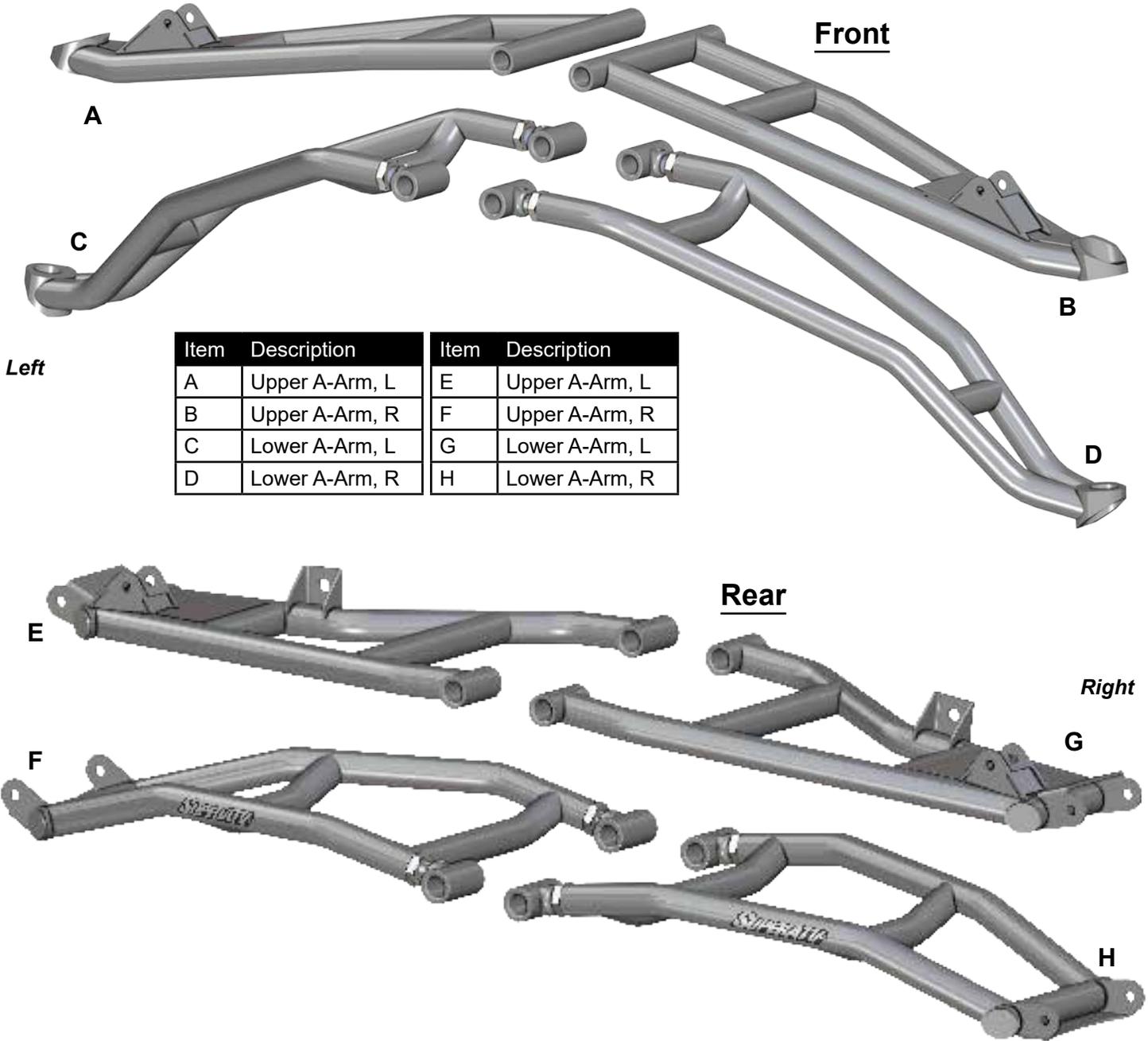


A Press or Ball Joint tool is required to remove and install Ball Joints.



Item	Description	Item	Description
A	Upper A-Arm, L	E	Upper A-Arm, L
B	Upper A-Arm, R	F	Upper A-Arm, R
C	Lower A-Arm, L	G	Lower A-Arm, L
D	Lower A-Arm, R	H	Lower A-Arm, R

(kit contents continue on following pages)

Need help with your installation?

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

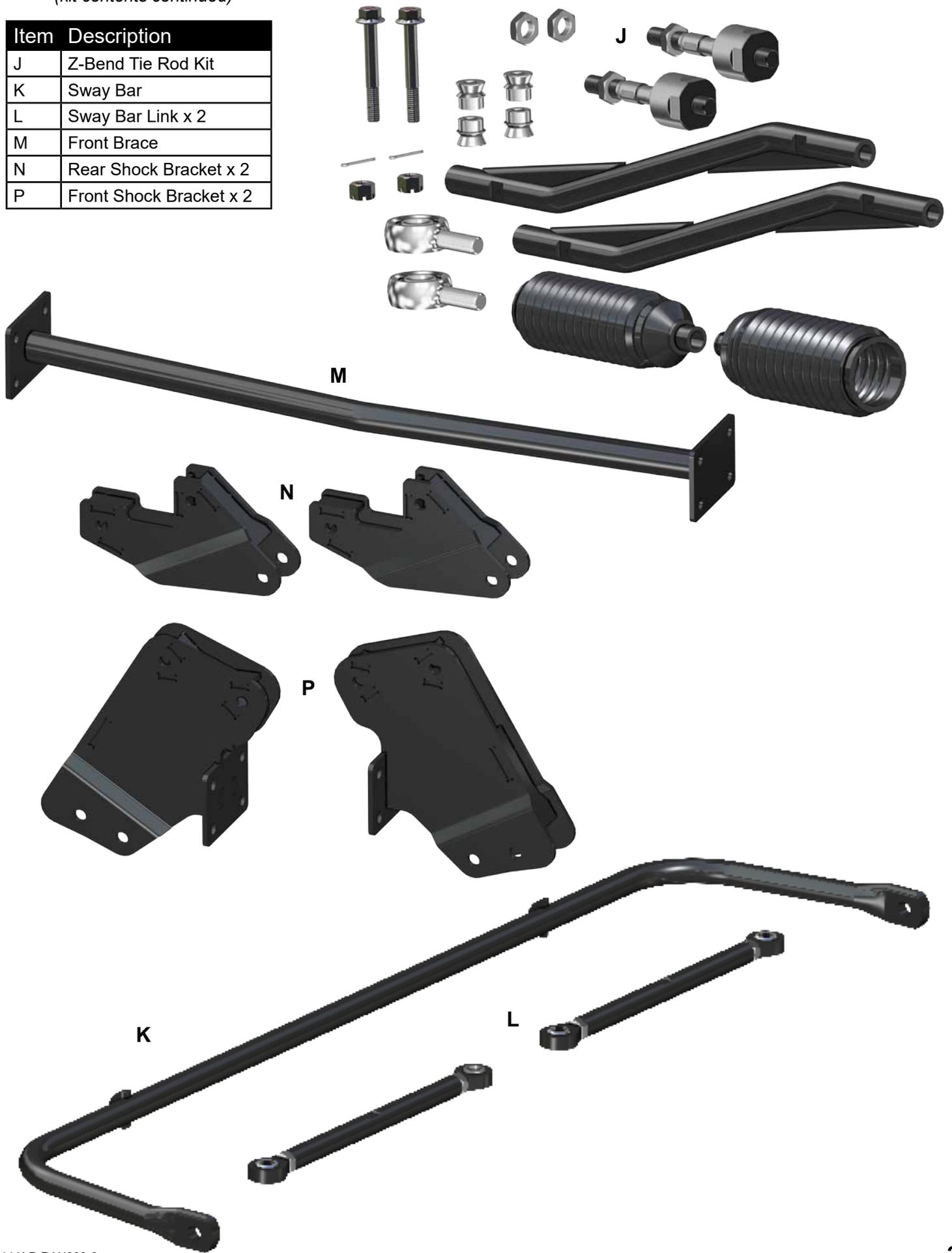
☎ 1-855-743-3427 🕒 8:00am - 8:00pm EST M-Th
 8:00am - 7:00pm EST Friday
 9:00am - 2:00pm EST Saturday

Read instructions and view illustrations before beginning.

