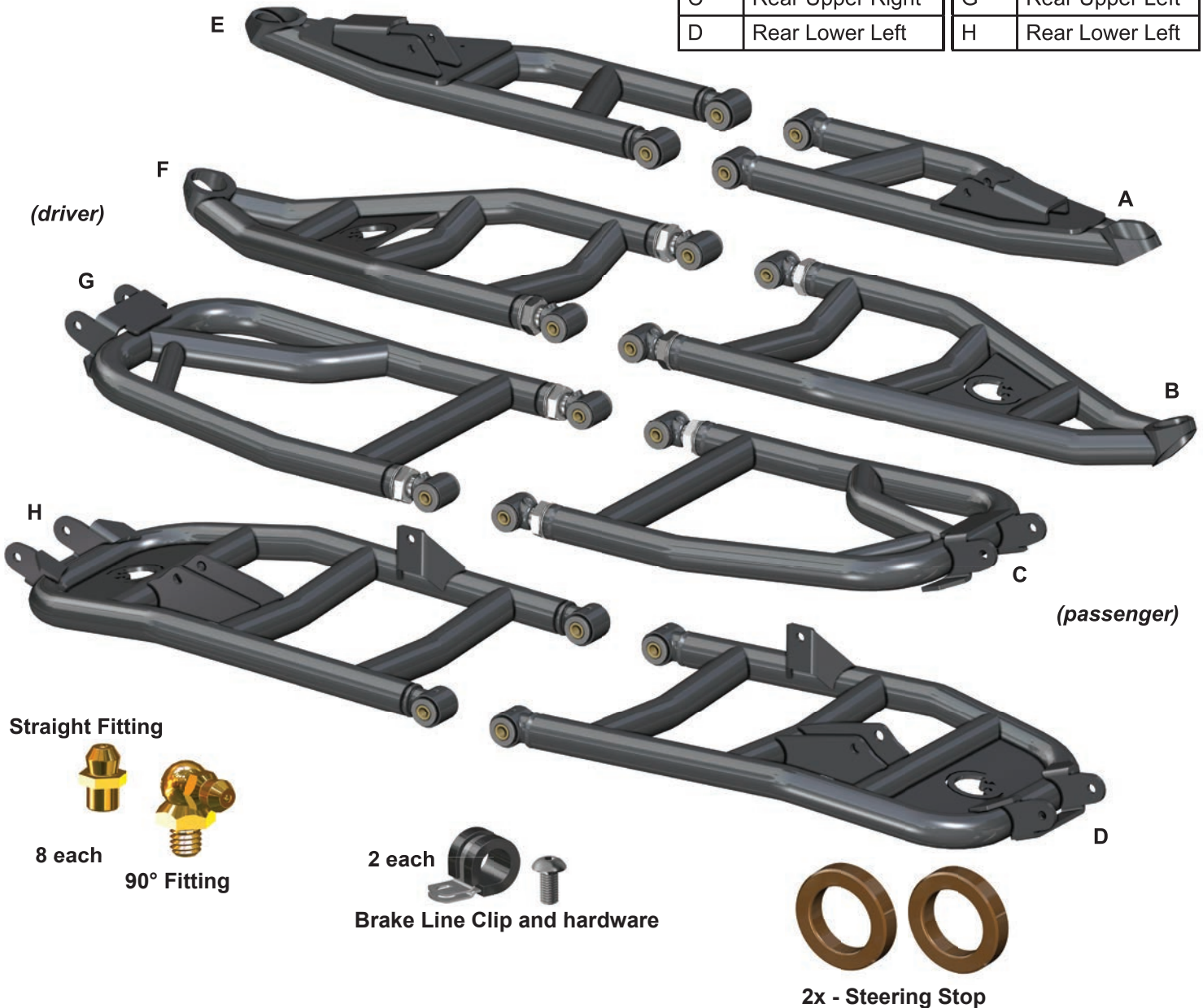


Lift Kit: for Honda Pioneer™ 700

- 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.

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

Kit Contents



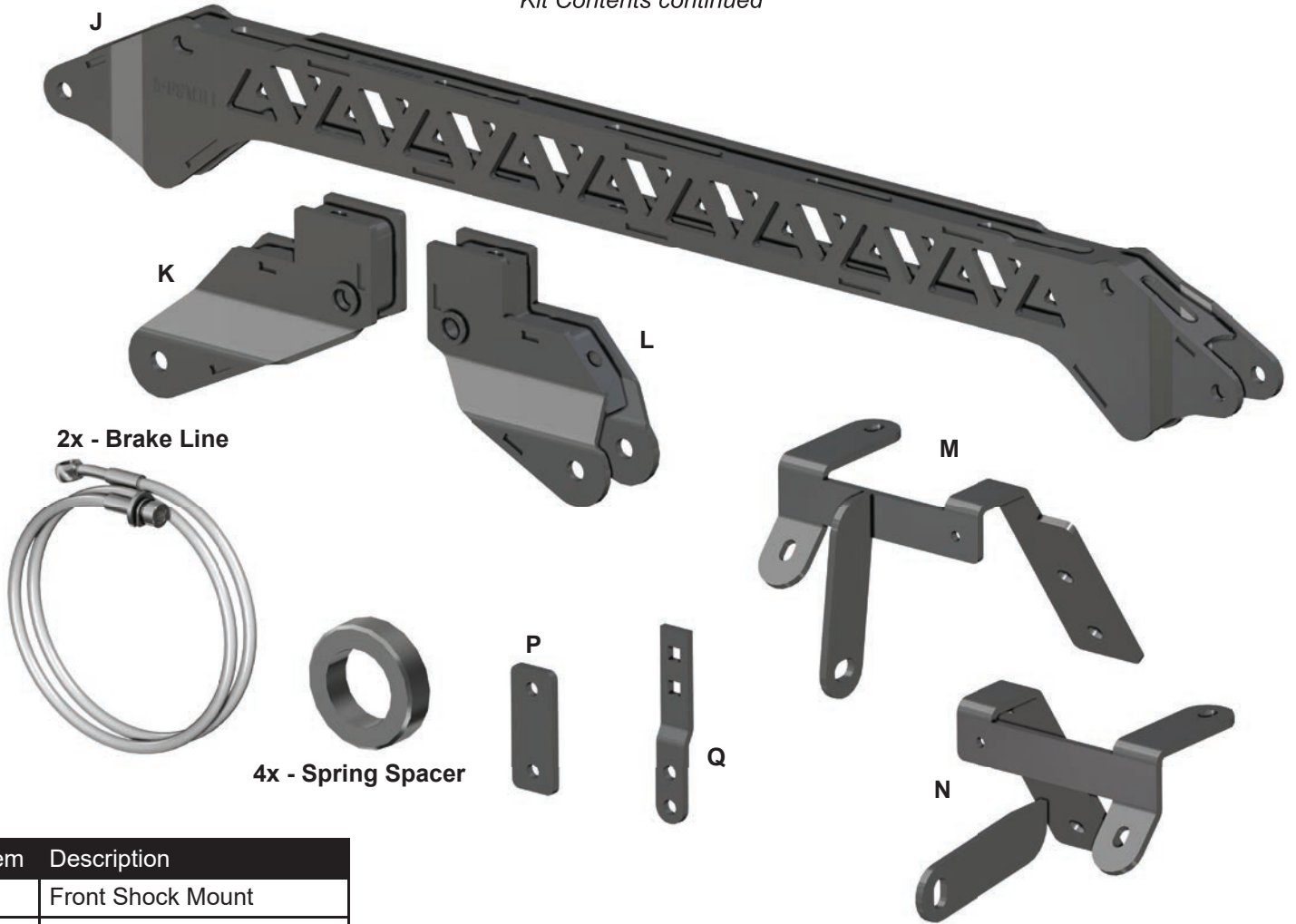
Need help with your installation?

 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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Item	Description
J	Front Shock Mount
K	Rear Shock Mount - L
L	Rear Shock Mount - R
M	Rear Shock Brace - L
N	Rear Shock Brace - R
P	Frame Bracket x 2
Q	Reservoir Bracket

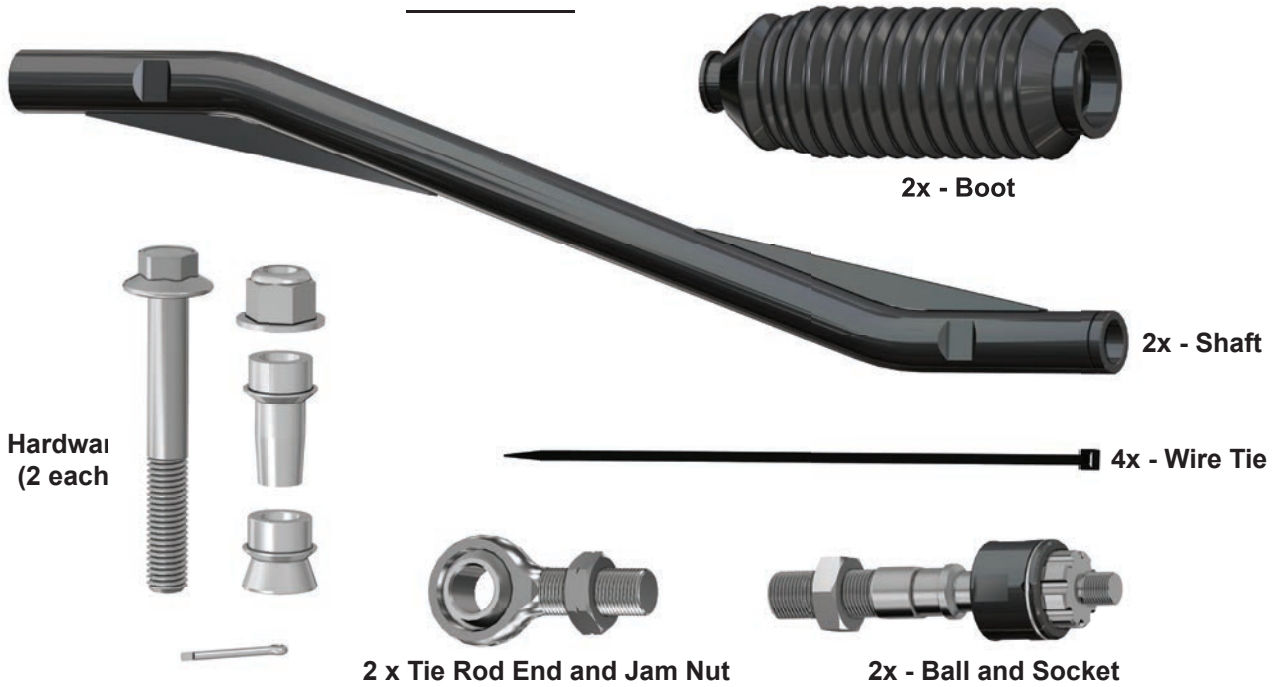
SuperATV strongly recommends using a Spring Compressor when removing and installing Springs.



