

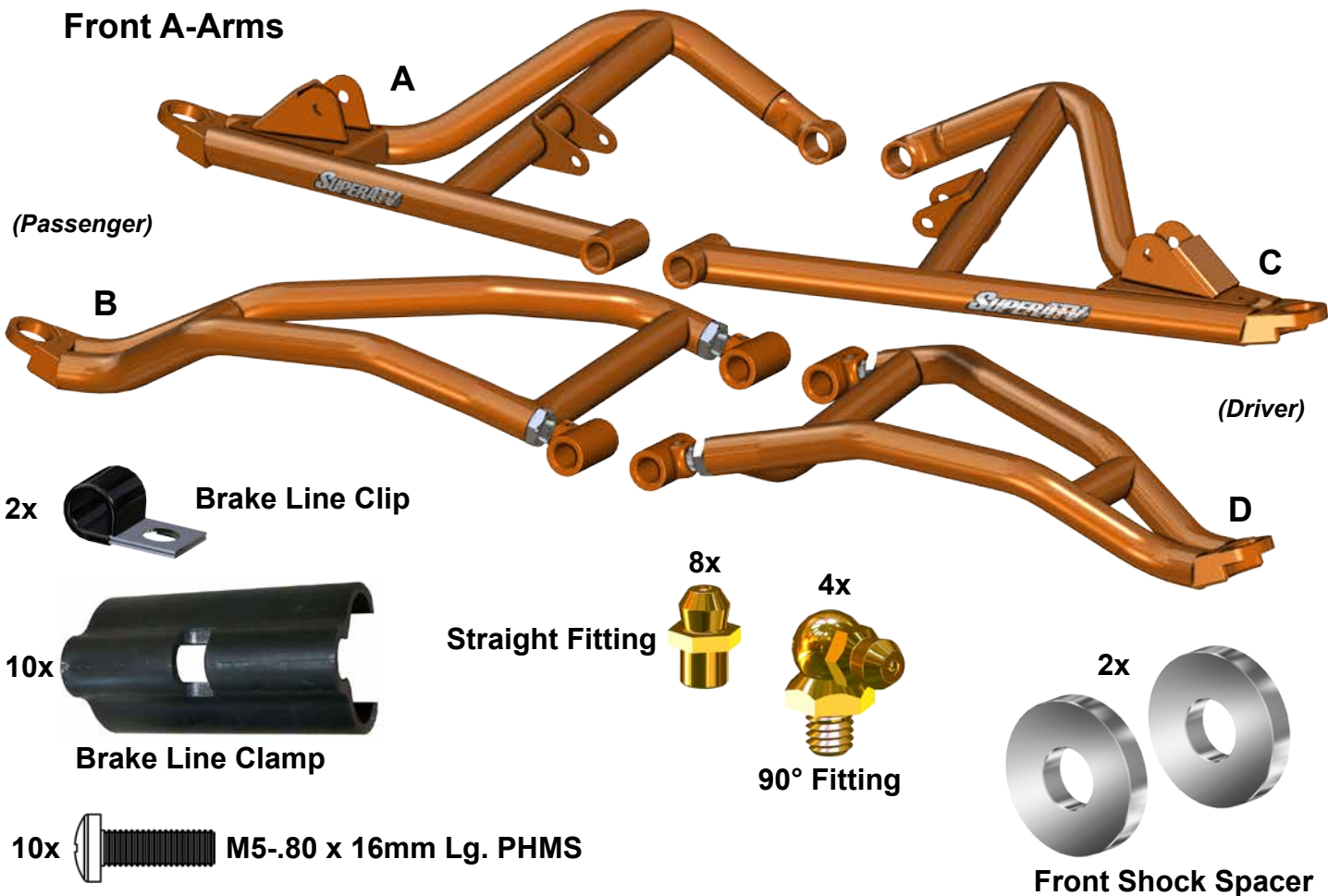
**INSTALLATION INSTRUCTIONS**  
**Lift and Conversion Kit:**  
**for 2015+ Polaris RZR<sup>®</sup> 900**

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

- Kit is for use with stock Shocks.

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

**Front A-Arms**



*(Kit contents continue on following pages)*

**Need help with your installation?**

✉ sales@superatv.com    🖥 www.superatv.com

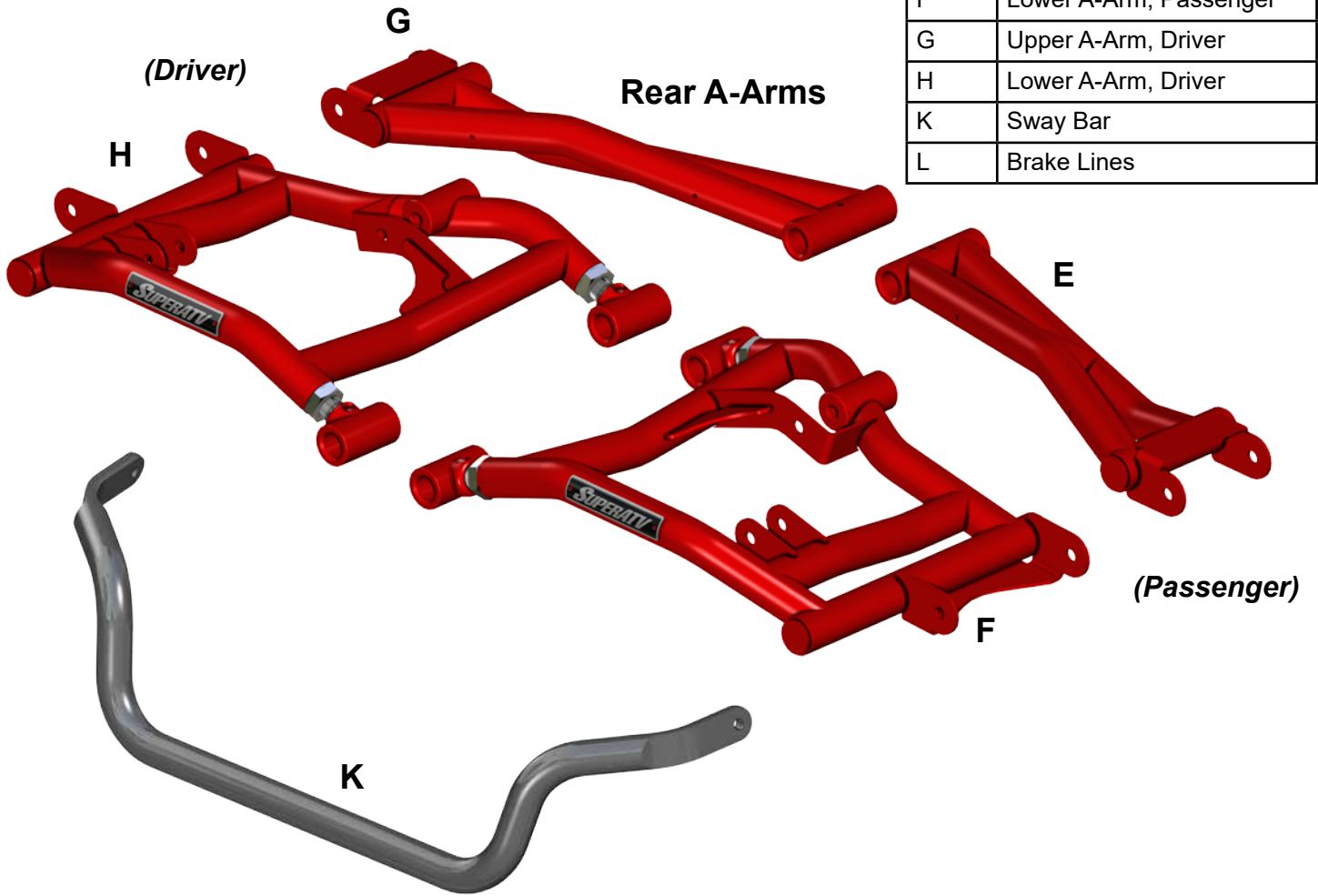
☎ 1-855-743-3427    🕒 8:00am - 9:00pm EST M-Th  
 8:00am - 7:00pm EST Friday  
 9:00am - 2:00pm EST Saturday

**Read instructions and view illustrations before beginning.**

*Thank You*  
*For Choosing*  
**SUPERATV**.COM<sup>®</sup>

(Kit contents continued)

Item	Description
E	Upper A-Arm, Passenger
F	Lower A-Arm, Passenger
G	Upper A-Arm, Driver
H	Lower A-Arm, Driver
K	Sway Bar
L	Brake Lines



**Brake Lines (L)**

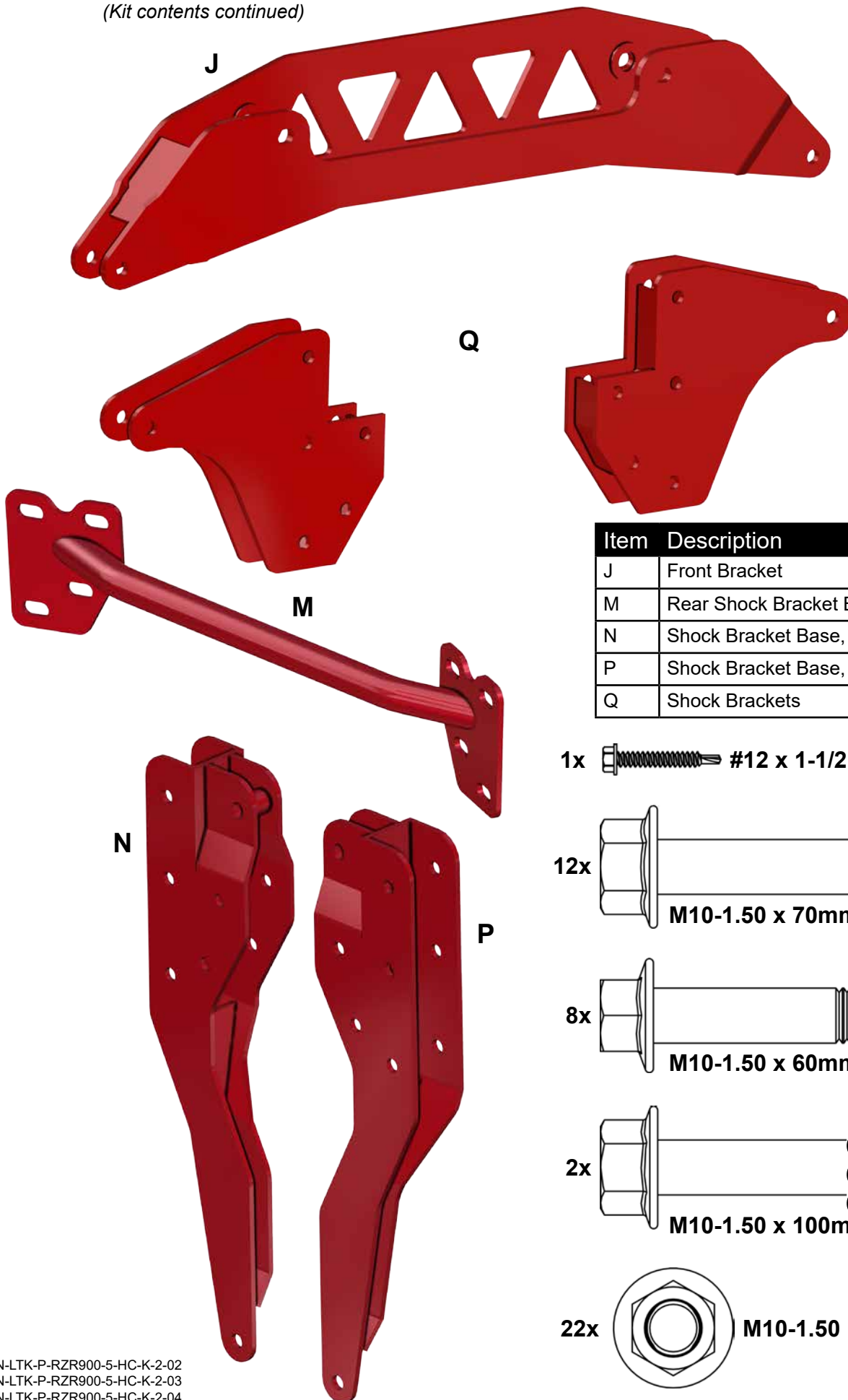
Location	Length (Approx)
Right Front	42"
Left Front	32"
Right Rear	55"
Left Rear	40"

**Front Brake Lines have same style fittings at each end.**


**Rear**

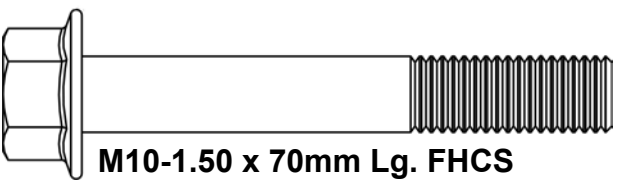
**Front**

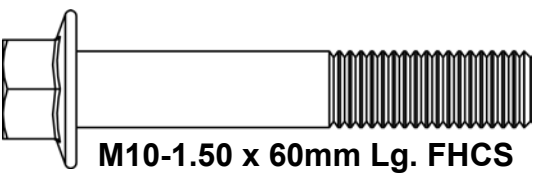
(Kit contents continued)

