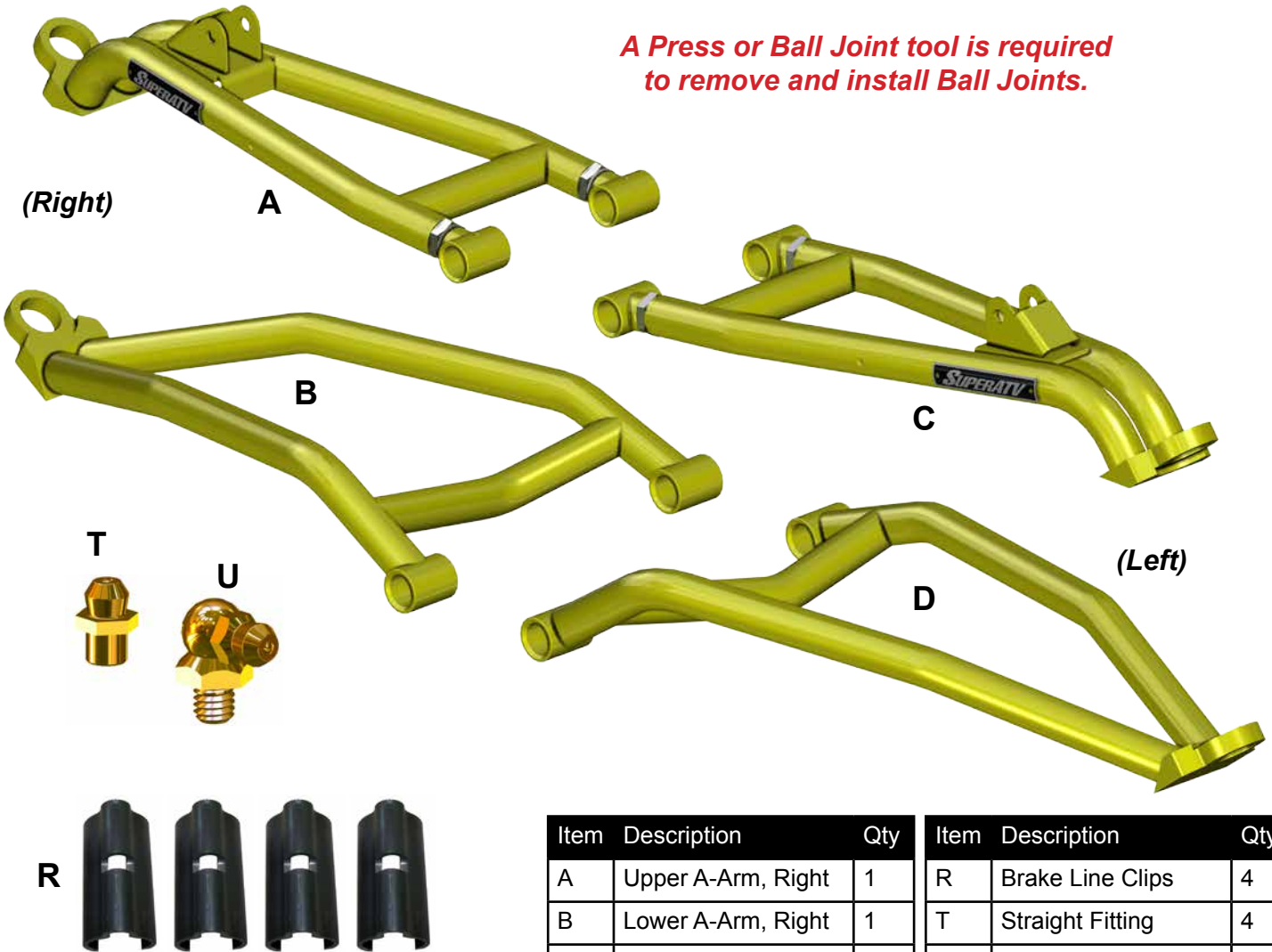


A Press or Ball Joint tool is required to remove and install Ball Joints.



Item	Description	Qty
A	Upper A-Arm, Right	1
B	Lower A-Arm, Right	1
C	Upper A-Arm, Left	1
D	Lower A-Arm, Left	1

Item	Description	Qty
R	Brake Line Clips	4
T	Straight Fitting	4
U	90° Grease Fitting	9

(kit contents continue on following pages)

Read instructions and view illustrations before beginning.

Need help with your installation?

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

☎ 1-812-574-7777 🕒 8:00am - 9:00pm EST M-Th
 8:00am - 7:00pm EST Friday
 9:00am - 2:00pm EST Saturday

*Thank You
 For Choosing*



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.

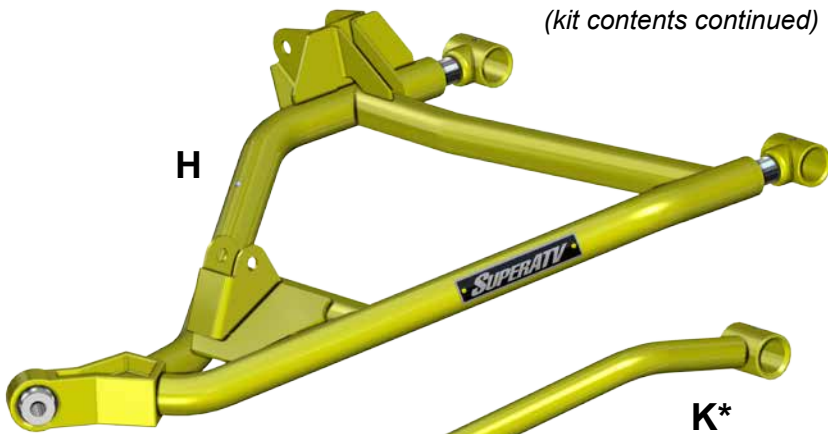
Although SuperATV® has thousands of satisfied customers, user should be aware that installing lift kits, long travel, or suspension kits, tires, etc. will change the ride of machine and may increase maintenance and part wear. Operating any off-road machine while, or after, consuming alcohol and/or drugs 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.

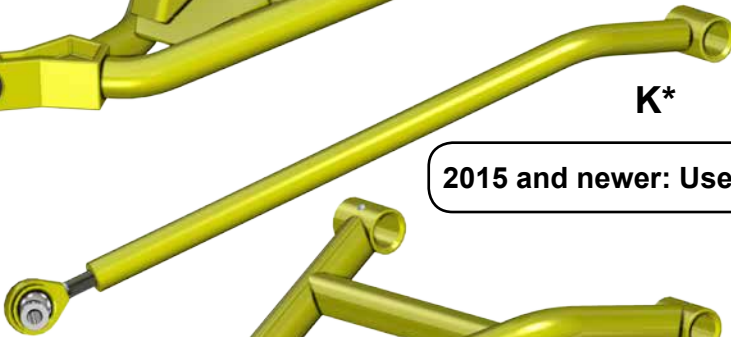
SuperATV® will warranty only parts provided by SuperATV®. Any damage or problems with OEM housings, bearings, seals, or other manufacturers' products will not be covered by SuperATV®. SuperATV® parts and products are not warranted if item was not installed properly, misused, or modified.

(kit contents continued)

Item	Description
F	Upper A-Arm, Right
G	Lower A-Arm, Right
H	Upper A-Arm, Left
J	Lower A-Arm, Left
K*	Coupling Bar, Left
L*	Coupling Bar, Right

