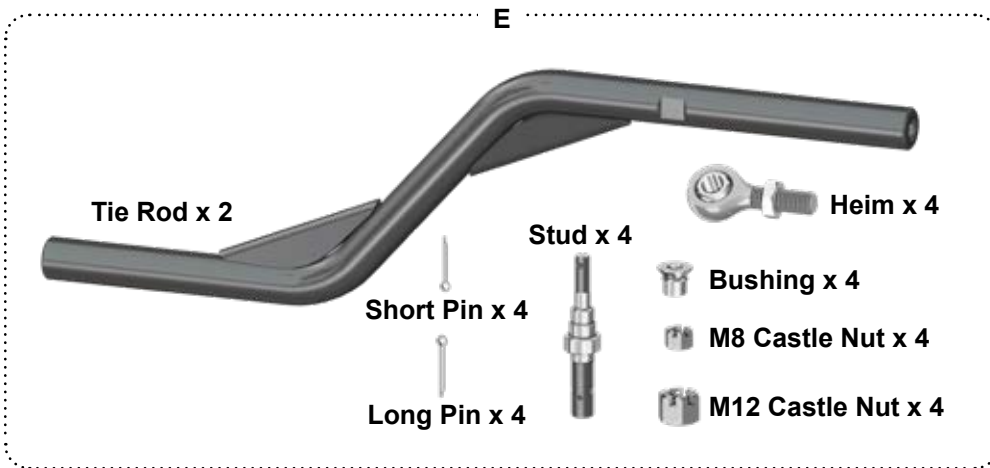
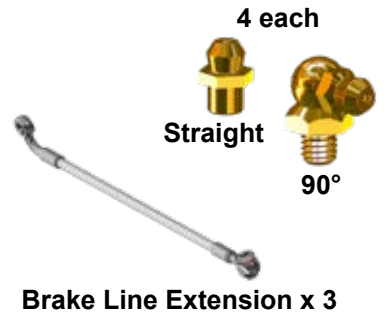
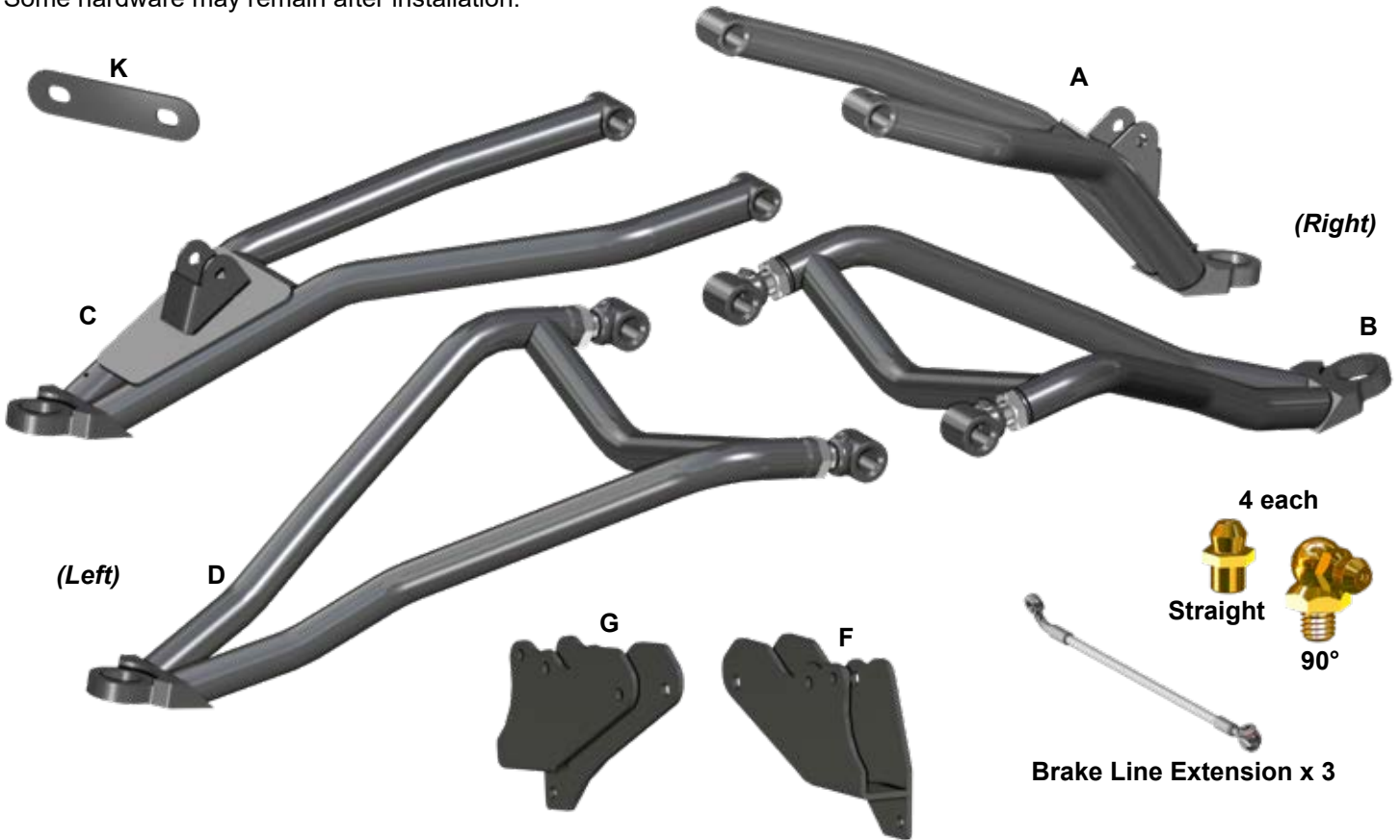


- A Press or Ball Joint tool is required to remove and install Ball Joints.
- Do not discard packaging until product has been successfully installed.
- Some hardware may remain after installation.



