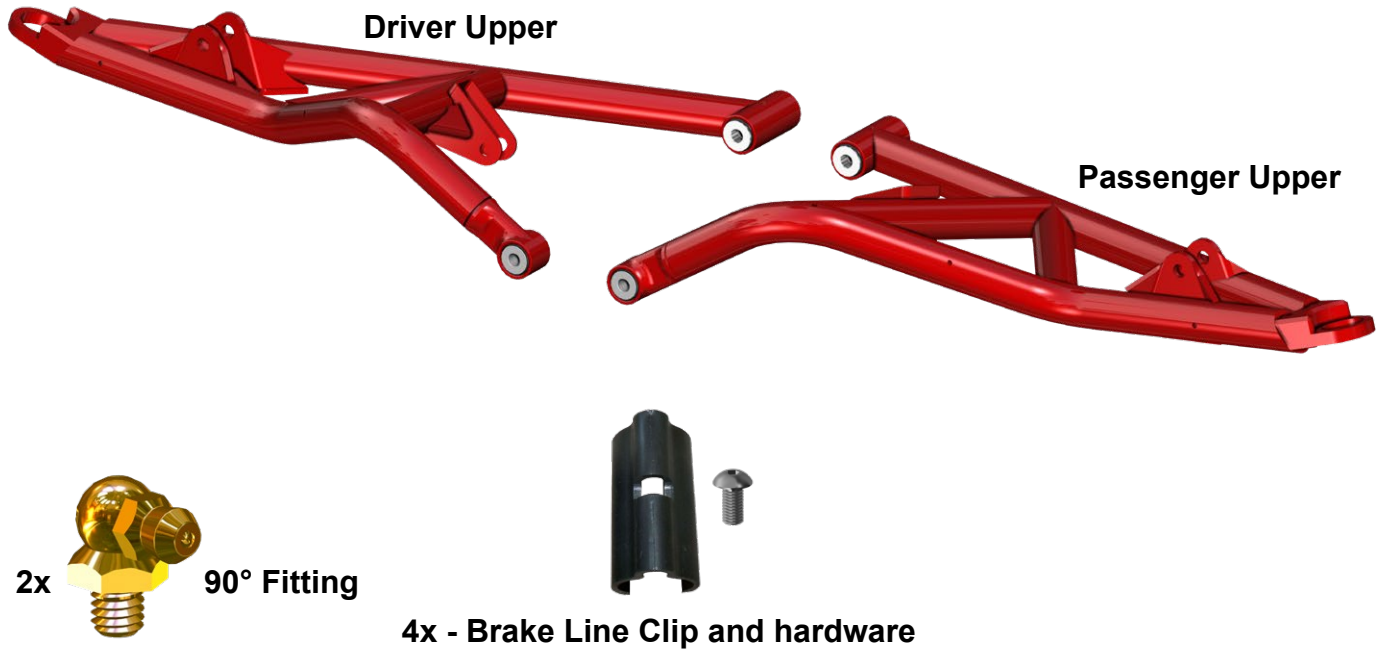


A Press or Ball Joint tool is required to remove and install Ball Joints.



