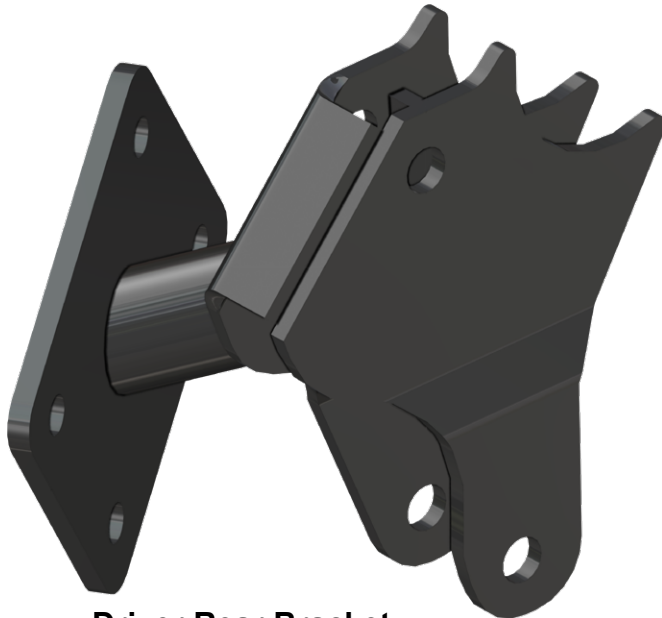
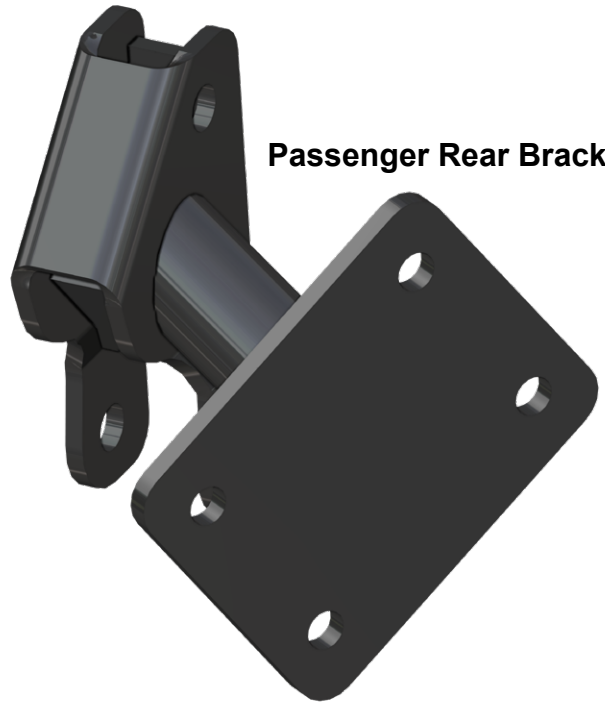




Driver Rear Bracket



Passenger Rear Bracket

(kit contents continue on following page)

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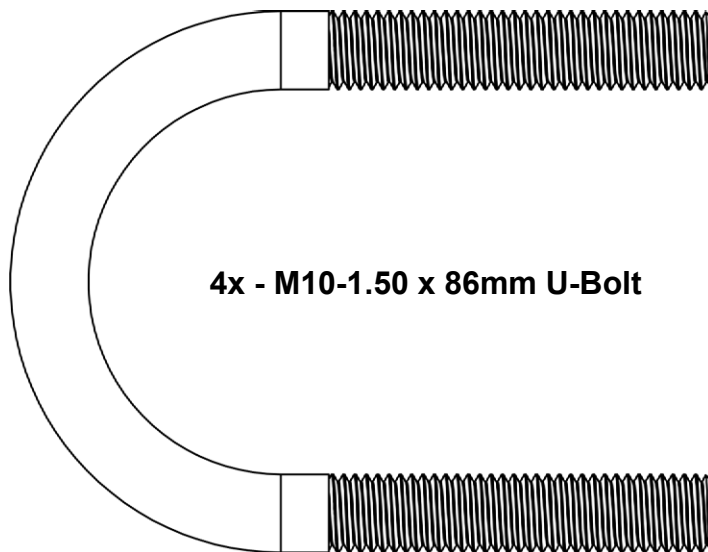
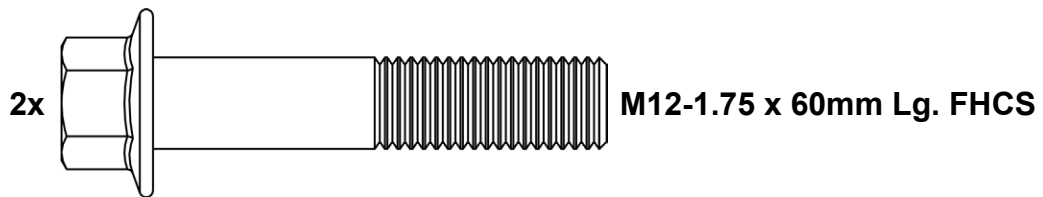
Read instructions and view illustrations before beginning.

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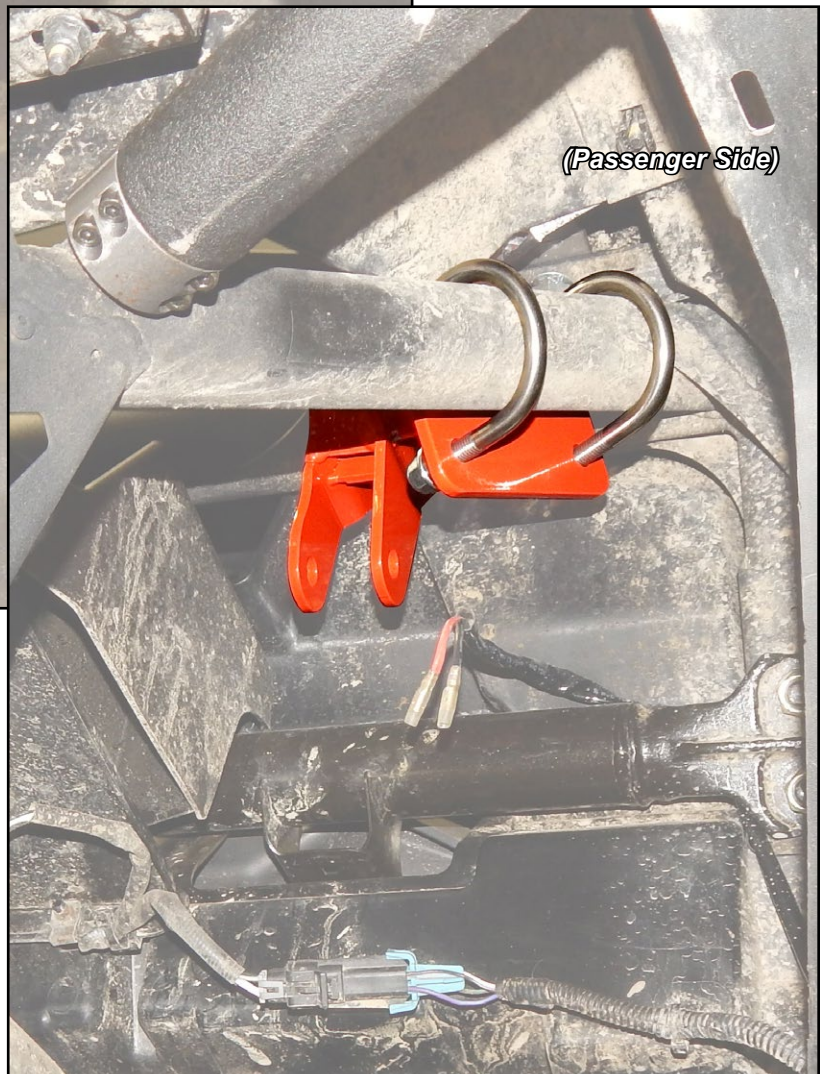
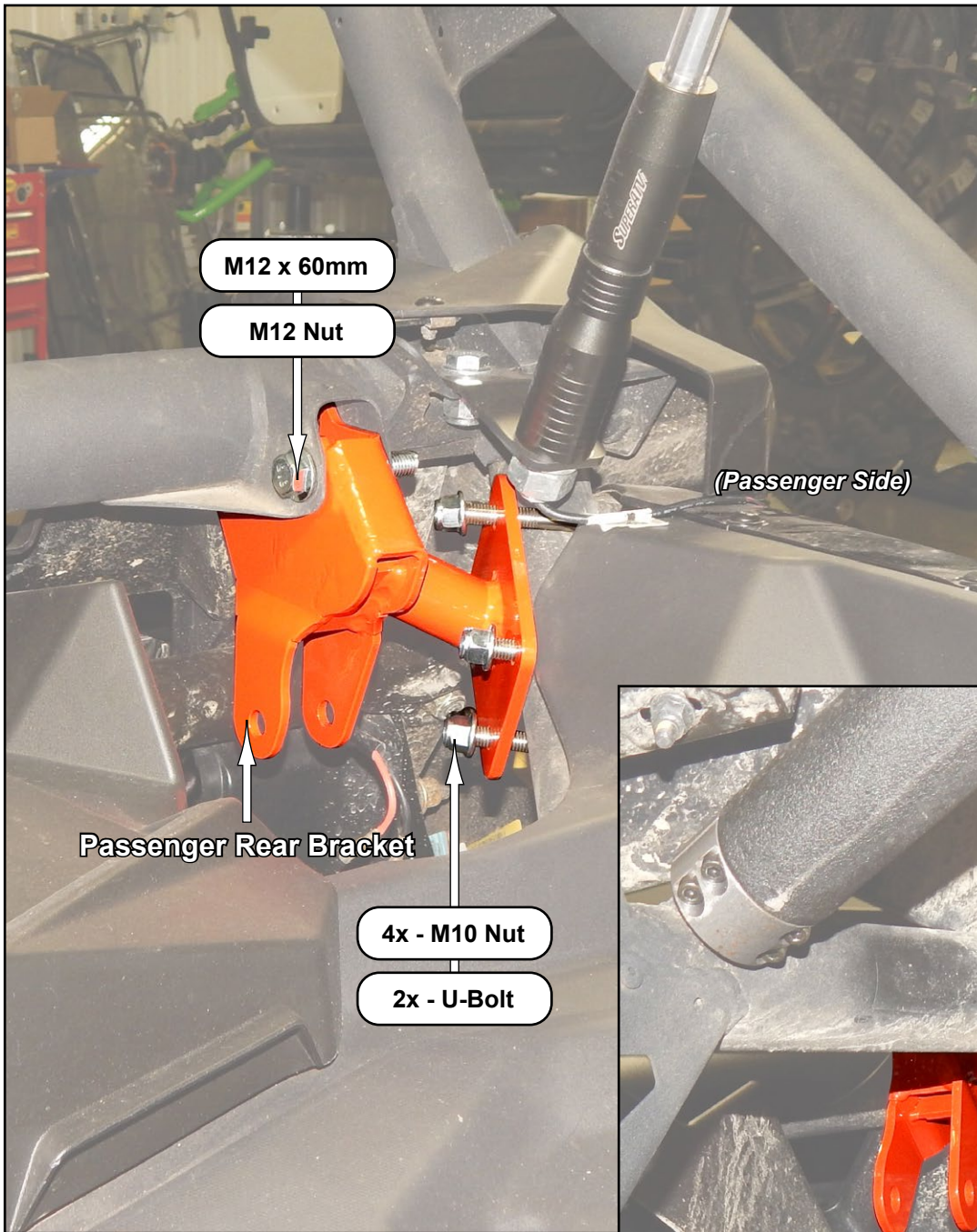
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(kit contents continued)

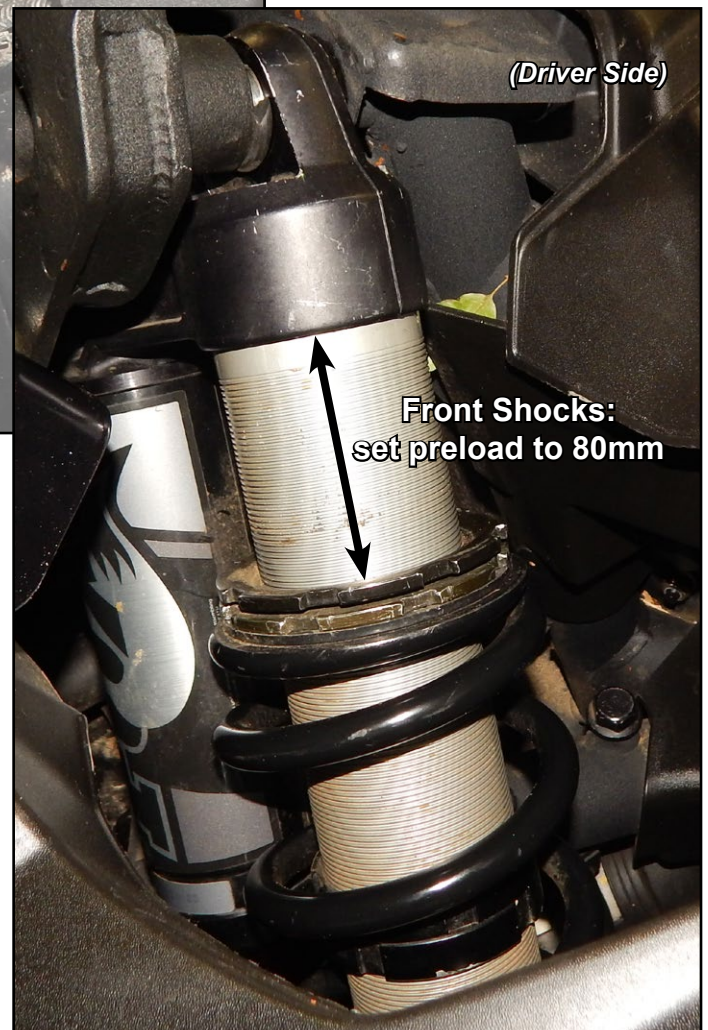


- Install A-Arms, Tie Rods, and front Axles.
- Install Brackets, Trailing Arms, rear Axles, and Radius Arms.

