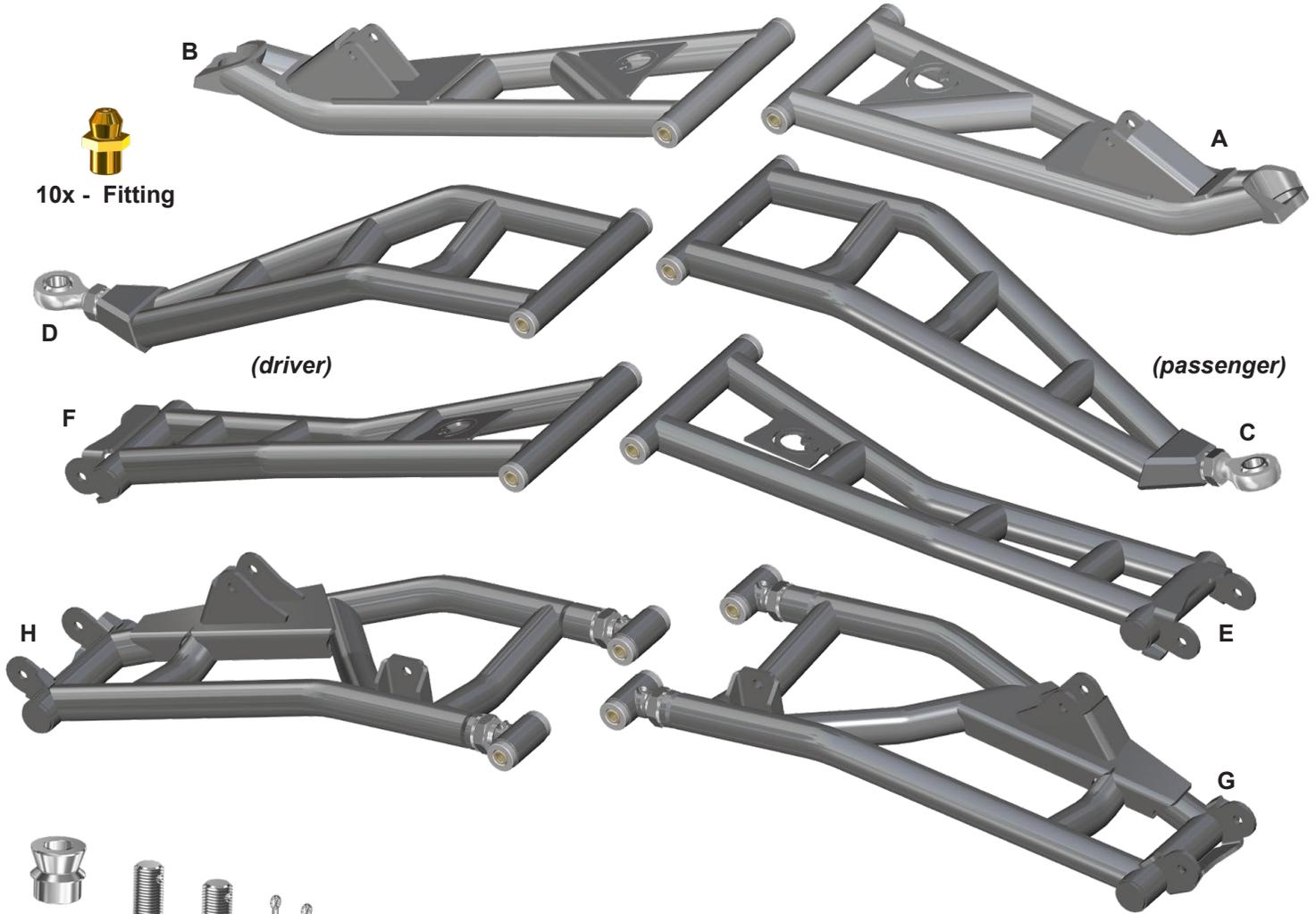


- Do not discard packaging until product has been successfully installed.
- A Press or Ball Joint tool is required to remove and install Ball Joints.



Item	Description	Item	Description
A	Right Front Upper	E	Right Rear Upper
B	Left Front Upper	F	Left Rear Upper
C	Right Front Lower	G	Right Rear Lower
D	Left Front Lower	H	Left Rear Lower

(kit contents continue on following pages)

Need help with your installation?

✉ sales@superatv.com 🌐 www.superatv.com

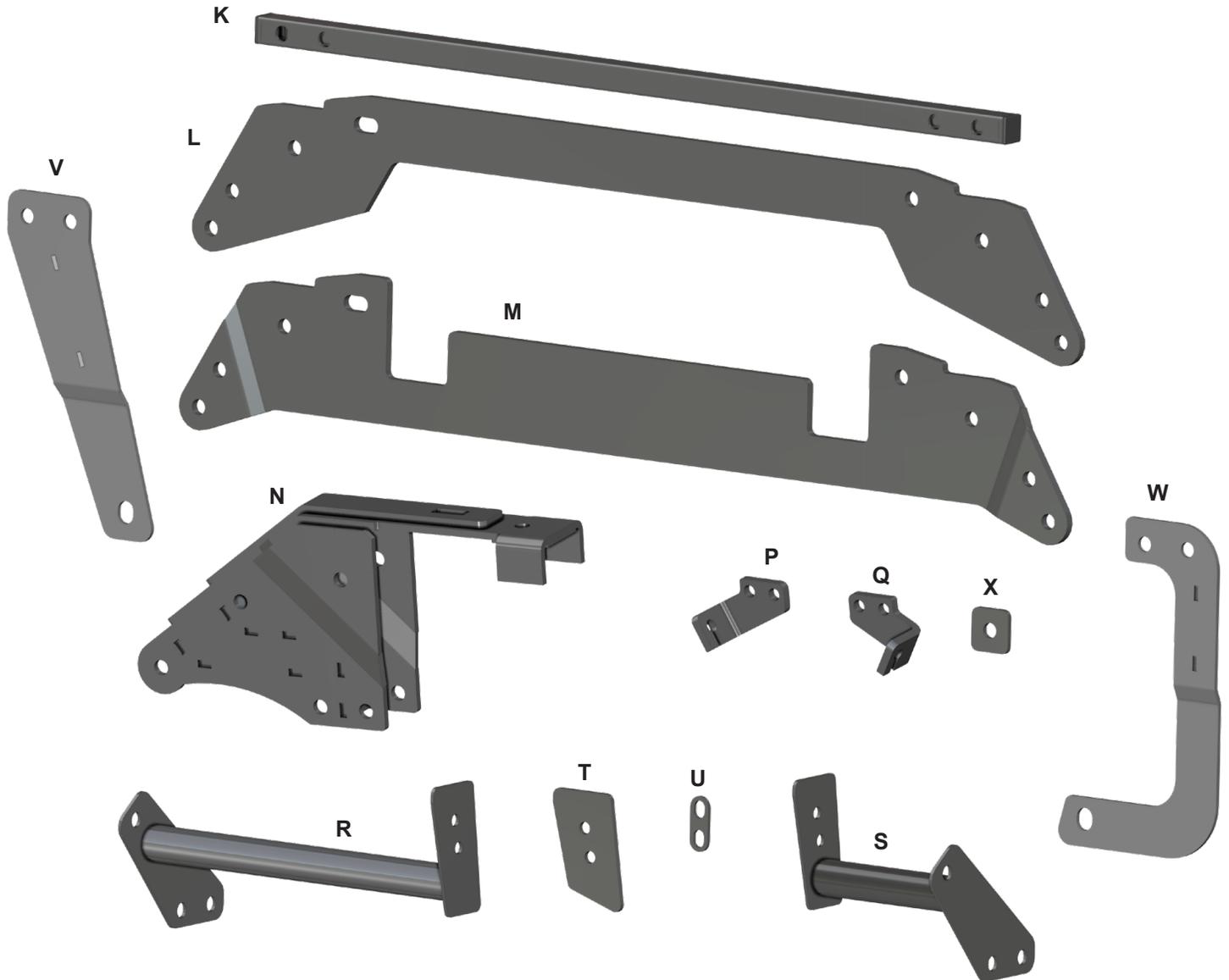
☎ 1-855-743-3427 🕒 8:00am - 8:00pm EST M-Th
 8:00am - 7:00pm EST Friday
 9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.



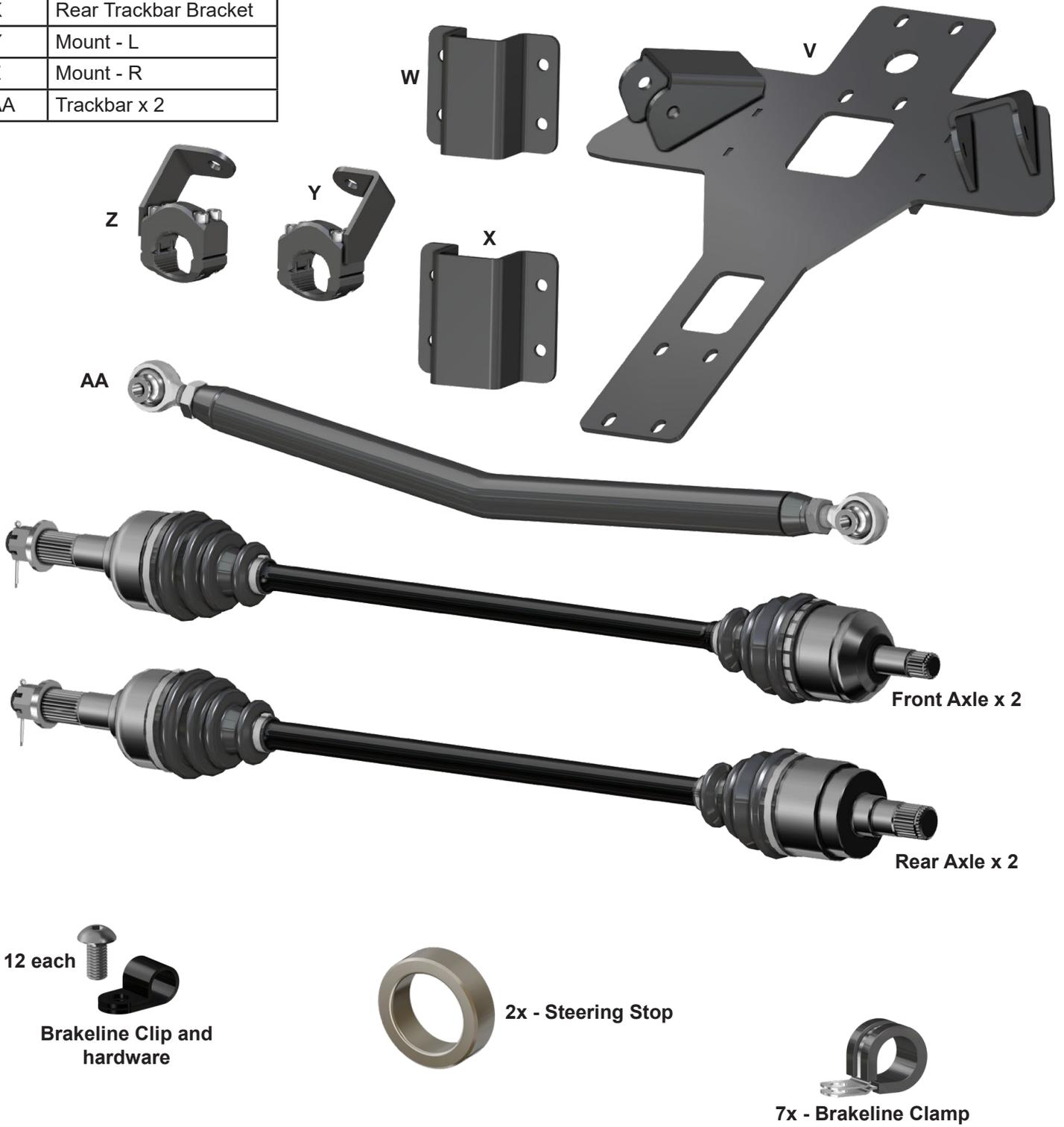
(kit contents continued)

Item	Description
J	Z-Bend Tie Rod Kit
K	Rear Cross Bar
L	Front Shock Bracket 1
M	Front Shock Bracket 2
N	Rear Shock Bracket x 2
P	Parking Brake Cable Bracket - L
Q	Parking Brake Cable Bracket - R
R	Bed Bracket - L
S	Bed Bracket - R
T	Plate x 2
U	Filler x 2
V	Rear Arm Bracket - L
W	Rear Arm Bracket - R
X	Square Spacer x 2

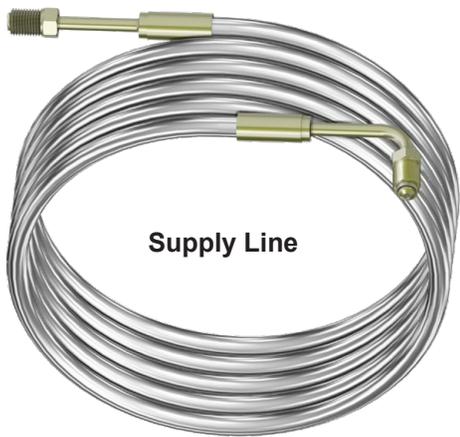


Item	Description
V	Trackbar Plate
W	Front Trackbar Bracket
X	Rear Trackbar Bracket
Y	Mount - L
Z	Mount - R
AA	Trackbar x 2

(kit contents continued)



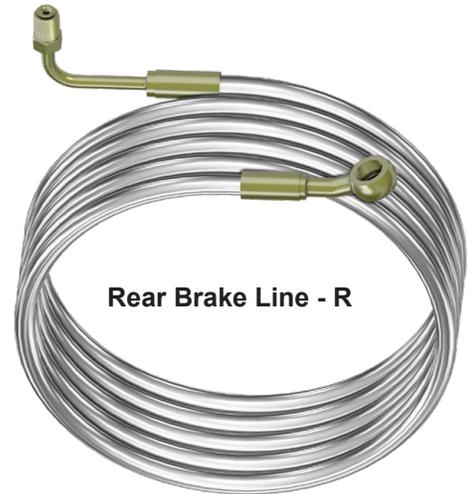
(kit contents continued)



Supply Line



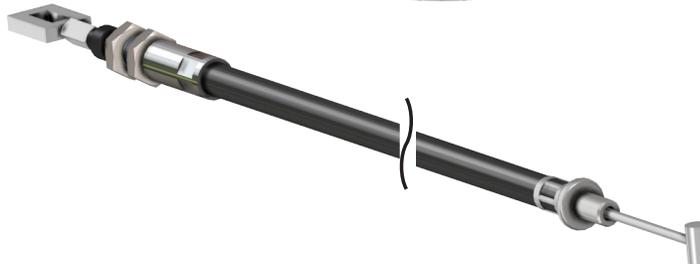
Rear Brake Line - L



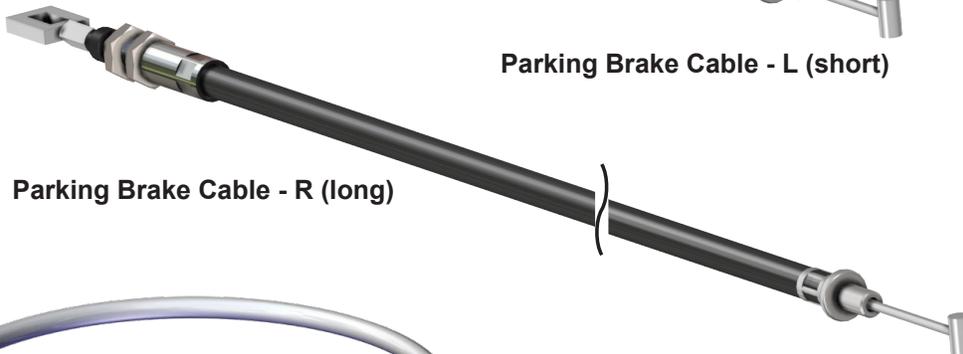
Rear Brake Line - R



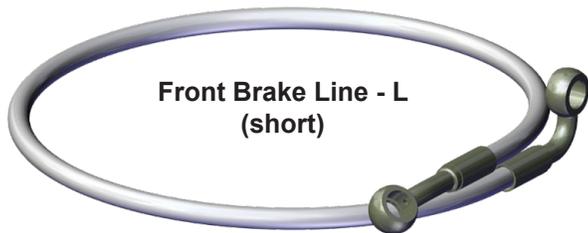
T-Fitting



Parking Brake Cable - L (short)



Parking Brake Cable - R (long)



Front Brake Line - L
(short)



Front Brake Line - R
(long)

Liability Statement

SuperATV's® products are designed to best fit user's ATV/UTV under stock conditions. Adding, modifying, or fabricating any factory or aftermarket parts will void any warranty provided by SuperATV® and is not recommended. SuperATV's® products could interfere with other aftermarket accessories. If user has aftermarket products on machine, contact SuperATV® to verify that they will work together.

Although SuperATV® has thousands of satisfied customers, user should be aware that installing lift kits, long travel, or suspension kits, tires, etc. will change the ride of machine and may increase maintenance and part wear. Operating any off-road machine while, or after, consuming alcohol and/or drugs increases risk of bodily harm or death. No warranty or representation is made as to this product's ability to protect user from severe injury or death. SuperATV® urges operators and occupants to wear a helmet and appropriate riding gear at all times.

