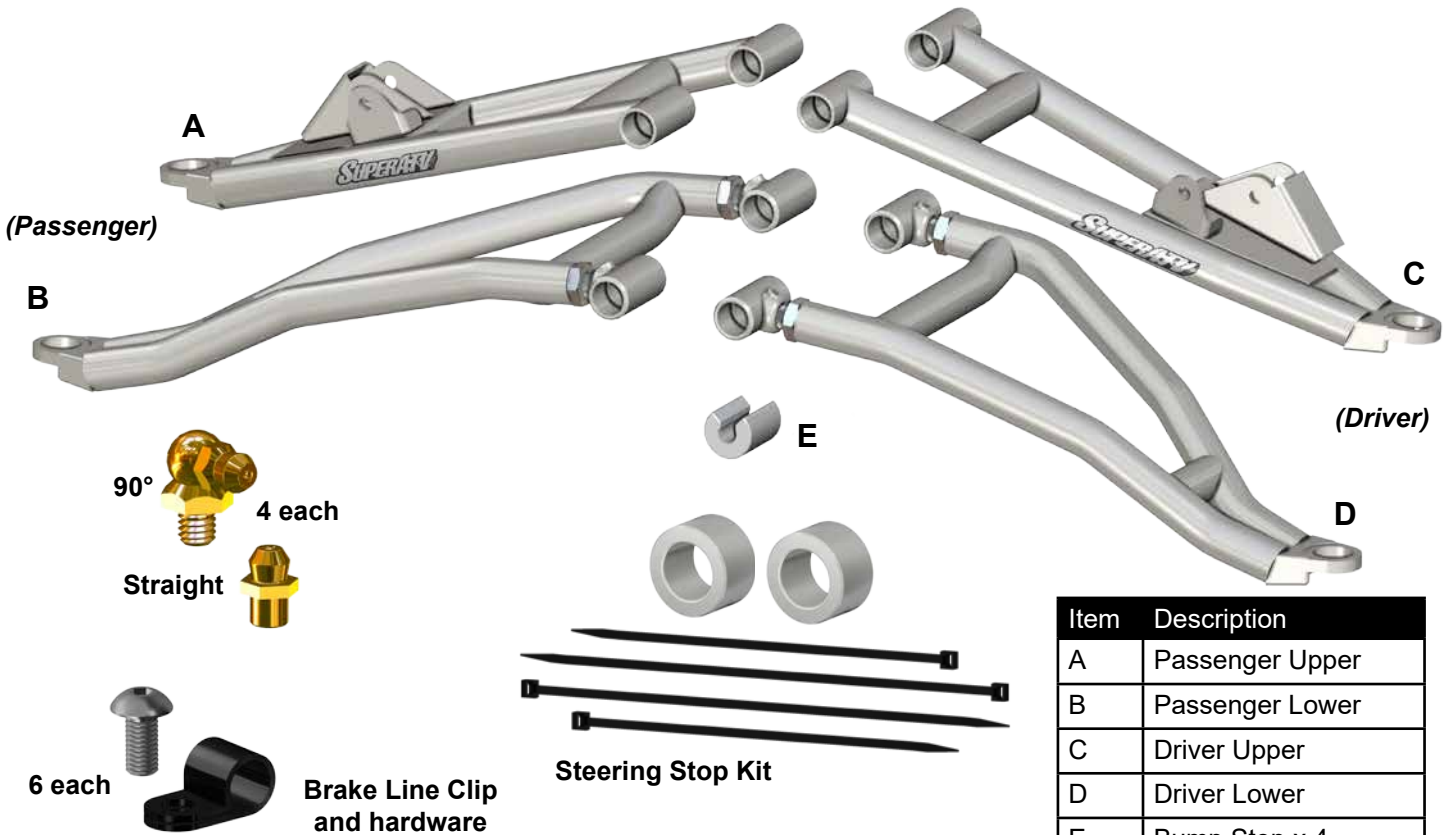


INSTALLATION INSTRUCTIONS
Forward Offset High Clearance A-Arms:
for Polaris Ranger[®] XP 1000



| Item | Description |
|------|-----------------|
| A | Passenger Upper |
| B | Passenger Lower |
| C | Driver Upper |
| D | Driver Lower |
| E | Bump Stop x 4 |

- Do not discard packaging until product has been successfully installed.
- A Press or Ball Joint tool is required to remove and install Ball Joints.
- SuperATV strongly recommends using a Spring Compressor when removing and installing Springs.