- Remove Shocks from upper Shock Mounts.
- Install Passenger Rear Bracket to stock Shock Mount and Frame with hardware shown.



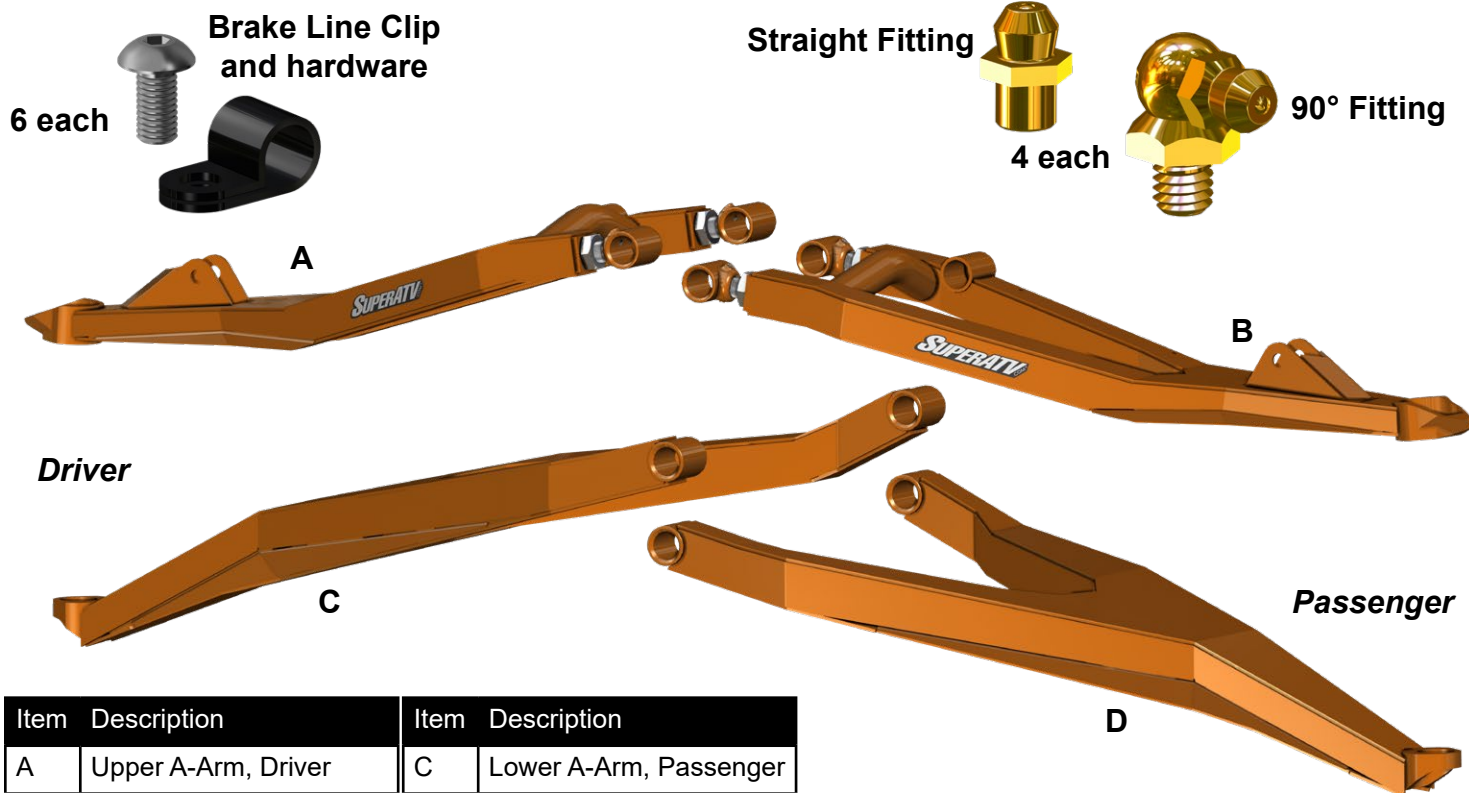
- Secure Shock to Passenger Rear Bracket with stock hardware.
- Repeat steps for opposite side.



INSTALLATION INSTRUCTIONS

High Clearance Boxed A-Arms: for Can-Am Maverick X3rs

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



Item	Description	Item	Description
A	Upper A-Arm, Driver	C	Lower A-Arm, Passenger
B	Upper A-Arm, Passenger	D	Lower A-Arm, Driver

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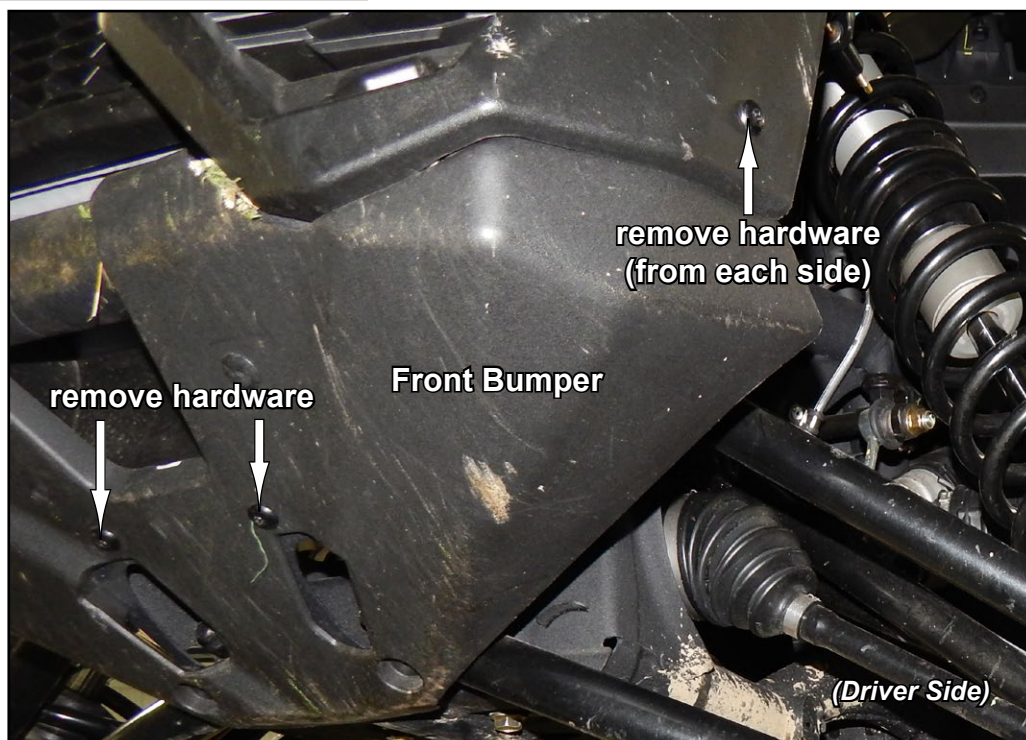
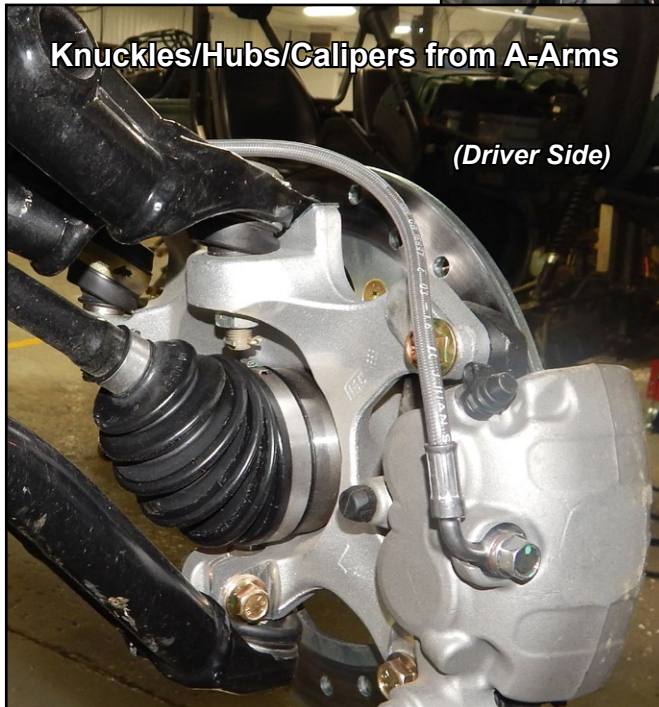
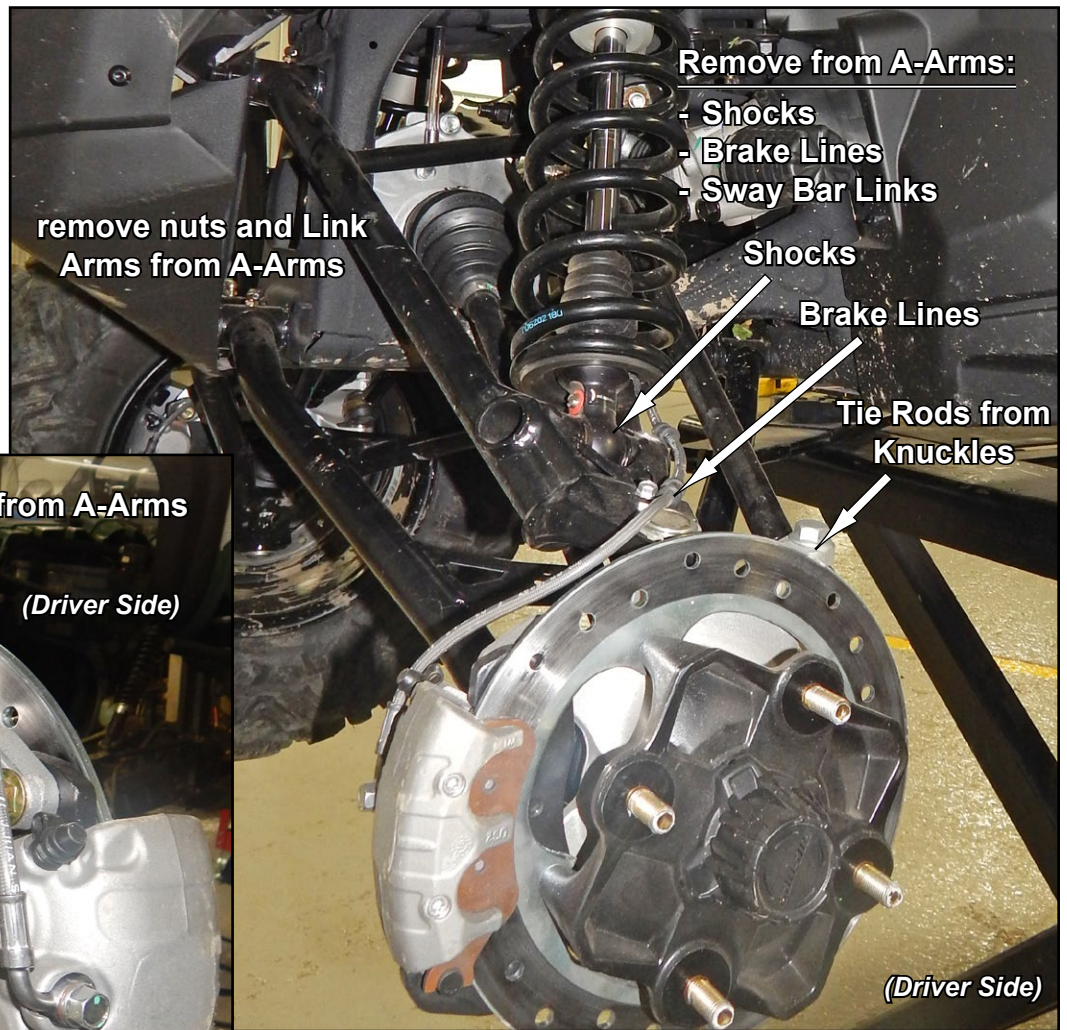
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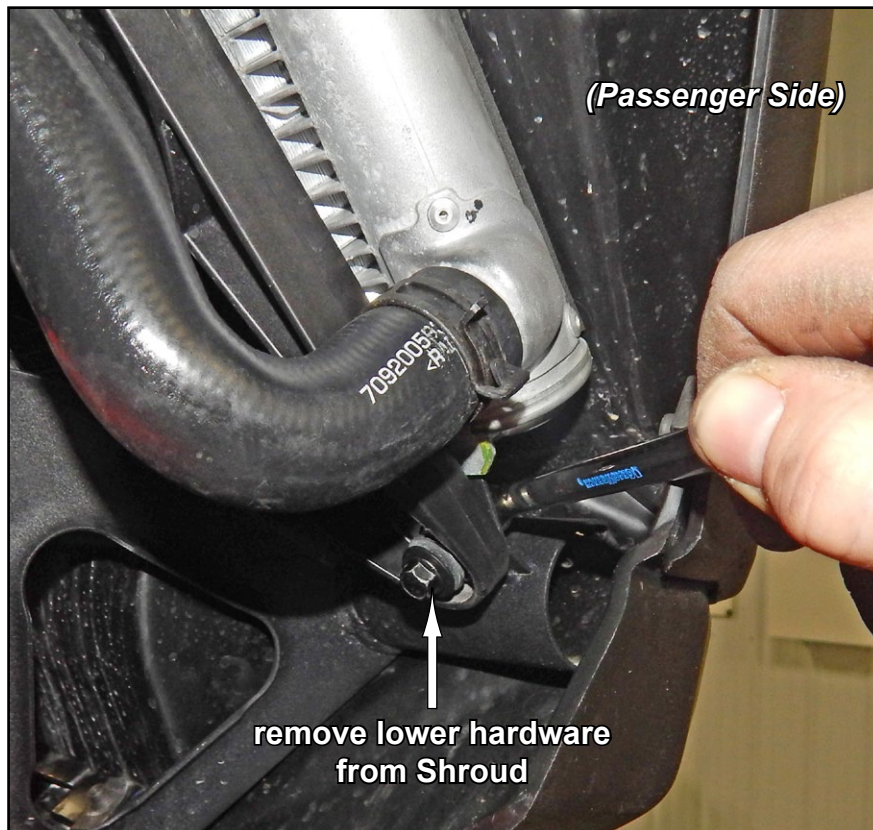
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Removal: Keep all components removed from machine.