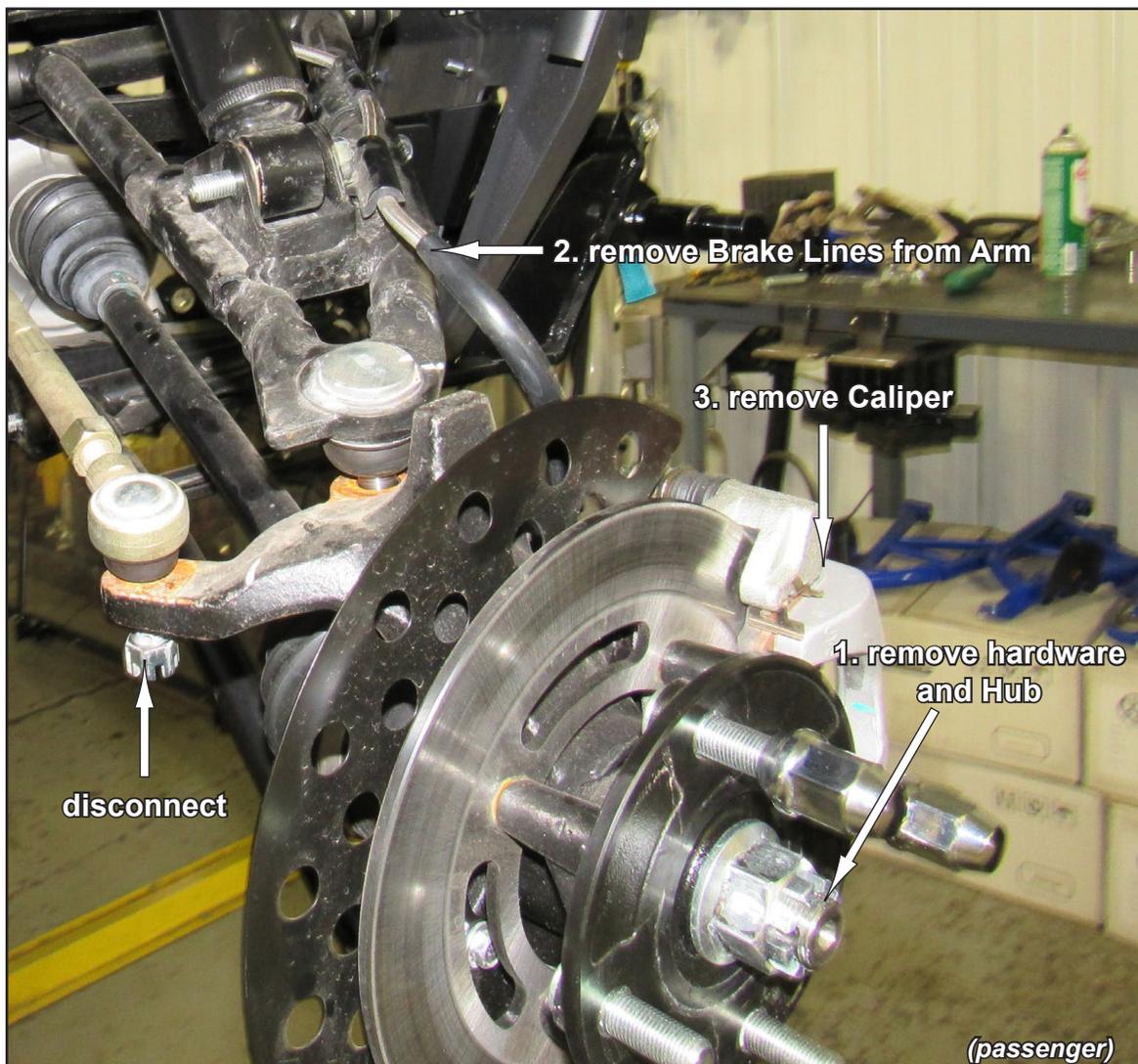
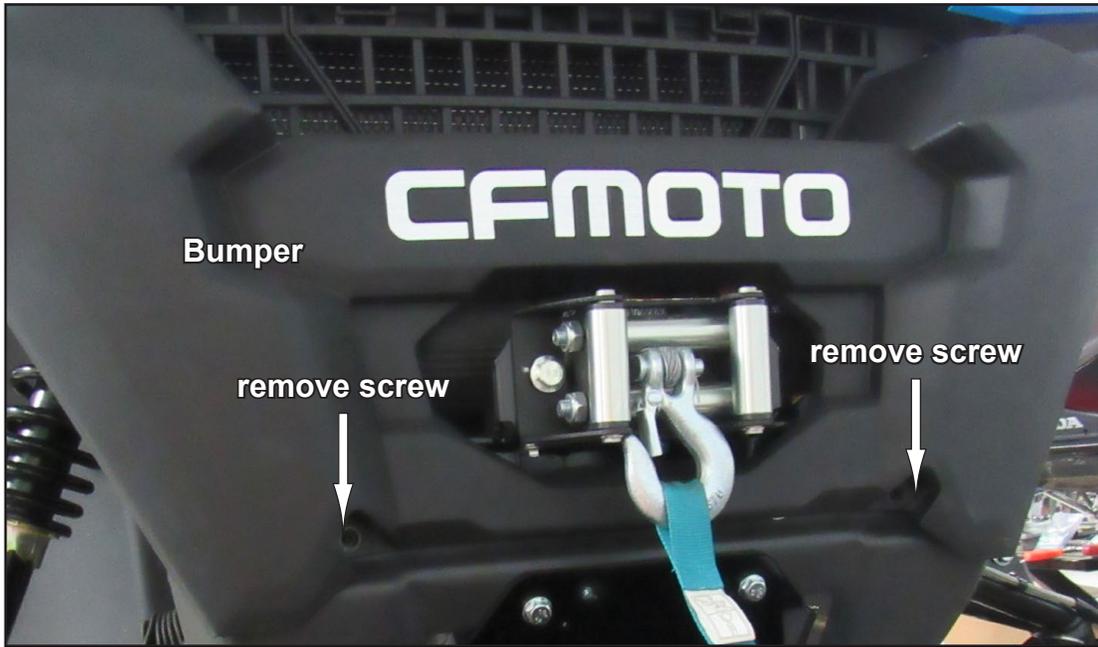
By purchasing and installing SuperATV® products, user agrees that should damages occur, SuperATV® will not be held responsible for loss of time, use, labor fees, replacement parts, or freight charges. SuperATV®, nor any 3rd party, will not be held responsible for any direct, indirect, incidental, special, or consequential damages that result from any product purchased from SuperATV®. The total liability of seller to user for all damages, losses, and causes of action, if any, shall not exceed the total purchase price paid for the product that gave rise to the claim.

SuperATV® will warranty only parts provided by SuperATV®. Any damage or problems with OEM housings, bearings, seals, or other manufacturers' products will not be covered by SuperATV®. SuperATV® parts and products are not warranted if item was not installed properly, misused, or modified.

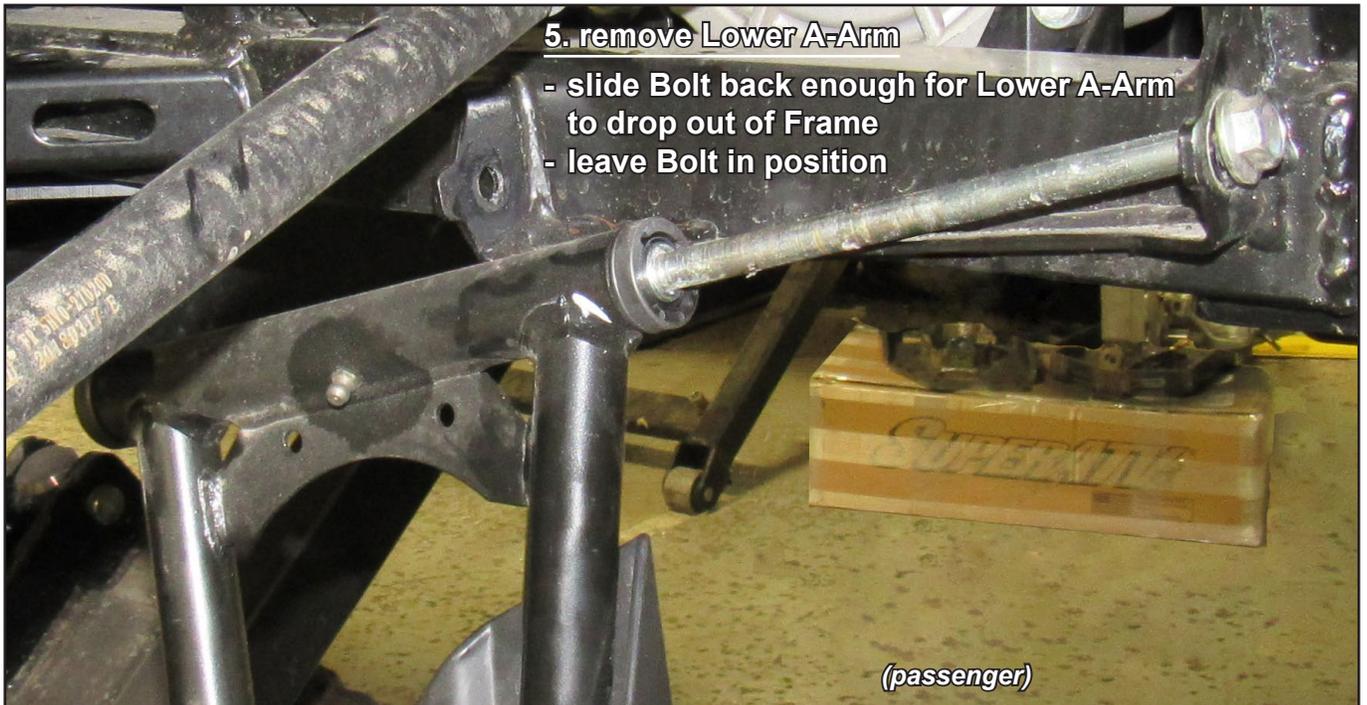
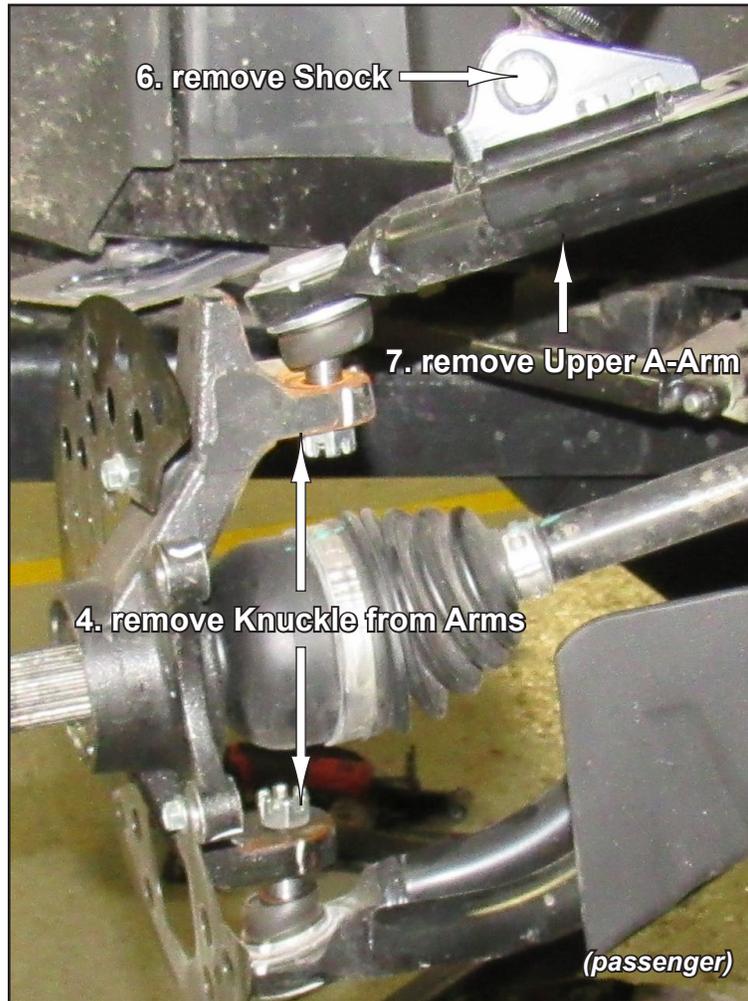
Installing, adding, modifying, or fabricating any factory or aftermarket product to your ATV/UTV may violate certain local, state, and federal laws. Be advised that laws vary depending on town, city, county, state, etc. Use of certain products on public streets, roads, or highways may be in violation law. The Buyer is solely and exclusively legally and personally responsible for any violation of the law by the installation or use of the product. You must abide by all local, state, and federal laws, including but not limited to vehicle safety, traffic laws, and ordinances. It is your responsibility to know the laws and how they apply to you.

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.

Front removal: Keep all components removed from machine.

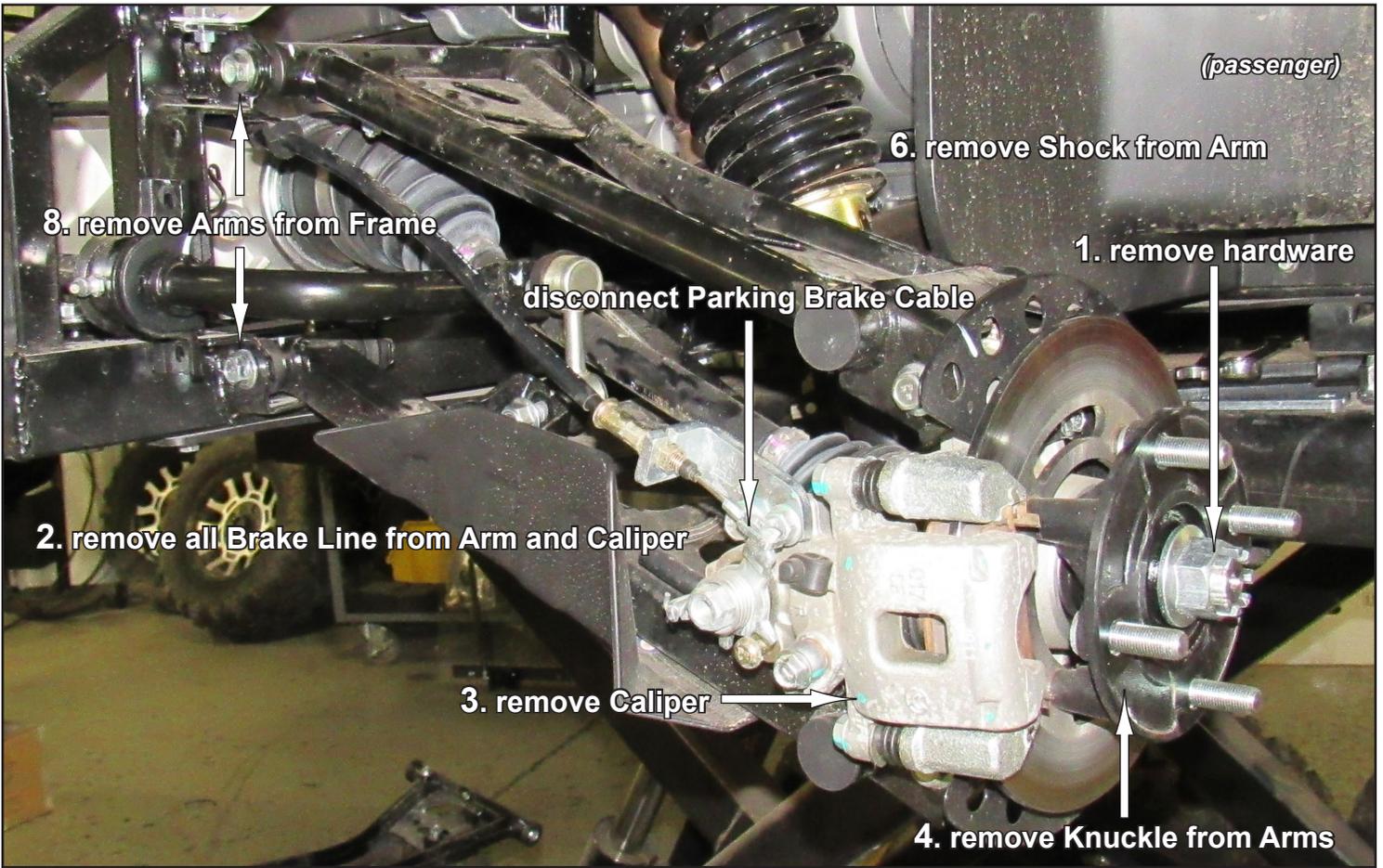


Front removal continued



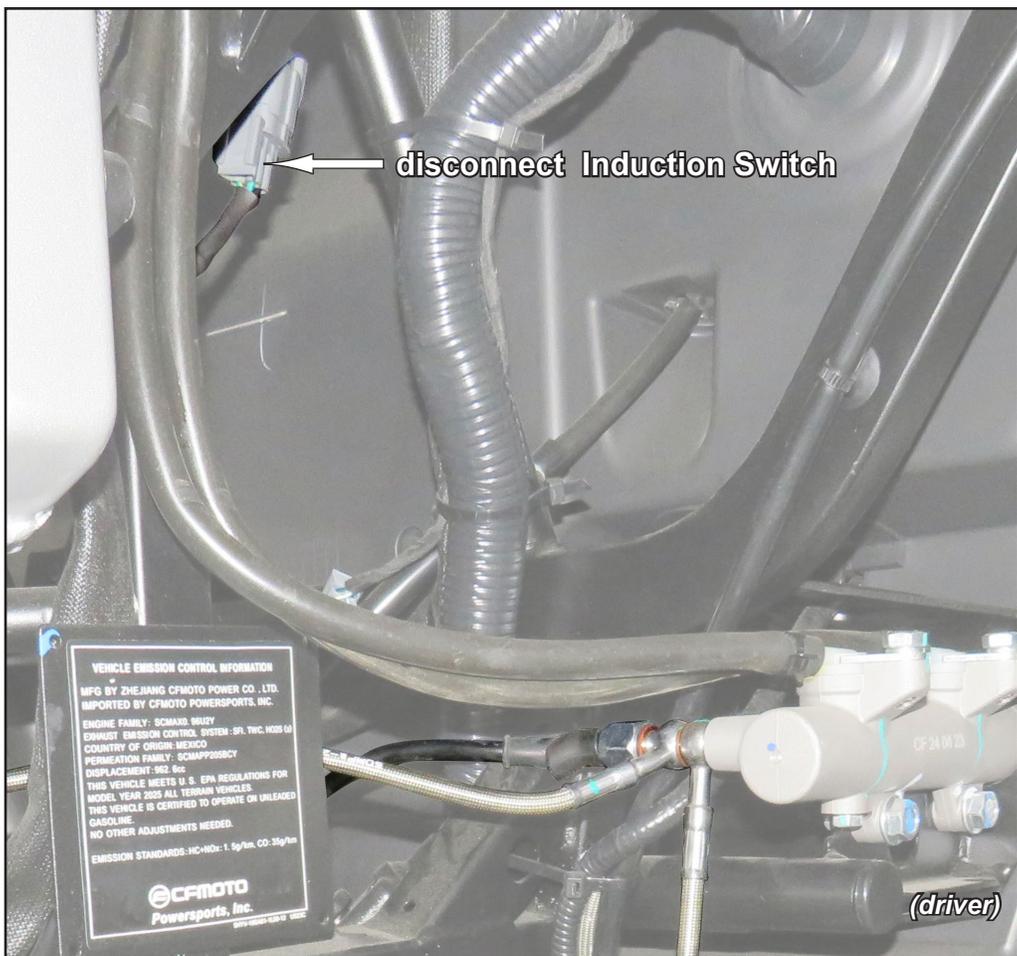
- Repeat for driver side removal.
- Remove Axles, Shocks, and Tie Rods from machine.