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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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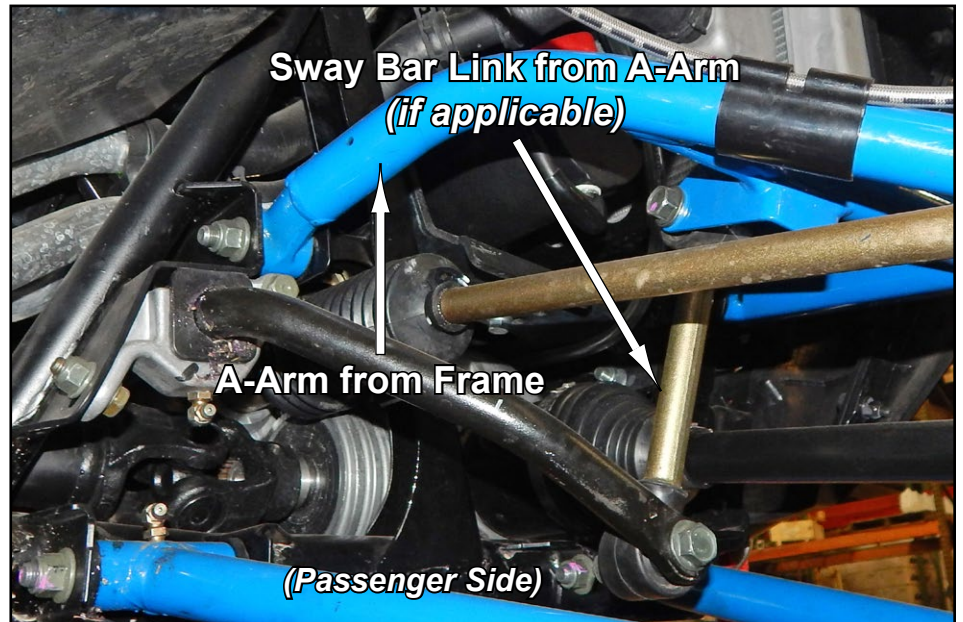
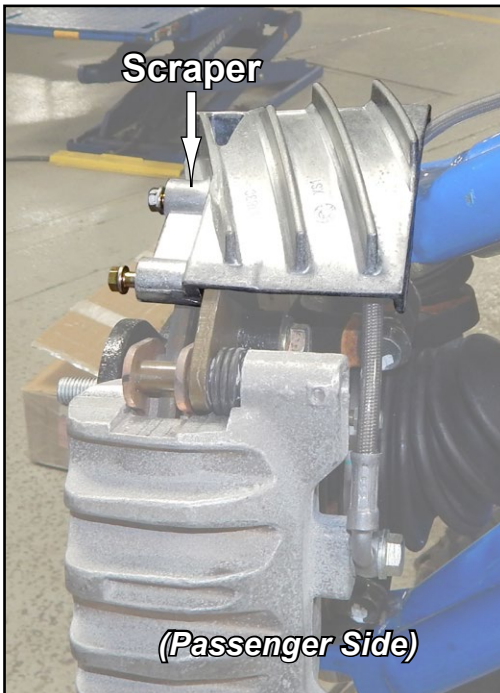
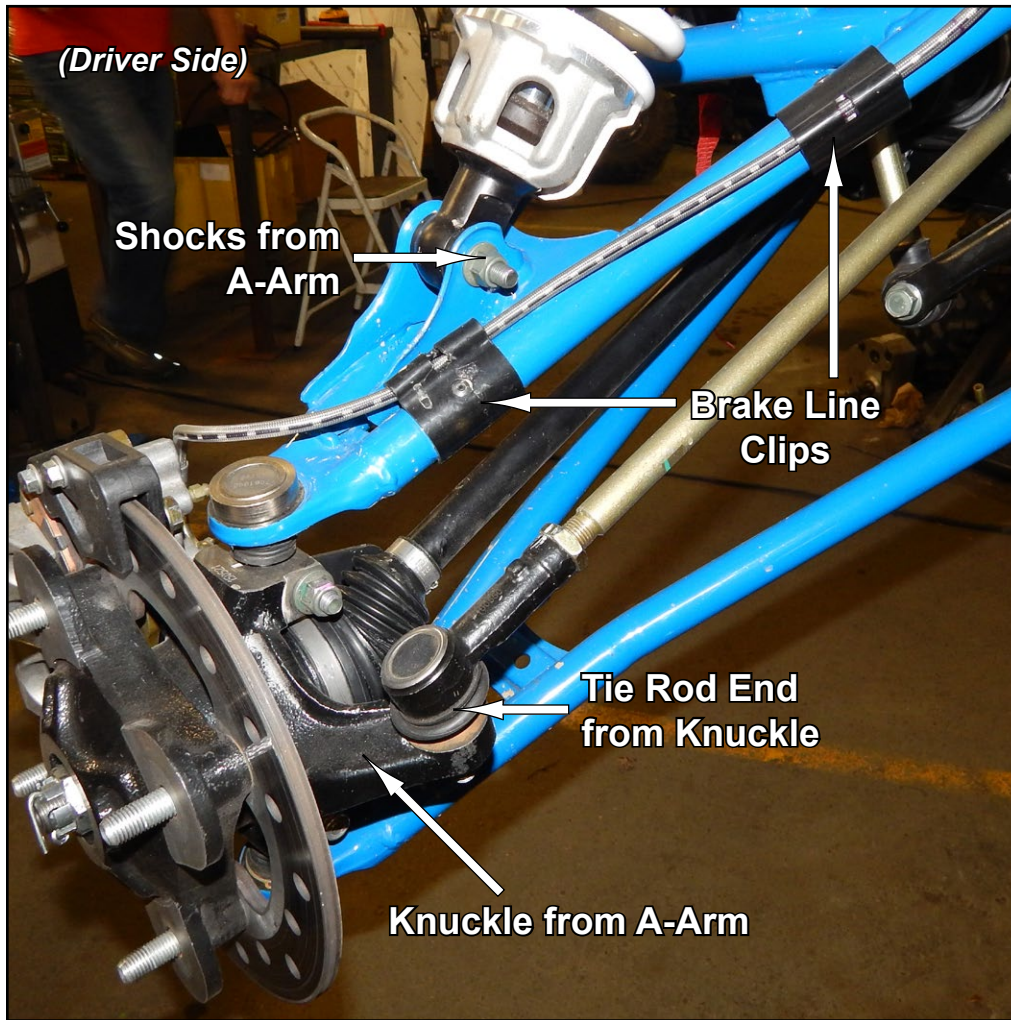
✉ sales@superatv.com 💻 www.superatv.com

