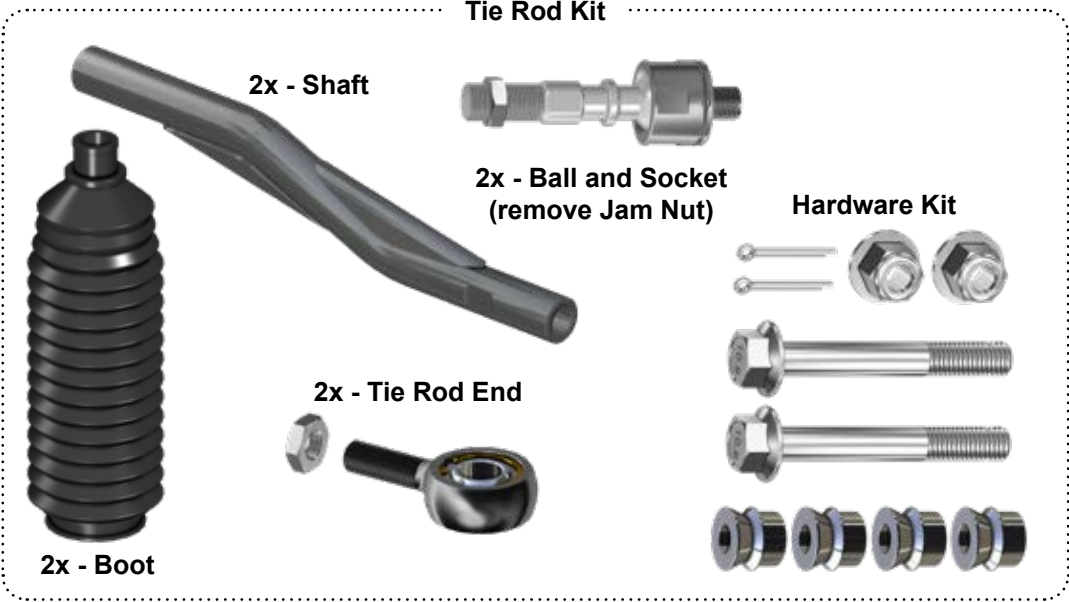
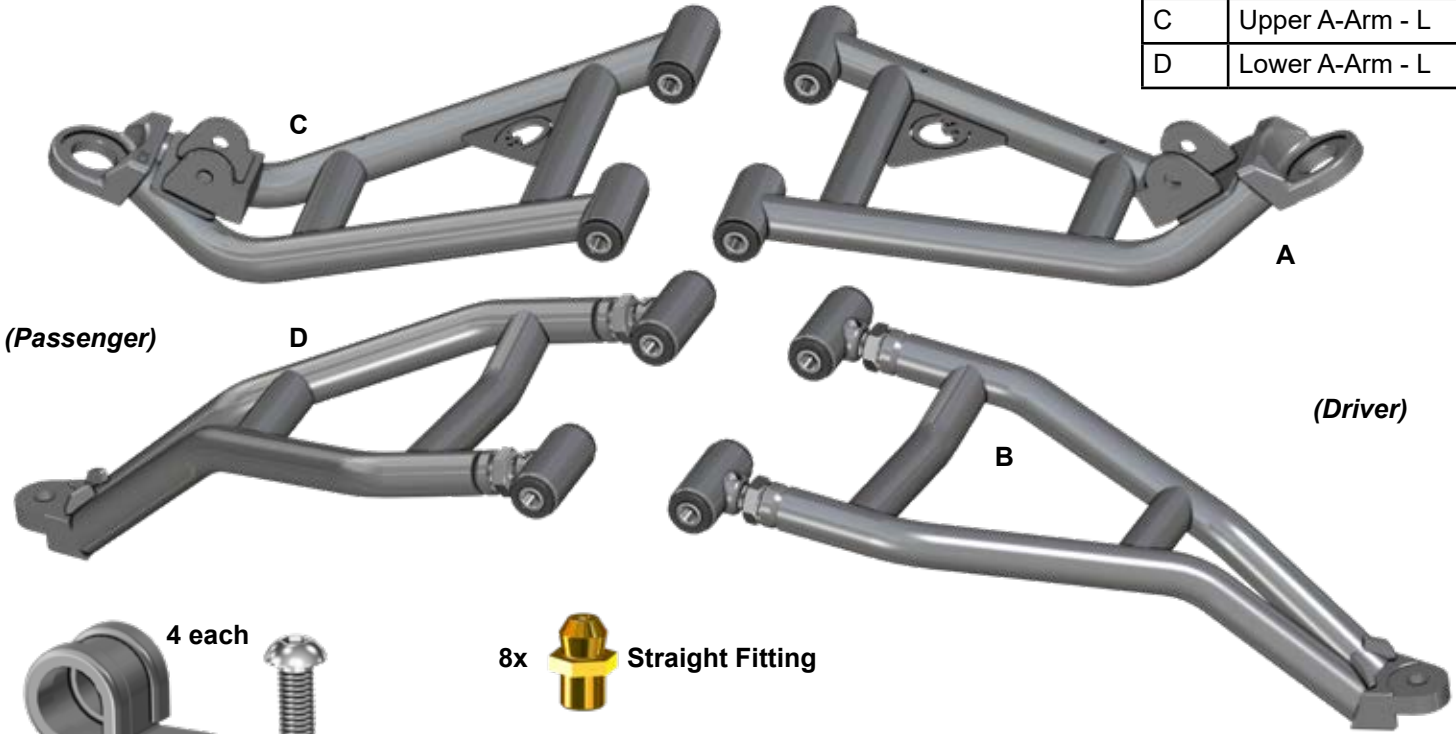


