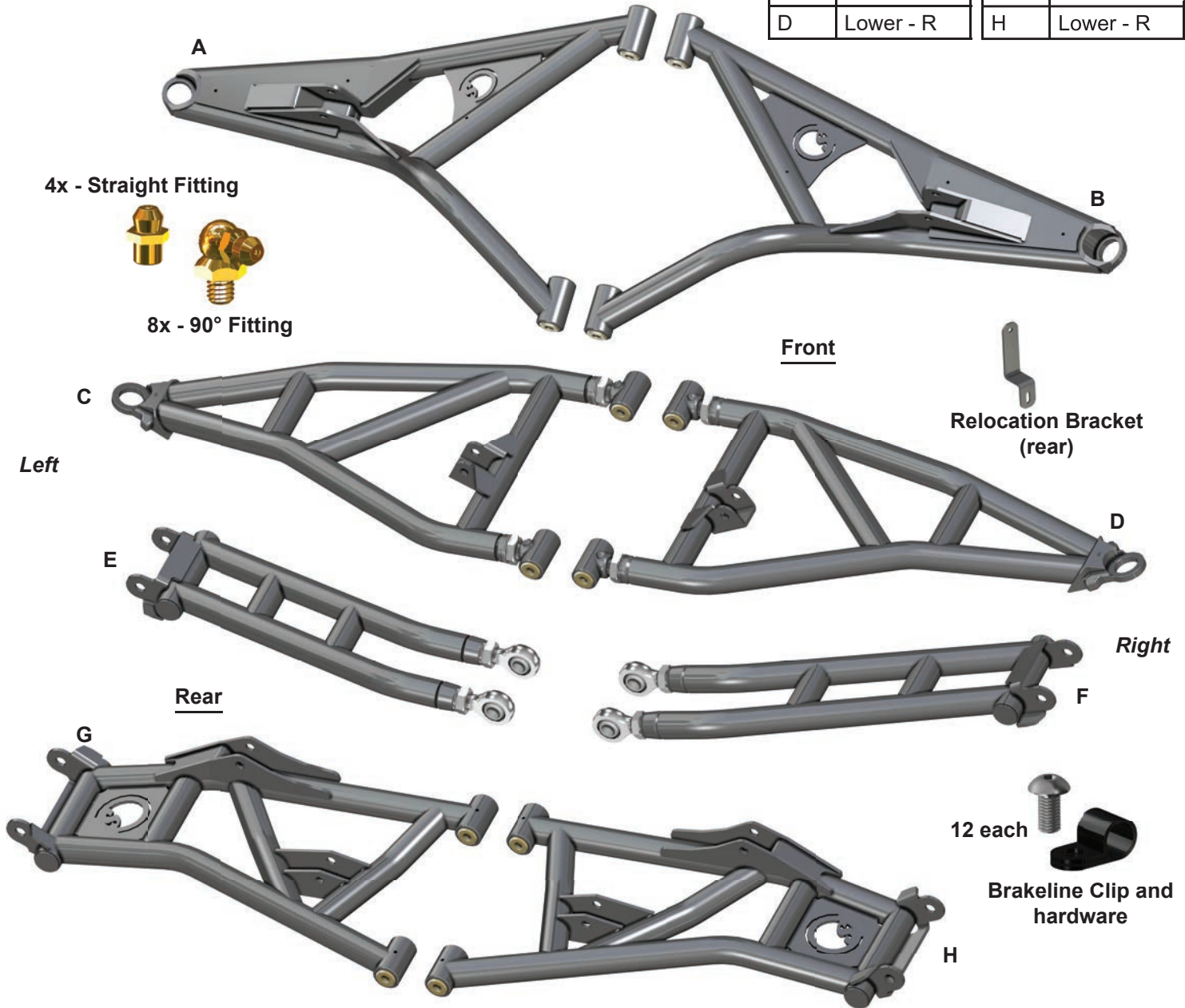


- Do not discard packaging until product has been successfully installed.
- A Press or Ball Joint tool is required to remove and install Ball Joints.

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



(kit contents continue on following page)

Need help with your installation?

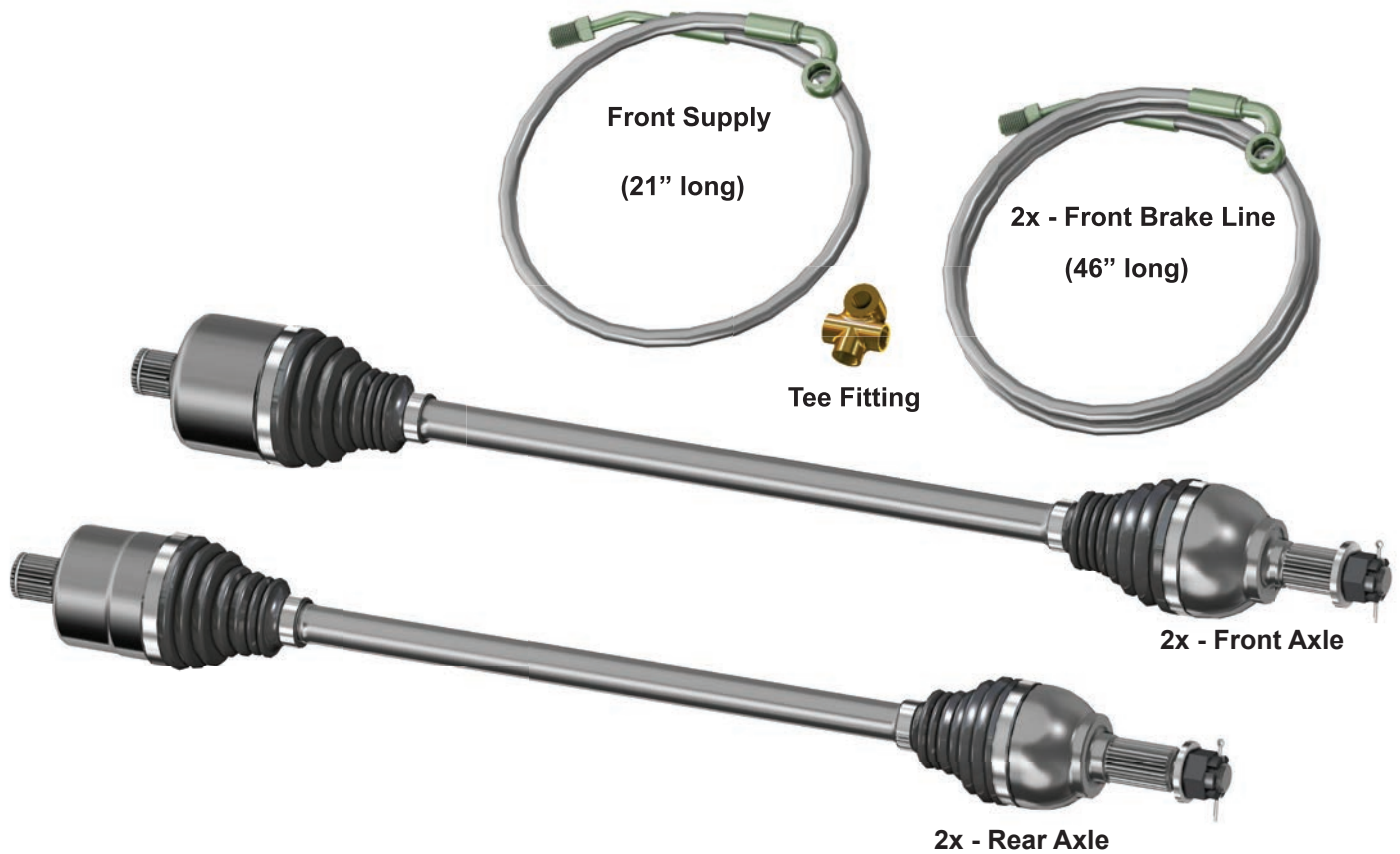
✉ sales@superatv.com 🌐 www.superatv.com

☎ 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)



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.