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

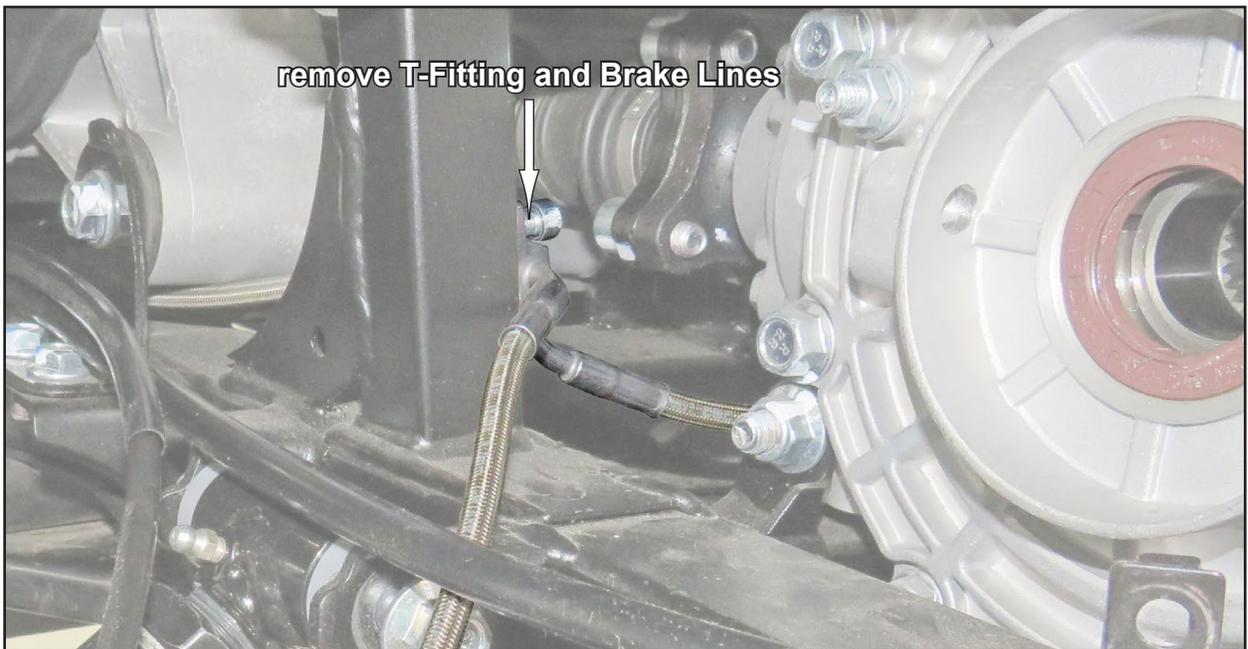
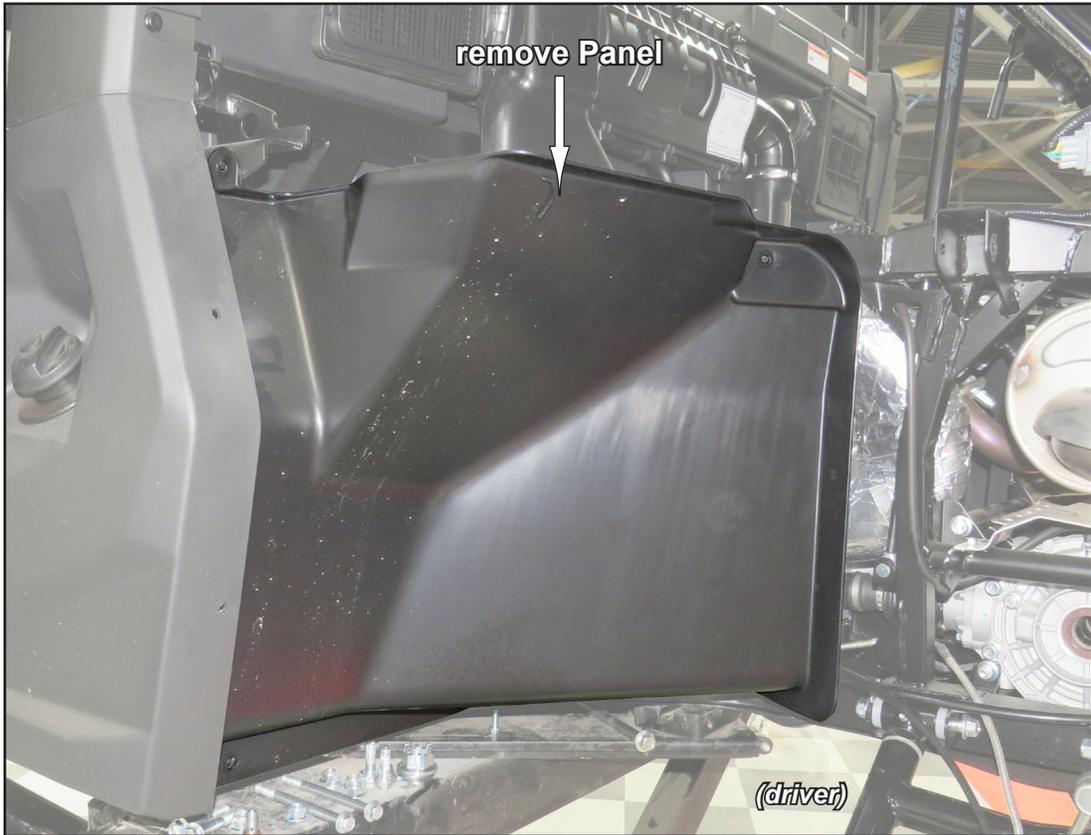


- Repeat for driver side removal.
- Remove Axles and Shocks from machine.

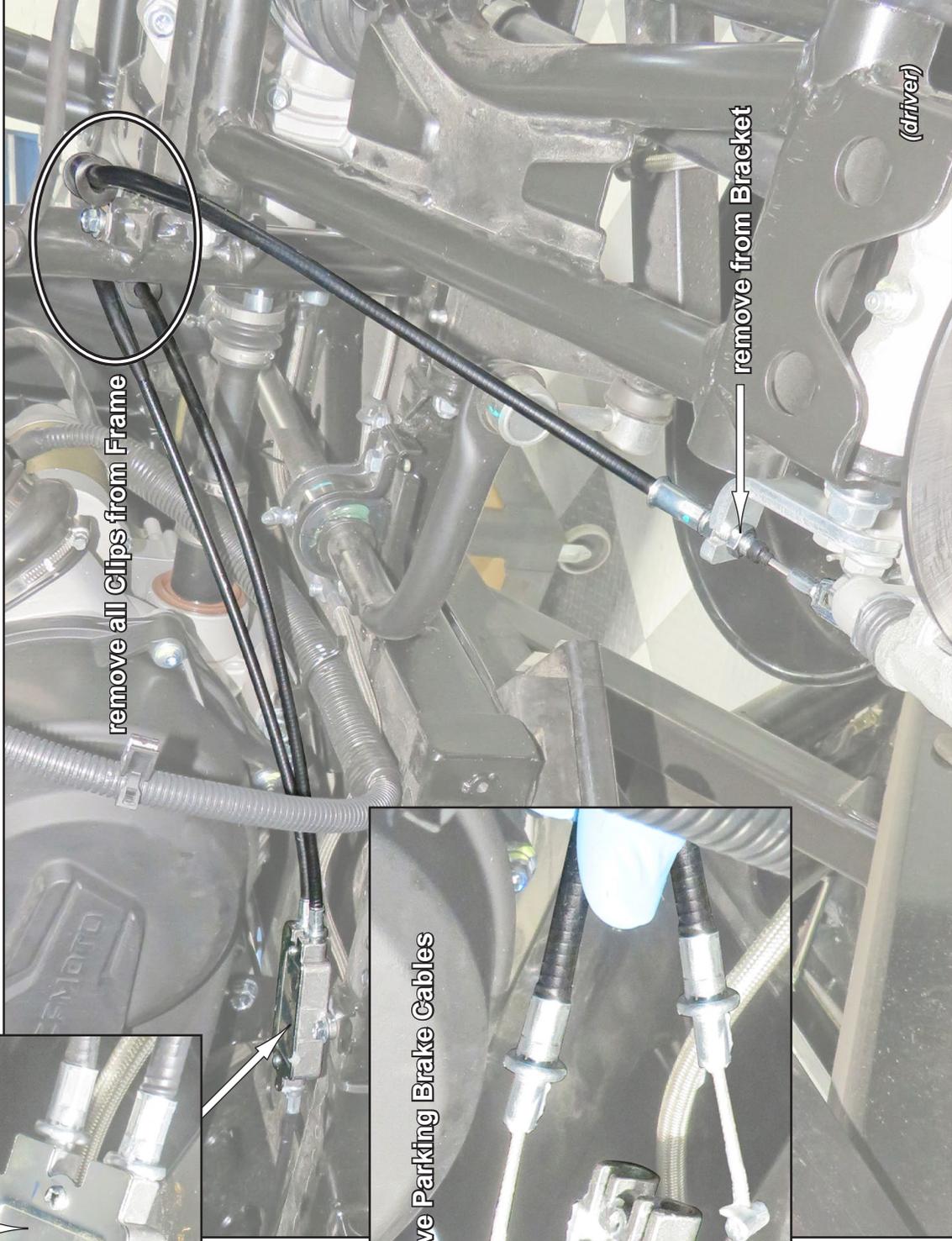
Remove Supply and Rear Brake Lines from machine: Keep all components removed from machine.



Supply and Rear Brake Lines removal continued:



Parking Brake Cables removal:



- Repeat steps for passenger side removal.
- Remove Parking Brake Cables from machine.

- Connect provided Front Brake and Supply Lines and Induction Switch to Master Cylinder; tighten.
- Follow factory routing and route new Supply Line to rear of machine. Secure with provided Wire Ties.



- Install provided Rear Brake Lines to new T-Fitting; tighten.

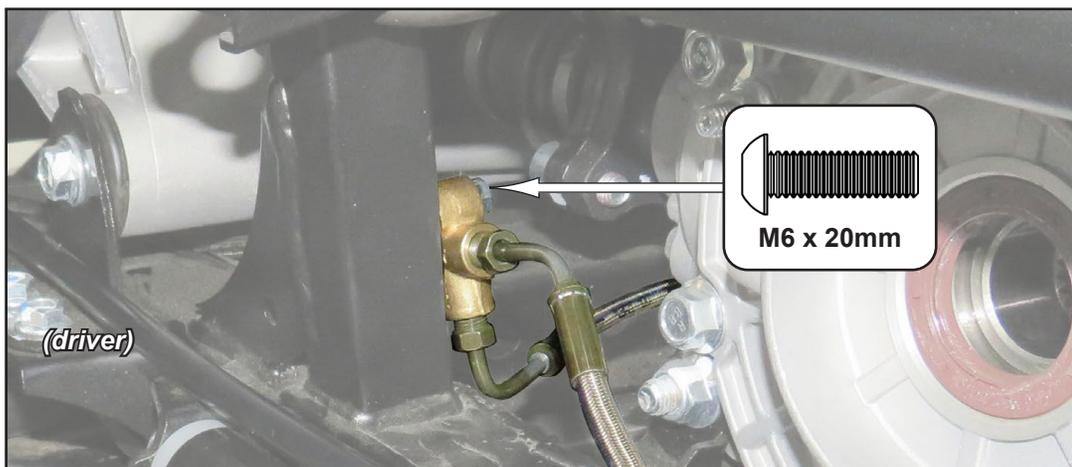
Rear Brake Line - R



Rear Brake Line - L



- Secure T-Fitting to stock location with hardware shown; tighten.



- Install Fittings into A-Arms.

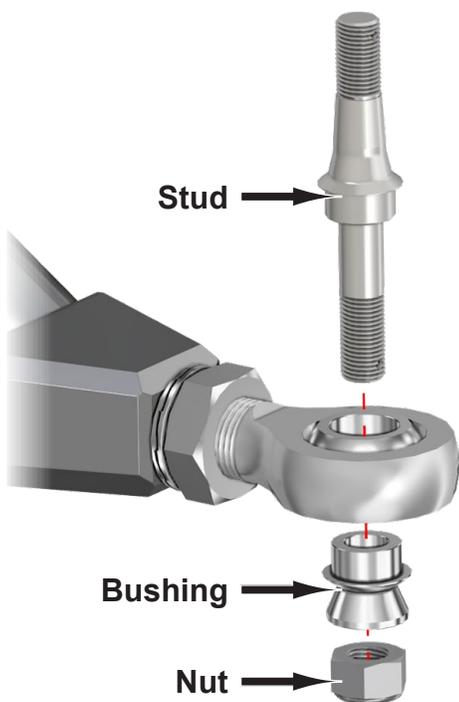


Install Ball Joints into Arms

5x  Fitting



- Install components from Stud Kit into Lower Arms; tighten.



Stud

Bushing

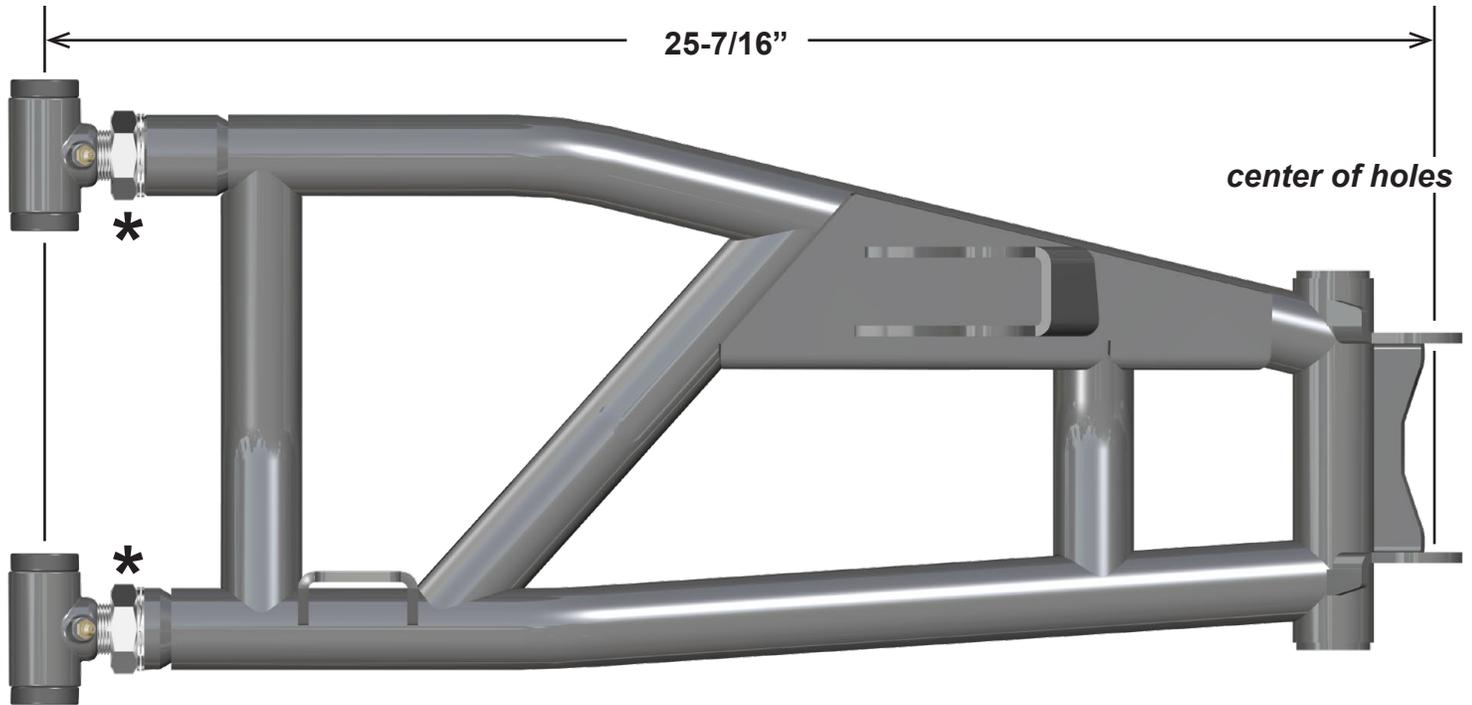
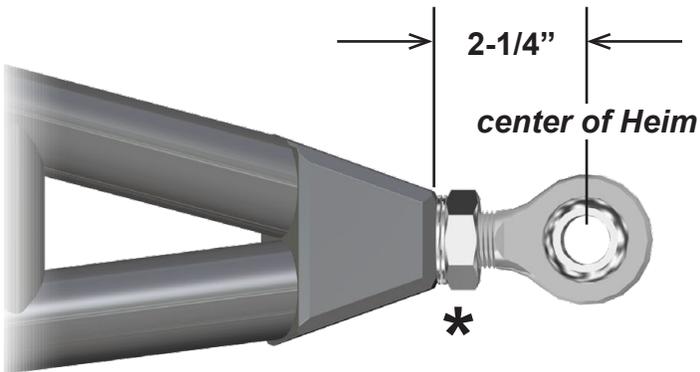
Nut



install Pin after Nut has been secured

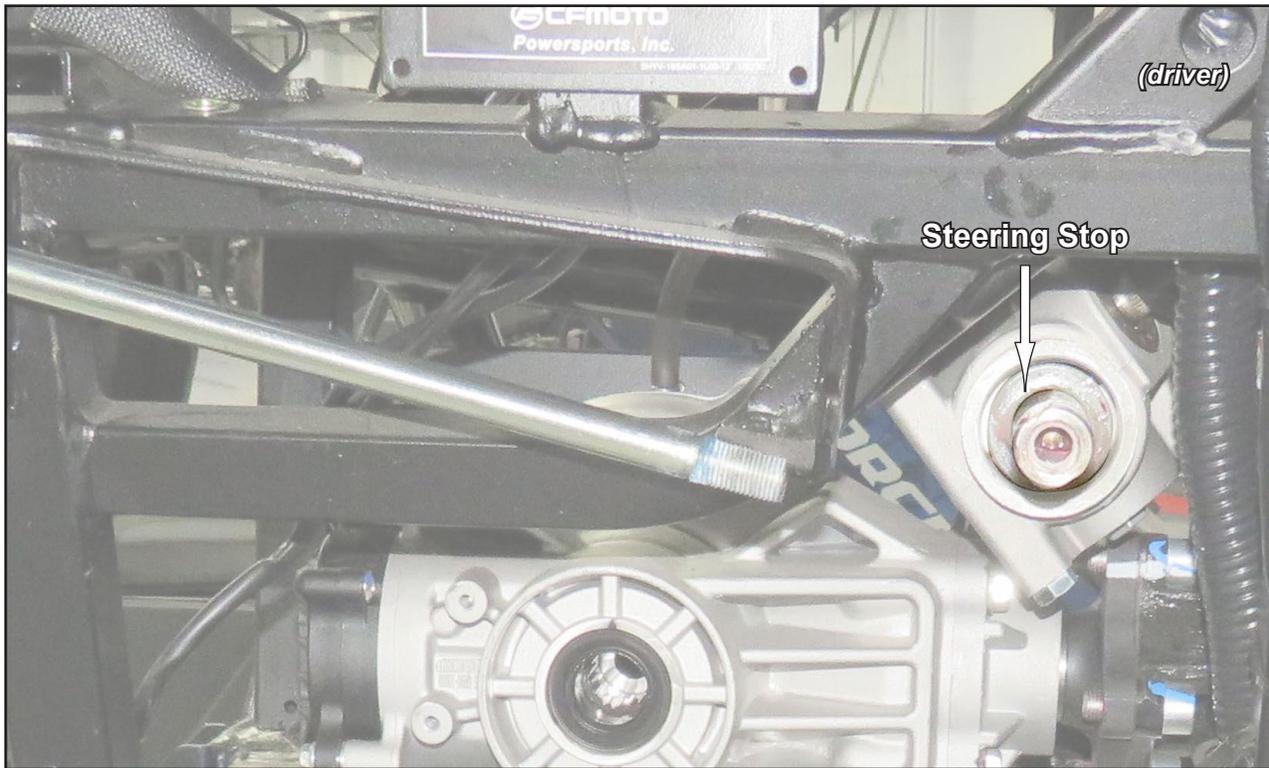
PIVOT BLOCK SETTINGS

- 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.



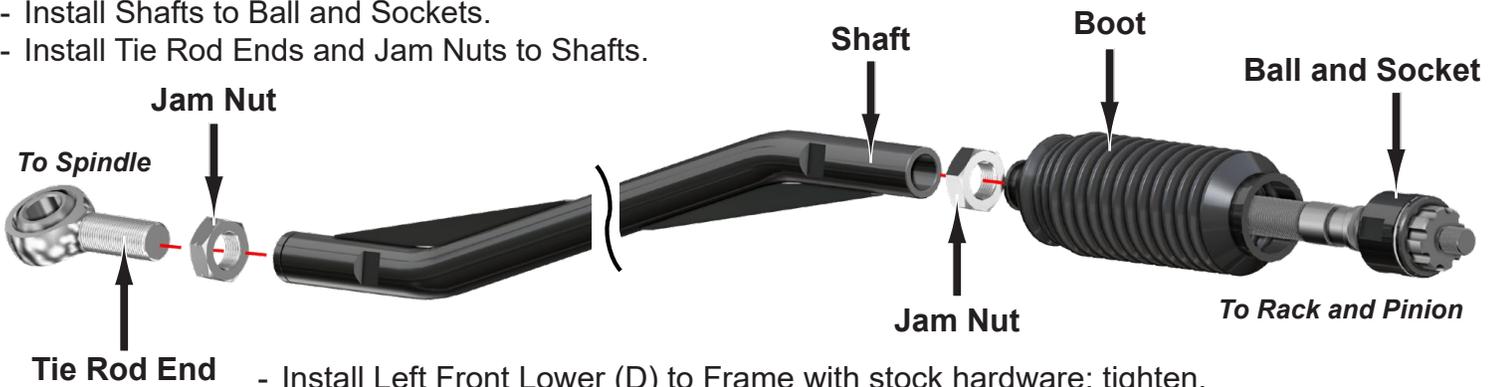
*** Leave Jam Nuts loose. Tighten after final adjustments have been made.**

- Install Steering Stop onto Rack and Pinion.