INSTALLATION INSTRUCTIONS
Front High Clearance 1" Offset A-Arms:
for 2024 Kawasaki Mule PRO 1000 FXT™

- Do not discard packaging until product has been successfully installed.
- A Press or Ball Joint tool is required to remove and install Ball Joints.
- Driver side installation shown in illustrations.

Item	Description
A	Upper A-Arm - R
B	Lower A-Arm - R
C	Upper A-Arm - L
D	Lower A-Arm - L



Need help with your installation?

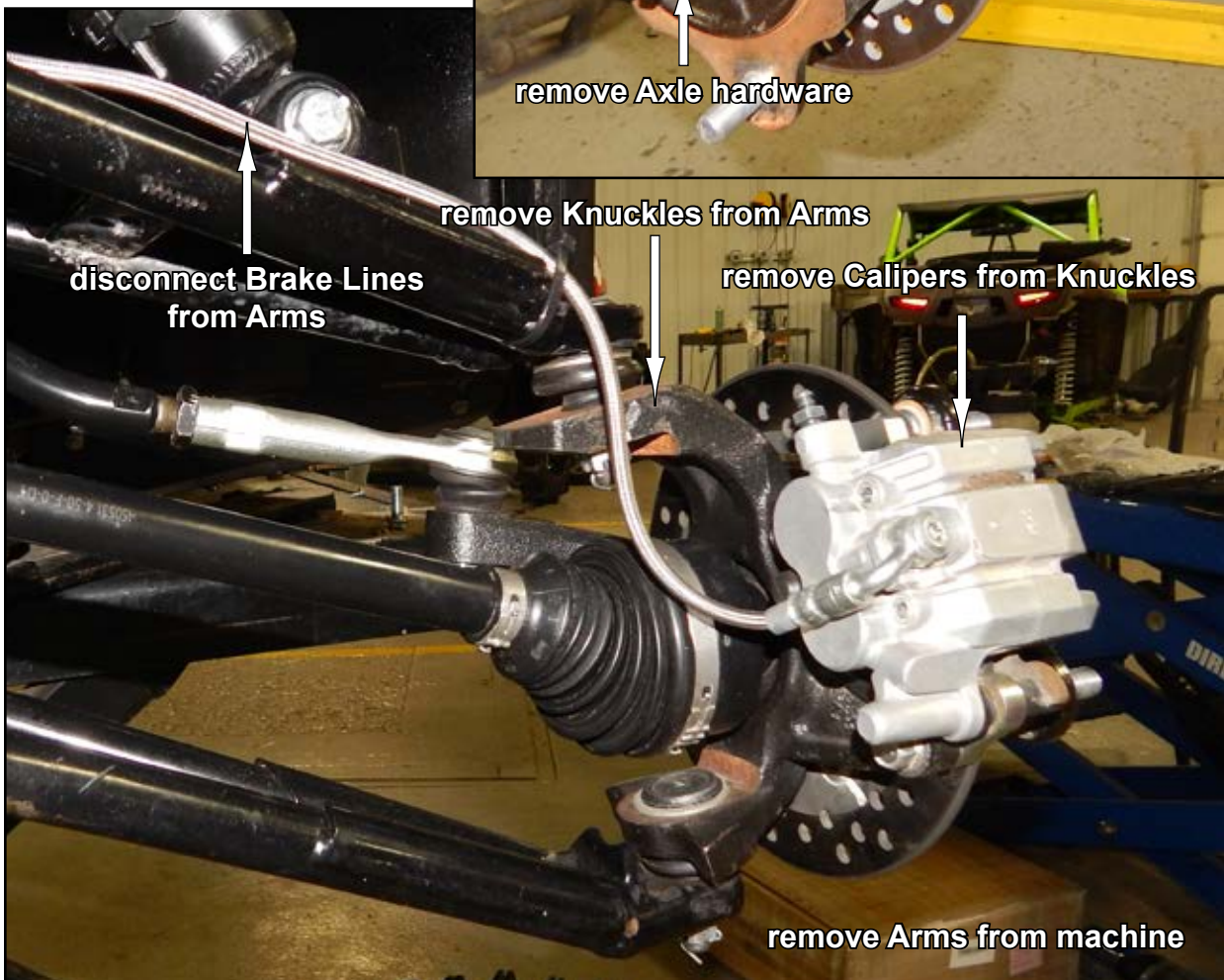
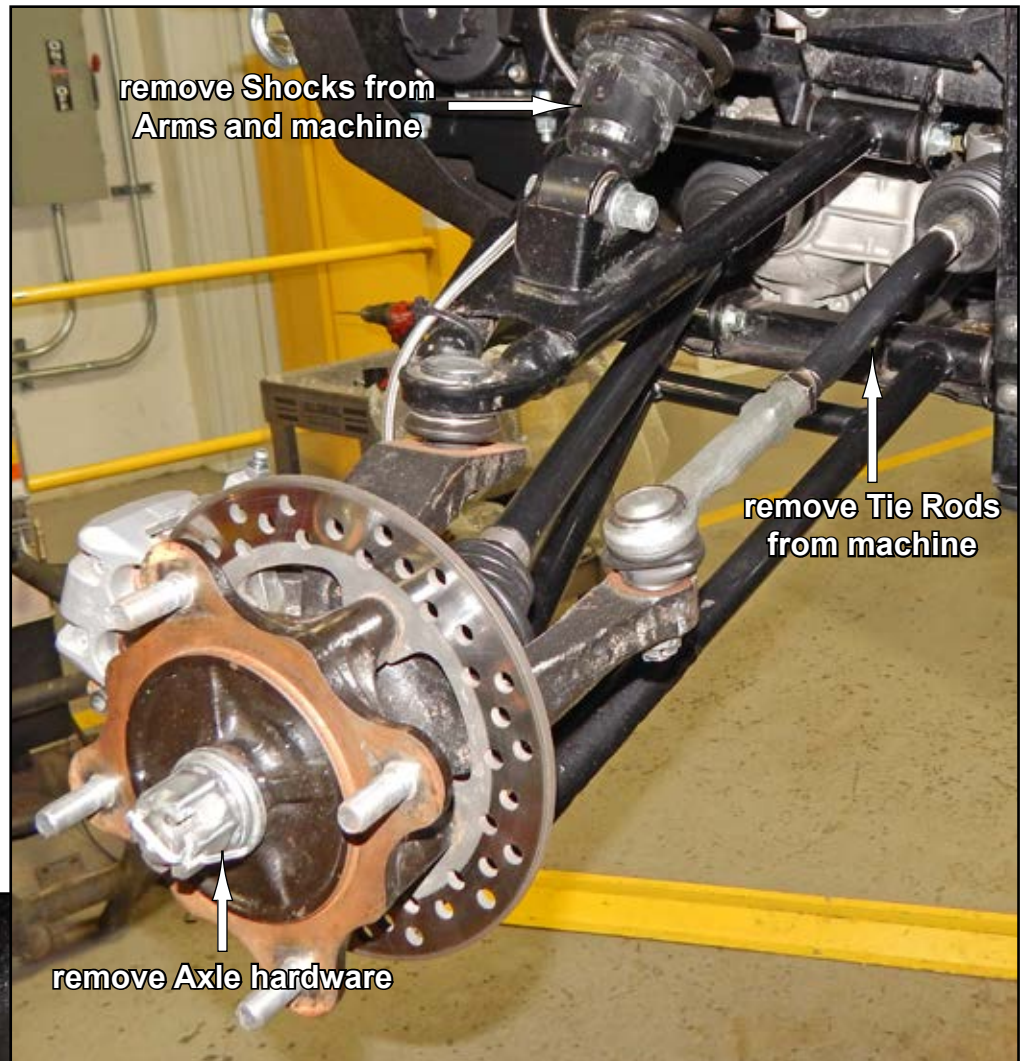
✉ sales@superatv.com 🖥 www.superatv.com

