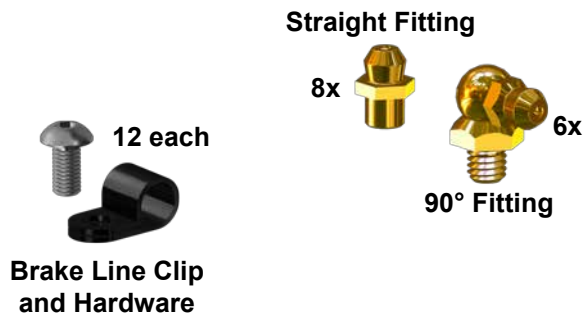


6" Lift Kit: for multiple Can-Am Commander and Maverick models

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



Item	Description	Item	Description
A	Front Upper Left	E	Rear Upper Left
B	Front Upper Right	F	Rear Upper Right
C	Front Lower Left	G	Rear Lower Left
D	Front Lower Right	H	Rear Lower Right

(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.

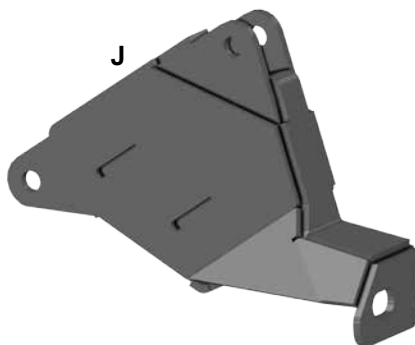
Thank You

For Choosing

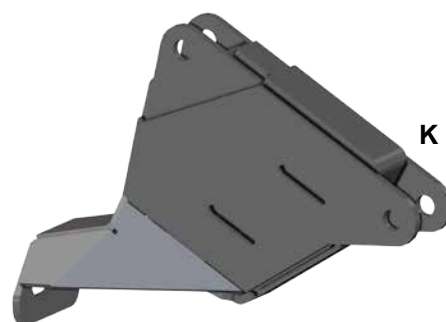
SUPERATV.COM[®]

(kit contents continued)

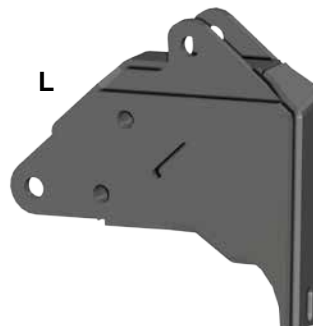
Item	Description
J	Front Mount Left
K	Front Mount Right
L	Rear Mount Left
M	Rear Mount Right
N	Rear Brace