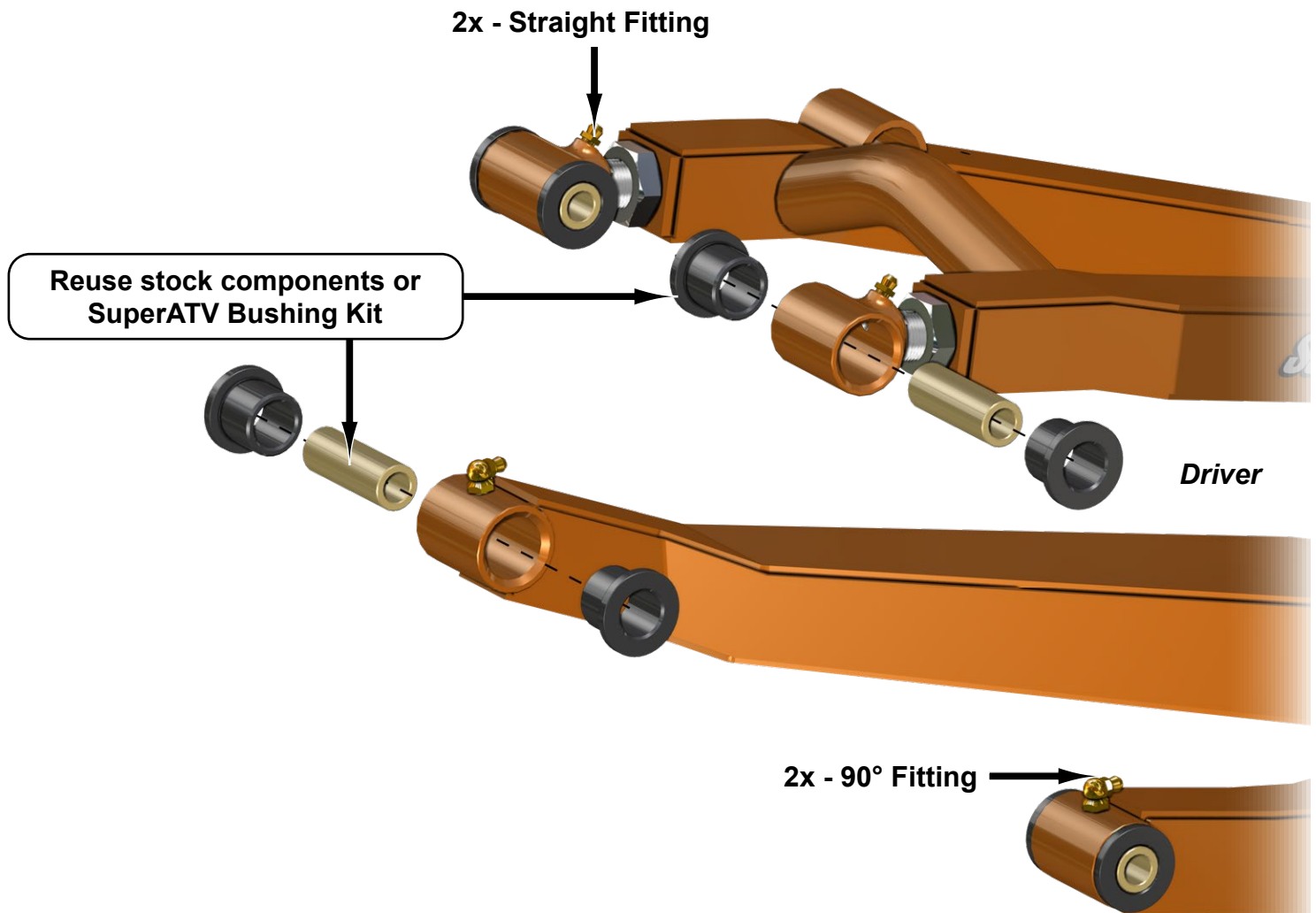




Remove A-Arms from machine.

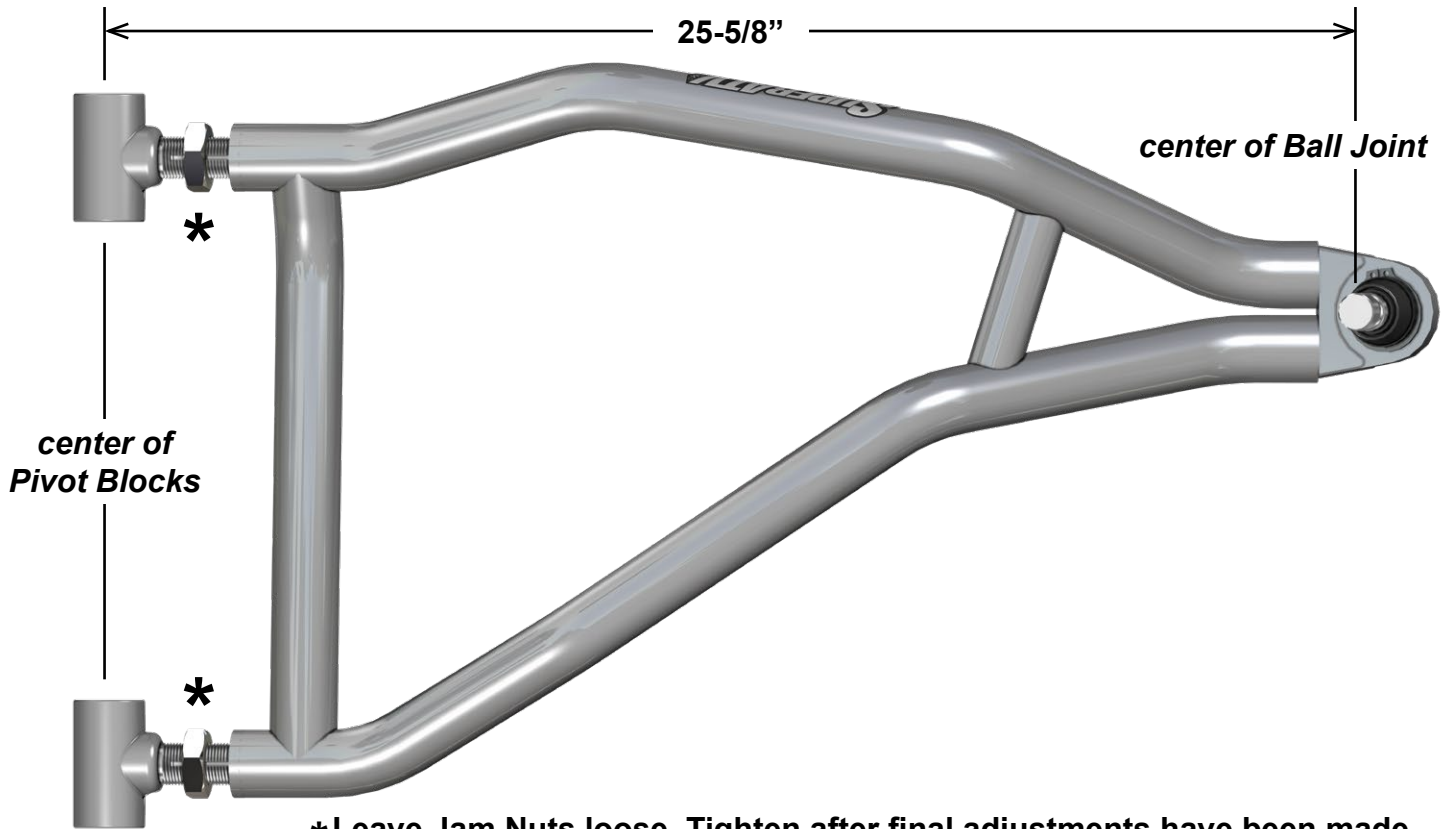
Prep:

- Install stock or SuperATV Bushing Kit into new A-Arms.
- Install Cushions and Wear Plates into new A-Arms.