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Need help with your installation?

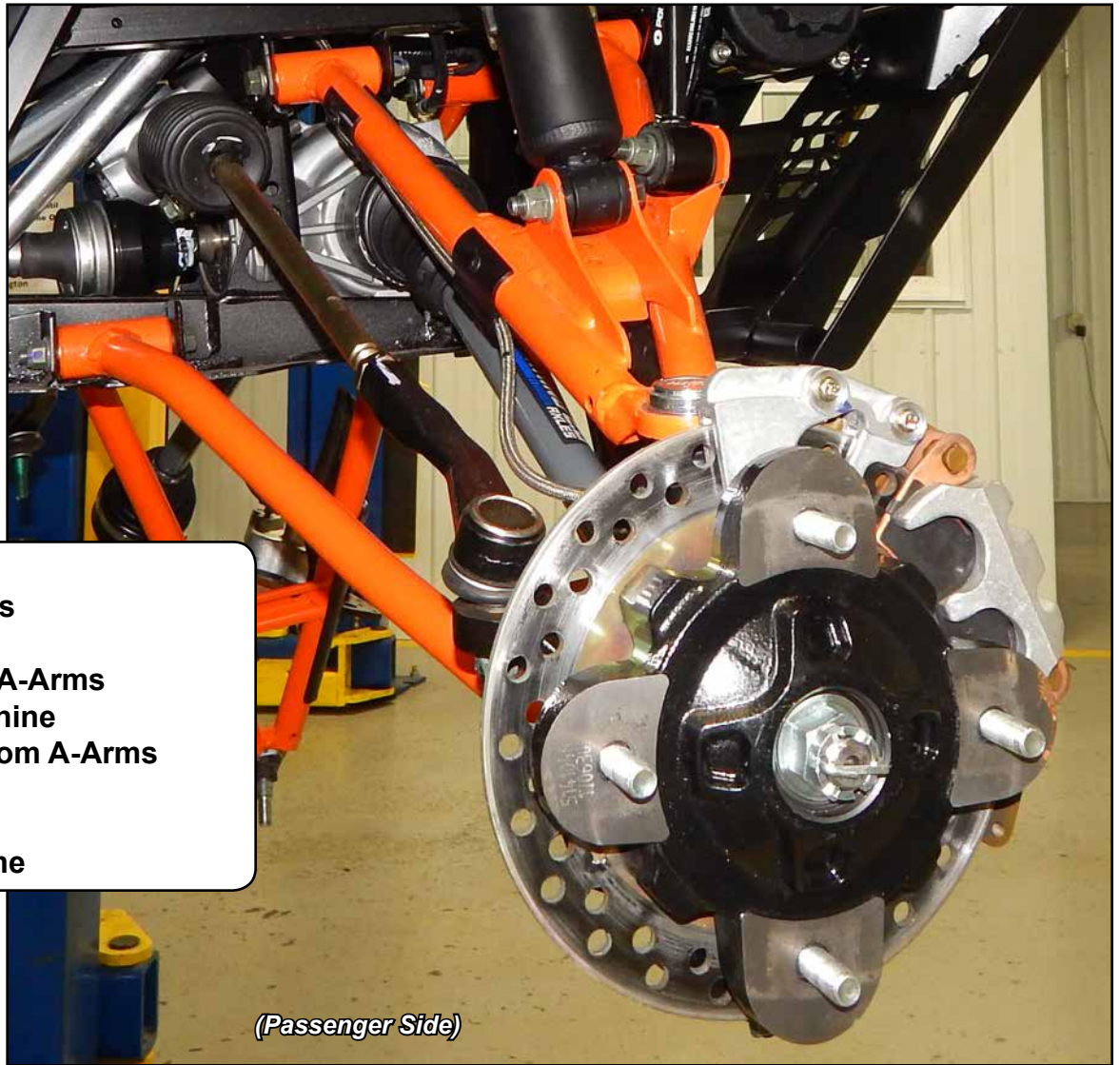
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9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.