Item	Description
A	Right Upper
B	Right Lower
C	Left Upper
D	Left Lower
E	Tie Rod Kit
F	Right Bracket
G	Left Bracket
K	Arm Spacer x 2

(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.**

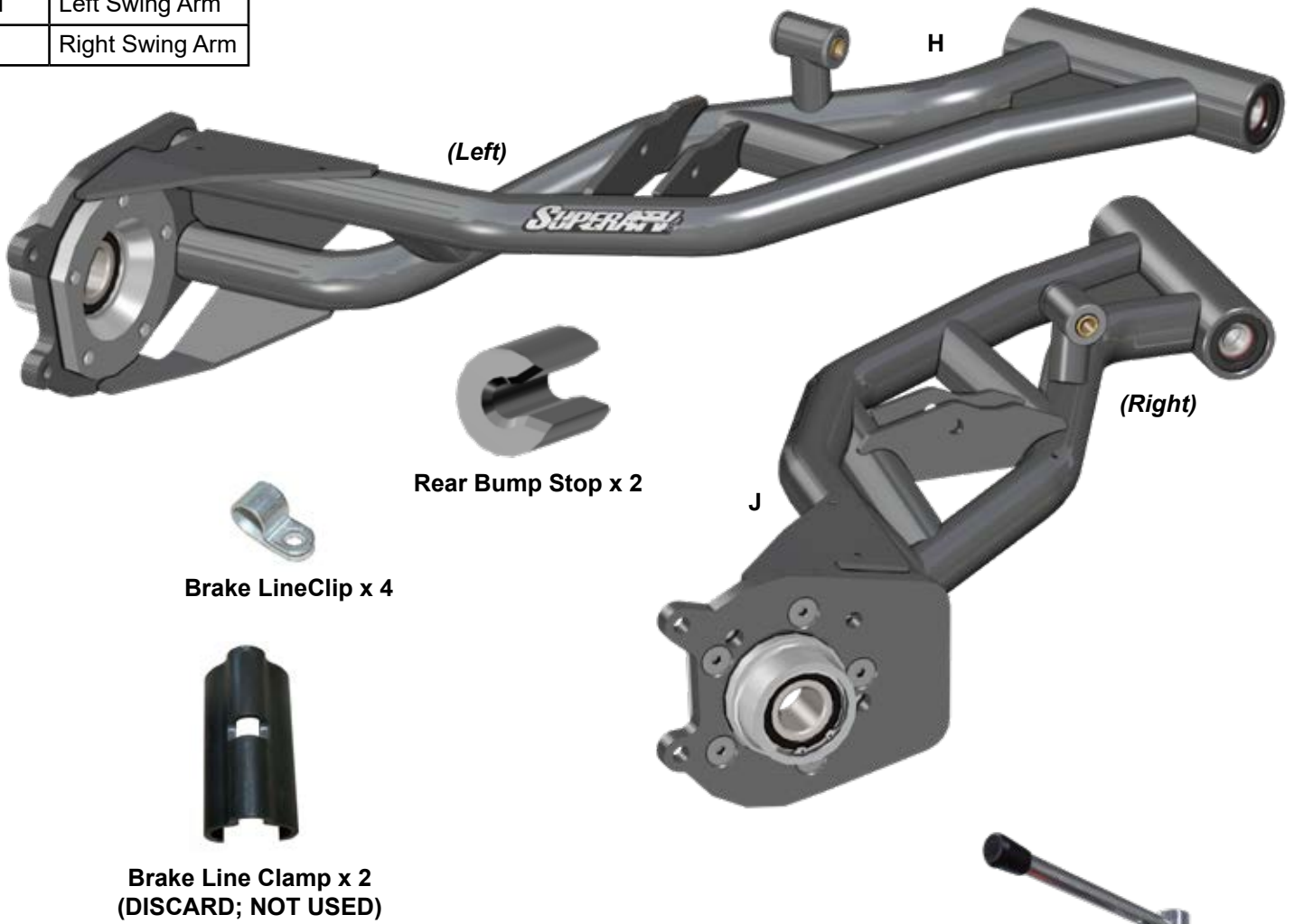
*Thank You*

*For Choosing*



Item	Description
H	Left Swing Arm
J	Right Swing Arm

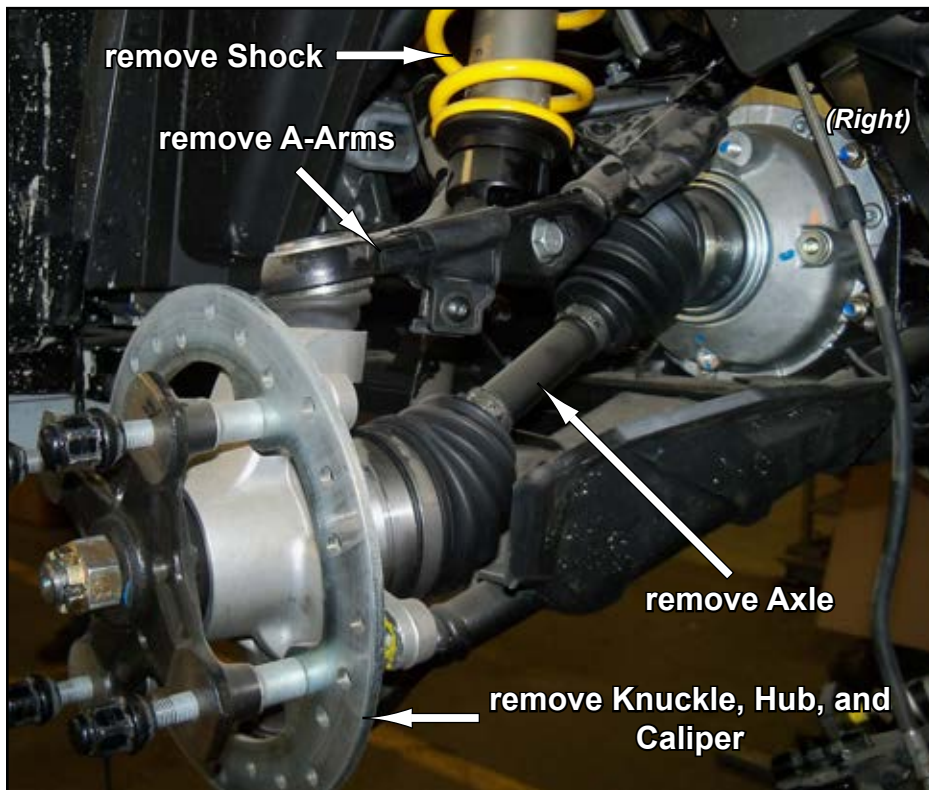
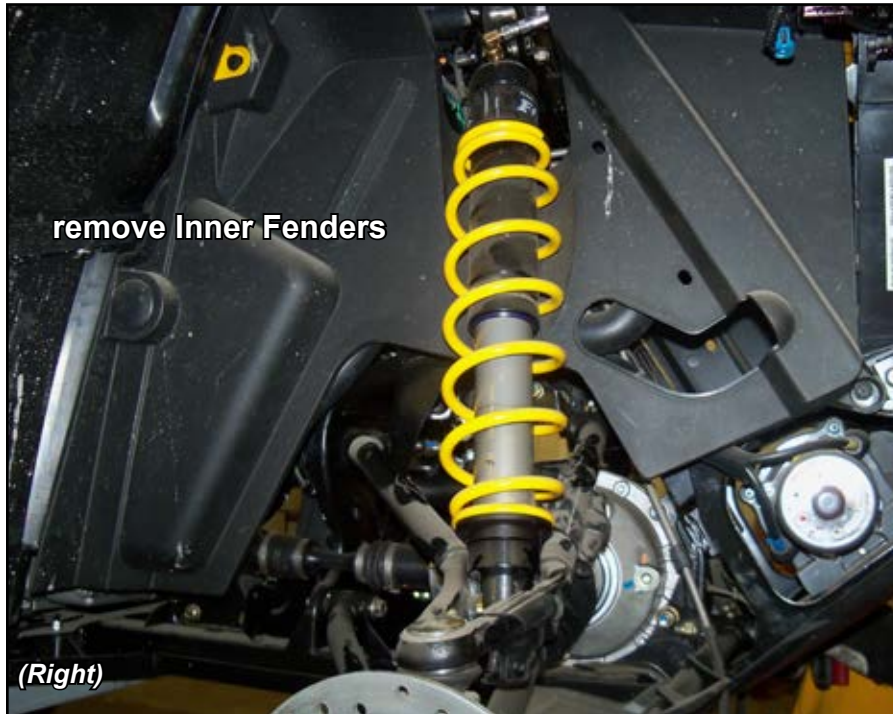
(kit contents continued)