PIVOT BLOCK SETTINGS

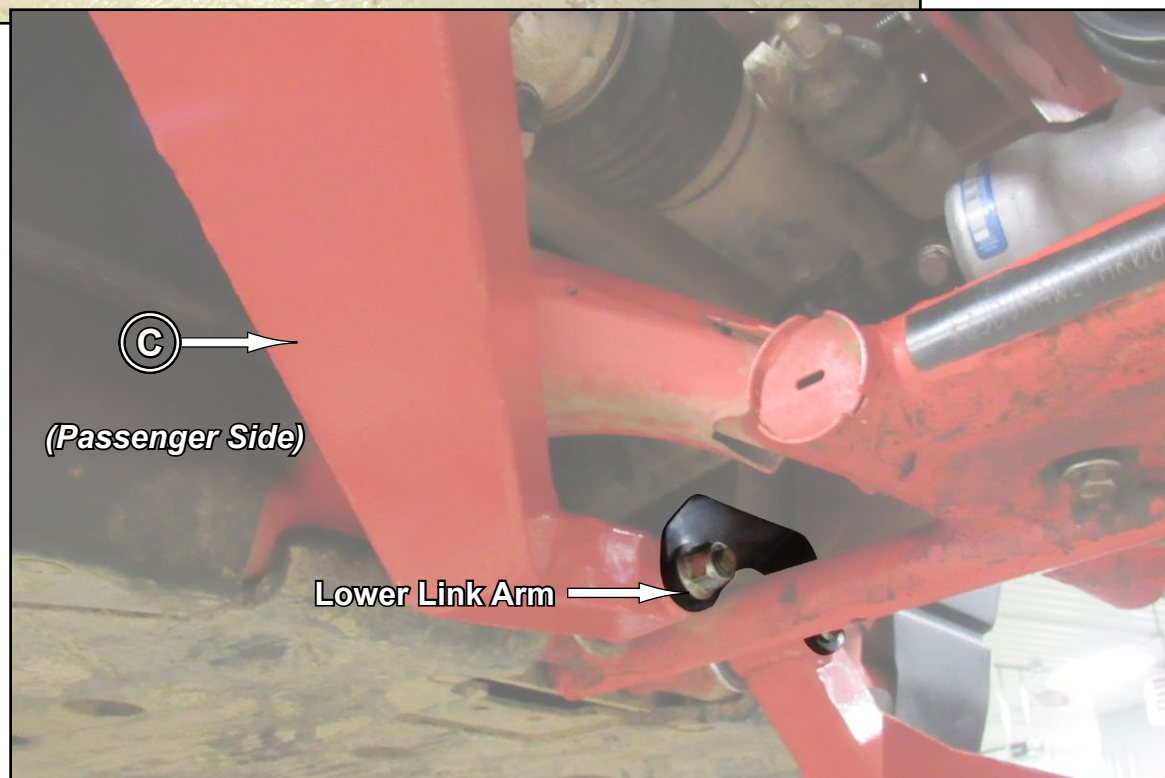
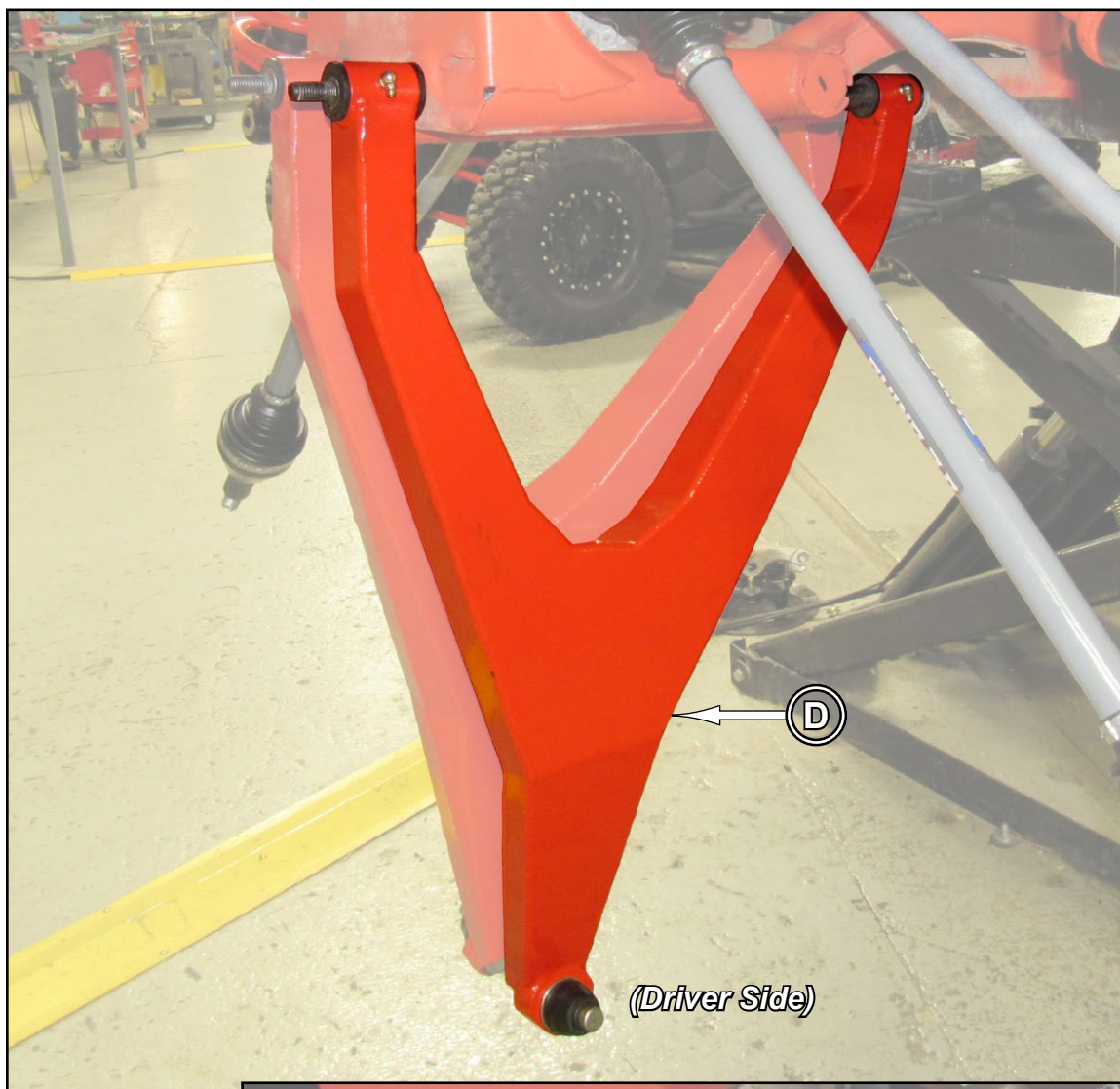
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See page 9 for additional camber information.



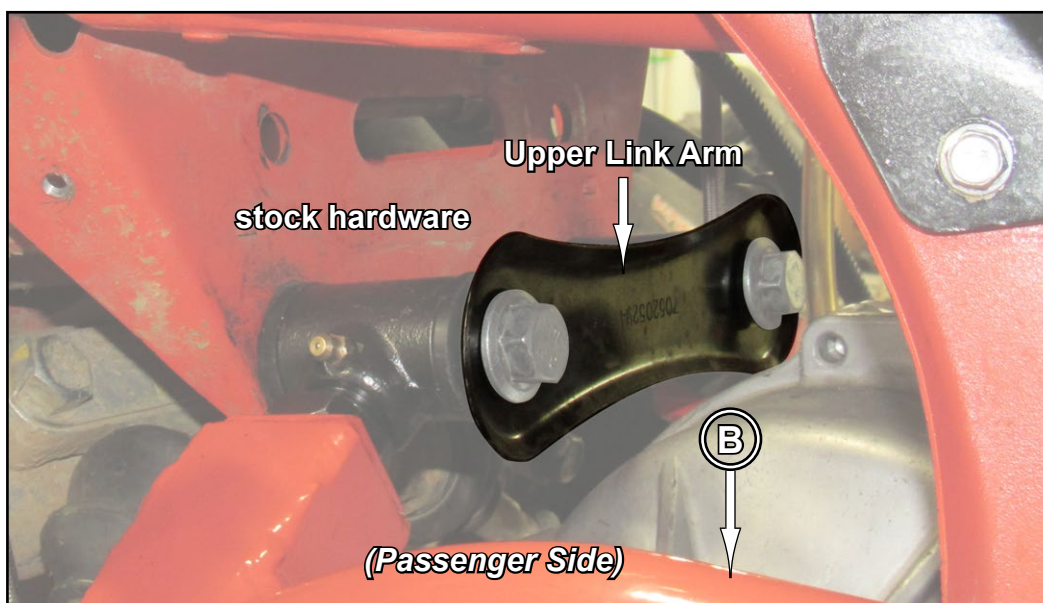
* Leave Jam Nuts loose. Tighten after final adjustments have been made.

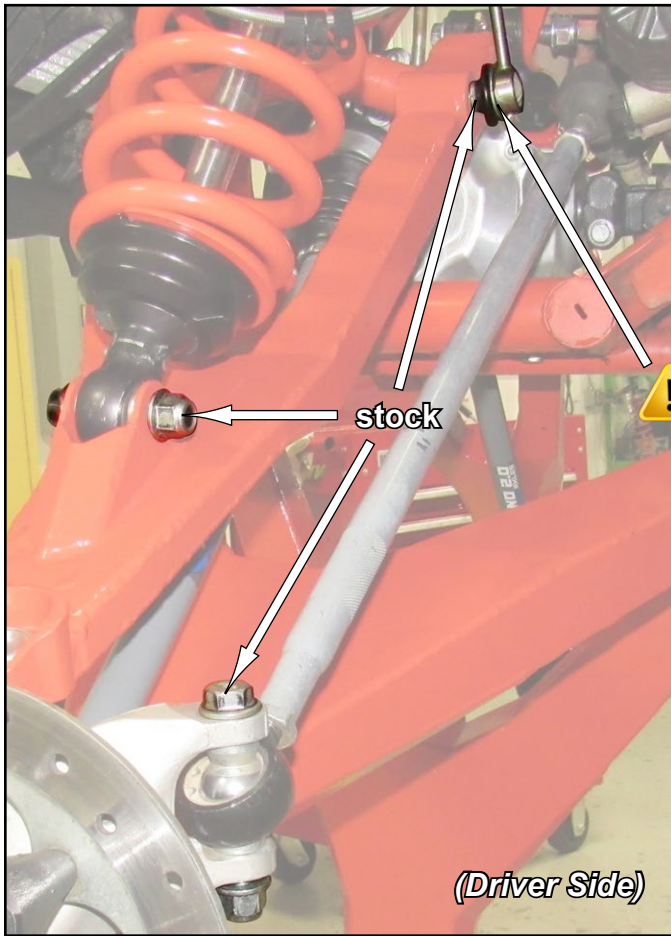


- Install Lower A-Arms (C)(D) and stock Lower Link Arm onto stock bolts. *SuperATV recommends using thread-locker on nuts.*



- Install Upper A-Arms (A)(B) and stock Upper Link Arm onto stock bolts.
- Reinstall stock Upper Link Arm.
- ***Do not install any Nuts until all final adjustments have been completed.***

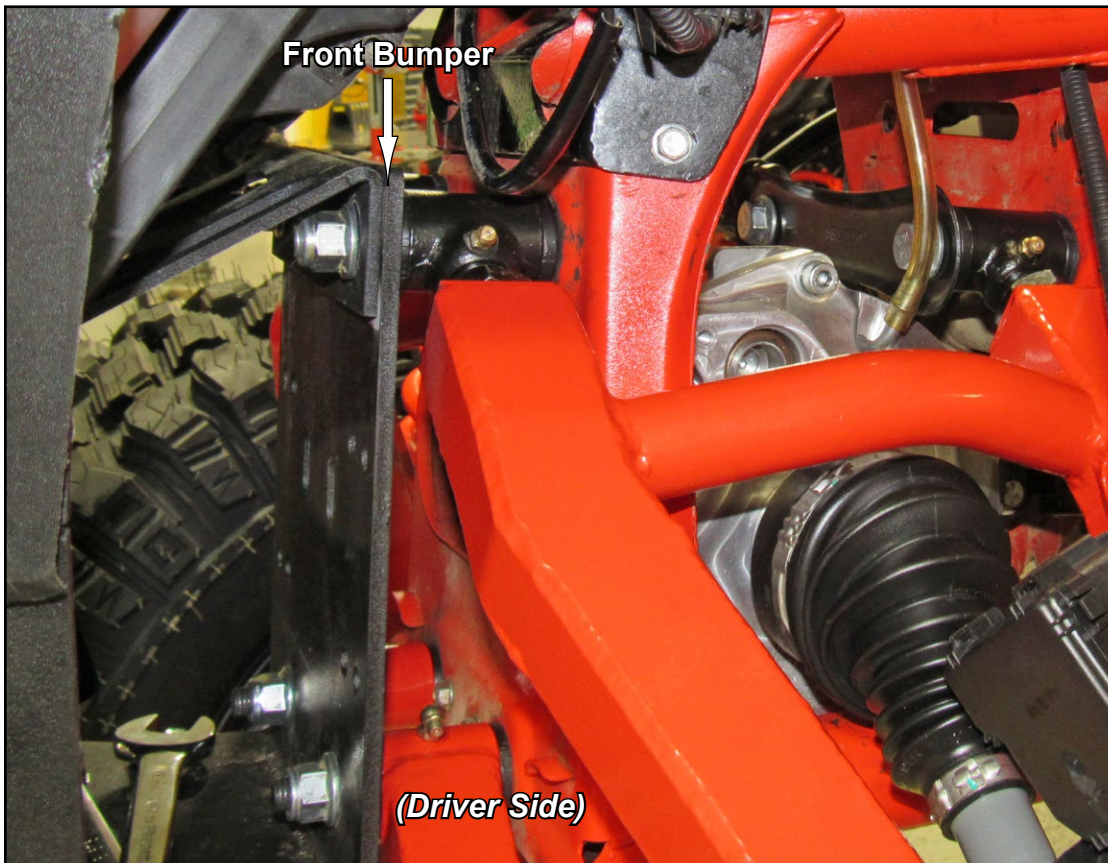




- Secure Tie Rods, Sway Bar Links, and Shocks with stock hardware.
- ***Keep Nuts loose until all final adjustments have been completed.***

2019+ Models: enlarge hole, on A-Arm, to accommodate Ø12mm bolt

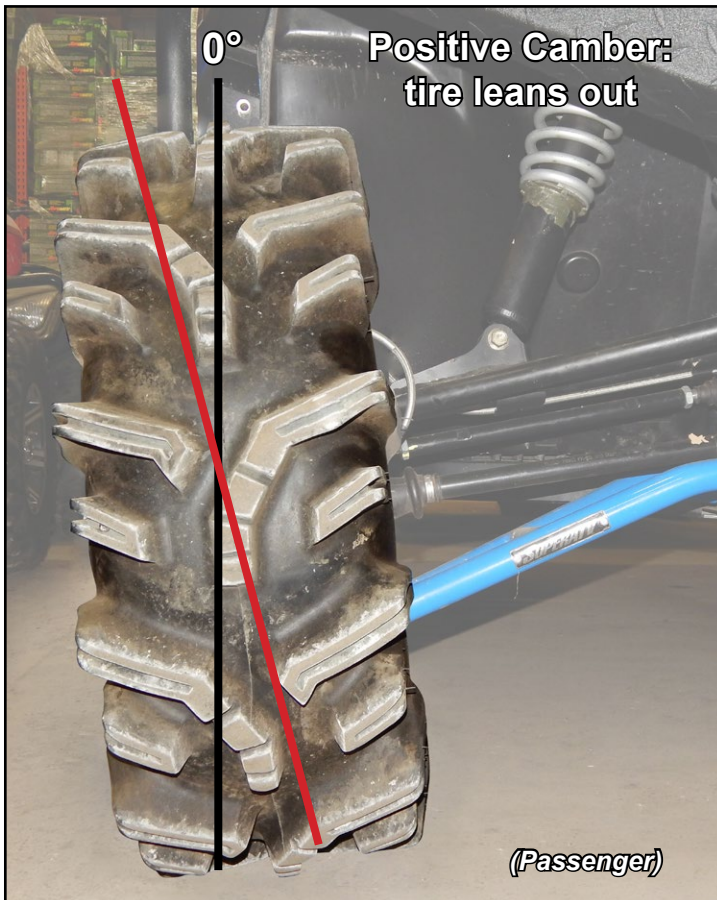
- Remove Socket/Spacer and place Front Bumper onto stock bolts.