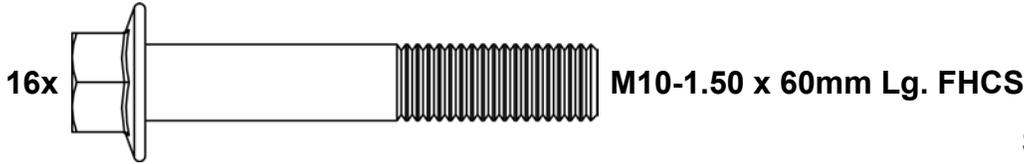
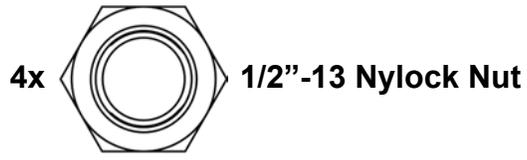
Thank You
For Choosing
SUPERATV.COM[®]

(kit contents continued)

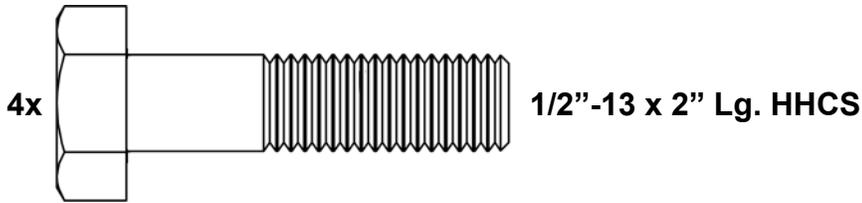
Item	Description
J	Z-Bend Tie Rod Kit
K	Sway Bar
L	Sway Bar Link x 2
M	Front Brace
N	Rear Shock Bracket x 2
P	Front Shock Bracket x 2



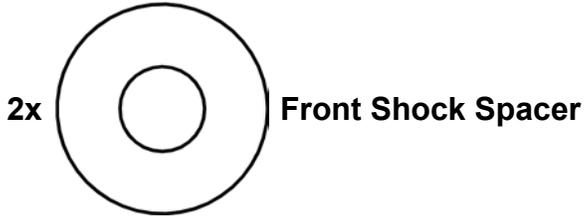
DURING INSTALL DO NOT TIGHTEN HARDWARE COMPLETELY UNLESS NOTED.



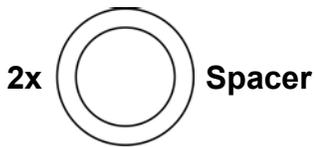
Straight Fitting



Brake Line Clip and hardware



Steering Stops (2 Each)
see page 6 for usage



Location	Length (Approx)
Right Rear	60"
Left Rear	48"
Right Front	50"
Left Front	38"

Front Brake Lines have same style fittings at each end.



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

Remove:

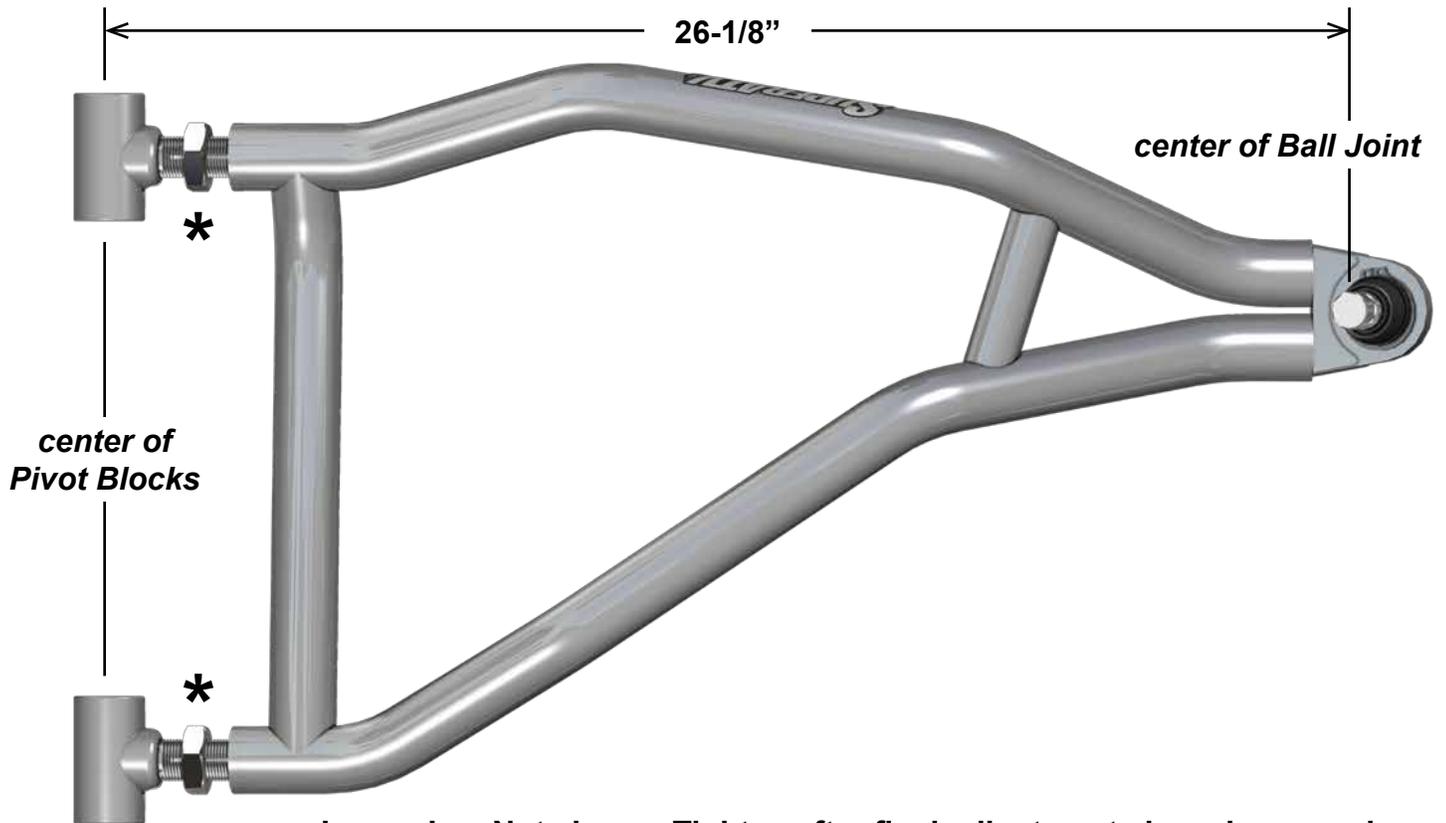
- Brake Lines
- Hubs
- Tie Rods
- Axles
- Shocks
- A-Arms



(Driver)

PIVOT BLOCK SETTINGS

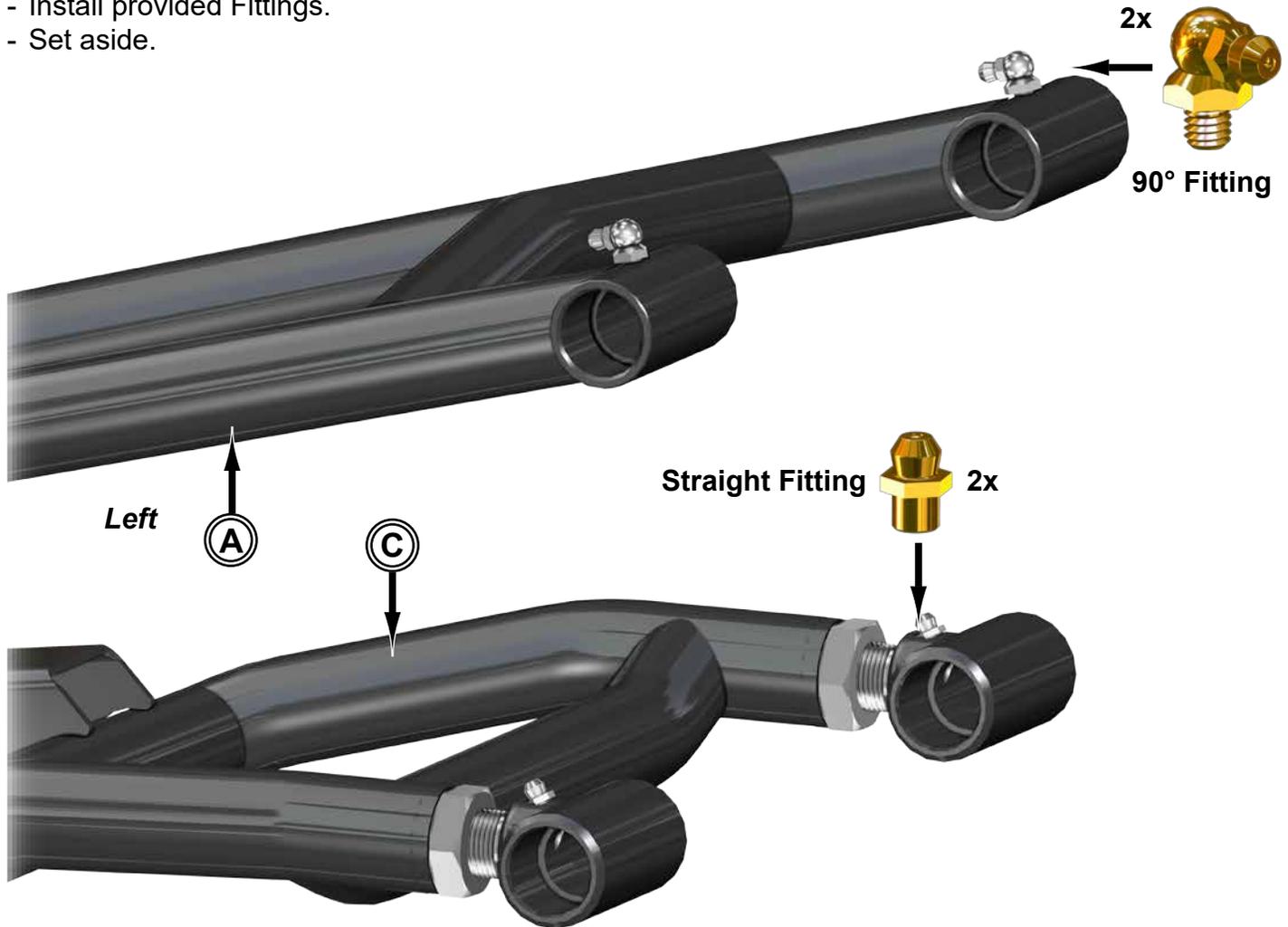
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