SuperATV strongly recommends using a Spring Compressor when removing and installing Springs.

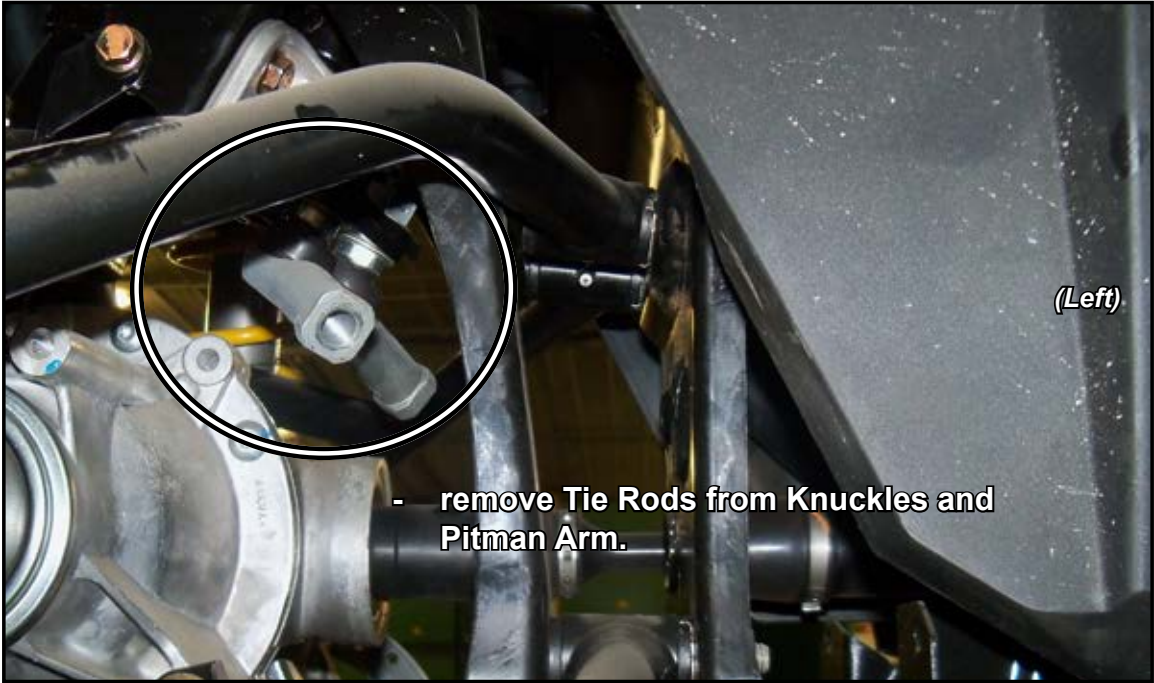
**Front Removal:** *Keep all components removed from machine.*

- Raise front of machine off ground and secure with jack stands.
- Remove Inner Fenders and hardware from Front Guard Plate.
- Remove Shocks.
- Remove Brake Lines from Calipers.
- Remove Tie Rods from Knuckles and Pitman Arm.
- Remove A-Arms from Frame.
- Remove Axles.