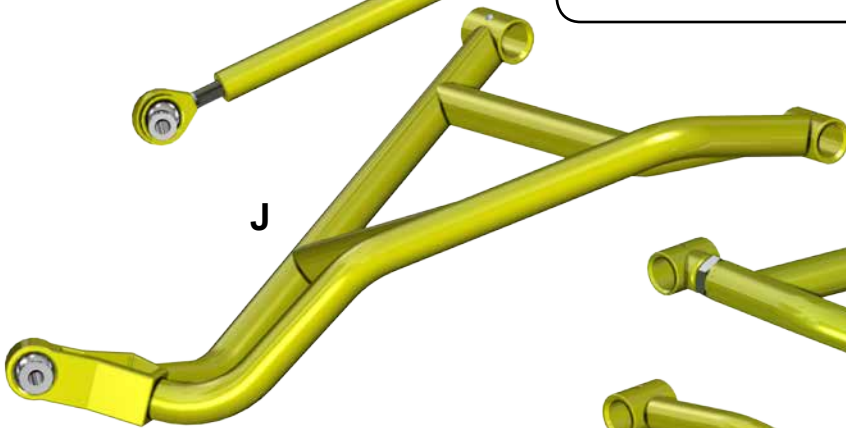


H

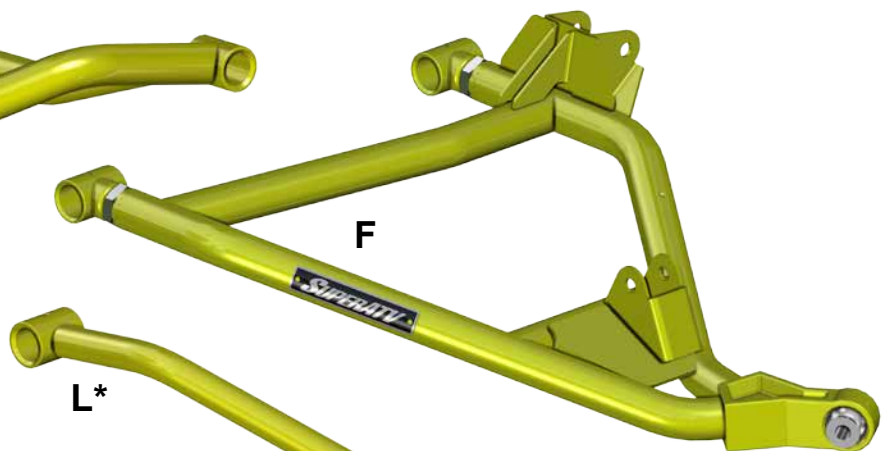


K*

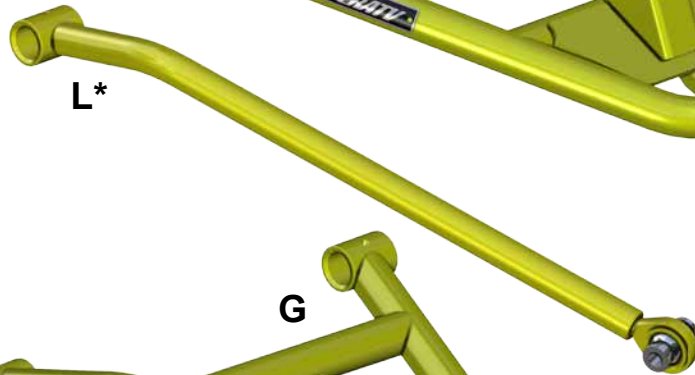
2015 and newer: Use Coupling Bars *WITH* installed Heim Joints.



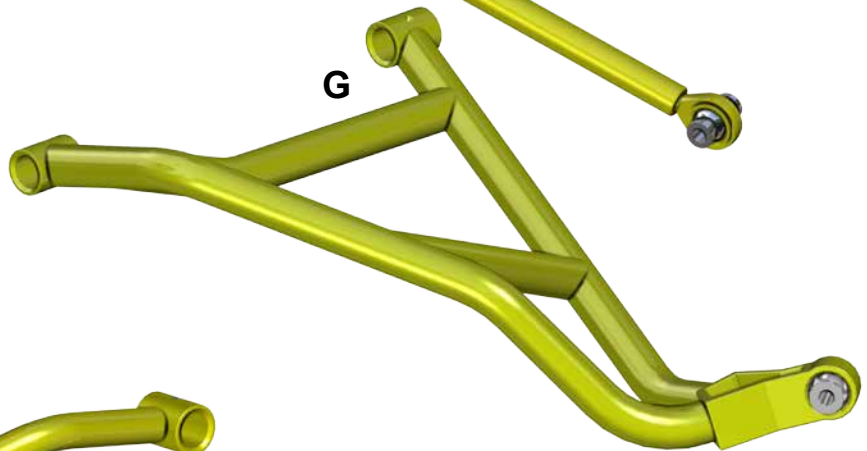
J



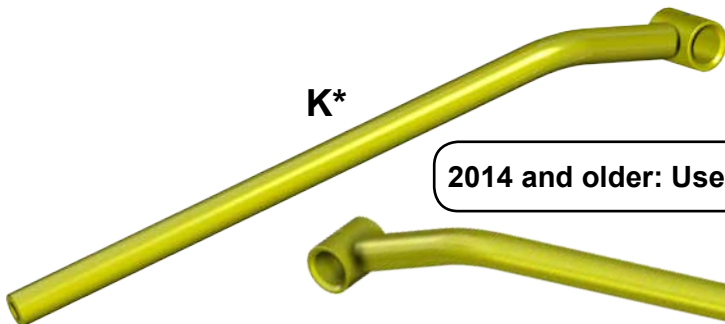
F



L*

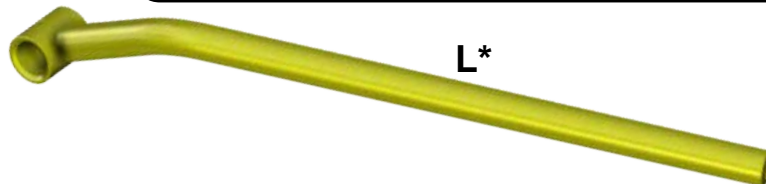


G



K*

2014 and older: Use Coupling Bars *WITHOUT* installed Heim Joints.

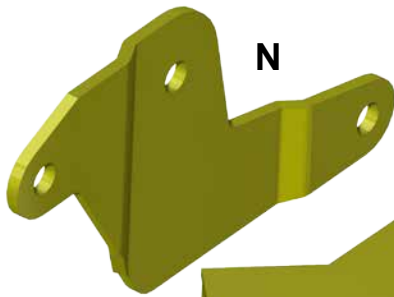


L*

(outside of machine)

(kit contents continued)

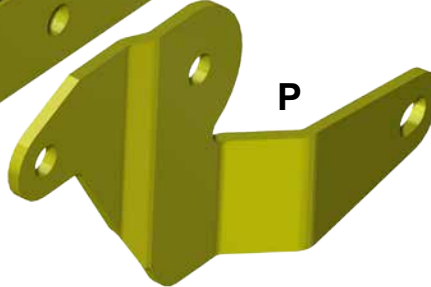
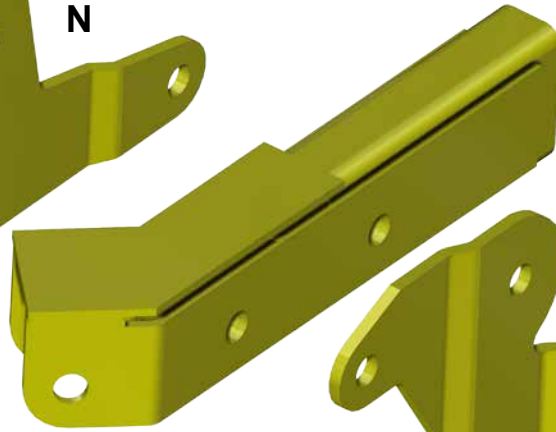
Item	Description	Qty
M	Shock Mount, Left	1
N	Rear Lift Brackets (A)	2
P	Rear Lift Brackets (B)	2
Q	Shock Mount, Right	1
S	Front Brake Lines	2



N

M

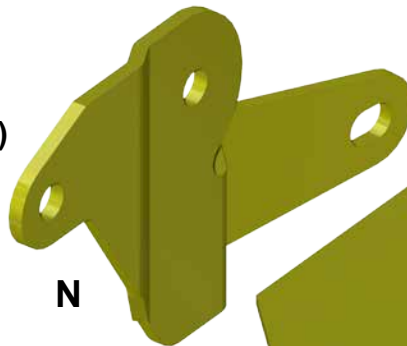
(Left)



P

(inside of machine)

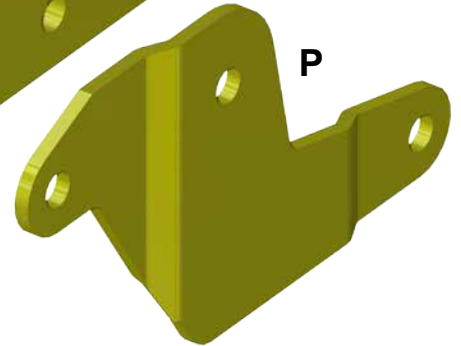
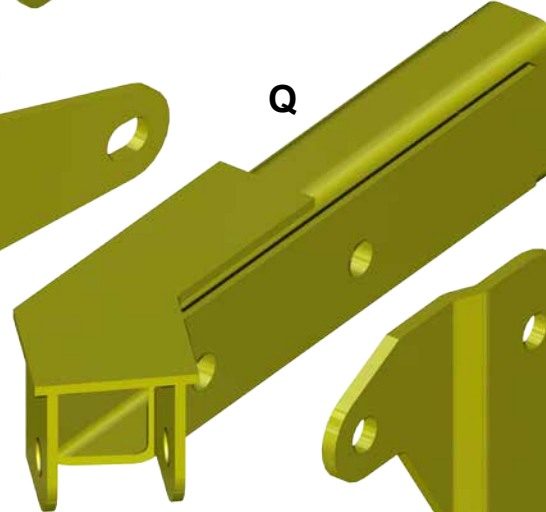
(inside of machine)