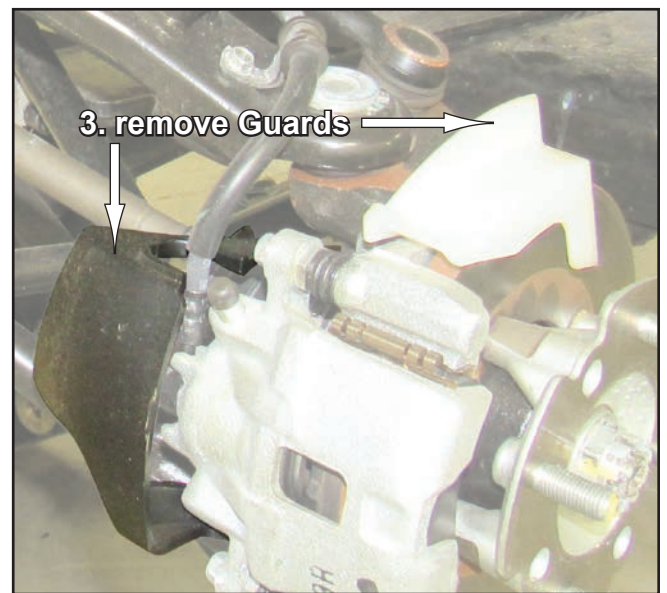
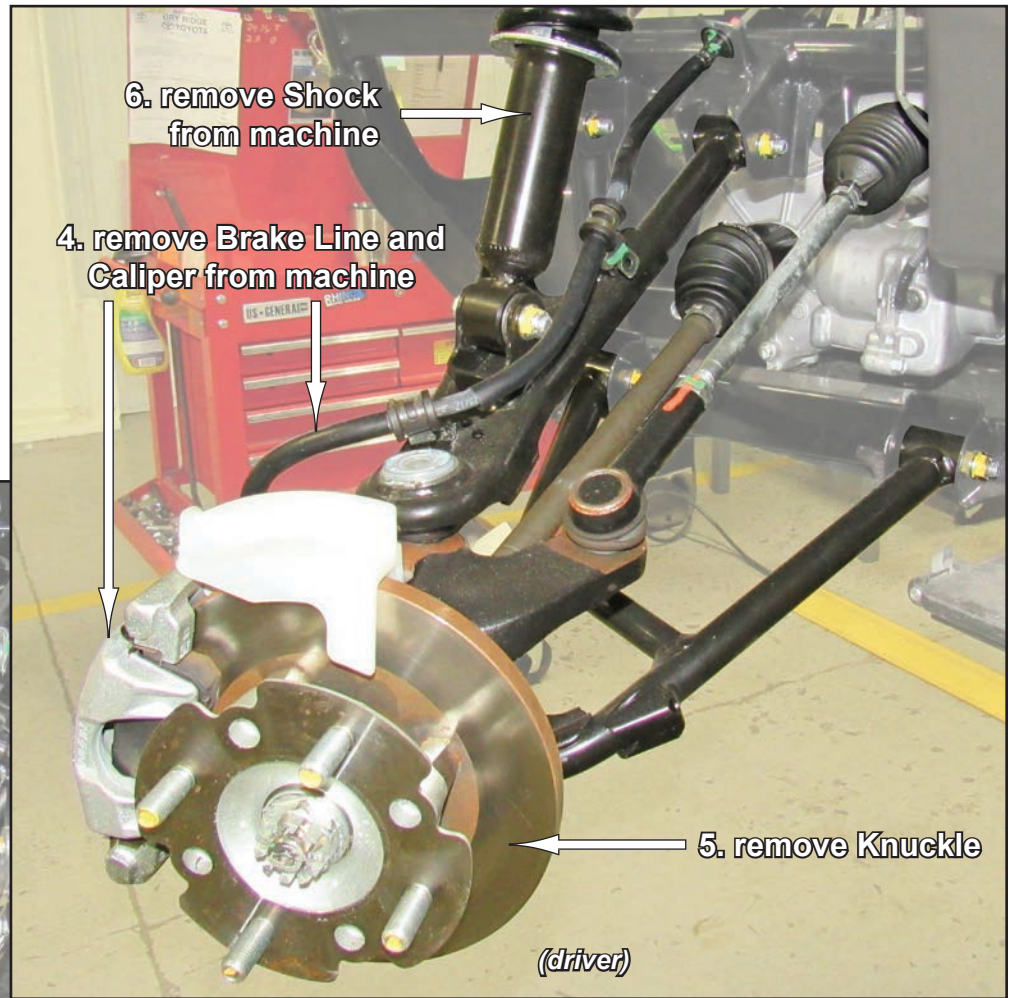
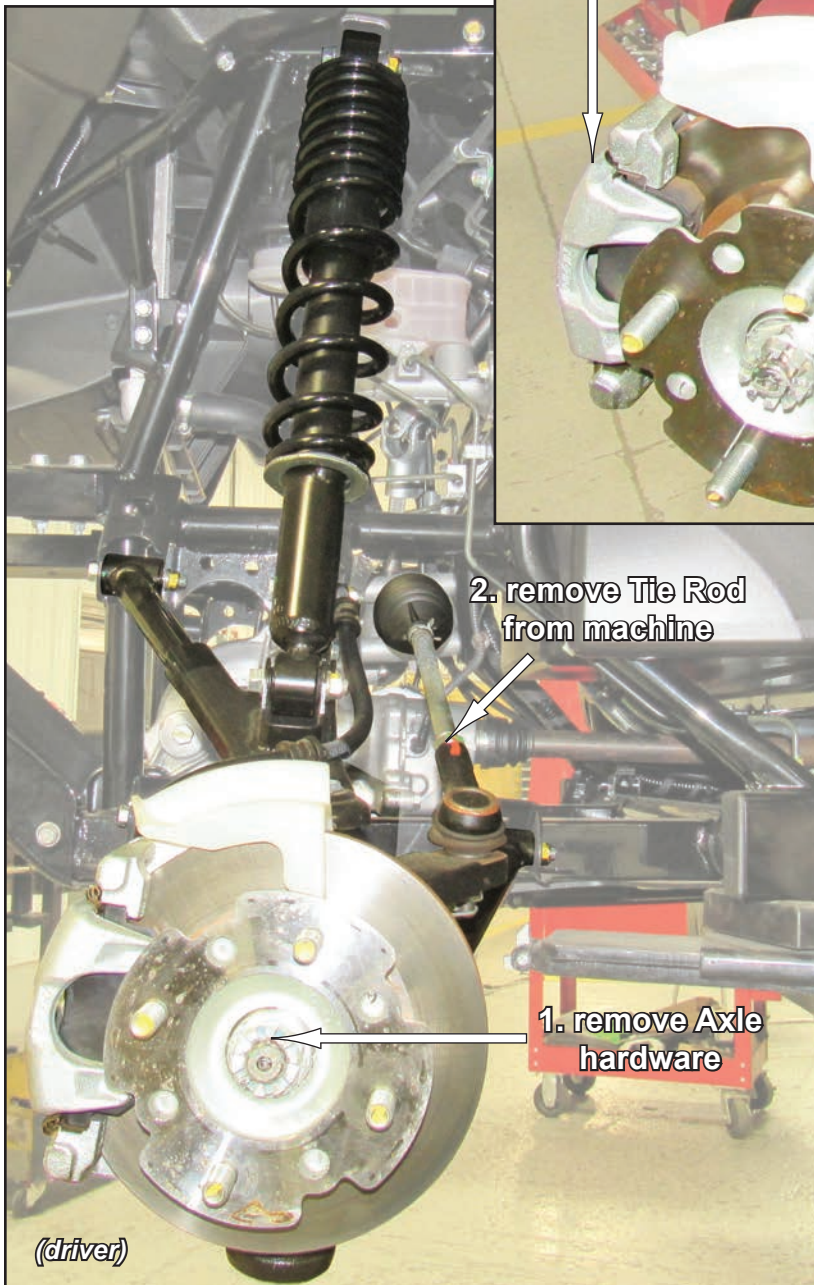
Kit Contents continued



Tie Rod Kit



Front removal: do not discard components



- 7. remove Arms from machine
- 8. remove Axle from machine
- 9. remove passenger side components

Rear removal: do not discard components



remove passenger side components



remove stock Tubing

(passenger)



Tubing

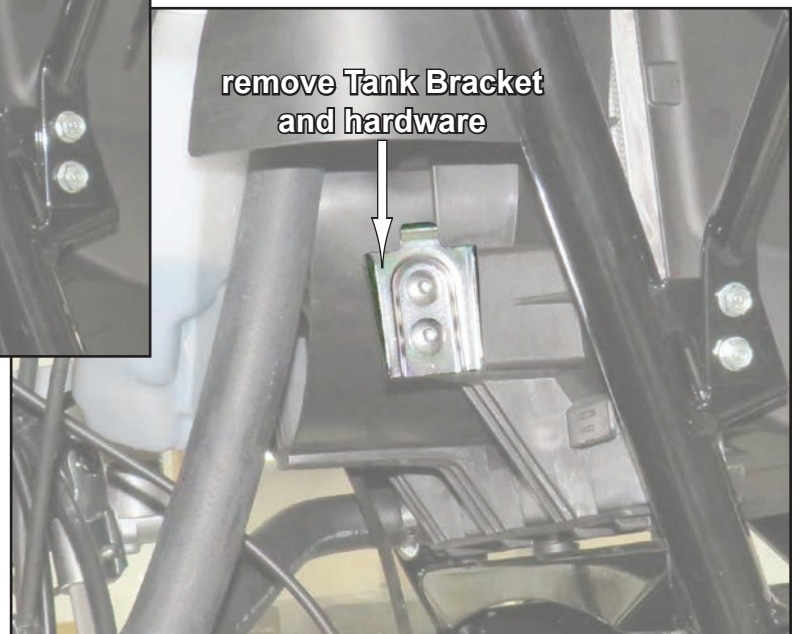
2x

Hose Clamp

After Tank has been relocated, use components shown when connecting Radiator to Tank.