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

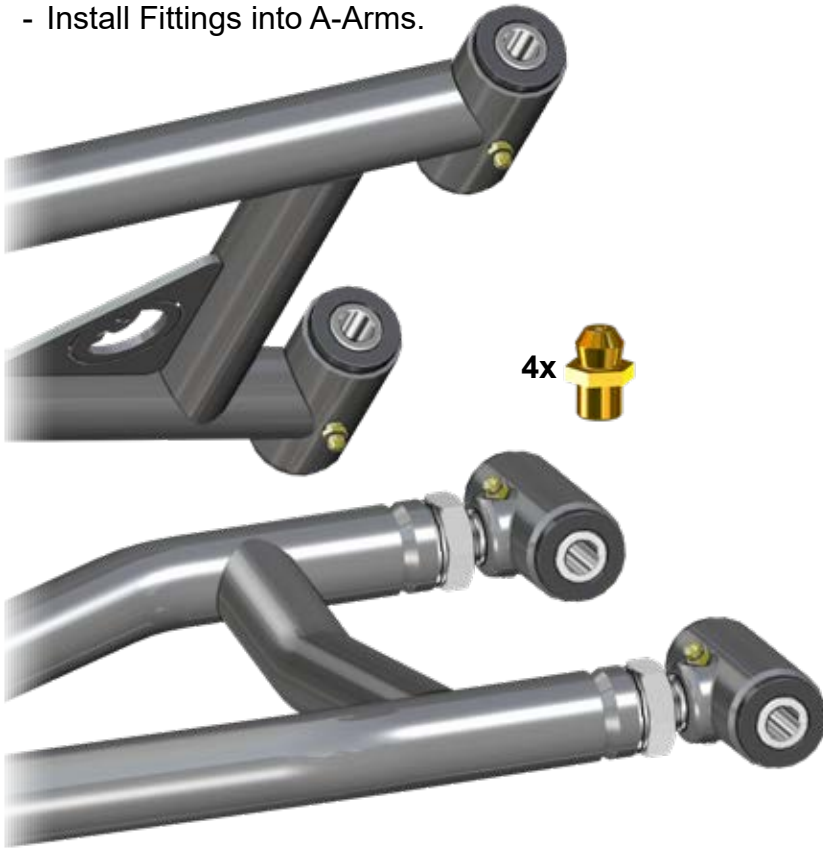
Read instructions and view illustrations before beginning.