N

Q

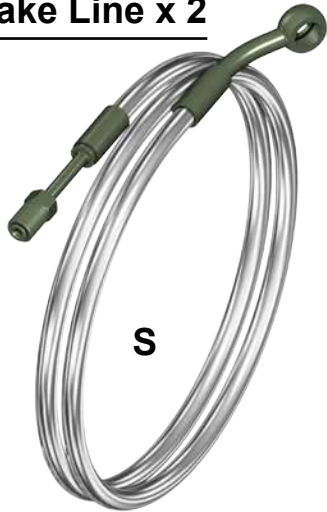
(Right)



P

(outside of machine)

Brake Line x 2



S

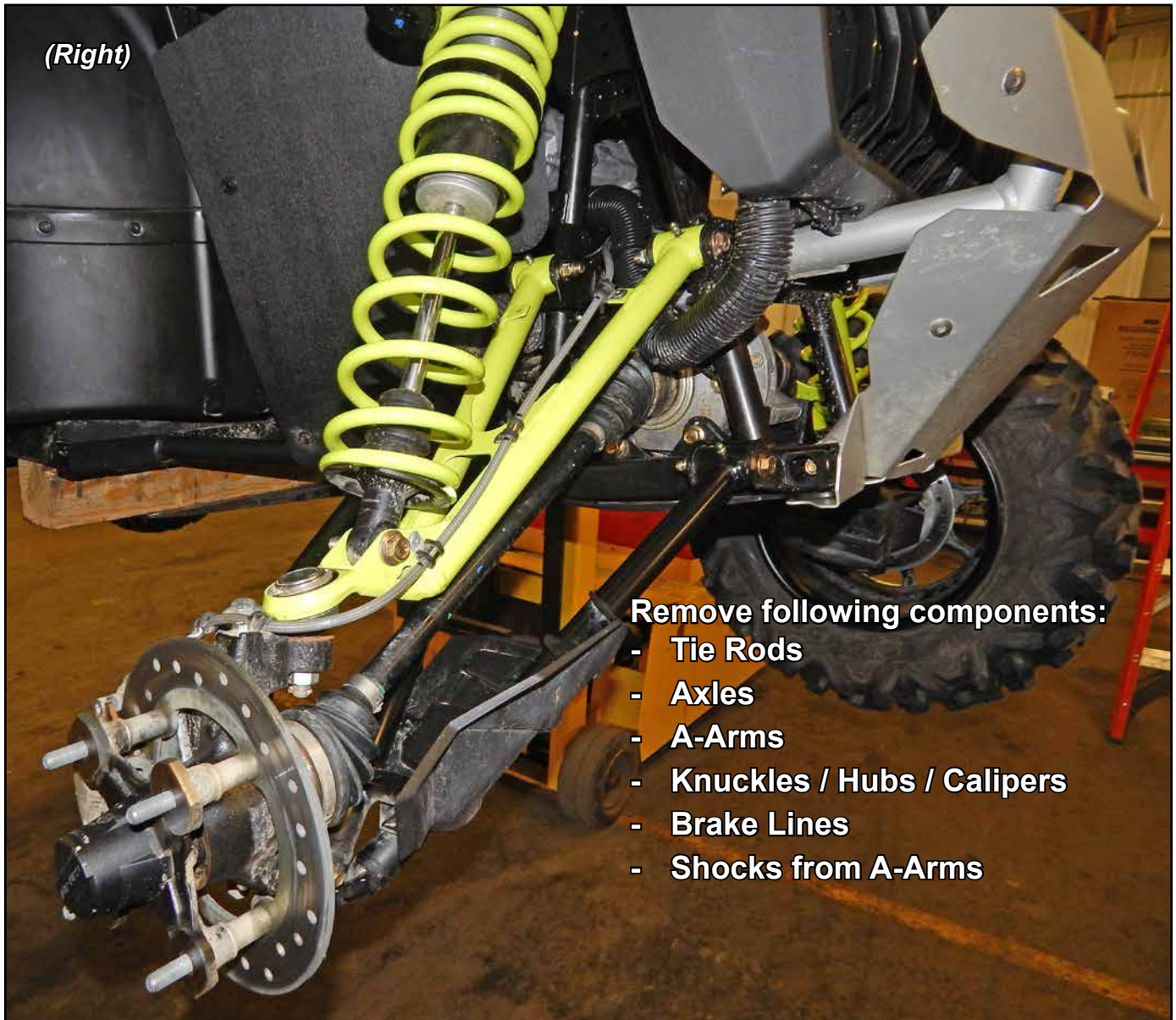
(Right Brake Line is longer)

Tie Rod Kit (E)

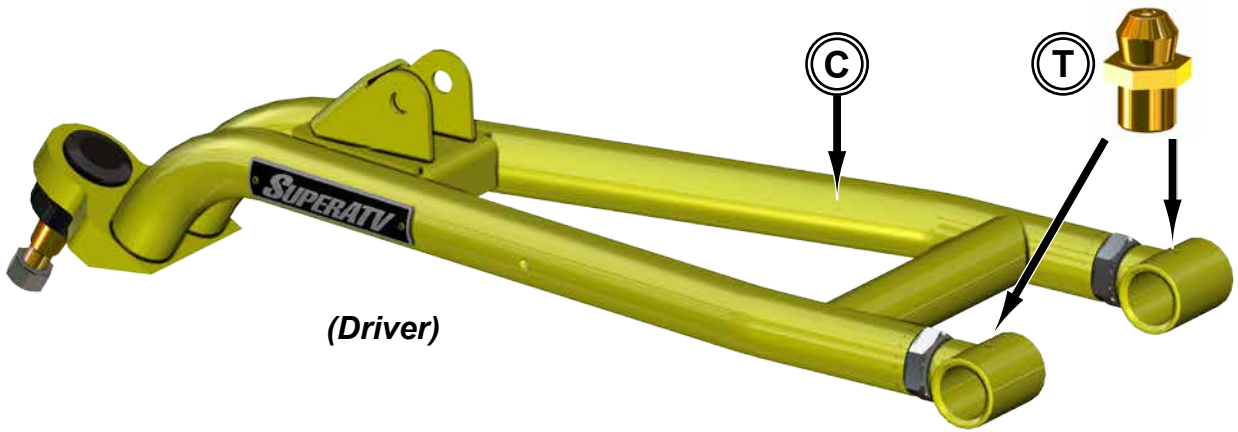


Front Components Removal:

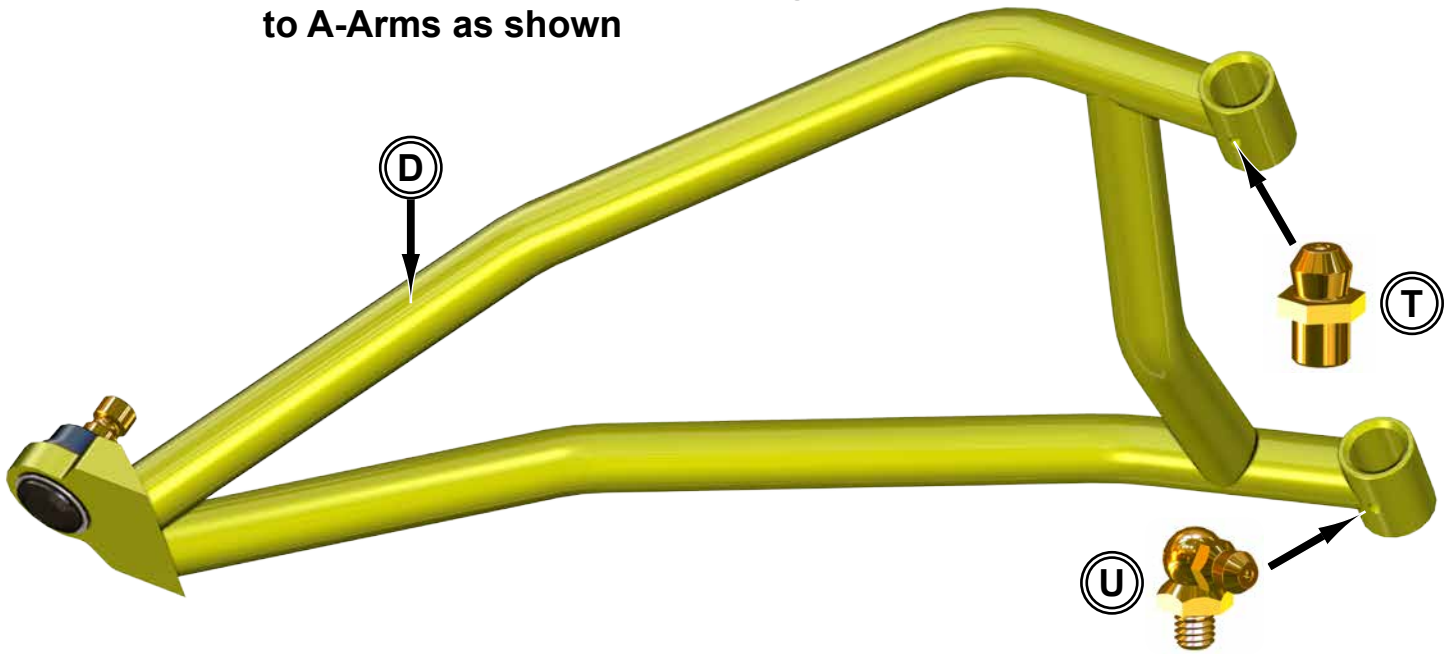
keep all components removed from machine.