- Reinstall Tires and check Camber settings; see next page.

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**.

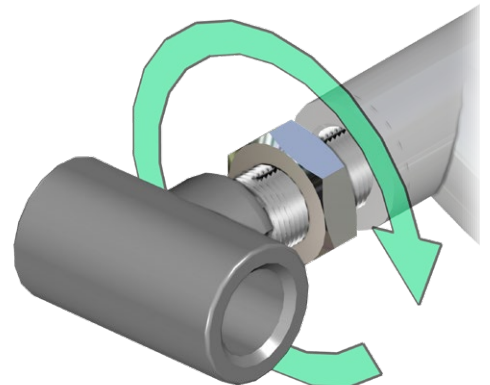
note: 2 full turns is 1°

UPPER A-ARMS:

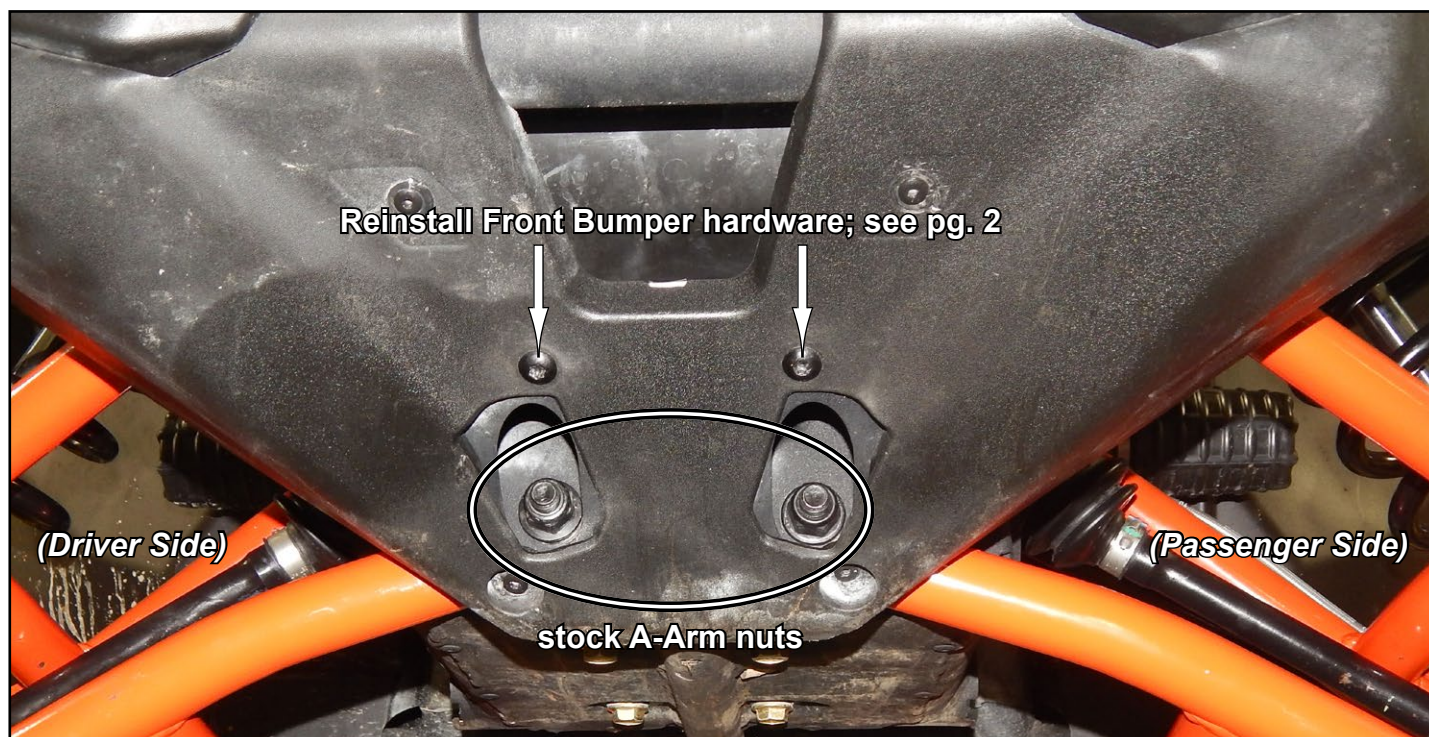
Too much positive camber: adjust Pivot Blocks **IN**.

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

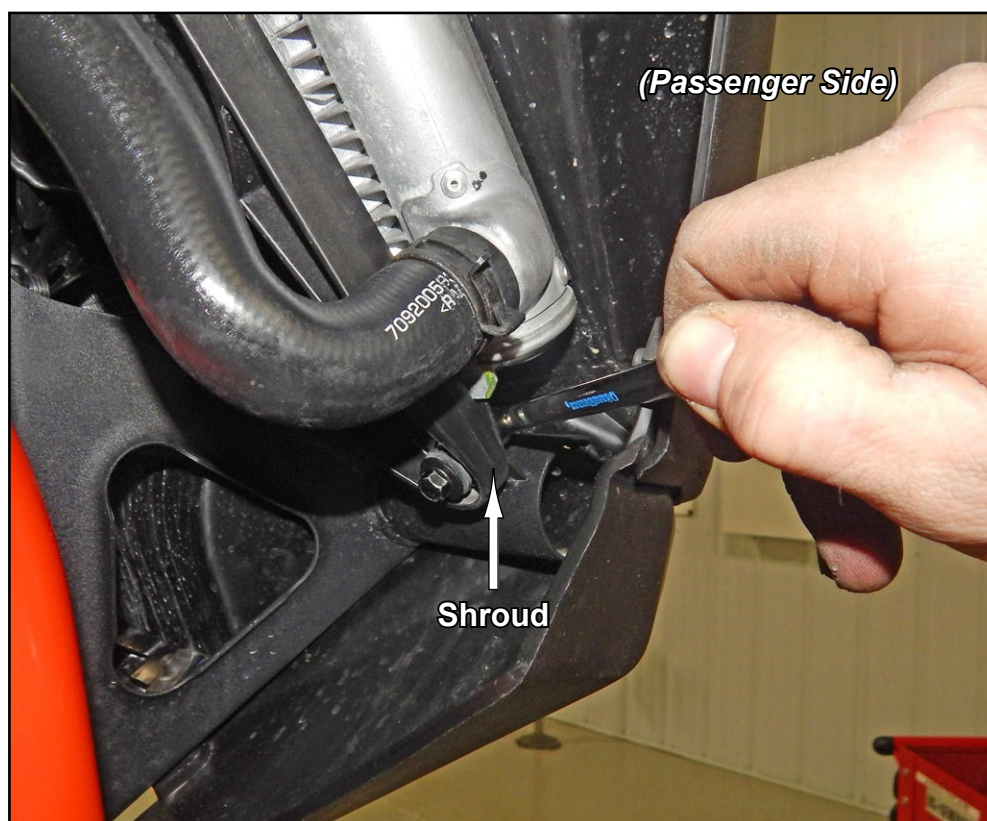
note: 2 full turns is 1°



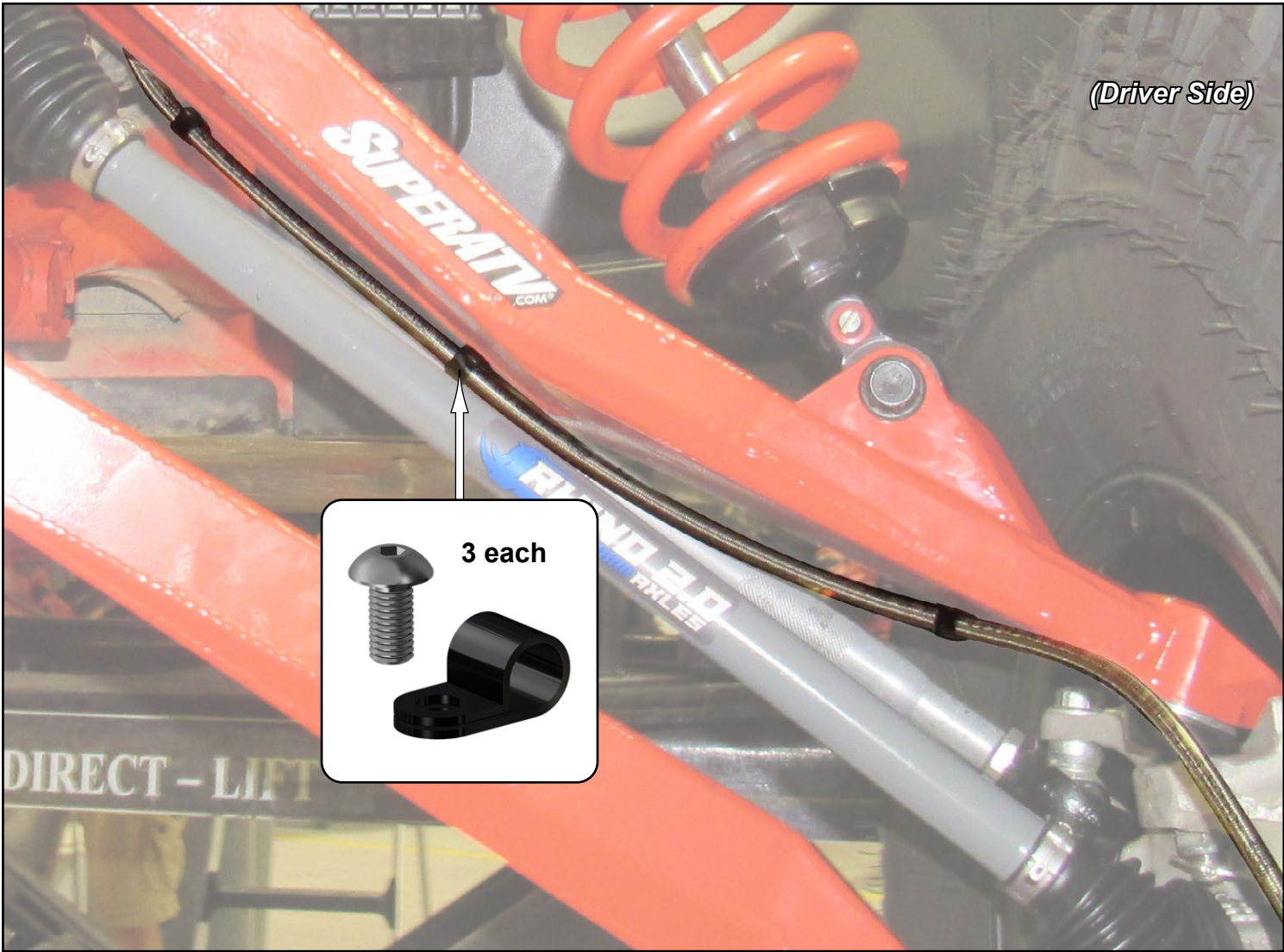
- Secure A-Arms with stock nuts. *SuperATV recommends using thread-locker.*
- Tighten completely.



- Resecure Shroud. Tighten completely.



- Secure Brake Lines to Upper A-Arms with hardware shown.



Tie Rod Kit: for Can-Am X3



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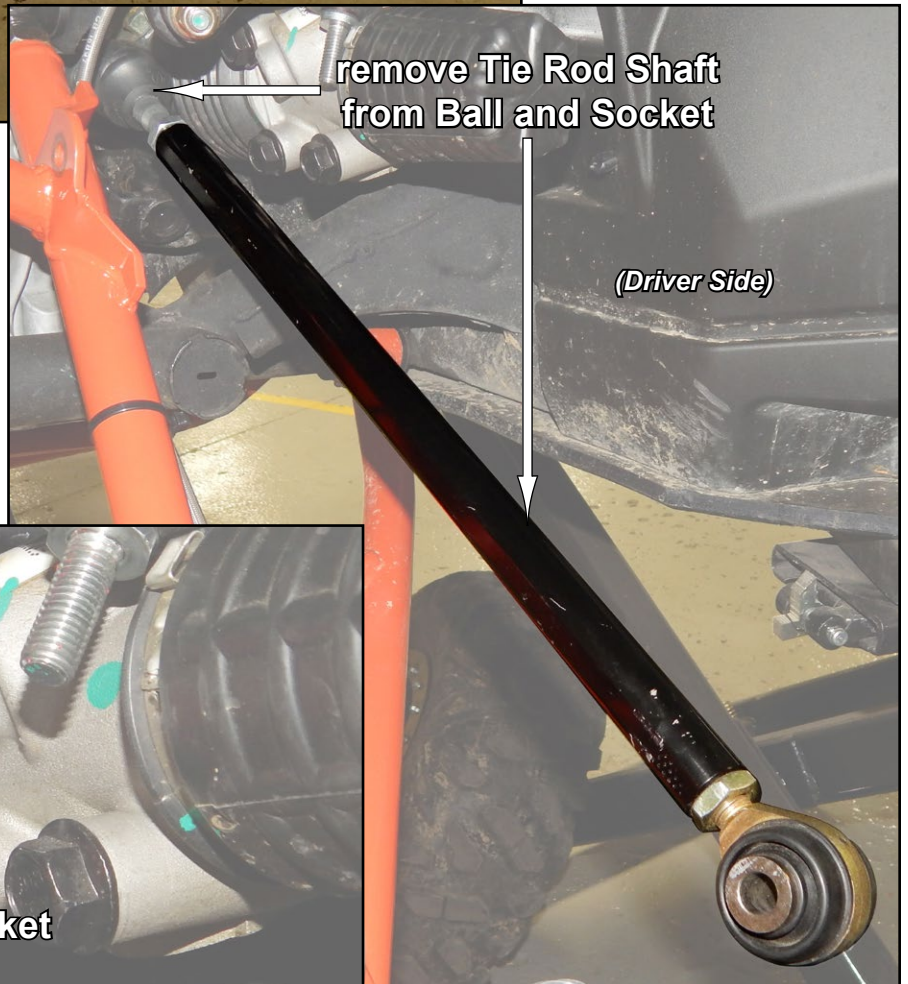
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remove Tie Rod End from Spindle



remove Tie Rod Shaft from Ball and Socket

(Driver Side)