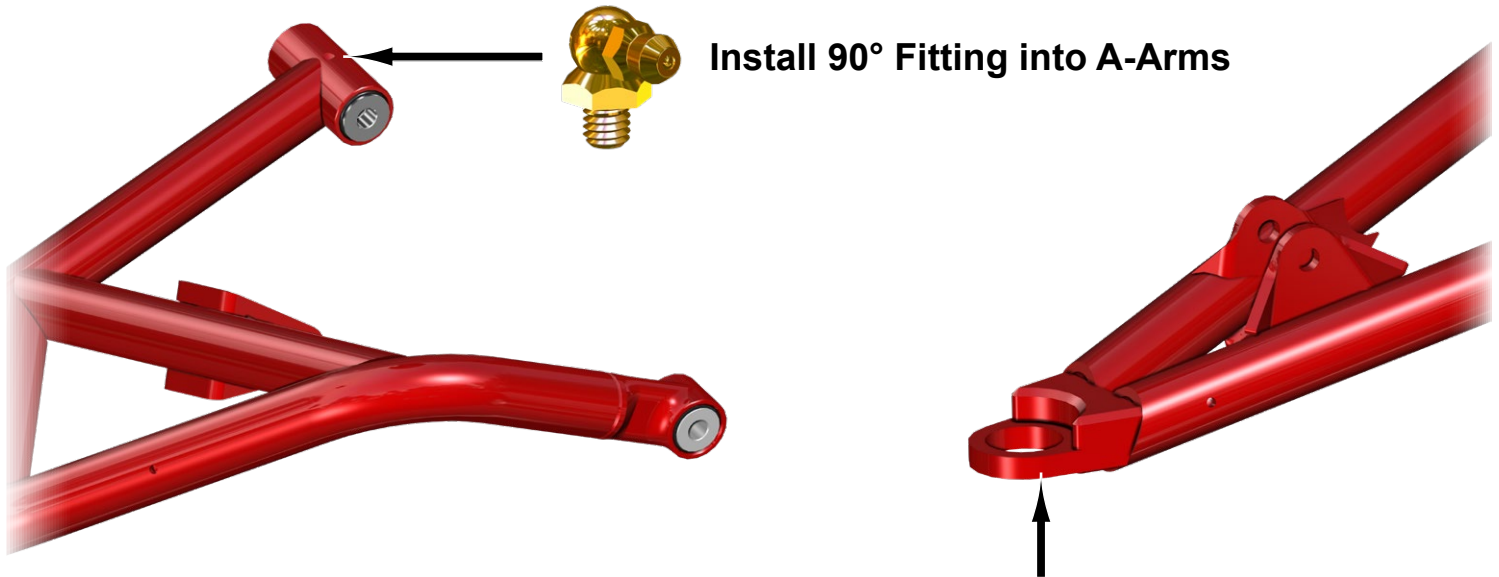
☎ 1-855-743-3427 🕒 8:00am - 8:00pm EST M-Th
 8:00am - 7:00pm EST Friday
 9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

Thank You
For Choosing
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Remove components shown from each side of machine. Keep all components.





Install 90° Fitting into A-Arms

**Install stock Ball Joints into A-Arms;
disregard if SuperATV Ball Joints are included**

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

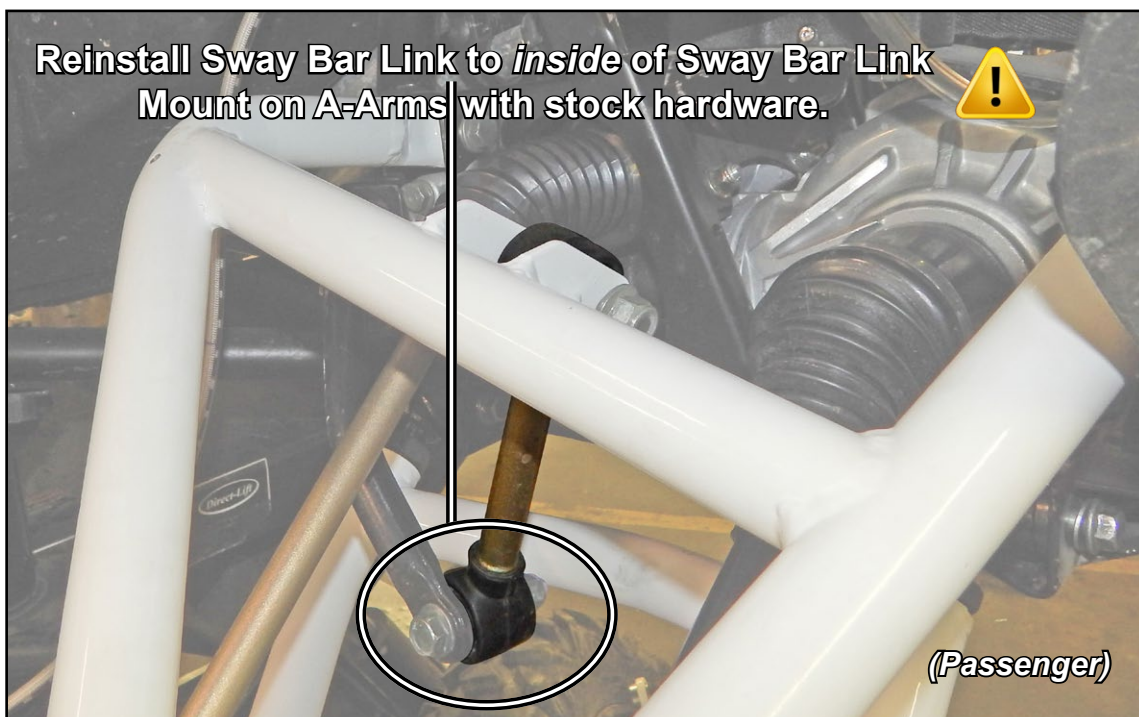


(Driver)