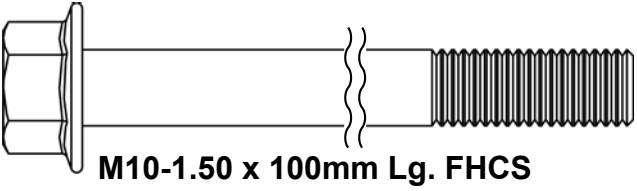


Item	Description	Qty
J	Front Bracket	1
M	Rear Shock Bracket Brace	1
N	Shock Bracket Base, Driver	1
P	Shock Bracket Base, Passenger	1
Q	Shock Brackets	2

1x  #12 x 1-1/2" Lg. Self Tapping

12x  M10-1.50 x 70mm Lg. FHCS

8x  M10-1.50 x 60mm Lg. FHCS

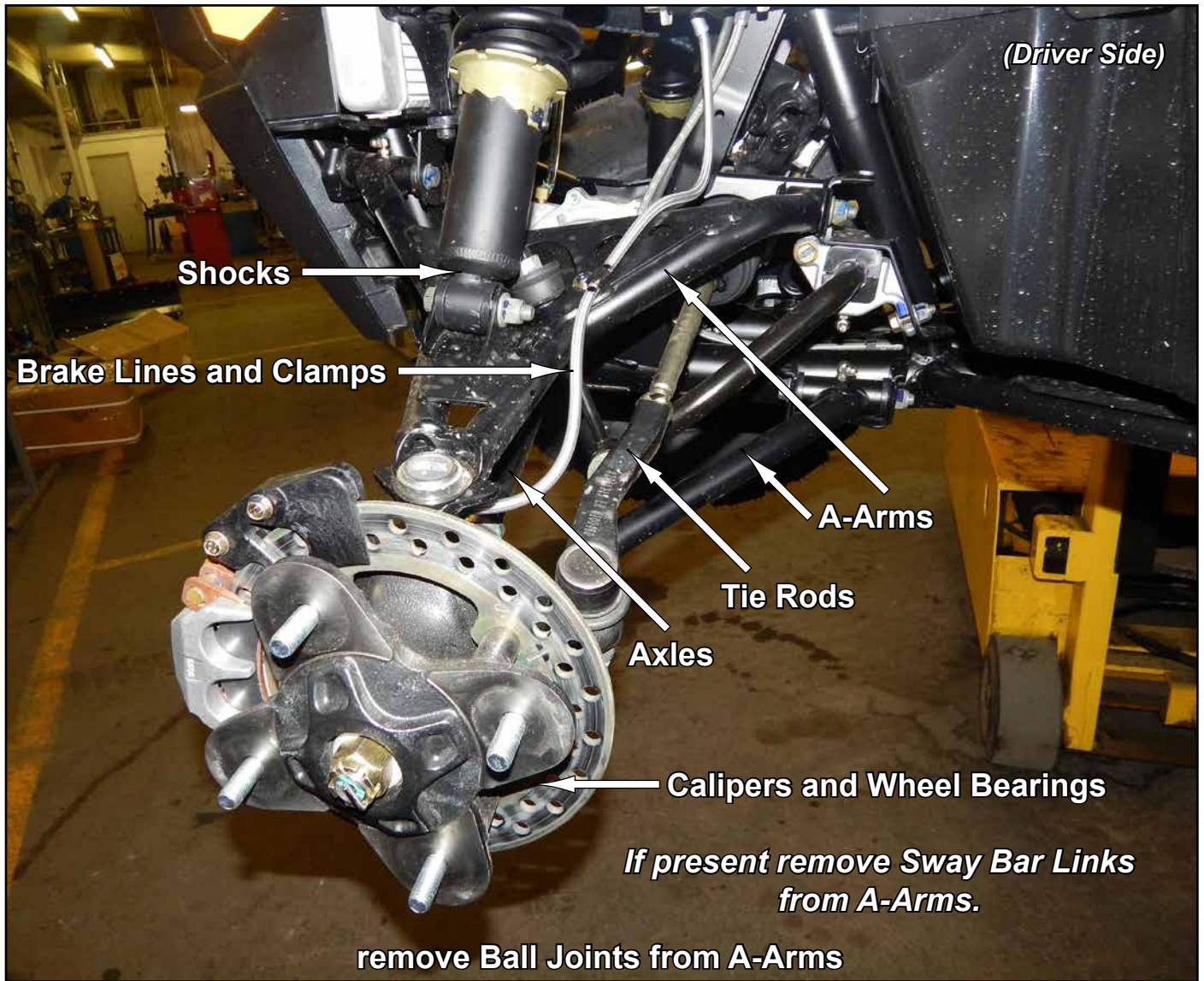
2x  M10-1.50 x 100mm Lg. FHCS

22x  M10-1.50 Nylock Nut

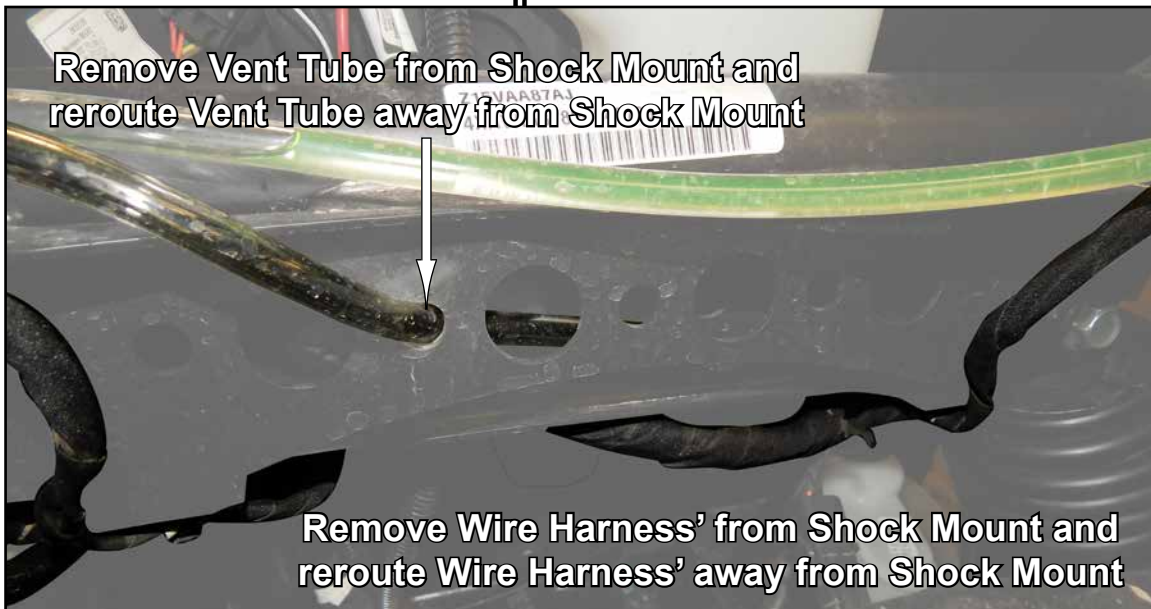
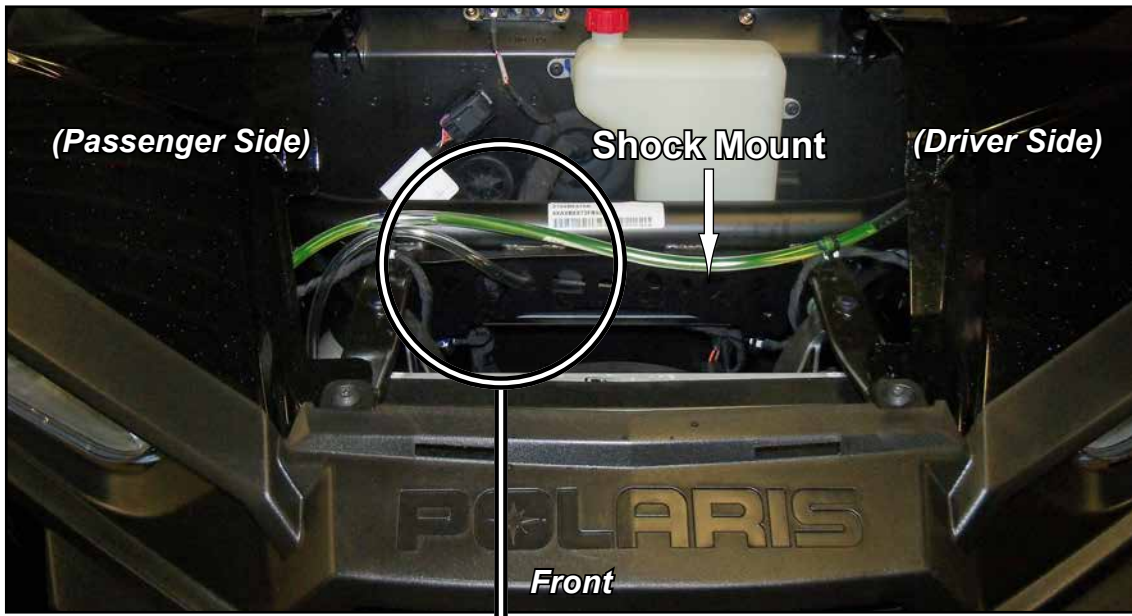
IN-LTK-P-RZR900-5-HC-K-2-02  
 IN-LTK-P-RZR900-5-HC-K-2-03  
 IN-LTK-P-RZR900-5-HC-K-2-04  
 IN-LTK-P-RZR900-5-HC-K-2-07



**Front components shown must be removed;** *Keep all components removed from machine.*



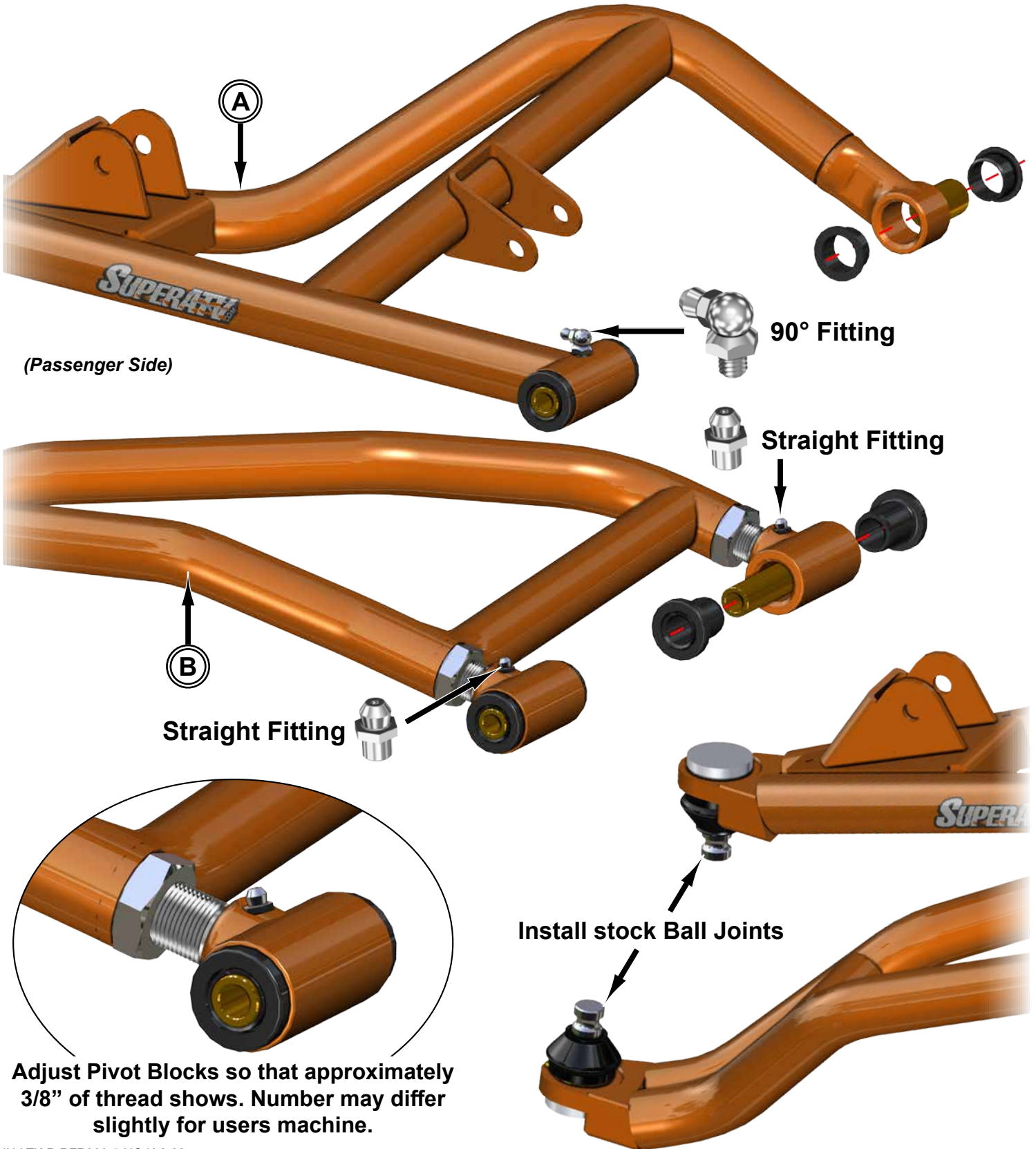
## Vent Tube Rerouting:





# Front A-Arms Prep:

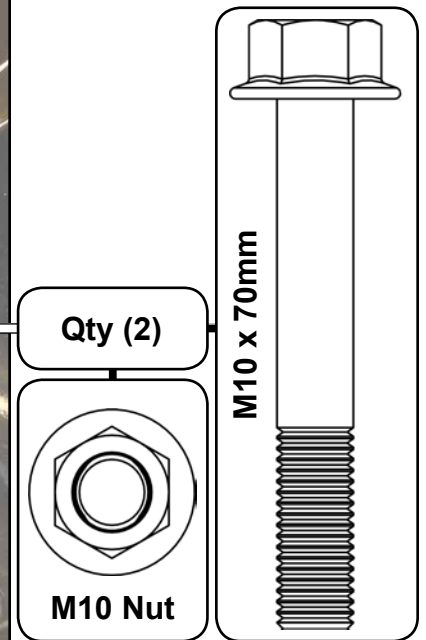
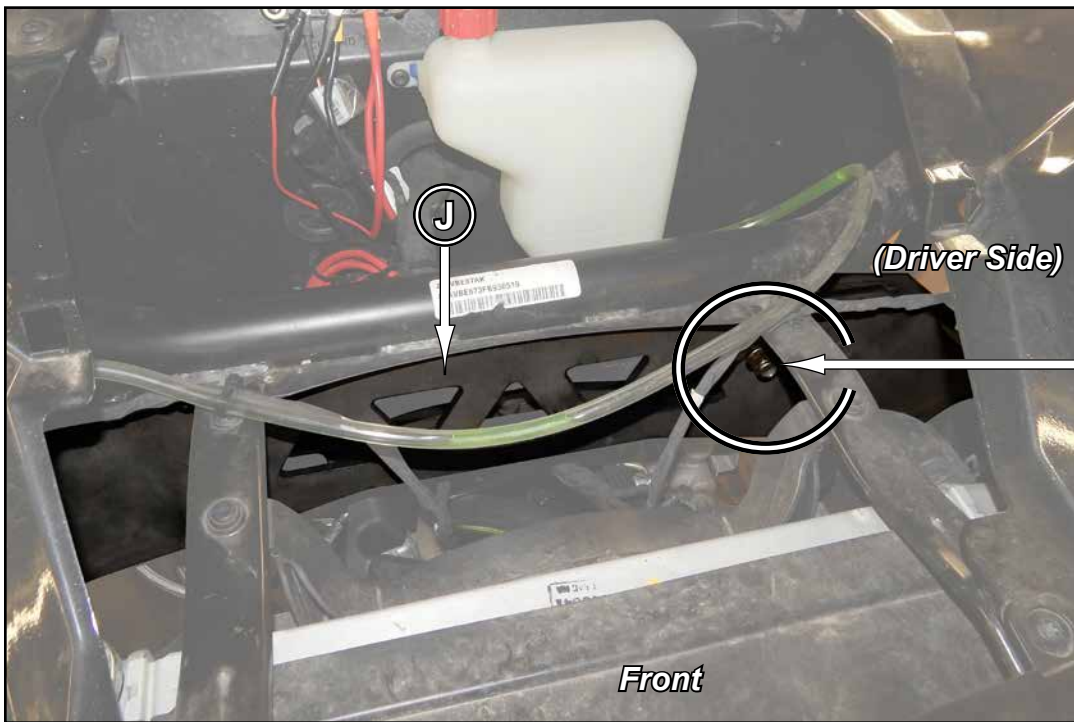
## Install stock Bearings and Pivot Shafts



IN-LTK-P-RZR900-5-HC-K-2-02  
IN-LTK-P-RZR900-5-HC-K-2-03  
IN-LTK-P-RZR900-5-HC-K-2-04  
IN-LTK-P-RZR900-5-HC-K-2-07

**Front Bracket Installation:** *Do not tighten hardware completely until last step.*

- Install Front Bracket (J) to Frame with hardware shown.

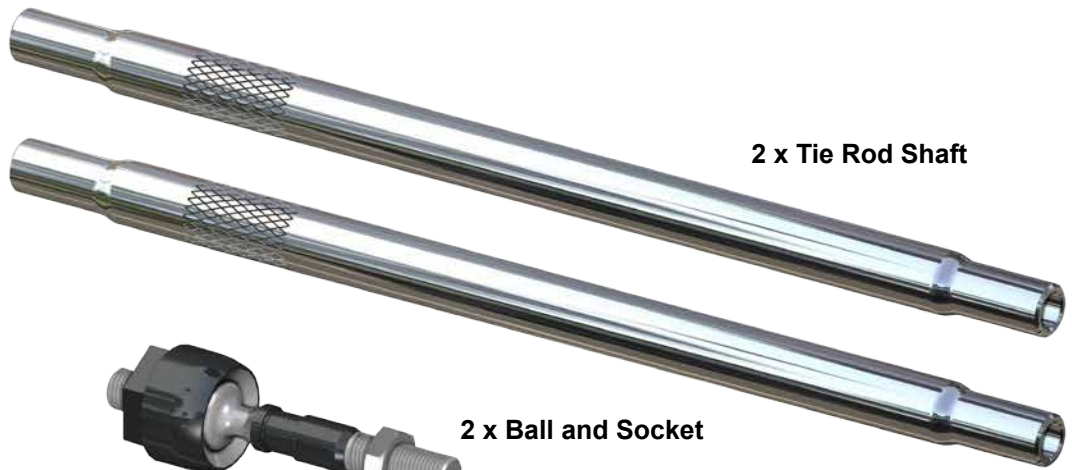


## Tie Rods Installation:

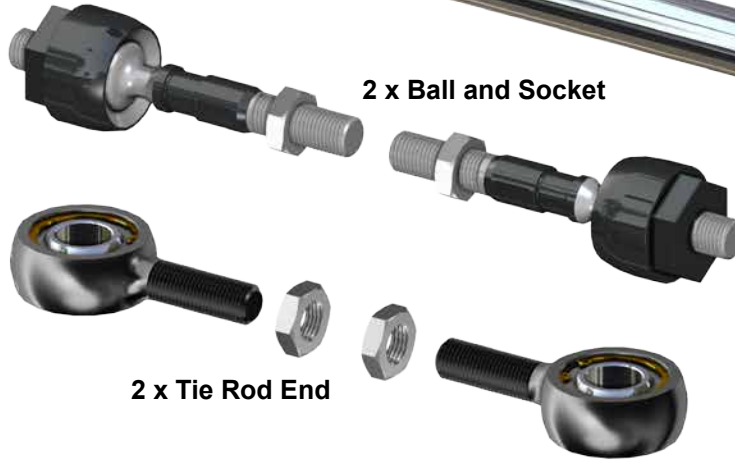
Small Boot



Large Boot



2 x Tie Rod Shaft



2 x Ball and Socket

2 x Tie Rod End



Hardware

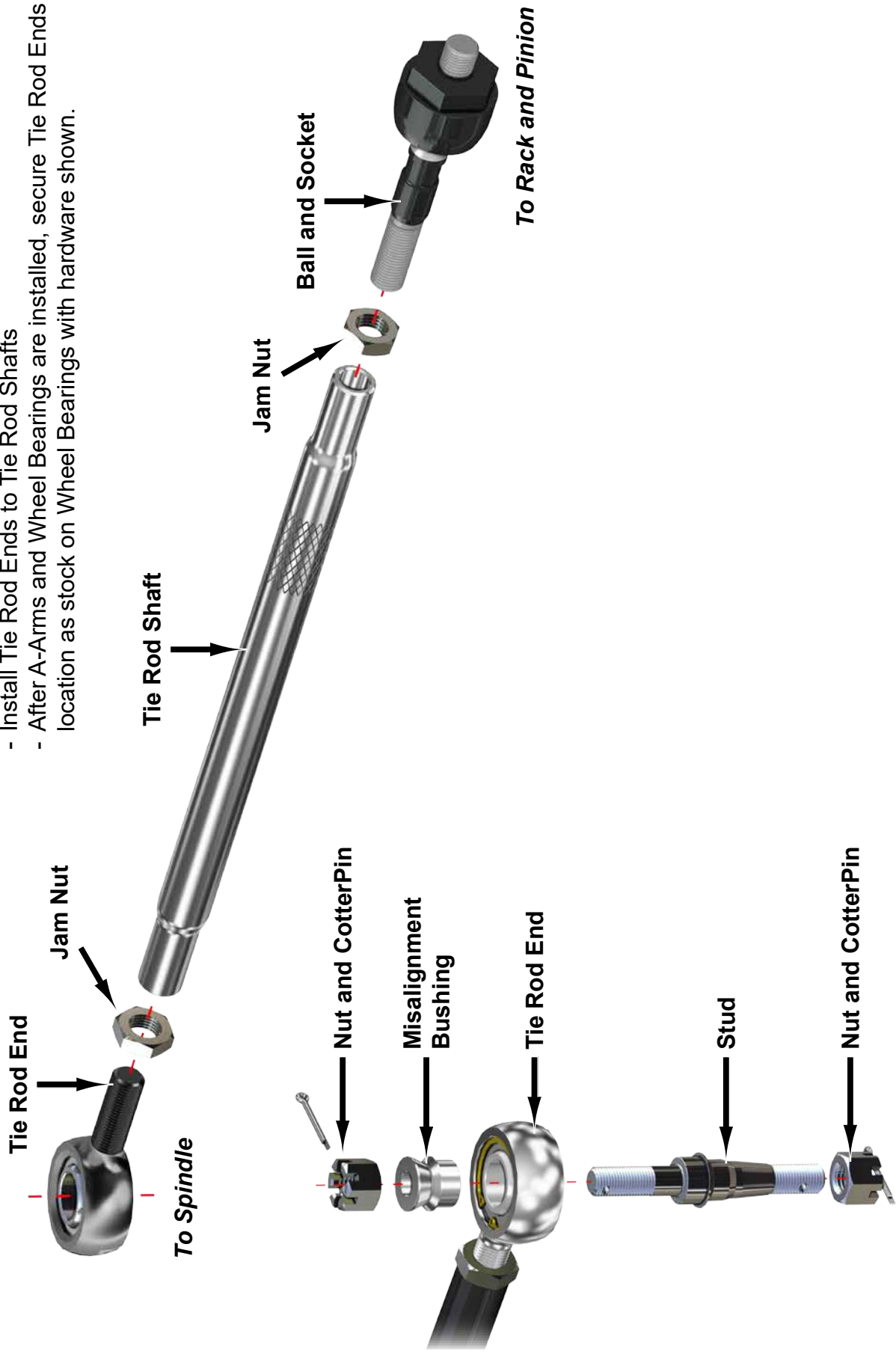


4 x Zip Tie

- Before initial ride, set toe-in of vehicle.
- After initial ride check to see that hardware remained tight.