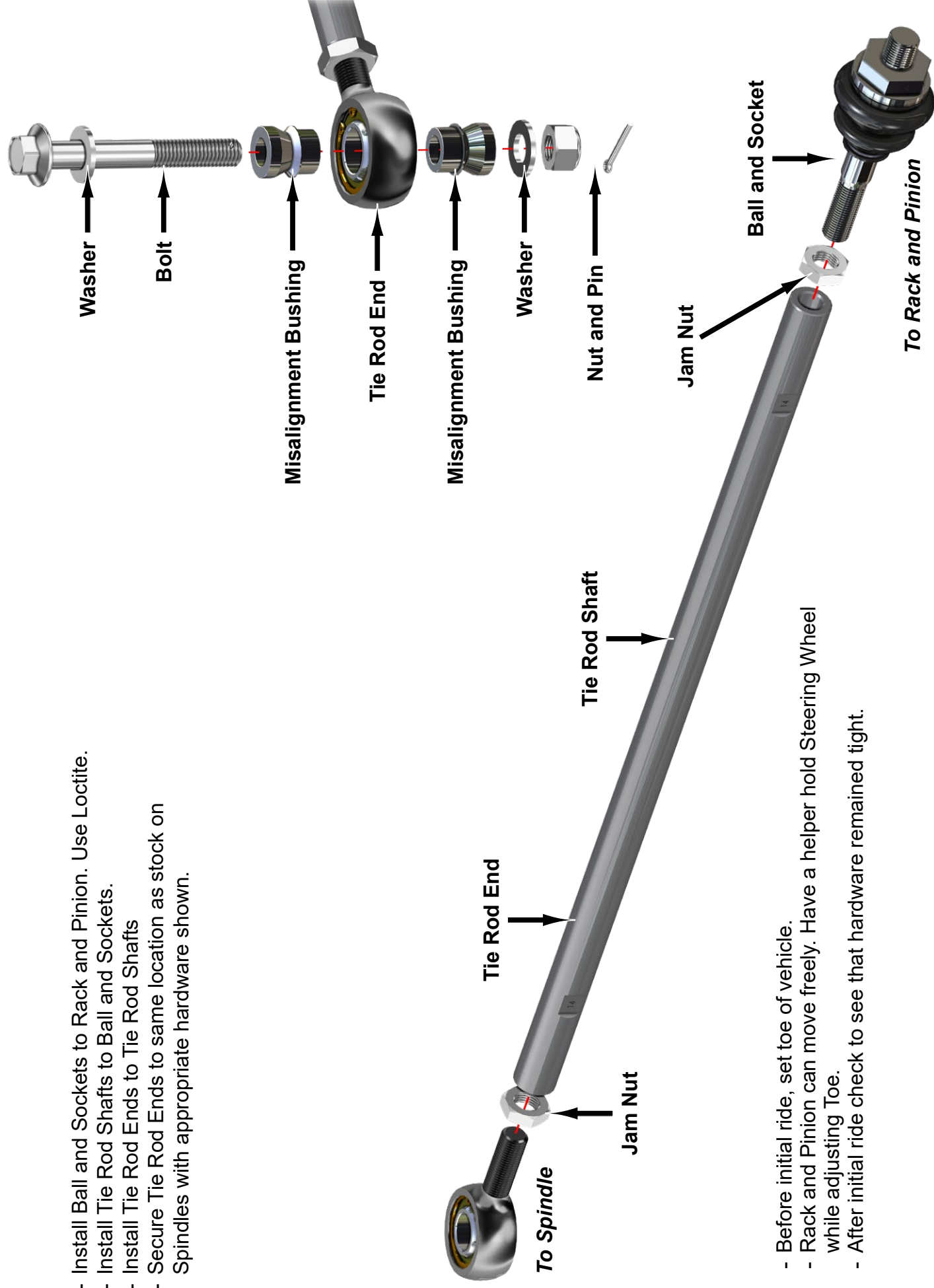
remove stock Ball and Socket

(Driver Side)



use Crows Foot Wrench and Socket Extensions when removing/installing

- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Tie Rod Shafts to Ball and Sockets.
- Install Tie Rod Ends to Tie Rod Shafts
- Secure Tie Rod Ends to same location as stock on Spindles with appropriate hardware shown.



- Before initial ride, set toe of vehicle.
- Rack and Pinion can move freely. Have a helper hold Steering Wheel while adjusting Toe.
- After initial ride check to see that hardware remained tight.

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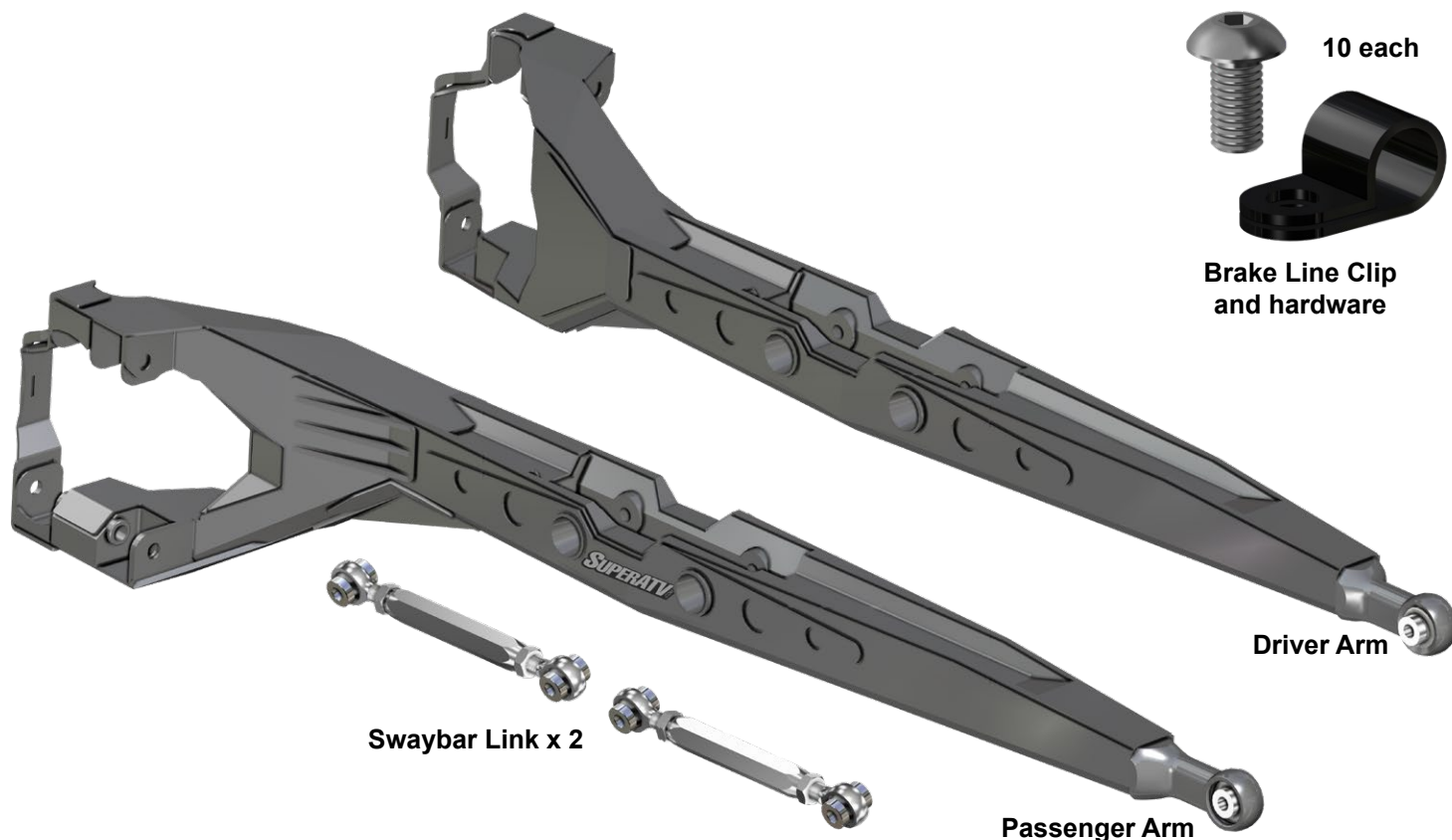
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- Do not discard packaging until product has been successfully installed.



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Keep all components removed from machine

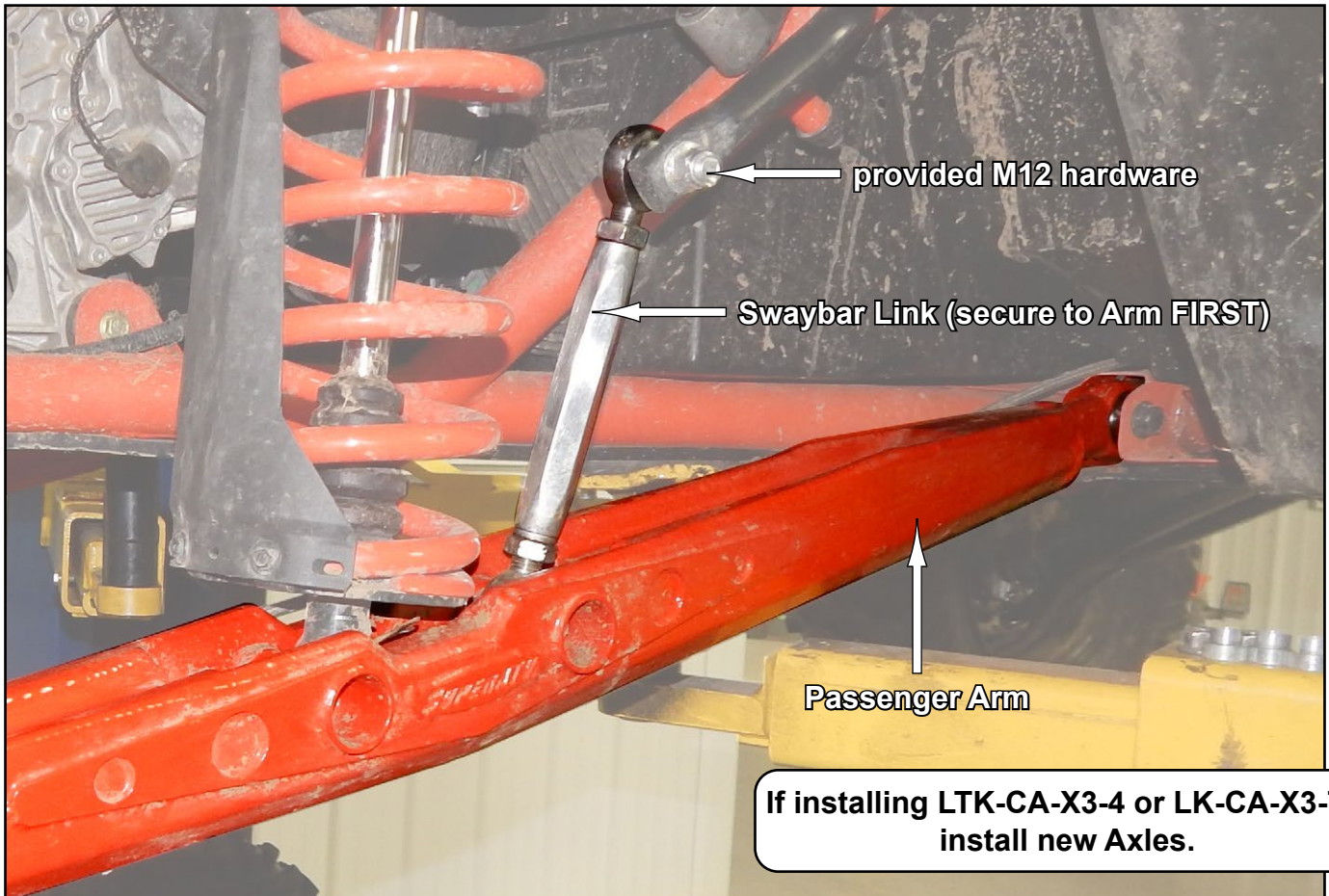
- Drill out rivets that are securing Brake Line Clips.
- Remove Axle Nut, Caliper, Hub, Disc, and Knuckle.
- Disconnect Shock and Control Links from Rear Arm.
- Remove Sway Bar Link.
- Remove Rear Arm from machine.
- Repeat for opposite side.