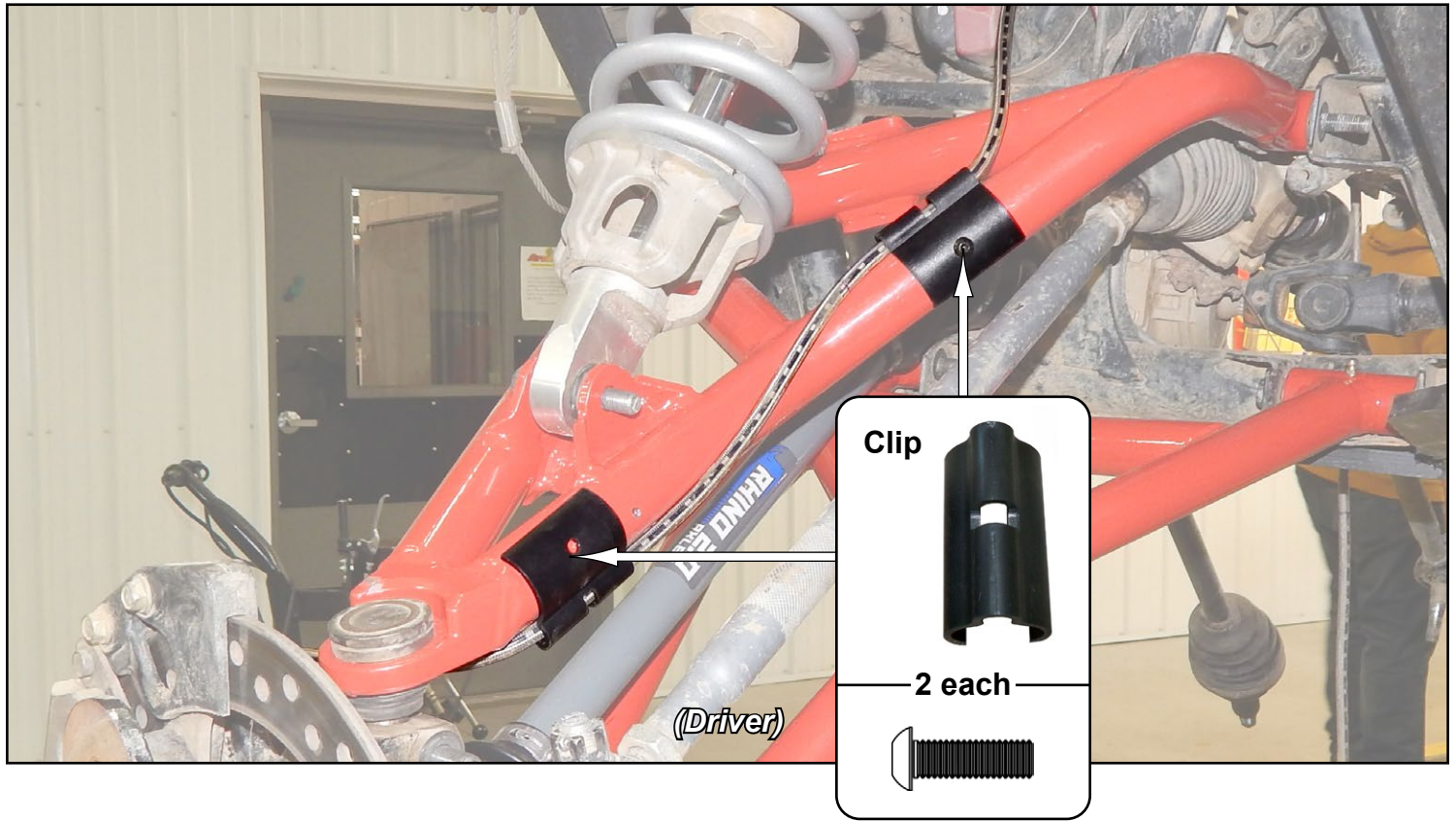
- Reinstall stock components with stock hardware.



- If applicable, secure Sway Bar Links to new A-Arms with stock hardware.



- Secure Brake Lines to Uppers with provided Clips and hardware shown.
- Ensure that no binding or interference can occur.



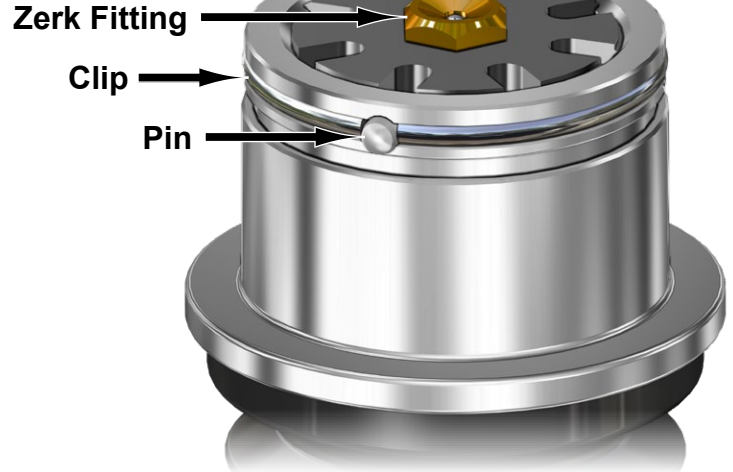
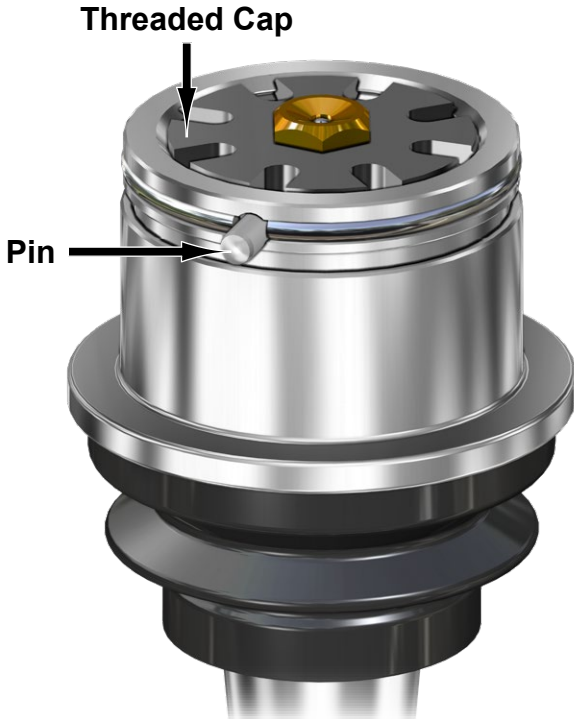
tighten all hardware completely