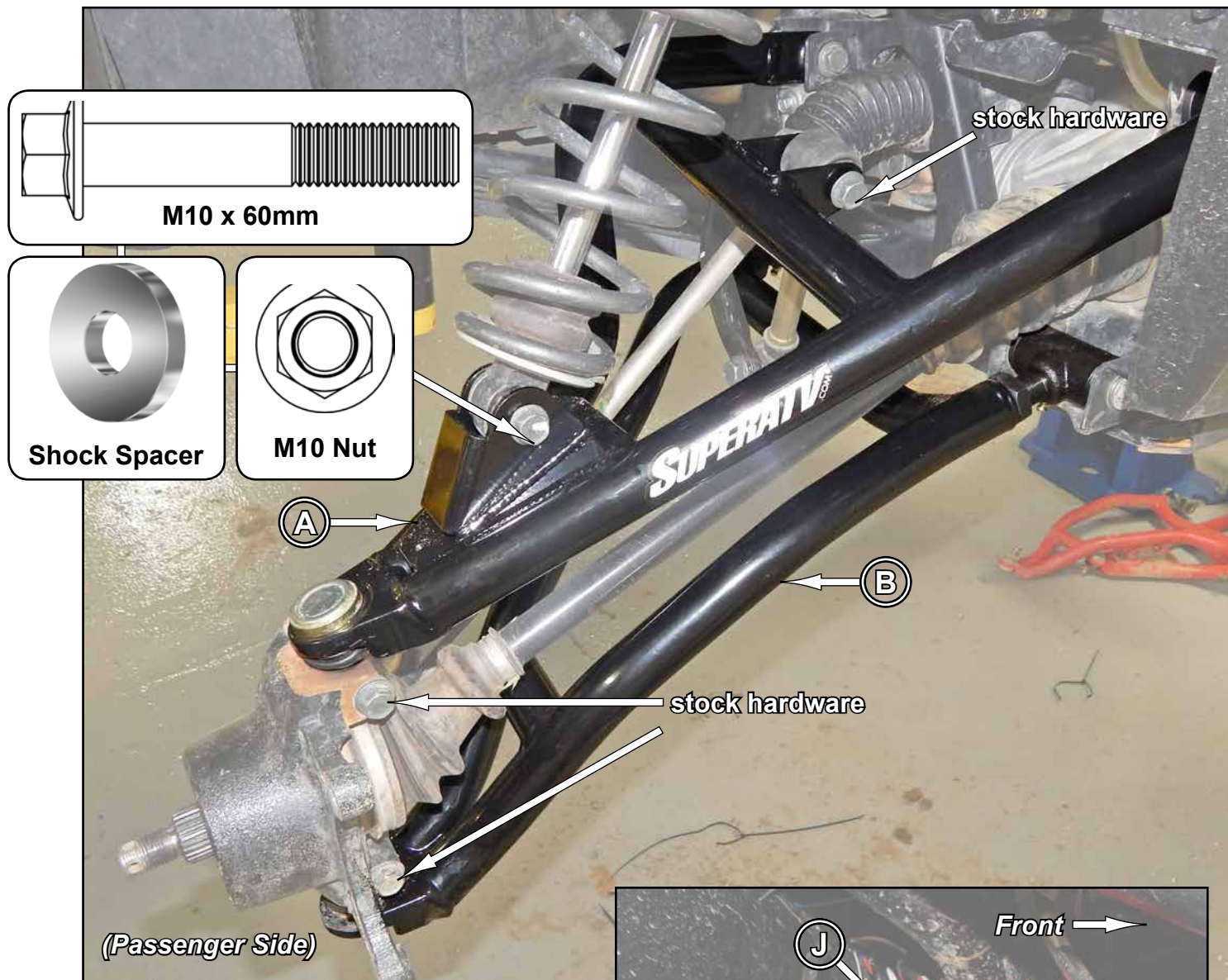
- Remove Jam Nuts from Ball and Sockets.
- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Boots to Rack and Pinion and secure with Zip Ties. Use a lubricant to ease installation.
- Reinstall Jam Nuts to Ball and Sockets
- Install Tie Rod Shafts to Ball and Sockets.
- Install Tie Rod Ends to Tie Rod Shafts
- After A-Arms and Wheel Bearings are installed, secure Tie Rod Ends to same location as stock on Wheel Bearings with hardware shown.



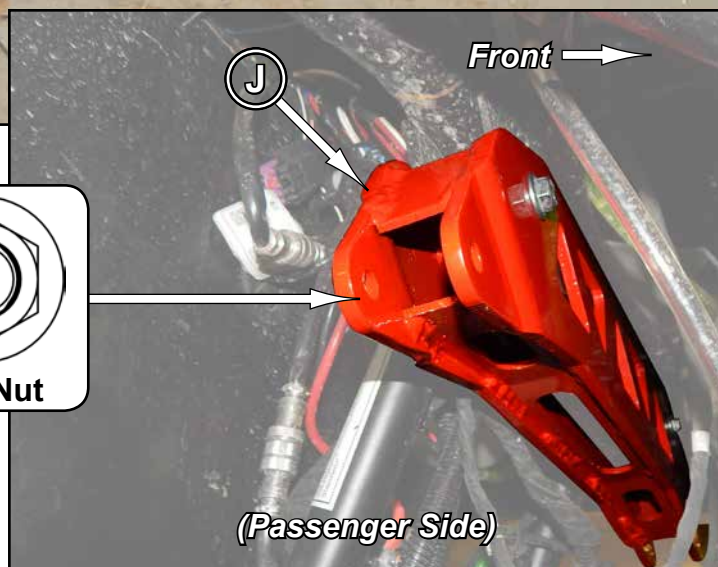
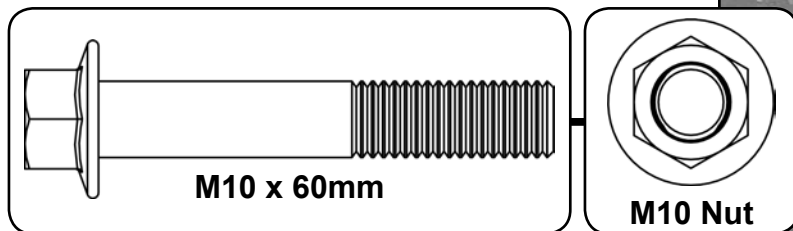
Due to manufacturer changes in Frame design, SuperATV Upper A-Arms will fit tightly when installed.

**Front Installation:** Do not tighten hardware completely until last step.

- Install A-Arms (A-D) to Frame with stock hardware.
- Install new Axles.
- Install Sway Bar Links to Upper A-Arms (A-C) with stock hardware. **DISREGARD IF NO SWAY BAR IS PRESENT.**
- Install Shocks with hardware shown.
- Reinstall Wheel Bearings, Calipers, etc. with stock hardware.



**Shocks to Front Bracket (J)**





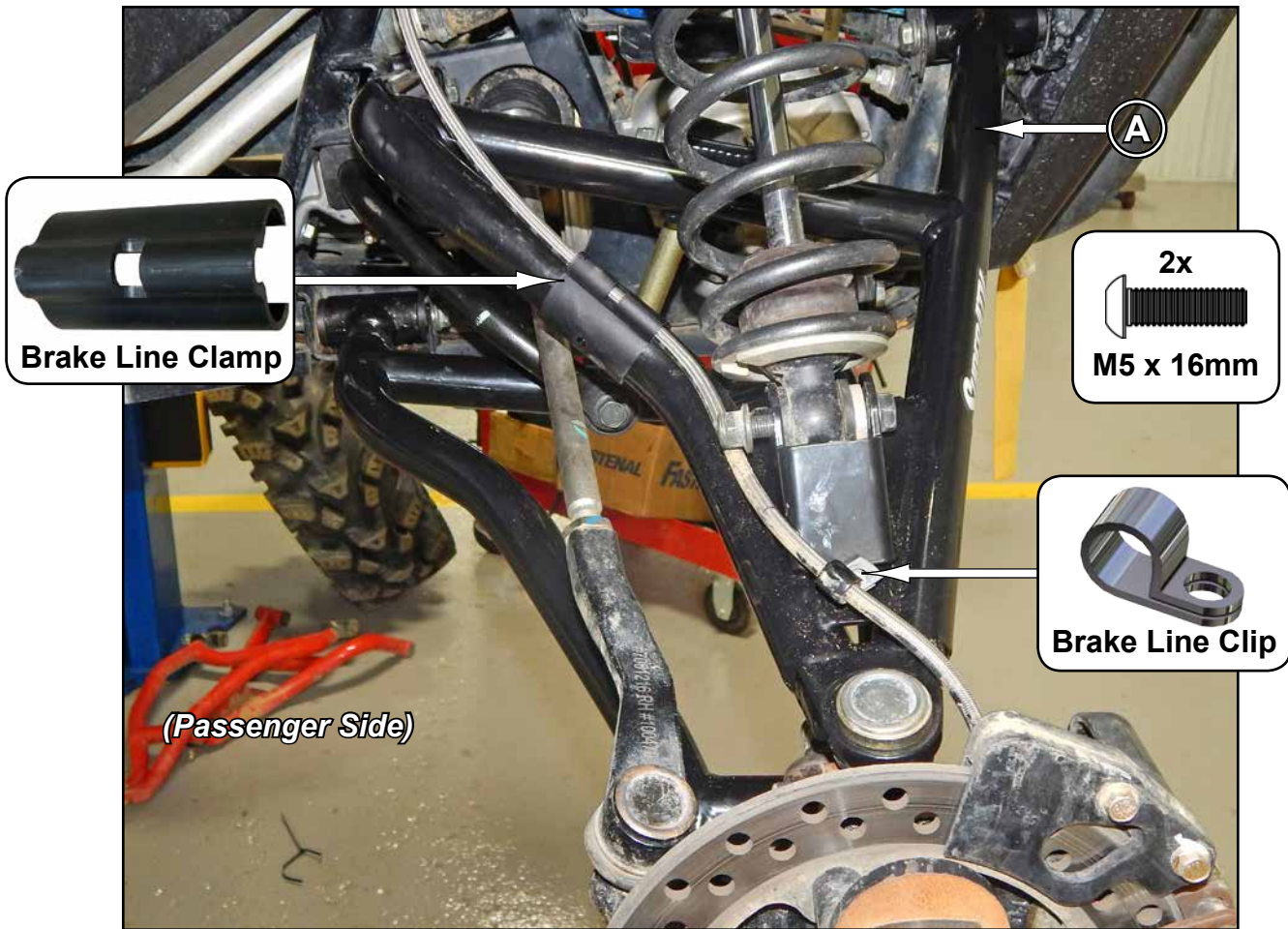
**Front Installation continued:** Do not tighten hardware completely until last step.

- Install Brake Lines (L) and secure to Upper A-Arms (A)(C) with Brake Line Clips, Clamps, and M5 hardware. Ensure no binding or interference can occur when in use.

**Brake Lines (L)**

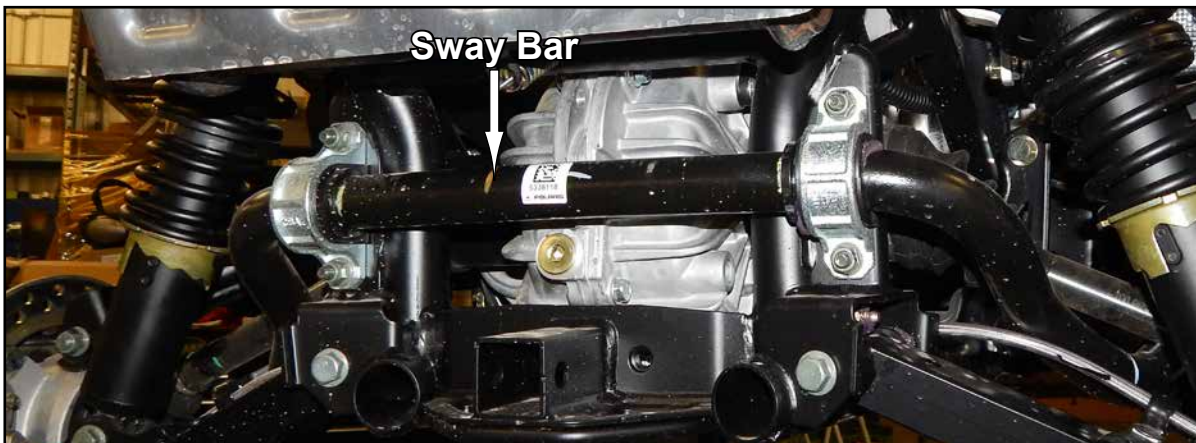
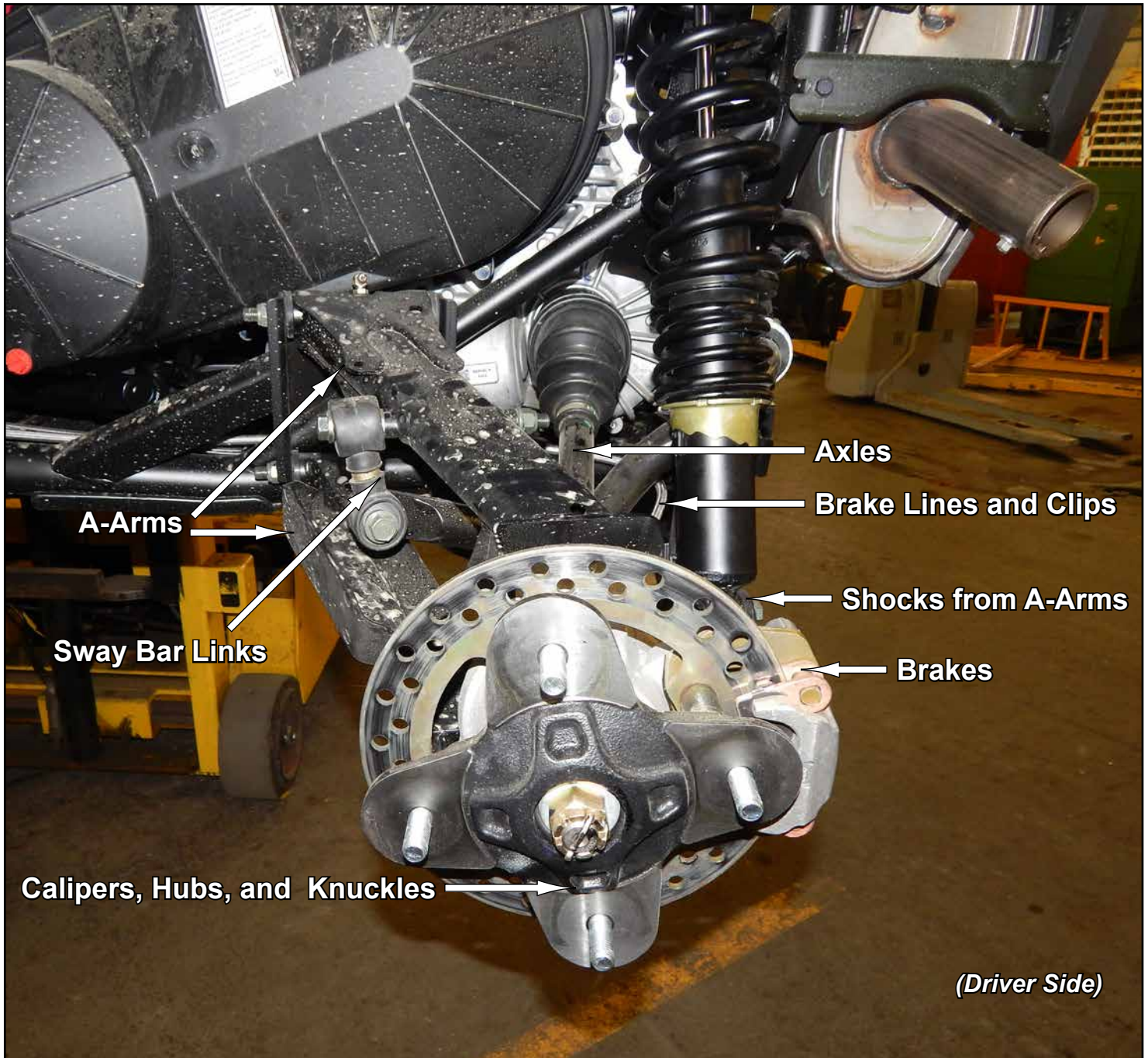
**Front Brake Lines have same style fittings at each end.**