Tie Rod installation:

- Install Ball and Sockets to Rack and Pinion. Use Threadlocker and tighten.
- Install Boots to Rack and Pinion and secure with provided Wire Ties.
- Secure Boots to Ball and Sockets with provided Wire Ties.
- Install Jam Nuts to Ball and Sockets.
- Install Shafts to Ball and Sockets.
- Install Tie Rod Ends and Jam Nuts to Shafts.



- Install Left Front Lower (D) to Frame with stock hardware; tighten. SuperATV recommends using Threadlocker on Nut.
- Install Front Axle.



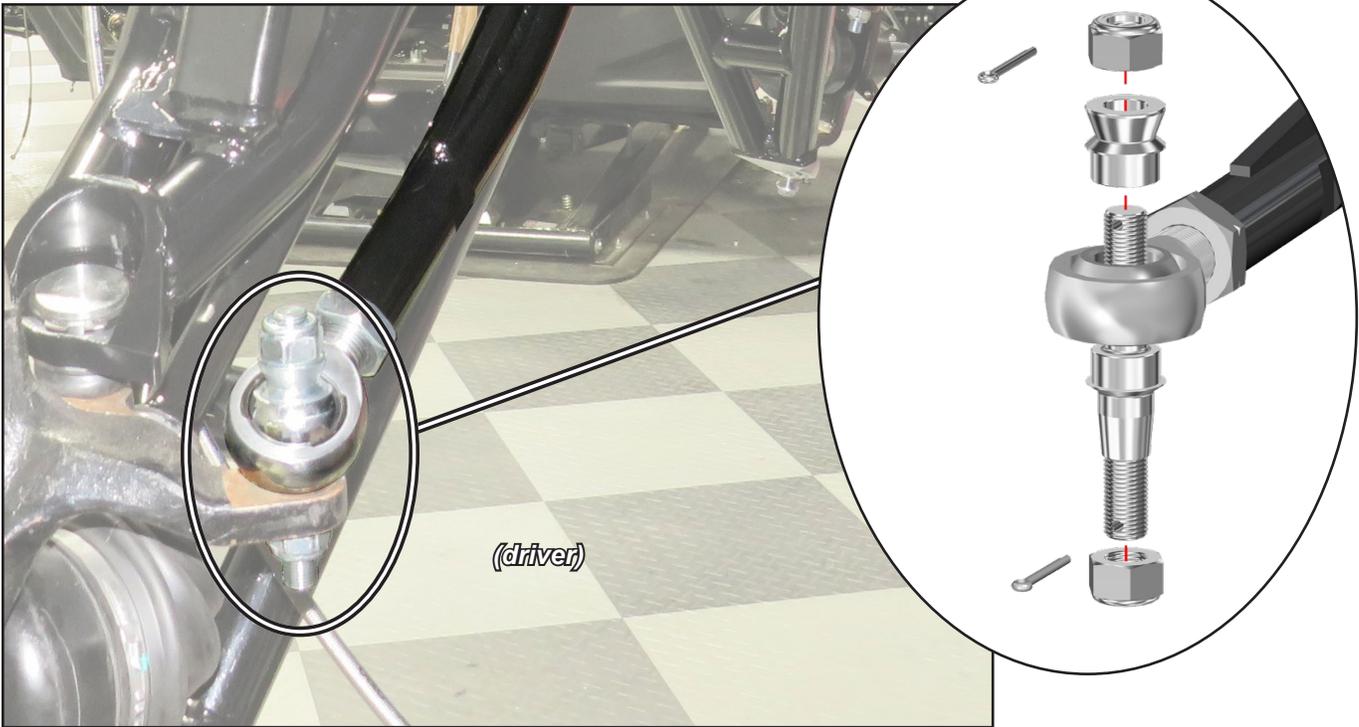
- Install Left Front Upper (B) to Frame with stock hardware; tighten. SuperATV recommends using Threadlocker on Nut.



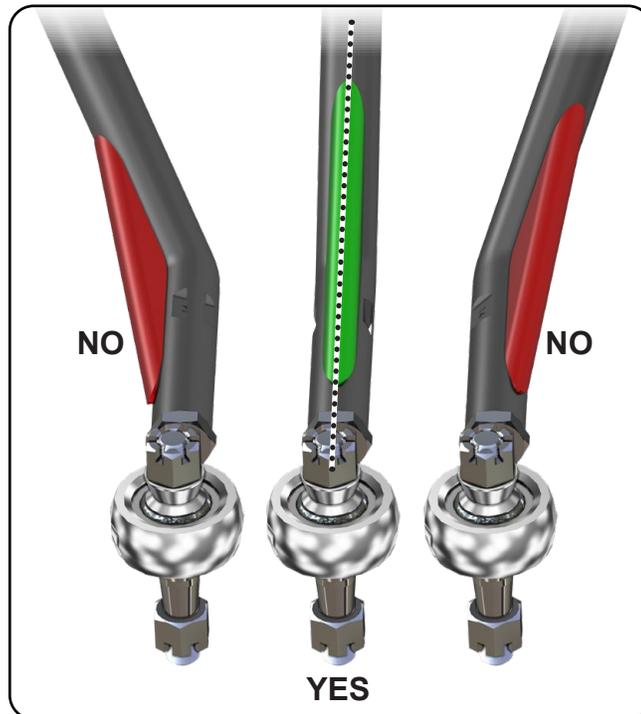
- Secure Knuckle to Arms. Tighten upper connection but *keep lower connection loose until all final adjustments have been completed.*



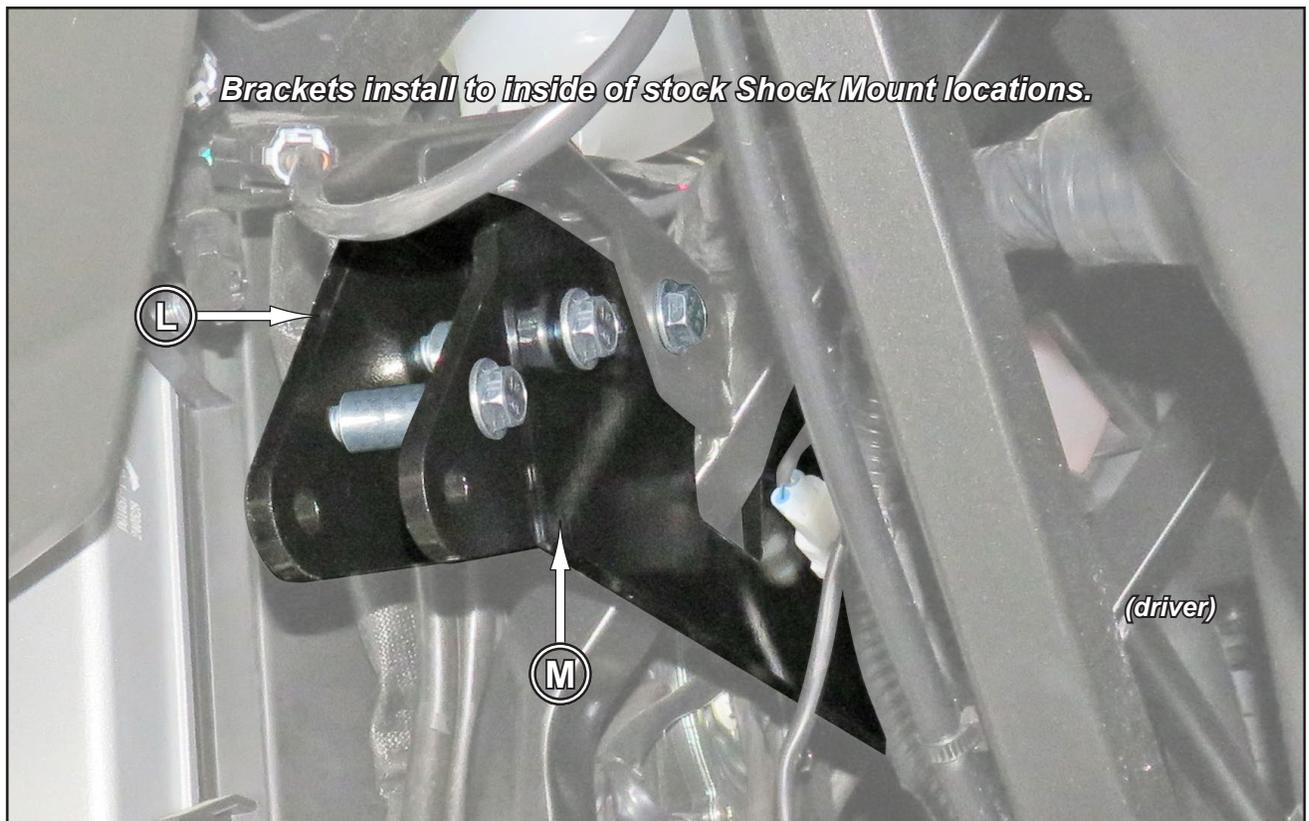
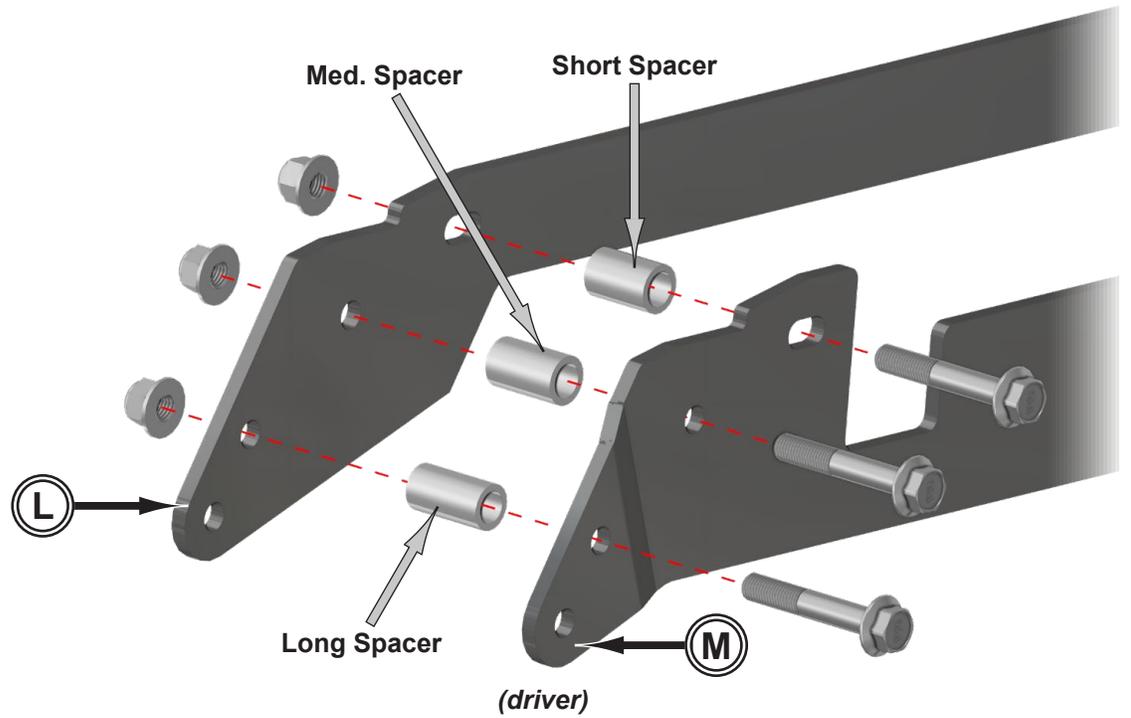
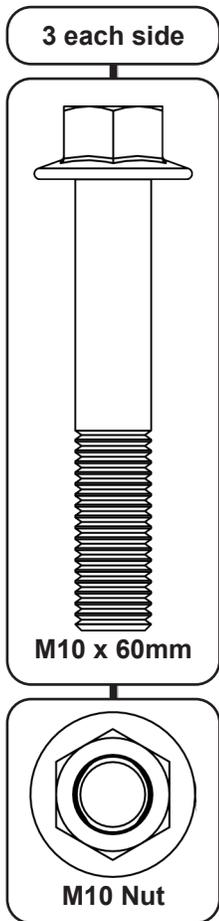
- Secure Tie Rod End to Knuckle with hardware shown; tighten.



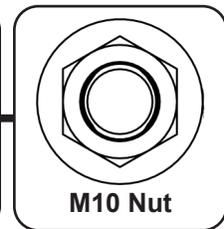
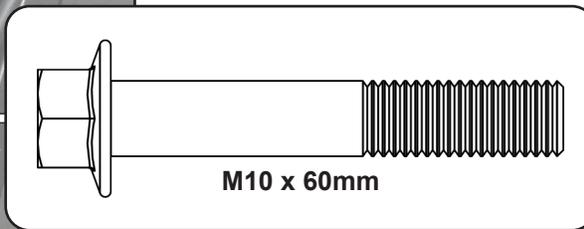
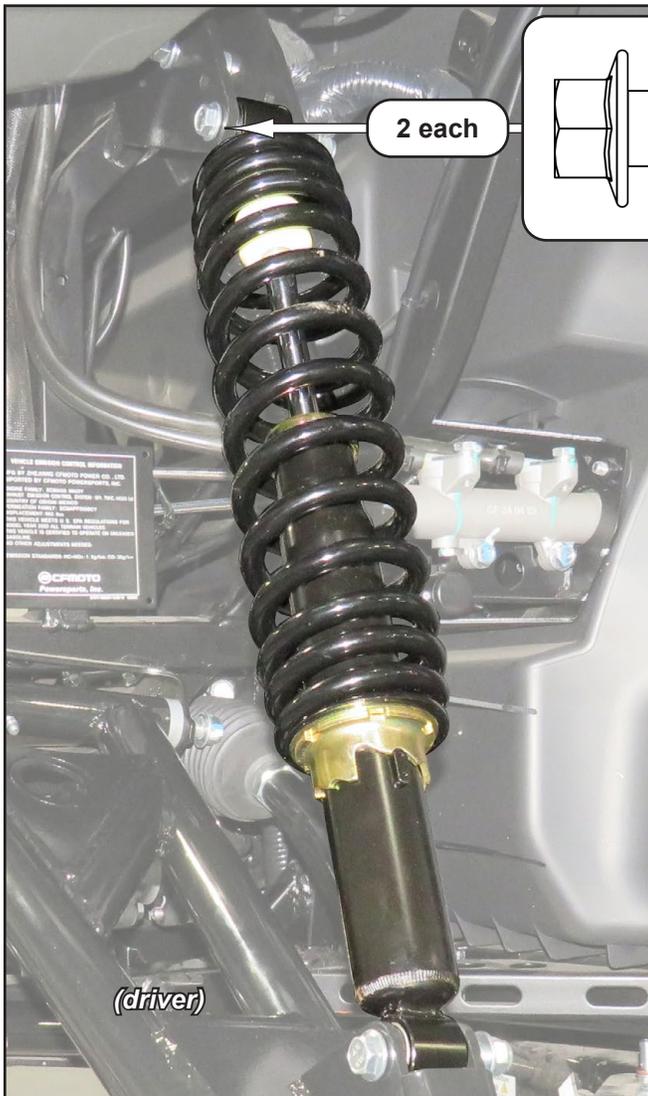
Gussets on Shafts must be oriented in-line with Stud and secured as shown



- Install Front Shock Bracket 1 (L) and Front Shock Bracket 2 (M) with hardware shown; tighten.



- Install Shocks with hardware shown; tighten.



- Reinstall Hub and Caliper.
- Secure Axle with included Nut; tighten.



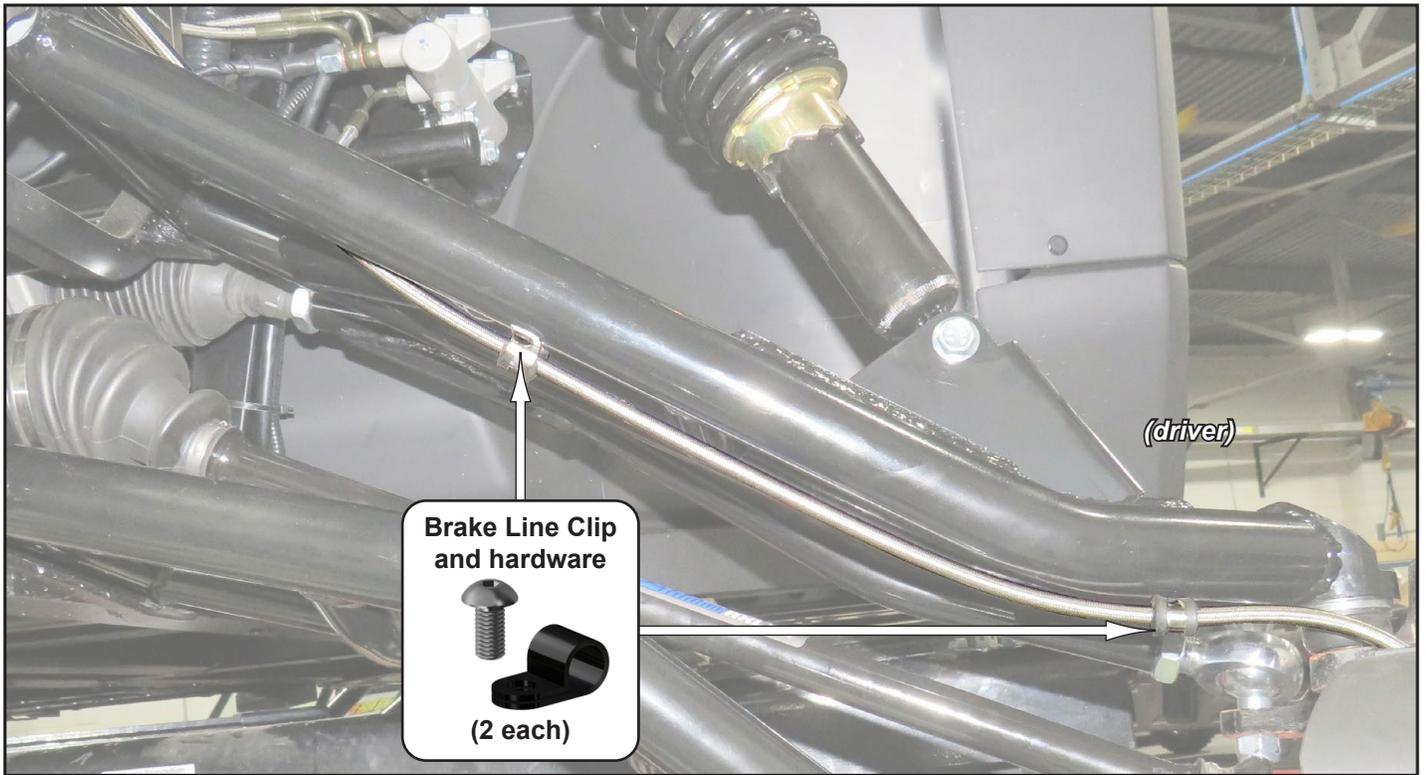
(driver)

- Connect Front Brake Line - L to Caliper; tighten.



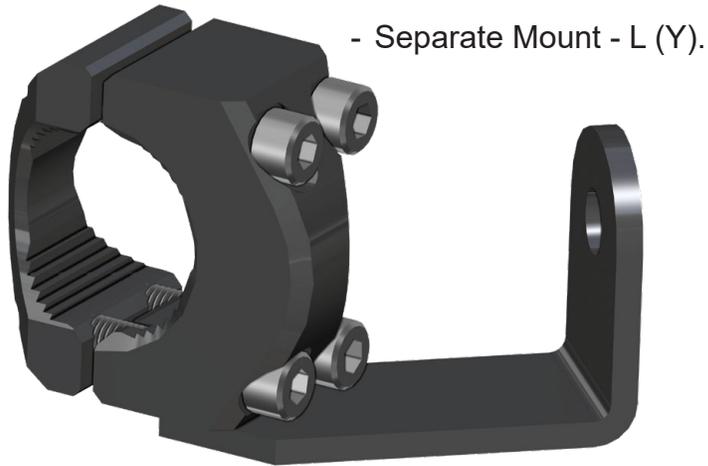
(driver)

- Secure Front Brake Line - L to Upper Arm with components shown; tighten.