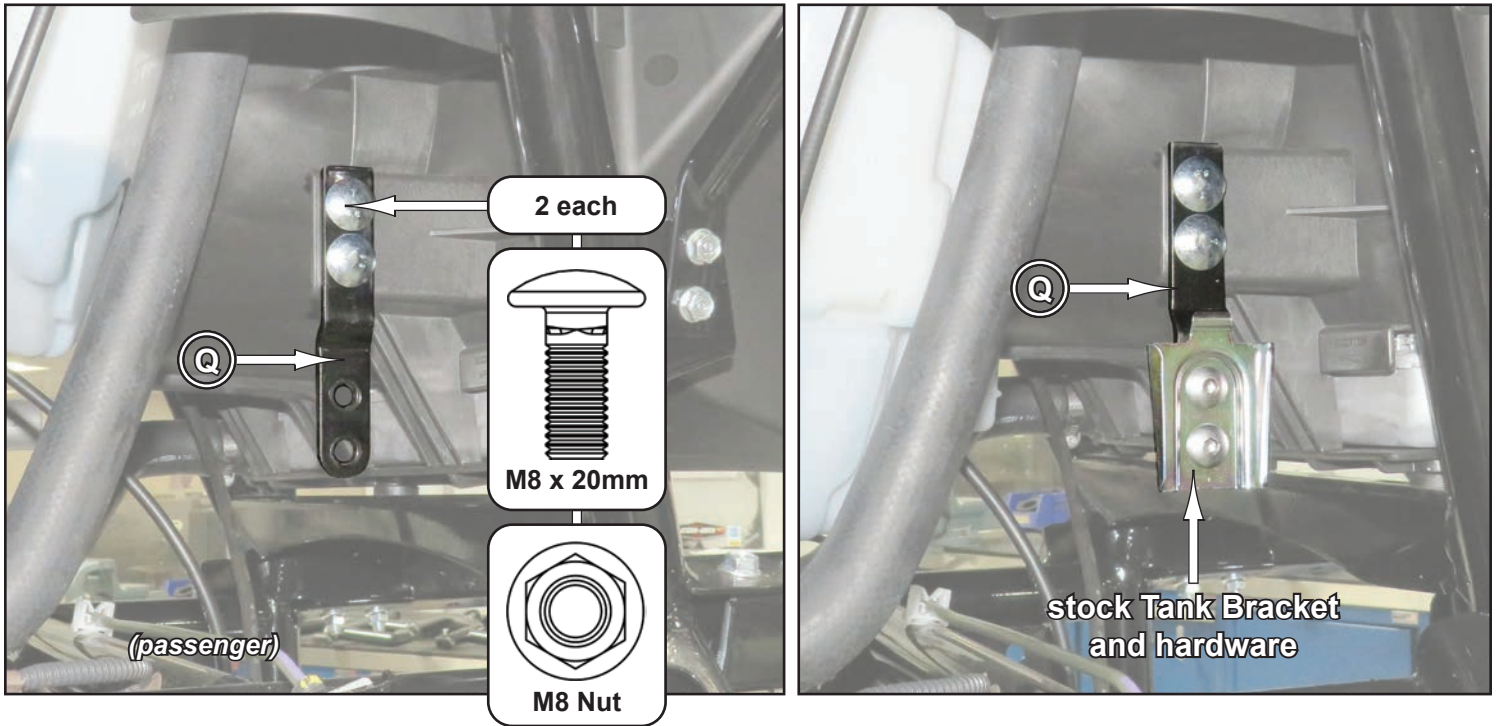


lift Tank off of Tank Bracket

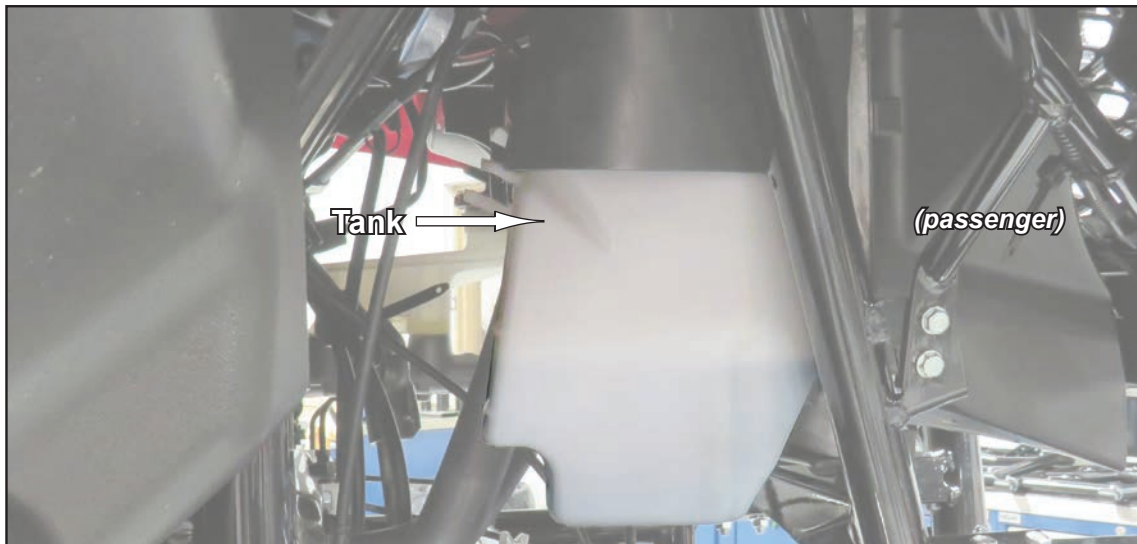


remove Tank Bracket
and hardware

- Install Reservoir Bracket (Q) to same location as stock Tank Bracket with hardware shown; tighten.
- Install stock Tank Bracket to Reservoir Bracket (Q) with stock hardware; tighten.

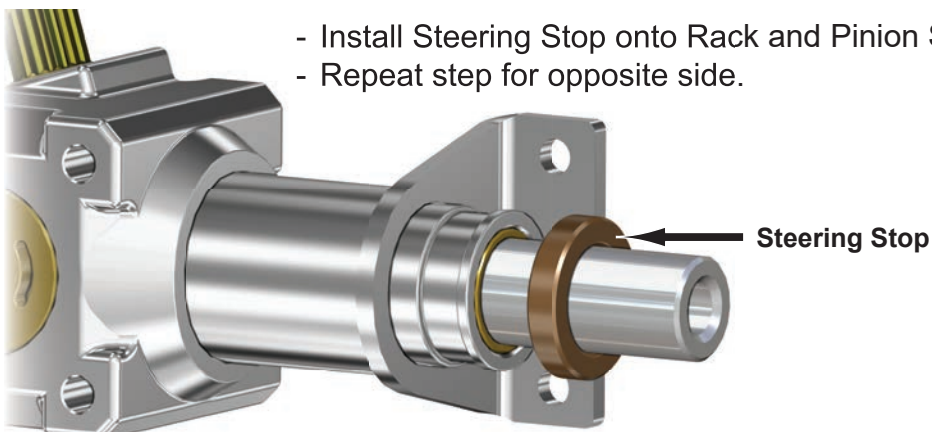


- Install Tank onto stock Tank Bracket.



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

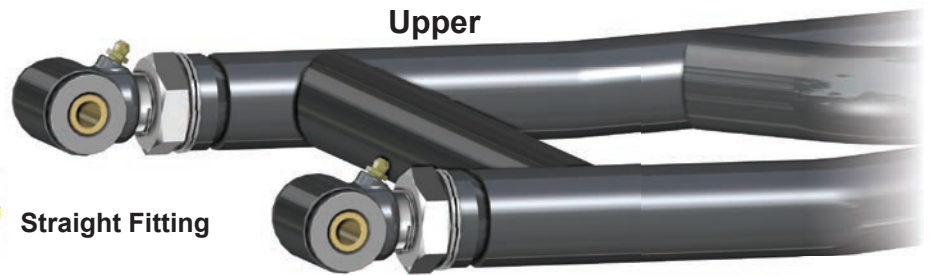
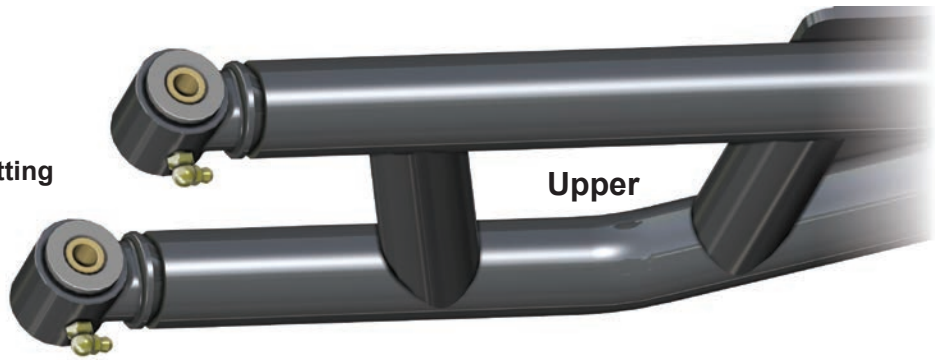
- Install Steering Stop onto Rack and Pinion Shaft.
- Repeat step for opposite side.



- Install Fittings into Arms as shown.

