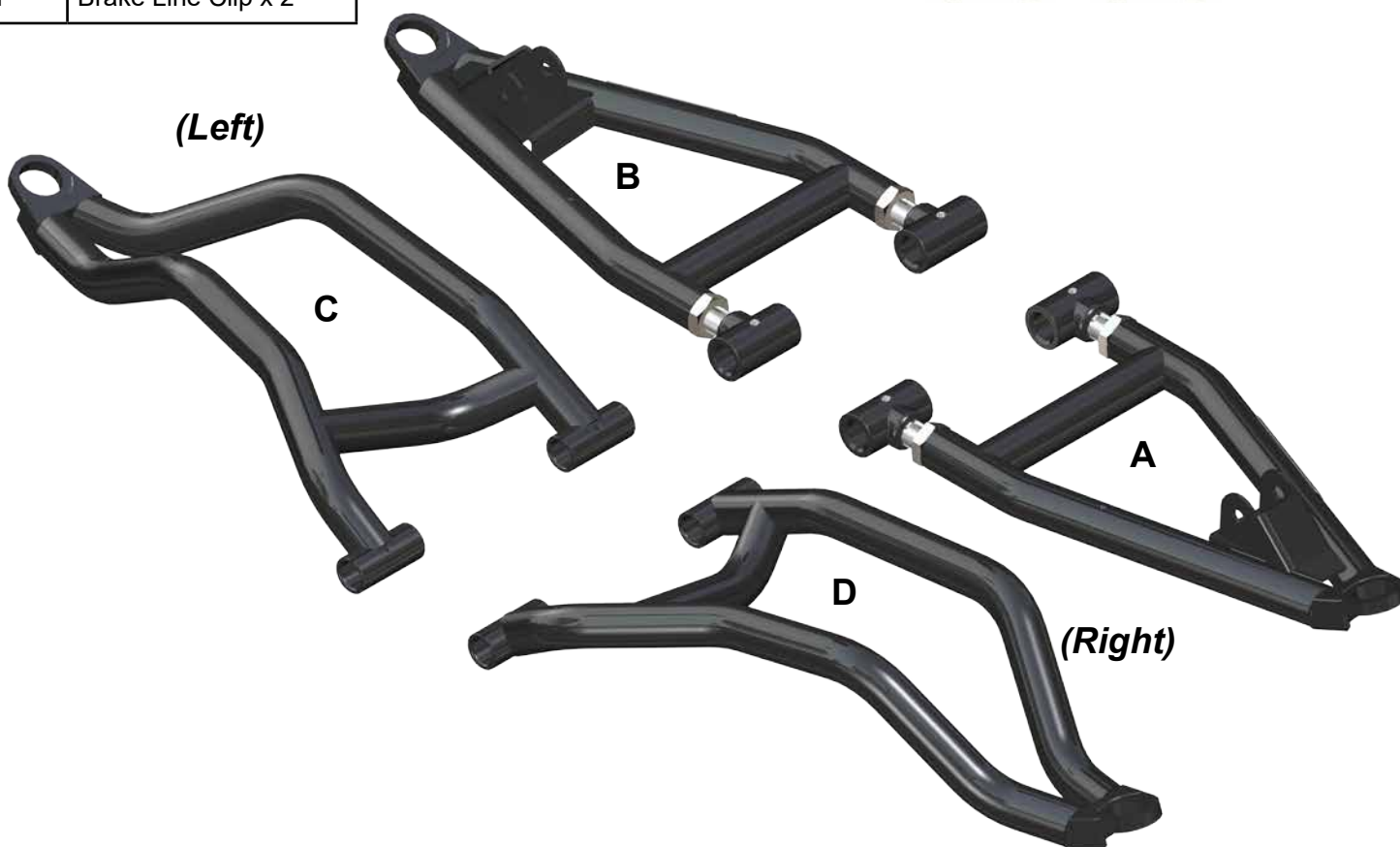



INSTALLATION INSTRUCTIONS

High Clearance Front A-Arms: for Polaris Ranger®

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

| Item | Description |
|------|---------------------|
| A | Upper A-Arm, Right |
| B | Upper A-Arm, Left |
| C | Lower A-Arm, Left |
| D | Lower A-Arm, Right |
| E | Tie Rod End x 2 |
| F | Brake Line Clip x 2 |