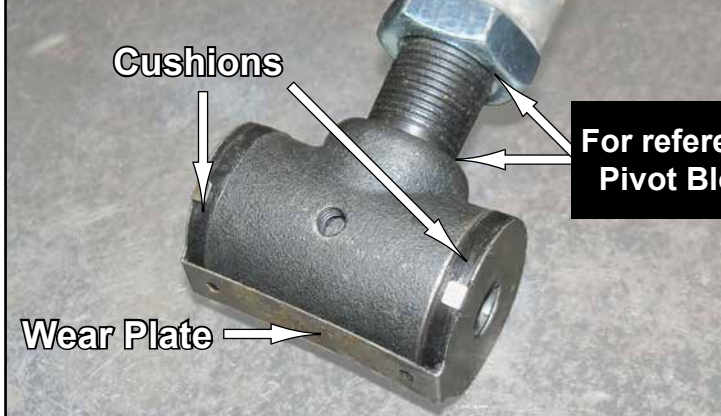
Front A-Arms Preparation *(set aside when completed)*



install stock Ball Joints and Grease Fittings to A-Arms as shown



Reuse stock Cushions and Wear Plates



For reference, set distance of 5/8" from face of Nut to Pivot Block. Individual machines may vary slightly.

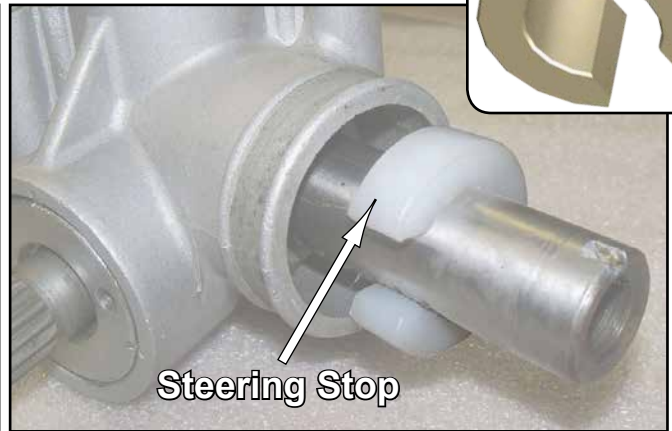
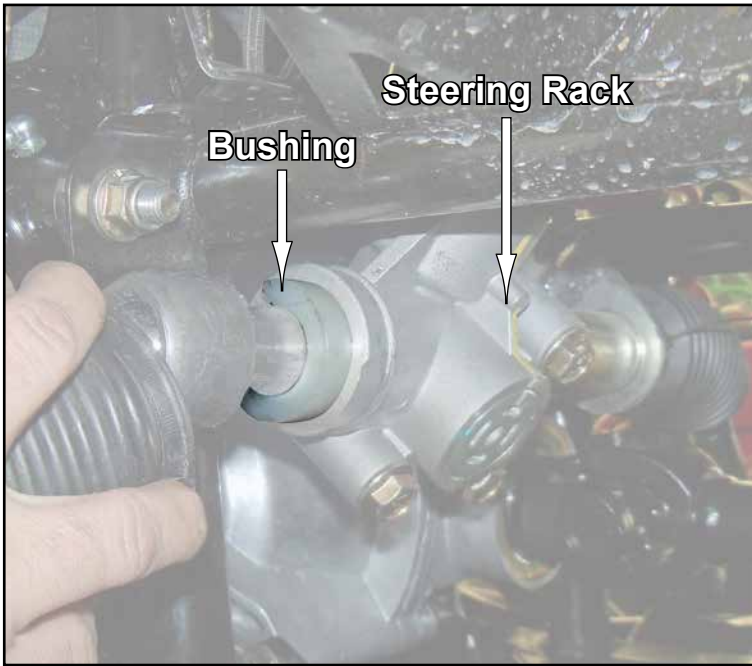
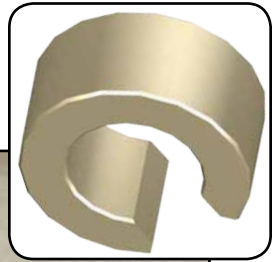
Front Shocks Preparation (set aside when completed)



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

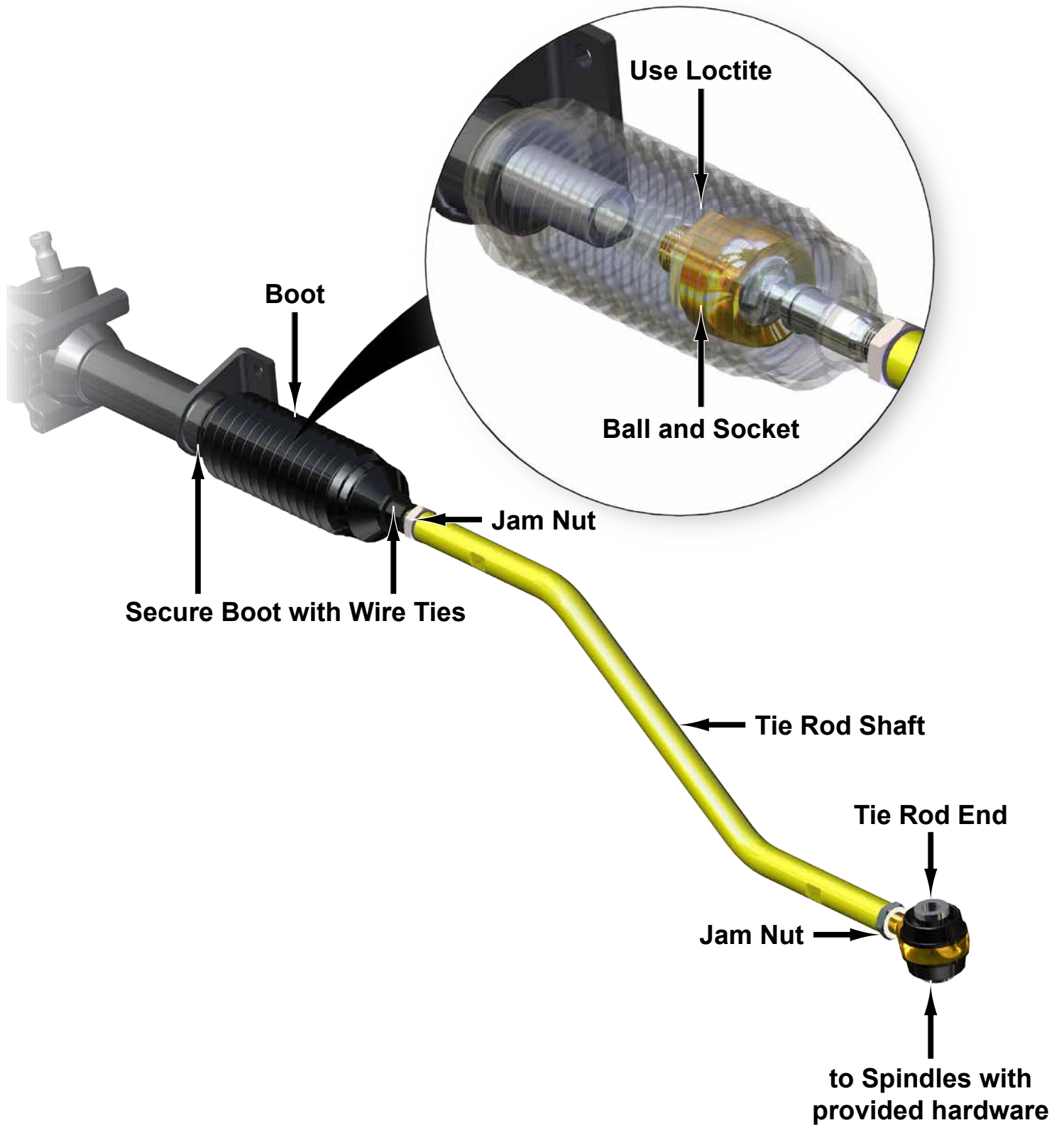
Note: Driver Side installation is shown.