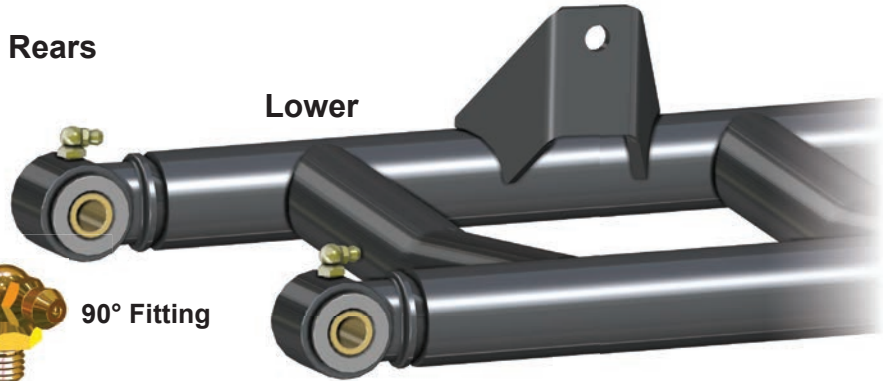


Fronts

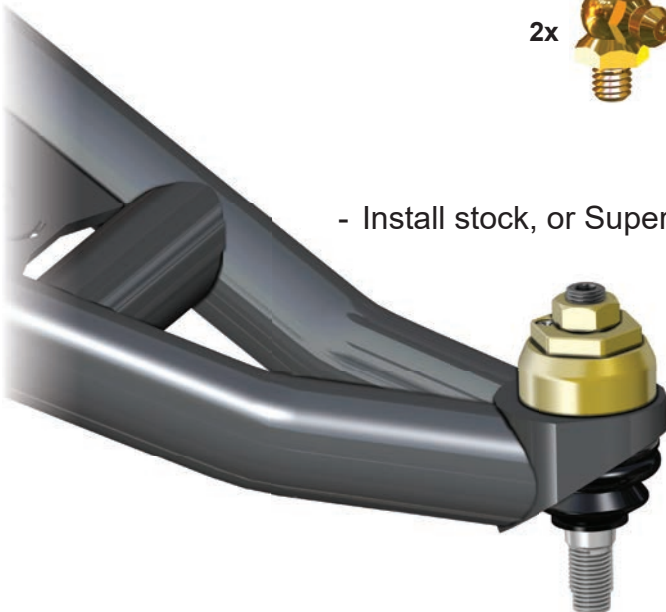


Rears

Lower

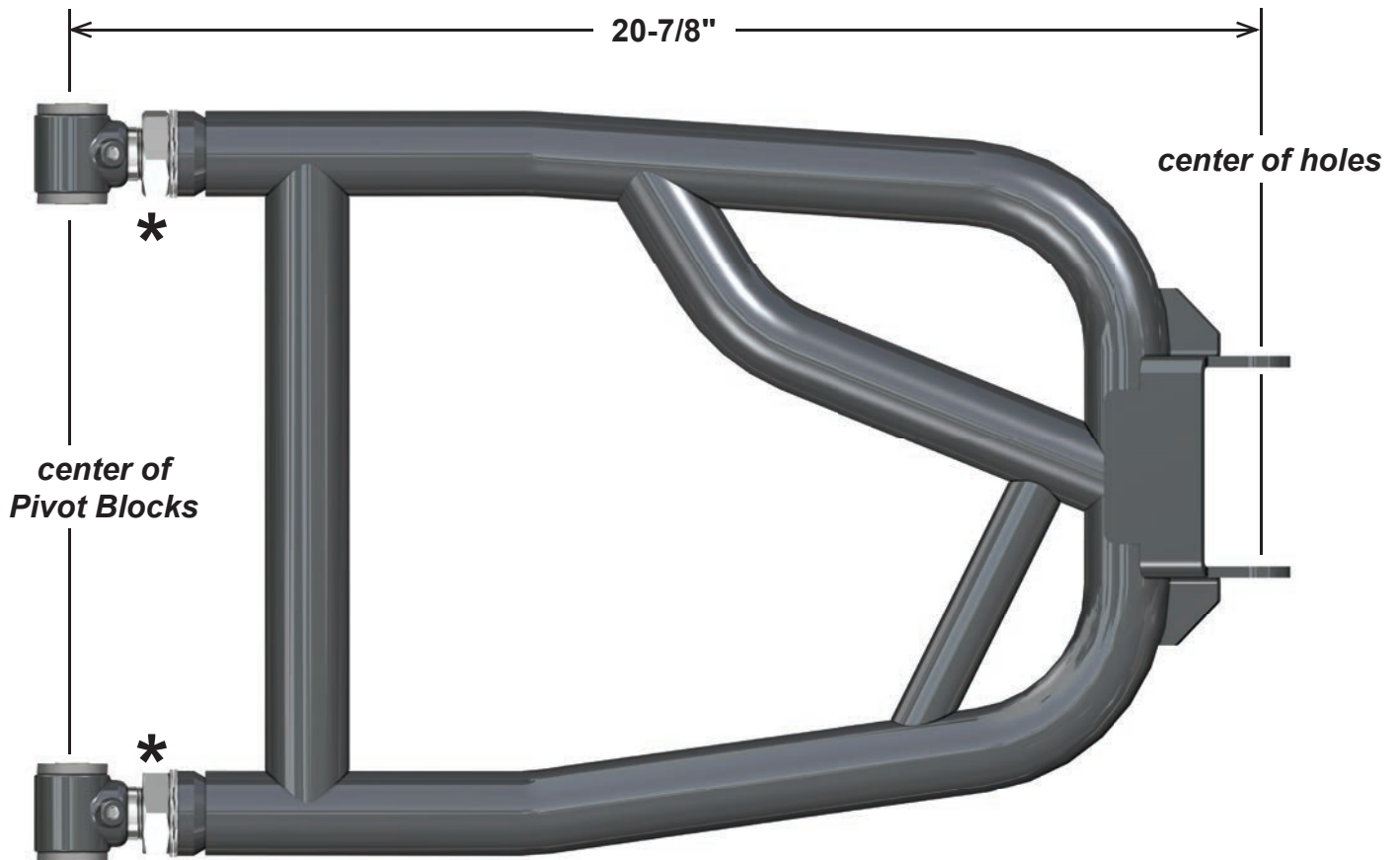
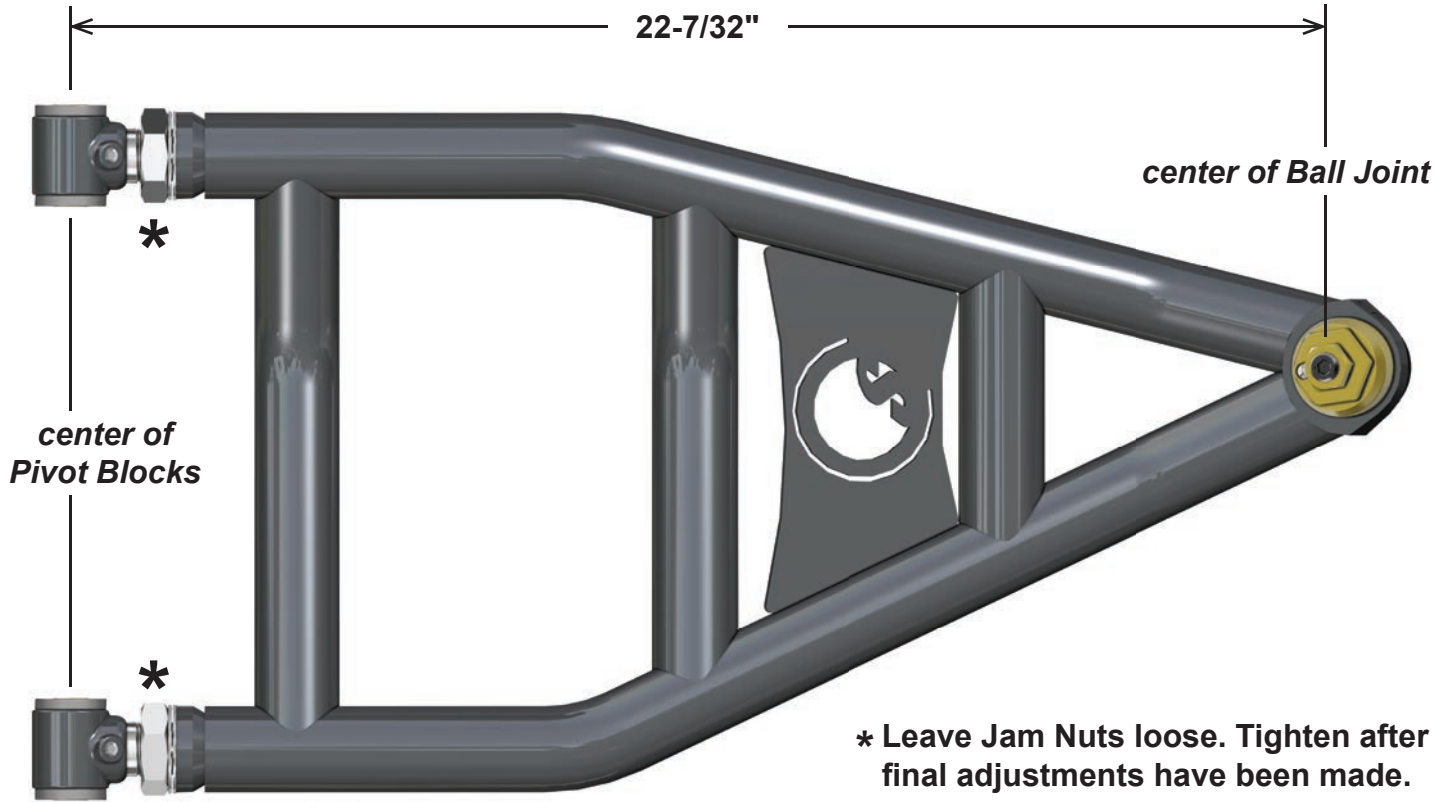


- Install stock, or SuperATV, Ball Joints into Arms.



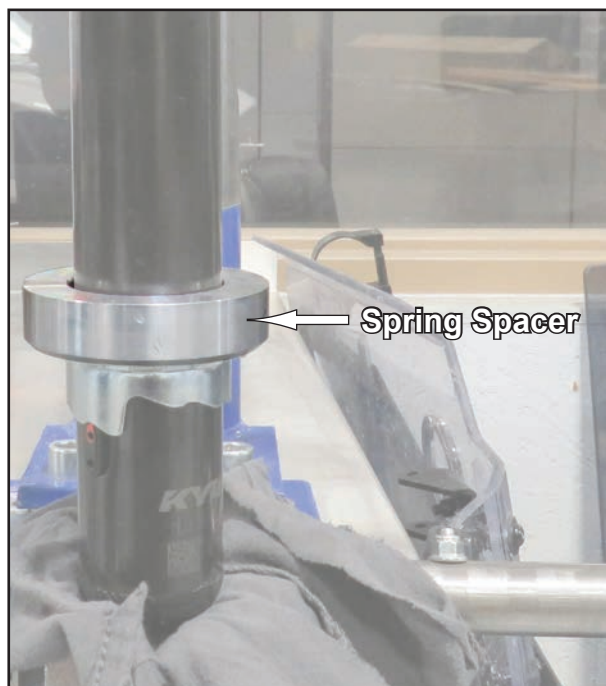
PIVOT BLOCK SETTINGS

- 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.



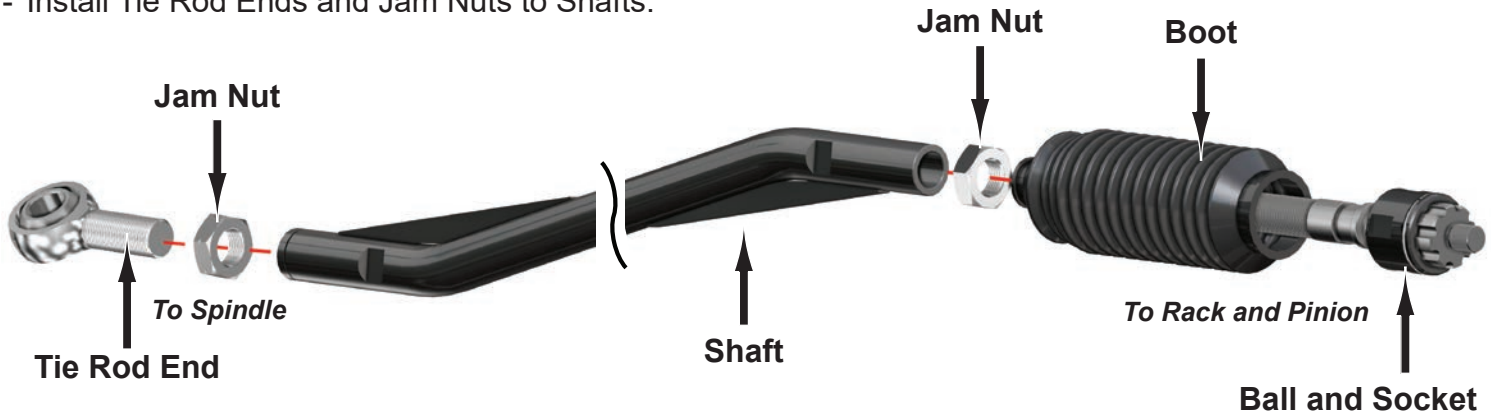
Spring Spacer installation:

- Place Shock into Spring Compressor, compress Spring and remove Retainer and Spring.
- Install Spring Spacer as shown and replace Spring and Retainer.
- Repeat for remaining Shocks.

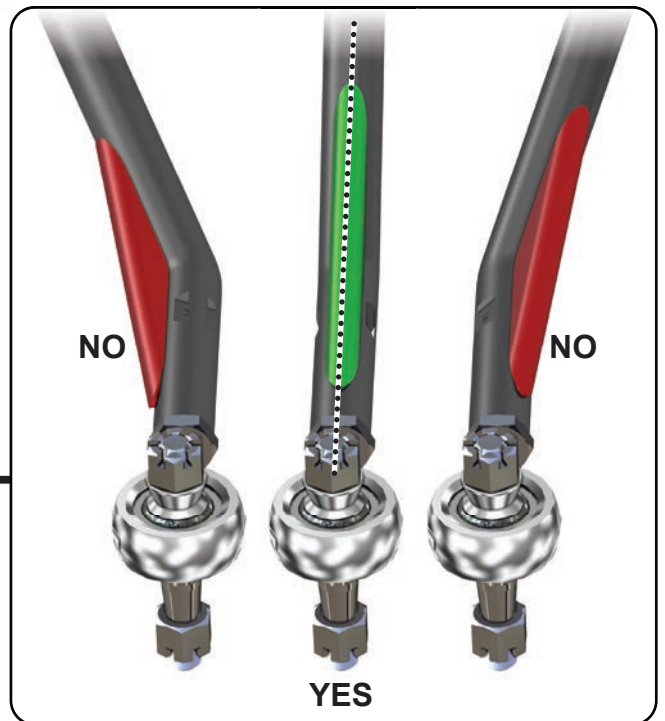


Tie Rod installation: (*Rack and Pinion shown off machine for clarity*).

- Install Ball and Sockets to Rack and Pinion. Use Threadlocker.
- Install Boots to Rack and Pinion and secure with provided Wire Ties. Use a lubricant to ease installation.
- 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.