2x  M5 x 13mm Lg. PHMS


8x - Fitting

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*

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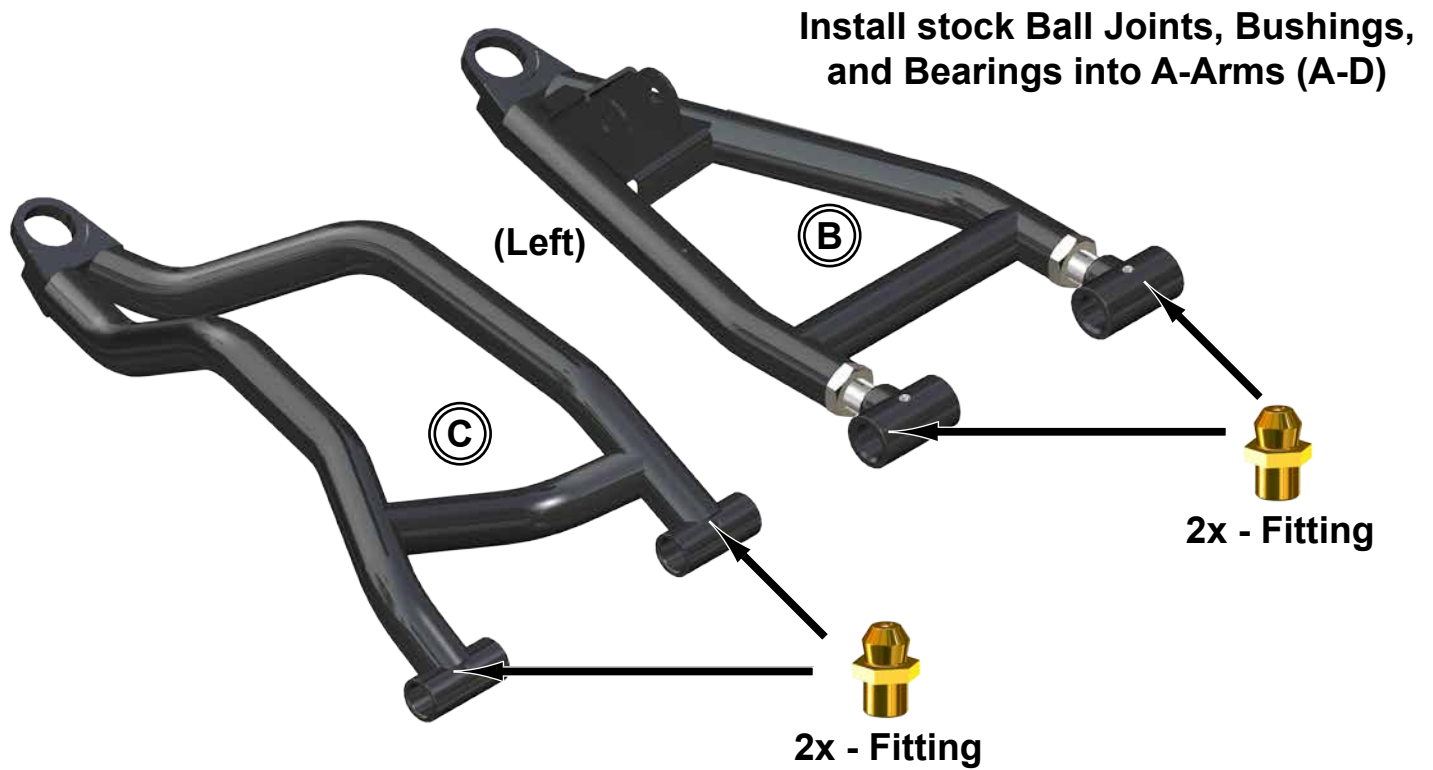
Removal: Keep all stock hardware and components removed from machine.