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



Remove:

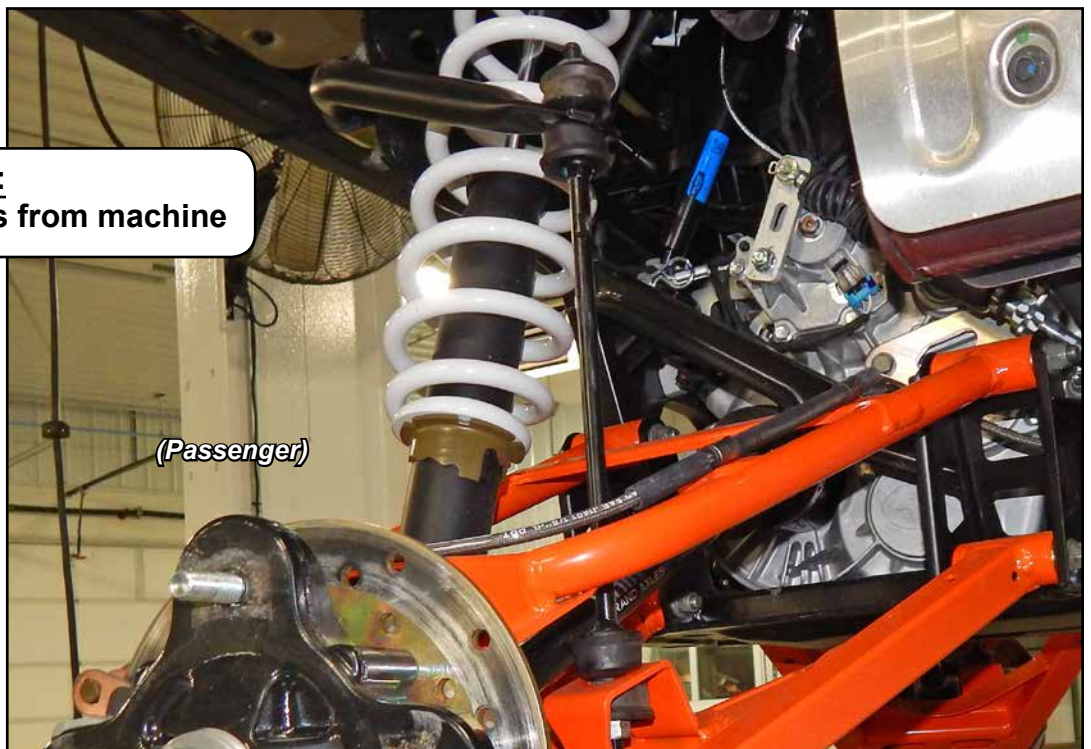
- Axle Nuts and Pins
- Tie Rods
- Brake Lines from A-Arms
- Shocks from machine
- Sway Bar Links from A-Arms
- Hubs
- Calipers
- A-Arms from Frame

(Passenger Side)

Rear Components:

Remove:

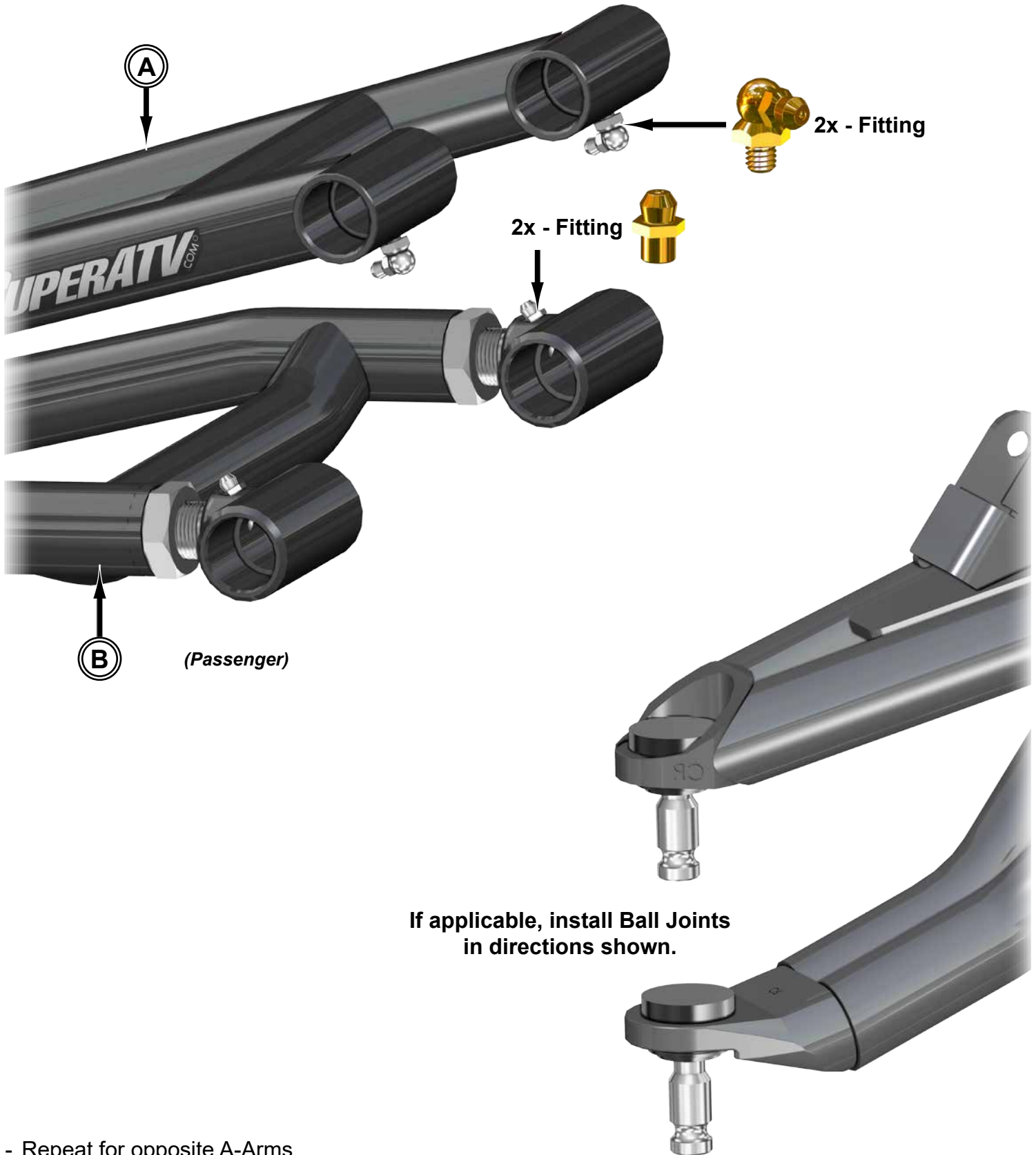
- Shocks from machine



(Passenger)

