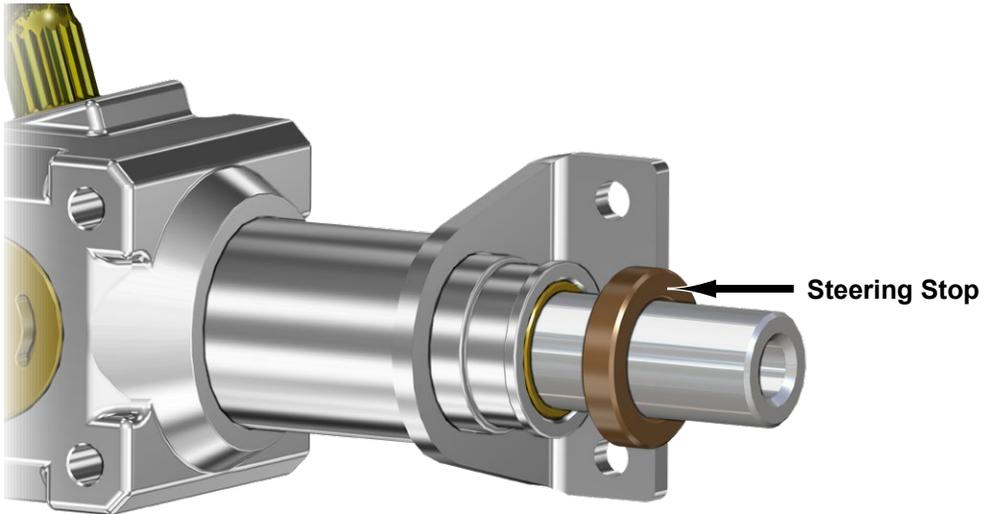
- Install Arms to Frame with stock hardware. SuperATV recommends using Loc-Tite on Nuts.

(driver)
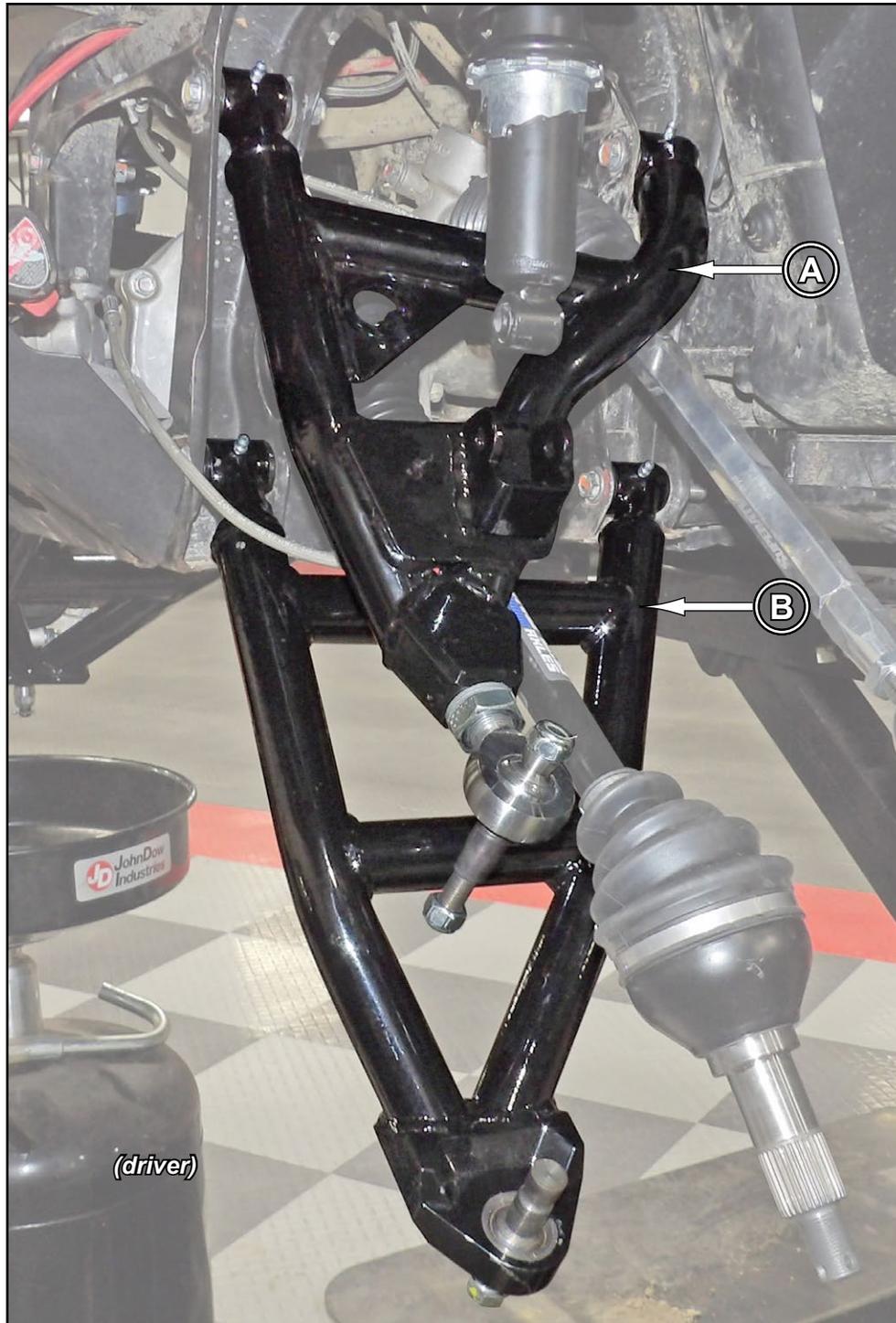
Repeat steps for opposite side.