Location	Length (Approx)
Right Front	42"
Left Front	32"





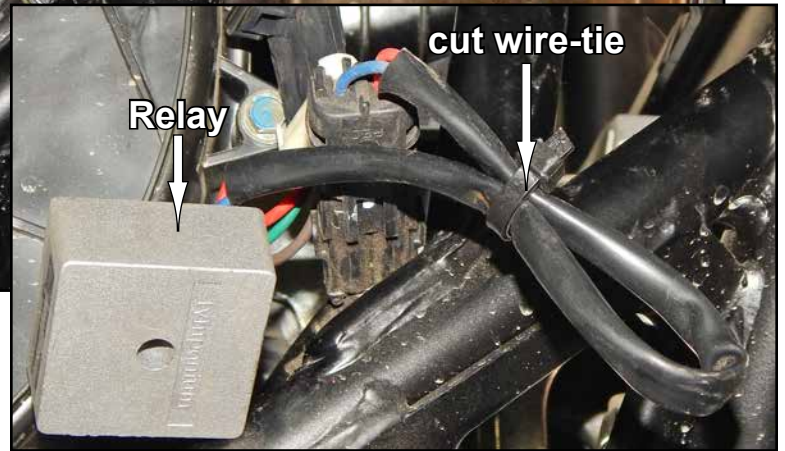
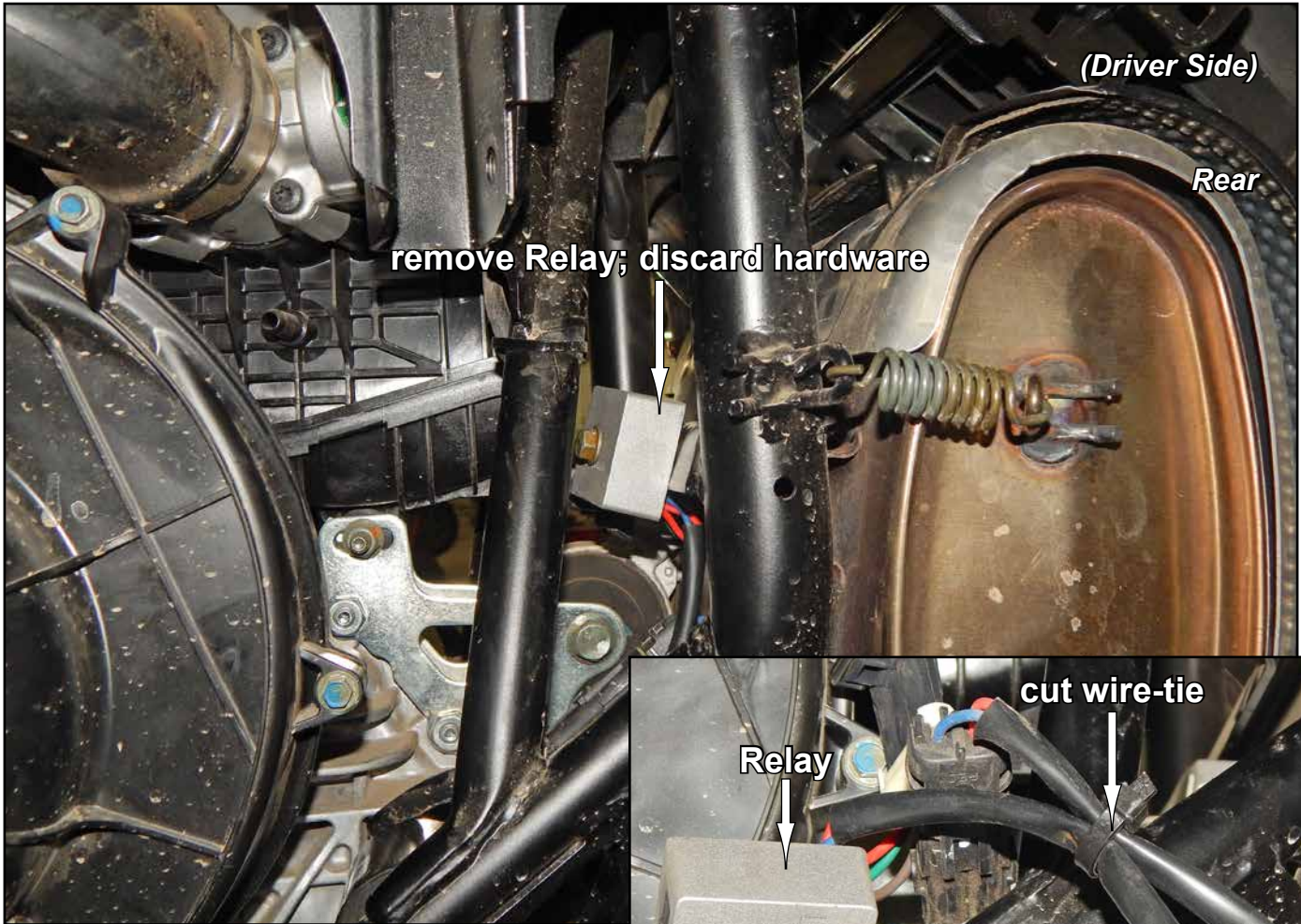
**Rear components shown must be removed;** *Keep all components removed from machine.*



IN-LTK-P-RZR900-5-HC-K-2-02  
IN-LTK-P-RZR900-5-HC-K-2-03  
IN-LTK-P-RZR900-5-HC-K-2-04  
IN-LTK-P-RZR900-5-HC-K-2-07



**If present, relocate Relay.**





## Rear Lower A-Arm Mounting Modification

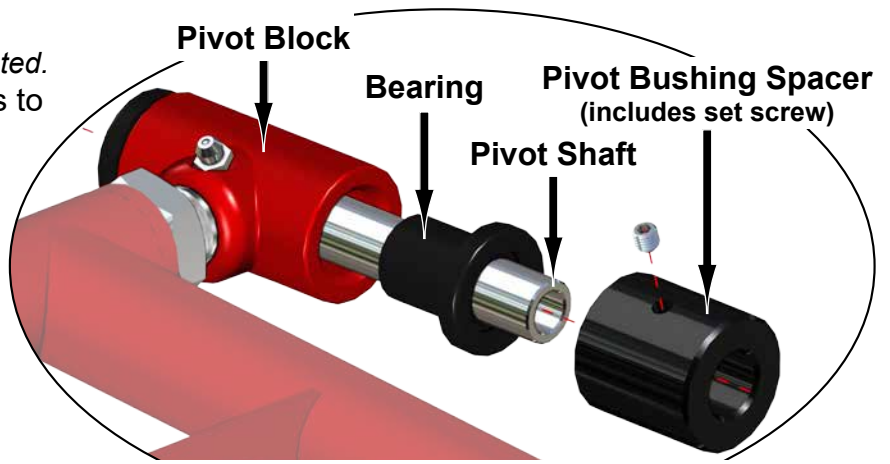




## Rear A-Arms Prep:

*Do not tighten hardware completely unless noted.*

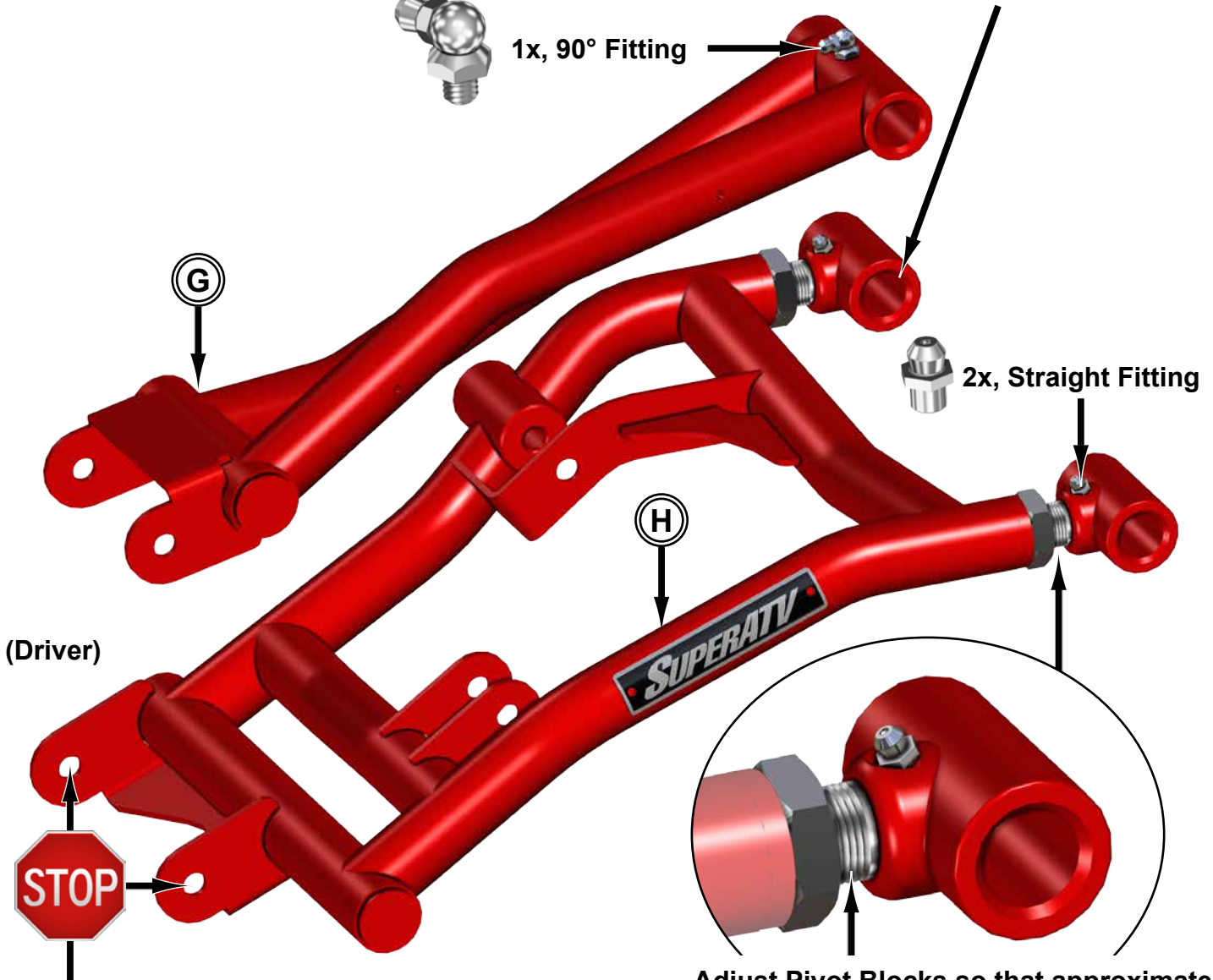
- Transfer stock Bearings and Pivot Shafts to new A-Arms.
- Install Zerk Fittings if not present.
- Install Pivot Bushing Spacers to Lower A-Arms (H)(F) as shown.
- Set Pivot Blocks as shown.



Install Pivot Bushing Spacer onto stock Pivot Shaft.  
Secure with Set Screw.