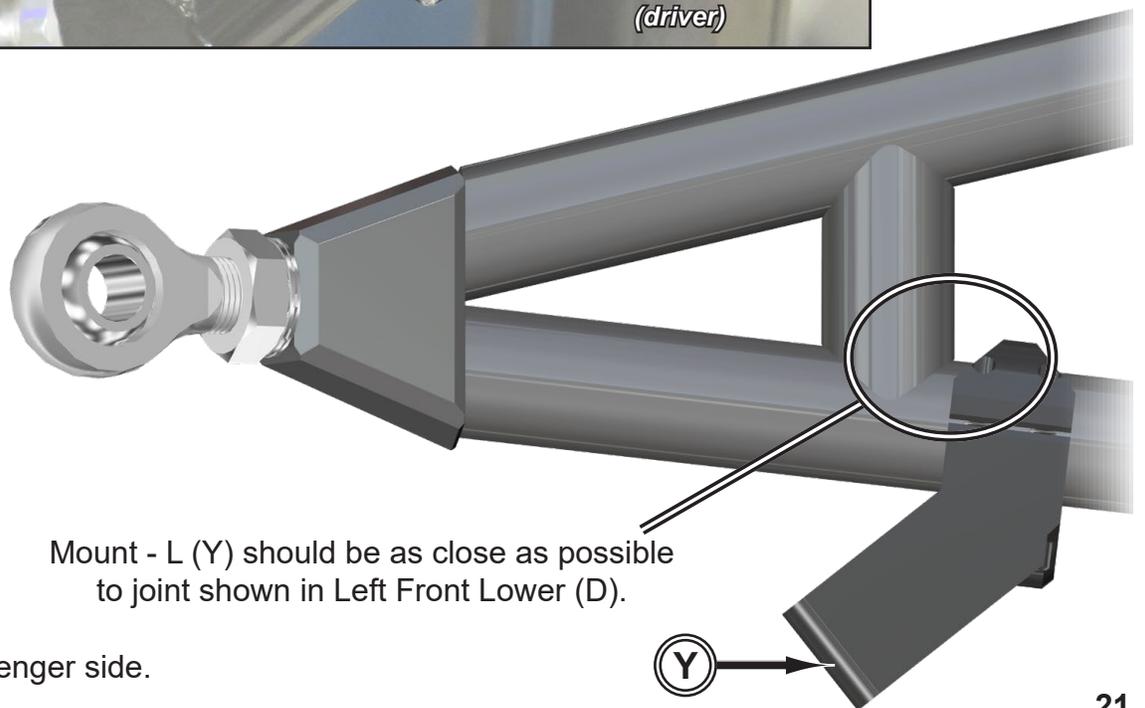
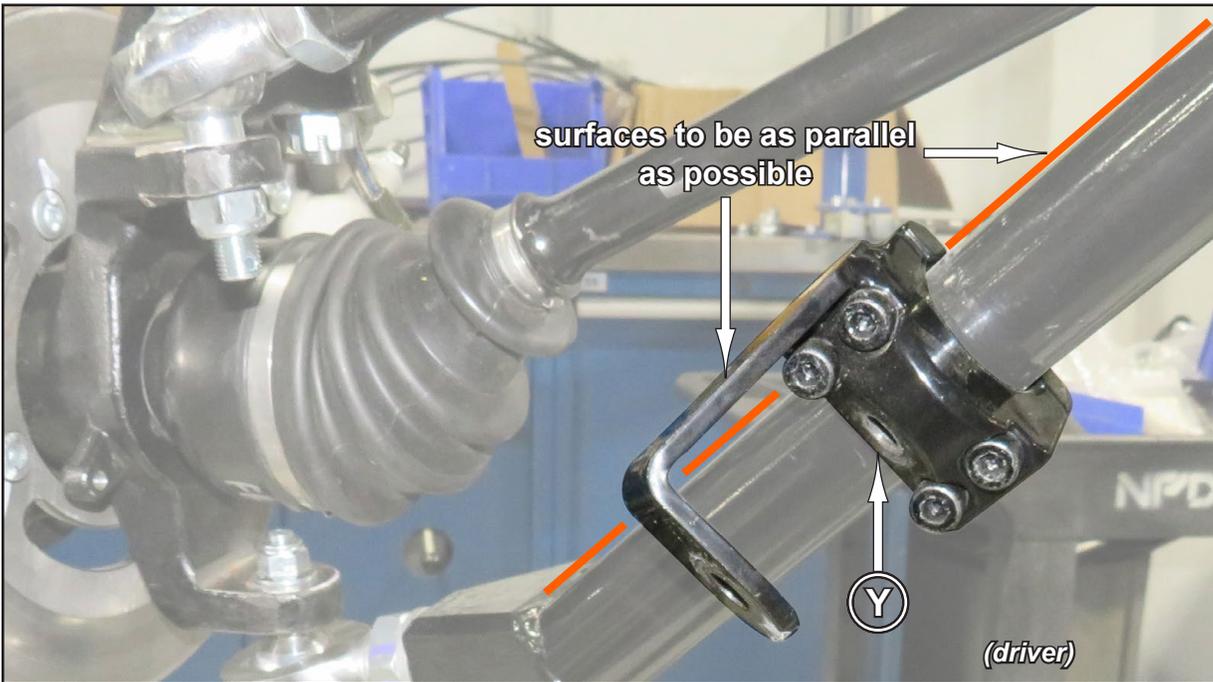
- Replace stock hardware with hardware shown when securing Front Brake Line to Frame; tighten





- Separate Mount - L (Y).

- Install Mount - L (Y) to Left Front Lower (D) with previously removed hardware.



- Repeat steps for passenger side.

keep lower Arm hardware loose until all final adjustments have been completed

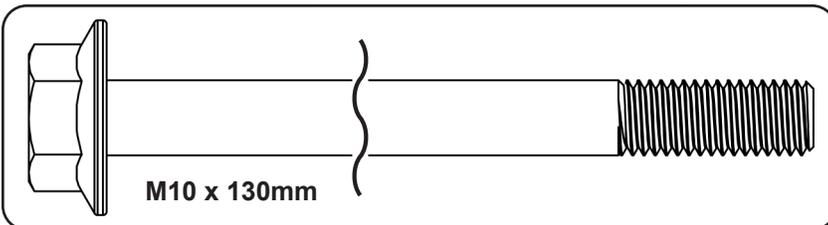
- Install Left Rear Lower (H) to Frame with stock hardware.
- Install Rear Axle.
- Secure Swaybar Link to Arm with stock hardware.



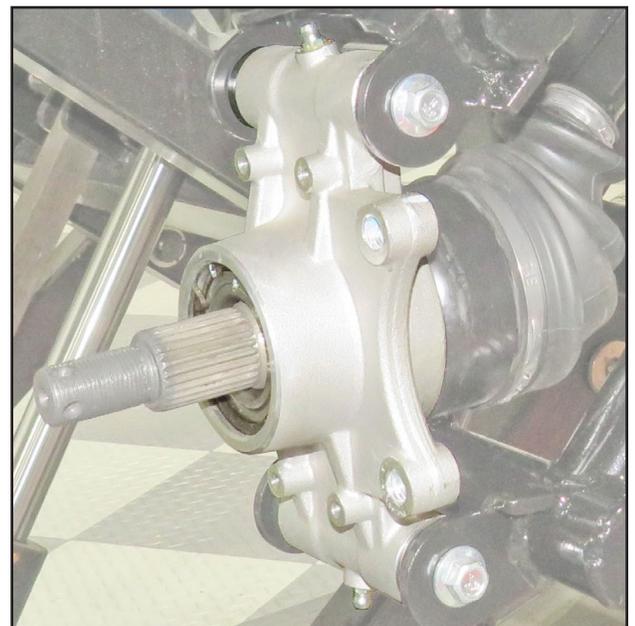
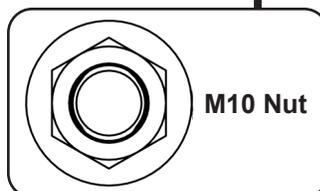
- Install Left Rear Upper (F) to Frame with stock hardware; tighten. SuperATV recommends using Threadlocker on Nut.



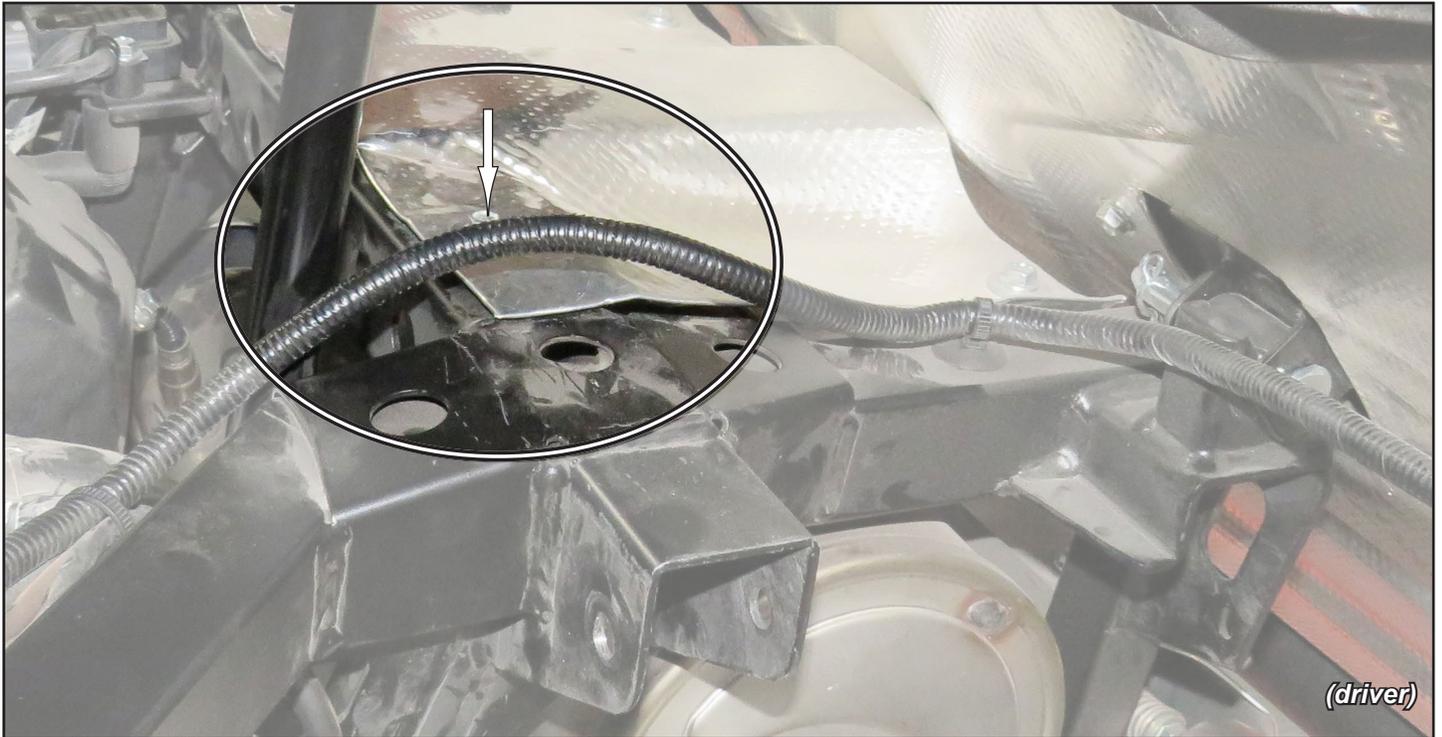
- Secure Knuckle to Arms with hardware shown. Tighten upper connection but *keep lower connection loose until all final adjustments have been completed.*



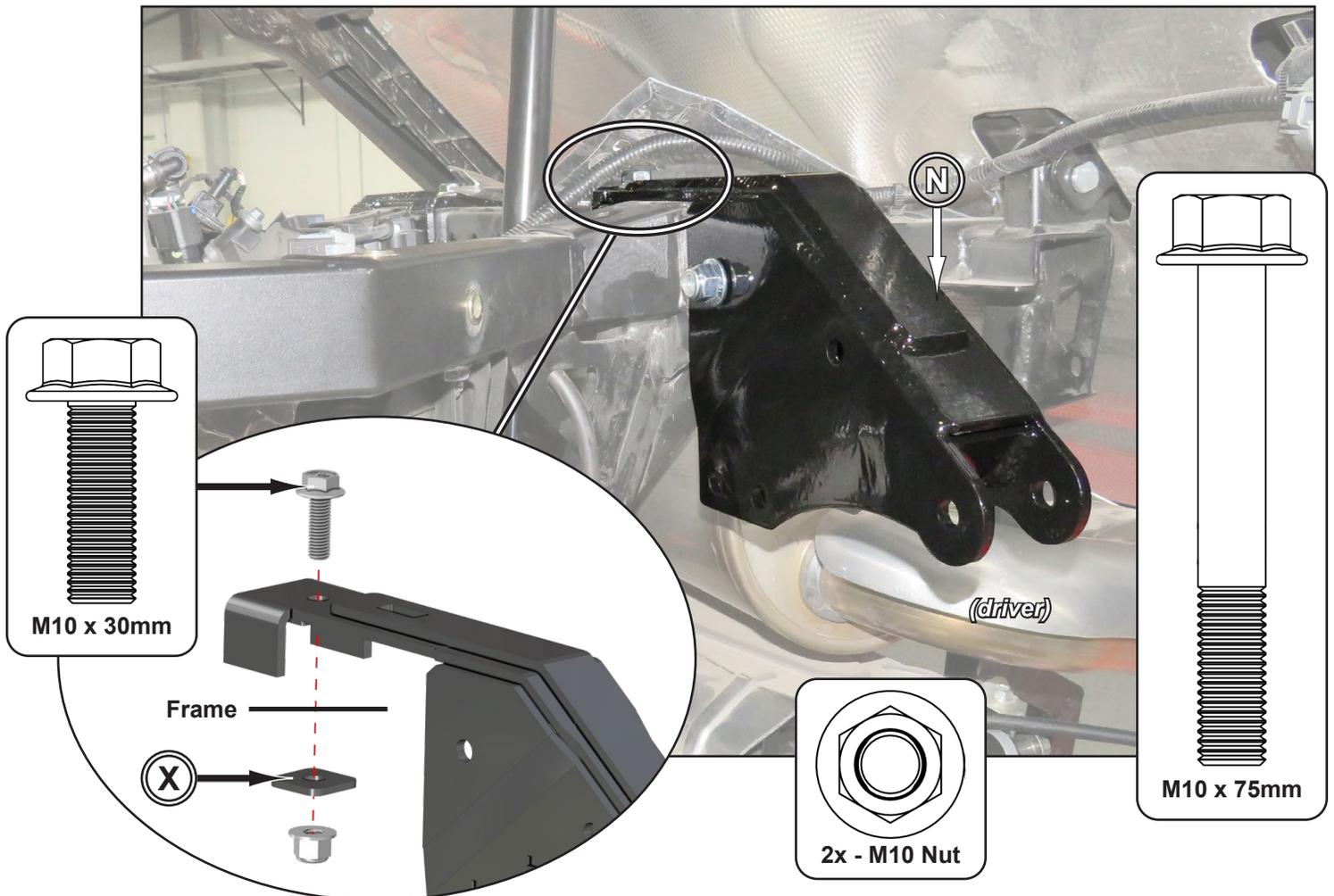
2 each



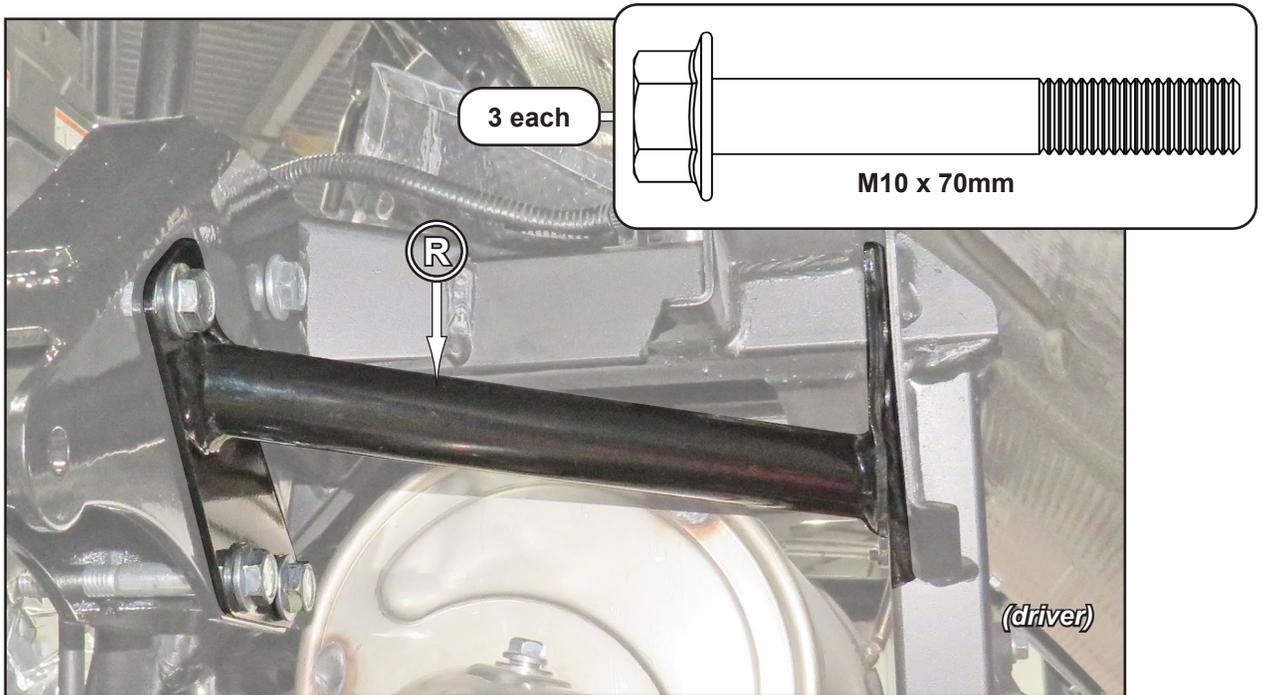
- Remove stock bolt shown; will not be reused.
- Fold corner of Heat Shield up.



- Install Rear Shock Bracket (N) to Frame with hardware and Square Spacer (X) shown; do not tighten.



- Install Bed Bracket - L (R) to Rear Shock Bracket (N) with hardware shown.