Ball Joint Notes

- Ball Joint must be installed so that Pin can be removed.
- Adjustments can be made with Ball Joint installed on A-Arm.

rotate Clip so that Pin is exposed

pull Pin out of Threaded Cap



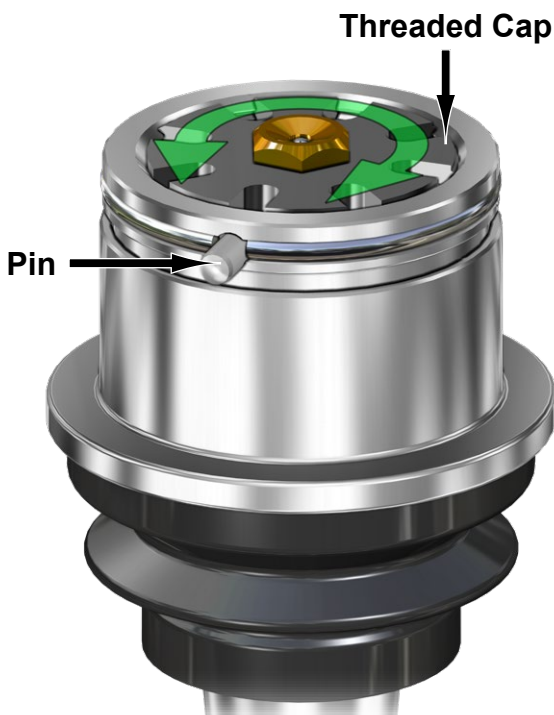
IF BOOT IS NOT PREINSTALLED

- Install Boot *after* Ball Joint.
- Secure with provided glue.



- Rotate Threaded Cap; left loosen - right tighten.
- Reinstall Pin and rotate Clip until Pin is covered.

! DO NOT USE ZERK FITTING TO TIGHTEN OR LOOSEN.



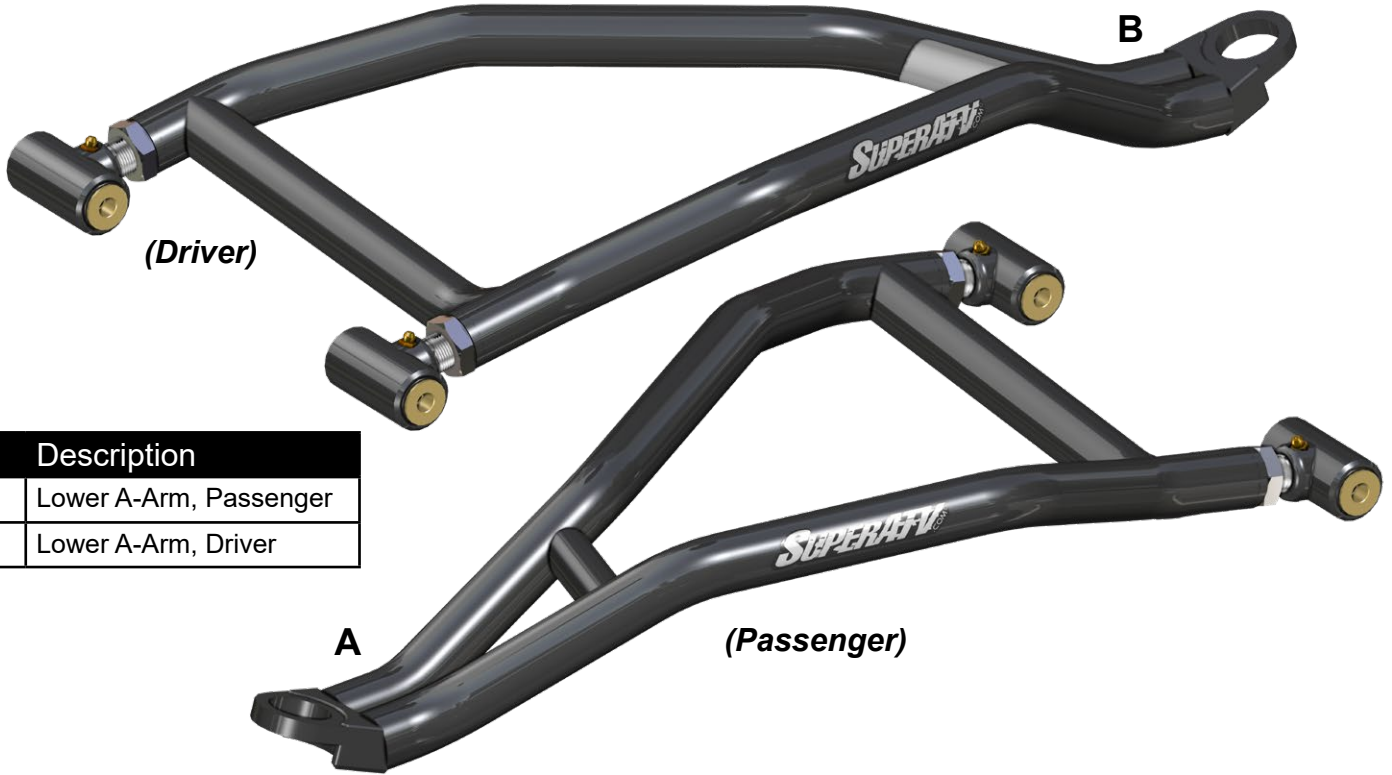
- Pump in (1) shot of Grease.
- Ride machine and Grease again.