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

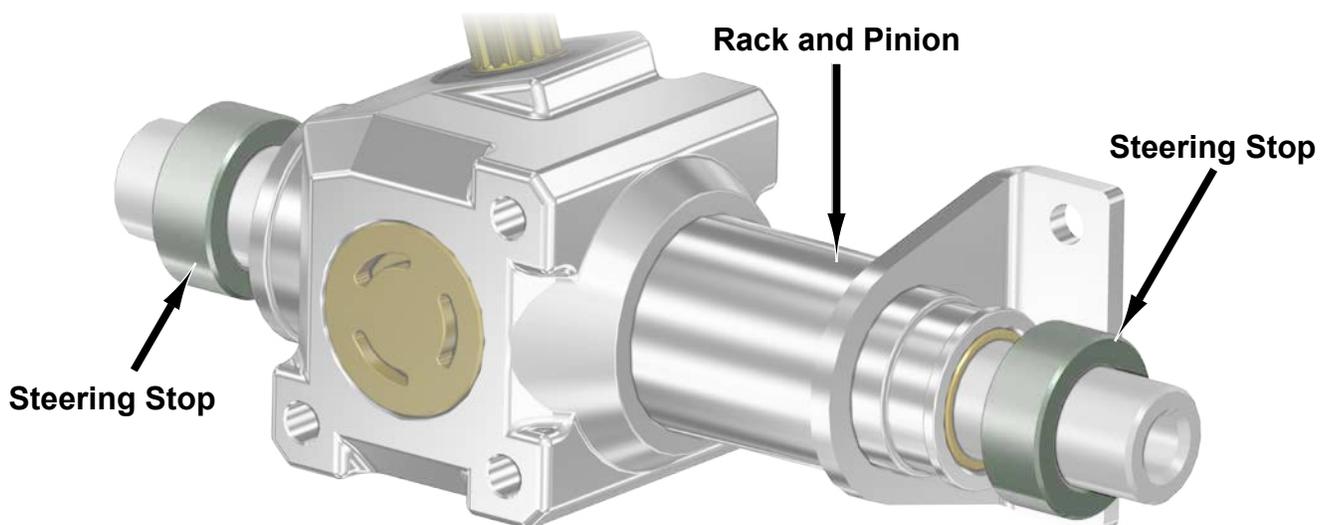
Front A-Arms Prep:

- Install stock Ball Joints, Bushings, and Pivot Shafts.
- Install provided Fittings.
- Set aside.



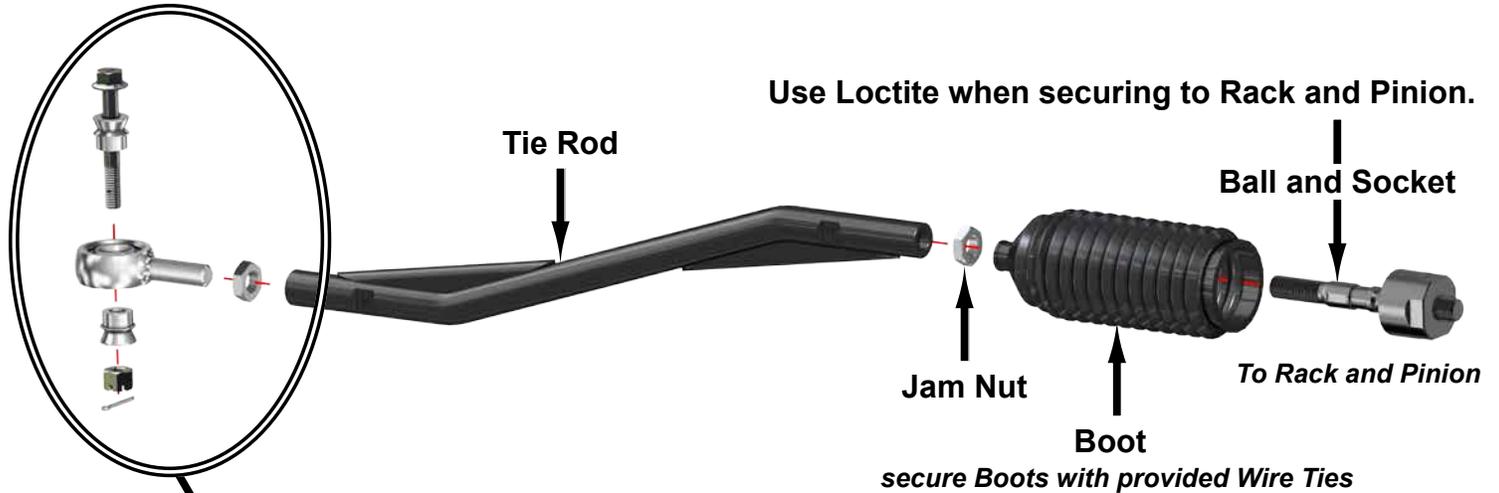
Steering Stop Installation: *Rack and Pinion shown off machine for clarity.*

- !** Stock Rack and Pinions use small diameter Steering Stops
- !** SuperATV Rack and Pinions use large diameter Steering Stops
- Install Steering Stops onto Rack and Pinion Shafts.

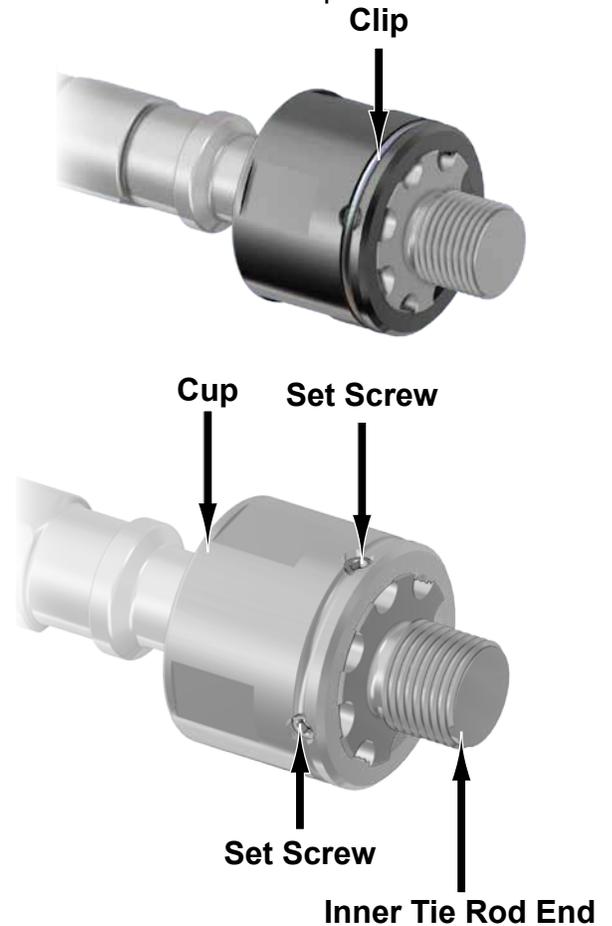
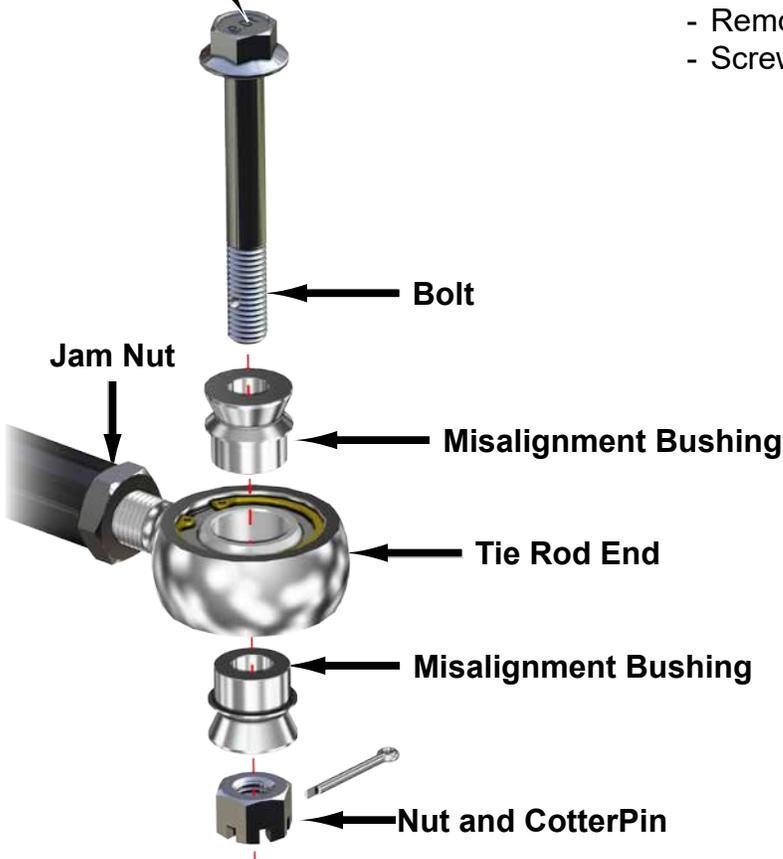


Tie Rod Installation:

- 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 Wire 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
- When installing to Hubs, secure Tie Rod Ends to same location as stock with hardware shown.