- Install Bushing onto Rack and Pinion shaft; repeat for opposite side.



Leave Boots off Rack and Pinion until new Tie Rods are installed.

Tie Rod Installation *(shown off machine for clarity)*

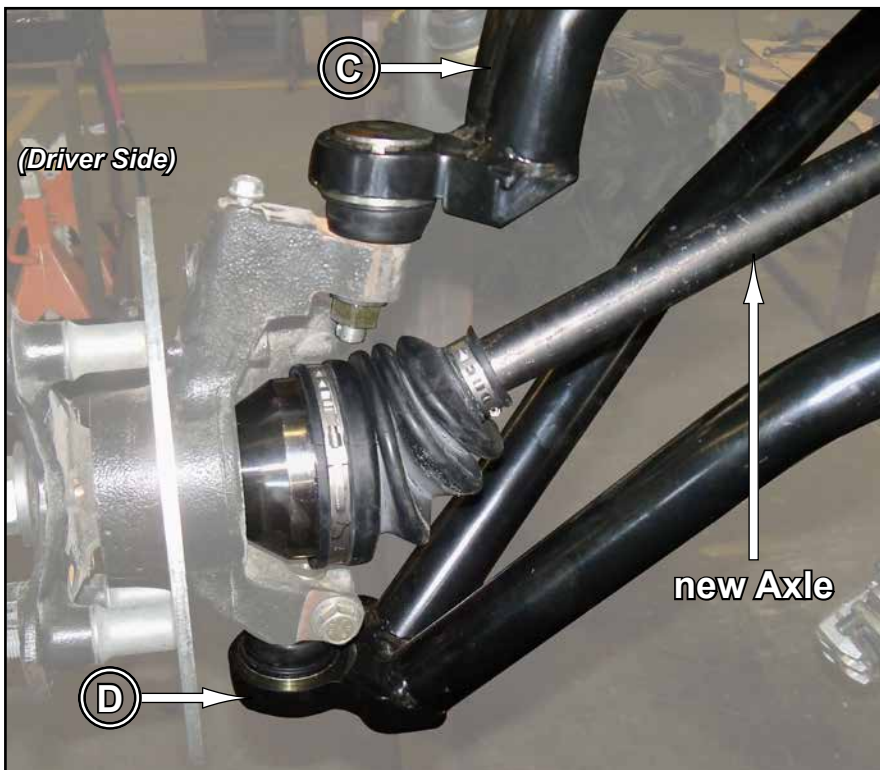
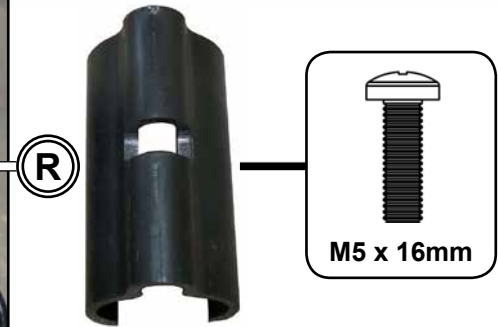
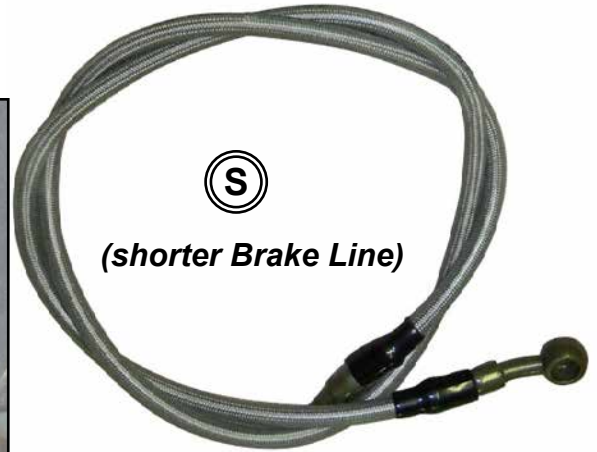


Toe must be set after installation is complete

Front Installation: *Do not tighten hardware completely unless noted.*

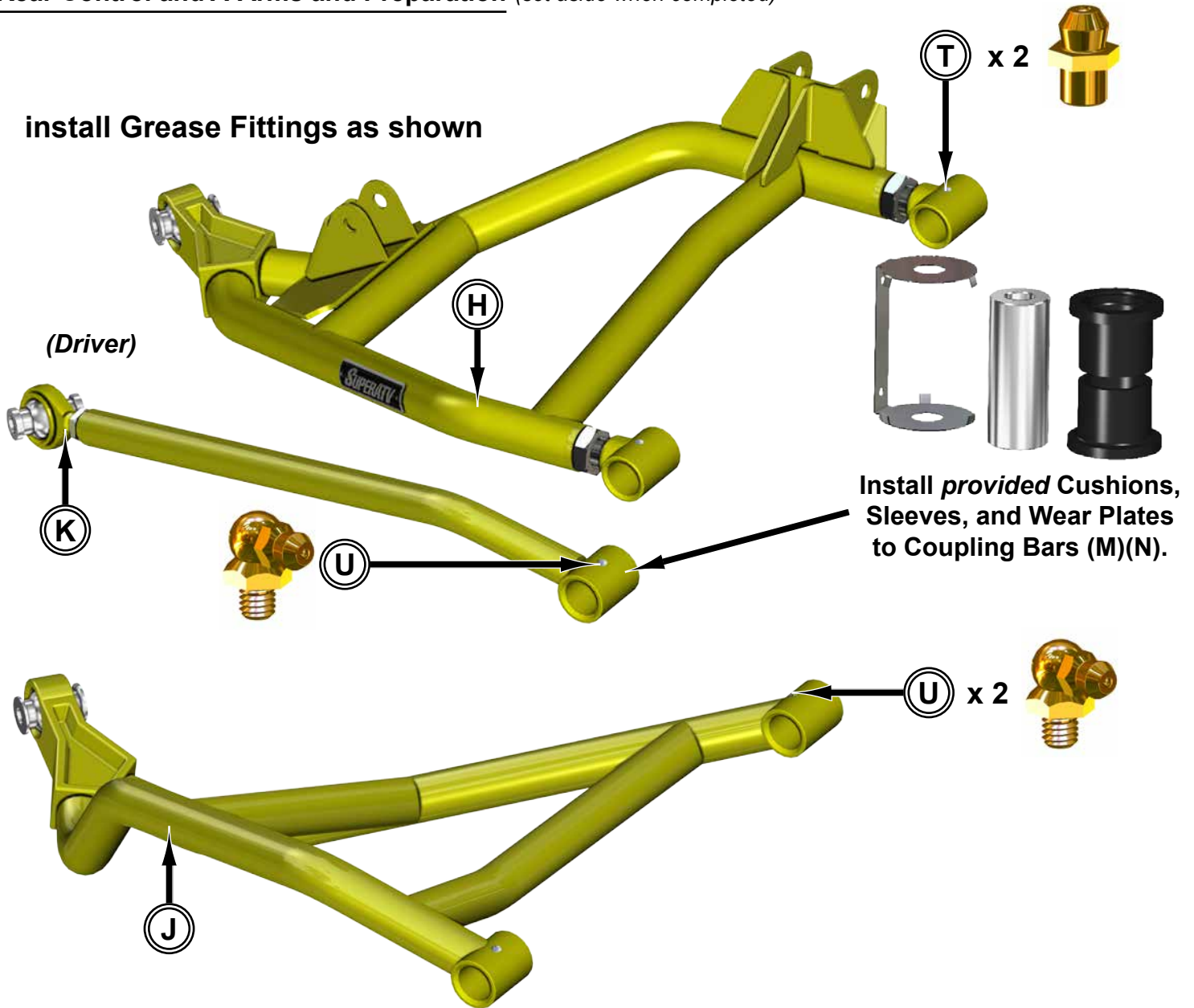
- Install A-Arms (A-D) to Frame with stock hardware.
 - Install new Axles.
 - Reinstall Hubs / Knuckles / Calipers with stock hardware.
 - Secure Shocks to A-Arms (A-C) with stock hardware.
 - Install Brake Lines (S) and secure to A-Arms (A-C) with Brake Line Clips (R) and hardware shown.
- Note: short Brake Line installs to driver side.*

SuperATV recommends using Loc-Tite on Nuts when installing A-Arms to Frame.