- If Ball Joint Stud is threaded, torque provided Nut to manufacturers standard.

INSTALLATION INSTRUCTIONS
High Clearance A-Arms:
For Polaris RZR[®] XP 1000

- 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
A	Lower A-Arm, Passenger
B	Lower A-Arm, Driver

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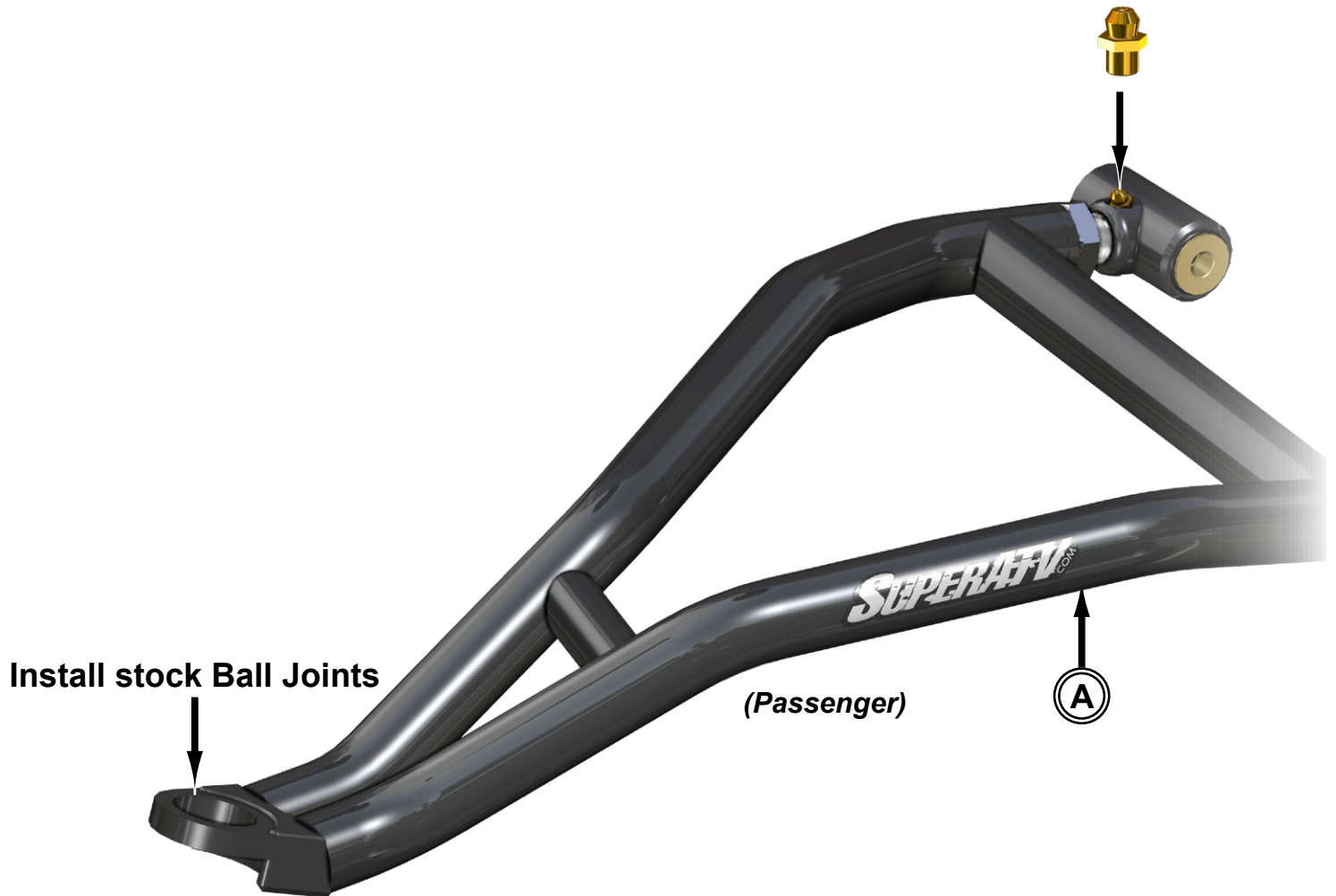
Read instructions and view illustrations before beginning.



Keep all stock hardware and components.