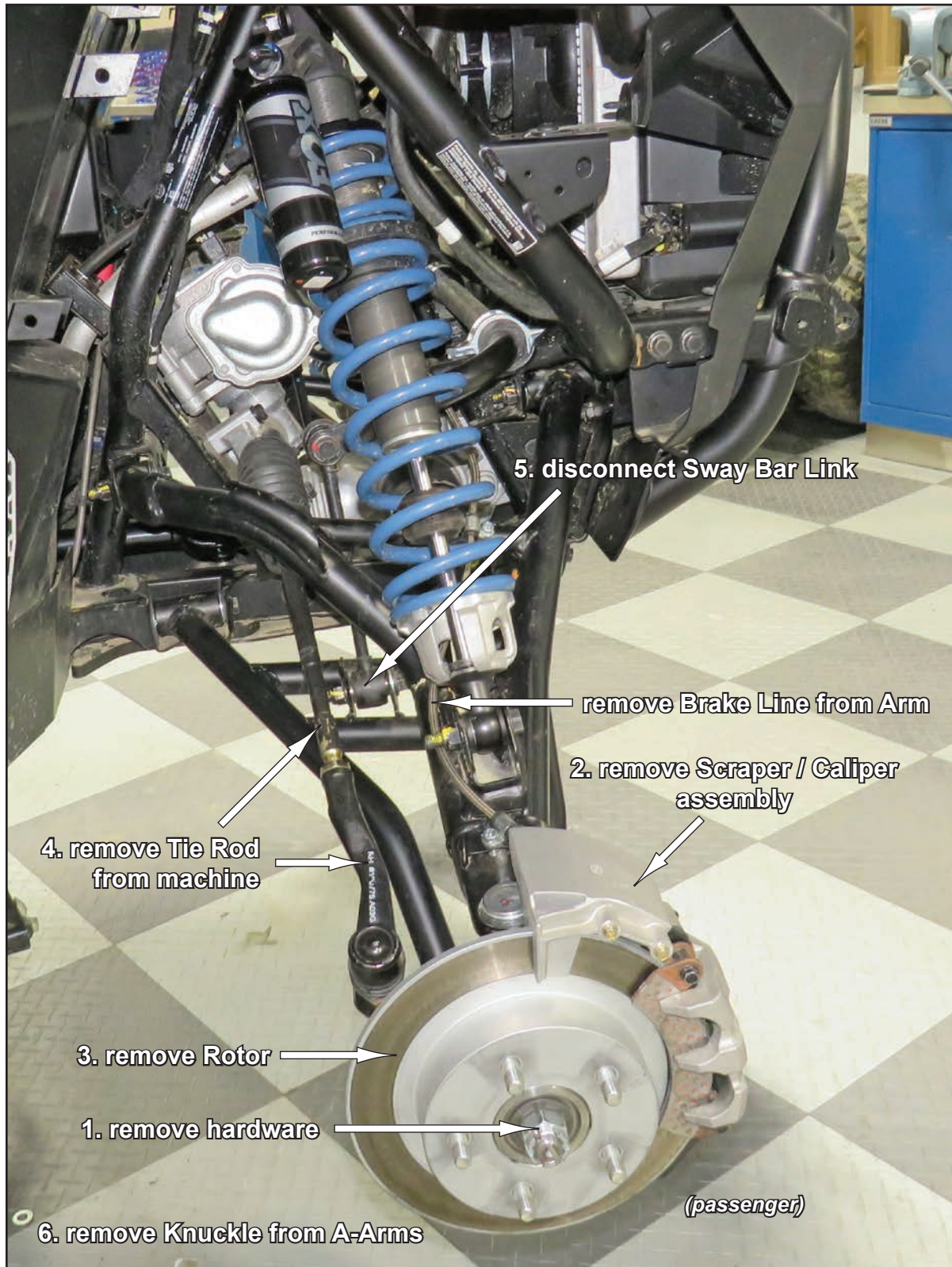
The Buyer is responsible to fully understand the capability and limitations of his/her vehicle according to manufacturer specifications, warnings and instructions and agrees to hold SuperATV® harmless from any damage resulting from failure to adhere to such specifications, warnings and/ or instructions.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



resecure after A-Arms have been installed

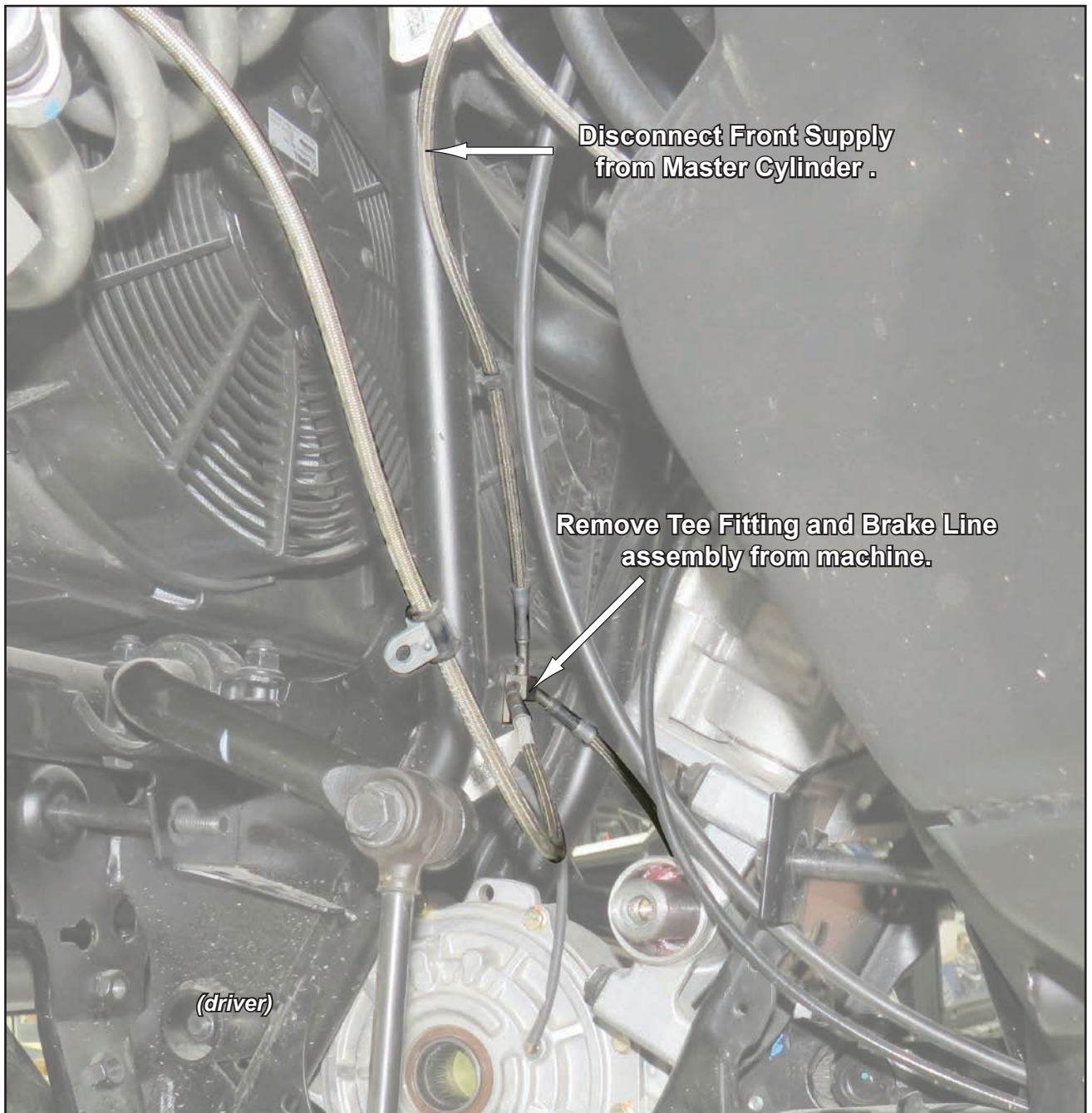
Front Components Removal continued: *Keep all components removed from machine.*



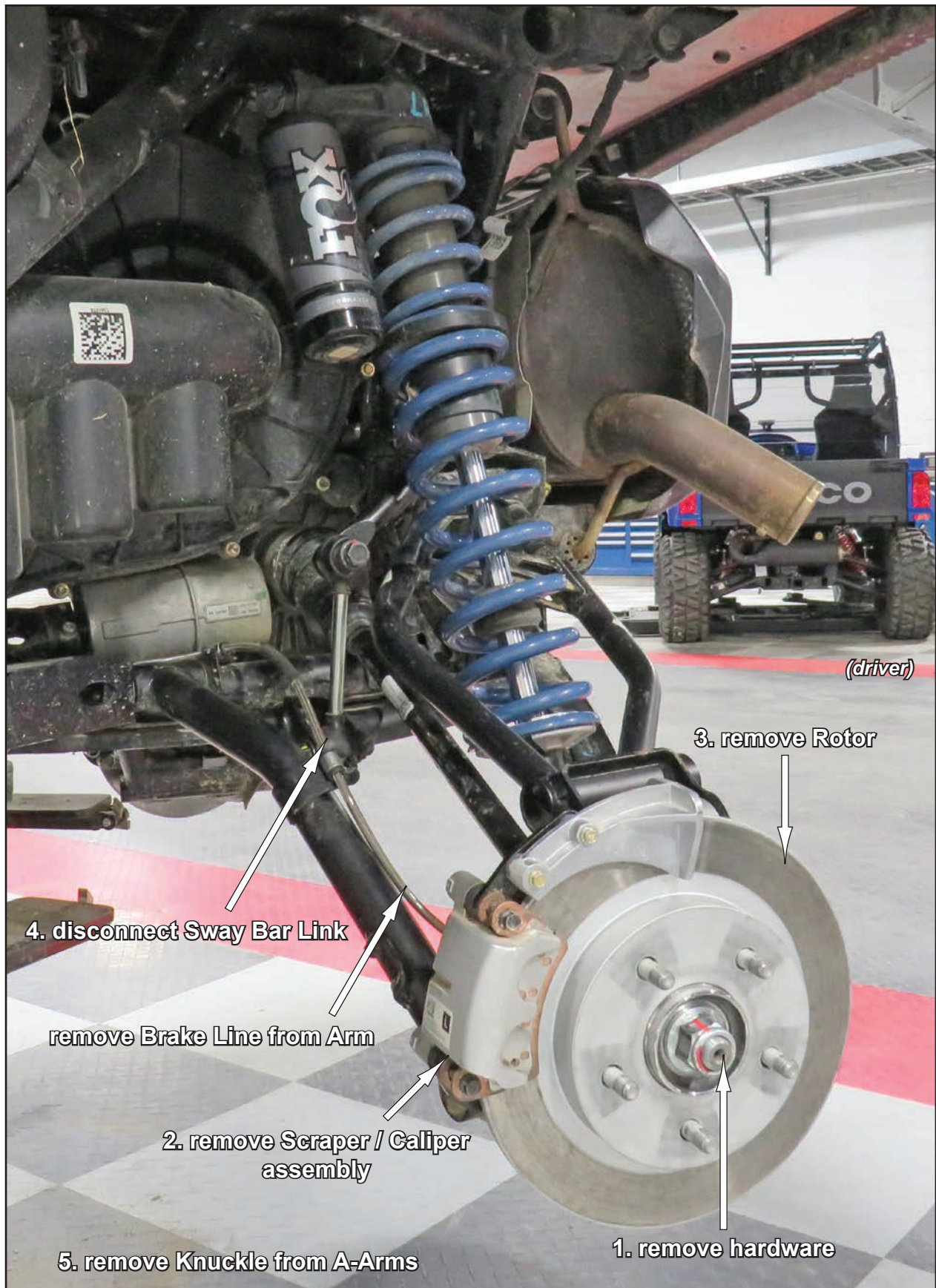
- Disconnect Brake Lines from Calipers.
- Remove Axle and A-Arms from machine.