- Reinstall Knuckles.

(driver)

- Reinstall Hubs, Calipers, and Axle hardware.
- Secure Tie Rod Ends to Knuckles.
- Secure Shocks to Uppers with stock hardware.

(driver)

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

- Reinstall Tires and check Camber settings; see following page.
- Completely tighten hardware.

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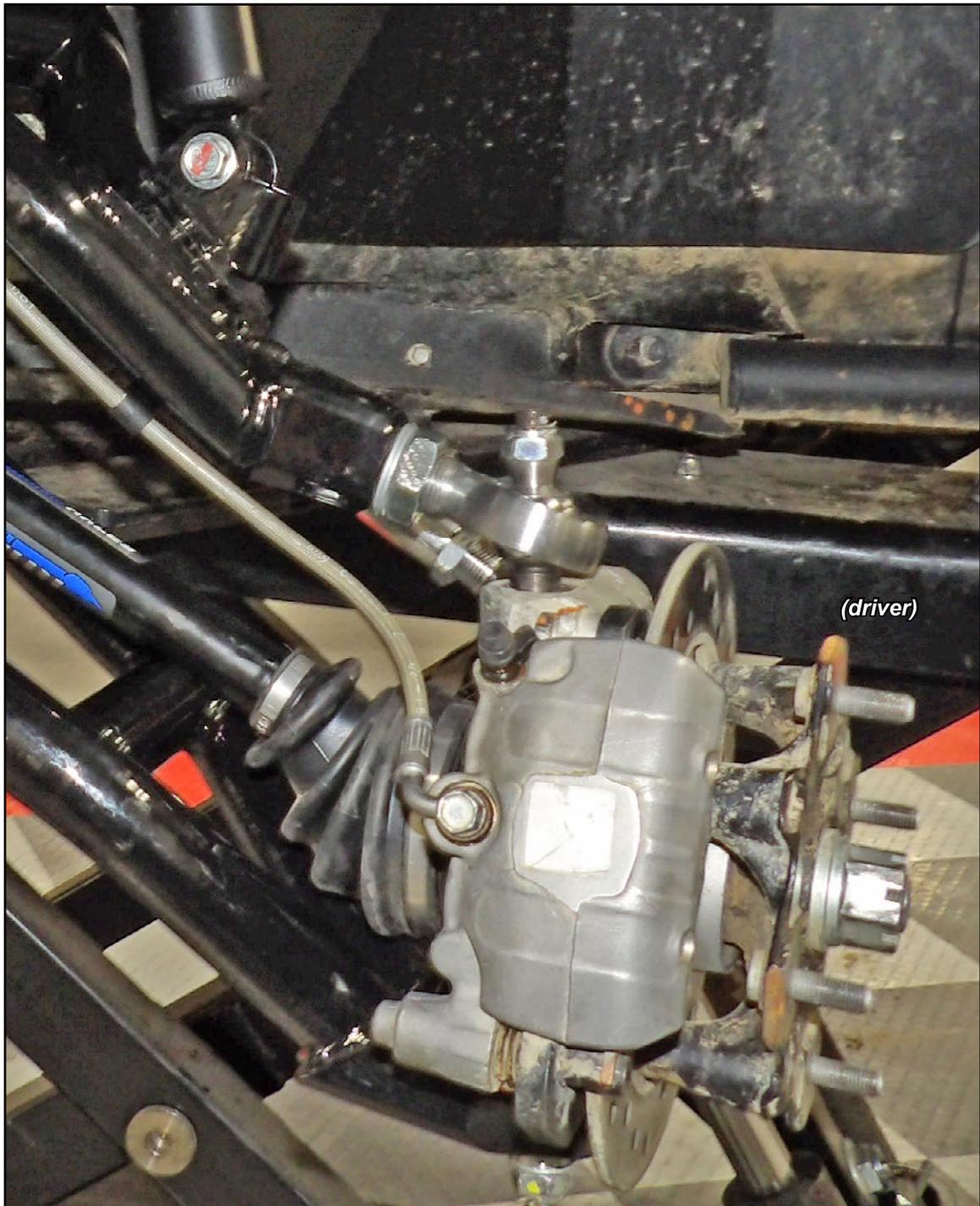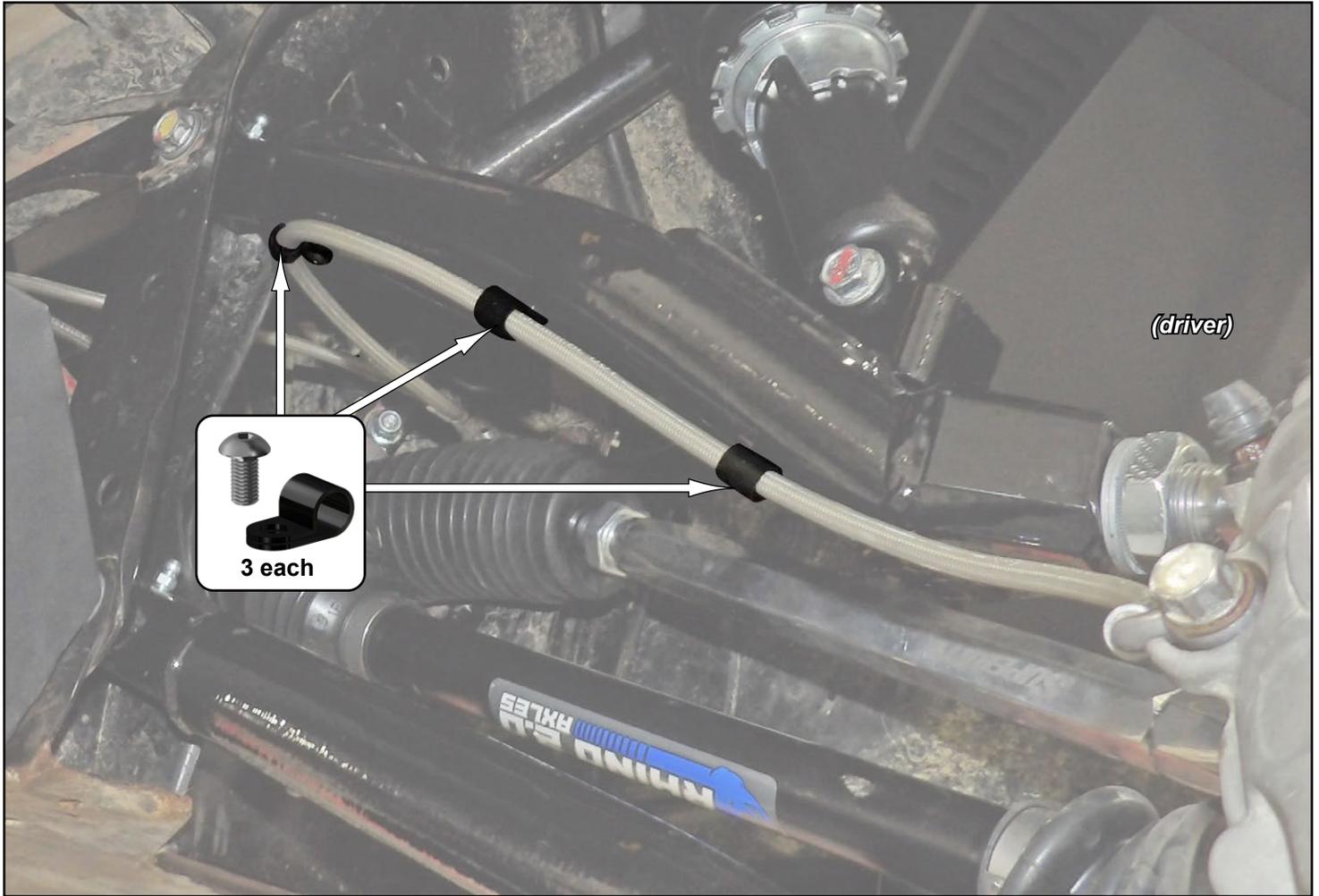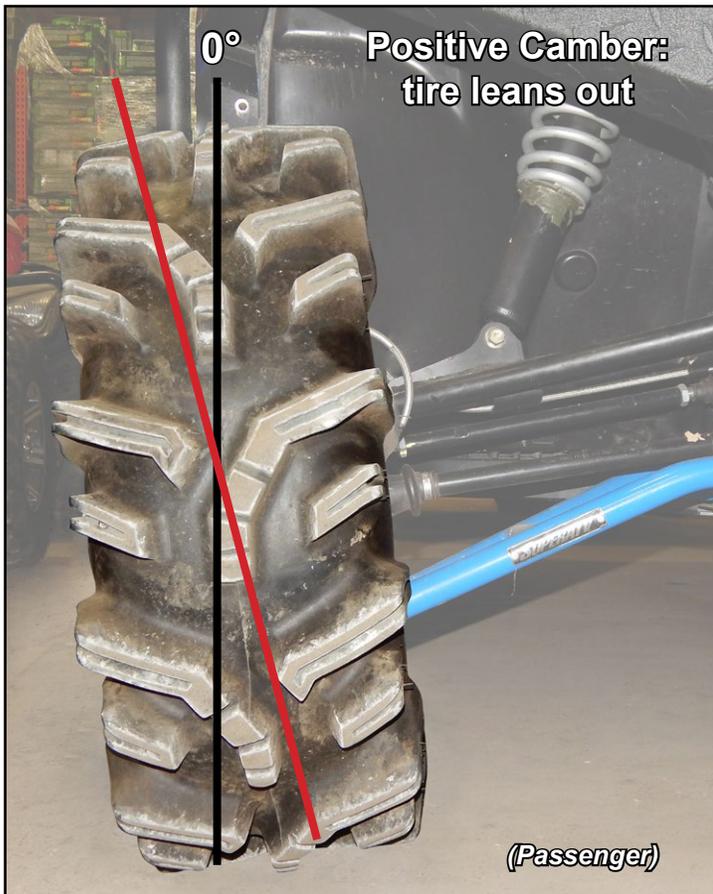
- - Tires must have equal air pressure before making adjustments.
- - Adjustments to be made after all suspension components have been completely assembled.
- - Tires must not be in contact with ground when making adjustments.
- - Perform adjustments in small increments.

Positive Camber: tire leans out (Passenger) — 0°

Negative Camber: tire leans in (Passenger) — 0°

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°