

**INSTALLATION INSTRUCTIONS**  
**High Clearance Front A-Arms:**  
**for CFMOTO UFORCE 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	Item	Description
A	Driver Upper	C	Driver Lower
B	Passenger Upper	D	Passenger Lower



Brakeline Clip and hardware



4x - Fitting



2x - Steering Stop



4x - Wire Tie



**Need help with your installation?**

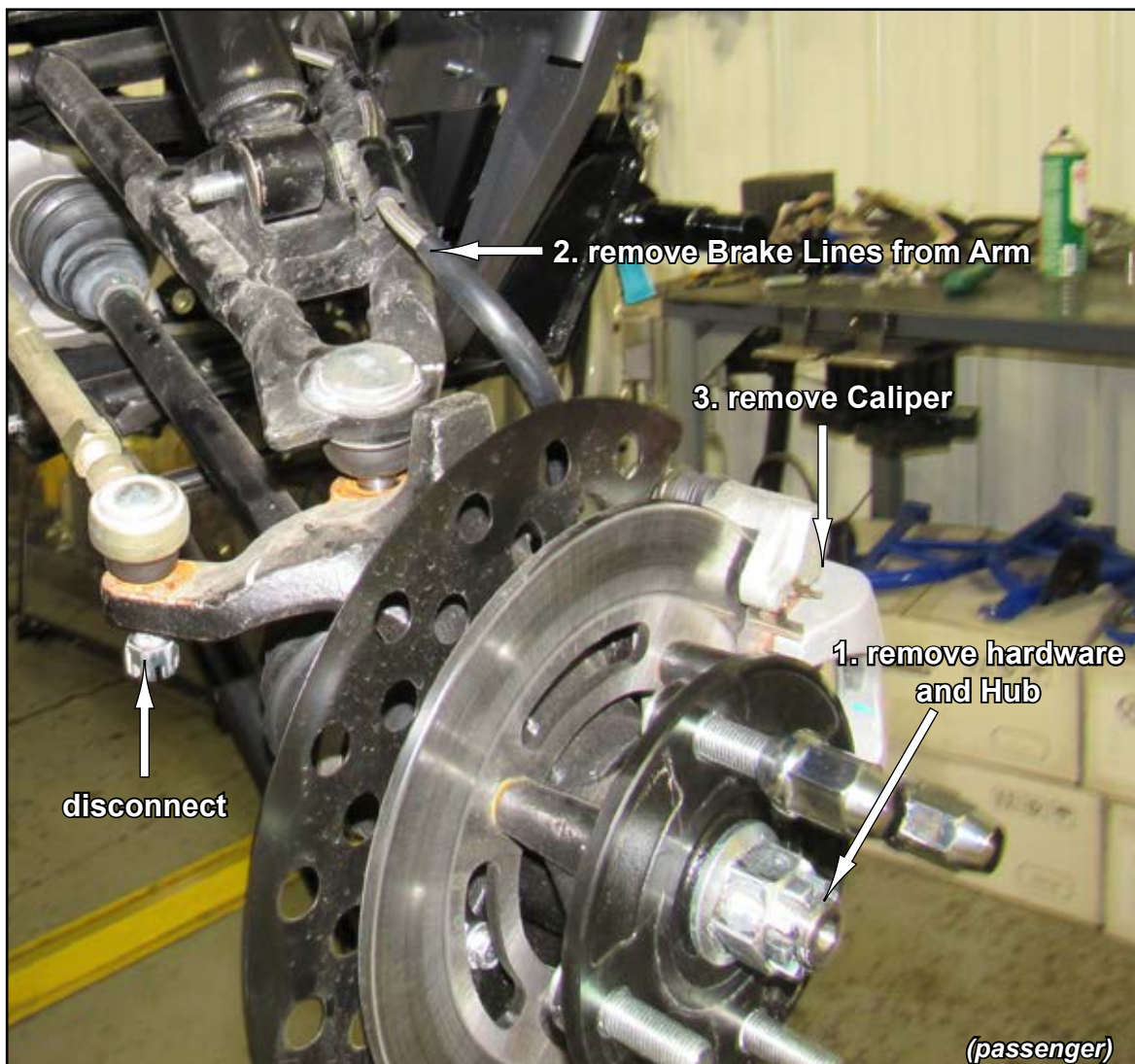
✉ sales@superatv.com    🖥 www.superatv.com