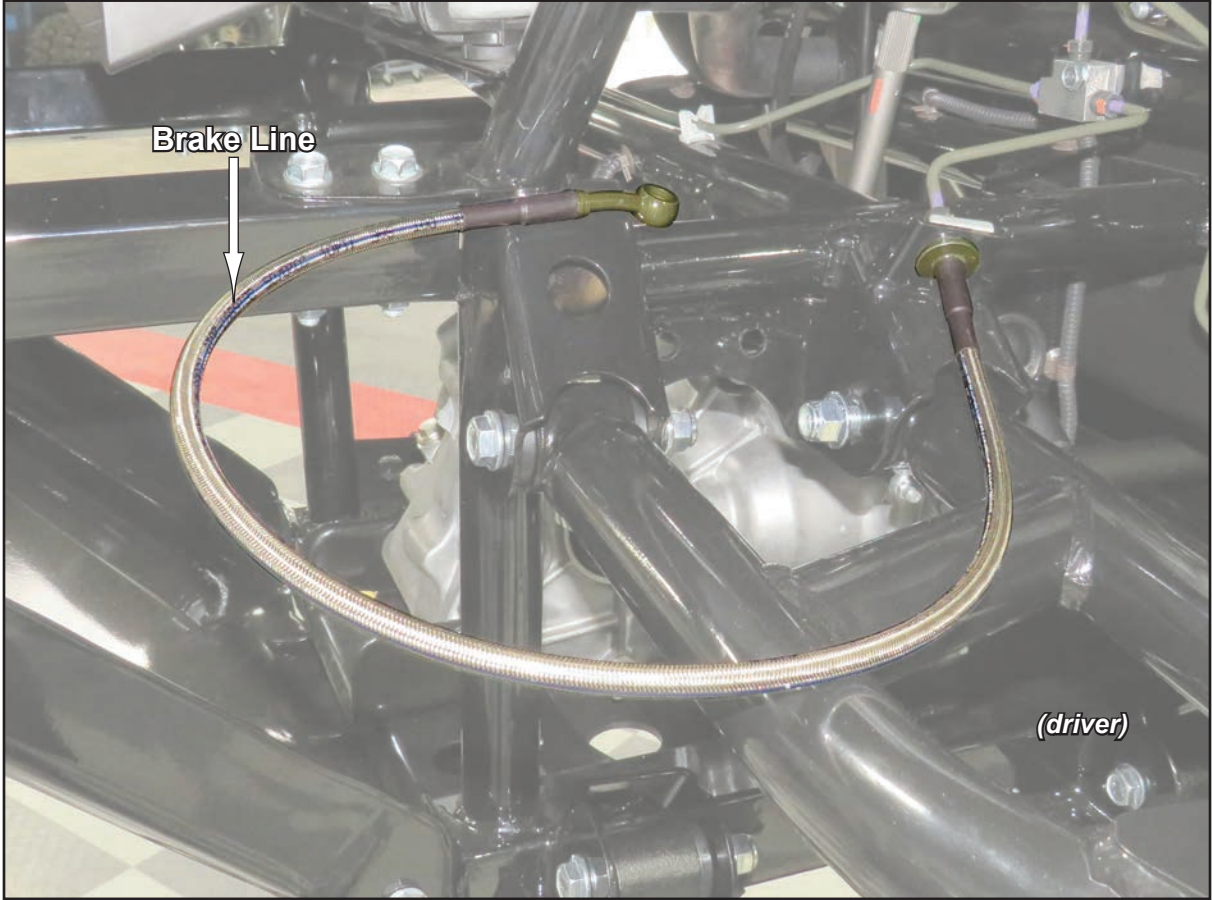


Gussets on Shafts must be oriented in-line with Stud and secured as shown



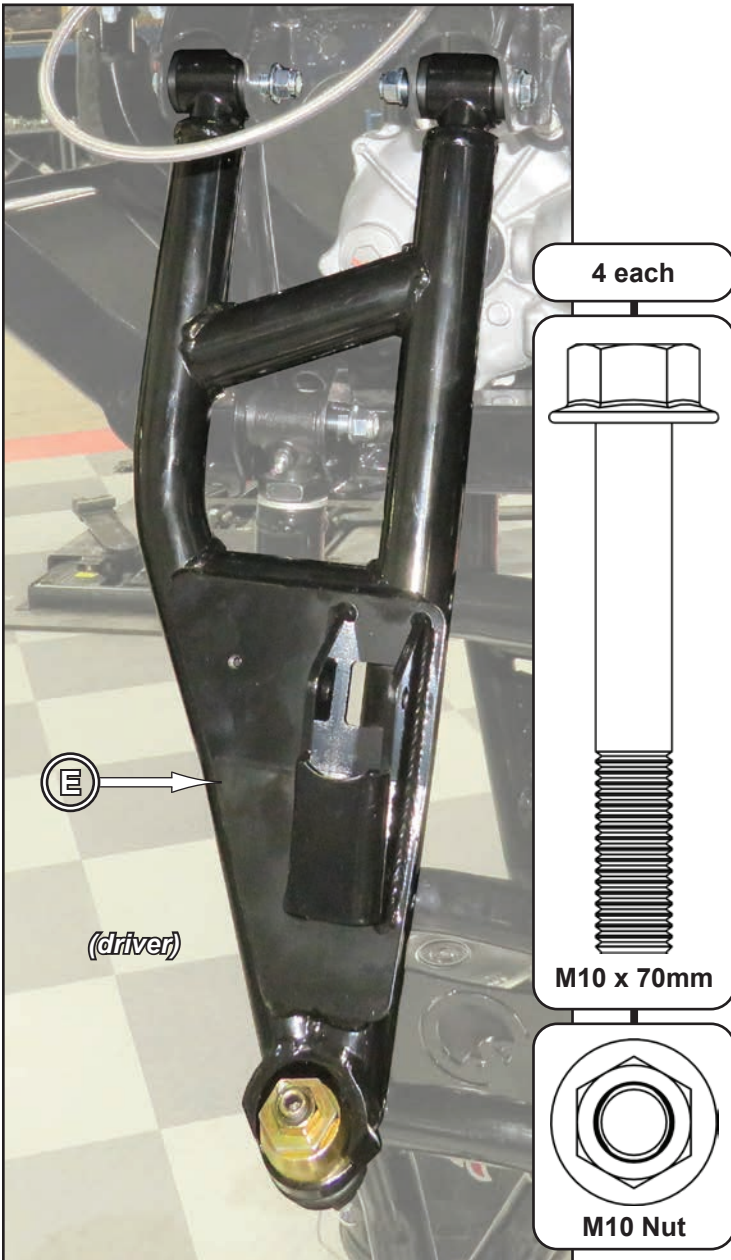
Front installation:

- Install Brake Line; tighten.

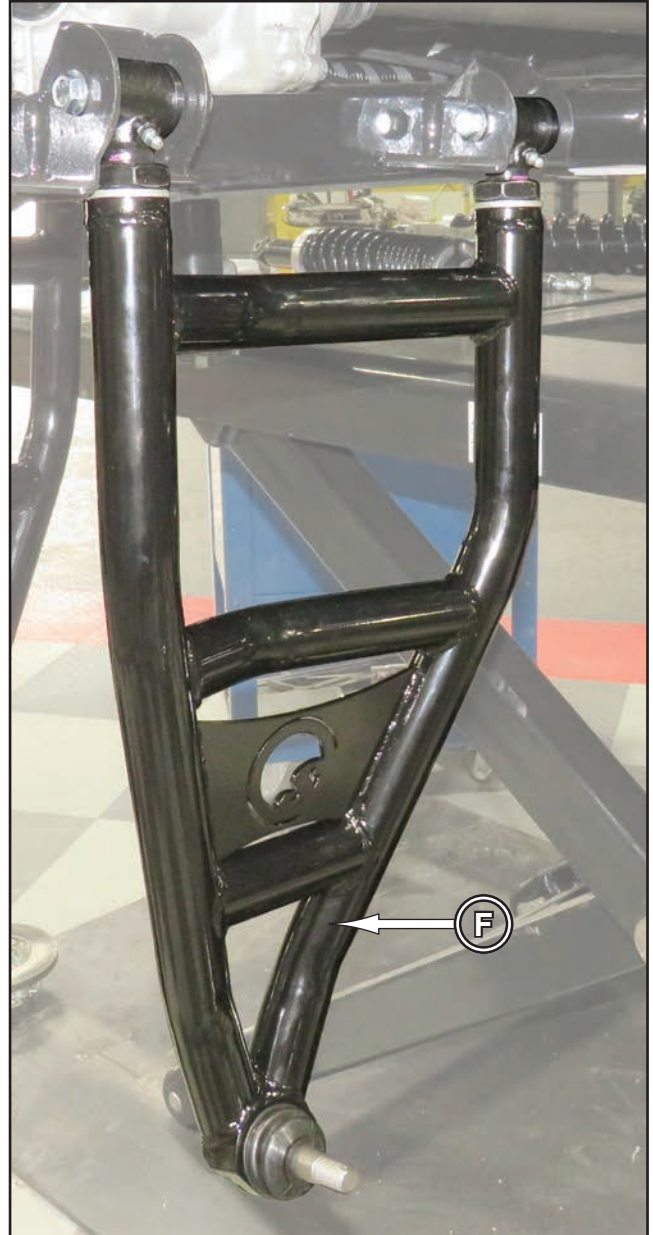


Front installation continued:

- Install Front Upper Left (E) to Frame with hardware shown; tighten. SuperATV recommends using Loc-Tite on Nuts.

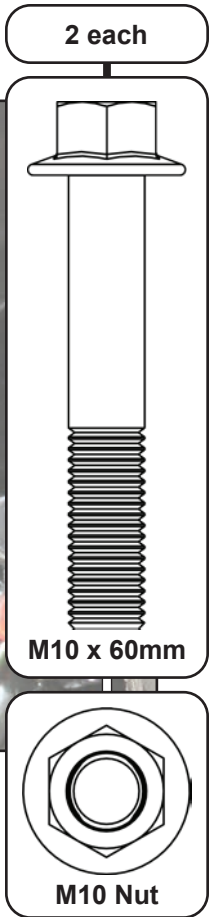
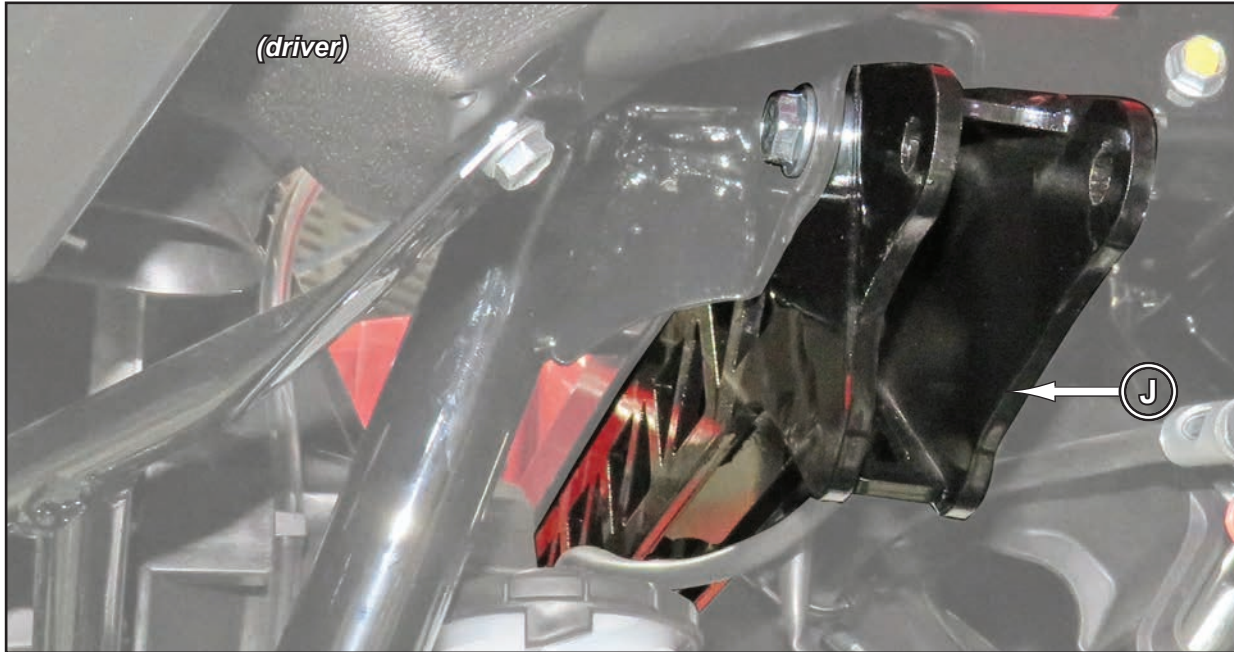


- Install Front Lower Left (F) to Frame with hardware shown. **Keep Nuts loose until all final adjustments have been completed.**



Front installation continued:

- Install Front Shock Mount (J) to Frame with hardware shown; tighten.

