

**M14x90
(2pcs)**



**M14 Nylock
Nut (2pcs)**

What You'll Be Doing

- ⊗ First, adjust your New Rod to same length of the factory rod.
- ⊗ Remove the Brake Caliper, Rotor & Hub Assy.
- ⊗ Remove rear adjust bolt.
- ⊗ Remove Front Toe Rod Bolt & remove factory toe rod.
- ⊗ Install new toe rod using Factory Front Bolt & Nut.
- ⊗ Reinstall Hub Assy onto new rod using New Bolt & Nylock Nut provided in your kit.
- ⊗ Reinstall Brake Caliper, Rotor and Axle Nut.
- ⊗ Torque all bolts to Factory Specs.

1. First , you will need to adjust the length of the New Rod to the same length as your factory rod. To do this, the easiest way, is to use a long bolt and run it thru one end of the rods, bushing to bushing so you can see the difference of length between the two at the other end. Red is the Factory Rod, and Black represents any other aftermarket rod. See **Fig.1**.



Fig.1

Use Jam Nuts On Rod To Adjust To Proper Length. Be Sure To Center The Rod With Equal Turns Of Adjustment On Each End Of The Rod Centering The Rod Between The Ends



2. Now look at the other end to see the difference and notice how many threads of length you see total, and then split that difference between both ends so you have equal amount of thread turns on each end. (For example: If you have 4 threads of length difference, you will need 2 turns on one end and 2 turns on the opposite end to equal the total 4 turns of length difference) See **Fig.2**.

This should center the rod equally between the ends. You can then put another bolt thru the other end to see if they match up bushing to bushing on each end. See **Fig.1**.

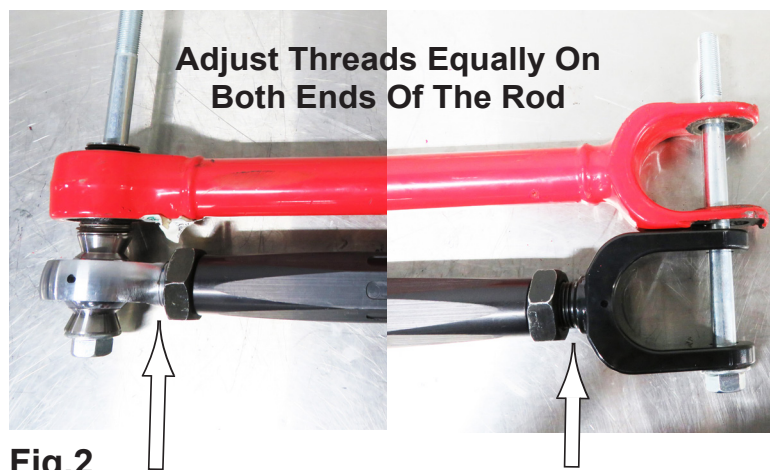


Fig.2

Before the installation, you will need to raise the side you are working on up off the ground using a secure jack and jack stands. Remove the wheel and clear the working area of any obstructions or potentially hazardous conditions.

3. First, removed the Brake Caliper bolts and remove Caliper. Then remove the Brake Rotor from the machine. See **Fig.3 & 4.**

4. After the Caliper and Rotor have been removed, remove the Rear Adjust Bolt holding the factory Toe Rod to the Hub, then remove the bolts holding the Hub Assembly on and then remove the Hub from the machine as shown in **Fig.5a-c.**