repeat steps for driver side removal

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



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



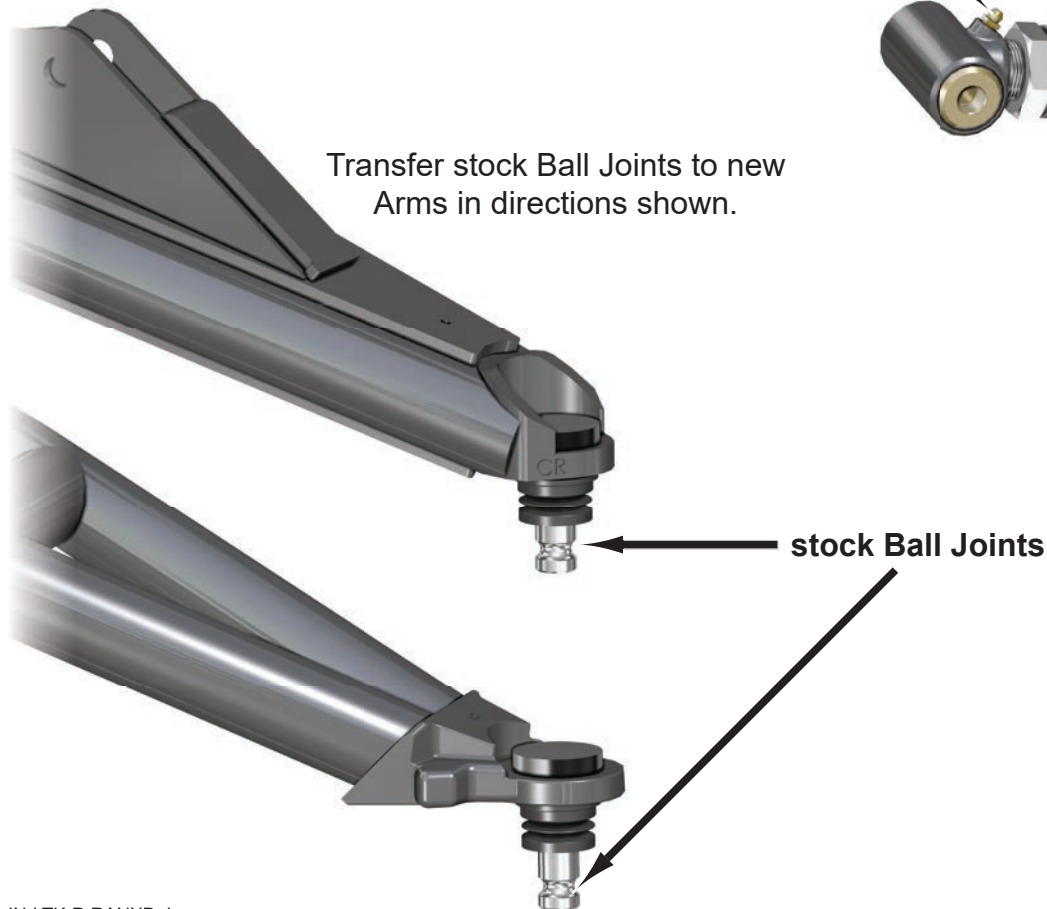
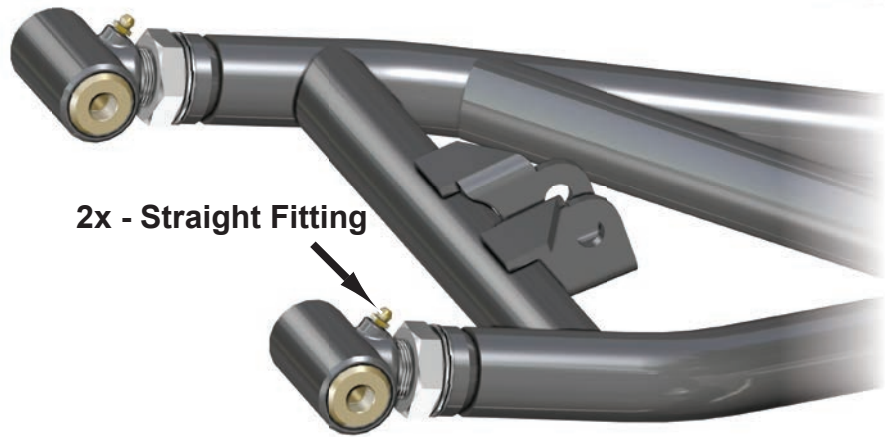
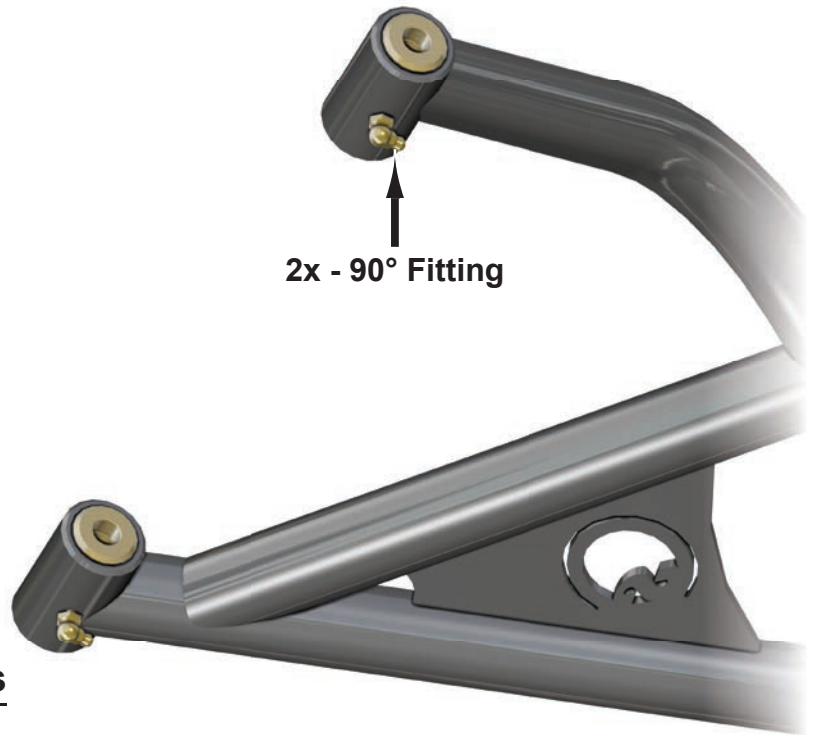
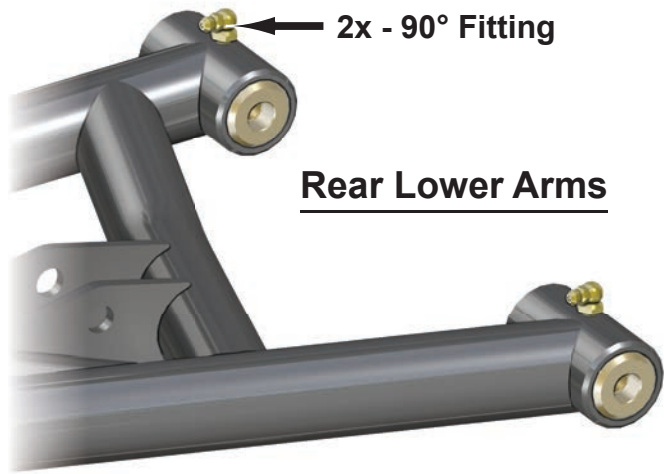
- Remove Axle and A-Arms from machine.