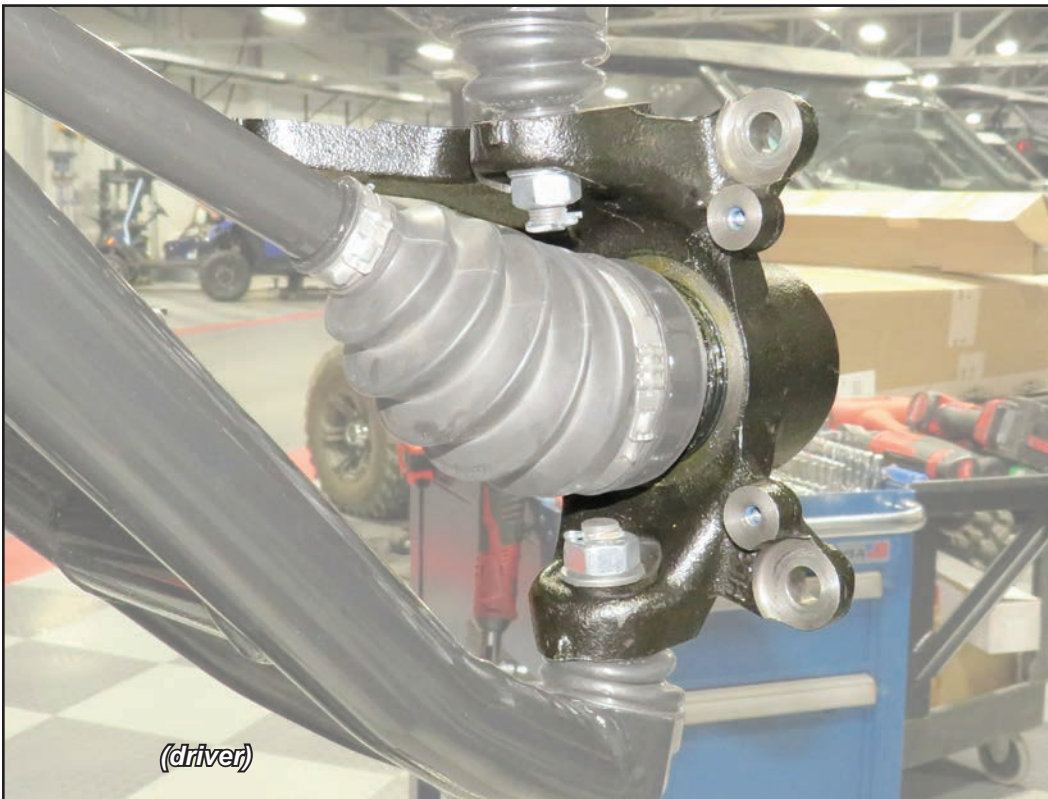


- Install Left Front Axle.



Front installation continued:

- Secure Knuckle to new A-Arms with stock hardware. **Keep Front Lower Left (F) Nut loose until all final adjustments have been completed.**

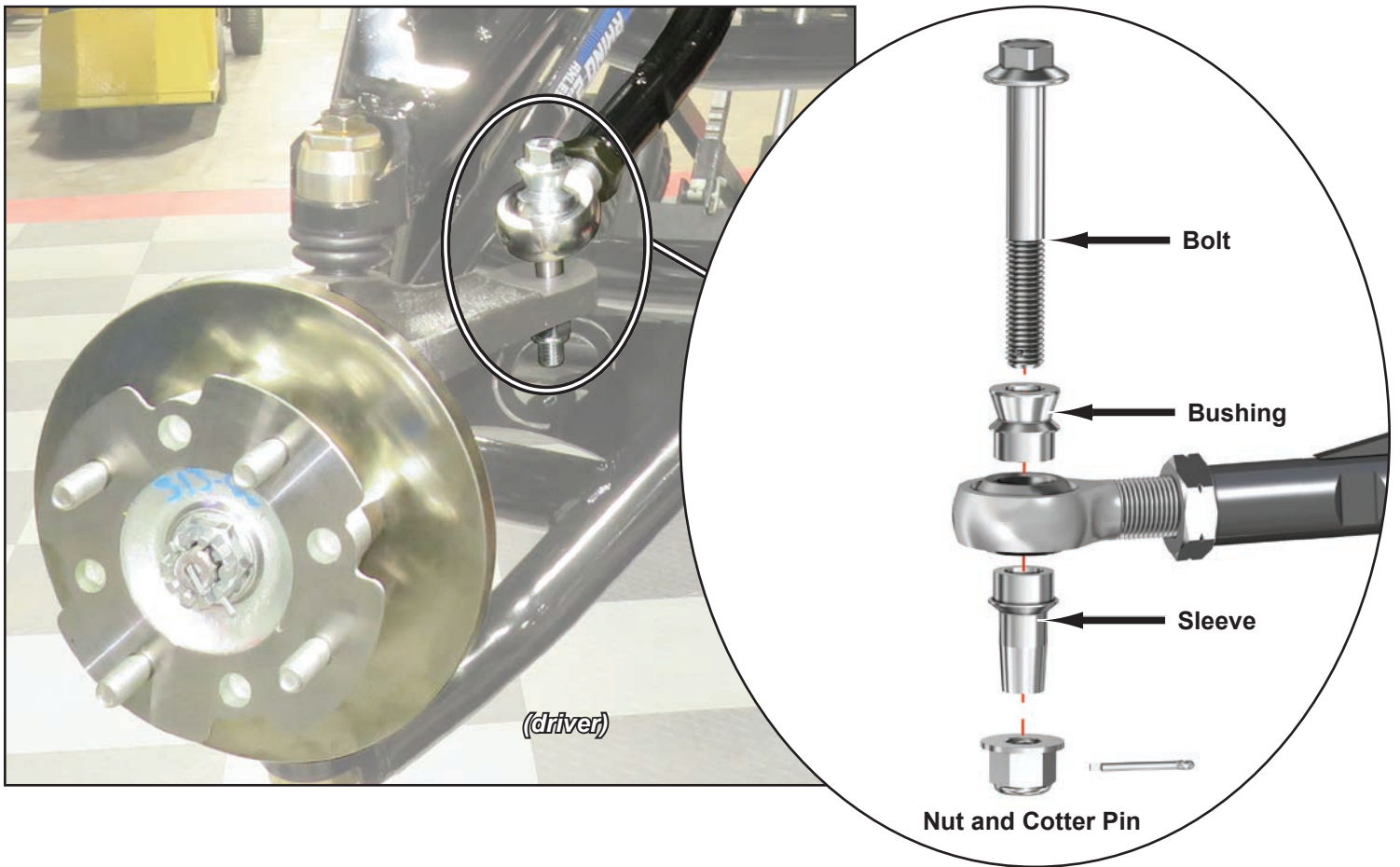


- Install Shock with hardware shown; tighten.

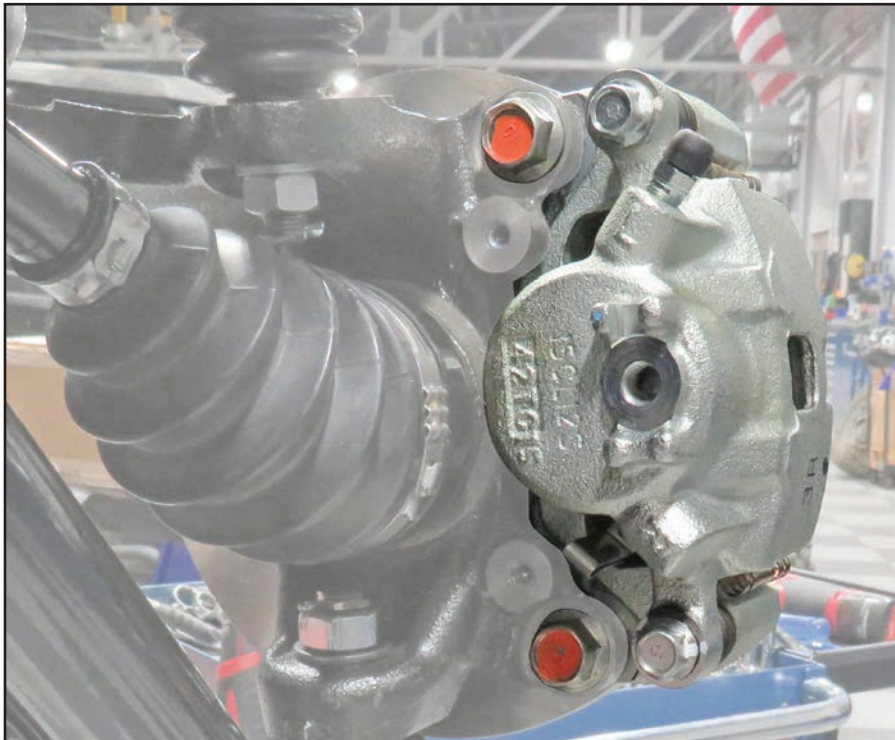


Front installation continued:

- Secure Tie Rod End to Knuckle with hardware shown from Tie Rod Kit; tighten.
- Reinstall Rotor and install new Axle hardware; tighten.

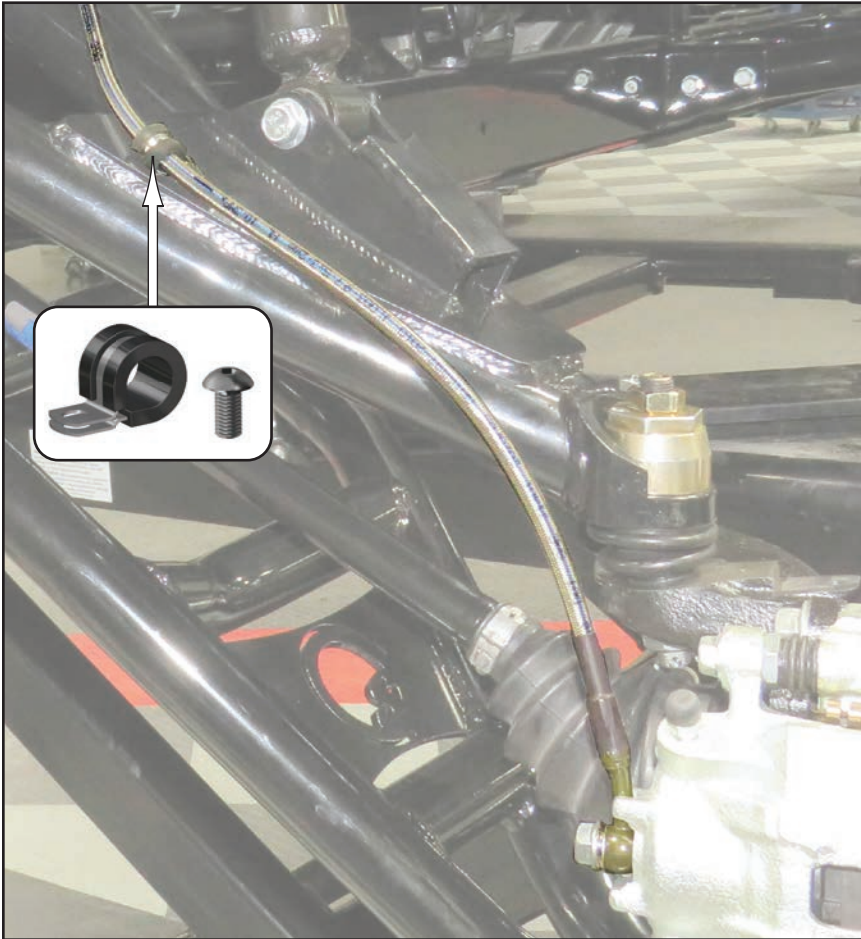


- Reinstall Caliper with stock hardware; tighten.



Front installation continued:

- Secure new Brake Line to Caliper and A-Arm with components shown; tighten.