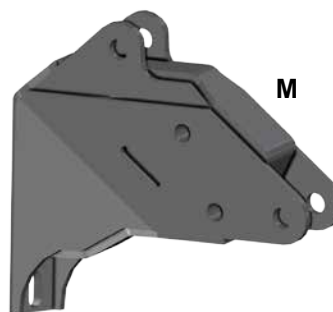
J



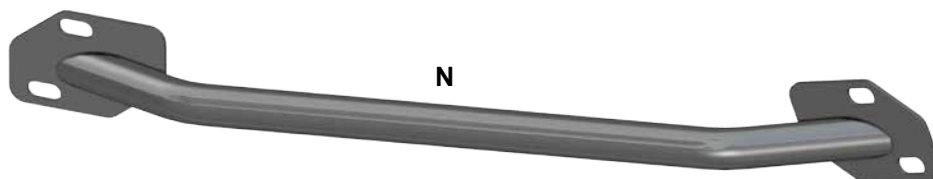
K



L



M



N

10" Front Brake Line Extension x 2



12" Rear Brake Line Extension x 2

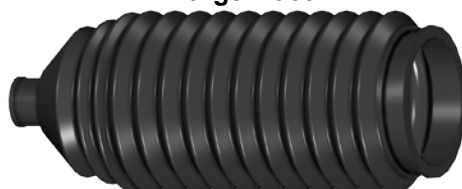


Tie Rod Kit

Shaft x 2



Large Boot



Small Boot

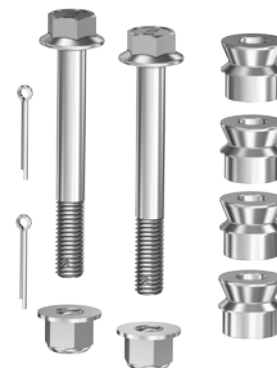


Ball and Socket x 2



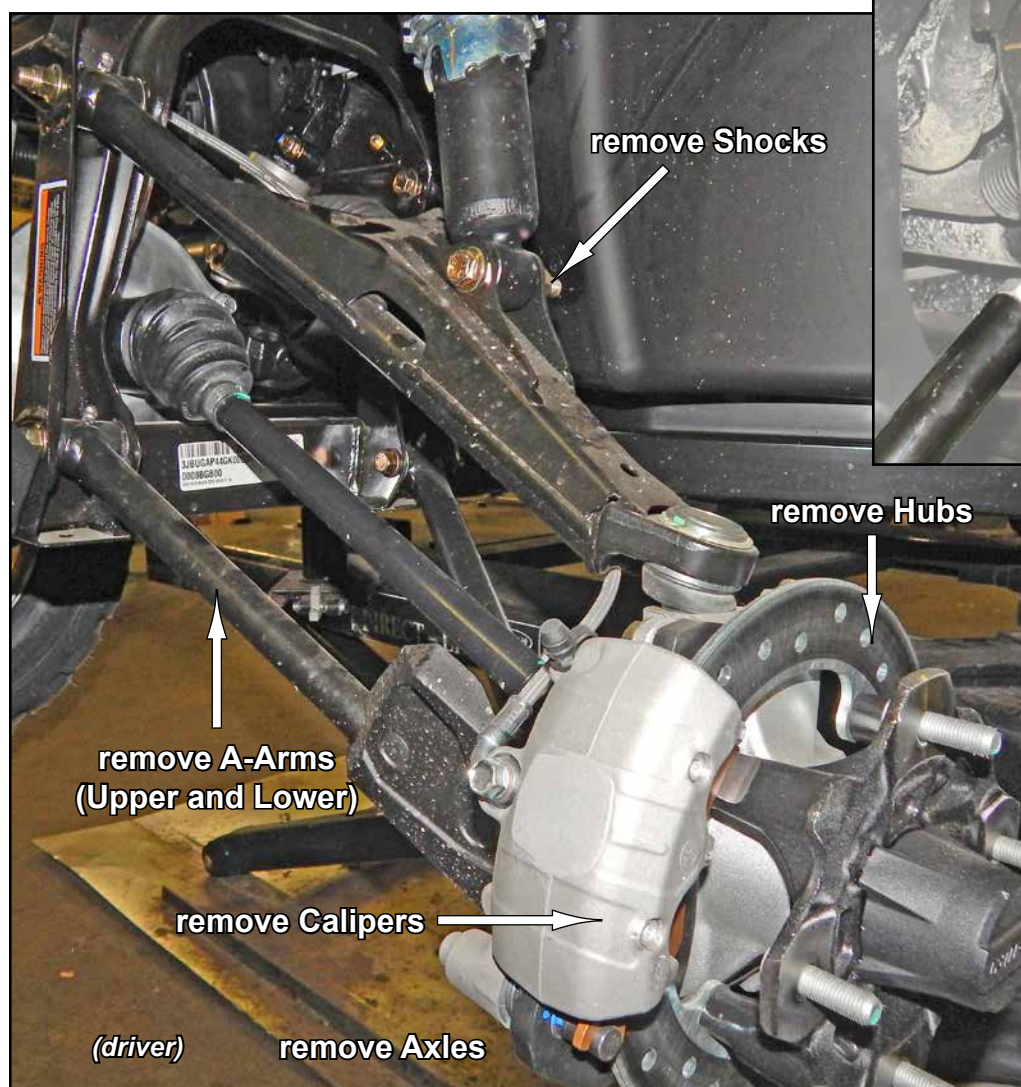
Tie Rod End x 2

TR Hardware Kit

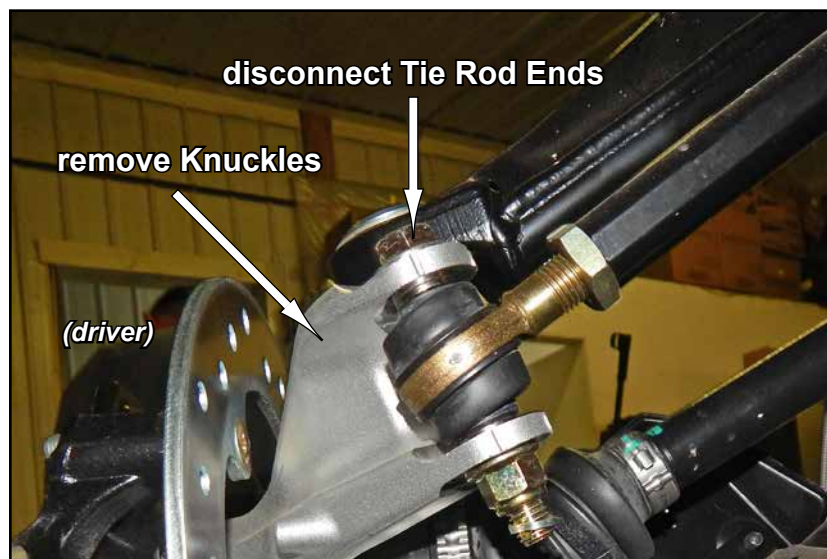


Front Removal: *Keep all components removed from machine.*

- From both sides of machine, remove components shown.



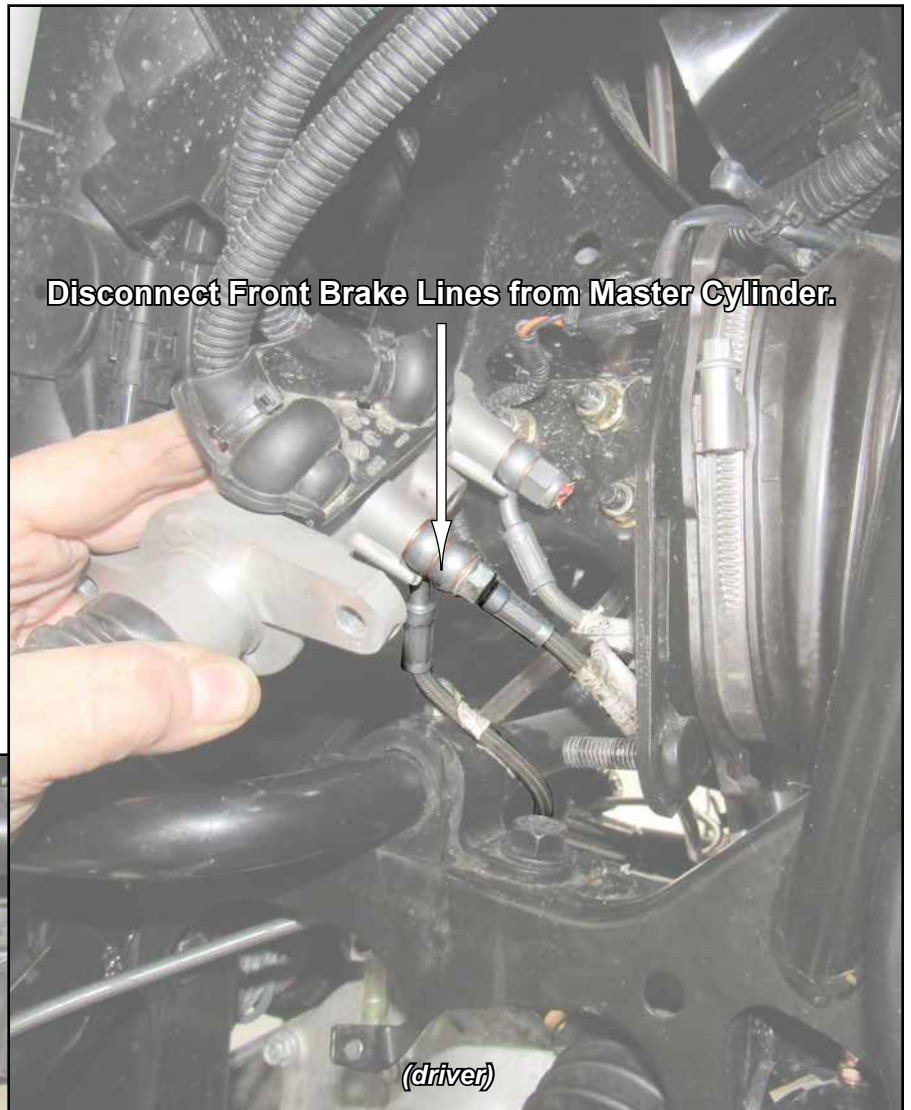
Tip: rotate Knuckle and use setup shown when removing/installing from Upper Arm.