1x, 90° Fitting



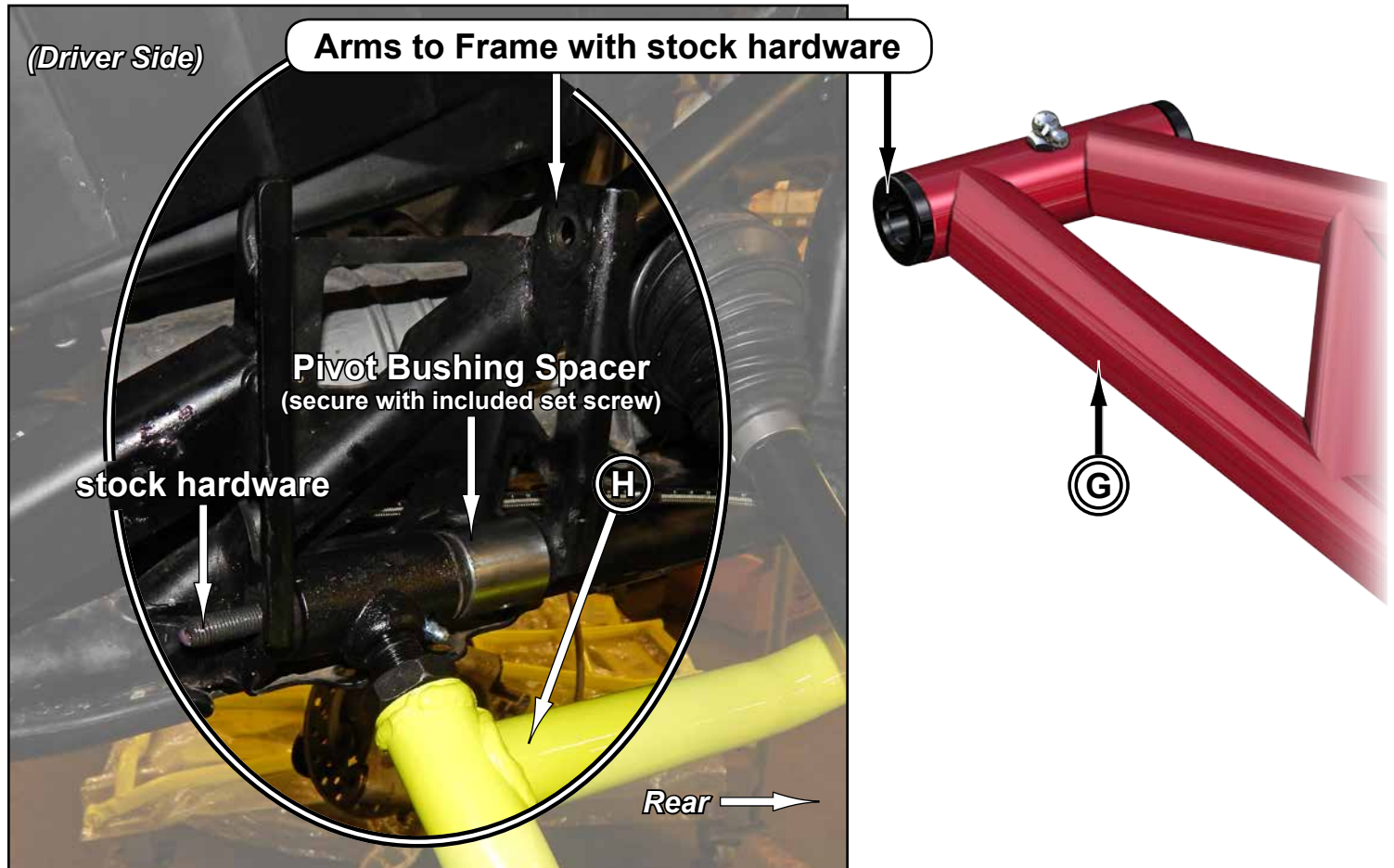
### 2016+ models:

Holes shown in Lower A-Arms must be drilled to  $\text{\O}12\text{mm}$  to accept larger stock bolt.

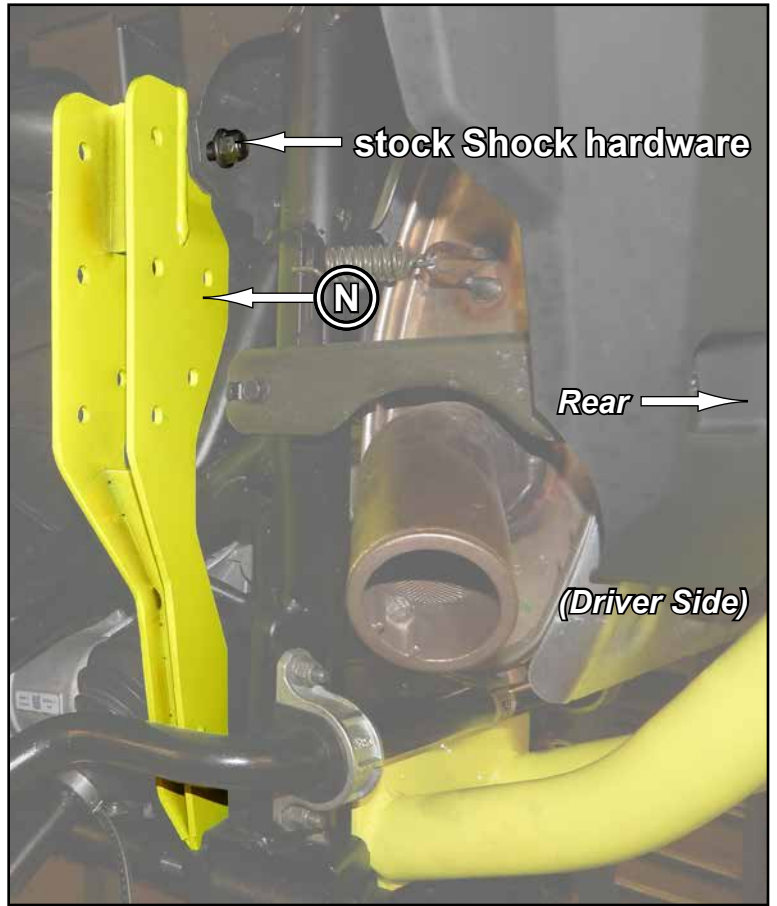
Adjust Pivot Blocks so that approximately 15mm of thread shows. Number may differ slightly for users machine.

**Rear Installation:** *Do not tighten hardware completely until last step.*

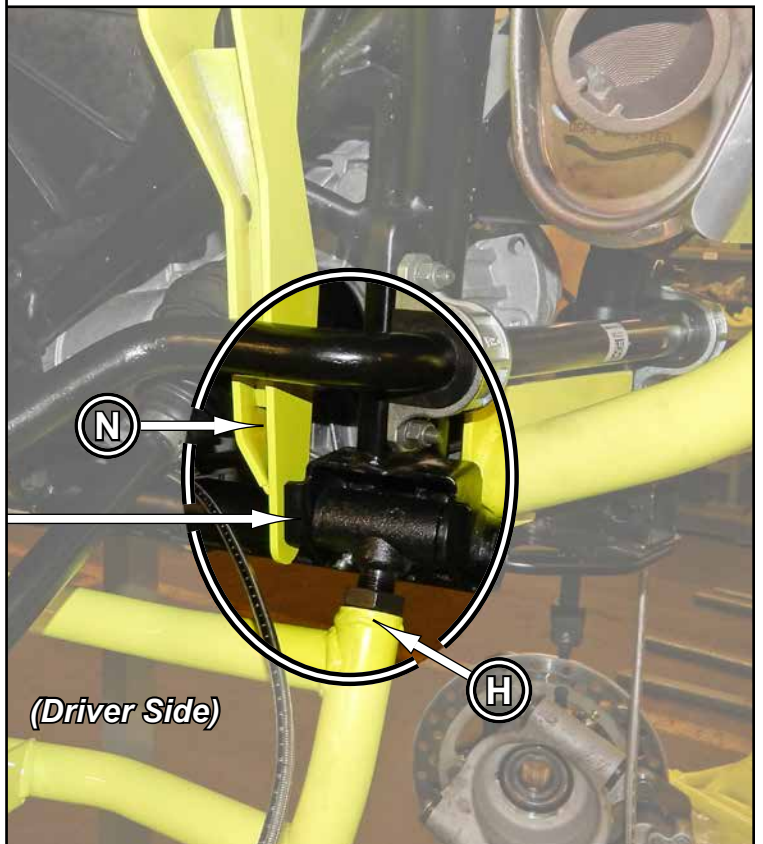
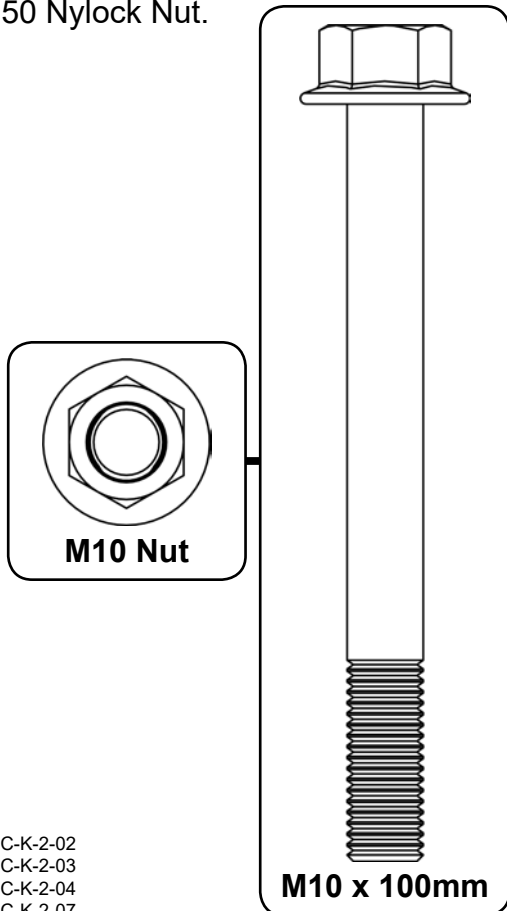
- Install Upper A-Arms (E)(G) to Frame with stock hardware.
- Install *front* portion of Lower A-Arms (F)(H) with stock hardware and supplied Pivot Bushing Spacer. Tighten Set Screw in Pivot Bushing Spacer.



- Secure rear portion of Lower A-Arms (F)(H) with hardware shown; **do not add Nylock Nut at this time.**
- Install Shock Bracket Base, Left (N) into stock Shock Mount with stock Shock hardware.



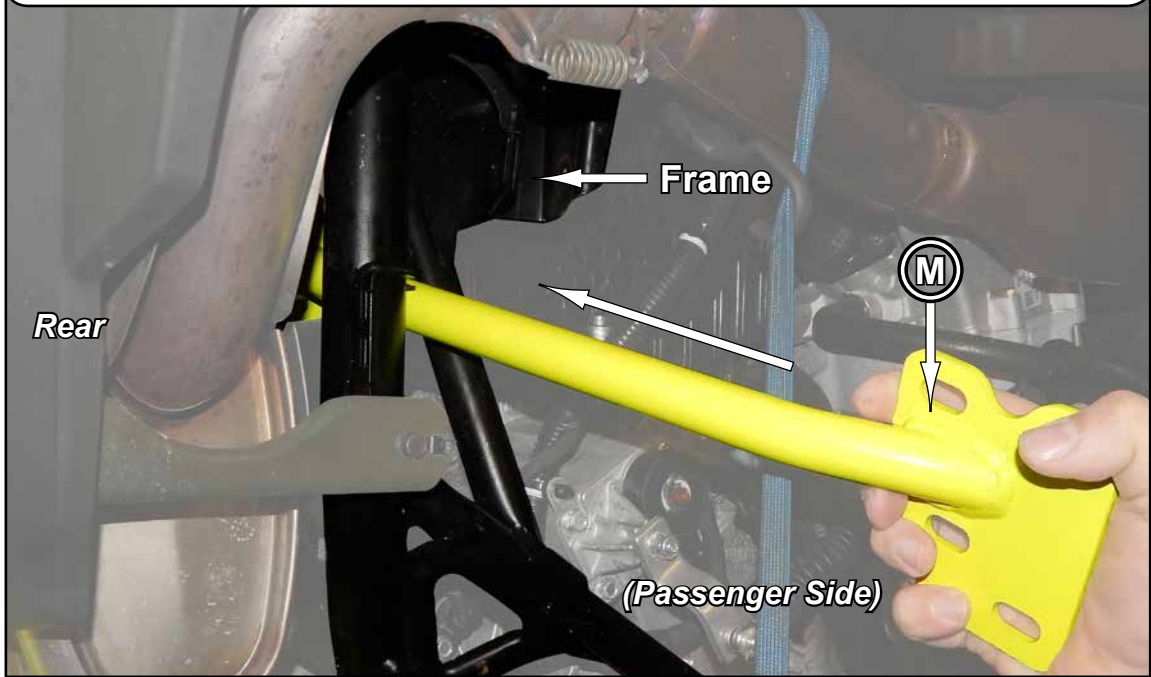
- Place lower hole in Shock Bracket Base, Left (N) onto previously installed Bolt and secure with M10-1.50 Nylock Nut.