repeat steps for passenger side removal

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

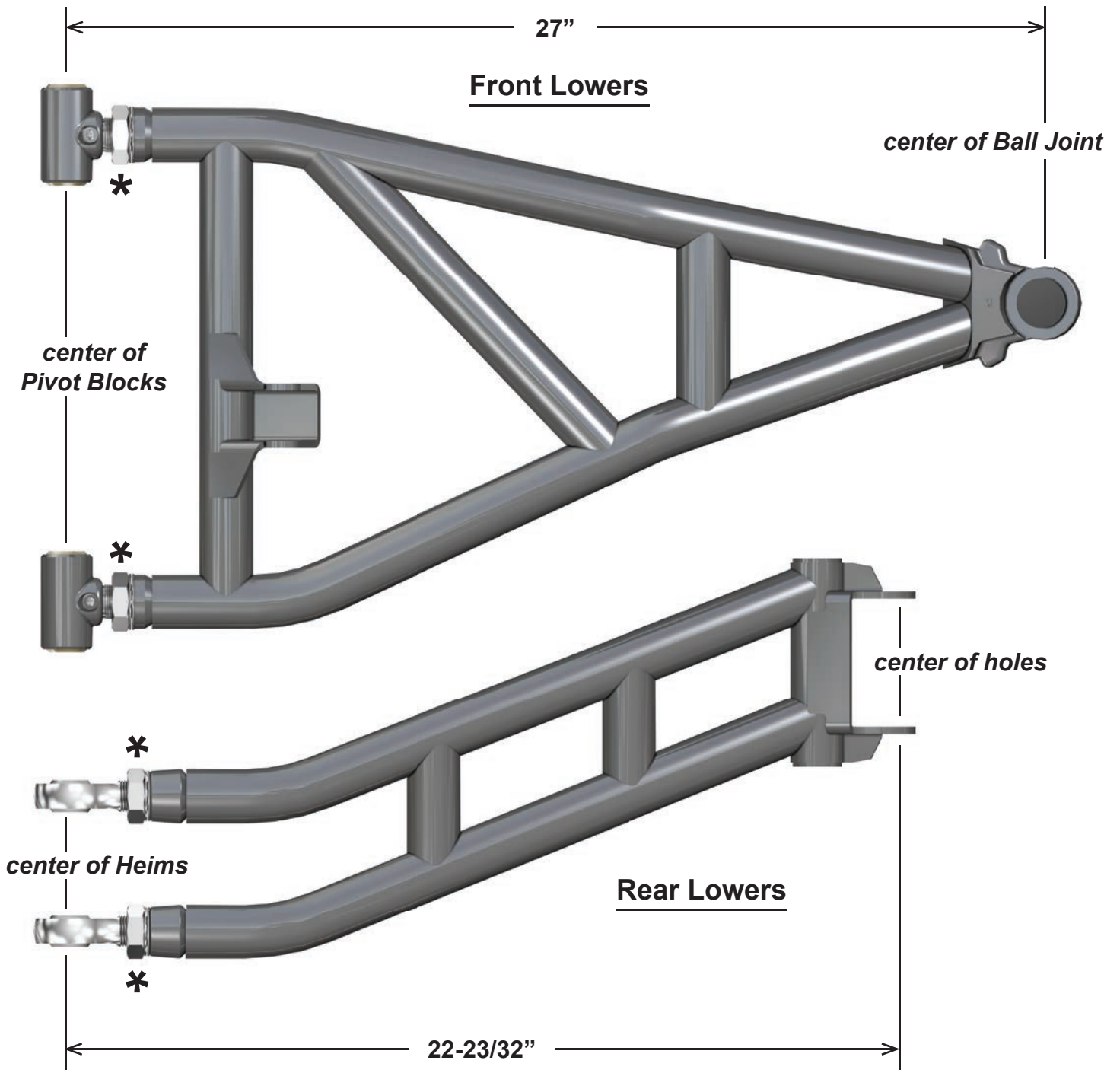


- Install provided Fittings to Arms.
- Set aside.



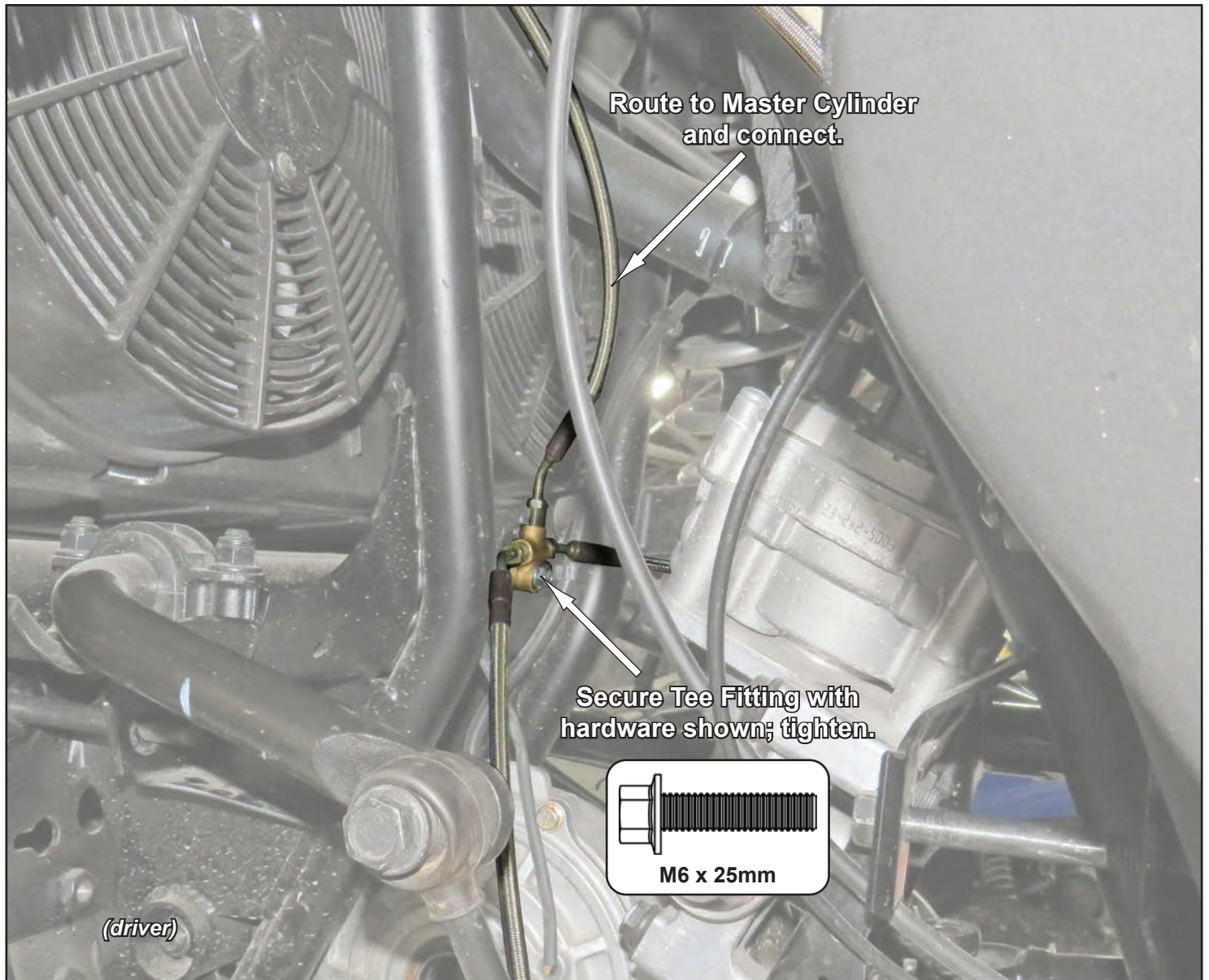
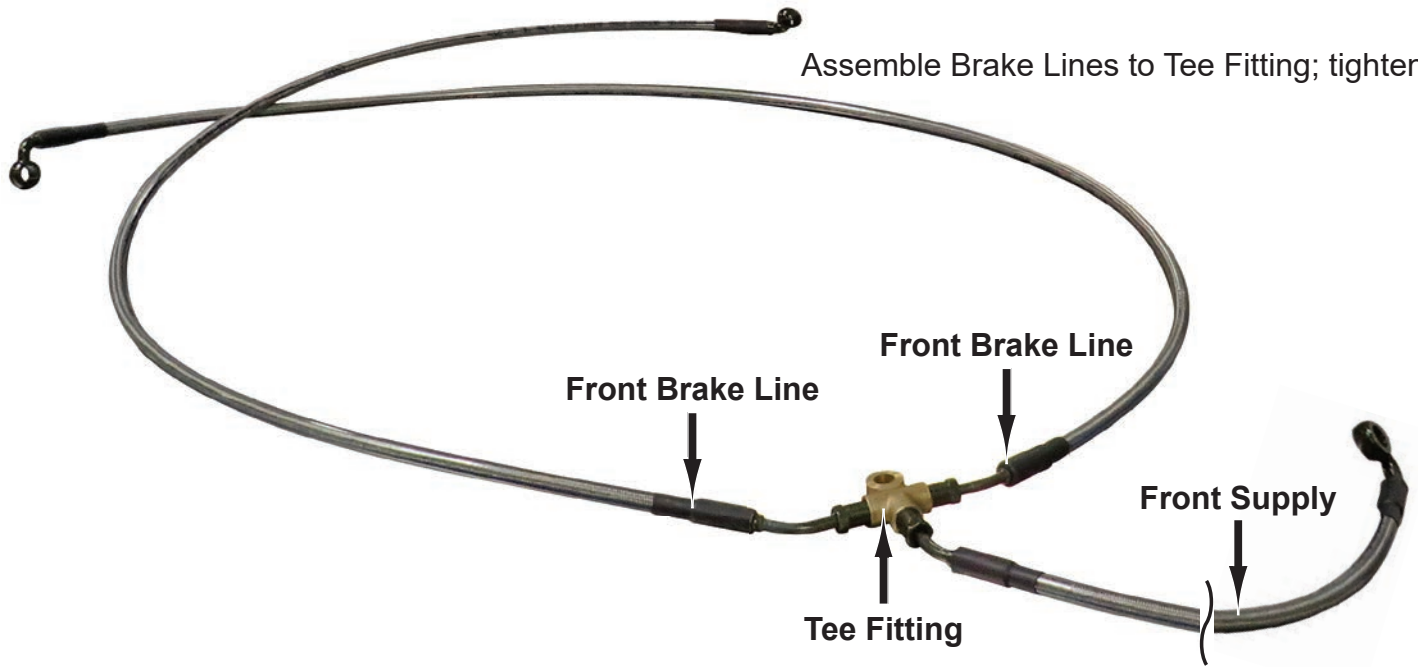
PIVOT BLOCK SETTINGS

- 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.**

Assemble Brake Lines to Tee Fitting; tighten.