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



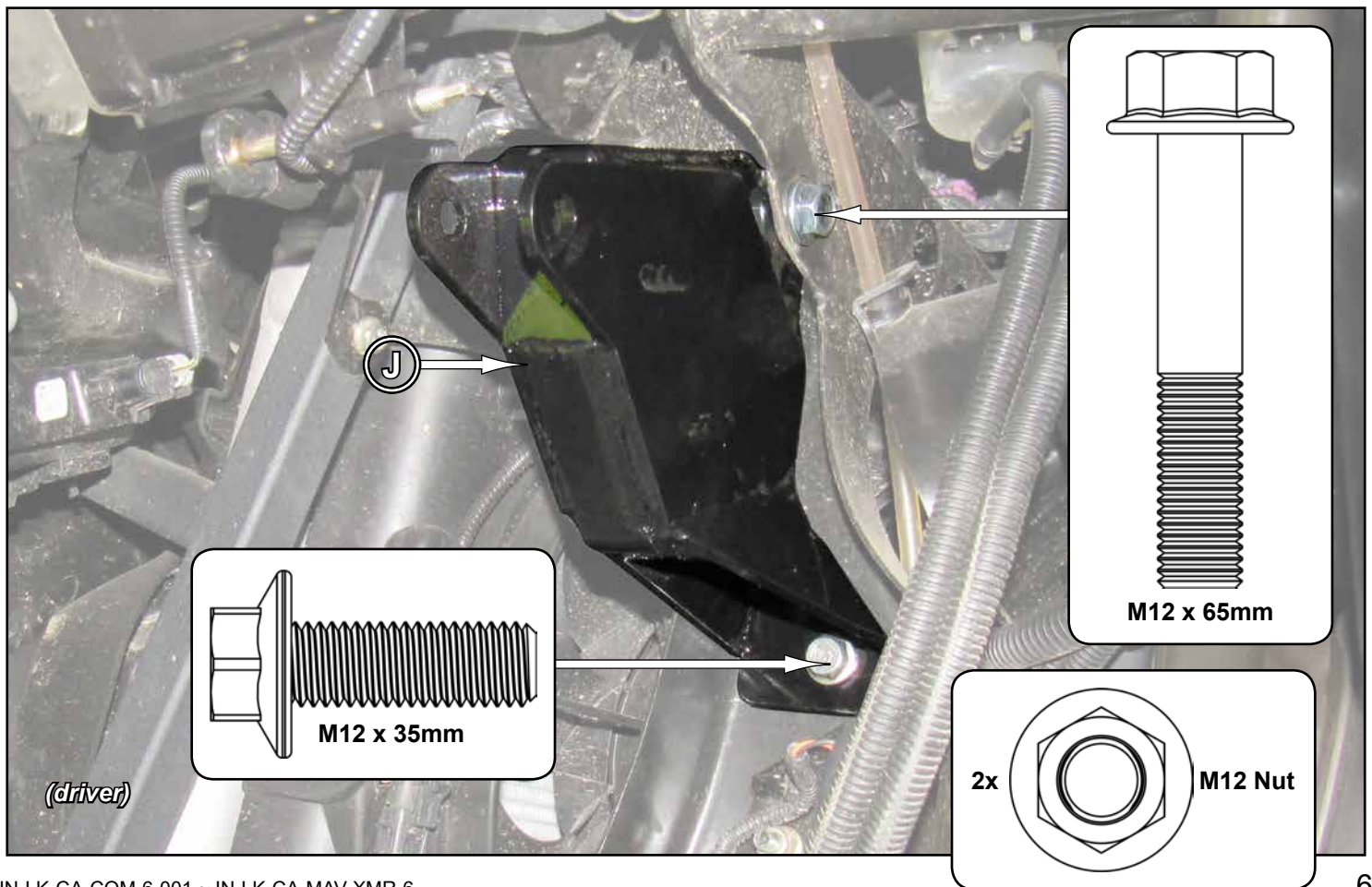
Front Brake Line Extensions:



Front Brake Line Extensions continued:



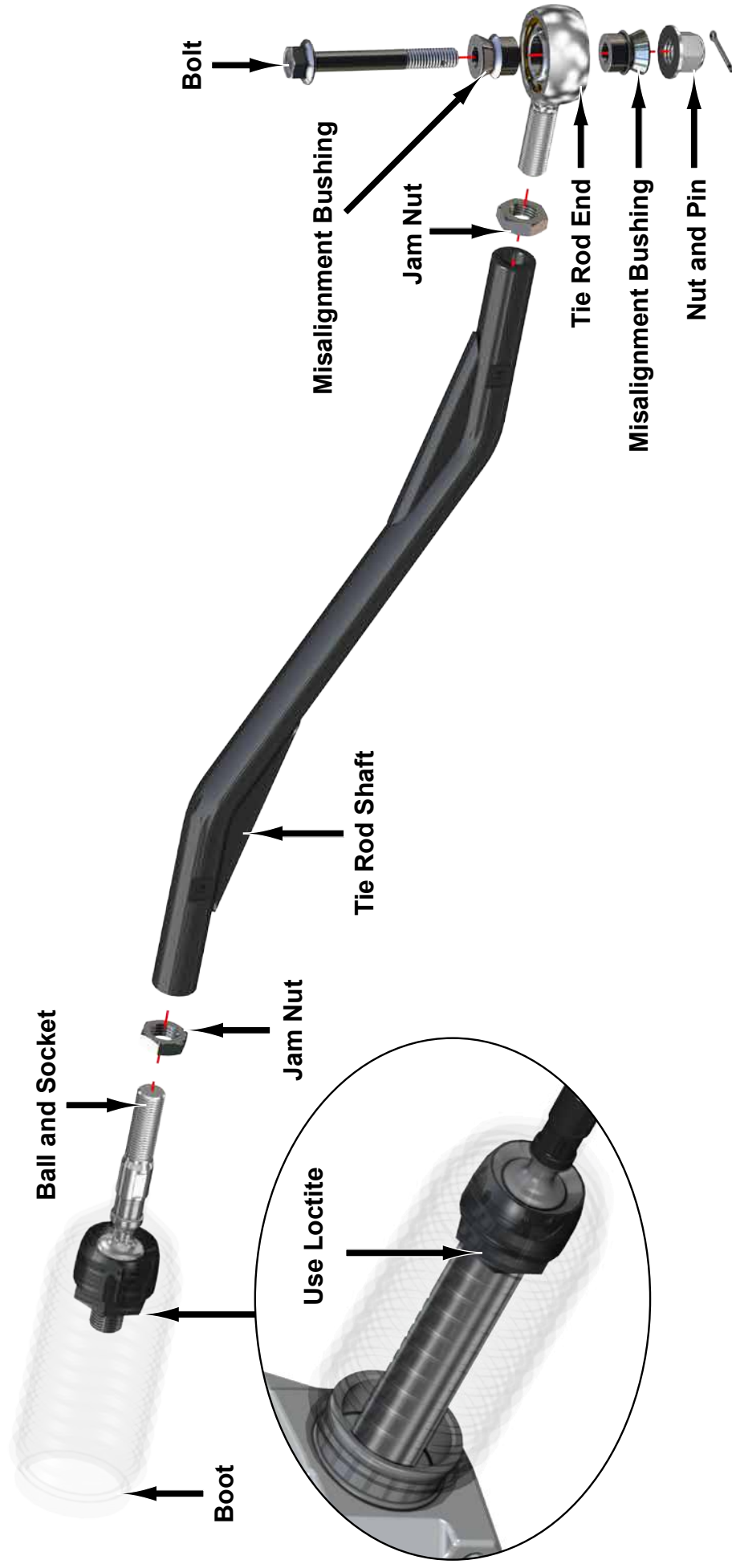
- Install Front Mount Left (J) to stock Shock mount (Frame) with hardware shown; tighten.



See following page and install Tie Rods.

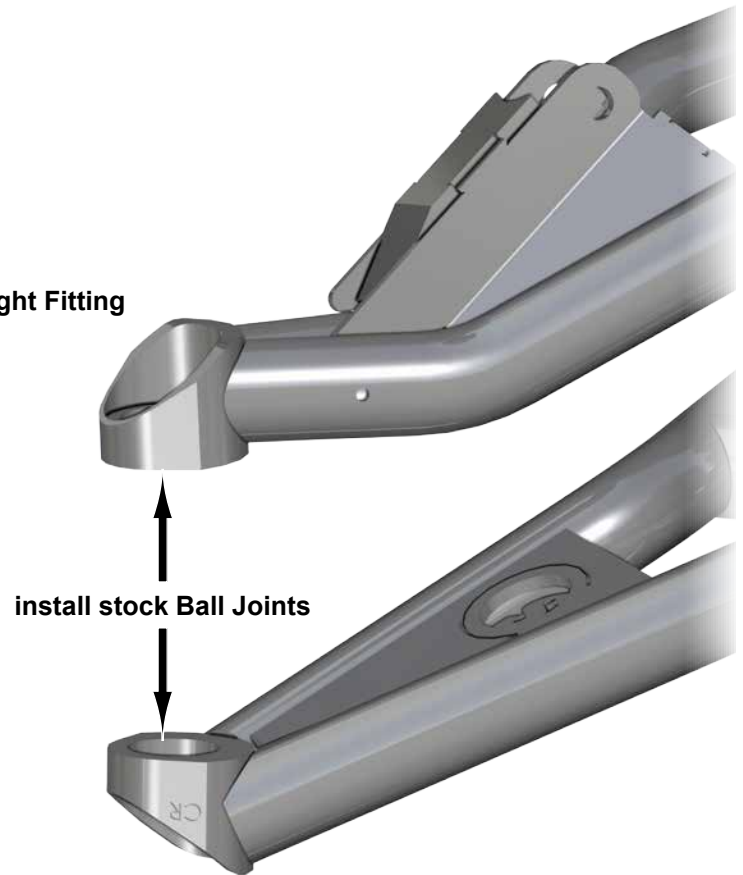
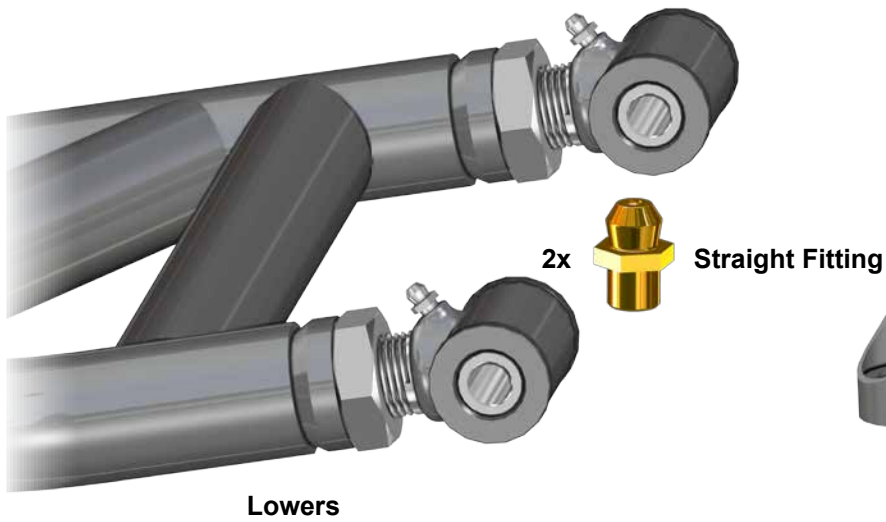
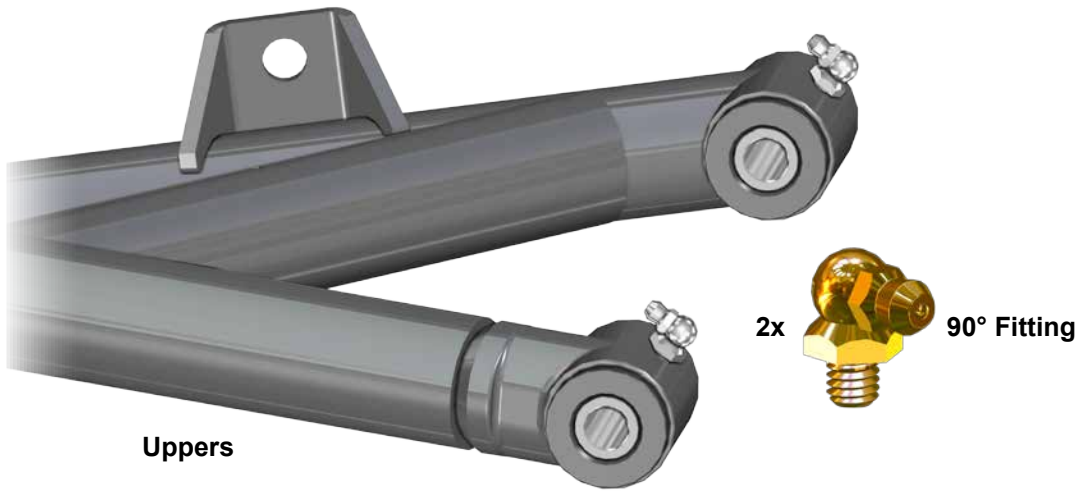


- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Secure Boots to Rack and Pinion and secure with Wire Ties.
- Install Jam Nuts to Ball and Sockets
- Install Tie Rod Shafts to Ball and Sockets.
- Install Tie Rod Ends to Tie Rod Shafts
- When securing Tie Rod Ends, use hardware shown.



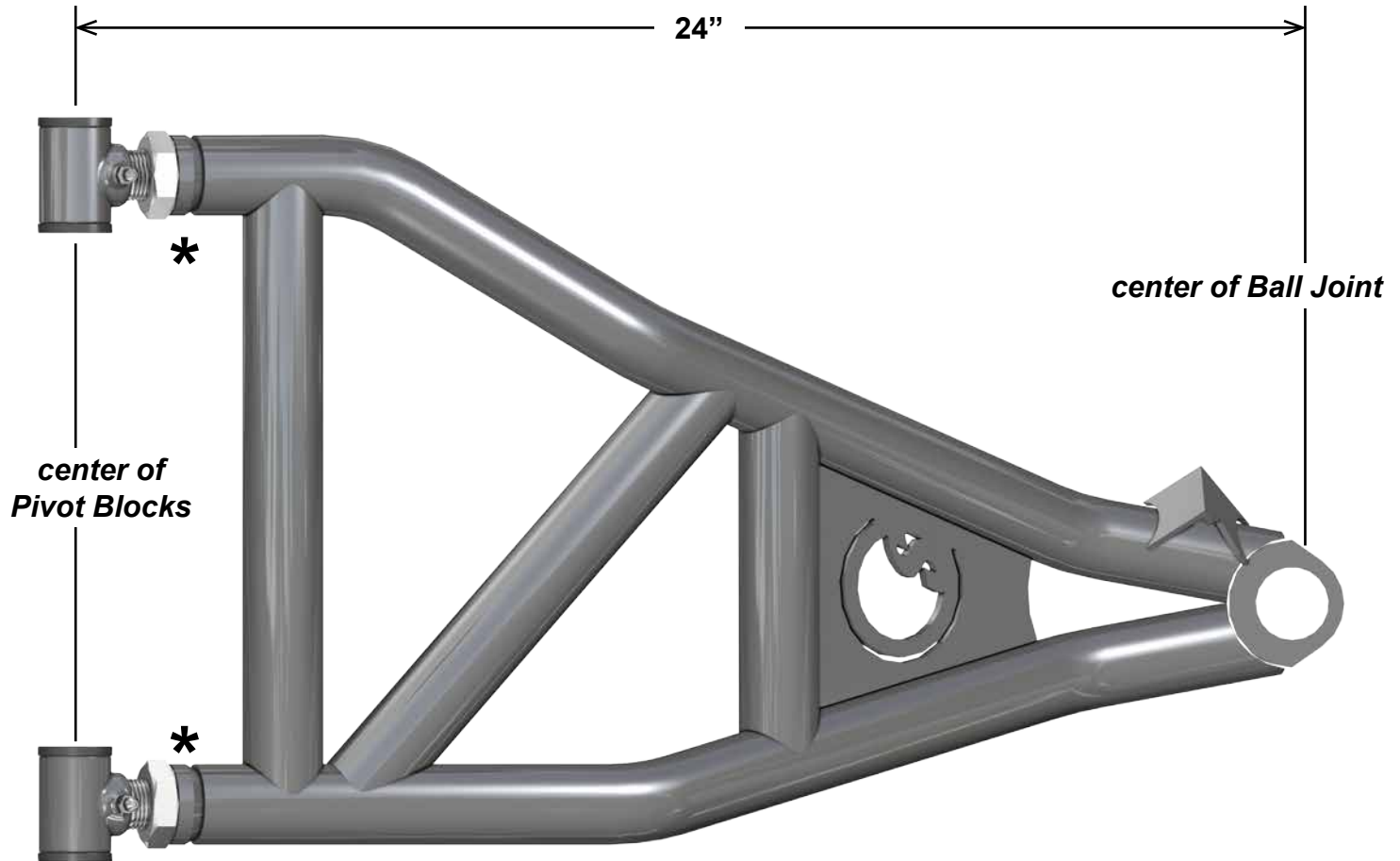
- After initial ride check to see that hardware remained tight.

- Install Fittings into Front Arms as shown.
- Install stock Ball Joints into Front Arms.