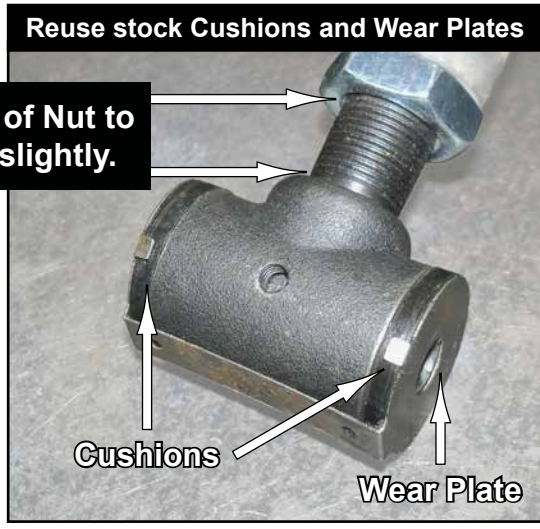


Rear Control and A-Arms and Preparation *(set aside when completed)*

install Grease Fittings as shown

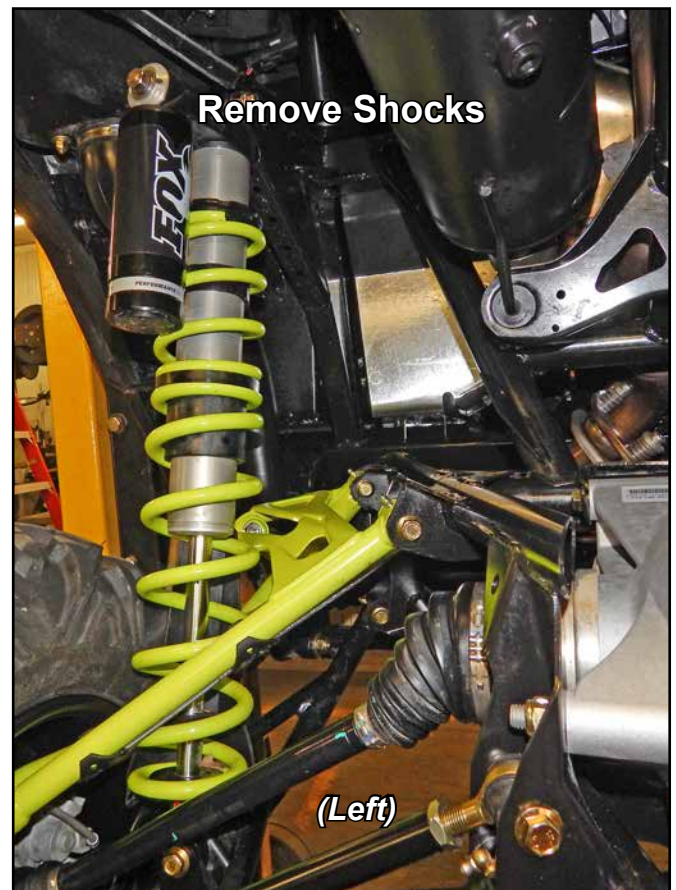


For reference, set distance of 5/8" from face of Nut to Pivot Block. Individual machines may vary slightly.



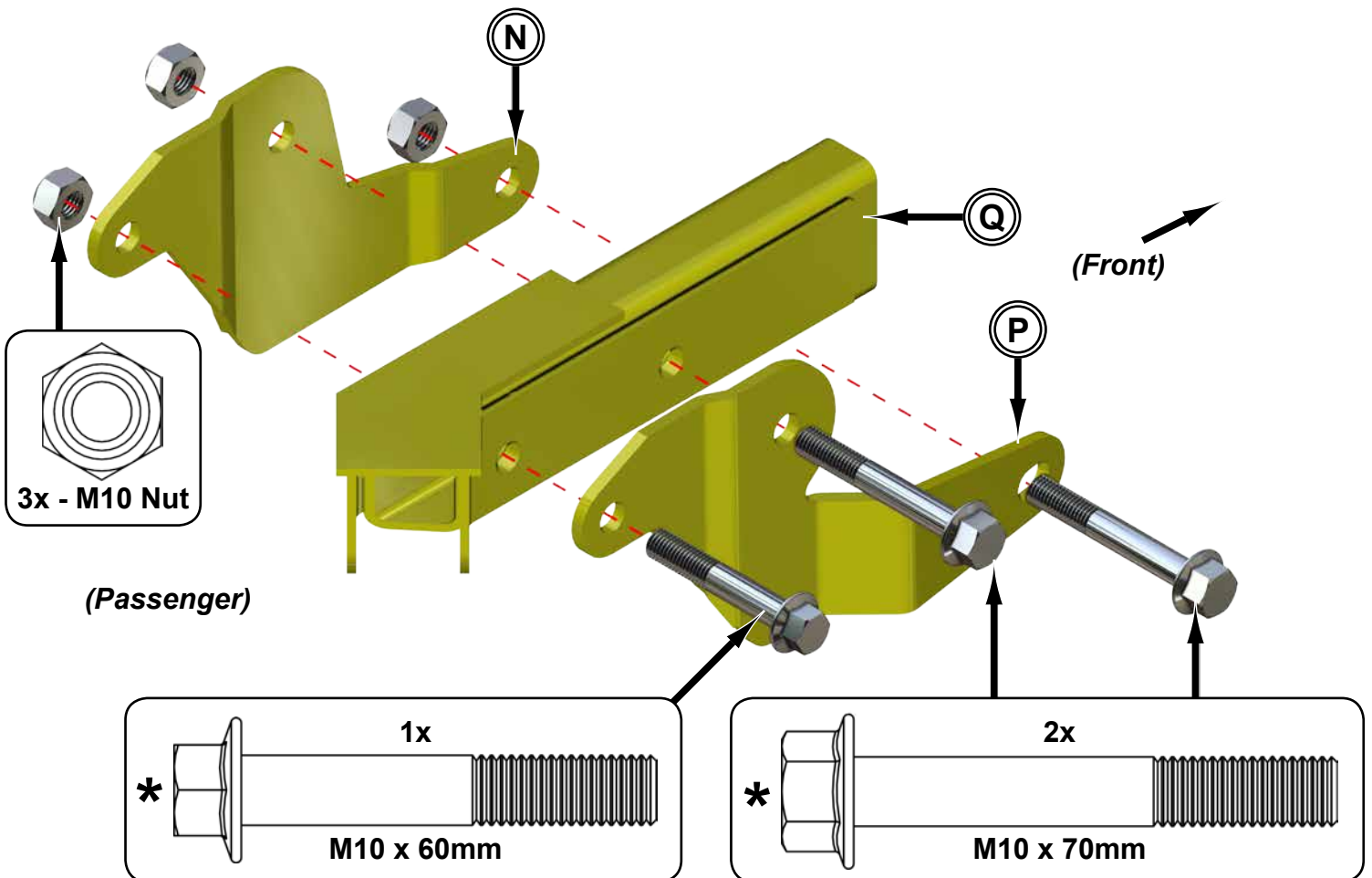
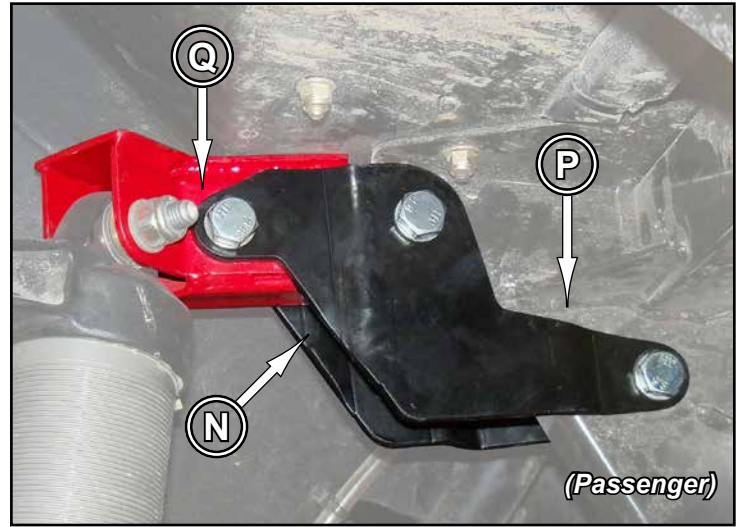
Rear Components Removal:

keep all components removed from machine.