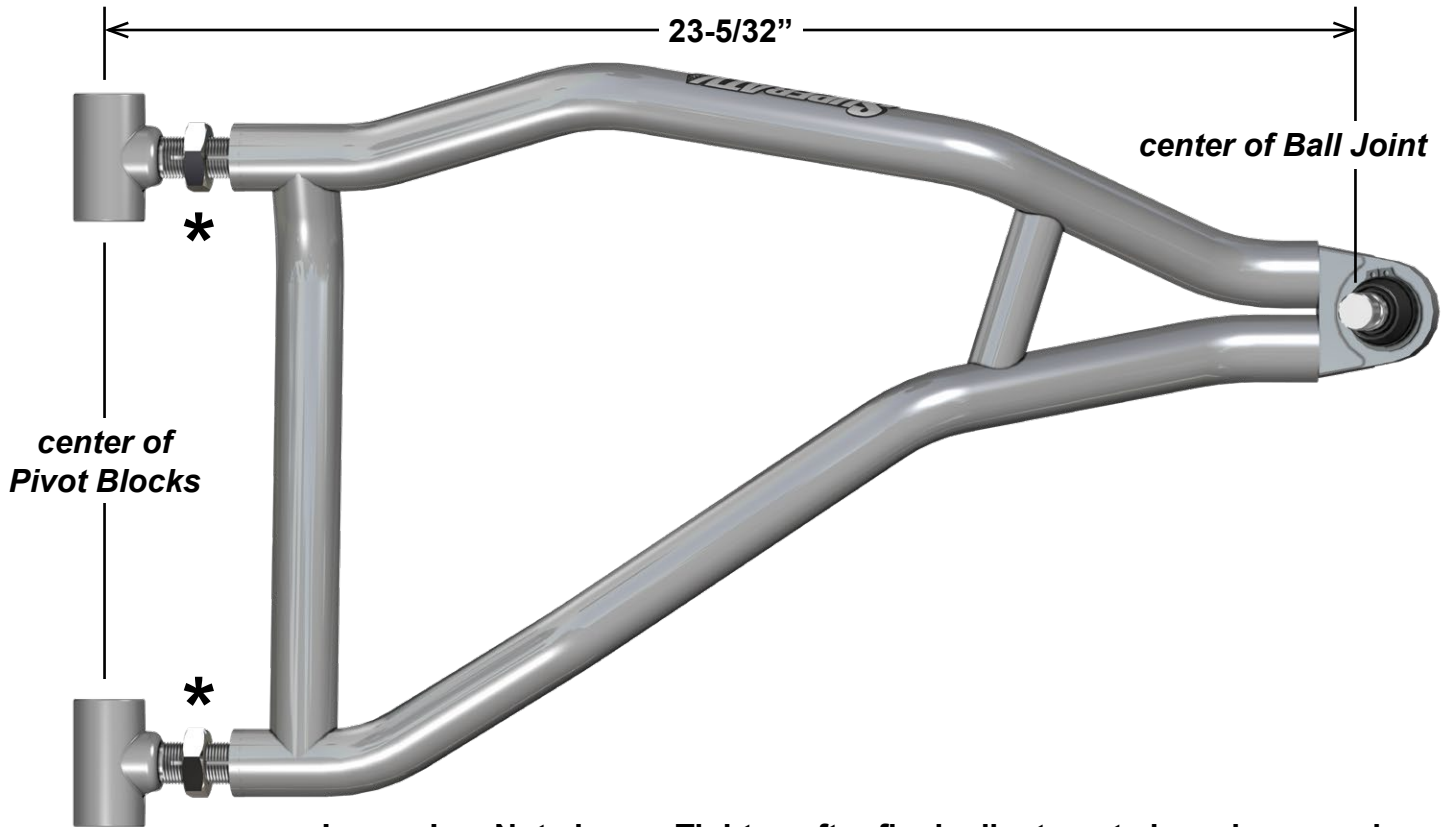
- Raise machine off ground and secure with jack stands.
- Remove Wheels.
- Remove Lower A-Arms from Frame and Spindles.
- Remove Ball Joints.