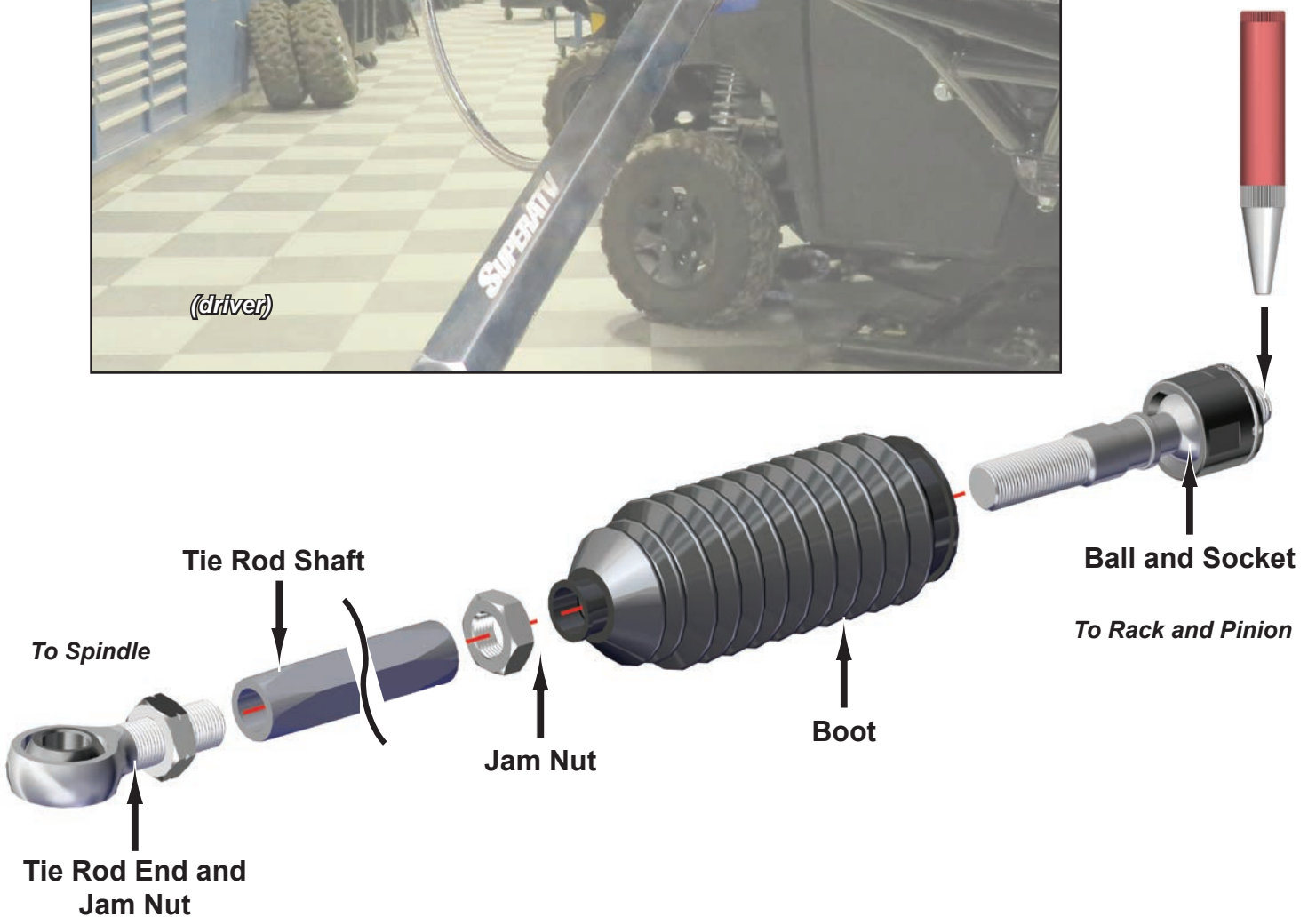


Front installation:

- Install Ball and Sockets to Rack and Pinion. Use provided Bonding Adhesive.
- Install Boots to Rack and Pinion and secure with provided Zip Ties.
- Secure Boots to Ball and Sockets with provided Zip Ties.
- Install Jam Nuts to Ball and Sockets.
- Install Tie Rod Shafts to Ball and Sockets.
- Install Tie Rod Ends and Jam Nuts to Tie Rod Shafts.

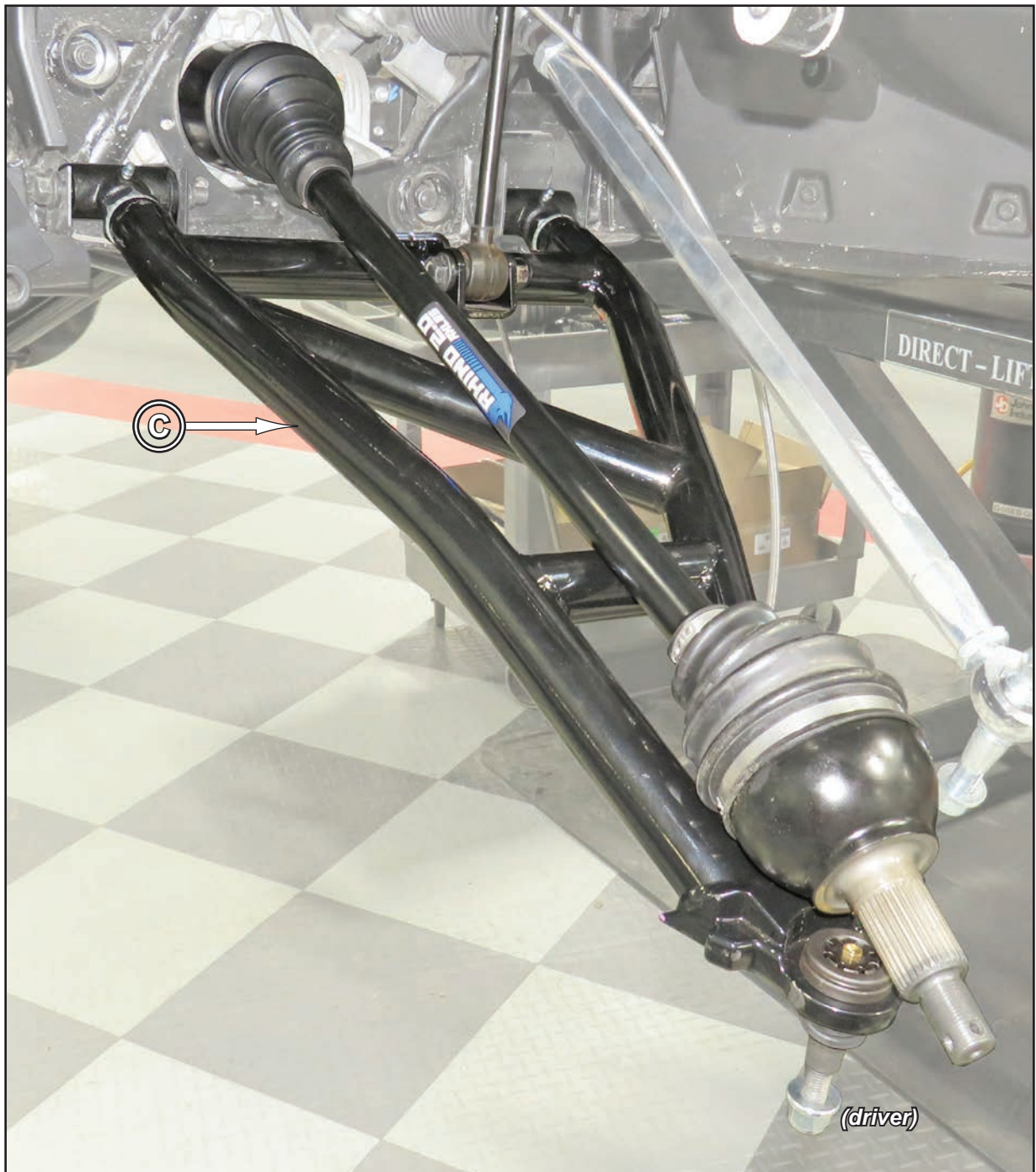


(driver)



Front installation continued:

- Install new Front Axle.
- Install Lower - L (C) to Frame with stock hardware; **keep Nuts loose until all final adjustments have been completed and do not use Loc-Tite at this time.**
- Secure Swaybar Link with stock hardware; **keep Nut loose until all final adjustments have been completed.**