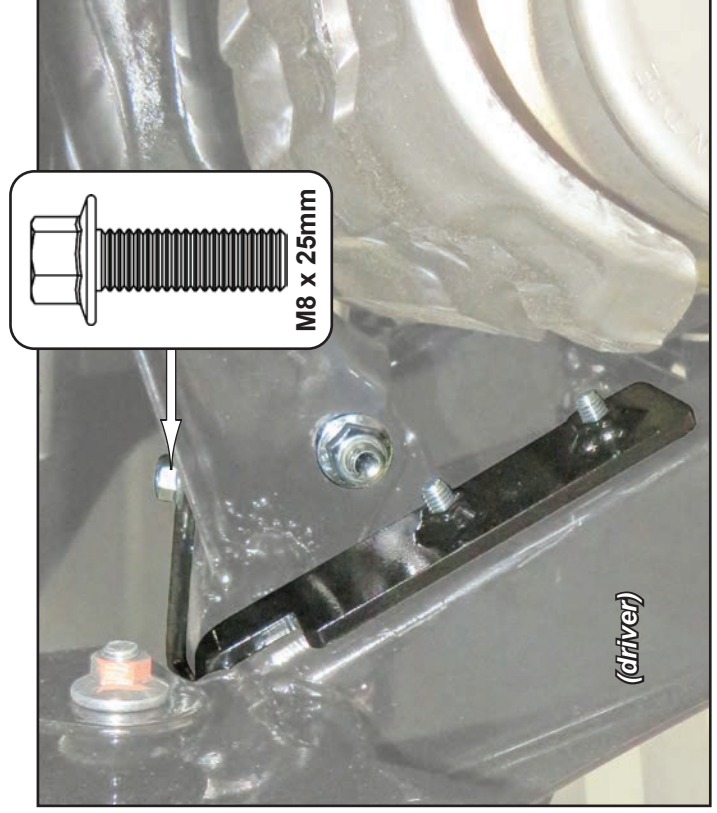
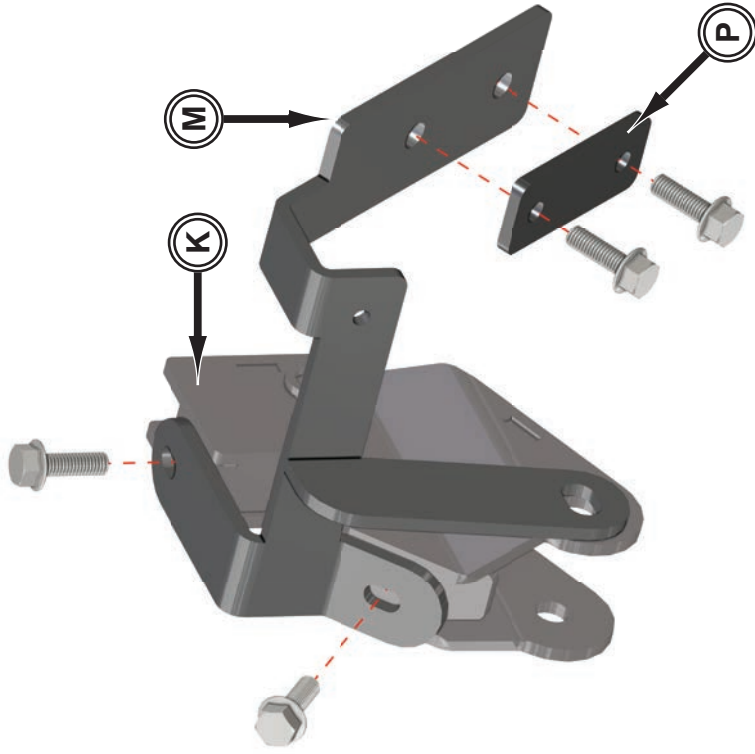
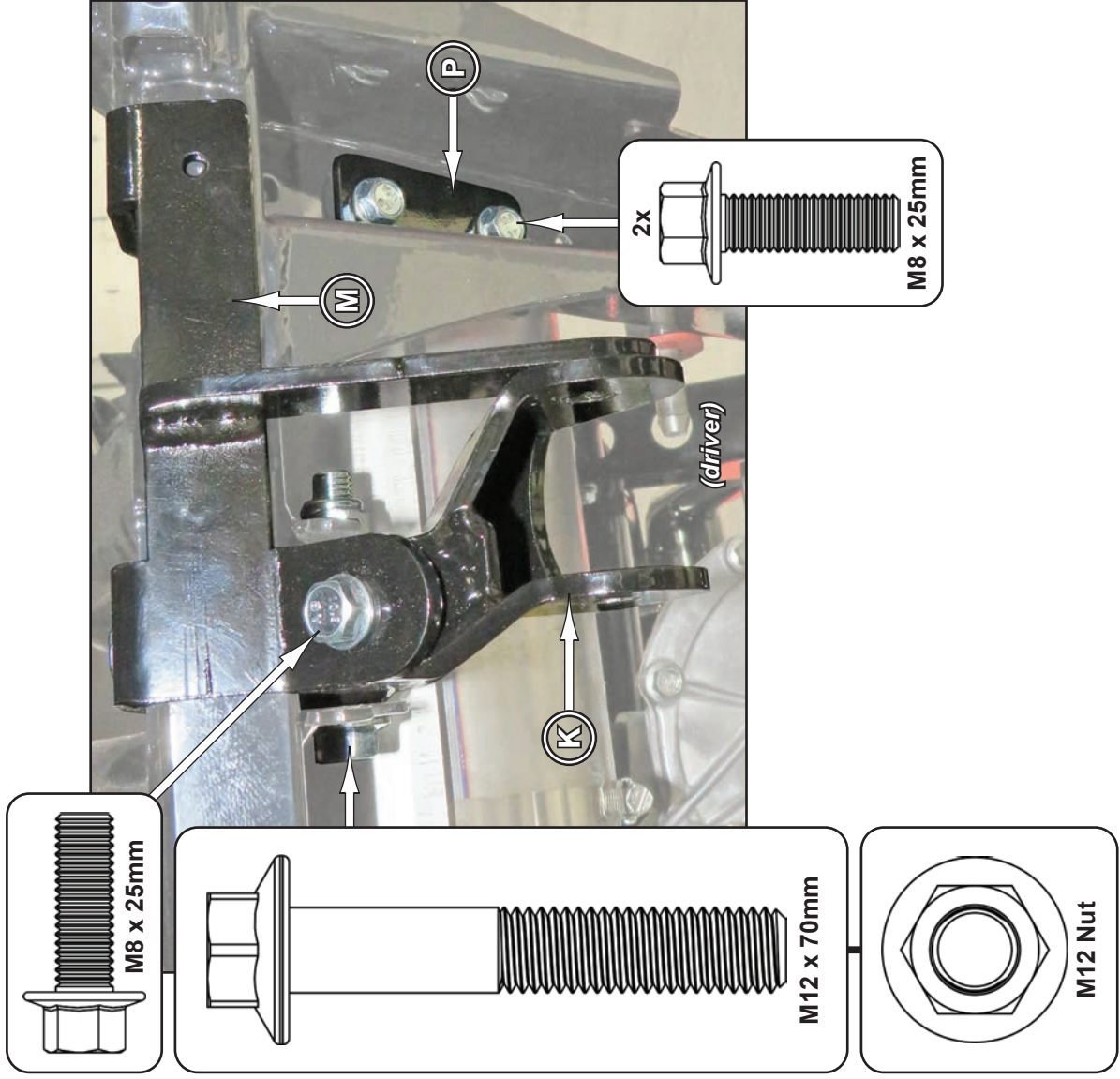


- Reinstall Guards with stock hardware; tighten.



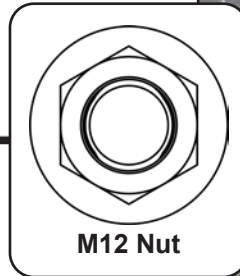
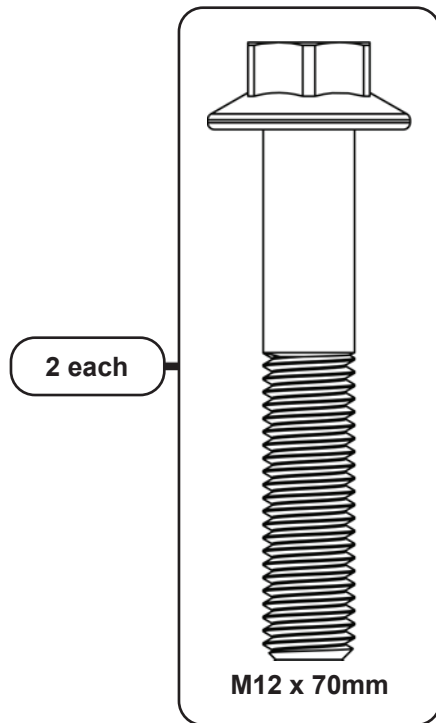
Rear installation:

- Install Rear Shock Mount - L (K) to Frame with hardware shown; tighten.
- Install Rear Shock Brace - L (M) and Frame Bracket (P) to Frame and Rear Shock Mount - L (K) with hardware shown; tighten.



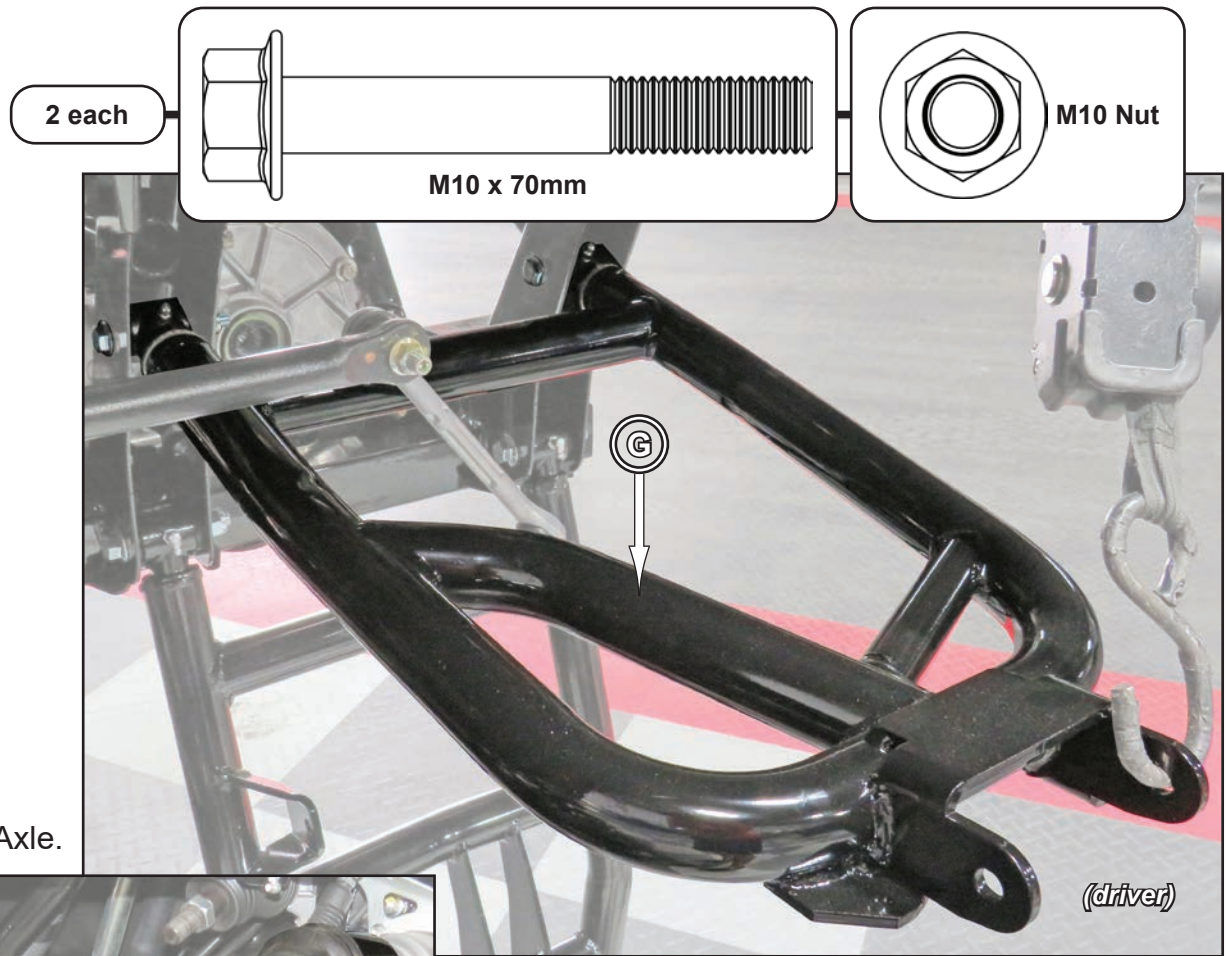
Rear installation continued:

- Install Rear Lower Left (H) to Frame with hardware shown; tighten. SuperATV recommends using Loctite on Nuts.