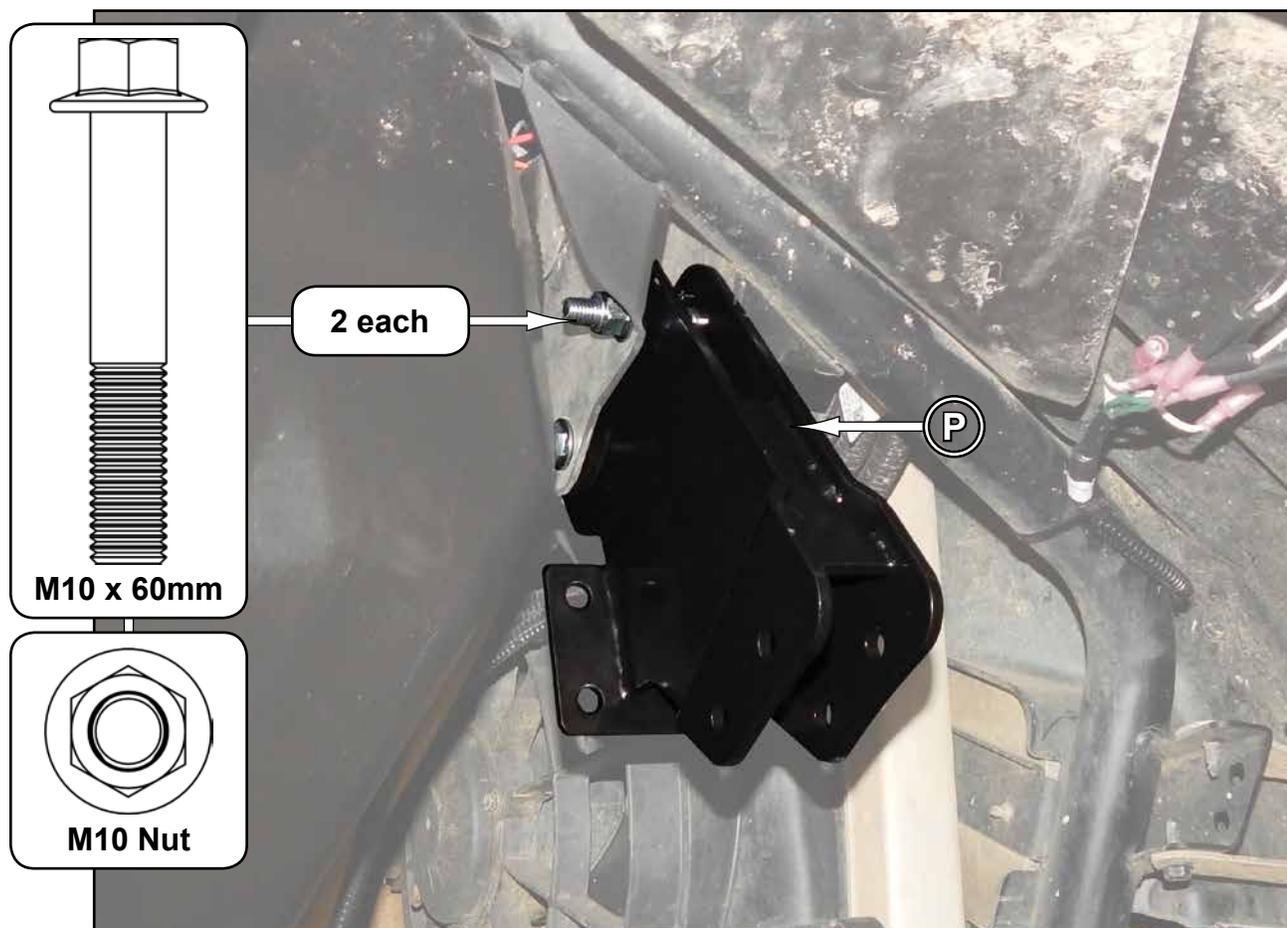
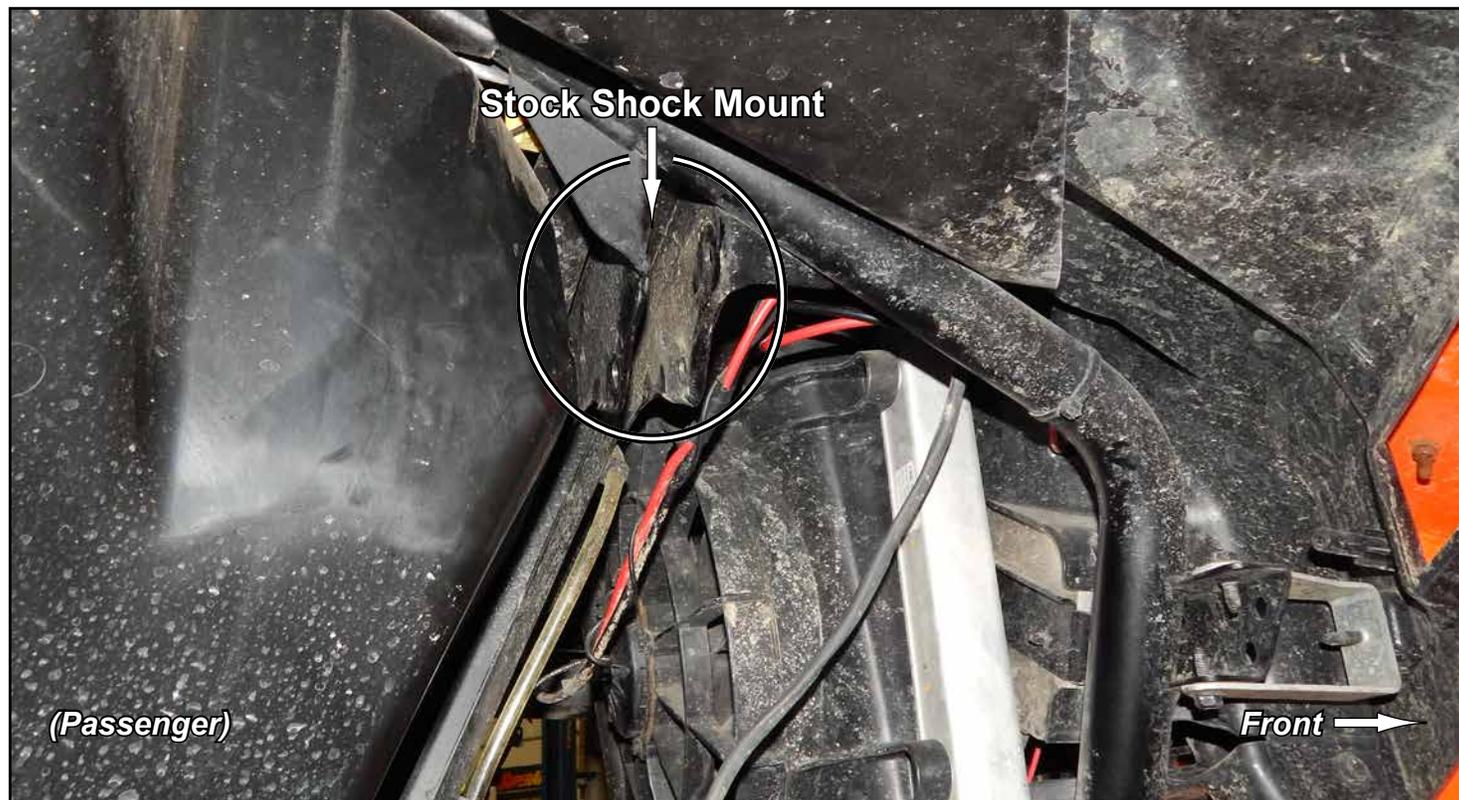


- Inner Tie Rod End is adjustable and can be tightened.
- Remove Clip and loosen (4) Set Screws
- Screw Inner Tie Rod End into Cup.