*If not present, install provided
Zerk Fittings into A-Arms.*



PIVOT BLOCK SETTINGS

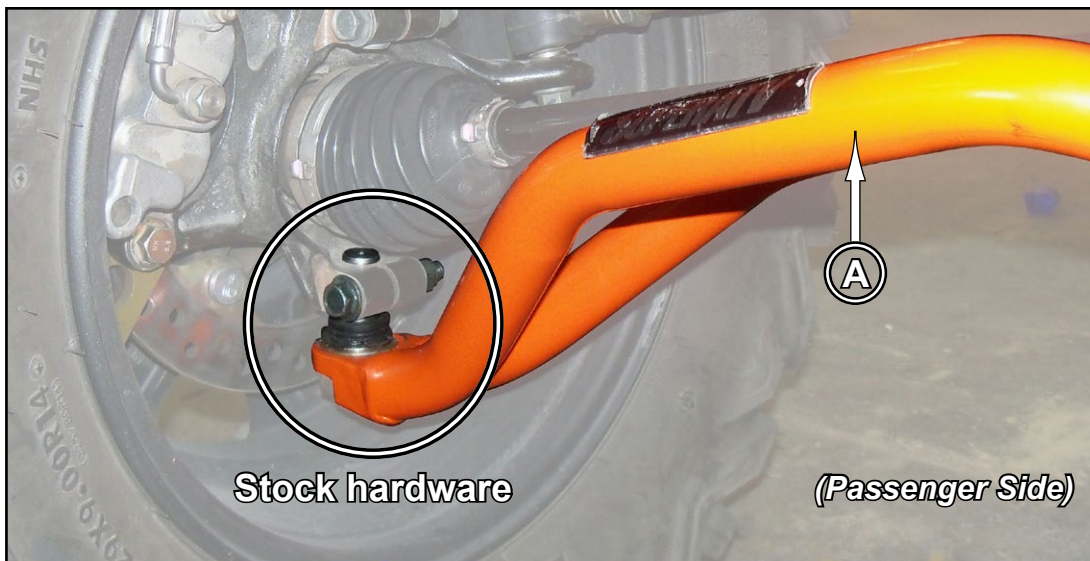
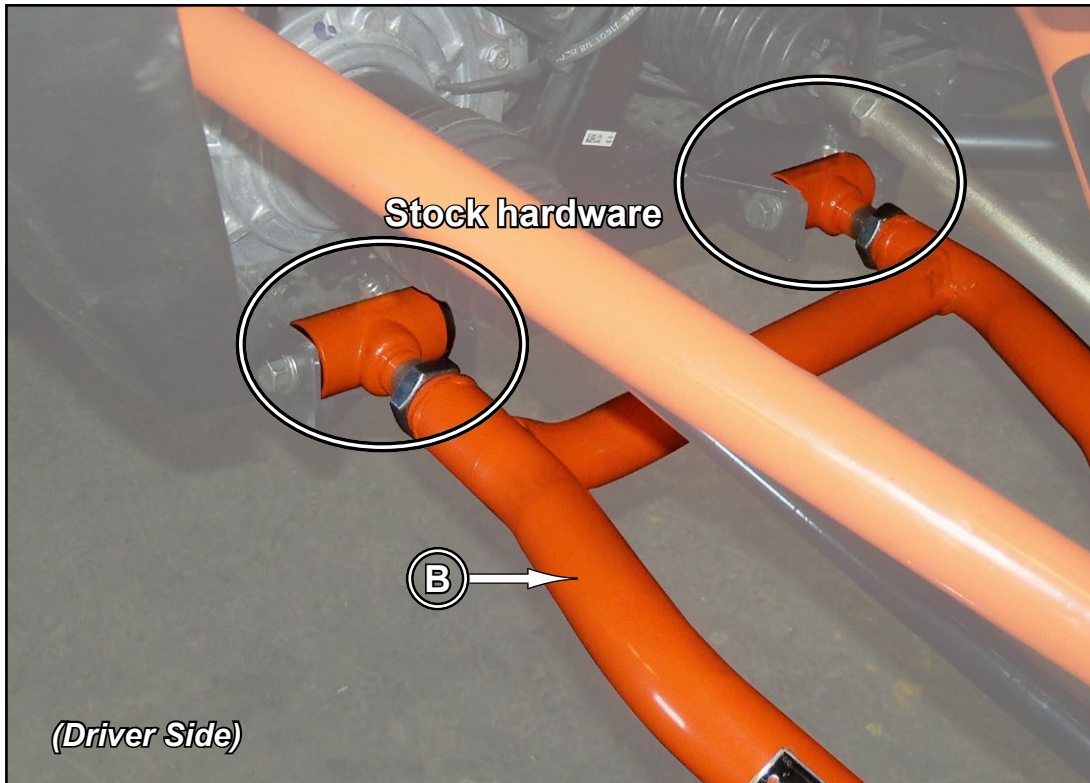
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



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



- Install new A-Arms (A-B) to Frame with stock hardware.
- **Do not install Nuts until all final adjustments have been completed.**
- Secure Spindles with stock hardware. **Do not install Nuts until all final adjustments have been completed.**

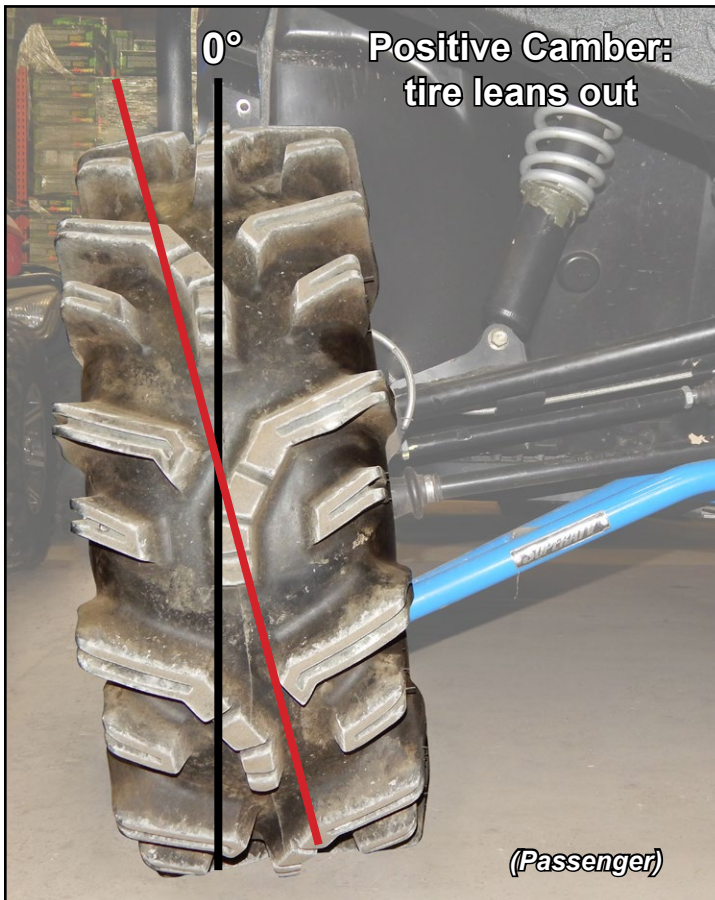


- Reinstall Tires and check Camber settings; see last page.
- Add Nuts to previously installed hardware and tighten completely. SuperATV recommends using Loc-Tite on Nuts.

After all settings have been verified, apply provided VIBRA-TITE Blue-12102 Thread Locker to Pivot Blocks.

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°