Rear installation continued:

- Install Rear Upper Left (G) to Frame with stock hardware; tighten. **Keep Nuts loose until all final adjustments have been completed.**

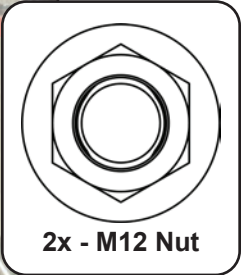
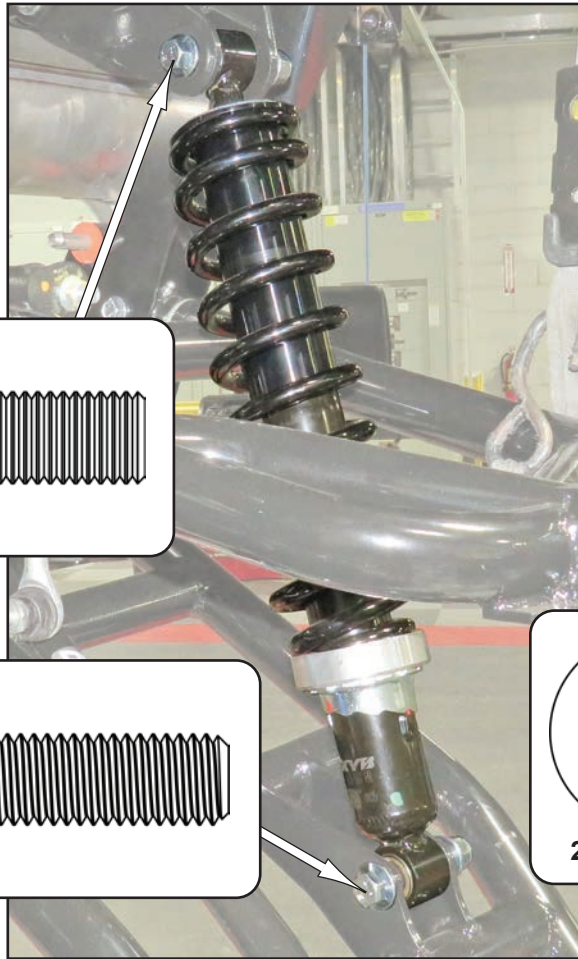
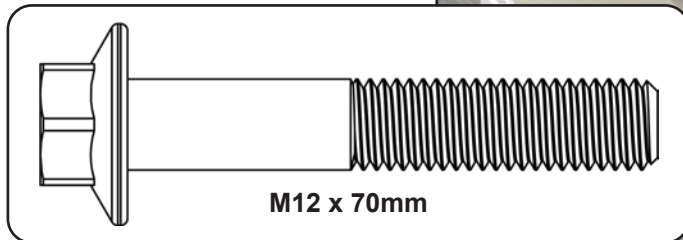
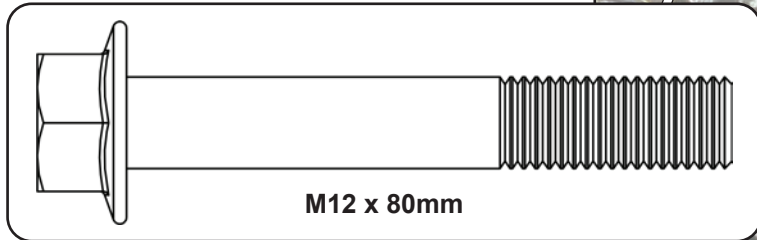


- Install Left Rear Axle.

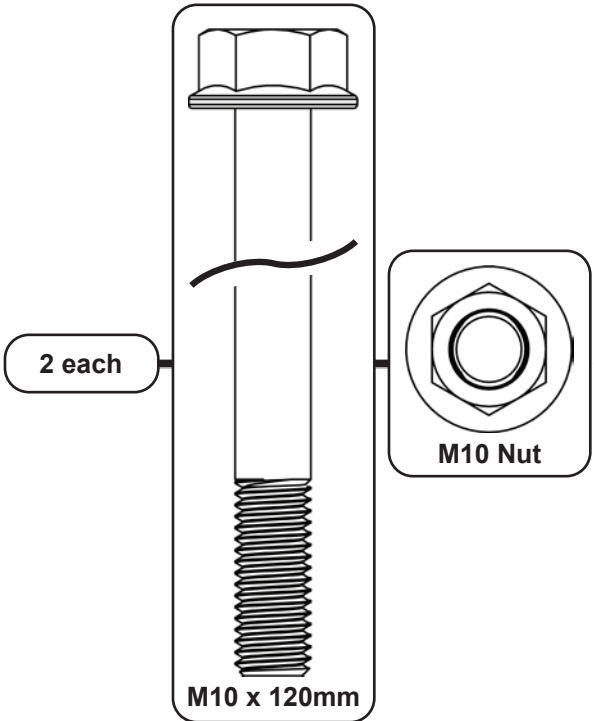
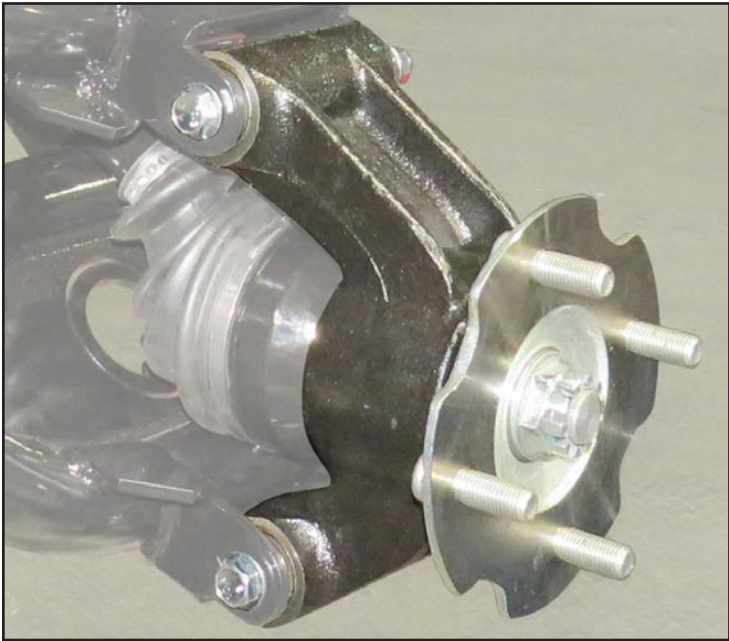


Rear installation continued:

- Install Shock with hardware shown; tighten.



- Secure Knuckle to new A-Arms with hardware shown. **Keep Rear Upper Left (D) Nut loose until all final adjustments have been completed.**
- Install new Axle hardware; tighten.



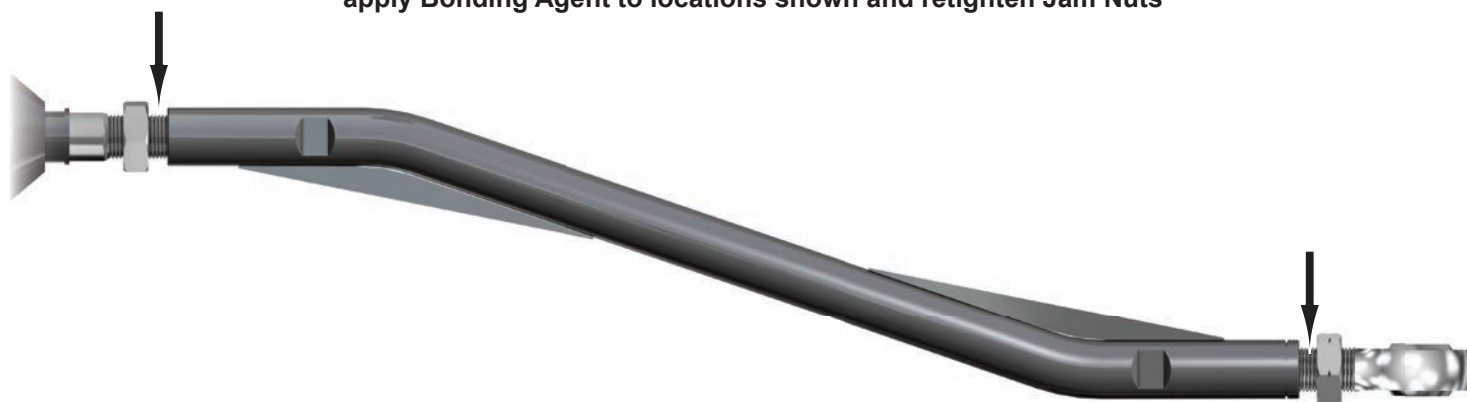
- Repeat steps for passenger side installation.
- Reinstall Tires and check Camber settings; see last page.
- Tighten all Nuts; SuperATV recommends using Threadlocker on Nuts.

TIE ROD NOTES

- Set toe of vehicle.
- Loosen Jam Nuts and apply Threadlocker to Tie Rod End threads and Ball and Socket threads.



apply Bonding Agent to locations shown and retighten Jam Nuts



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.

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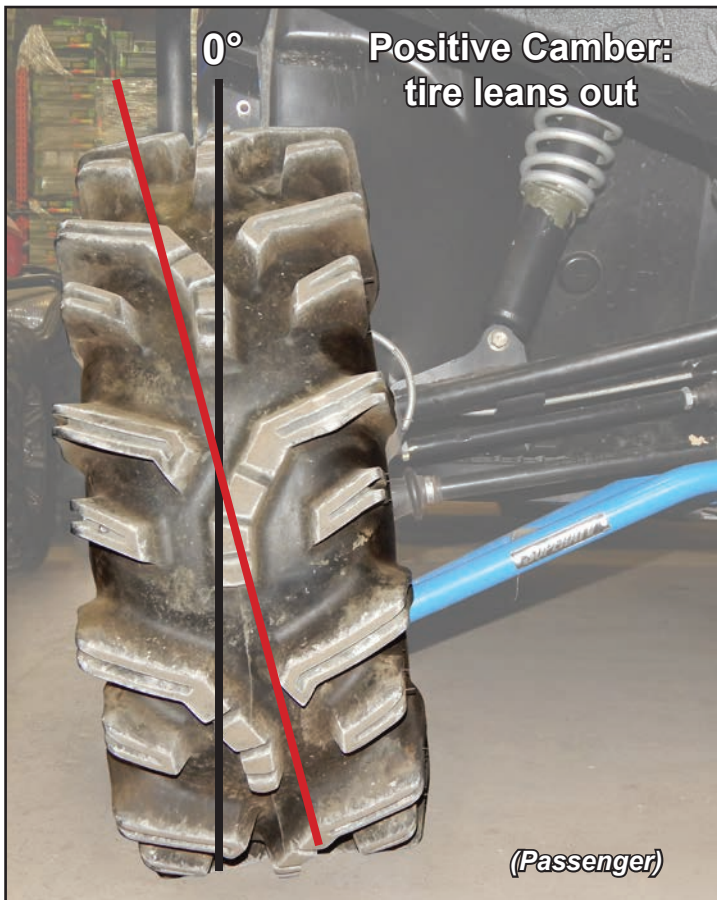
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The Buyer is responsible to fully understand the capability and limitations of his/her vehicle according to manufacturer specifications, warnings and instructions and agrees to hold SuperATV® harmless from any damage resulting from failure to adhere 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.

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°