Rear Brackets Installation:

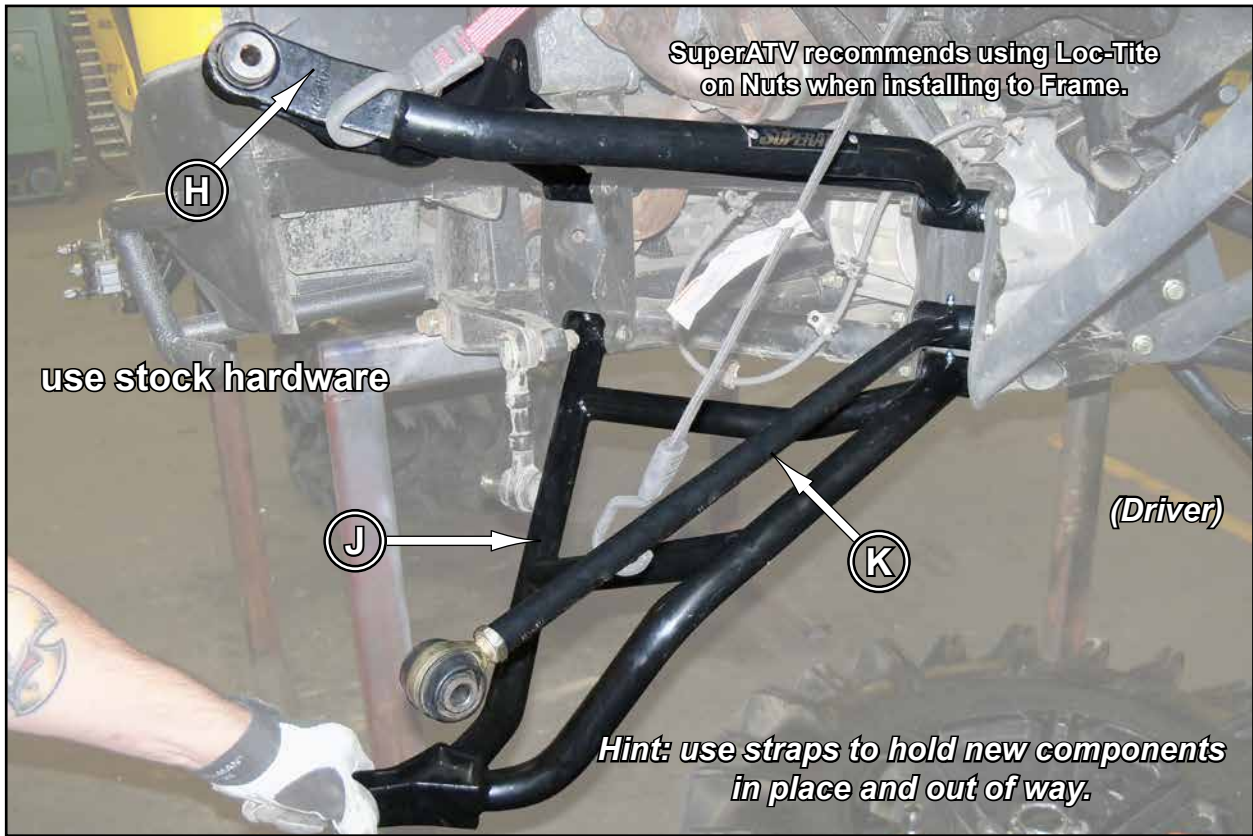
- Install Rear Lift Brackets A and B (N-P) and Shock Mounts (Q-M) to stock Shock Mounts.
- Install Shocks with stock hardware.



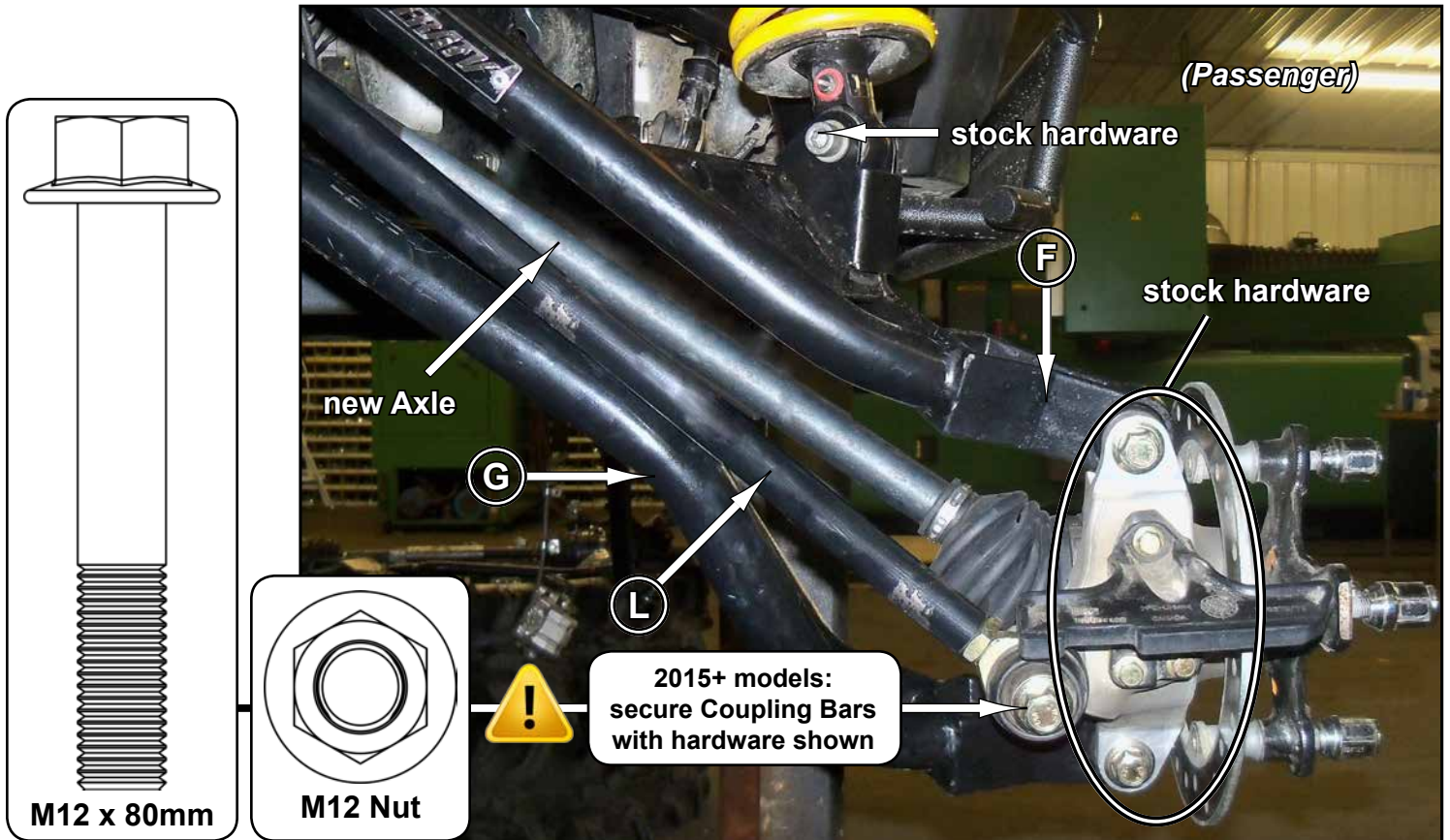
* Depending on model year, M10 or M12 hardware will be used.

Rear Installation: *Do not tighten hardware completely unless noted.*

- Install A-Arms (F-J) and Coupling Bars (K-L) to Frame with stock hardware.