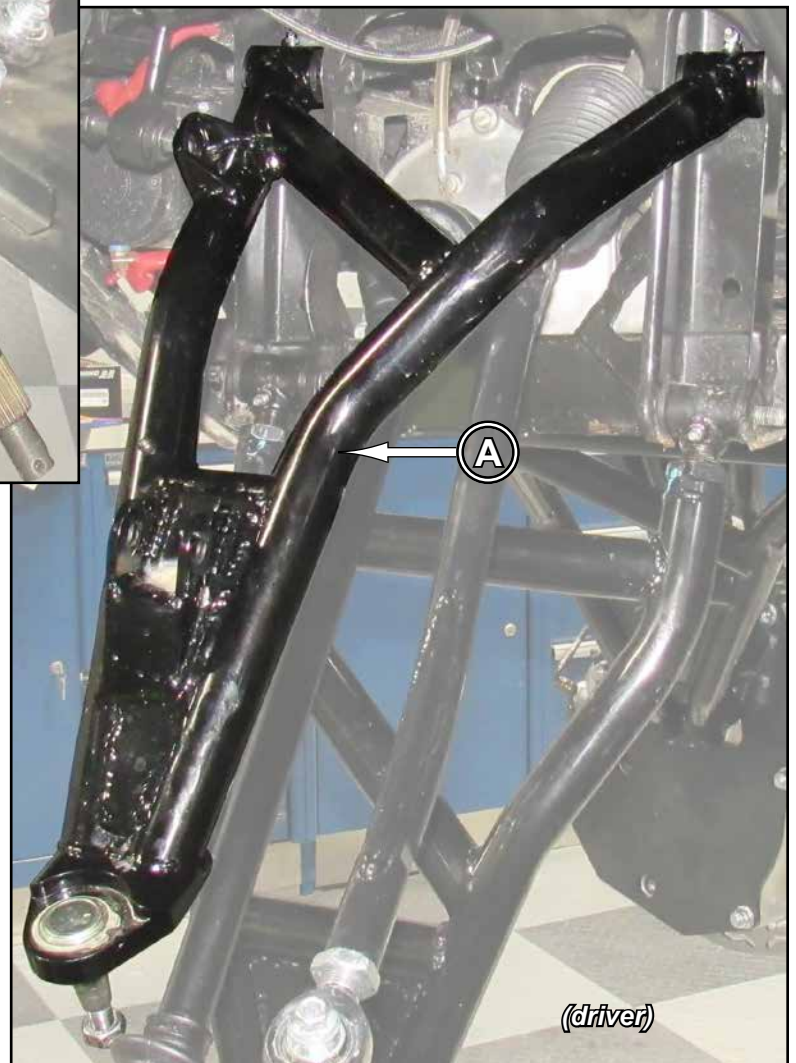
FRONT PIVOT BLOCK SETTINGS

- 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.

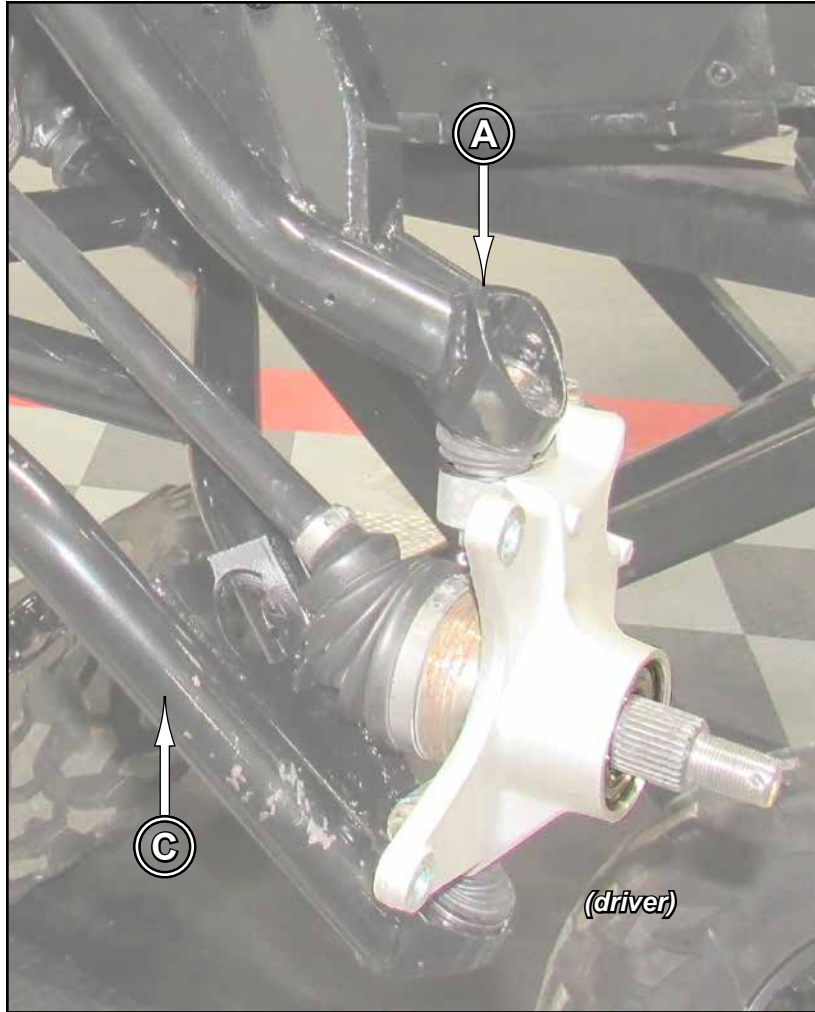


*** Leave Jam Nuts loose. Tighten after final adjustments have been made.**

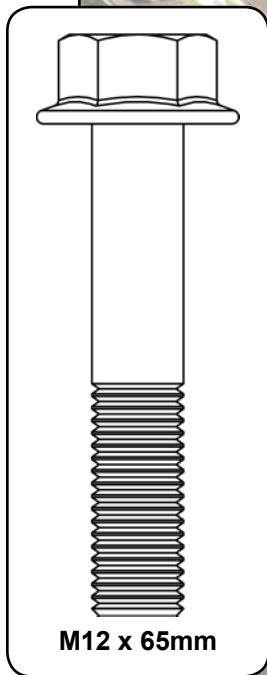
- Install new driver side Axle.
- Install Front Lower Left (C) to Frame with stock hardware. ***Loosely install Nuts.***
- Install Front Upper Left (A) to Frame with stock hardware; tighten. SuperATV recommends using Loc-Tite on nuts.
- Secure Swaybar Link to Front Upper Left (A) with stock hardware; tighten.