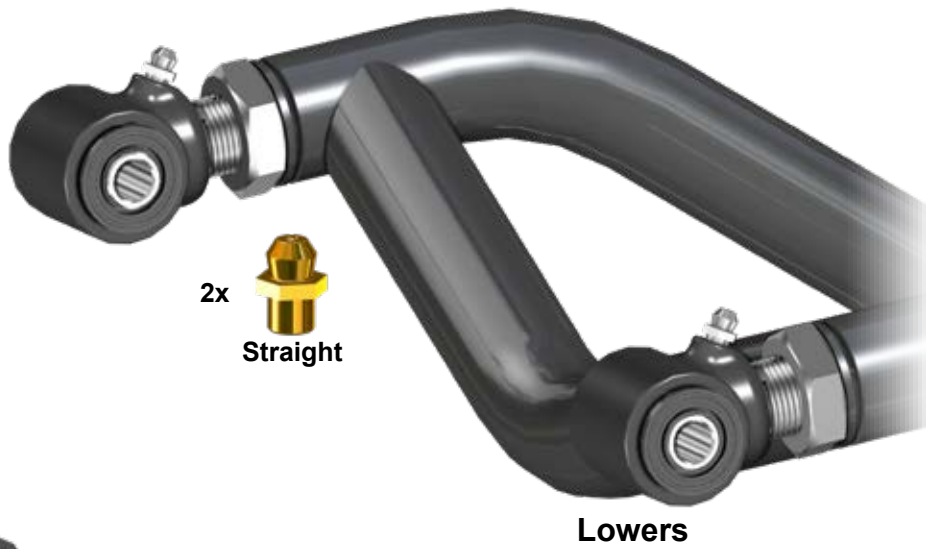
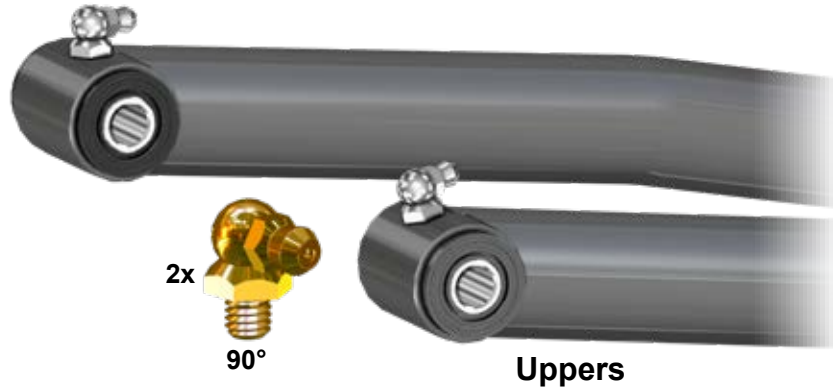
*(Front Removal illustrations continue on following page)*