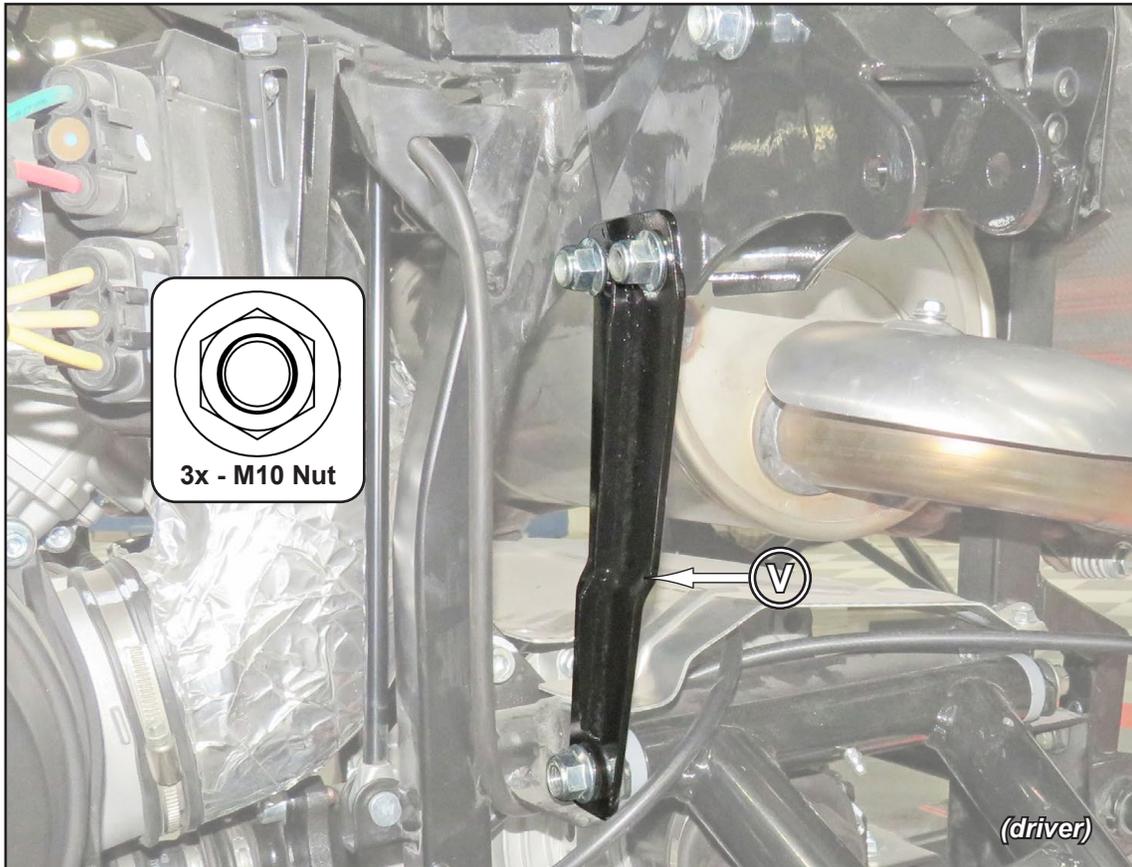
- Insert Filler (U) into opening in Frame.



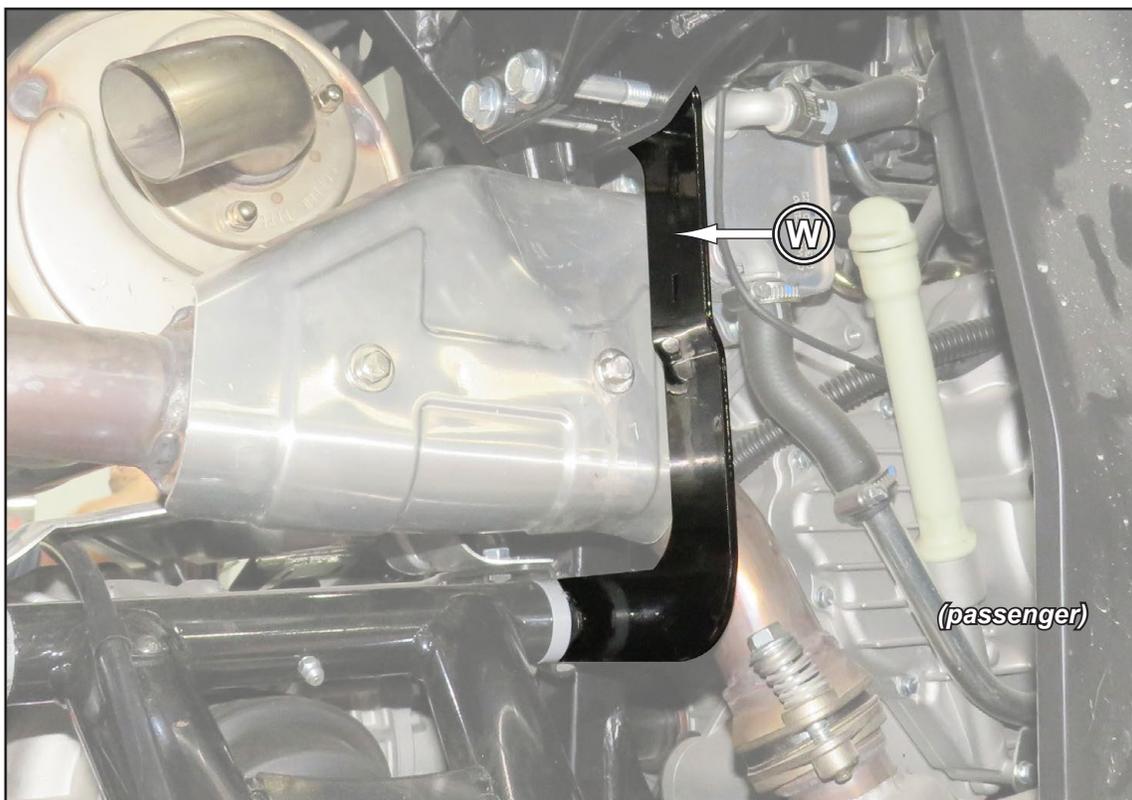
- Install and secure Plate (T) to Frame and Bed Bracket - L (R); do not tighten.



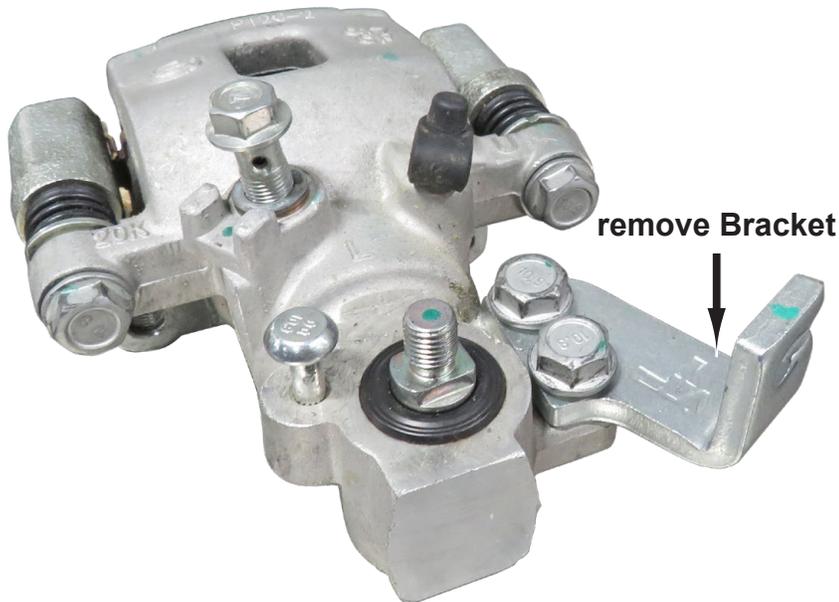
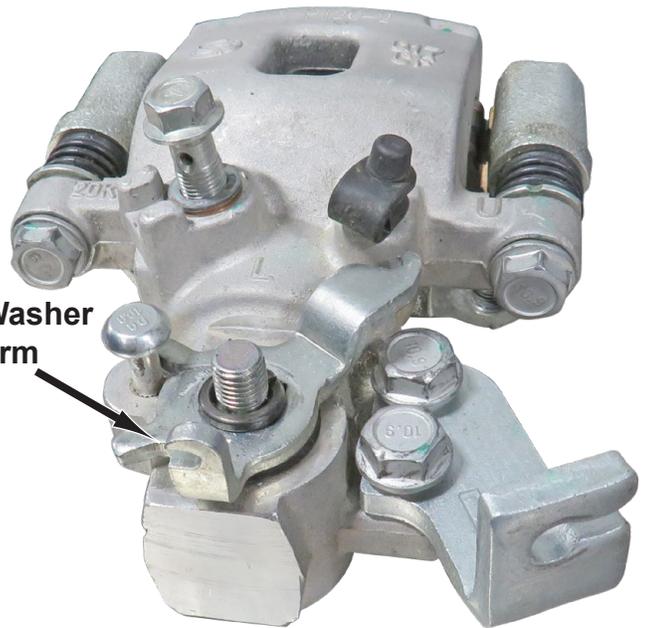
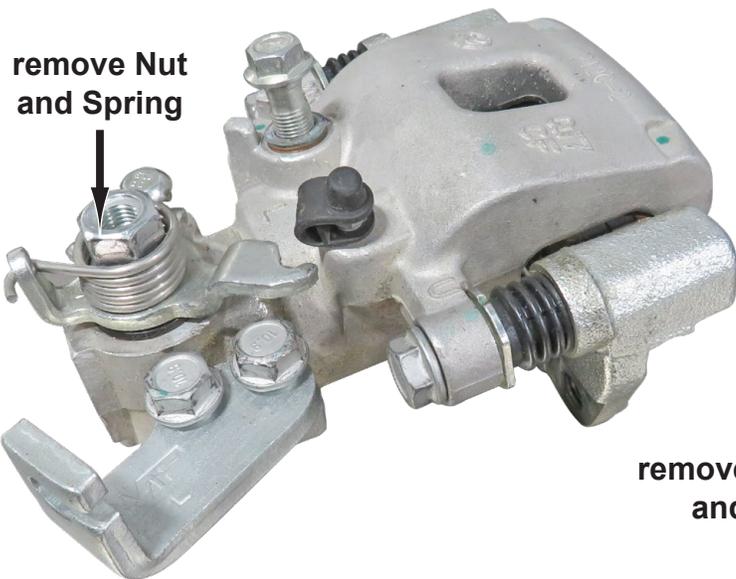
- Install Rear Arm Bracket - L (V) to Frame and Rear Shock Bracket (N) with hardware shown ; do not tighten.



- Rear Arm Bracket - R (W) will look different but install just as Rear Arm Bracket - L (V).



Tighten all hardware.

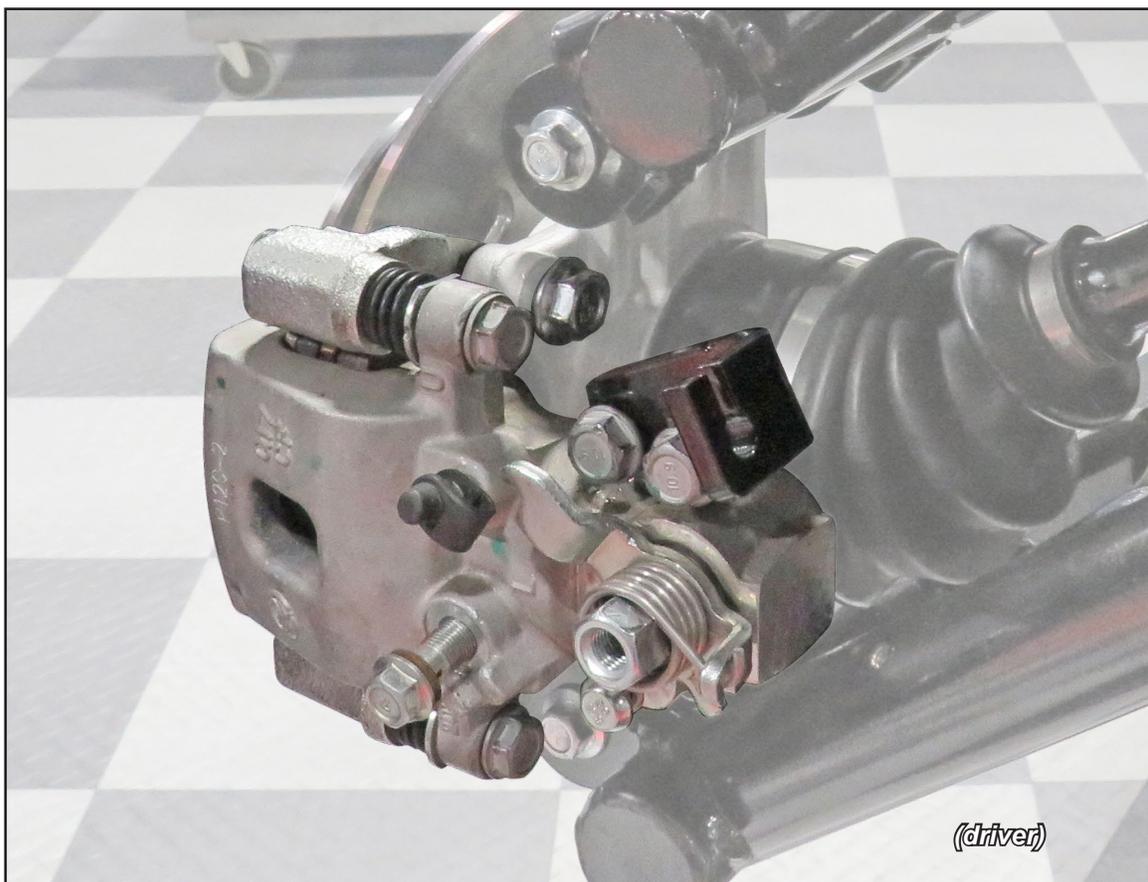


- Replace stock Bracket with Parking Brake Cable Bracket - L (P).
- Reuse stock hardware; tighten.
- Reinstall Arm, Washer, Spring, and Nut; tighten.

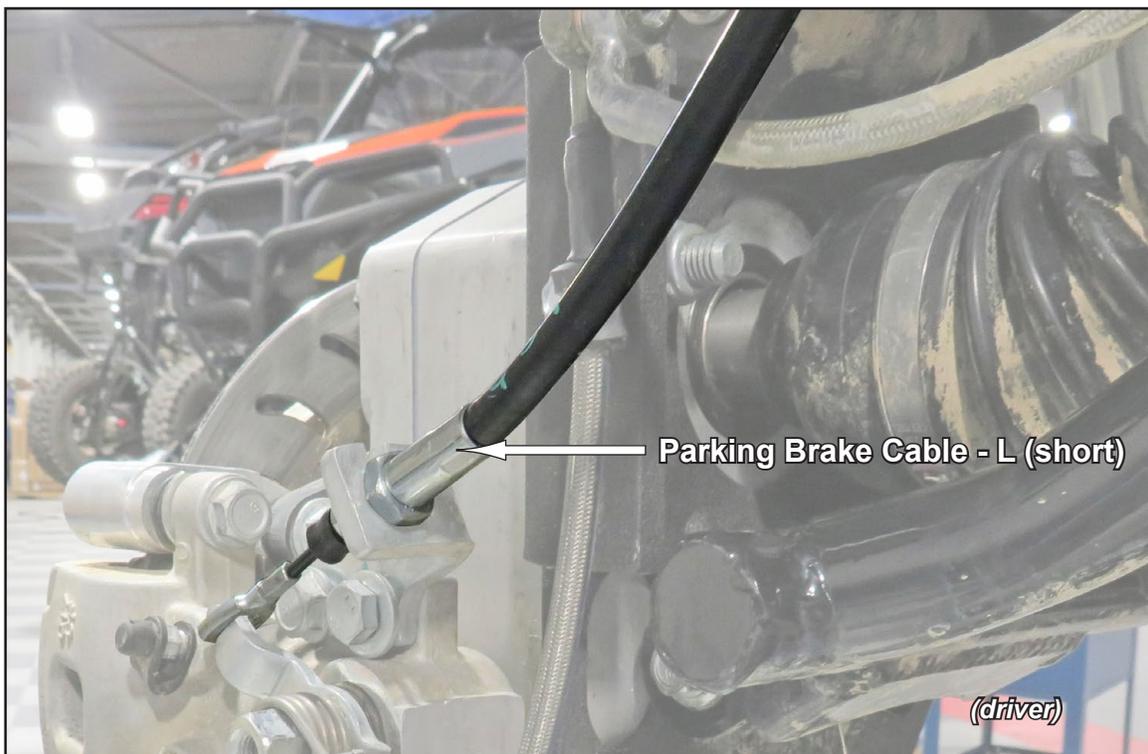


- Repeat for passenger side.

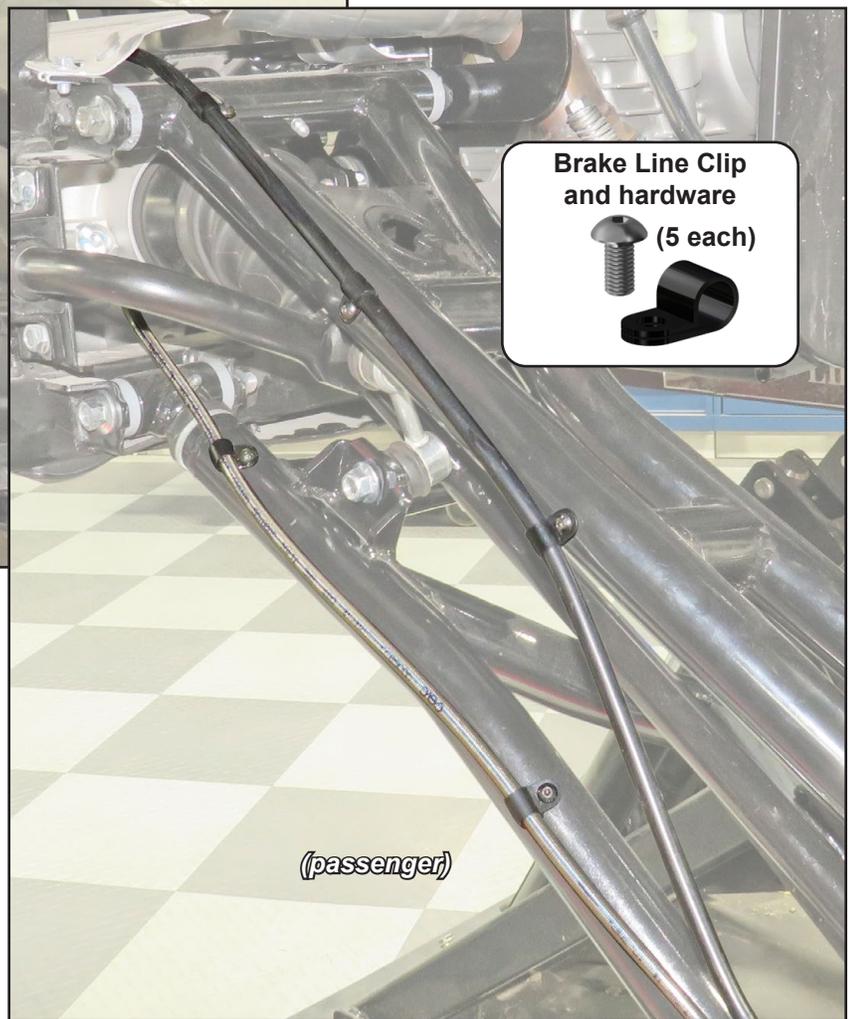
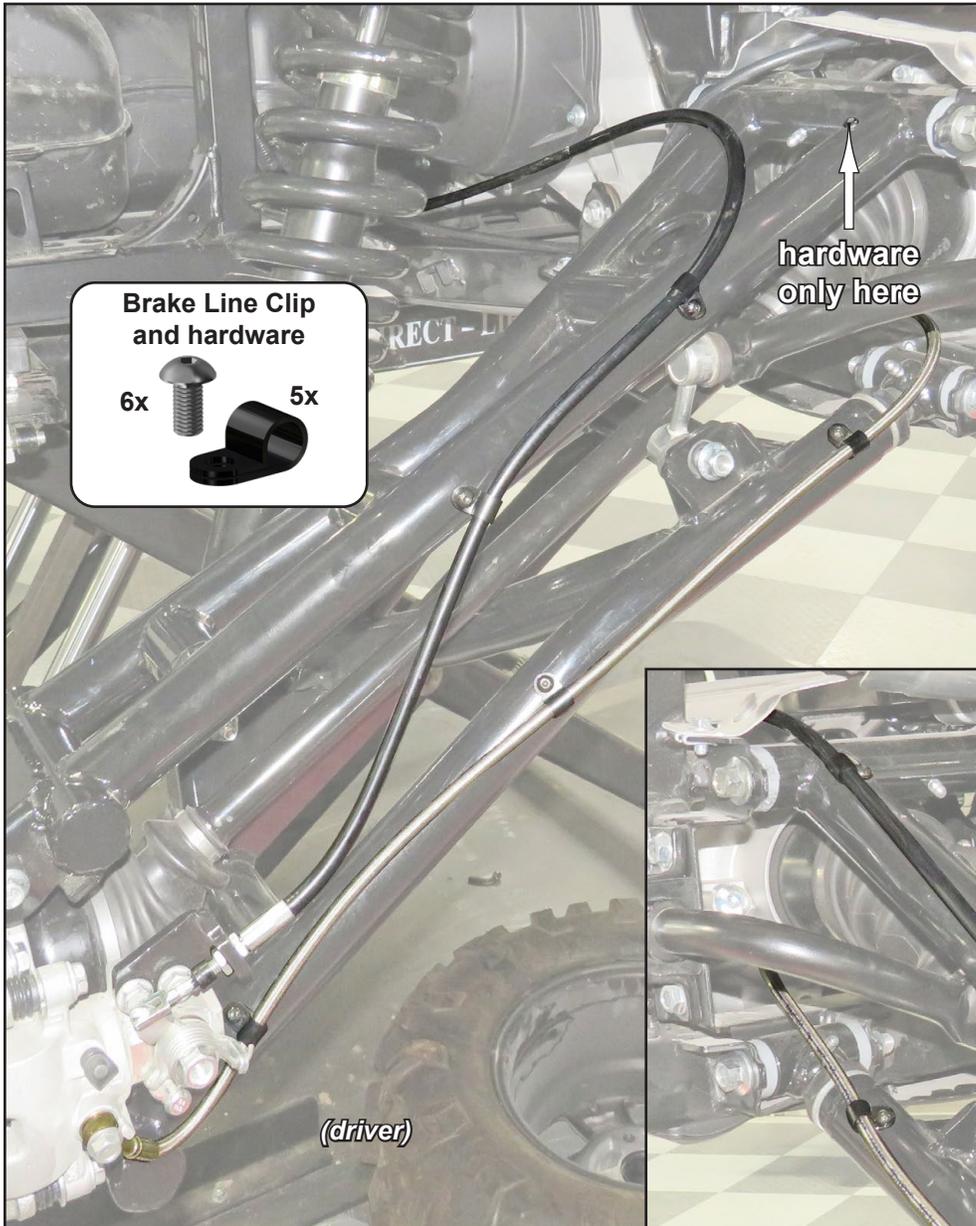
- Install Caliper to Knuckle with stock hardware; tighten.