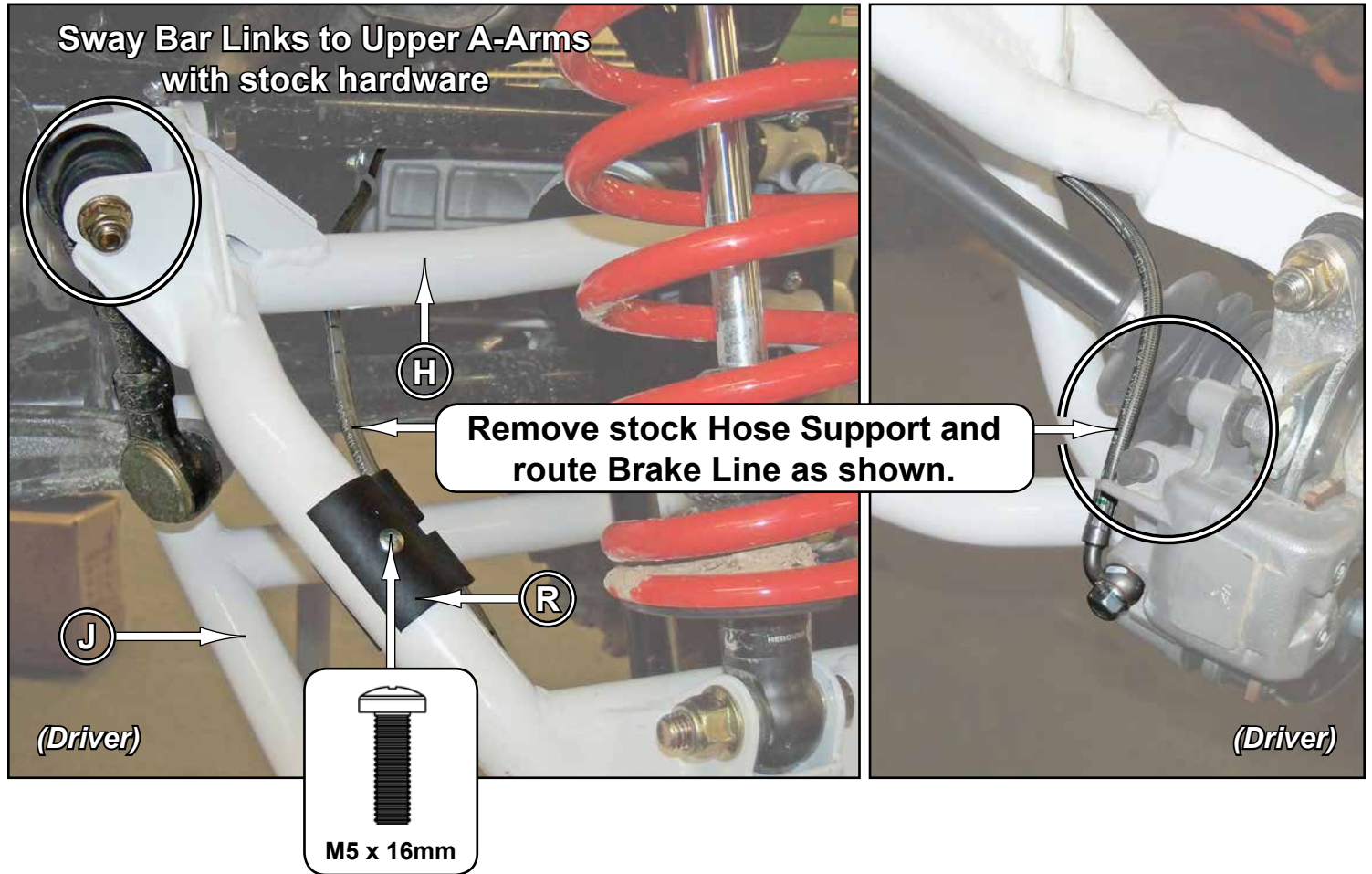


- Install new Axles.
- Reinstall necessary components previously removed with stock hardware.
- Tighten all hardware completely.



Rear Installation continued:

- Reinstall Brake Lines to A-Arms (F-H) with Brake Line Clips (R) with hardware shown.



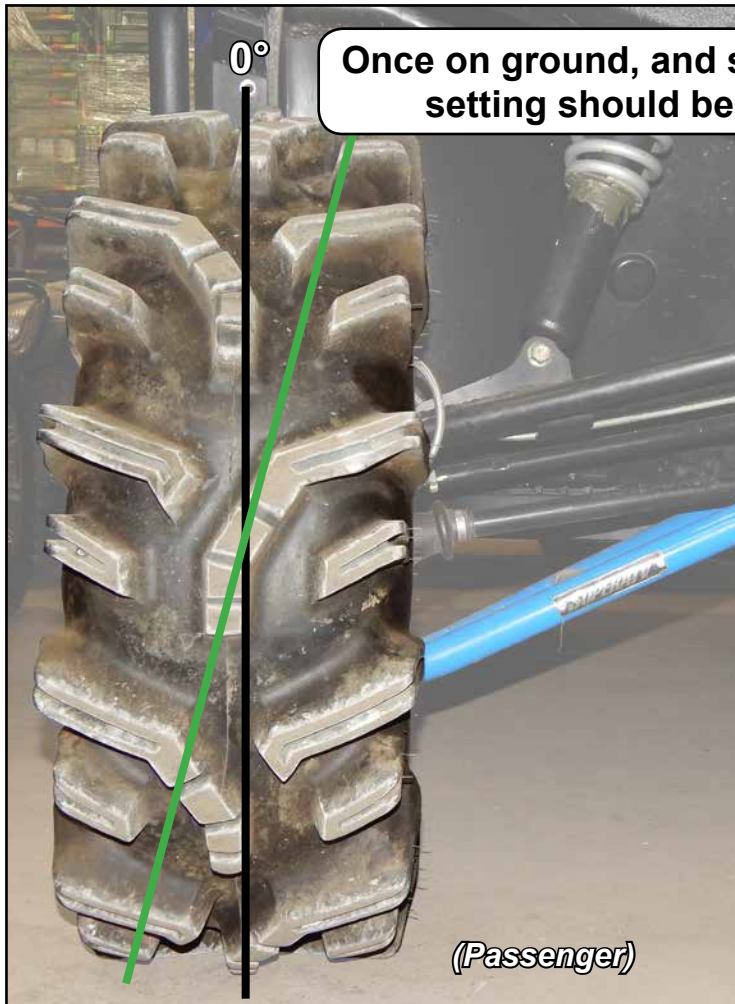
CAMBER



Perform adjustments in small increments.

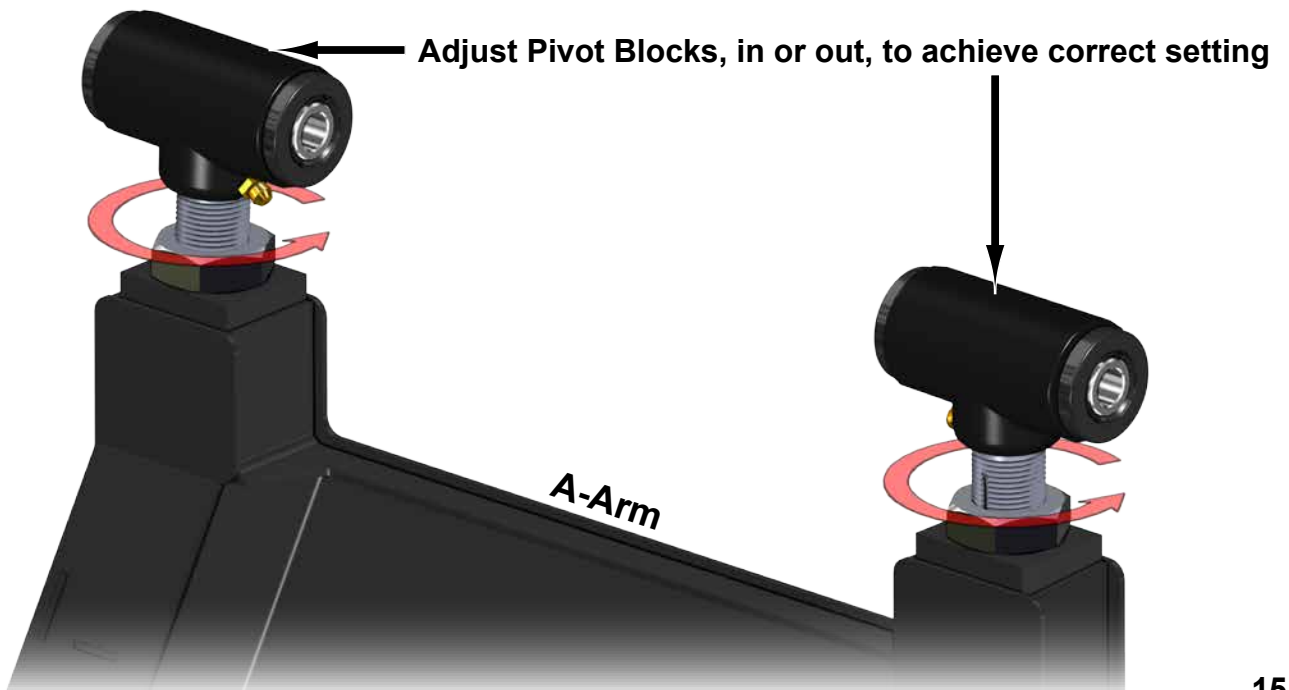


Adjustments are to be made after all suspension components have been completely assembled.
Tires must not be in contact with ground when making adjustments.



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° - 4°



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