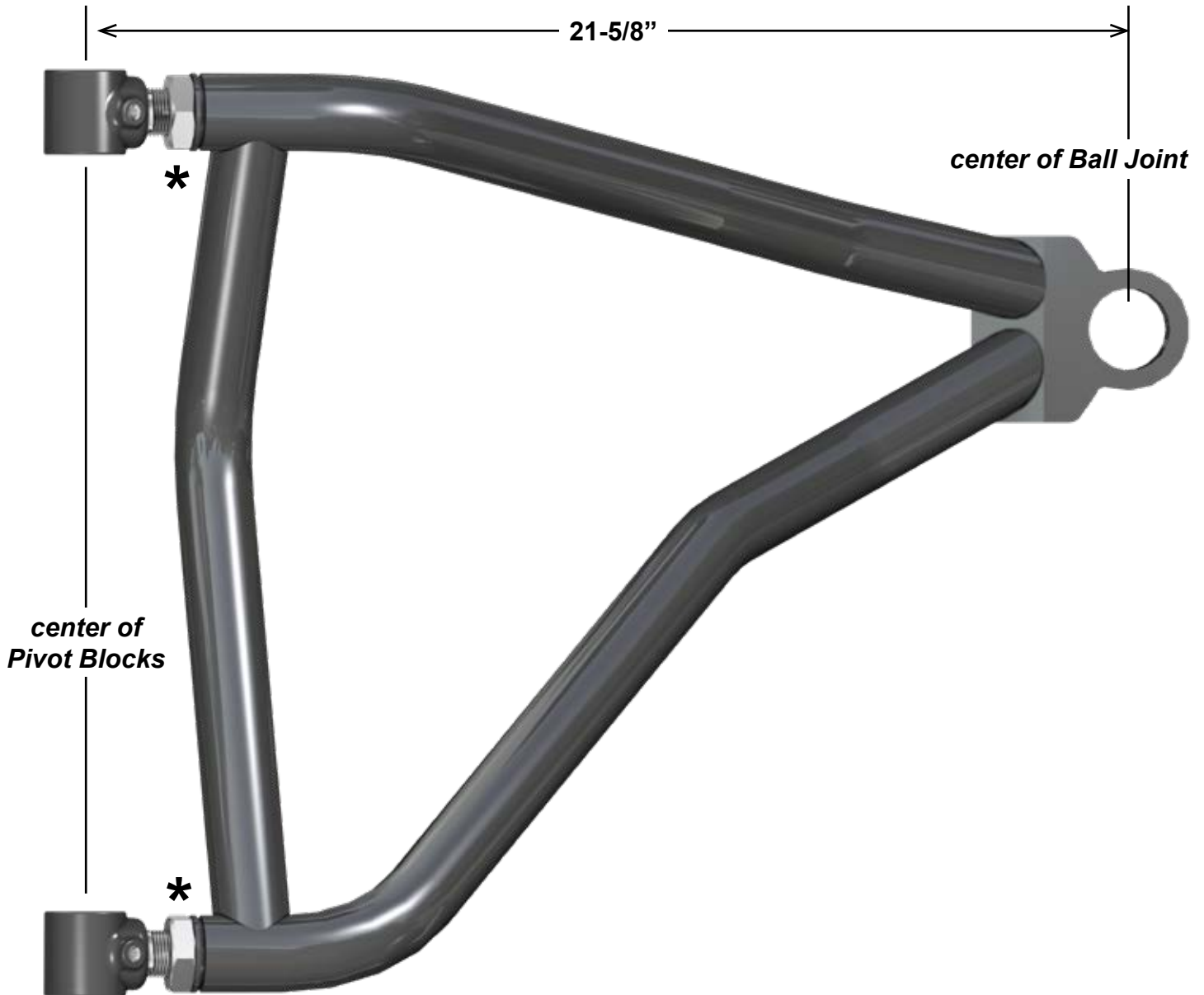
## Front A-Arms Preparation

- Install Fittings into A-Arms.
- Install stock Bushings, Wear Plates, and Cushions to new A-Arms.
- Transfer stock Ball Joints to new A-Arms.
- Set A-Arms aside.



## ***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.**



**Front Installation:** *Do not tighten hardware completely unless noted.*

- Remove hardware shown and install Front Shock Brackets (F)(G) with hardware shown.



## Front Installation continued:

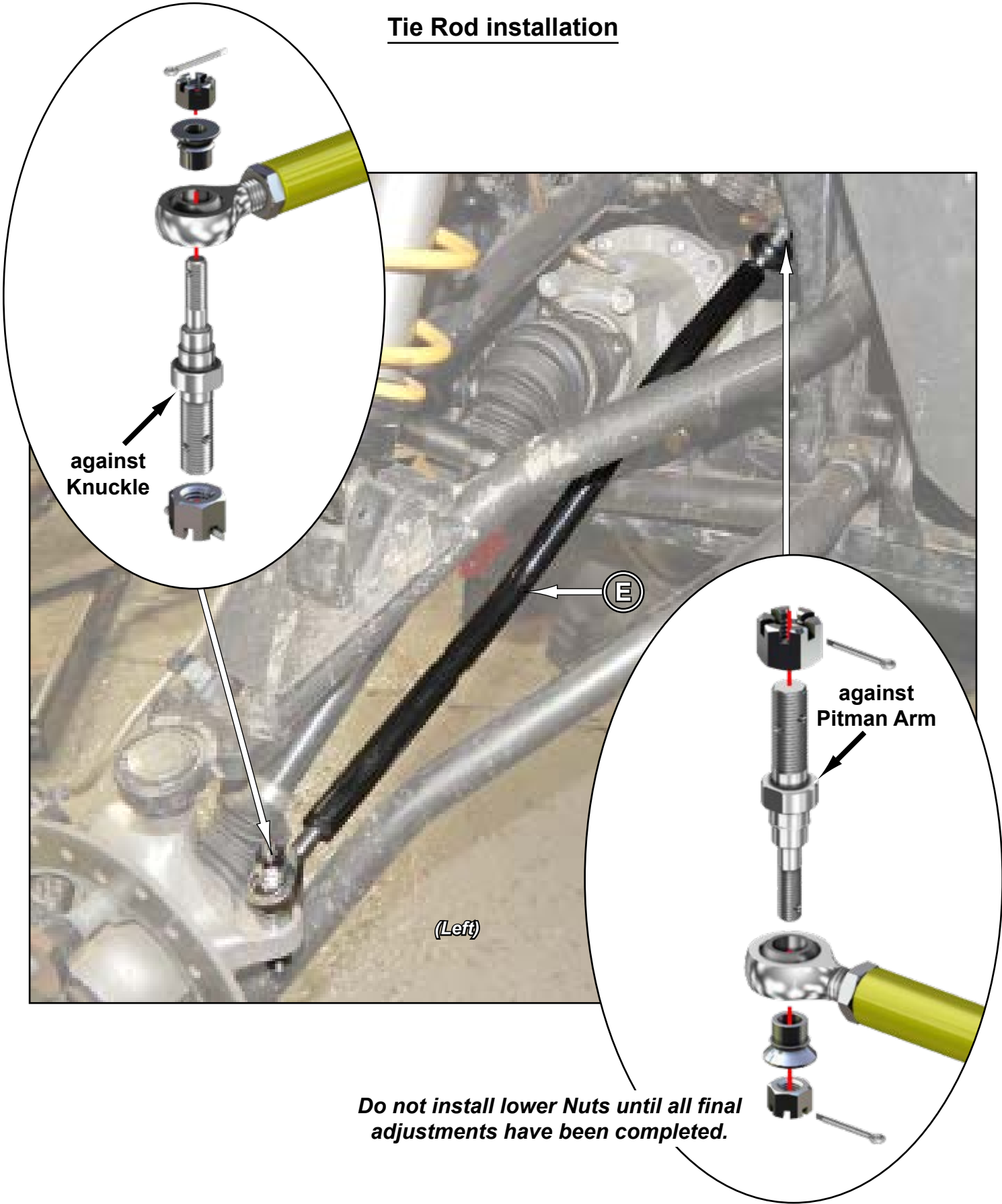
- Install A-Arms (A-D) to Frame with stock hardware. **Keep Nuts loose until all final adjustments have been completed.**
- Install new Axles.