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

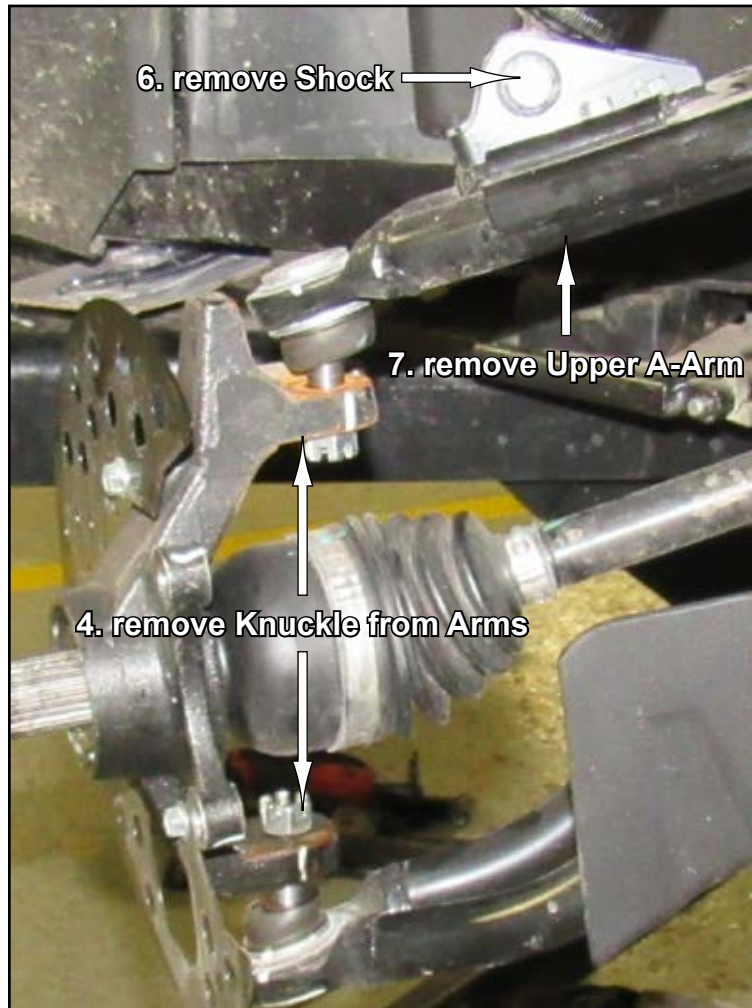
Read instructions and view illustrations before beginning.

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**Remove A-Arms from machine:** Keep all components removed from machine.



**Removal continued**



- Pull Boot away from Rack and Pinion.
- Install Steering Stop onto Shaft.
- Resecure Boot with Wire Tie.
- Repeat for opposite side.



- Install Fittings into A-Arms.
- Transfer stock Bushings and Pivot Shafts to new A-Arms.