Thank You
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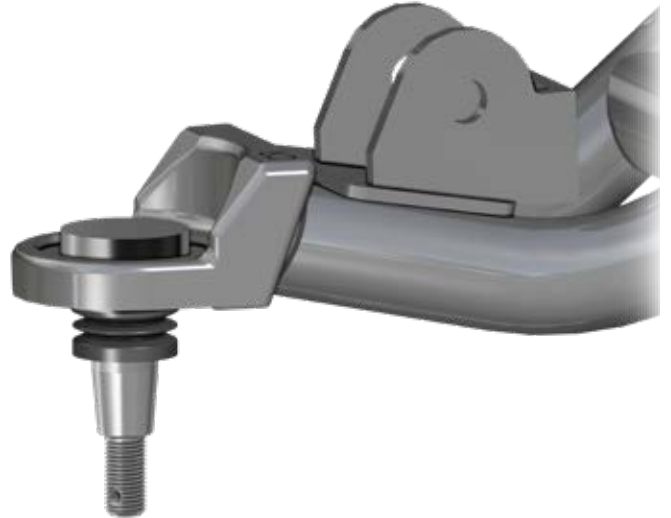
Keep all components removed from machine



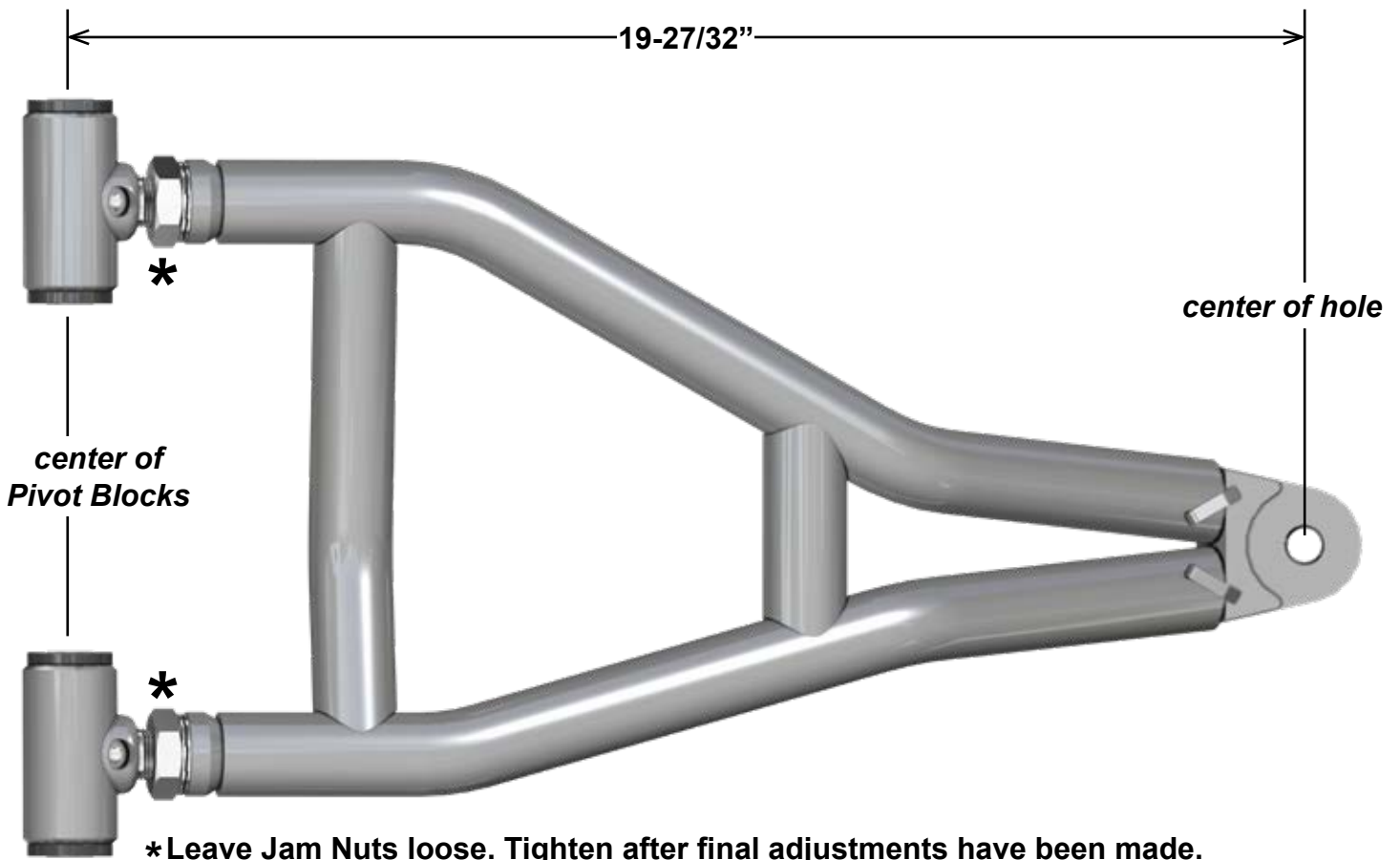
- Install Fittings into A-Arms.