A-Arms Prep: set aside when complete

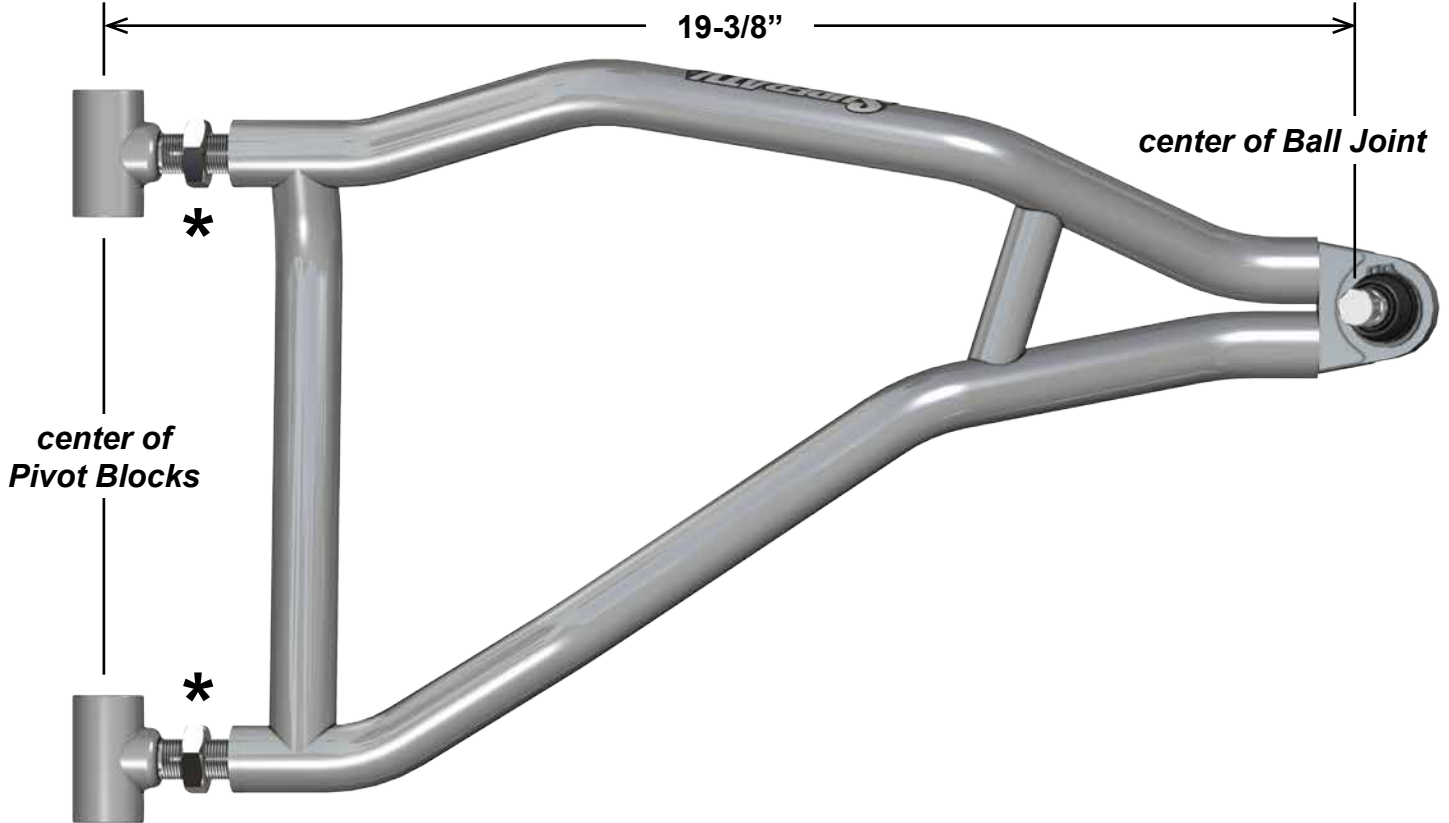
- Install provided Fittings along with stock Bearings and Bushings into A-Arms.



- Repeat for opposite A-Arms.

PIVOT BLOCK SETTINGS

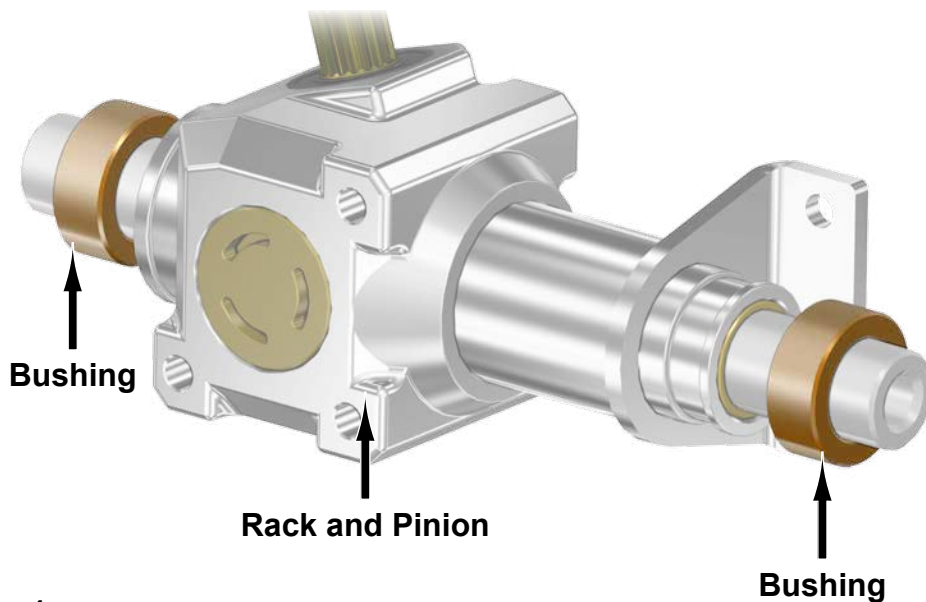
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



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

Steering Stop Installation: *Rack and Pinion shown off machine for clarity.*

- Install Bushings onto Shafts.
- Reinstall Tie Rods to Rack and Pinion.
- Secure Boots with provided Wire Ties.