- Raise front of machine off ground, secure with jack stands, remove Wheels, Spindles, Shocks from A-Arms, and Tie Rod Ends from Tie Rods. Carefully remove Brake Line Clamps from A-Arms.
- Axle removal is optional.
- Remove A-Arms from Frame.

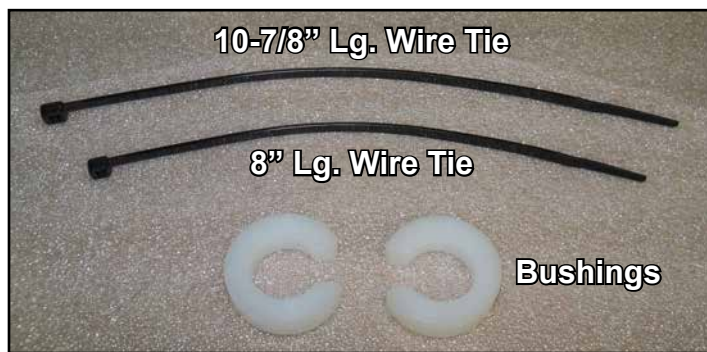


Installation: Do not tighten hardware completely unless noted.

- Transfer stock Ball Joints, Bushings, and Bearings into new A-Arms.
- Install Fittings shown into new A-Arms.



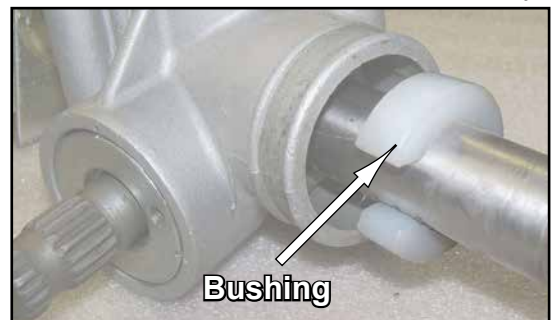
Install optional Steering Stop or go to following page.
Using Steering Stop Kit prevents over extension of Axles, when reversing under hard throttle, by limiting steering range.



Note: Driver Side installation is shown.