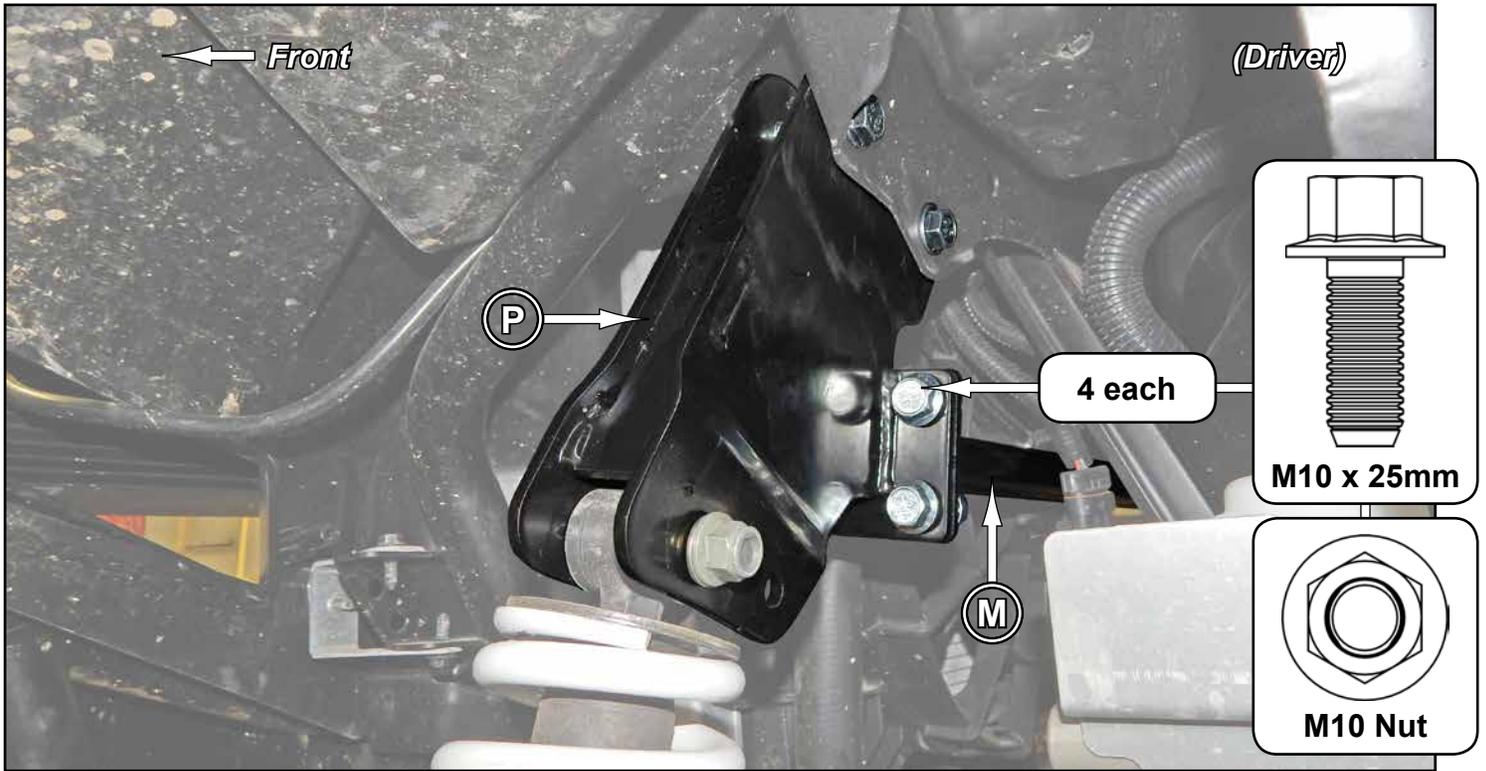
Front Brackets Installation:

- Install Front Shock Bracket (P) to stock Shock Mount with hardware shown.
- Repeat for opposite side. Tighten hardware completely.

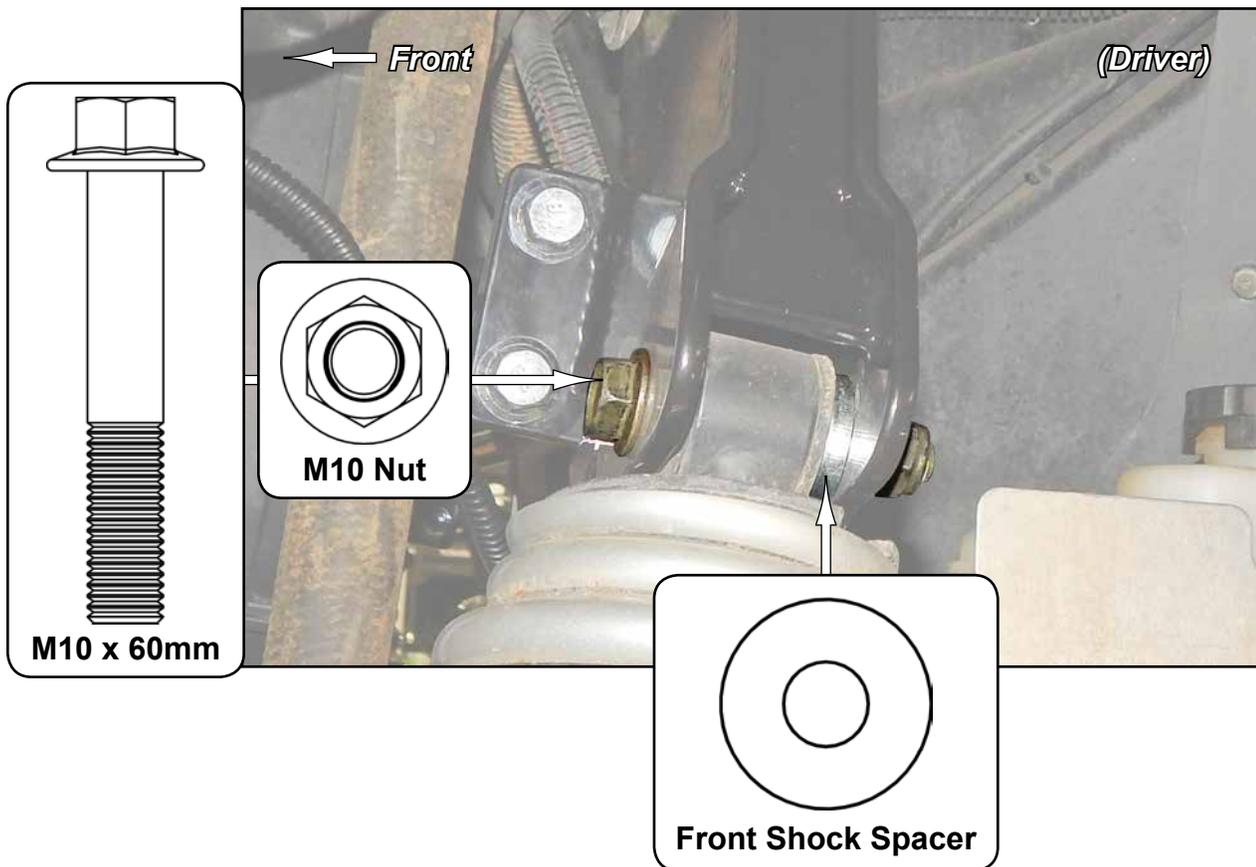


Front Brackets Installation continued:

- Install Front Brace (M) to Front Shock Brackets (P) with hardware shown.