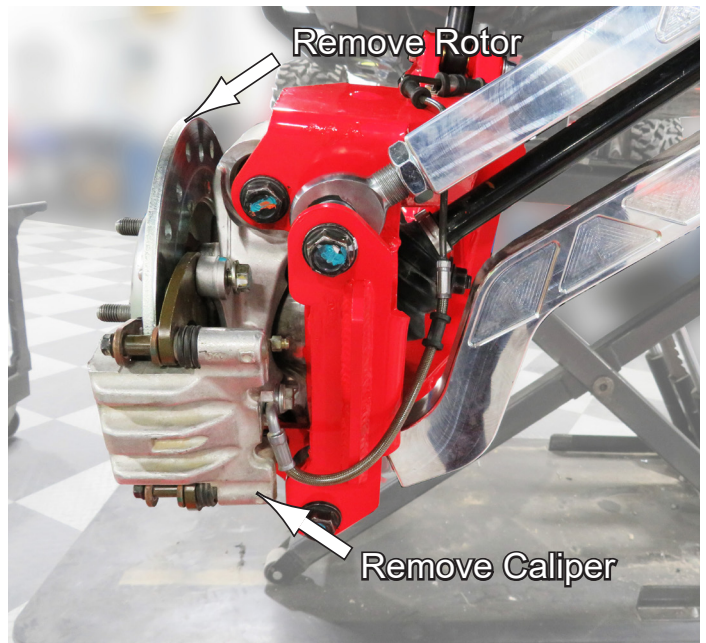


Fig.3



Fig.4



Fig.5a



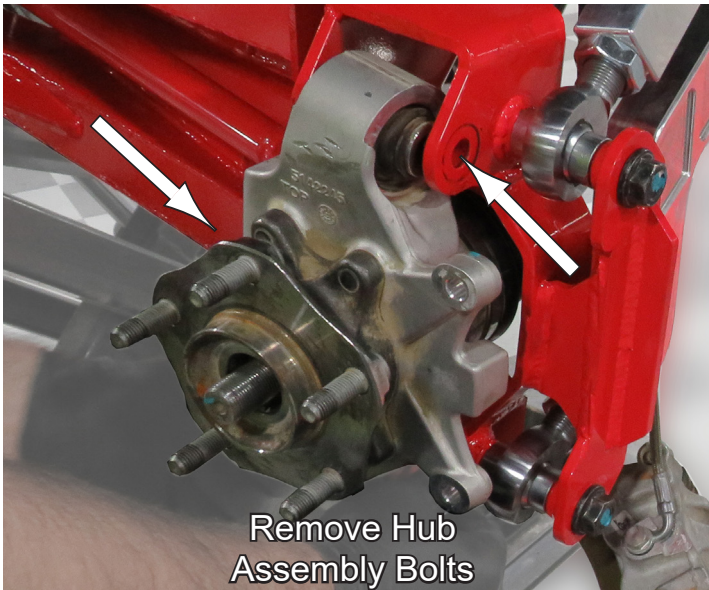


Fig.5b

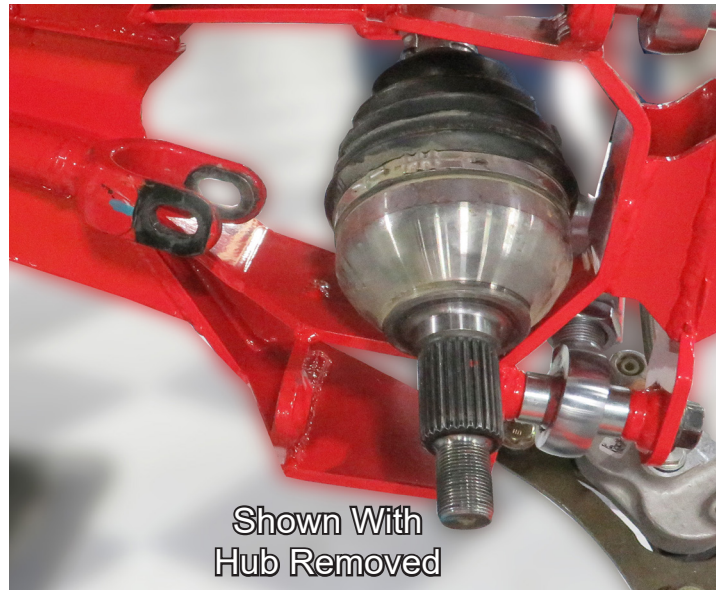


Fig.5c

5. Now, remove the front bolt of your Factory Rod from the clevis, and remove Factory Rod from machine. Keep both bolt and nut as you will be using it to install your New Rod.
6. After you have removed the Factory Rod, you can now install your New Rod into the front clevis and install using your Factory Bolt and Nut. See **Fig.6a-c**.