- Install stock Ball Joints into Upper A-Arms.



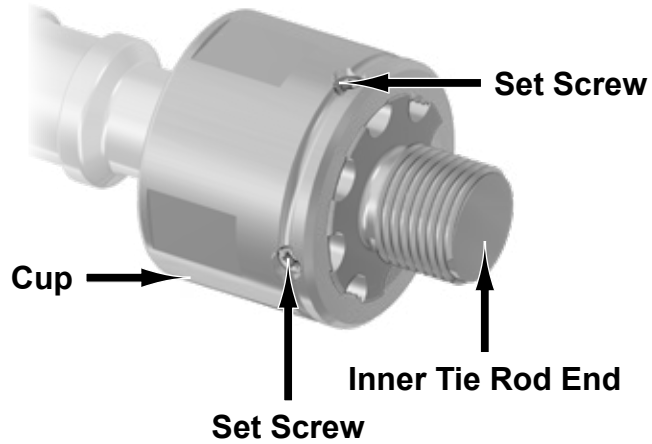
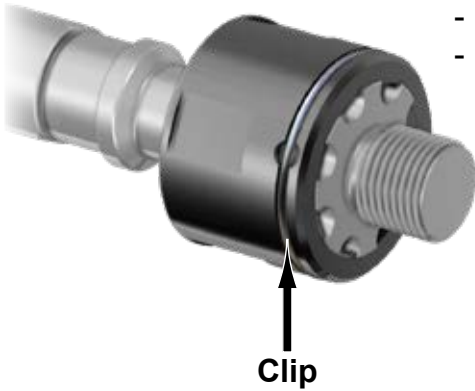
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



- Install Steering Stop onto Rack and Pinion Shaft.



- Inner Tie Rod End is adjustable and can be tightened.
- Remove Clip and loosen (4) Set Screws
- Screw Inner Tie Rod End into Cup.



- Add Red Loc-Tite to Ball and Socket threads. Secure Ball and Socket to Rack and Pinion; tighten.
- Install Boot.
- Reinstall previously removed Jam Nut.
- Secure Boot with Wire Ties.



- Install Shaft to Ball and Socket.
- Install Jam Nut and Tie Rod End to Shaft.

Do not tighten hardware until all final adjustments are complete. Vehicles Toe must also be set.

- Repeat steps for opposite side.

- Install Lower A-Arms to Frame with stock hardware. **Keep Nuts loose until all final adjustments have been completed.**



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



- Secure Brake Line to Upper A-Arm - L (C) with components shown; tighten.