- Install Parking Brake Cable - L (short) to driver side. Follow stock routing. Reverse steps taken on pages 7 and 10 when installing.
- Repeat steps for passenger side Parking Brake Cable - R (long) installation.

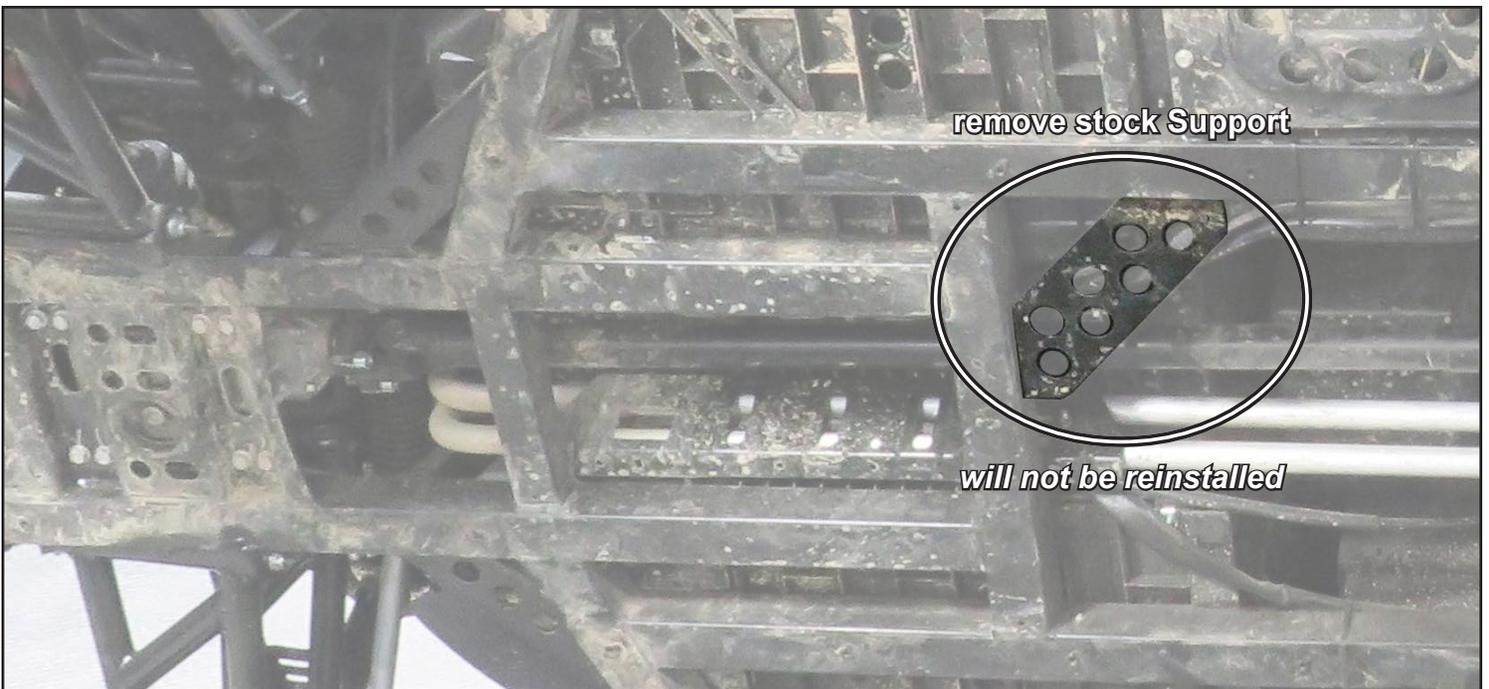
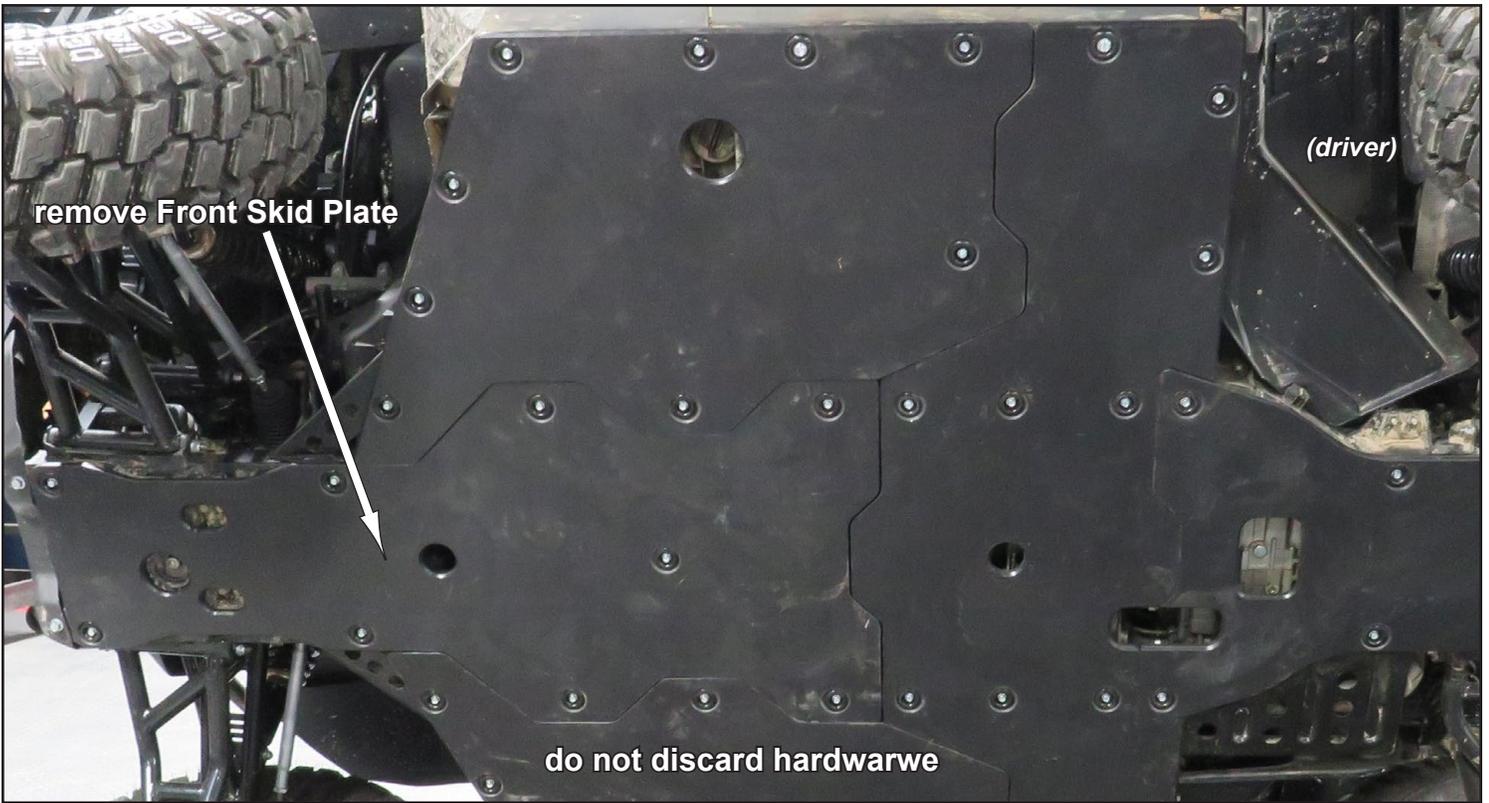


- Connect Rear Brake Lines to Calipers.
- Secure all Cables with hardware and components shown; tighten.



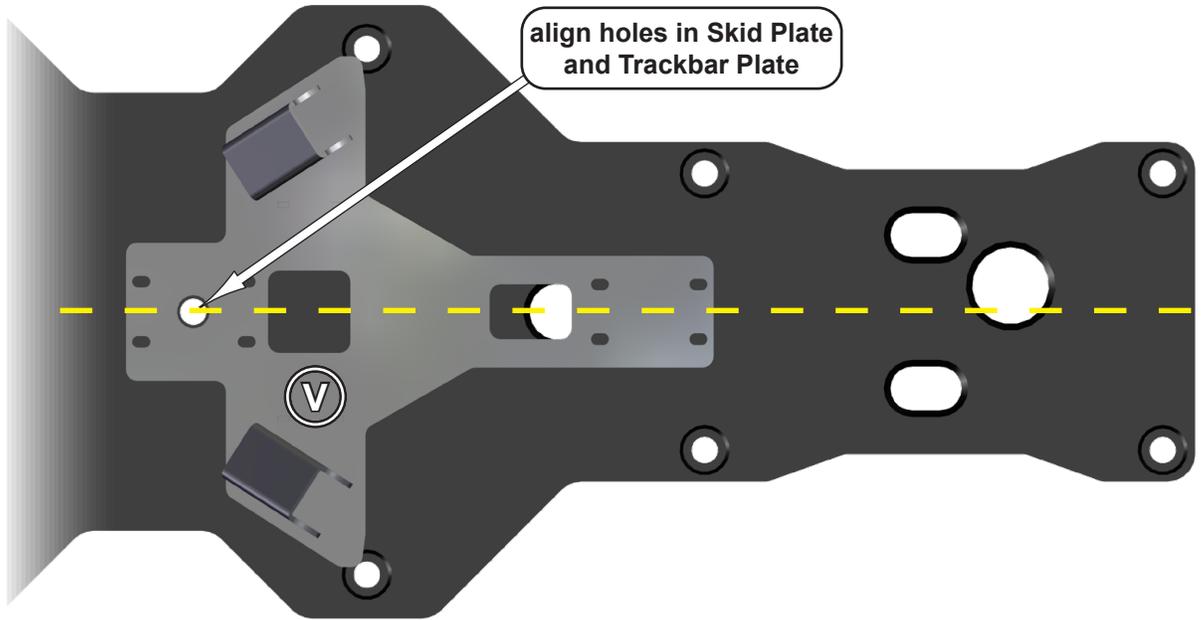
- Reinstall Tires and check Camber settings; see last 2 pages.
- Tighten all hardware completely.

Machine shown on its side for clarity only. Trackbar installation can be performed without flipping.

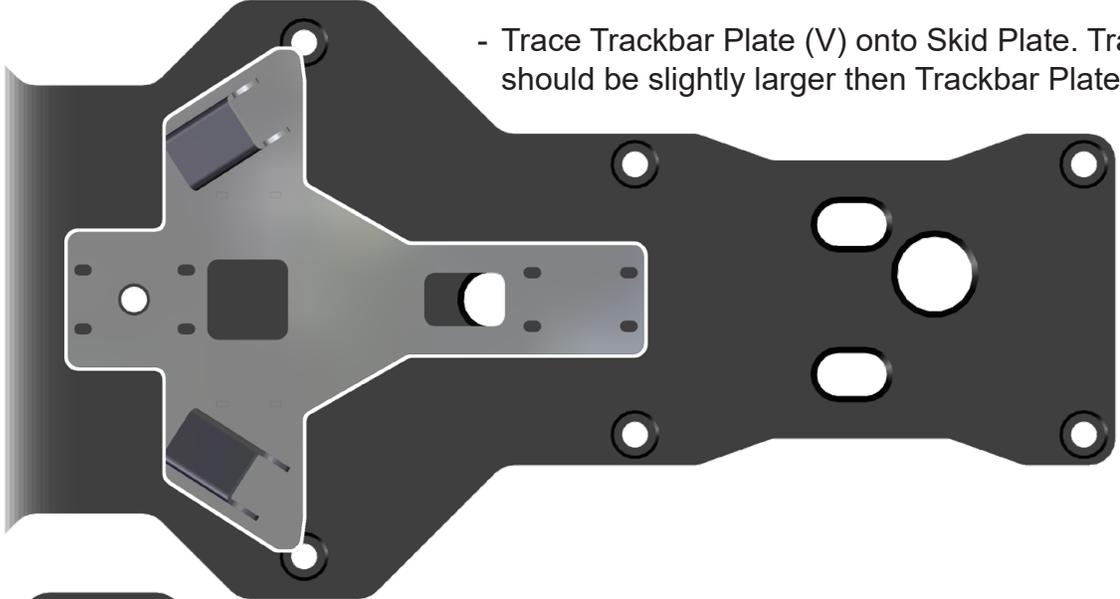


see following page if machine is equipped with a stock Skid Plate

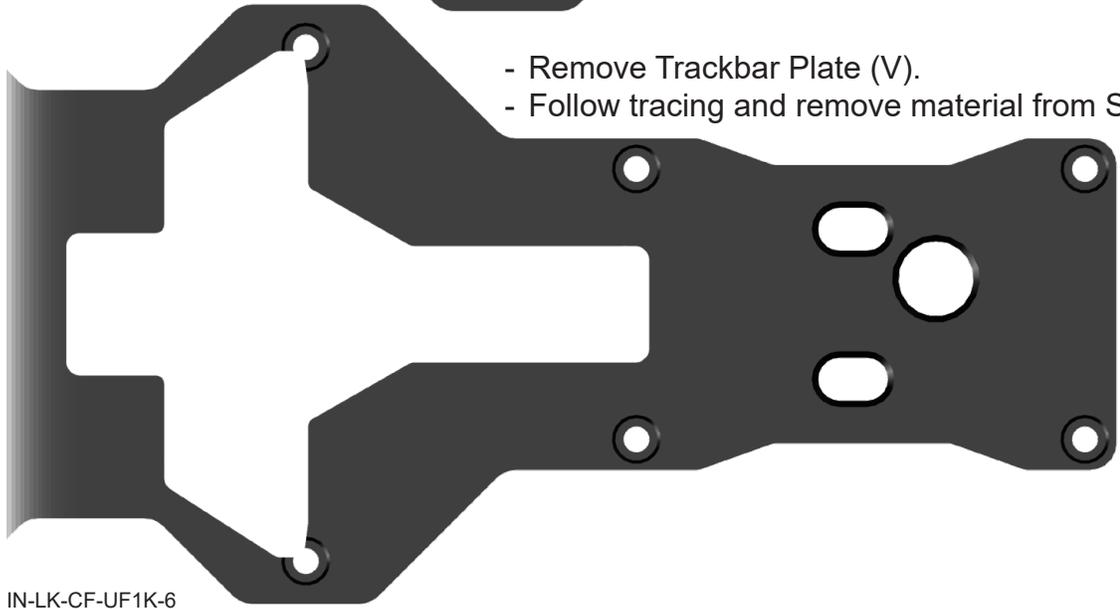
- Place Trackbar Plate (V) onto Skid Plate, align holes shown, and center.



- Trace Trackbar Plate (V) onto Skid Plate. Tracing should be slightly larger than Trackbar Plate (V).

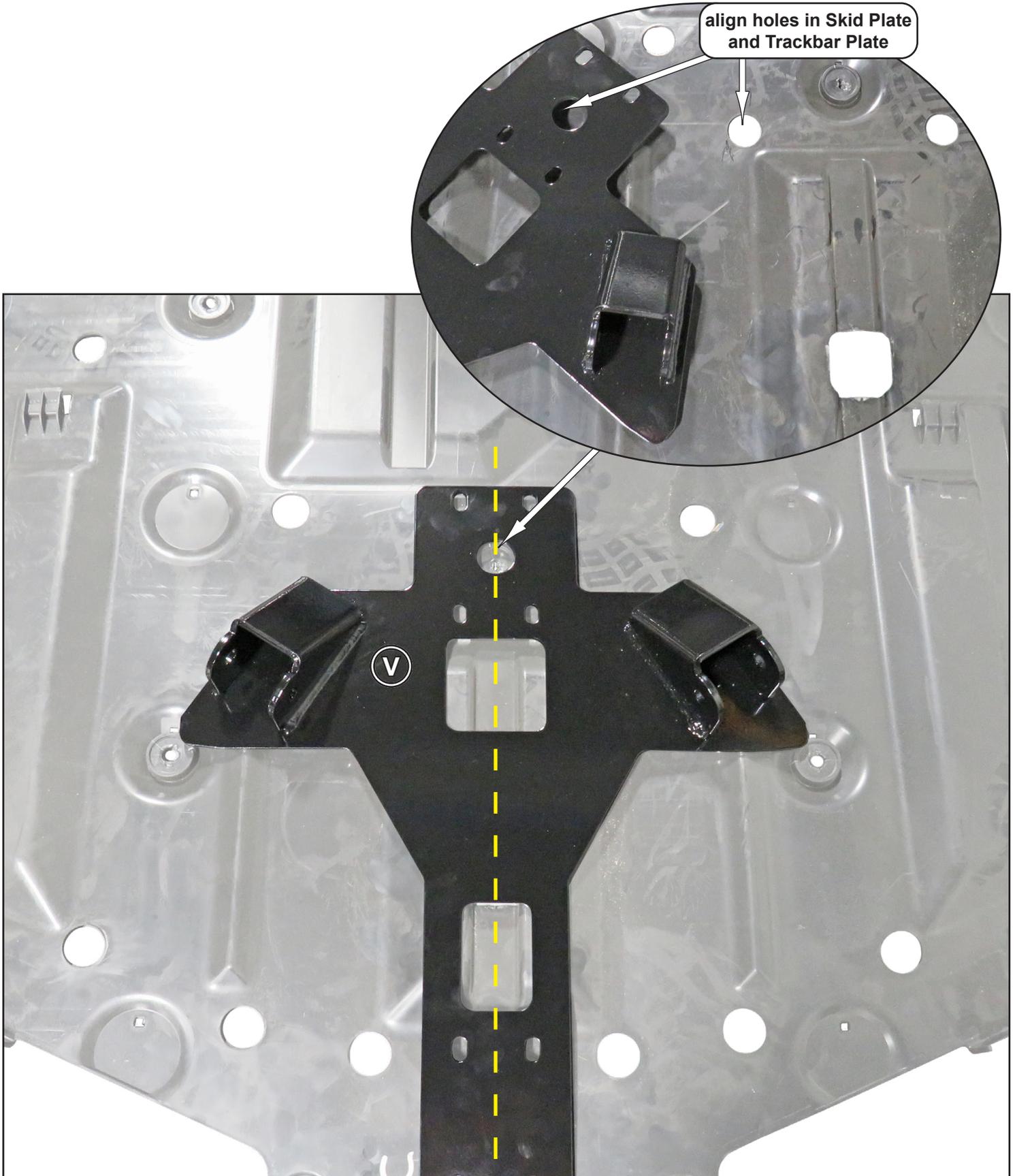


- Remove Trackbar Plate (V).
- Follow tracing and remove material from Skid Plate.