- Repeat steps for opposite.
- Install new Tie Rods (E) to Knuckles and Pitman Arm. See following page.



# Tie Rod installation



against  
Knuckle

E

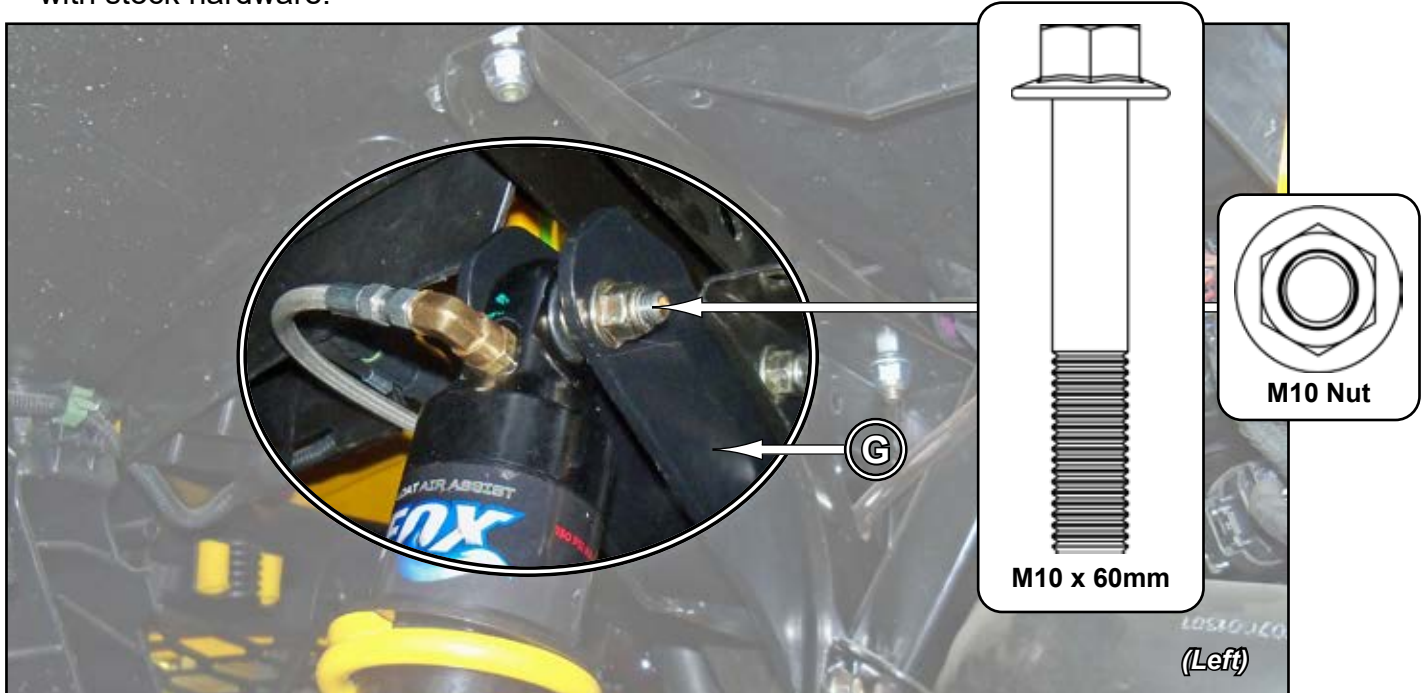
(Left)