- Secure Knuckle to Lower A-Arm - L (D). **Keep hardware loose until all final adjustments have been completed.**



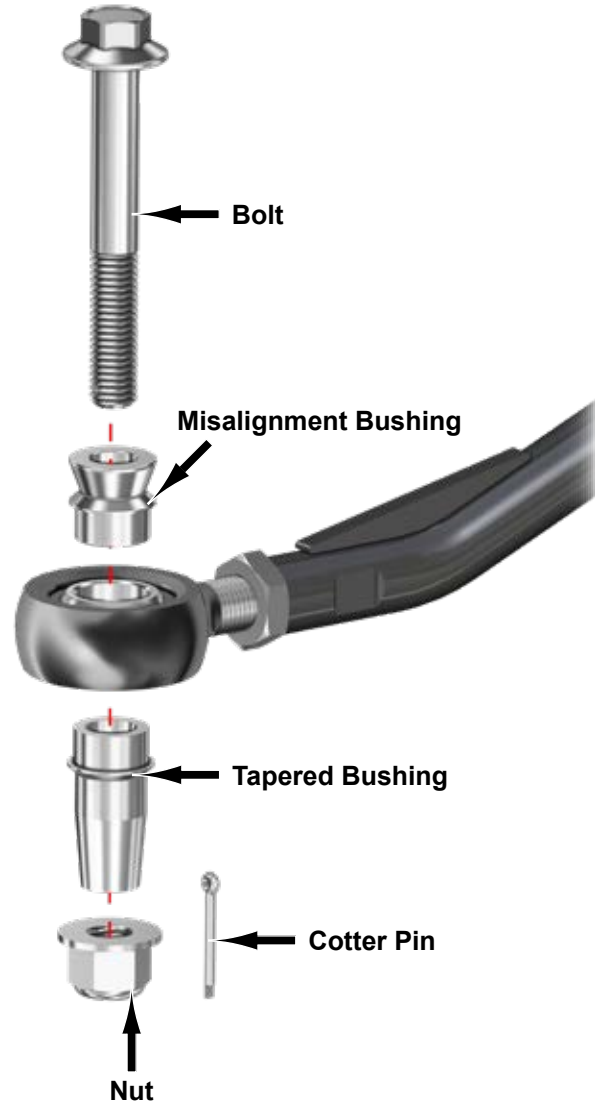
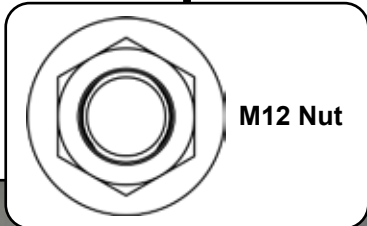
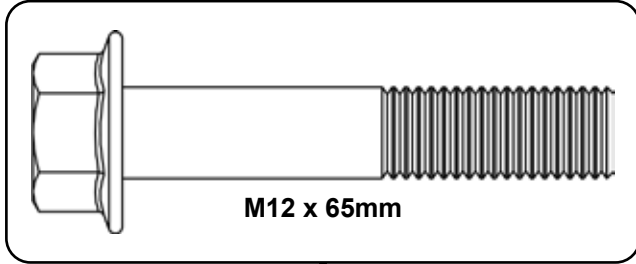
- Secure Brake Line to Knuckle with stock components; tighten.



- Secure Knuckle to Upper A-Arm - L (C); tighten.



- Secure Tie Rod End to Knuckle with hardware shown; tighten.
- Reinstall Shock to Frame with stock hardware; tighten.
- Secure Shock to Arm with hardware shown; tighten.



repeat steps for passenger side installation

- Reinstall Calipers and Tires. See following page for Camber adjustments if required.
- Tighten all Nuts. SuperATV recommends using Loc-Tite on Nuts.

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**.

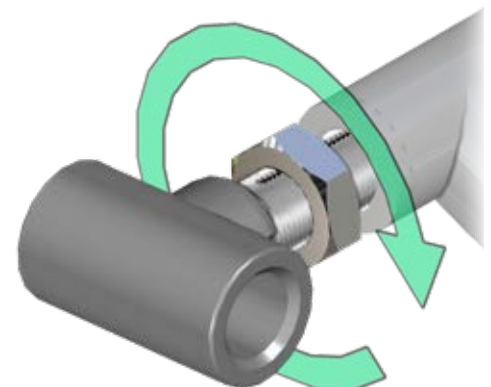
note: 2 full turns is 1°

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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