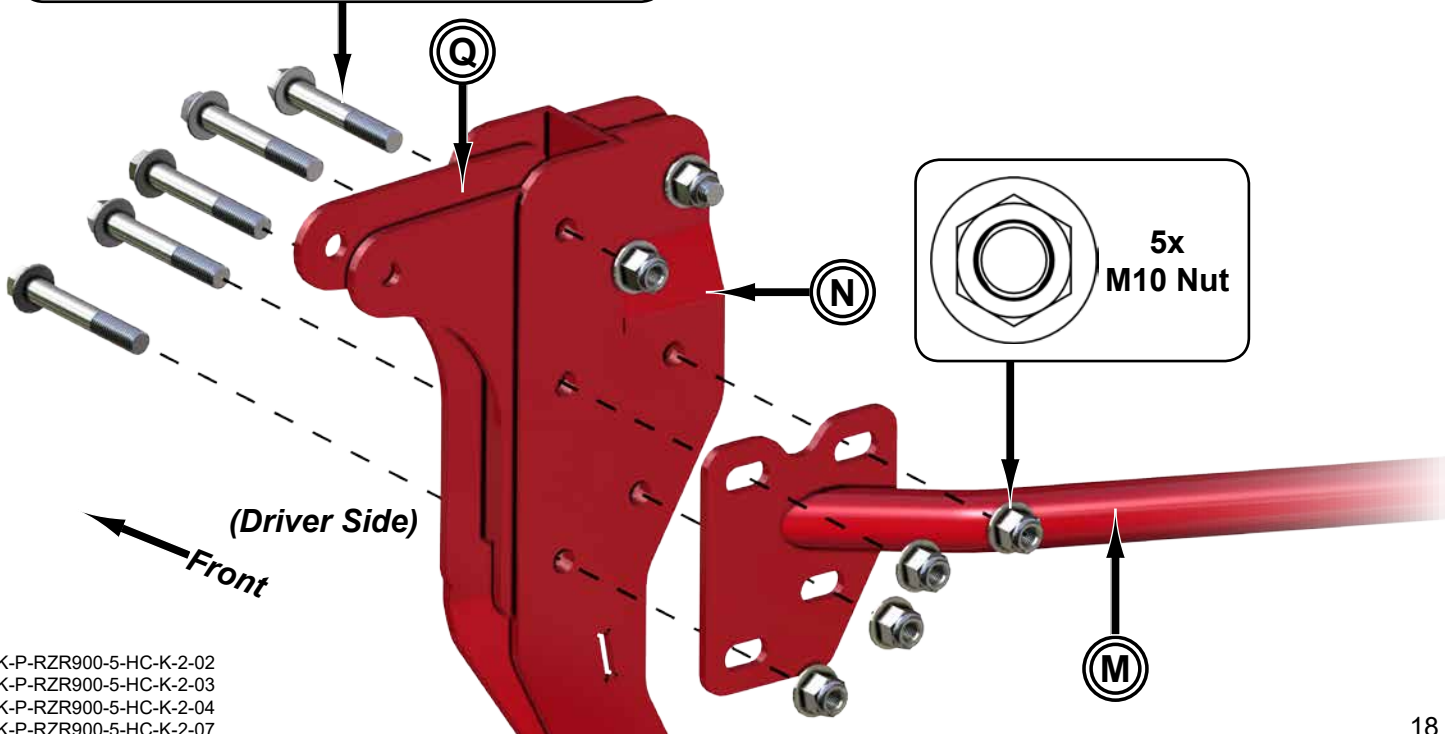
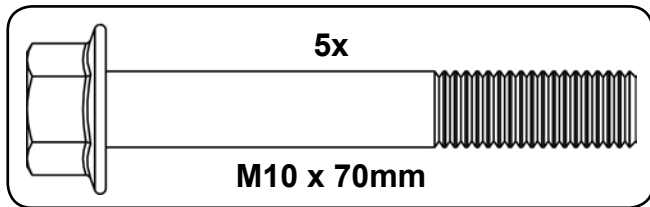


- Insert Rear Shock Bracket Brace (M) through Frame from opposite side.

**! Rear Shock Bracket Brace (M) must be inserted through Frame before both Shock Bracket Bases (N-P) are installed.**

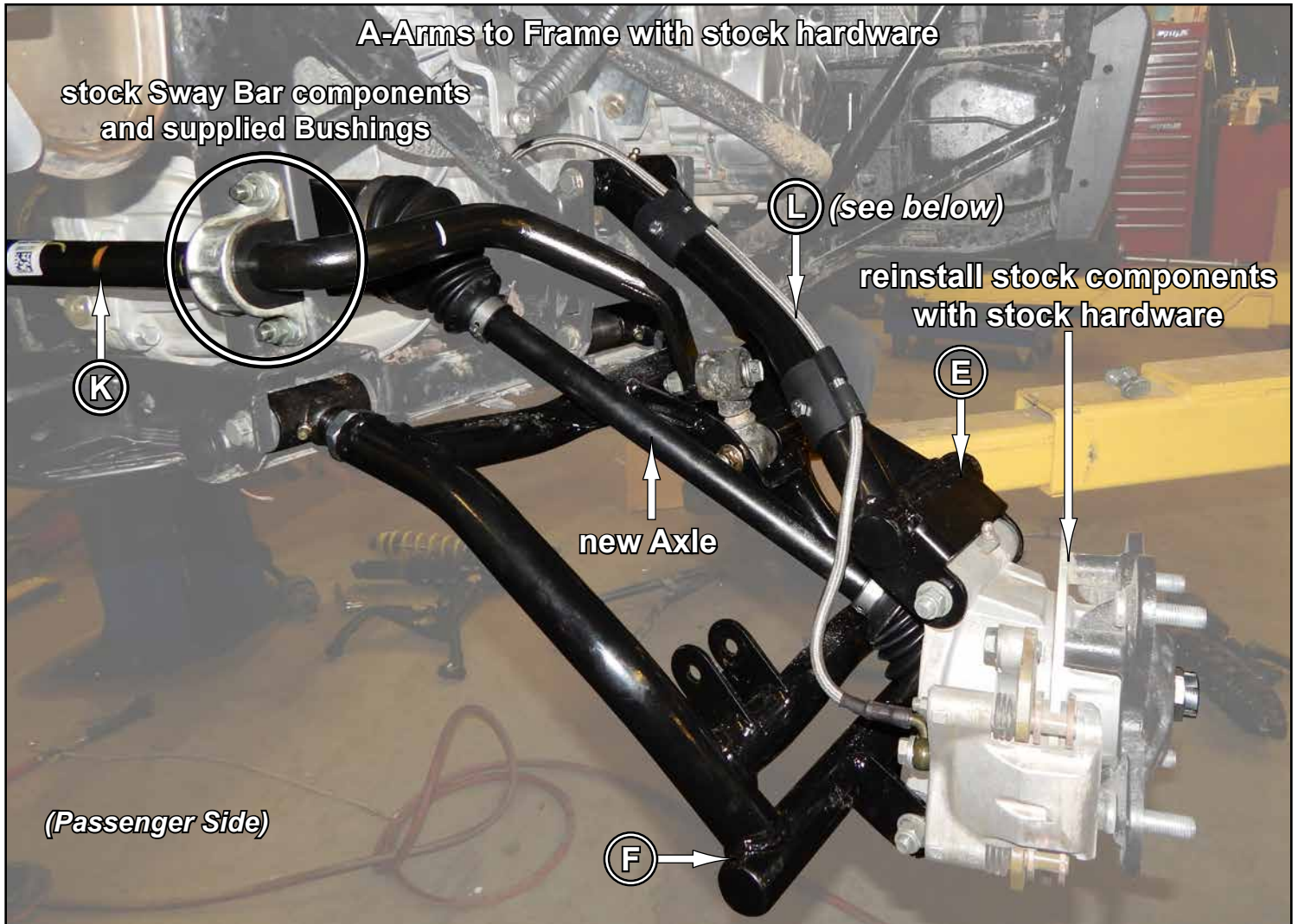


- Install Shock Bracket (Q) into Shock Bracket Base, Left (N).
- Secure Shock Bracket (Q), Shock Bracket Base, Left (N), and Rear Shock Bracket Brace (M) with hardware shown.
- Repeat for Shock Bracket Base, Right (P).



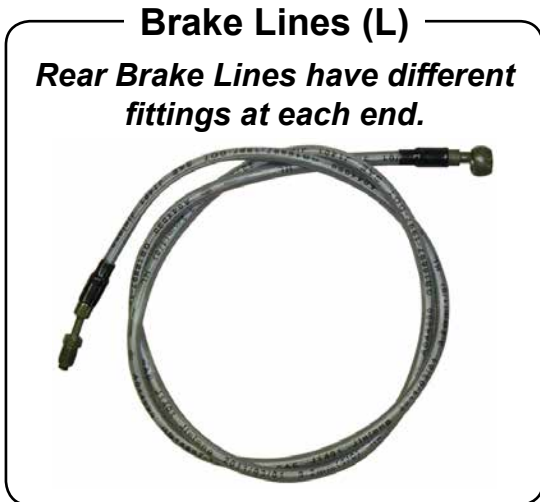
IN-LTK-P-RZR900-5-HC-K-2-02  
 IN-LTK-P-RZR900-5-HC-K-2-03  
 IN-LTK-P-RZR900-5-HC-K-2-04  
 IN-LTK-P-RZR900-5-HC-K-2-07

- Install Sway Bar (K). Secure with stock Sway Bar components and provided Bushings.
- Reinstall Sway Bar Links with stock hardware.
- Install new Axles.
- Reinstall Calipers, Hubs, Knuckles, etc.

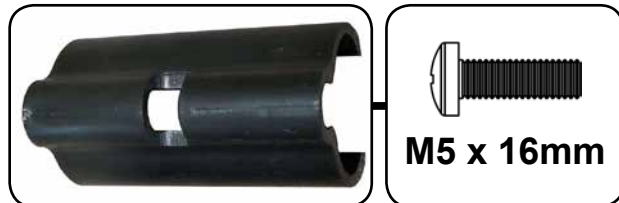


**Rear Brake Line (L) Installation:**

- Secure to A-Arms (E)(G) with Brake Line Clamps and hardware shown. Ensure no binding or interference can occur when in use.



secure to Upper A-Arms with (2) each

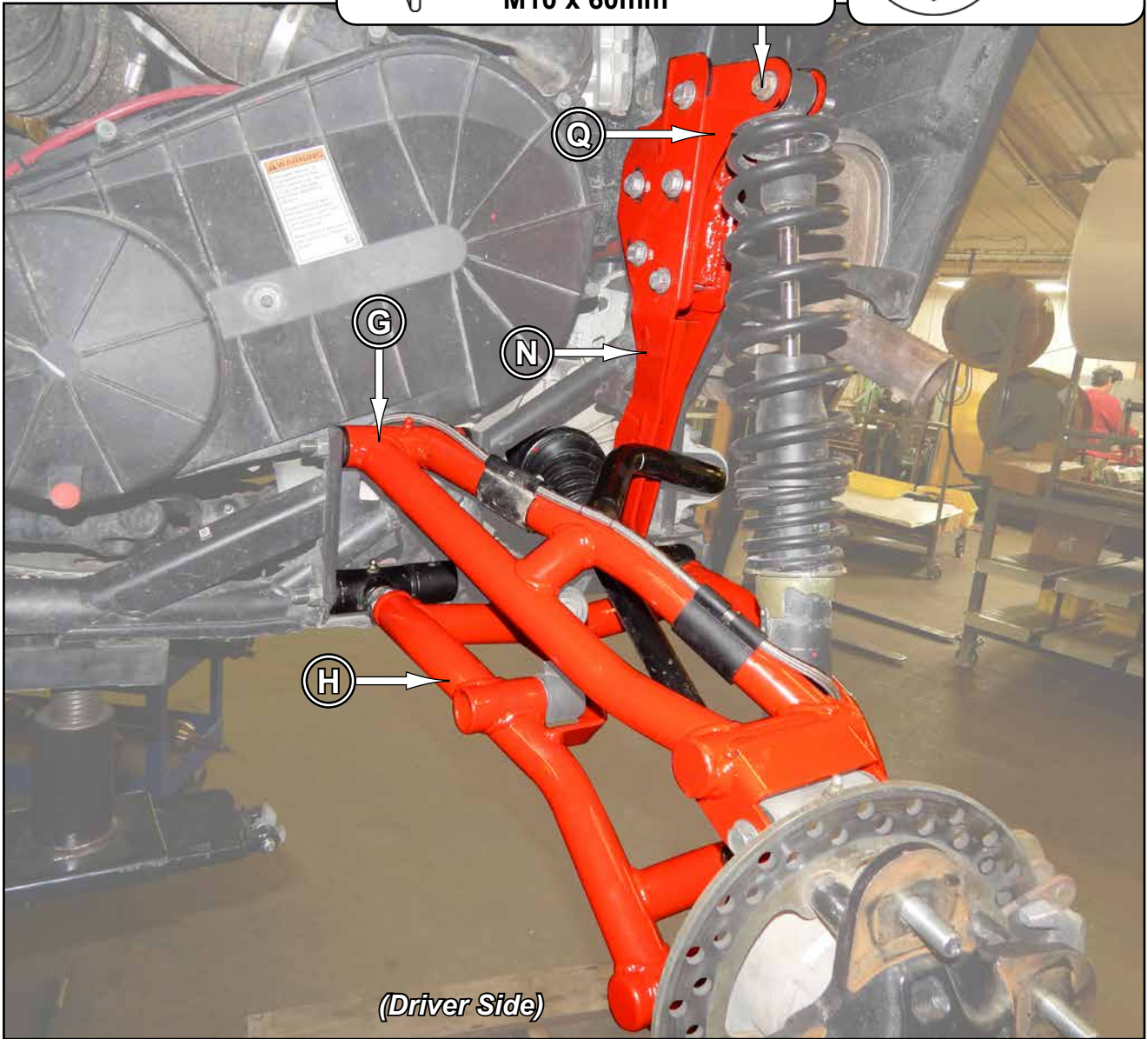
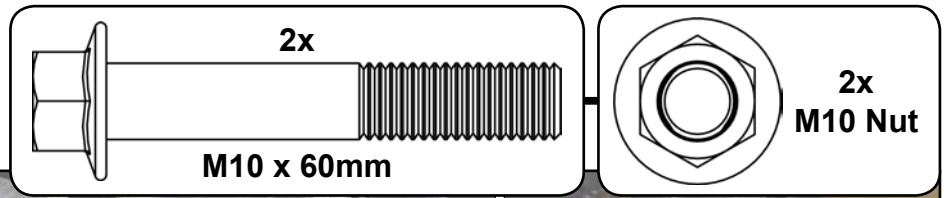