against  
Pitman Arm

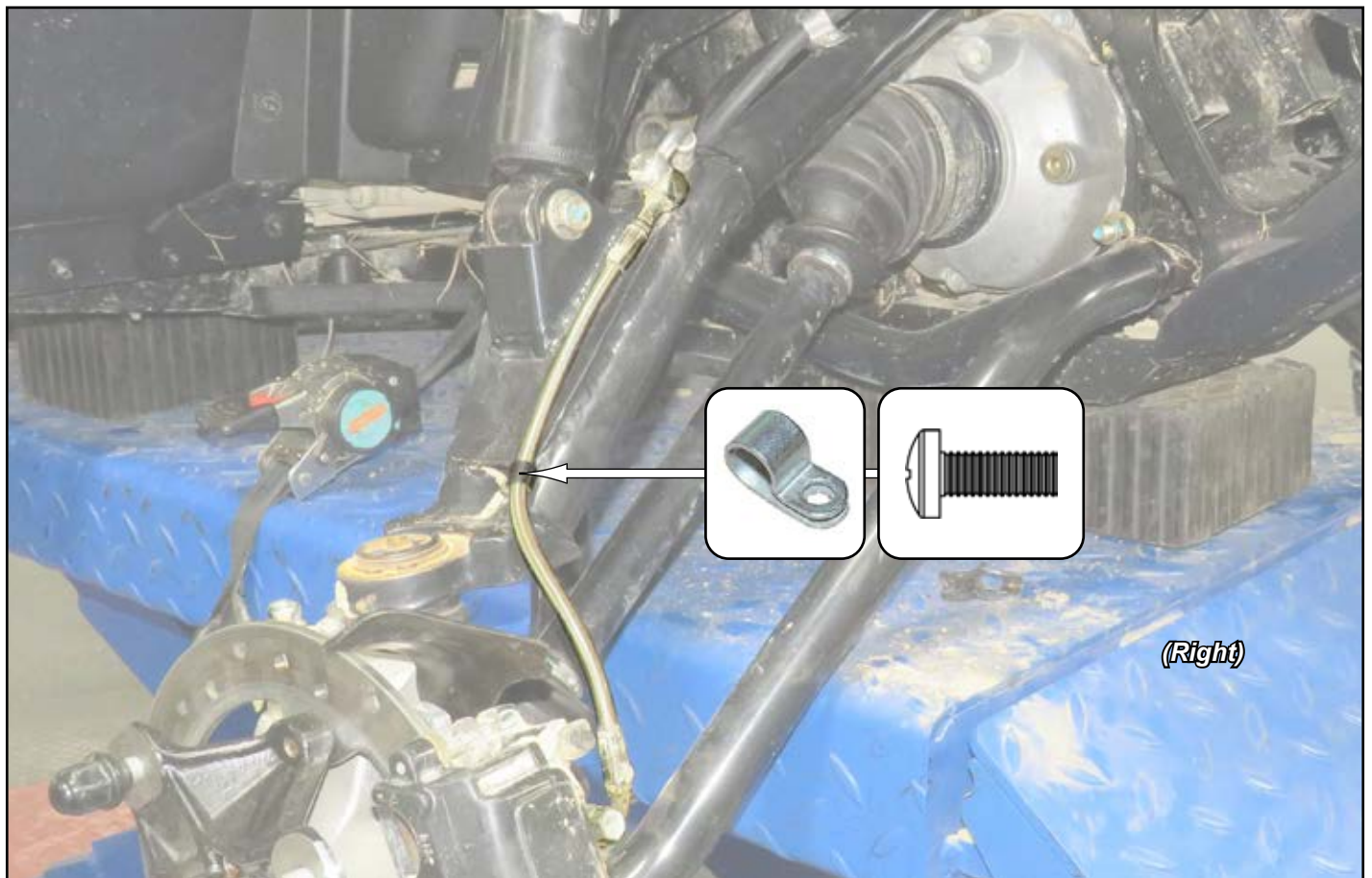
**Do not install lower Nuts until all final adjustments have been completed.**

## Front Installation continued:

- Install Shocks to Front Shock Brackets (F)(G) with hardware shown. Secure to Upper A-Arms (A)(C) with stock hardware.



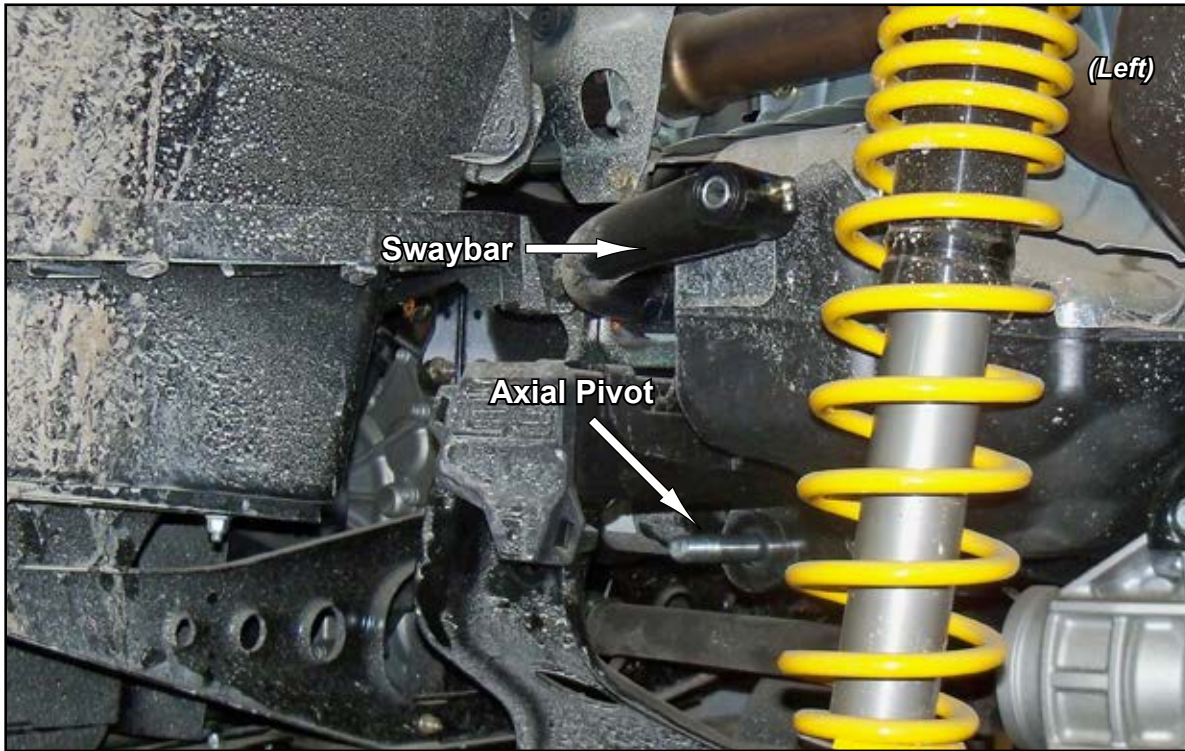
- Install Brake Line Extensions to Calipers and stock Brake Lines.
- Secure to Upper A-Arms with provided Brake Line Clip and hardware.
- Ensure no binding or interference can occur when in use.