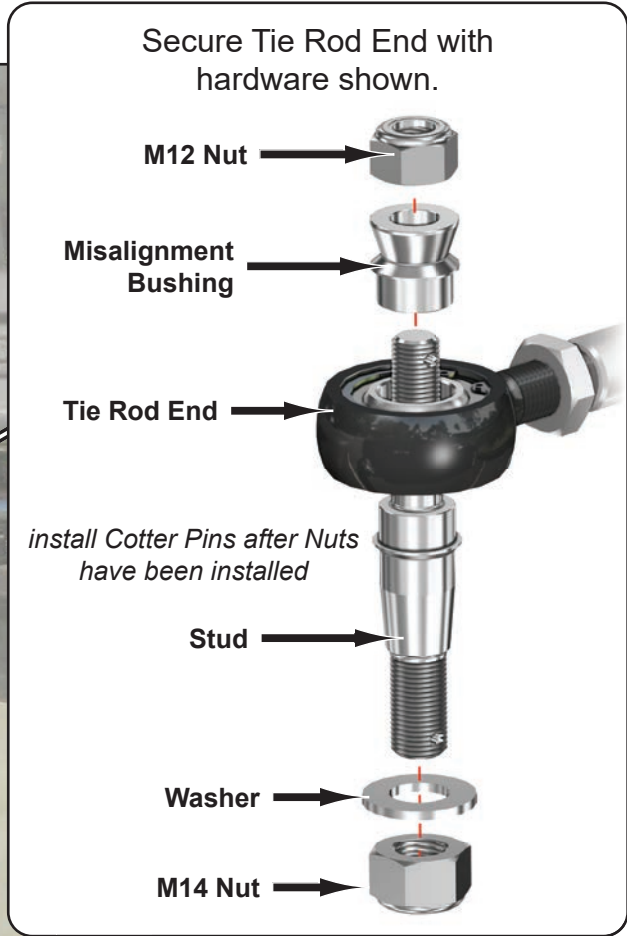
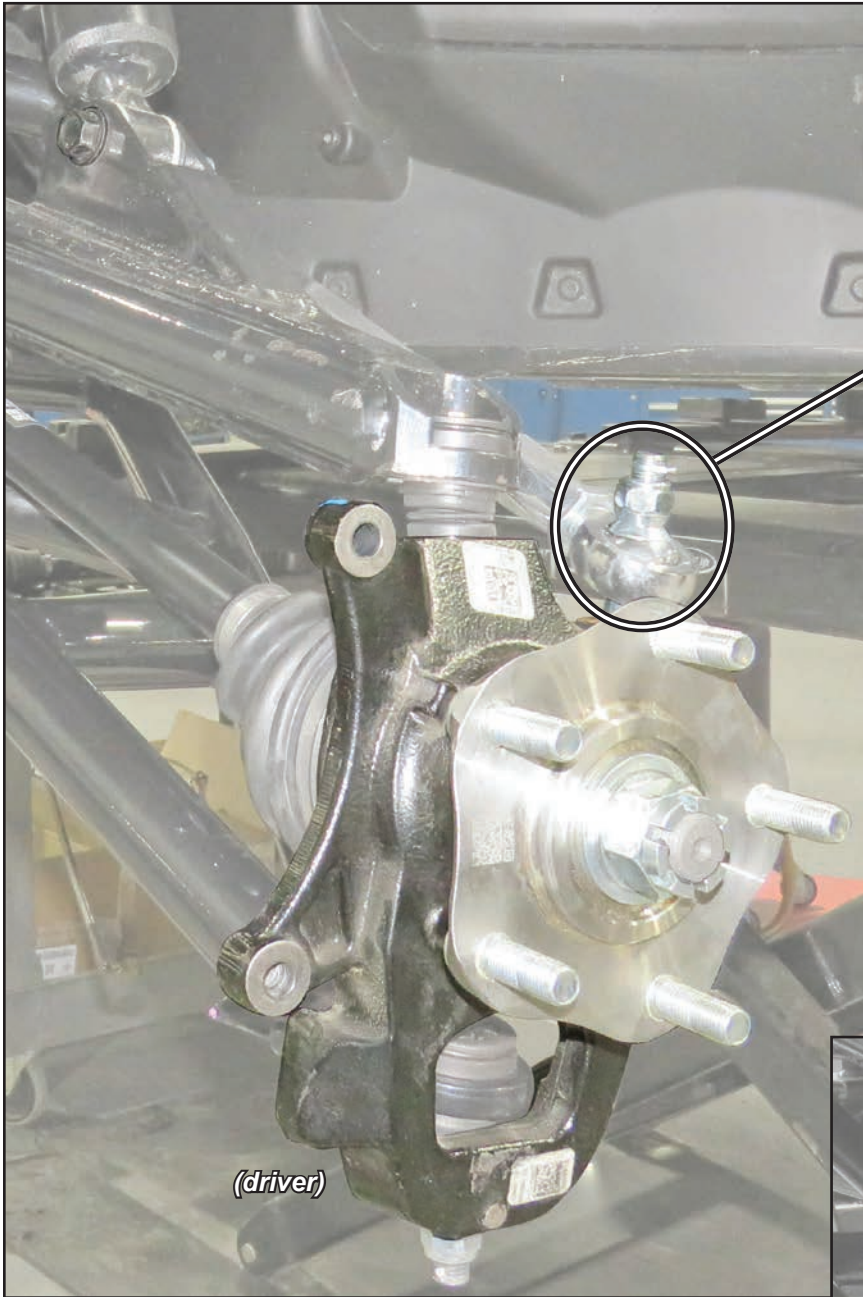
Front installation continued:

- Install Upper - L (A) to Frame with stock hardware; tighten. *SuperATV recommends using Loc-Tite on Nuts.*



Front installation continued:

- Install Knuckle and Shock with stock hardware; **Keep Knuckle to Lower - L (C) loose until all final adjustments have been completed.**
- Secure Axle. Use included Axle hardware; tighten.



Reinstall Rotor.

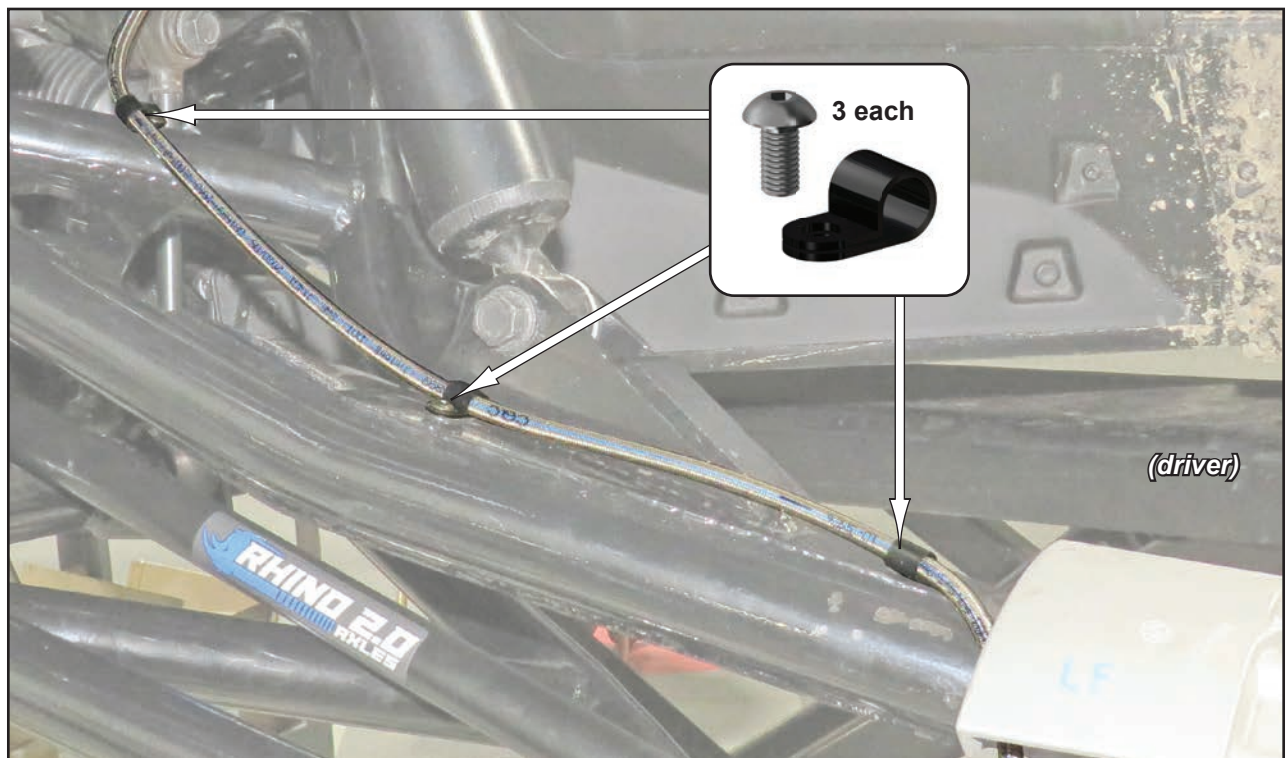


Front installation continued:

- Reinstall Caliper with stock hardware; tighten.