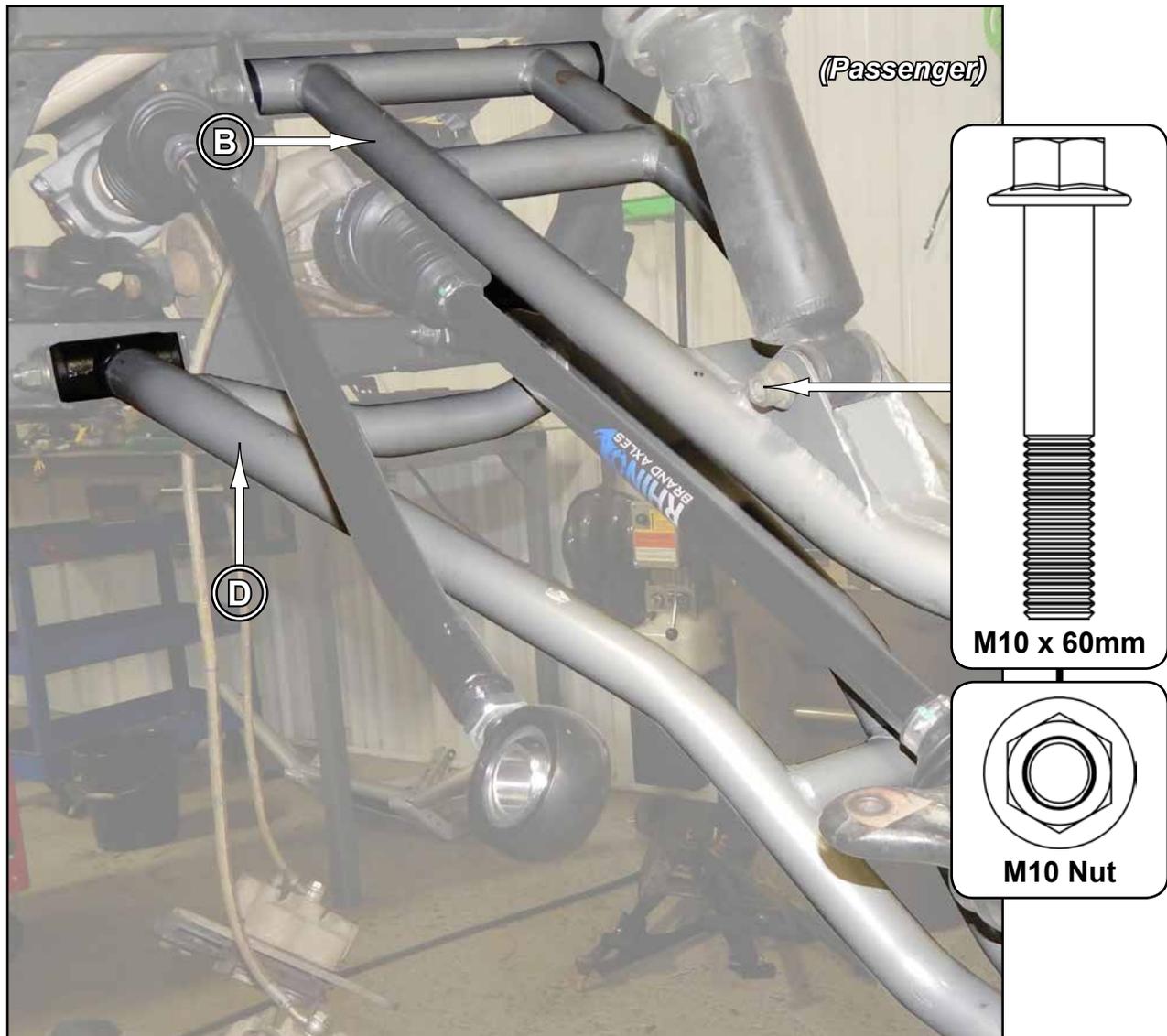
- Secure Shocks to Front Shock Brackets (P) with Front Spacers and hardware shown.



install new Axles

Front A-Arms Installation:

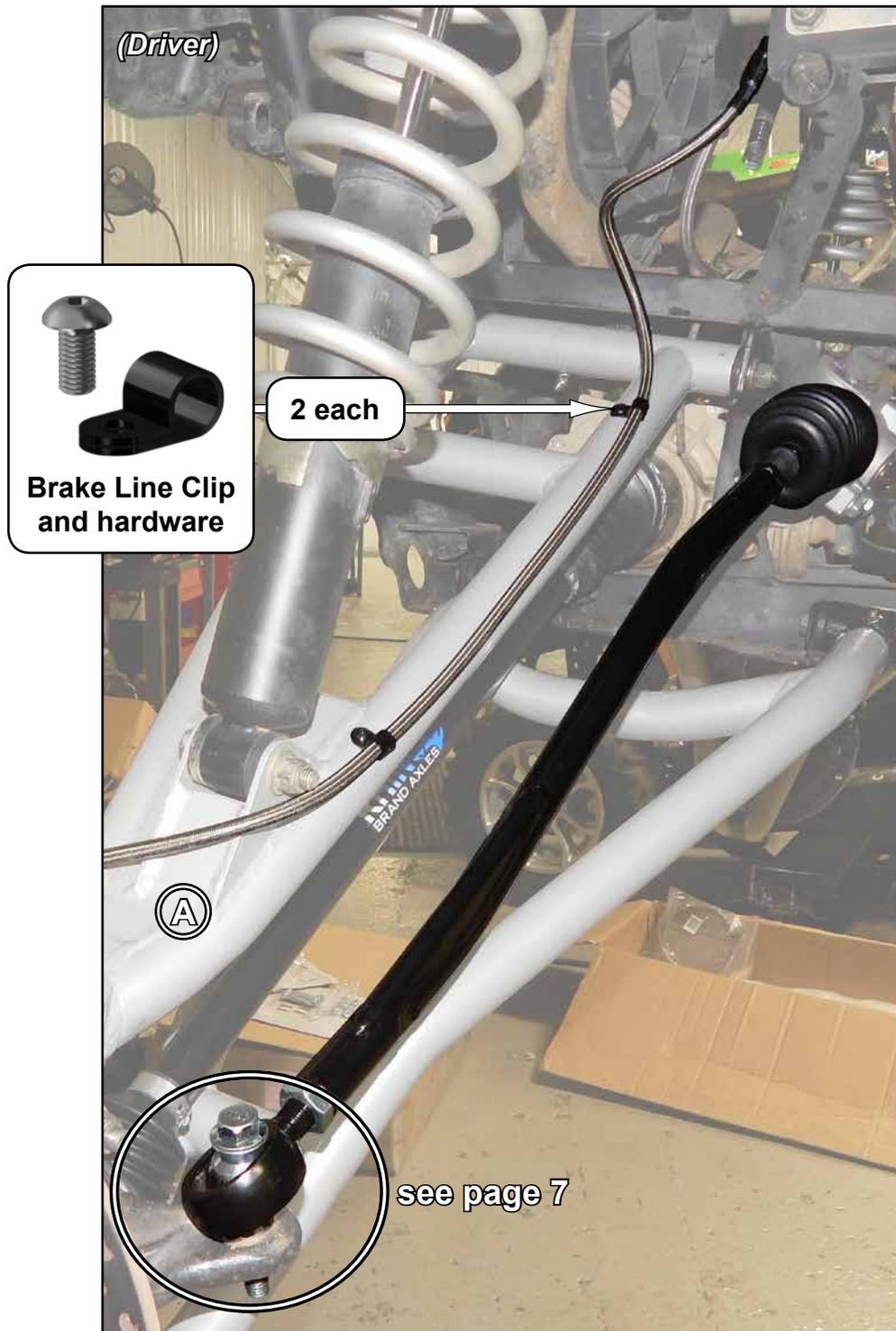
- Secure A-Arms to Frame with stock hardware. Tighten hardware completely.
- SuperATV recommends using thread locker on Nuts when installing.
- Secure Shocks to Upper A-Arms with hardware shown.
- Secure stock components with stock hardware.



Front A-Arms continued:

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

Location	Length (Approx)
Right Front	50"
Left Front	38"