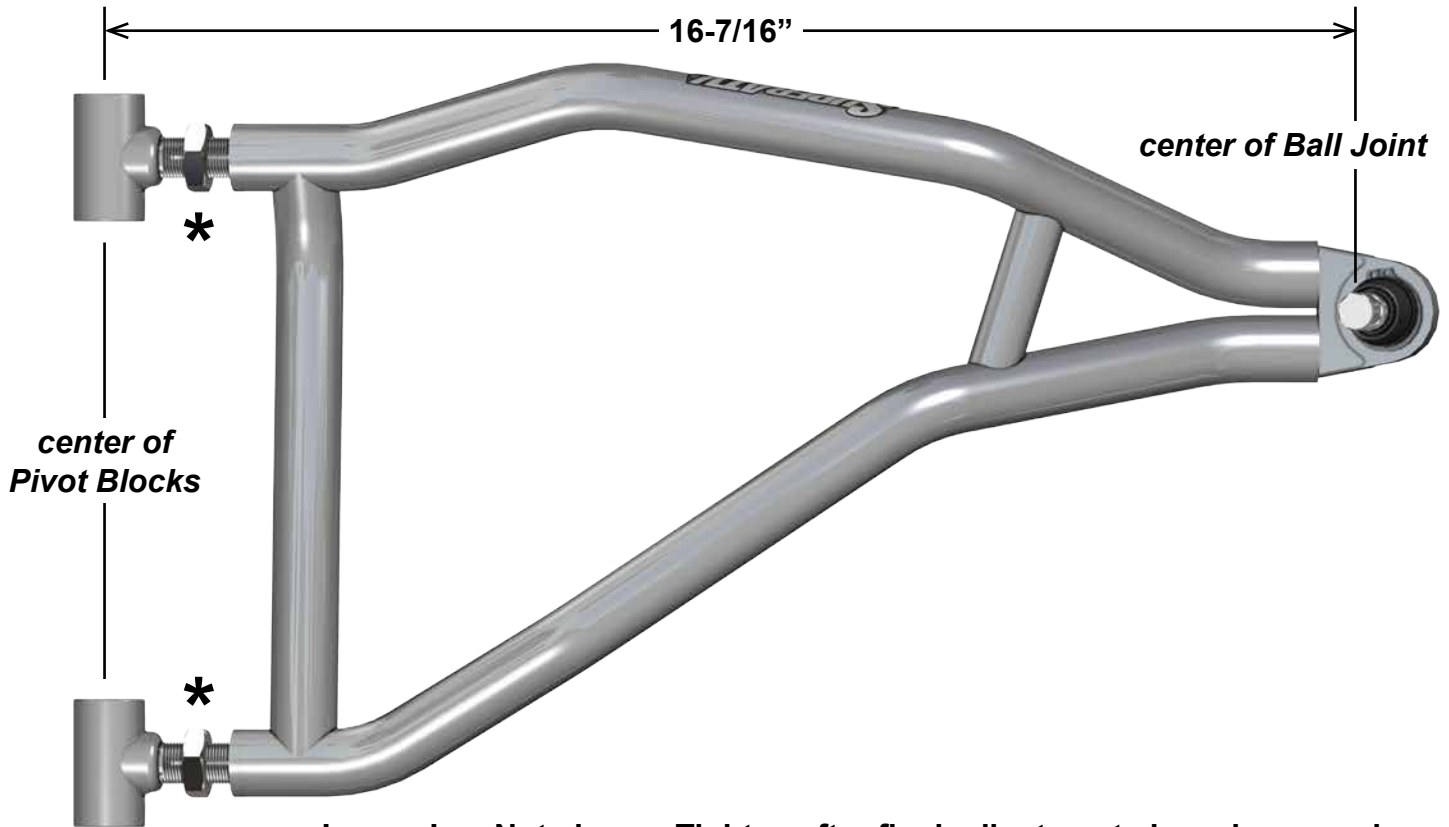
- Unclamp and slide Boot away from Steering Gear Box.
- Install Bushings onto shaft.
- Reinstall Boot with 10-7/8" Lg. Wire Tie.
- Repeat steps for opposite side.

Rack and Pinion shown off machine for clarity.



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.