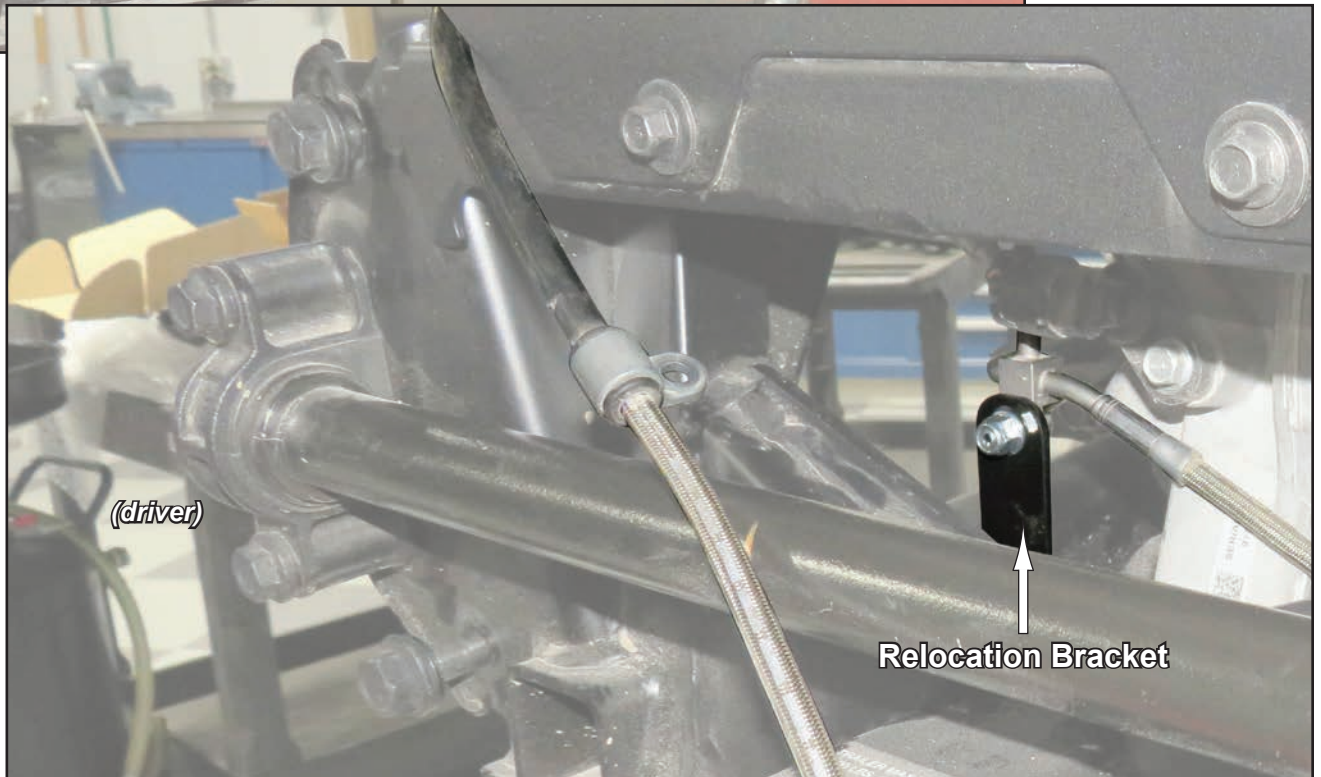
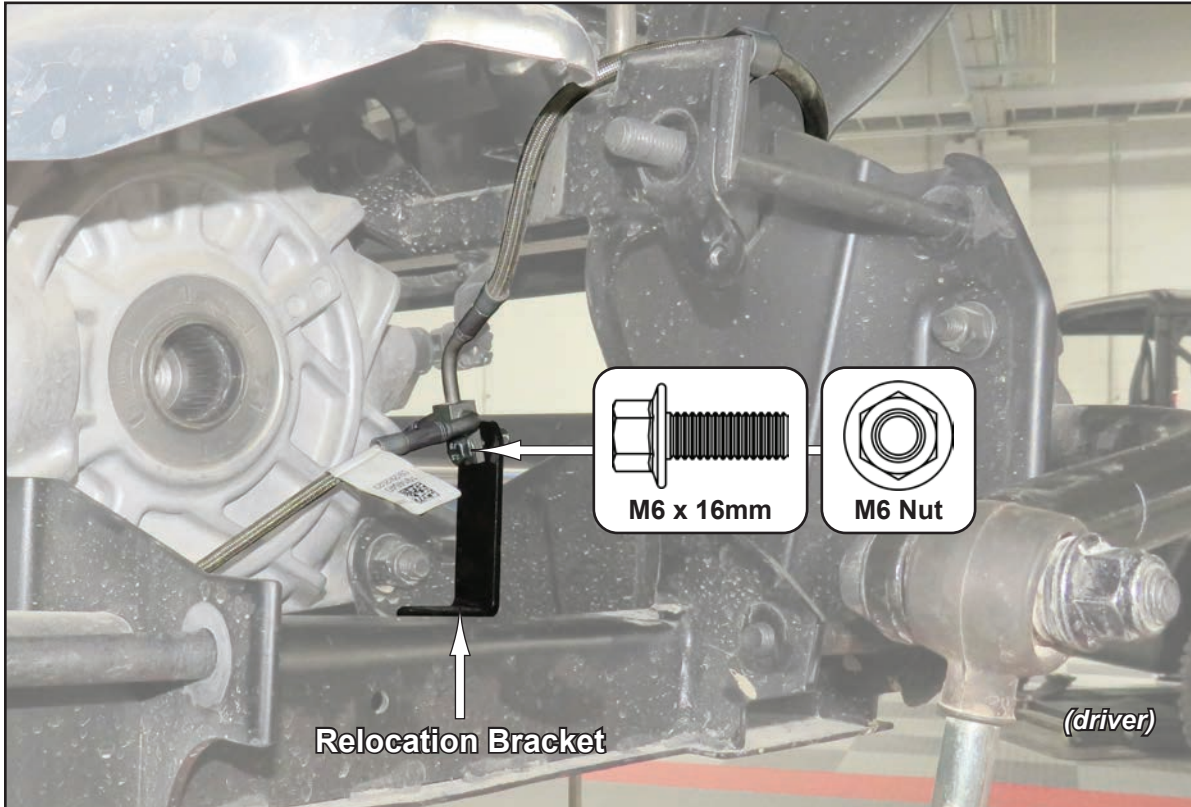
- Secure provided Brake Line to Caliper.
- Secure to Arm with components shown; tighten.



- Repeat steps for passenger side installation.

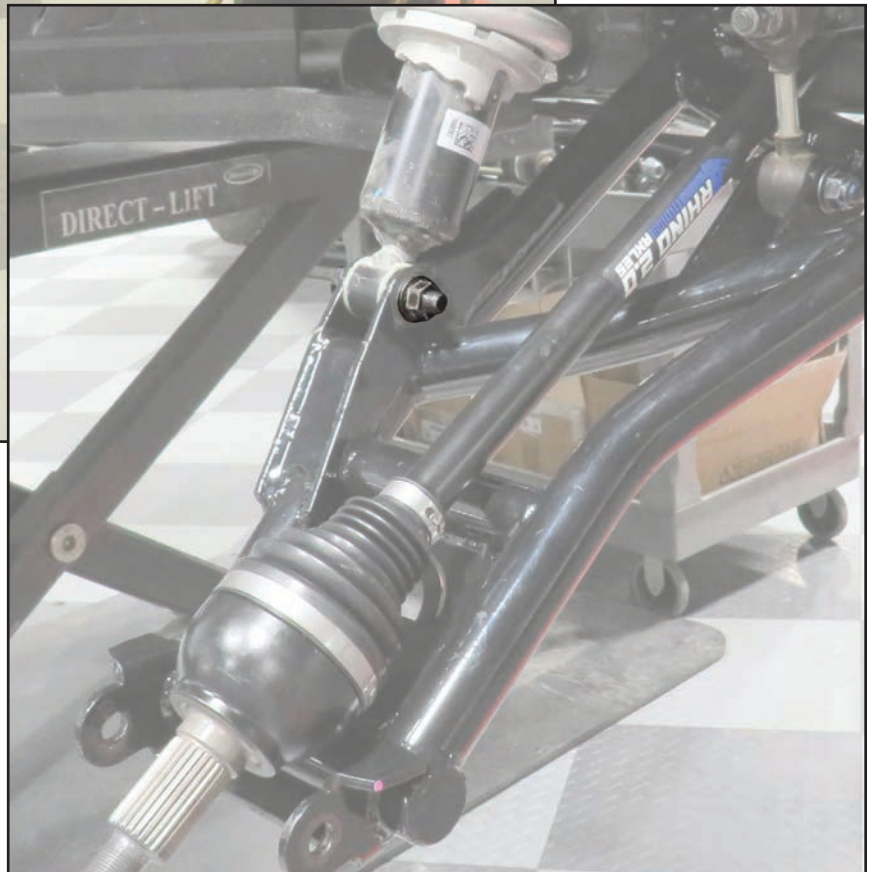
Rear installation:

- Install Relocation Bracket to stock Tee location with stock hardware; tighten.
- Secure stock Tee to Relocation Bracket with hardware shown; tighten.



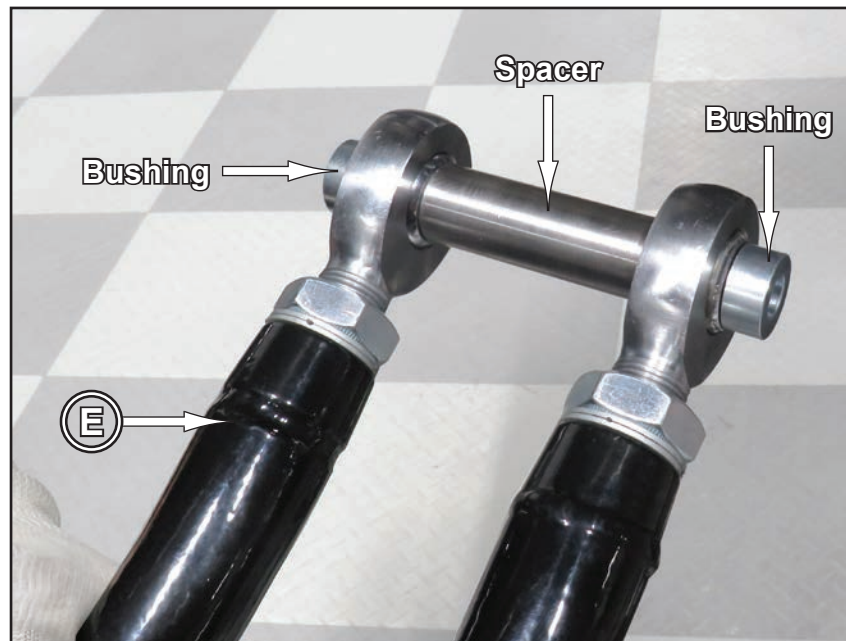
Rear installation continued:

- Install new Rear Axle.
- Install Lower - L (G) to Frame with stock hardware; tighten. *SuperATV recommends using Loc-Tite on Nuts.*
- Secure Shock and Sway Bar Link to Arm with stock hardware; tighten.