**If installing LTK-CA-X3-4 or LK-CA-X3-TU
remove Axles.**

Passenger Arm installtion shown:

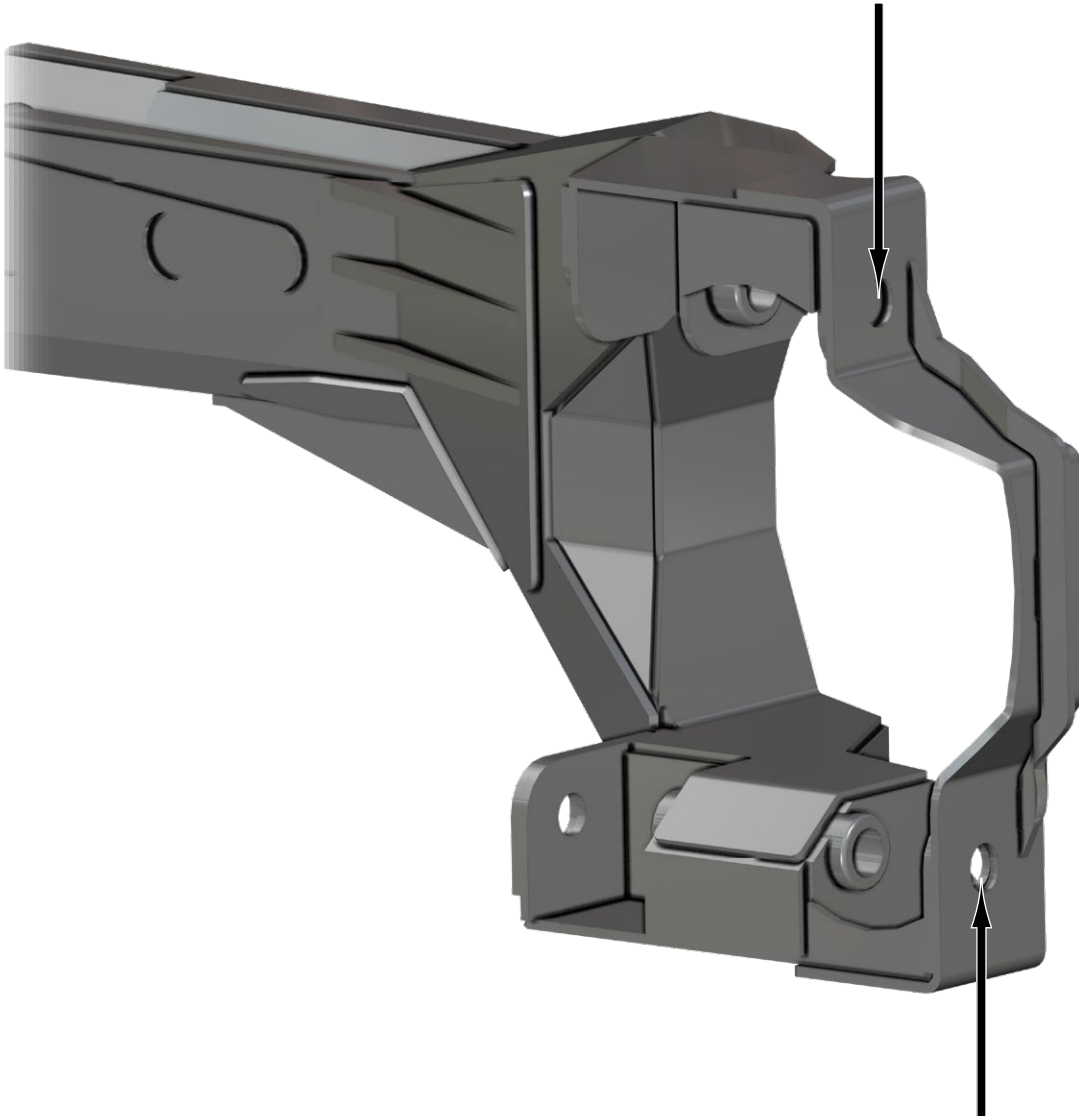
- Install Passenger Arm to machine with stock hardware.
- Install Shock and Sway Bar Link to Passenger Arm with stock hardware.
- Secure opposite end of Sway Bar Link to Sway Bar with provided M12 x 70mm and M12 Nut hardware.



- Secure Control Links to Passenger Arm with hardware shown on following page.
- Secure Knuckle to Passenger Arm with stock hardware.
- Reinstall Caliper, Hub, Disc, and Axle Nut.

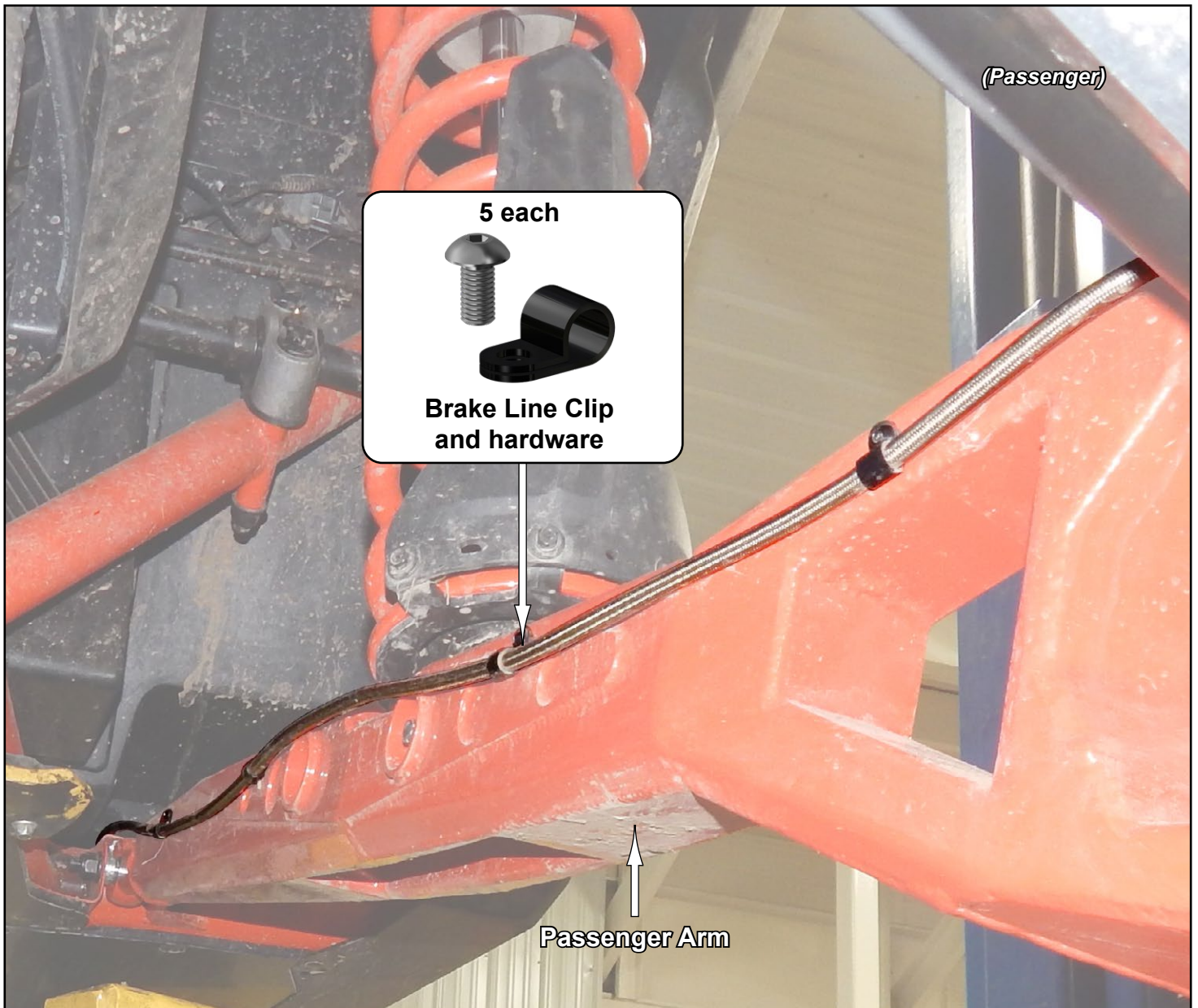


Secure Control Link with provided M12 x 130mm Bolt, M12 Washer, and M12 Nut

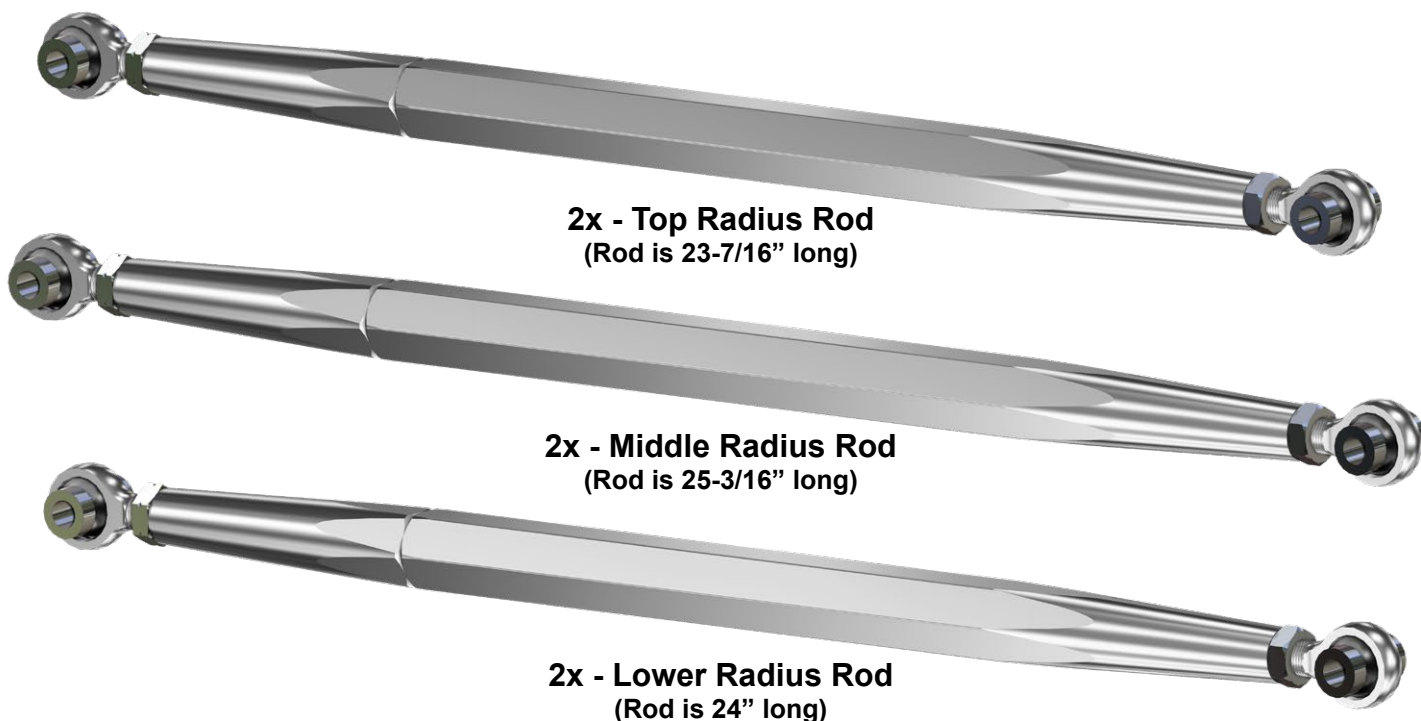


Secure Control Link with provided M12 x 180mm Bolt, M12 Washer, and M12 Nut

- Secure Brake Line to Arm with components shown.



- Tighten all hardware completely and repeat steps for Driver Arm installation.



Radius Rods are engraved with "T", "M", or "L" for easy identification.