- Reinstall necessary stock components.

**Rear Removal:** *Keep all components removed from machine.*

- Raise rear of machine off ground and secure with jack stands.
- Remove Wheels, Knuckle, Rotor, and disconnect Brake Line from Caliper.
- From Swing Arms remove Shocks and Swaybar Linkages.
- Remove Swing Arms. (Only **outer** most Spacers will be used when installing new Swing Arms. Ball Bearings, Seals, and inner Spacers are included and pre-assembled in new Swing Arms).
- Remove Axial Pivot.
- Remove Axles and Shocks from machine.





**Rear Installation:** *Do not tighten hardware completely unless noted.*

- Install new Axles.
- Install Right Swing Arm (J) to Frame.
- Reinstall Outer Spacer and Axial Pivot.
- Install Left Swing Arm (H) to Frame. Reinstall left side Outer Spacer and secure Axial Pivot with stock hardware.

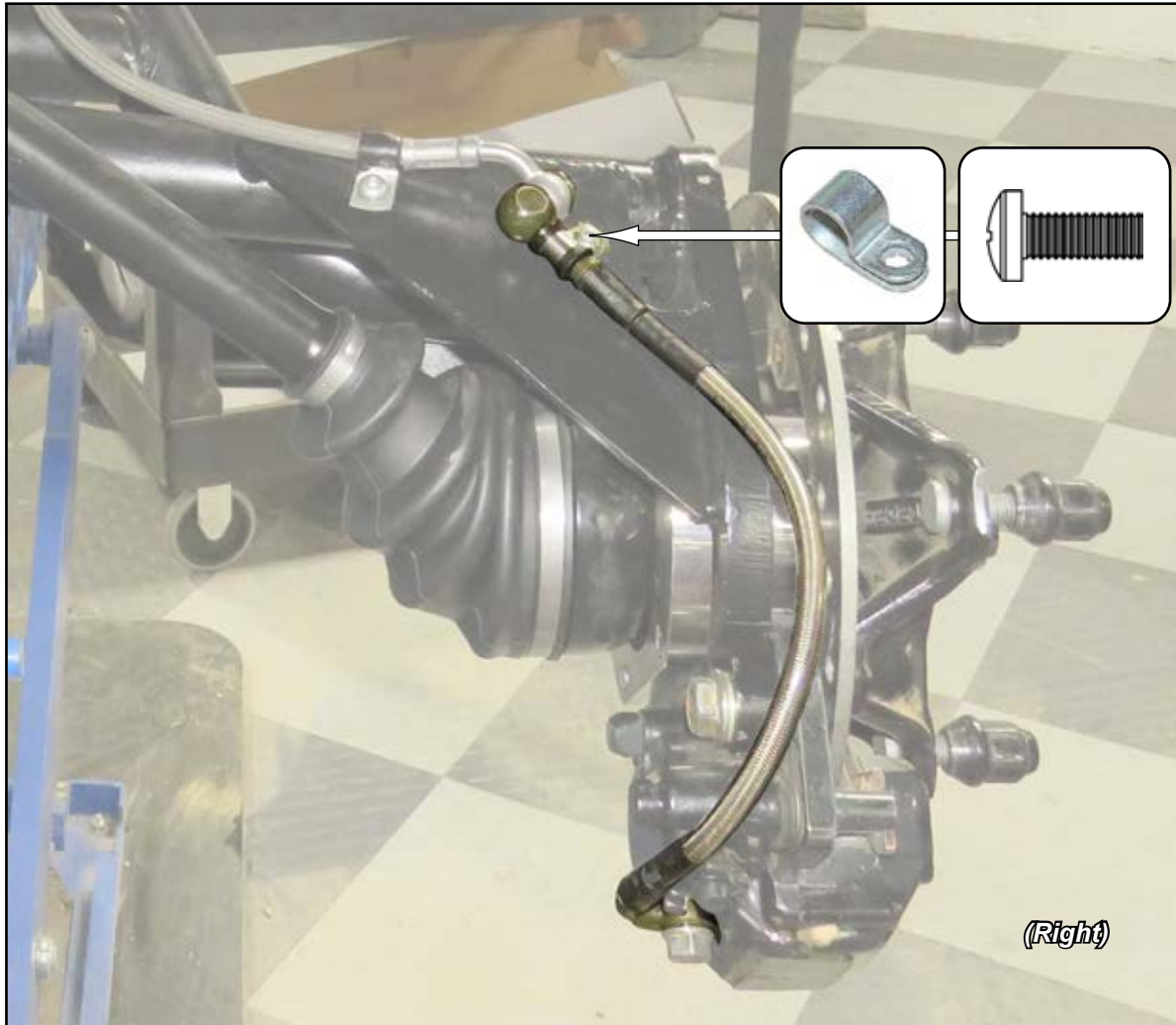


- Reinstall stock Knuckles, Rotor, and Caliper.

- Place Shock into Spring Compressor (not included) and remove Spring.
- Install Bump Stop and reinstall stock components.
- Remove from Spring Compressor and repeat steps for remaining Shock.



- Install Brake Line Extension to Caliper and stock Brake Line.
- Secure to Right Swing Arm A-Arm (J) with provided Brake Line Clip and hardware.
- Ensure no binding or interference can occur when in use.





- Reinstall Swaybar Linkages and Shocks with stock hardware.
- Reinstall Tires and check Camber settings; see last page.
- Tighten ***all*** hardware. SuperATV recommends using Loc-Tite on Nuts.
- Replace Brake Fluid and bleed Brake Lines.



# 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°*