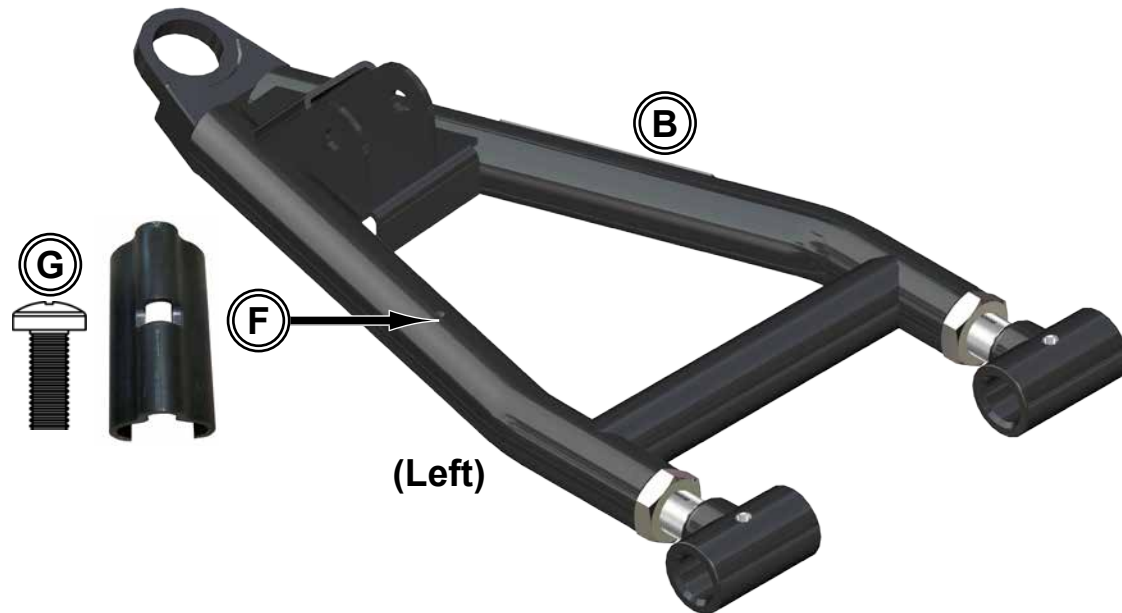


***Leave Jam Nuts loose. Tighten after final adjustments have been made.**

- Install Lower A-Arms (C-D) to machine with stock hardware. SuperATV recommends using Loc-Tite on Nuts when installing.
- Install Upper A-Arms (A-B) to machine with stock hardware. **Do not install Nuts until all final adjustments have been completed.**
- Secure Spindles with stock hardware. **Do not install Nuts to Upper A-Arms until all final adjustments have been completed.**
- Reconnect Shocks to Upper A-Arms (A-B) with stock hardware. **Do not install Nuts until all final adjustments have been completed.**
- Install Tie Rod Ends (E) to Tie Rods and secure to Spindles, with stock hardware.
- Reinstall Tires and see following pages for Camber and Caster adjustments if required.
- Add Nuts to previously installed hardware and tighten completely. SuperATV recommends using Loc-Tite on Nuts when installing.



- Route Brake Lines so that no interference or binding can occur. Secure to Upper A-Arms (A)(B) with Brake Line Clips (F) and hardware shown.



- Tighten all hardware completely.

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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.

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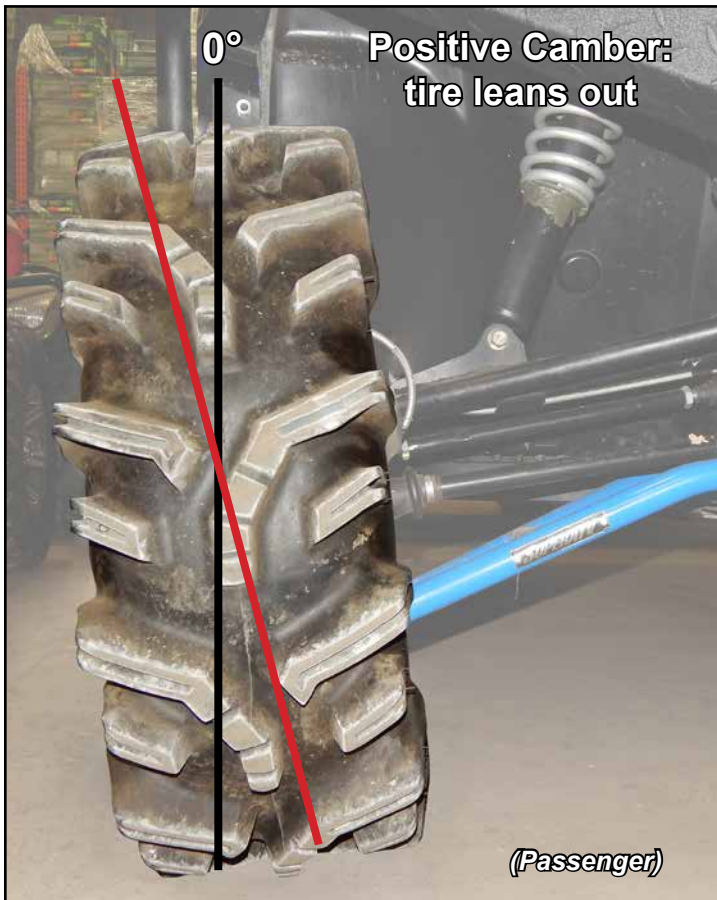
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The Buyer is responsible to fully understand the capability and limitations of his/her vehicle according to manufacturer specifications, warnings and instructions and agrees to hold SuperATV® harmless from any damage resulting from failure to adhere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

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°