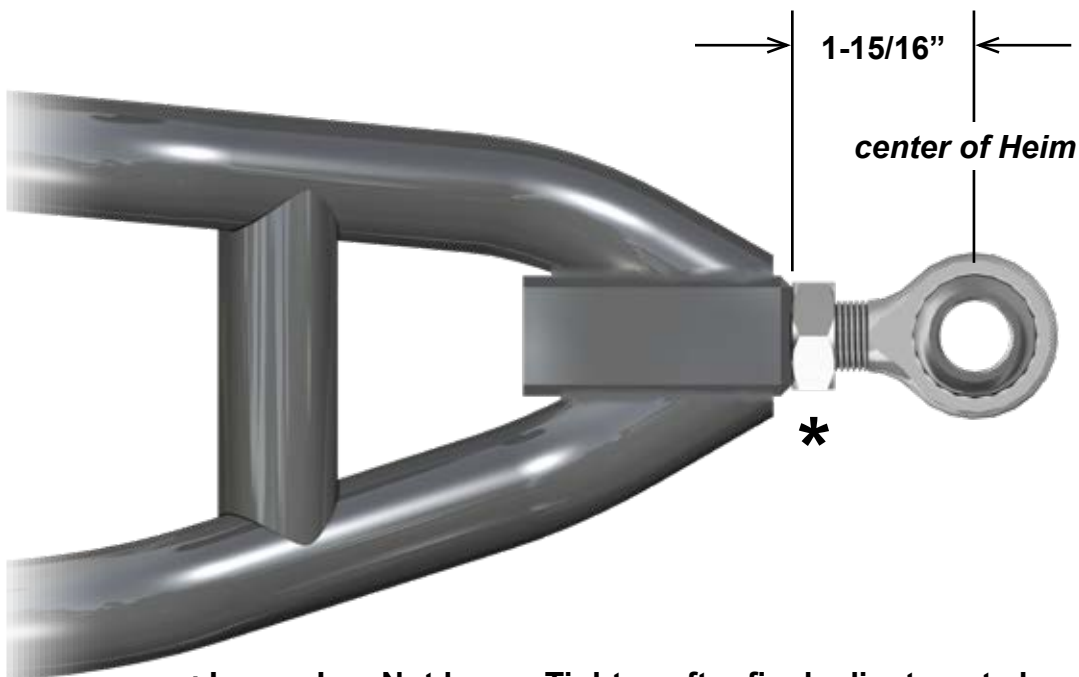


2x  Straight Fitting



### ***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.



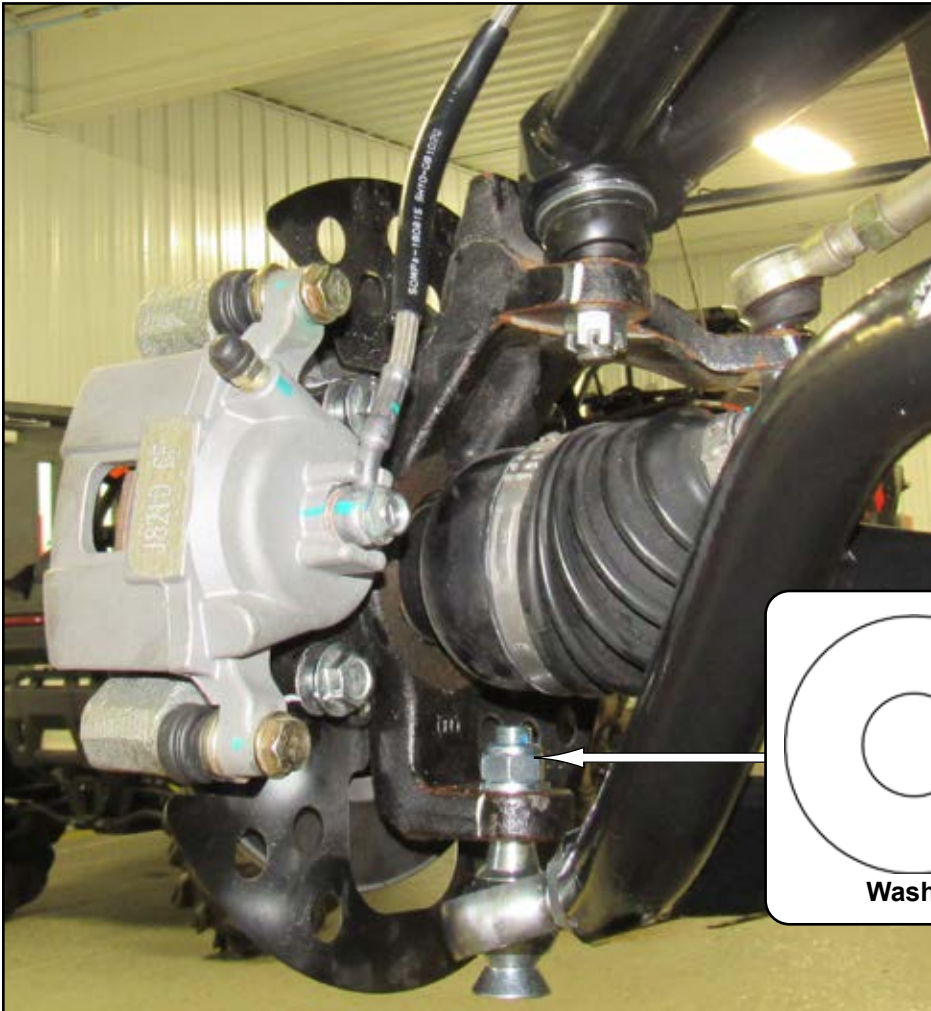
**\*Leave Jam Nut loose. Tighten after final adjustments have been made.**

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

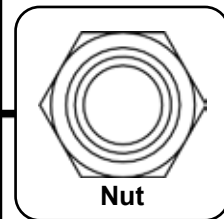
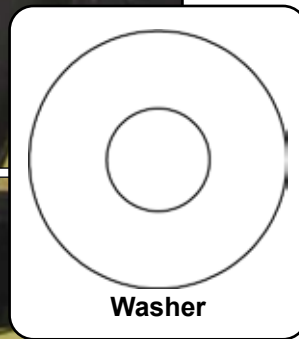
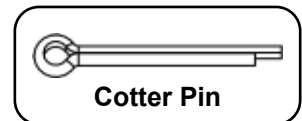


- Install Lower A-Arms to Frame with stock hardware.