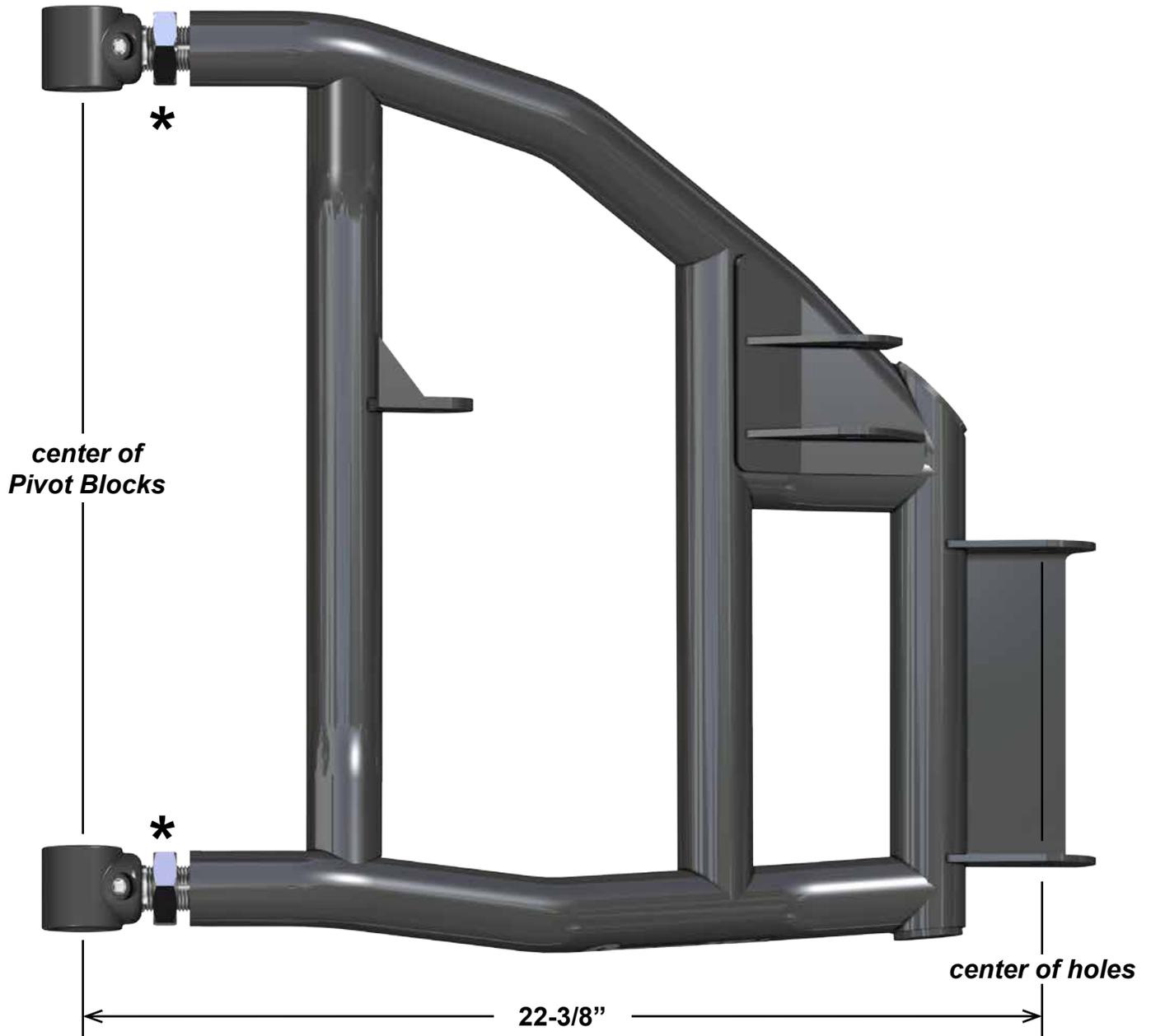
tighten all hardware completely

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



PIVOT BLOCK SETTINGS

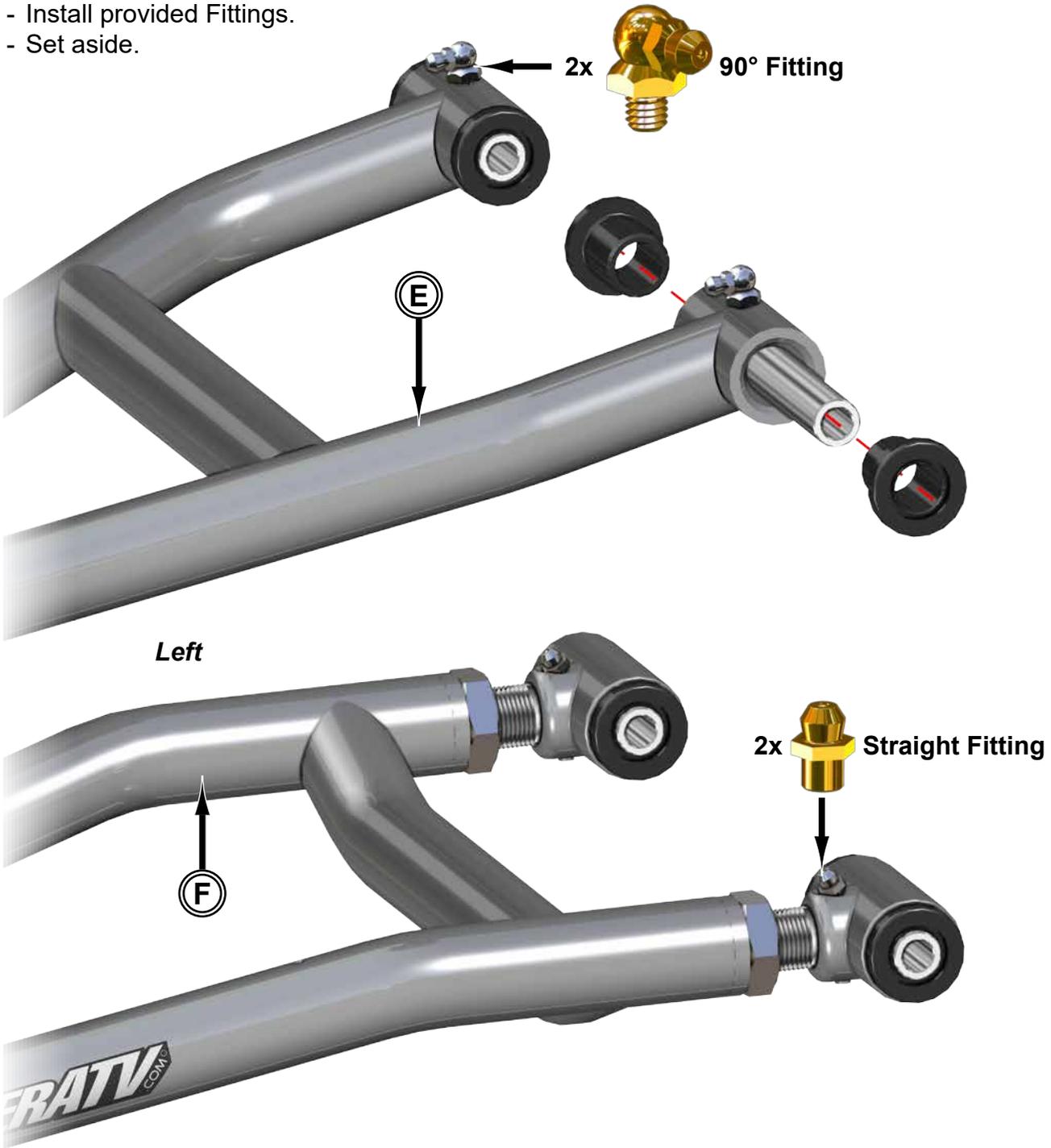
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



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

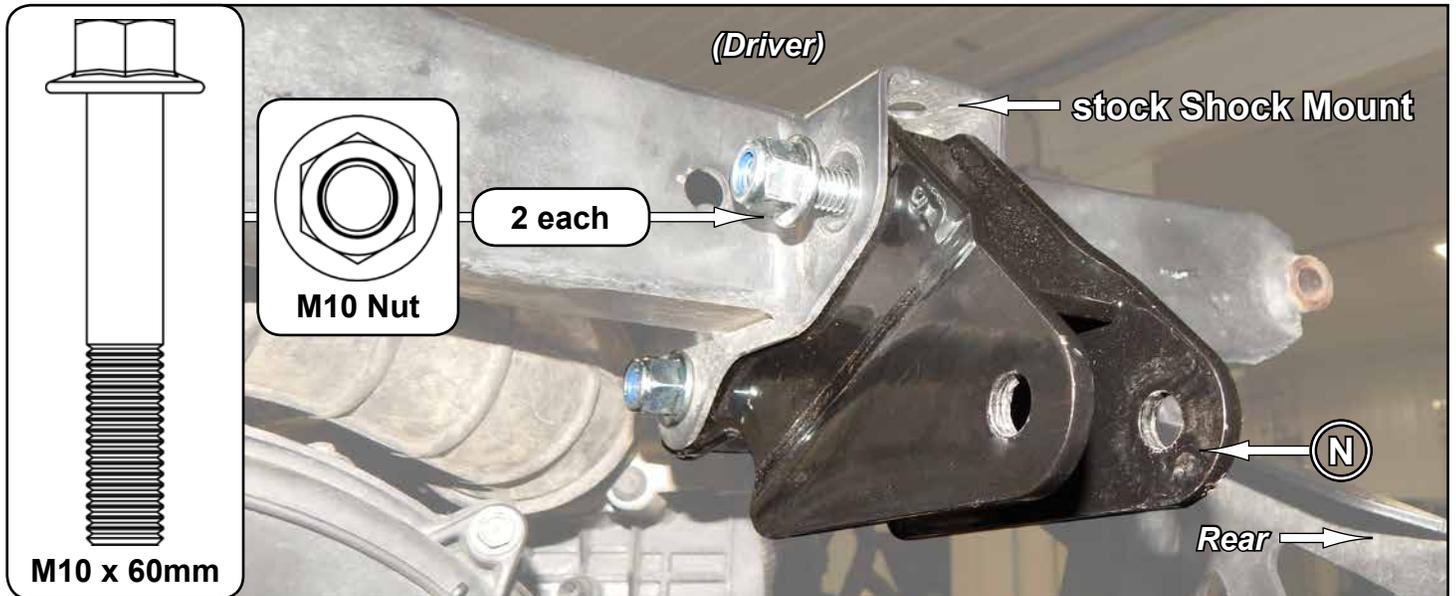
Rear A-Arms Prep:

- Install stock Bushings and Pivot Shafts.
- Install provided Fittings.
- Set aside.