Limiting Warranties

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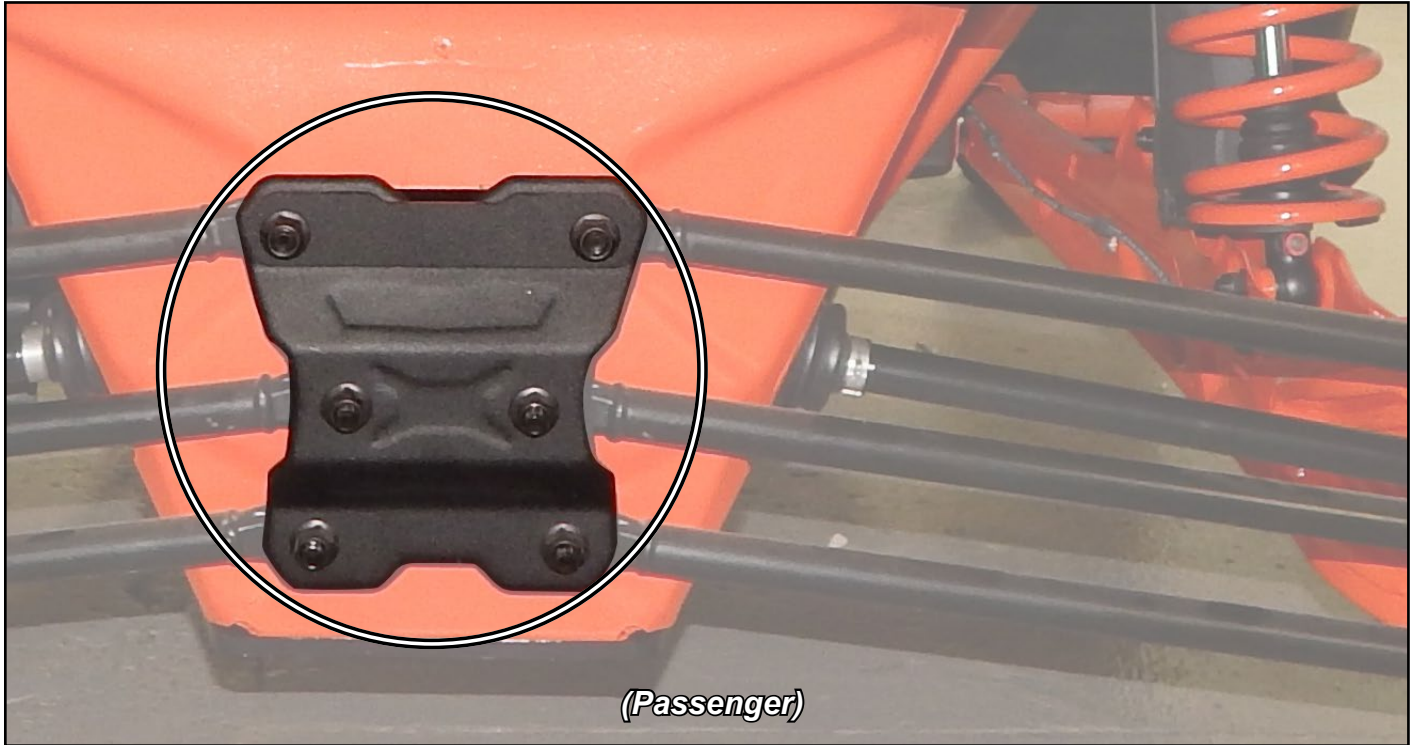
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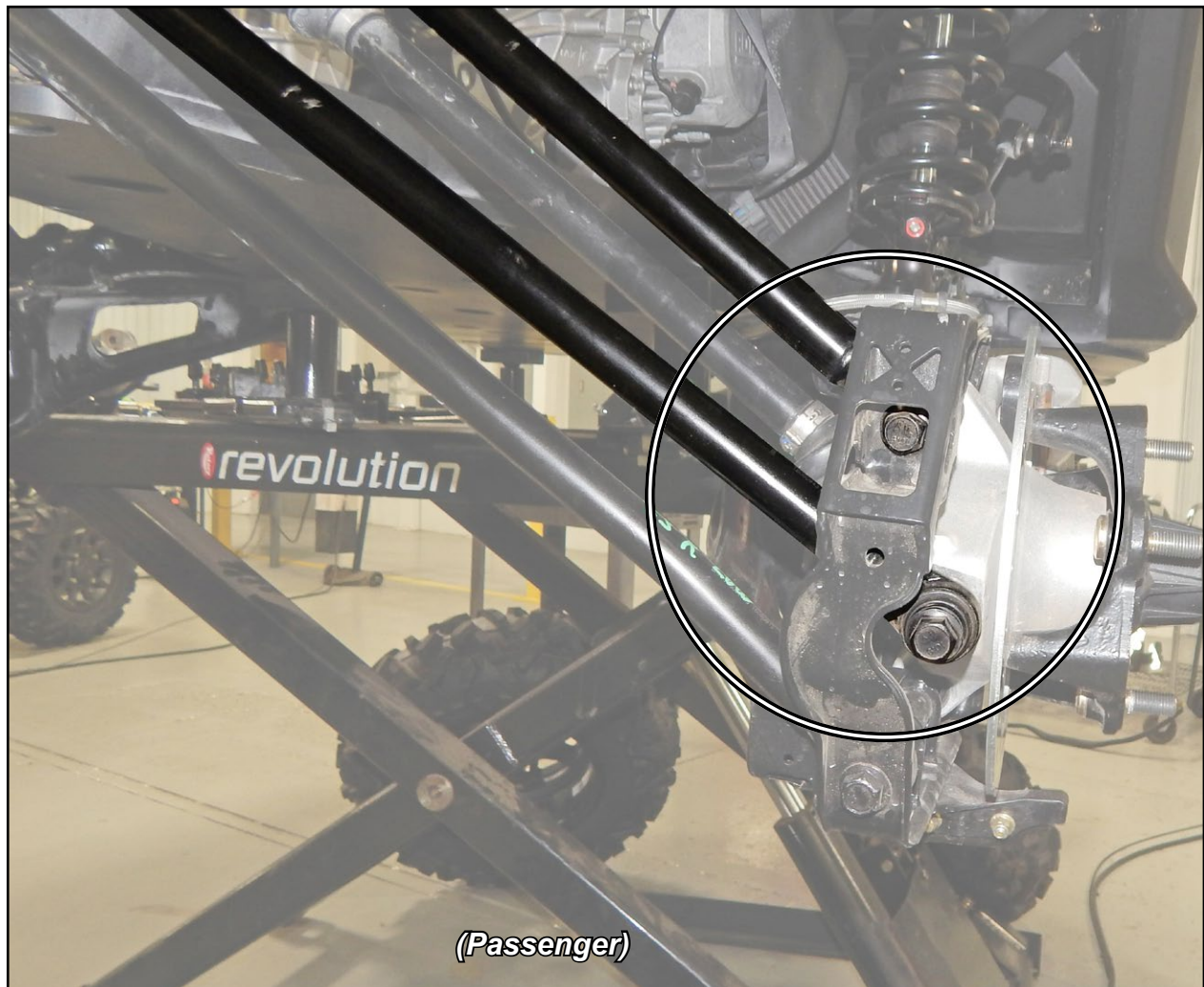
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Keep all components removed from machine

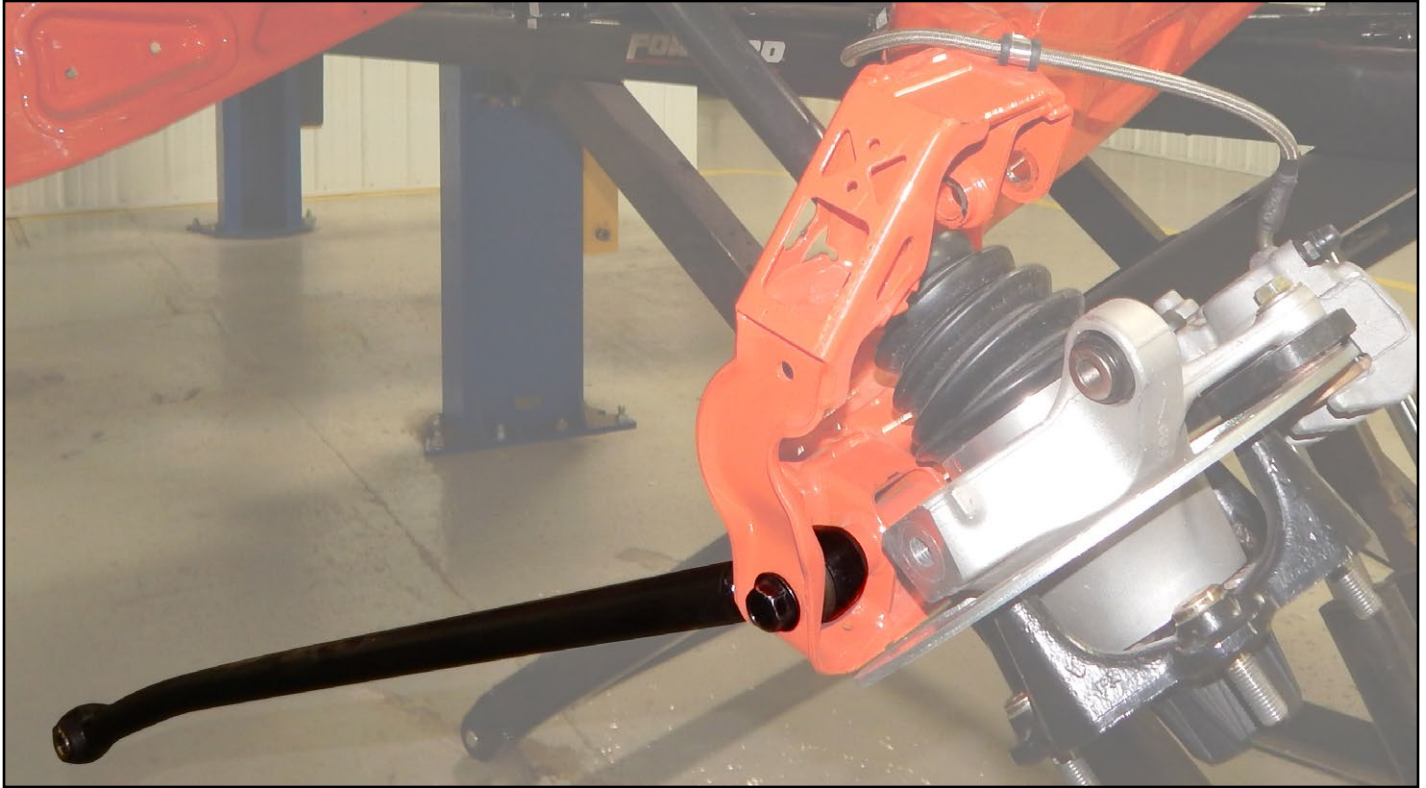
- Remove Rear Plate, Control Links, and Nuts.



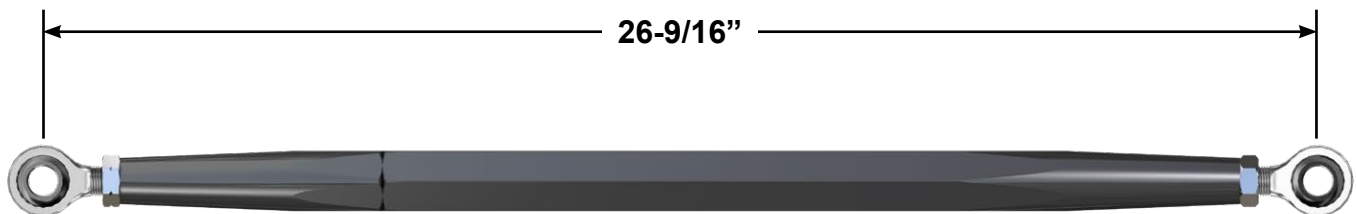
- Remove Top and Middle Control Links only from Knuckles.



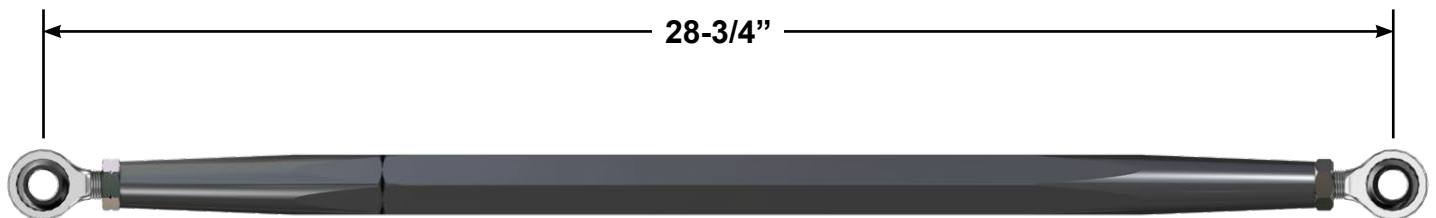
- Leave Lower Control Link attached until new Top and Middle Radius Rods have been installed.



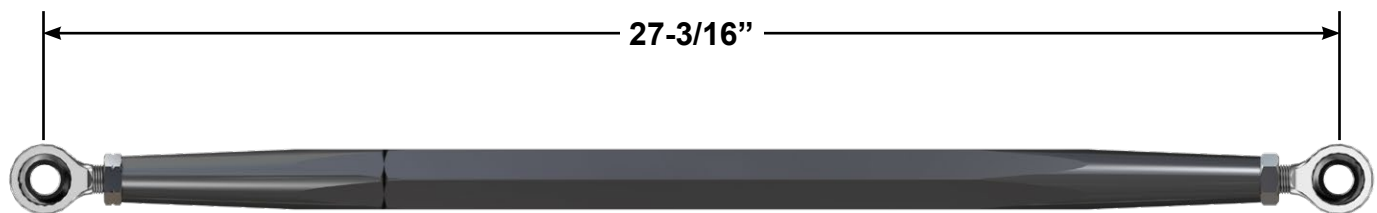
- Verify that Rods measure to dimensions shown.



Top Radius Rod - short



Middle Radius Rod - long



Lower Radius Rod - medium

- Install Top and Middle Radius Rods to Frame and Knuckle with stock hardware.



- Remove stock Lower Control Link and install Lower Radius Rod with stock hardware.



- Install remaining Radius Rods and Rear Plate. Tighten all hardware completely.