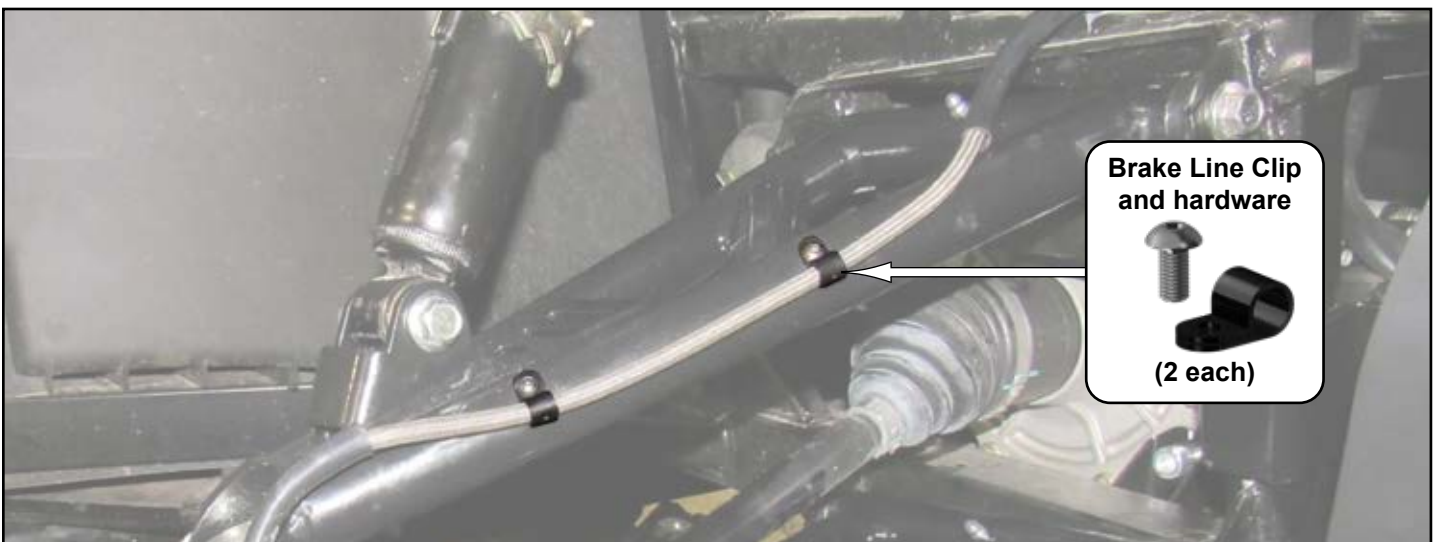
- Secure Knuckles to Lower A-Arms with hardware shown. **Keep Nuts to Loose until all final adjustments have been completed.**
- Secure Knuckles to Upper A-Arms with stock hardware.
- Install Calipers and Hubs to Knuckles with stock hardware.



*add after all final adjustments have been made*



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



- Reinstall Tires and check Camber settings; see next page.
- Tighten all hardware and completely.
- Reinstall Screws removed from Bumper.

## 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**.

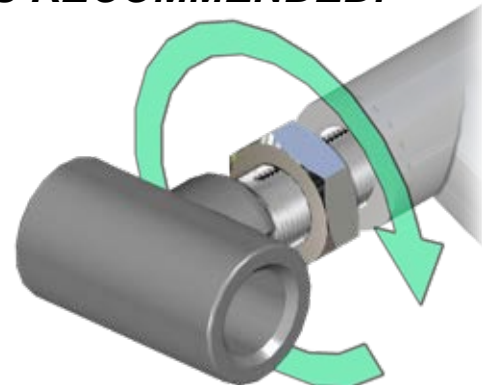
*note: 2 full turns is 1°*

### 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°*





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