Rear installation continued:

- Install components shown to Arm.

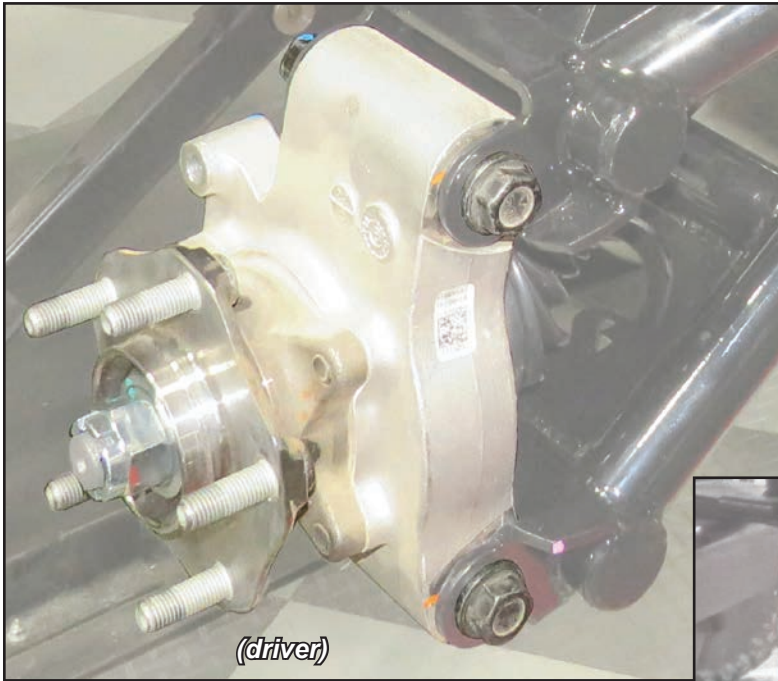


- Install Upper - L (E) to Frame with stock hardware; tighten; **keep Nut loose until all final adjustments have been completed.**



Rear installation continued:

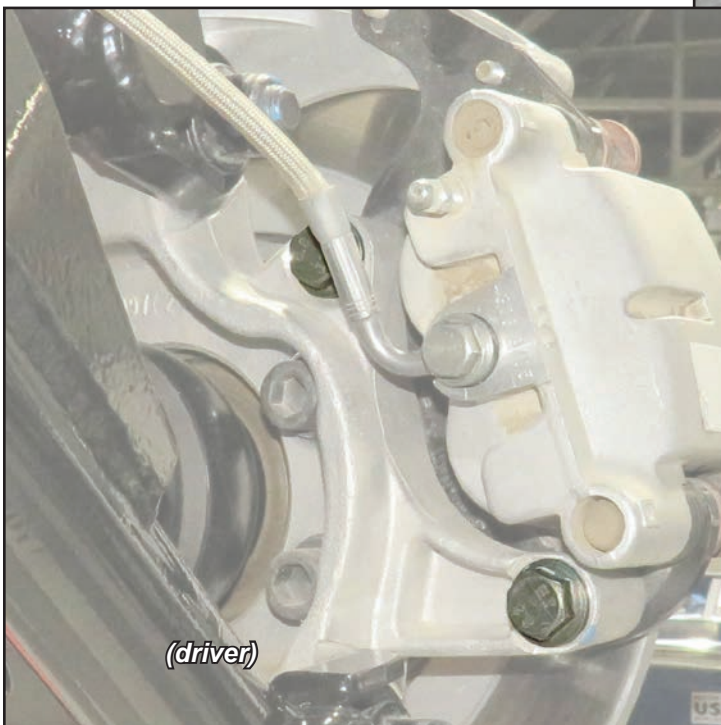
- Install Knuckle with stock hardware; **Keep Knuckle to Upper - L (E) loose until all final adjustments have been completed.**
- Secure Axle. Use included Axle hardware; tighten.



- Install Rotor and Scraper / Caliper assembly with stock hardware.

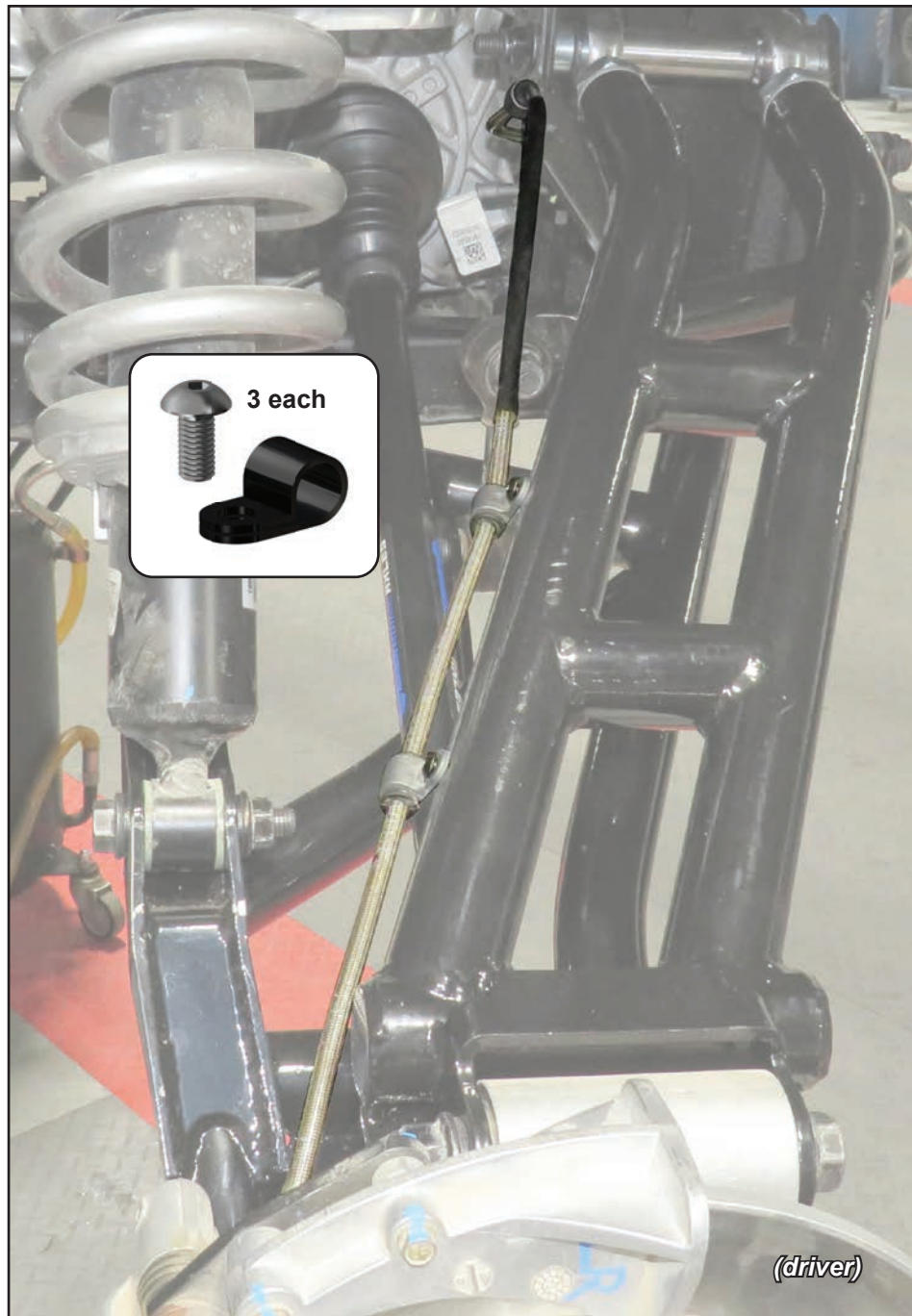


- Reinstall Caliper with stock hardware; tighten.



Rear installation continued:

- Secure Brake Line with components shown.



- Repeat steps for passenger side installation.

- Reinstall Tires and check Camber settings; see following page.
- Tighten all loose Nuts. 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**.

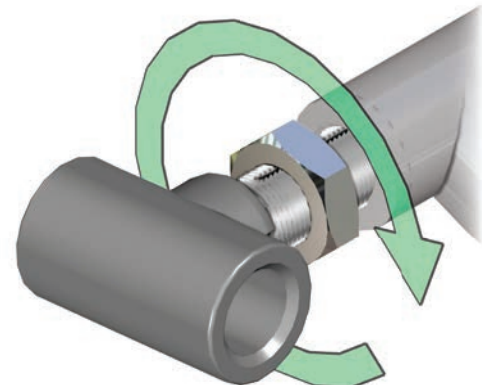
note: 2 full turns is 1°

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°



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



apply Bonding Agent to locations shown and retighten Jam Nuts



- After initial ride check to see that hardware remained tight.