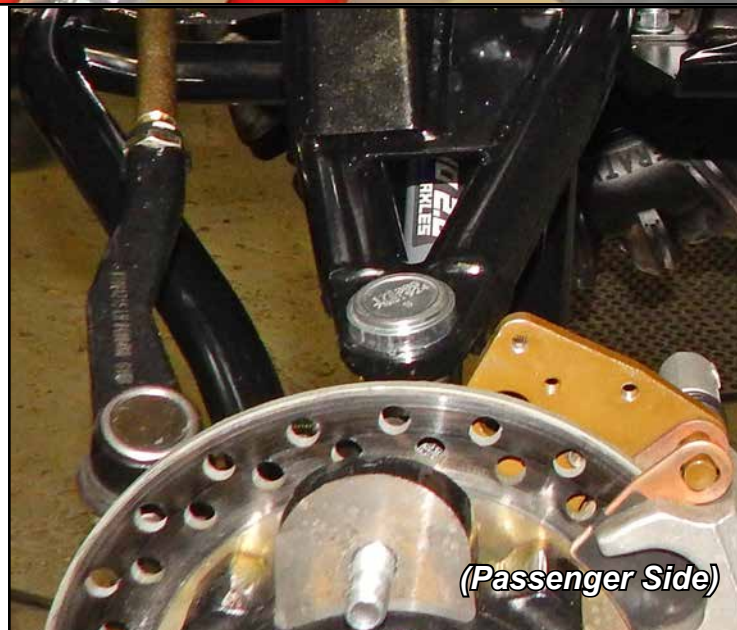


- Place Shock into Spring Compressor.
- Remove Retaining Clip and Spring.
- Install Bump Stop (E).
- Reinstall previously removed components.
- Repeat for remaining Shocks.



A-Arms installation continued:

- Install Shock with stock hardware.
- Install Knuckle with stock hardware. **Do not install Nut to Lower A-Arm connection until all final adjustments have been completed.**
- Install Tie Rod to Knuckle with stock hardware.
- Repeat steps for opposite side.
- Reinstall Tires and check Camber settings; see next page.
- Add Nuts to previously installed hardware and tighten completely. 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**.

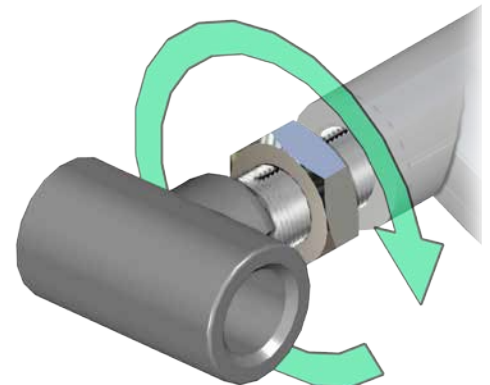
note: 2 full turns is 1°

UPPER A-ARMS:

Too much positive camber: adjust Pivot Blocks **IN**.