Fig.6a



Fig.6b



Fig.6c

8. Now slip the rear rod clevis onto the brake hub as shown in **Fig.7a**, and install your caliper back onto the machine using your factory hardware, then, with the New M14 Bolts & Nuts provided in your kit, install the New Toe Rod to the Hub as shown in **Fig.7b**.

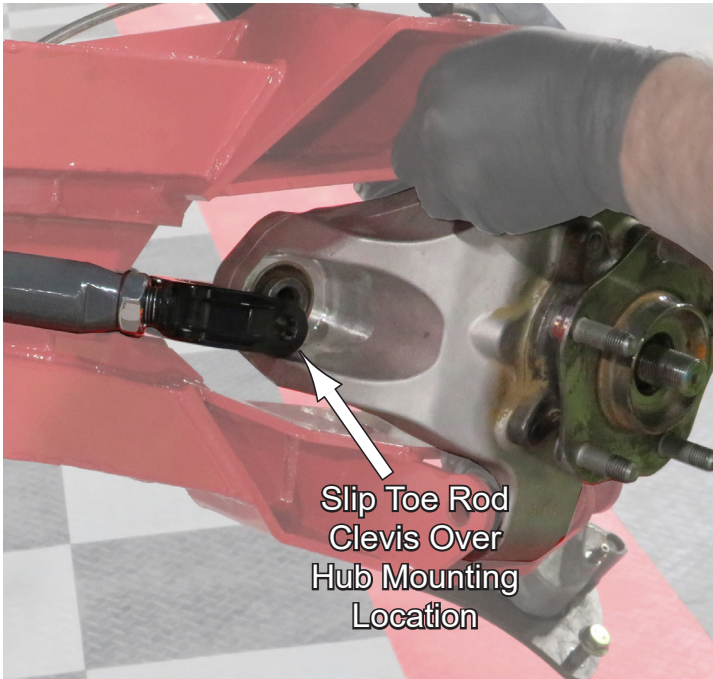


Fig.7a

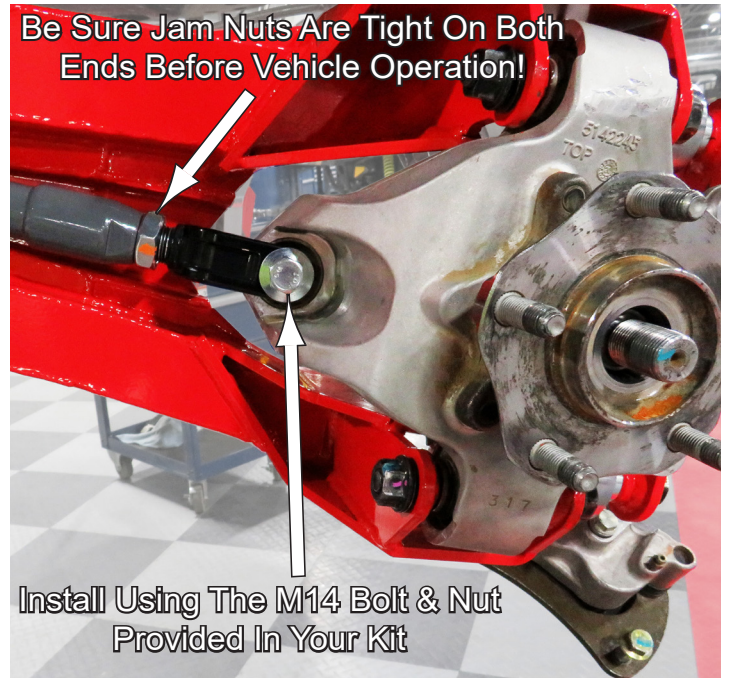


Fig.7b

IMPORTANT: BE SURE JAM-NUTS ARE TIGHT BEFORE VEHICLE OPERATION!

9. After Toe Rod and Hub are installed, reinstall the Brake Rotor and Caliper and secure all hardware torqued to Factory Specifications.

If you have any problems/questions on this kit, contact us by email at Superatv.com.

Need help with your installation?

 sales@superatv.com
 www.superatv.com

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

*Thank You
For Choosing*



 **Like SuperATV on Facebook to keep up to date on new products!**