Location	Length (Approx)
Right Rear	55"
Left Rear	40"

IN-LTK-P-RZR900-5-HC-K-2-02  
 IN-LTK-P-RZR900-5-HC-K-2-03  
 IN-LTK-P-RZR900-5-HC-K-2-04  
 IN-LTK-P-RZR900-5-HC-K-2-07



- Install Shocks to Brackets (Q) with hardware shown.





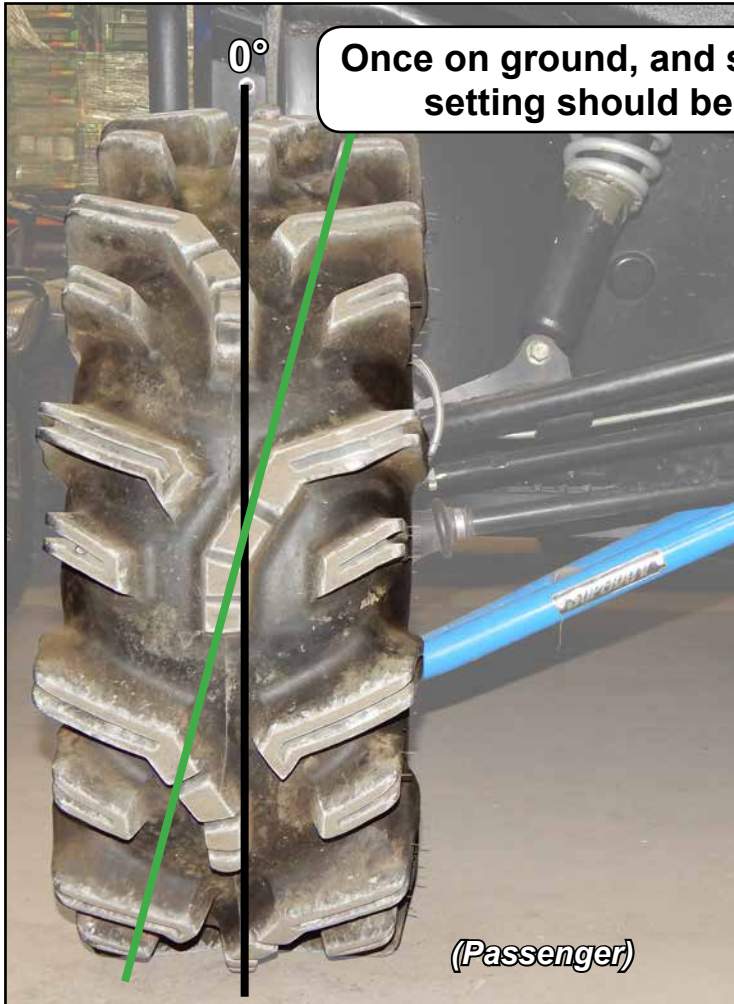
## CAMBER



Perform adjustments in small increments.

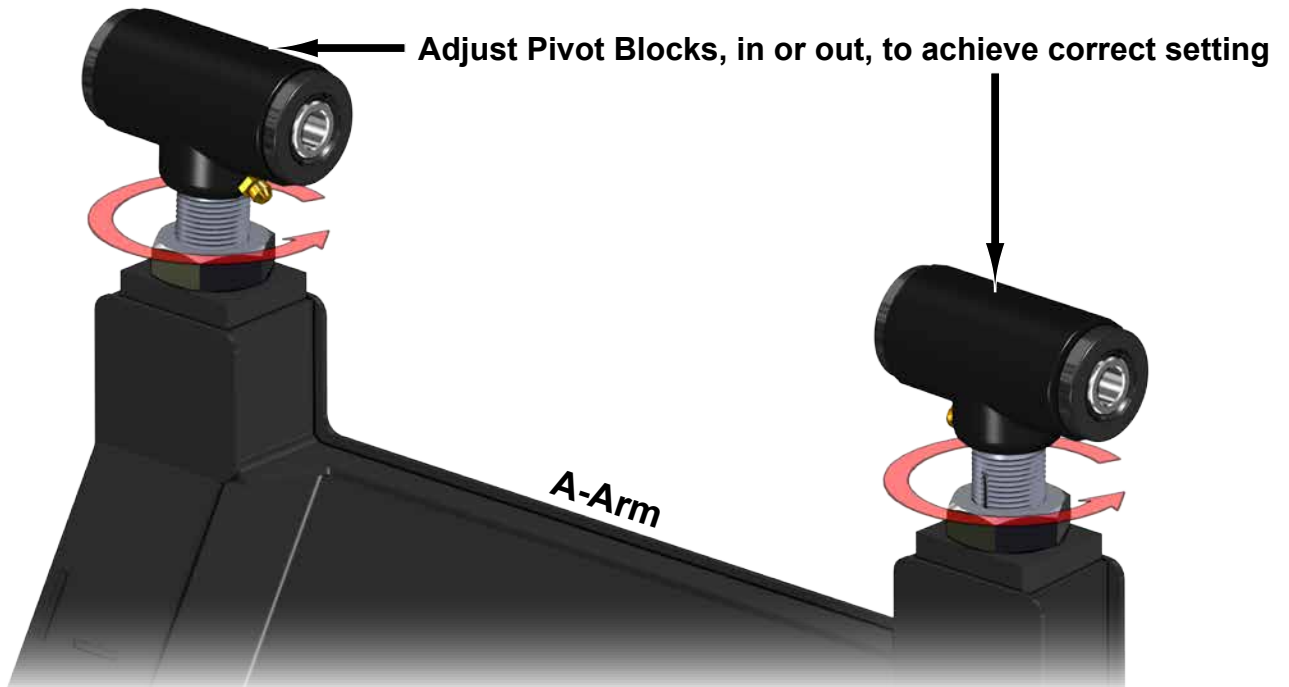


Adjustments are to be made after all suspension components have been completely assembled.  
*Tires must not be in contact with ground when making adjustments.*



Once on ground, and suspension is settled, setting should be: negative 1° - 2°

1. Raise machine so that tires are off ground.
  2. Turn Pivot Blocks to adjust camber.
  3. Lower machine and settle suspension components by rolling machine back and forth several feet at a time.
  4. 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.



## CASTER



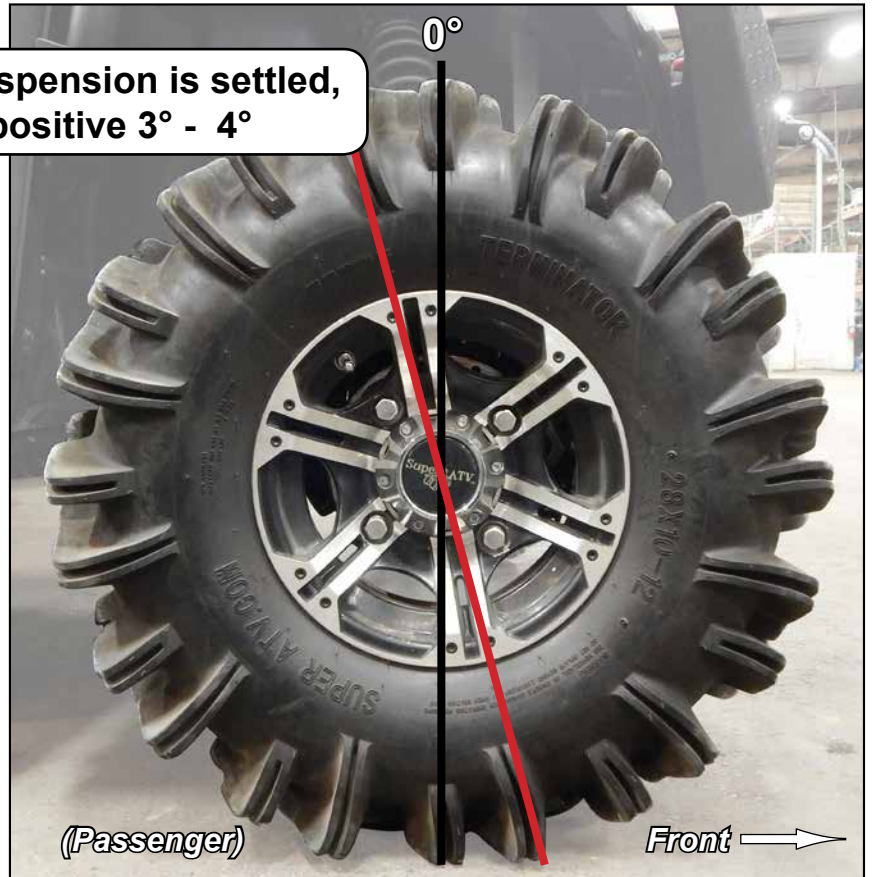
Perform adjustments in small increments.



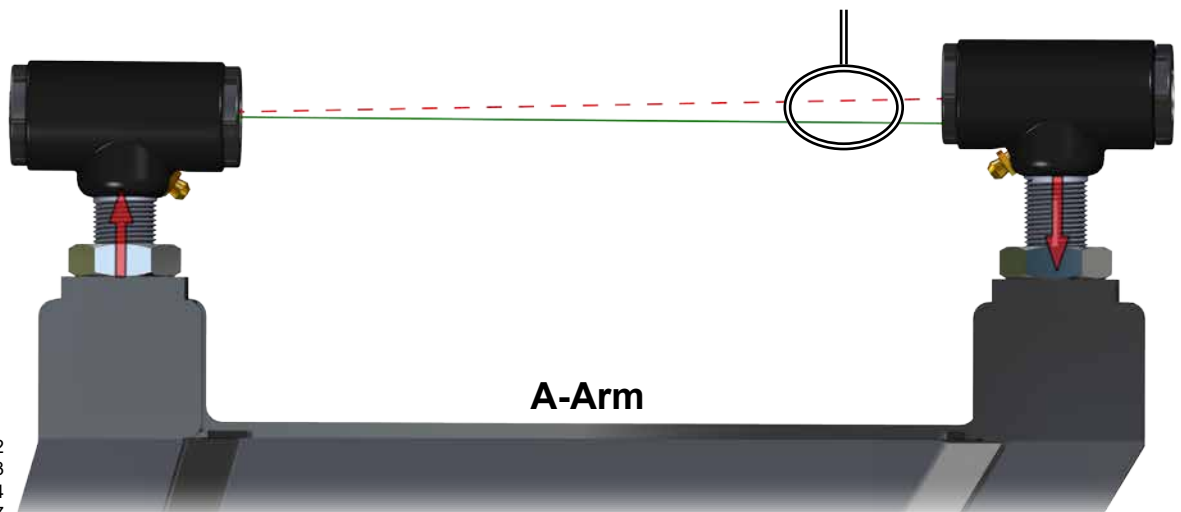
Adjustments are to be made after all suspension components have been completely assembled.  
*Tires must not be in contact with ground when making adjustments.*

1. Raise machine so that tires are off ground.
  2. Turn Pivot Blocks to adjust caster.
  3. Lower machine and settle suspension components by rolling machine back and forth several feet at a time.
  4. 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 on ground, and suspension is settled,  
setting should be: positive  $3^{\circ}$  -  $4^{\circ}$



Adjust Pivot Blocks, in or out, to achieve correct setting. One Pivot Block will be different.



**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 warrantied 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.