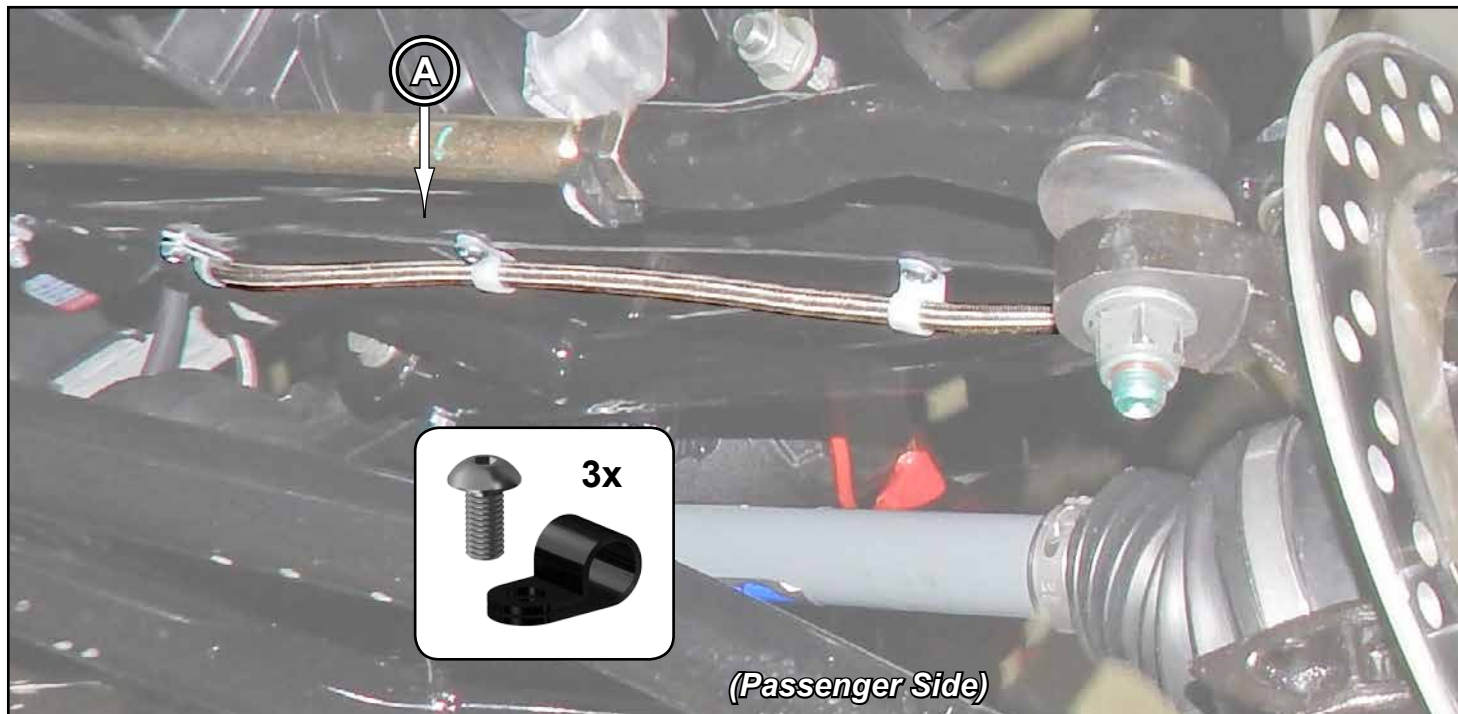
Too much negative camber: adjust Pivot Blocks **OUT**.

note: 2 full turns is 1°



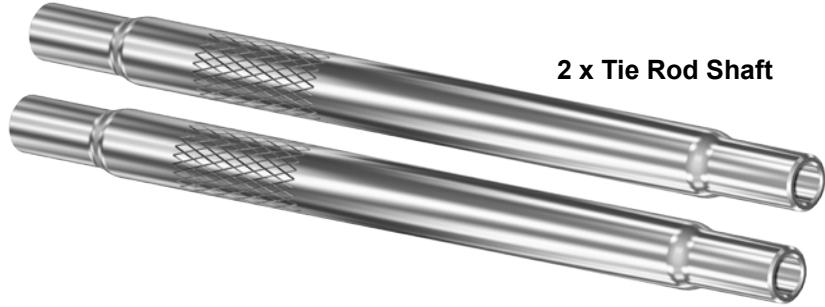
A-Arms installation continued:

- Secure Brake Lines to A-Arms with hardware shown.
- Ensure no binding or rubbing can occur when in use.