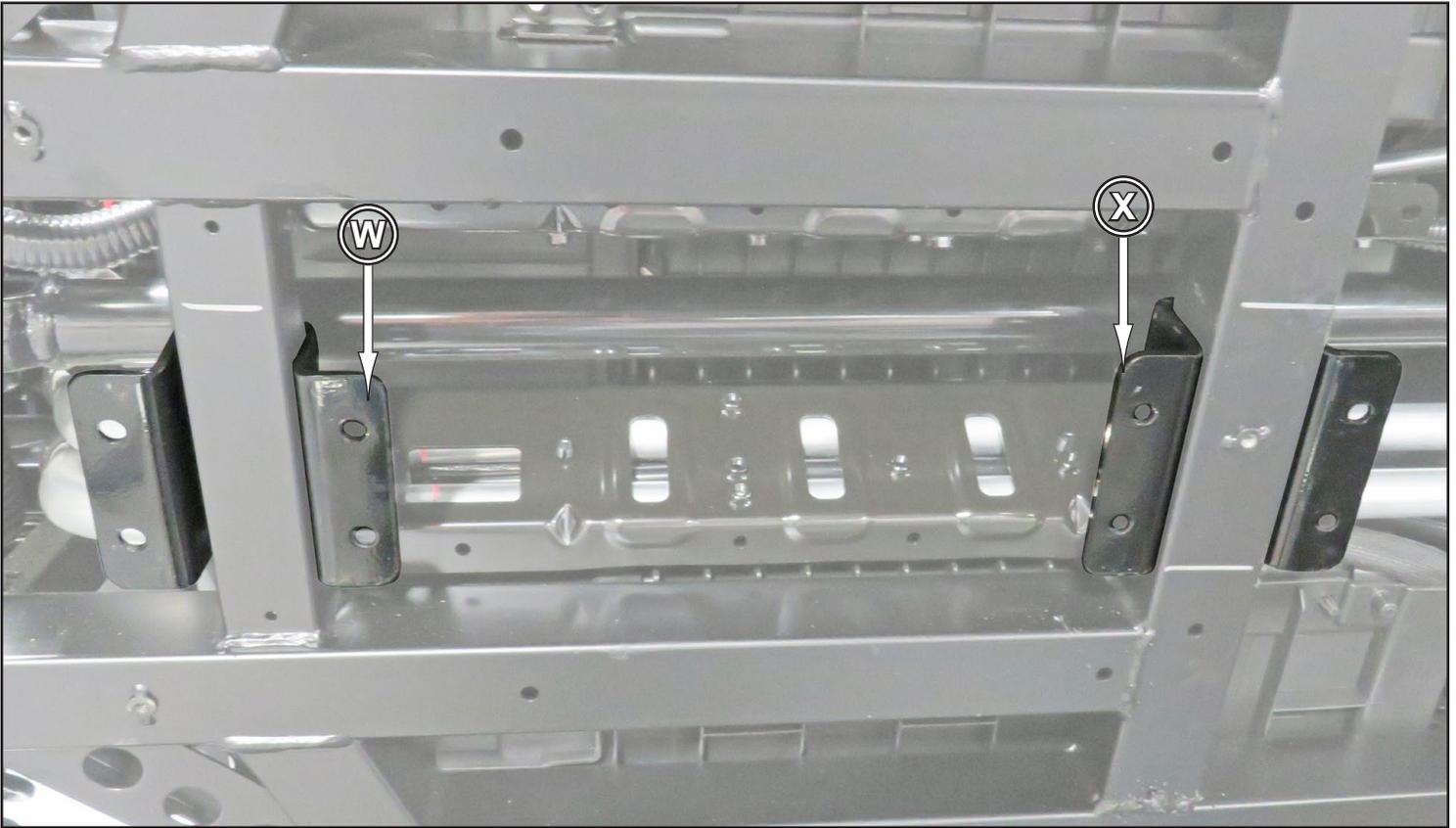


stock Skid Plate notes:

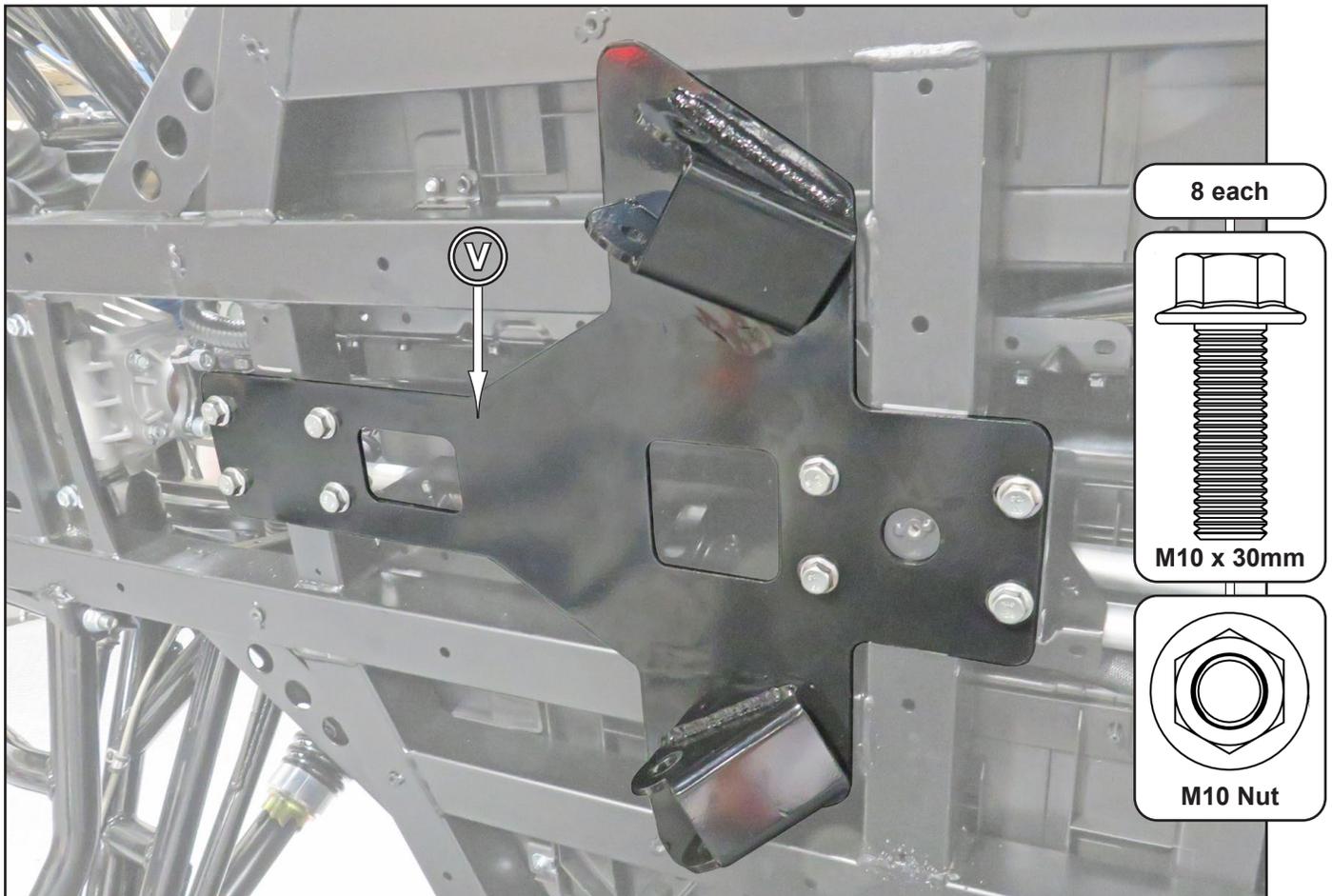
- Place Trackbar Plate (V) onto stock Skid Plate, align holes shown, and center.



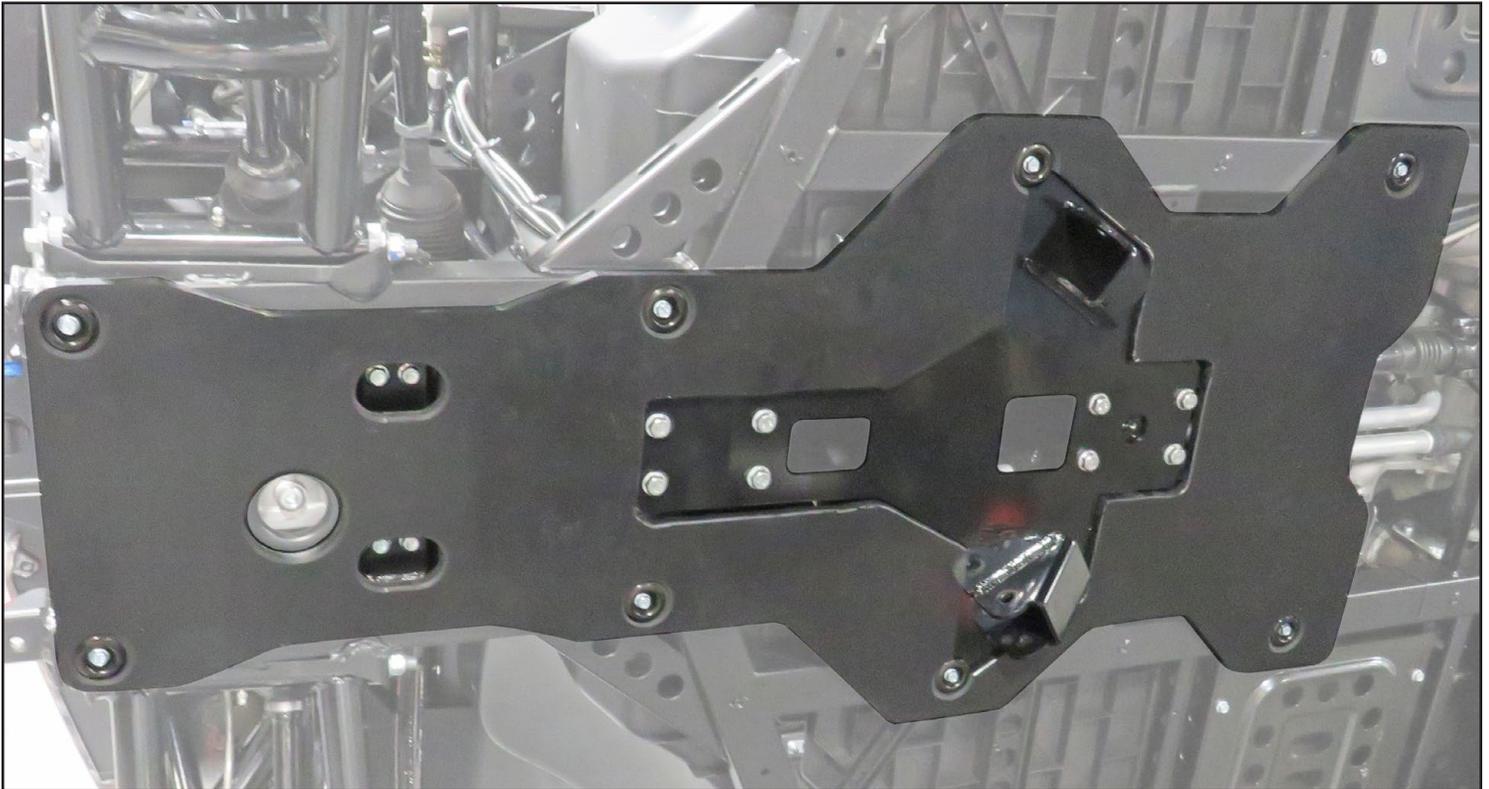
- Place Front (W) and Rear (X) Trackbar Brackets around Frame as shown.



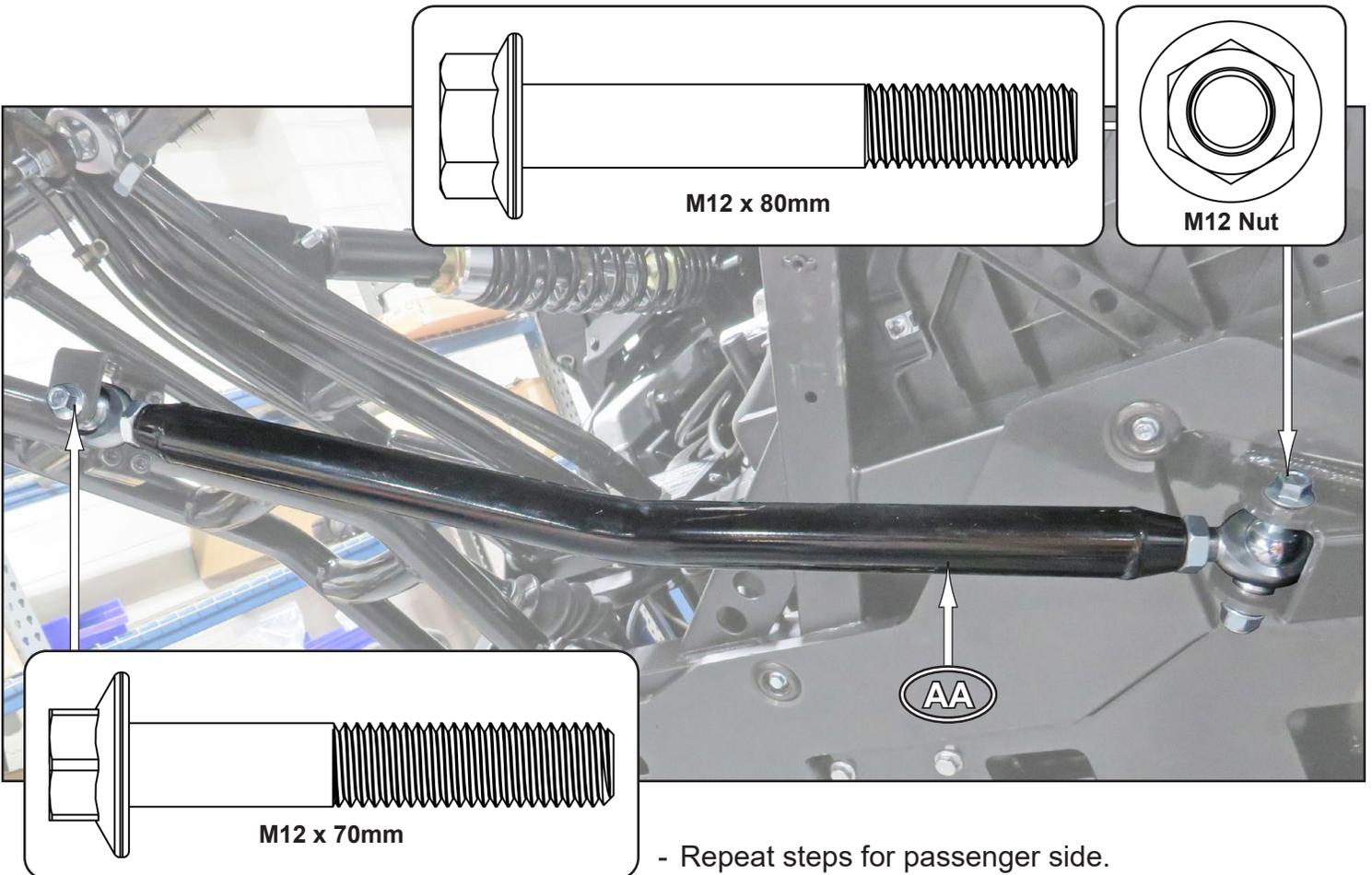
- Install Trackbar Plate (V) to Front (W) and Rear (X) Trackbar Brackets with hardware shown; tighten.



- Reinstall Skid Plate with previously removed Skid Plate hardware; tighten.



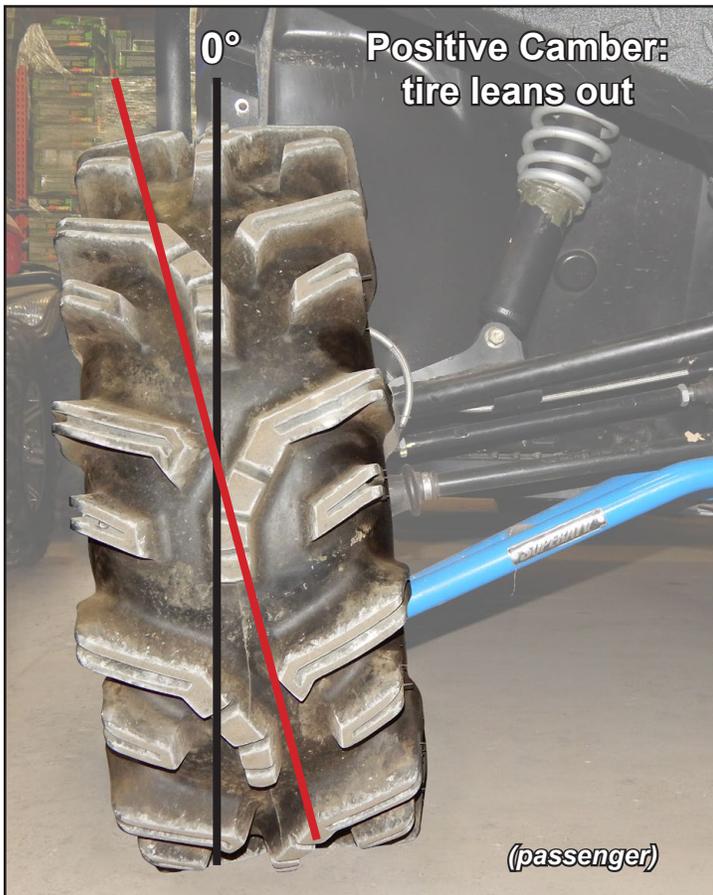
- Install Trackbar (AA) to Trackbar Plate (V) with hardware shown; tighten.
- Secure opposite end to Mount - L (Y) with hardware shown; tighten.



- Repeat steps for passenger side.

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:

- Disconnect Lower from Knuckles and turn Heims to adjust camber. Resecure 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.

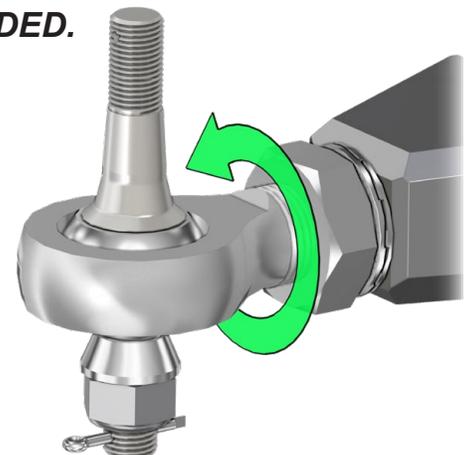
A NEGATIVE CAMBER SETTING OF 1° to 2° IS RECOMMENDED.

LOWER:

Too much positive camber: adjust Heim **OUT**.

Too much negative camber: adjust Heim **IN**.

note: 2 full turns is 1°



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°