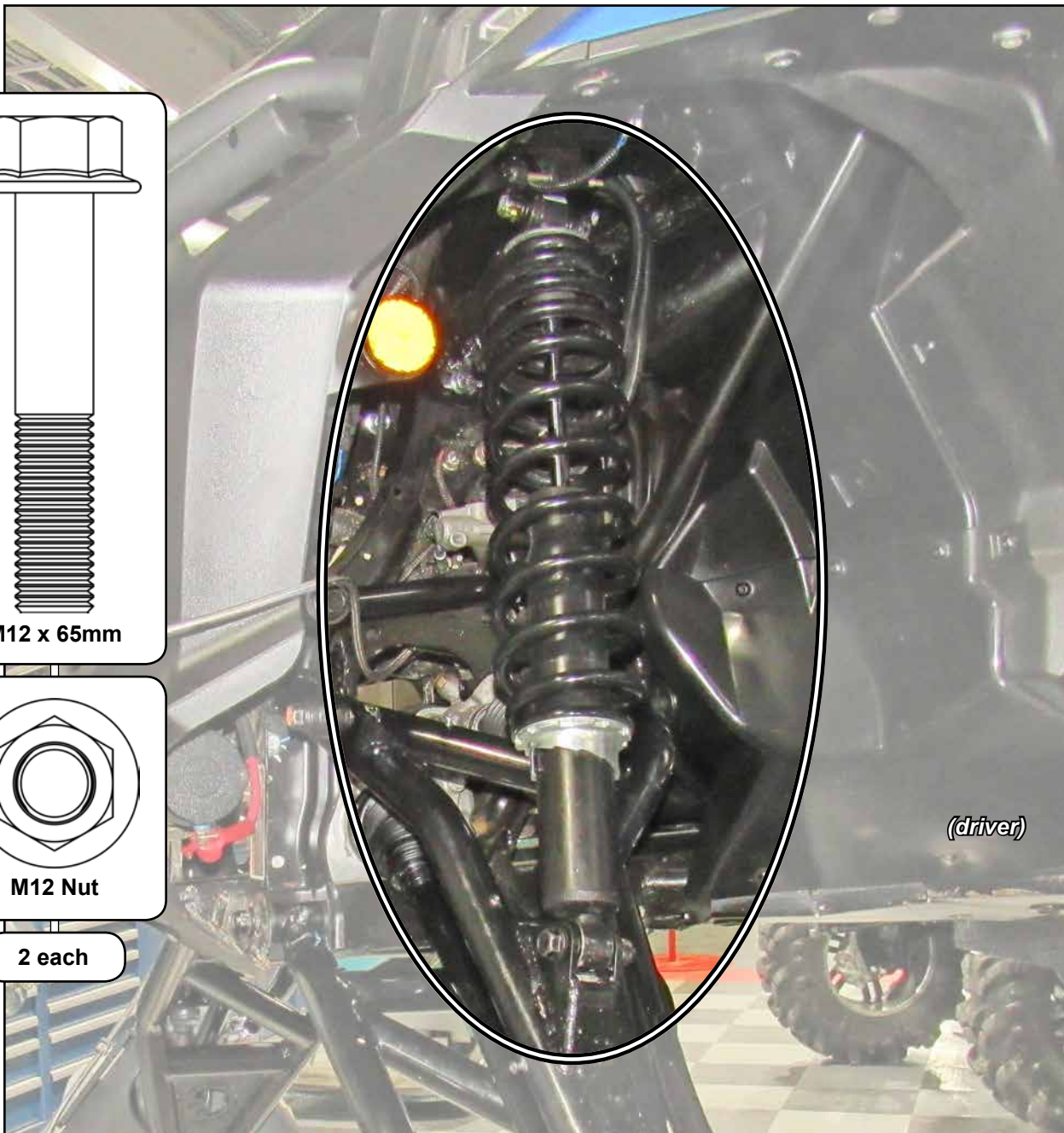
- Reinstall Knuckle to Front Upper Left (A) with stock hardware; tighten.
- Secure Front Lower Left (C) to Knuckle with stock hardware. **Loosely install Nut.**
- See page 8 and secure Tie Rod End to Knuckle; tighten.