Boot x 2



2 x Tie Rod Shaft



2 x Ball and Socket



2 x Tie Rod End and Jam Nut



hardware



4 x Zip Tie

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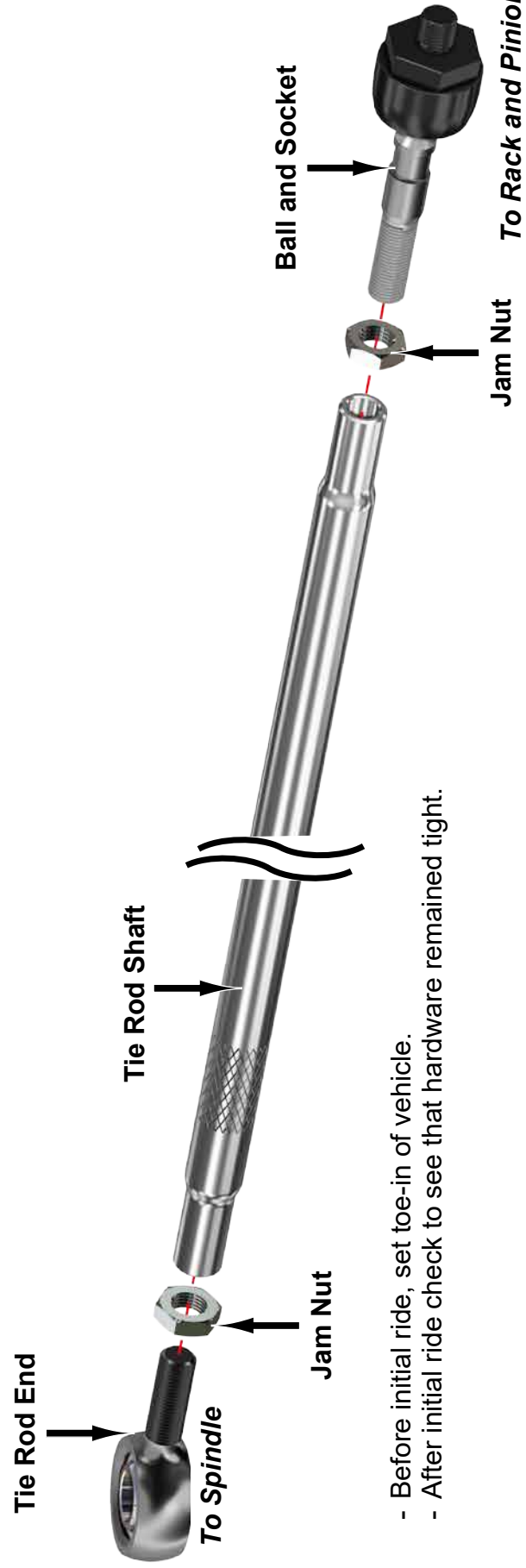
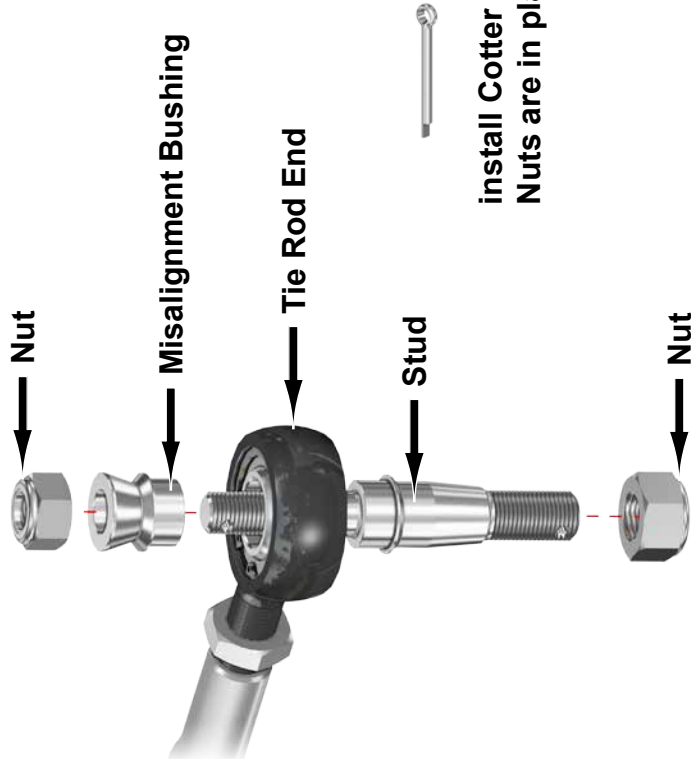
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- Remove stock Tie Rods from machine.
- Remove Jam Nuts from Ball and Sockets.
- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Boots to Rack and Pinion and secure with Zip Ties. Use a lubricant to ease installation.
- Reinstall Jam Nuts to Ball and Sockets.
- Install Tie Rod Shafts to Ball and Sockets.
- Install Tie Rod Ends to Tie Rod Shafts.
- Secure Tie Rod Ends to Spindles with hardware shown.



- Before initial ride, set toe-in of vehicle.
- After initial ride check to see that hardware remained tight.

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