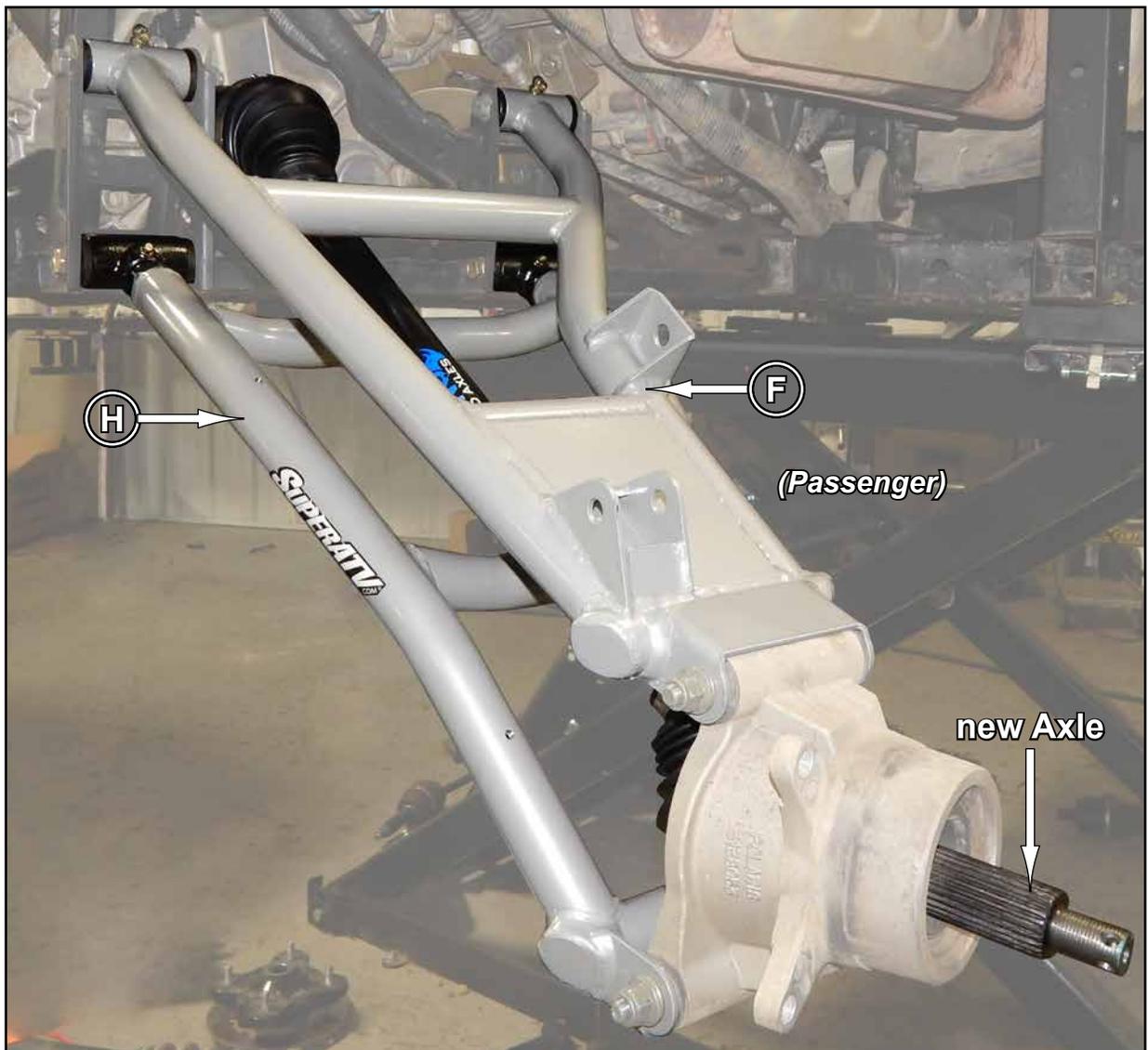
Rear Brackets Installation:

- Install Rear Shock Bracket (N) to stock Shock Mount with hardware shown; repeat for opposite side.



Rear A-Arms Installation:

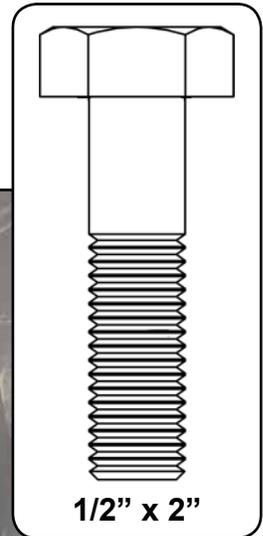
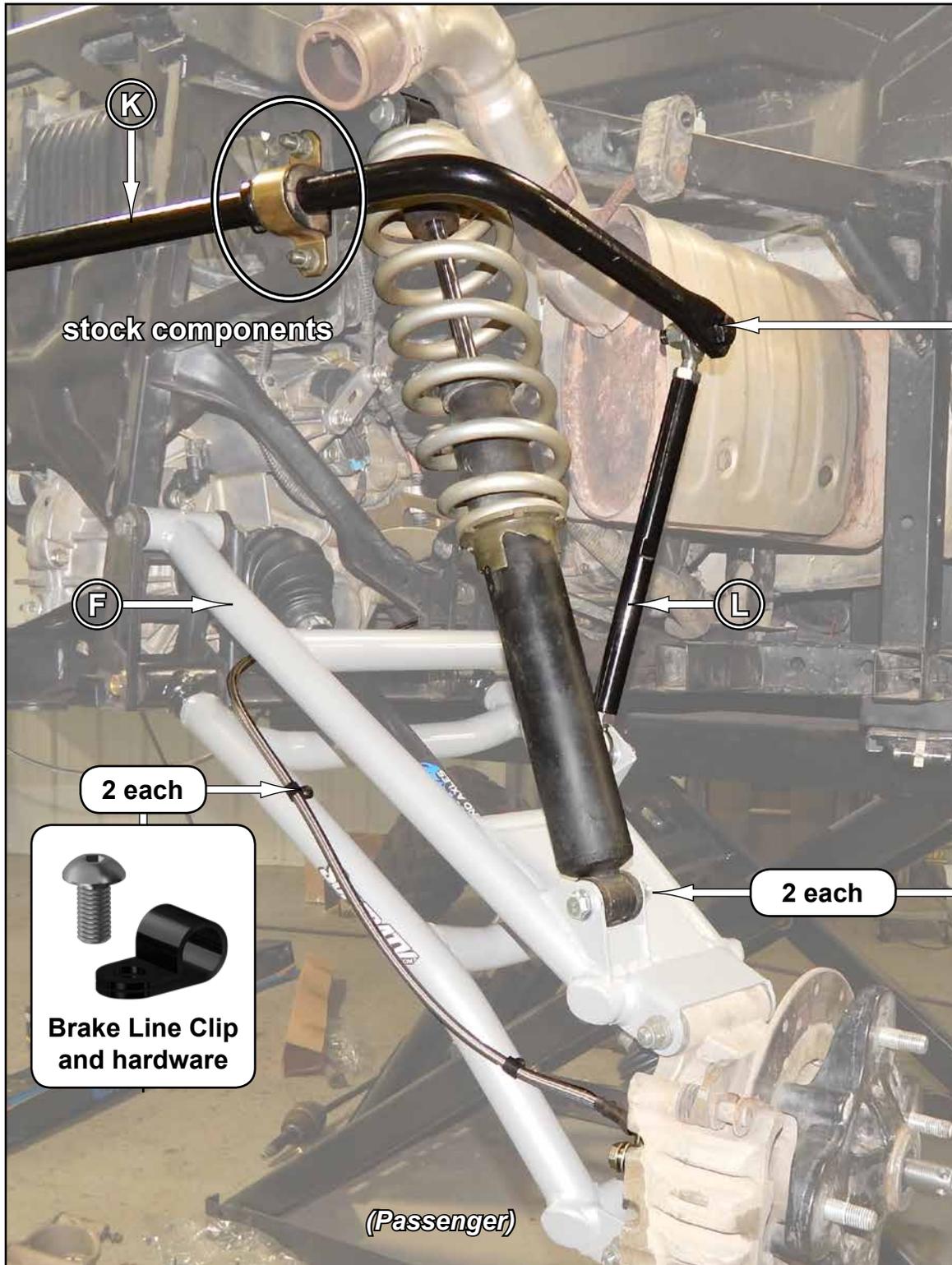
- Install new Axles, A-Arms, and stock Hubs/Discs with stock hardware.
- Tighten hardware completely. SuperATV recommends using thread locker on Nuts when installing.



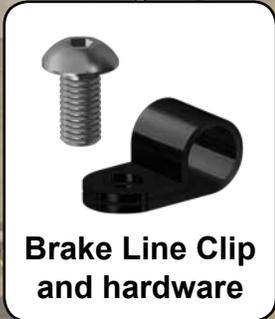
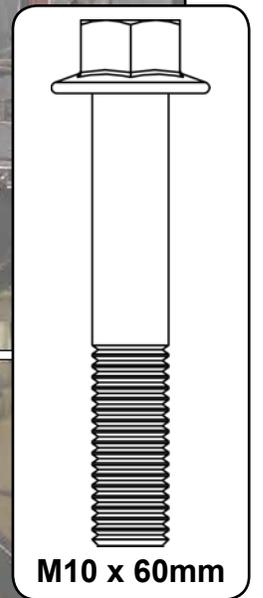
Rear A-Arms continued:

- Install Shocks to A-Arms with hardware shown.
- Install Sway Bar (K) to Frame with stock components.
- Install Sway Bar Links (L) to Sway Bar (K) with hardware shown.
- Secure Sway Bar Links (L) to Rear Upper A-Arms with hardware shown.
- Secure Brake Lines to Rear Upper A-Arms with components shown.

Location	Length (Approx)
Right Rear	60"
Left Rear	48"



2 each



(Passenger)

tighten all hardware completely

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°