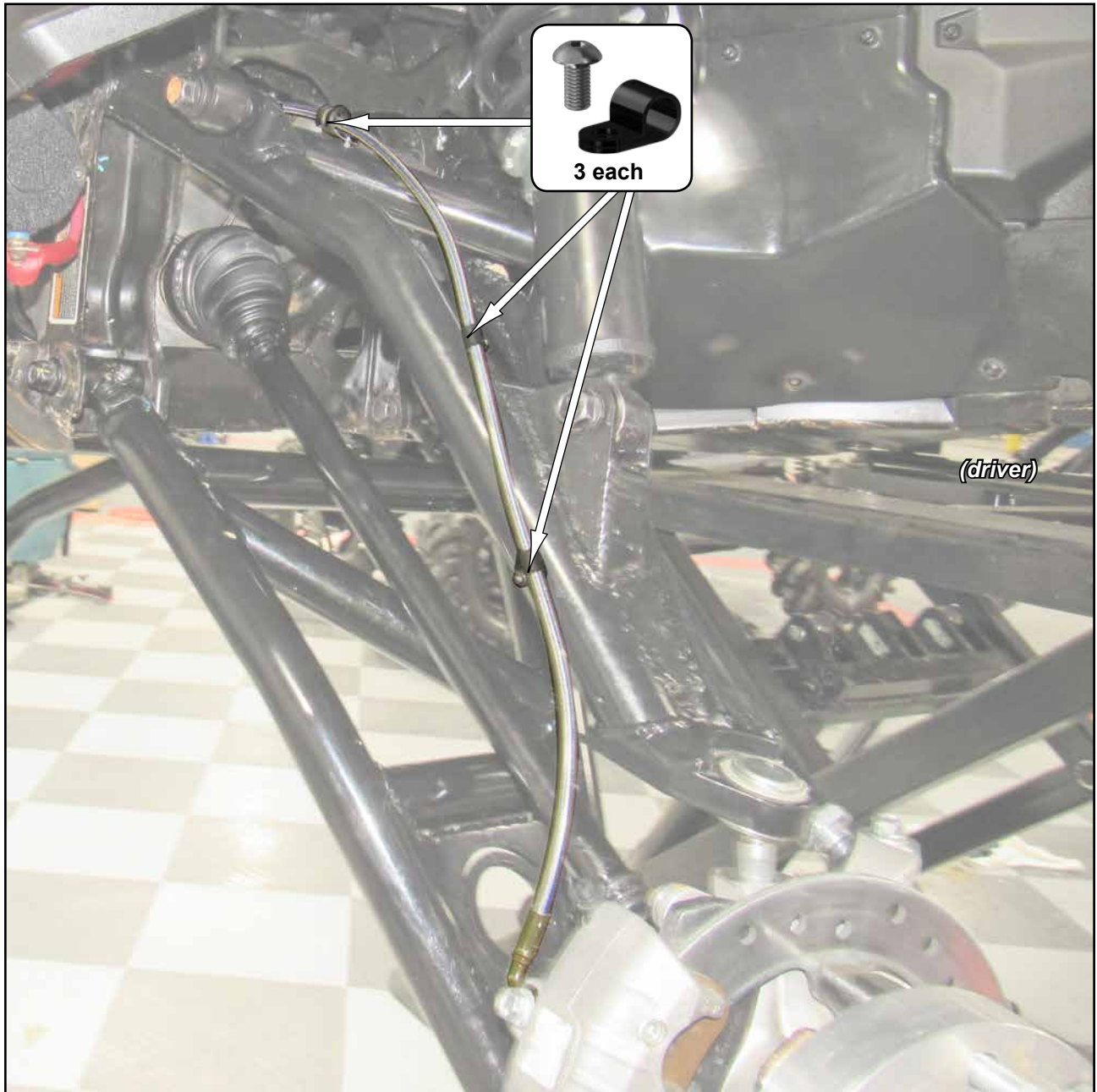
- Secure Shocks with hardware shown; tighten.



2 each

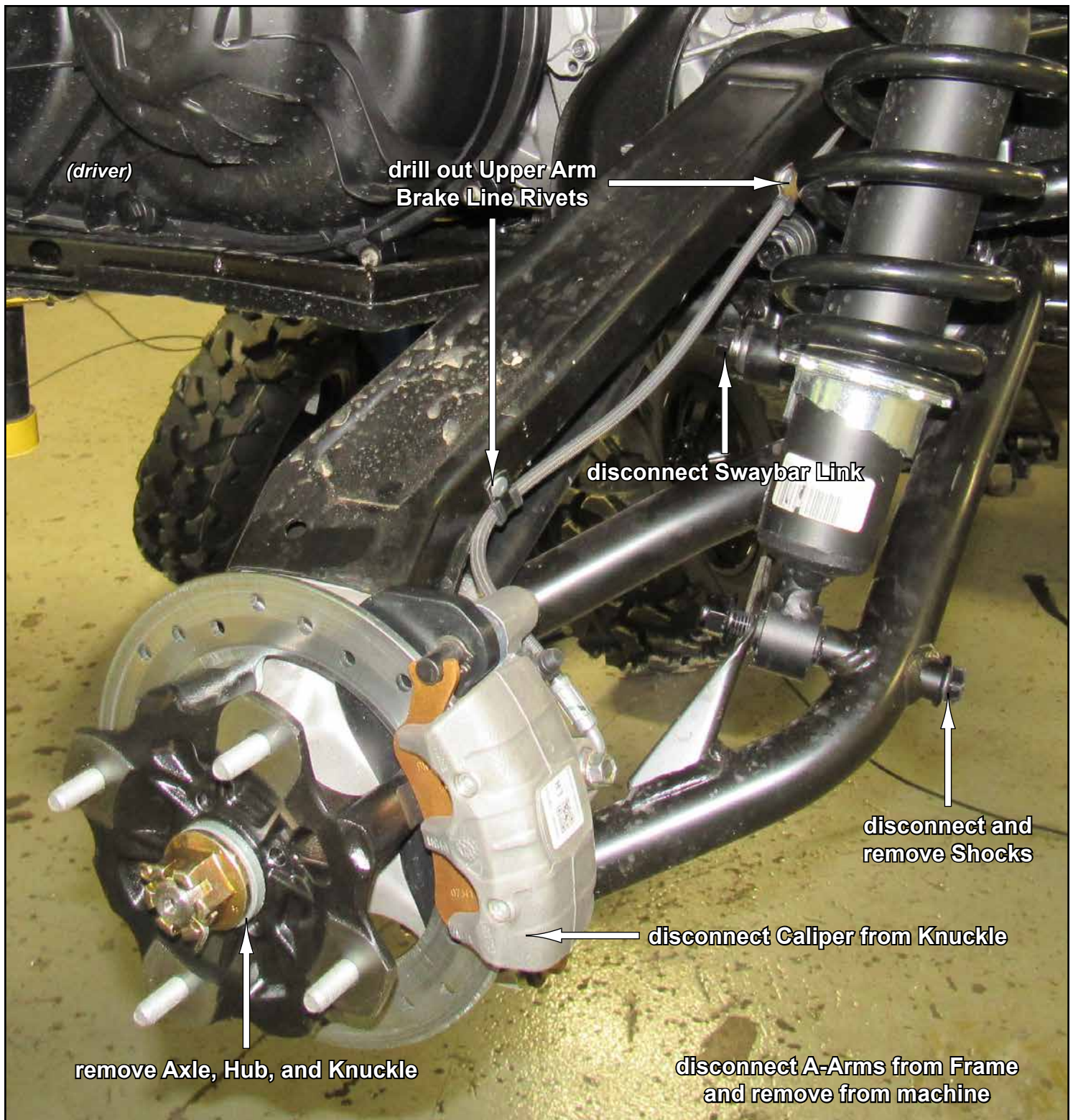


- Reinstall Hubs and Calipers.
- Secure Brake Lines to Uppers with components shown.

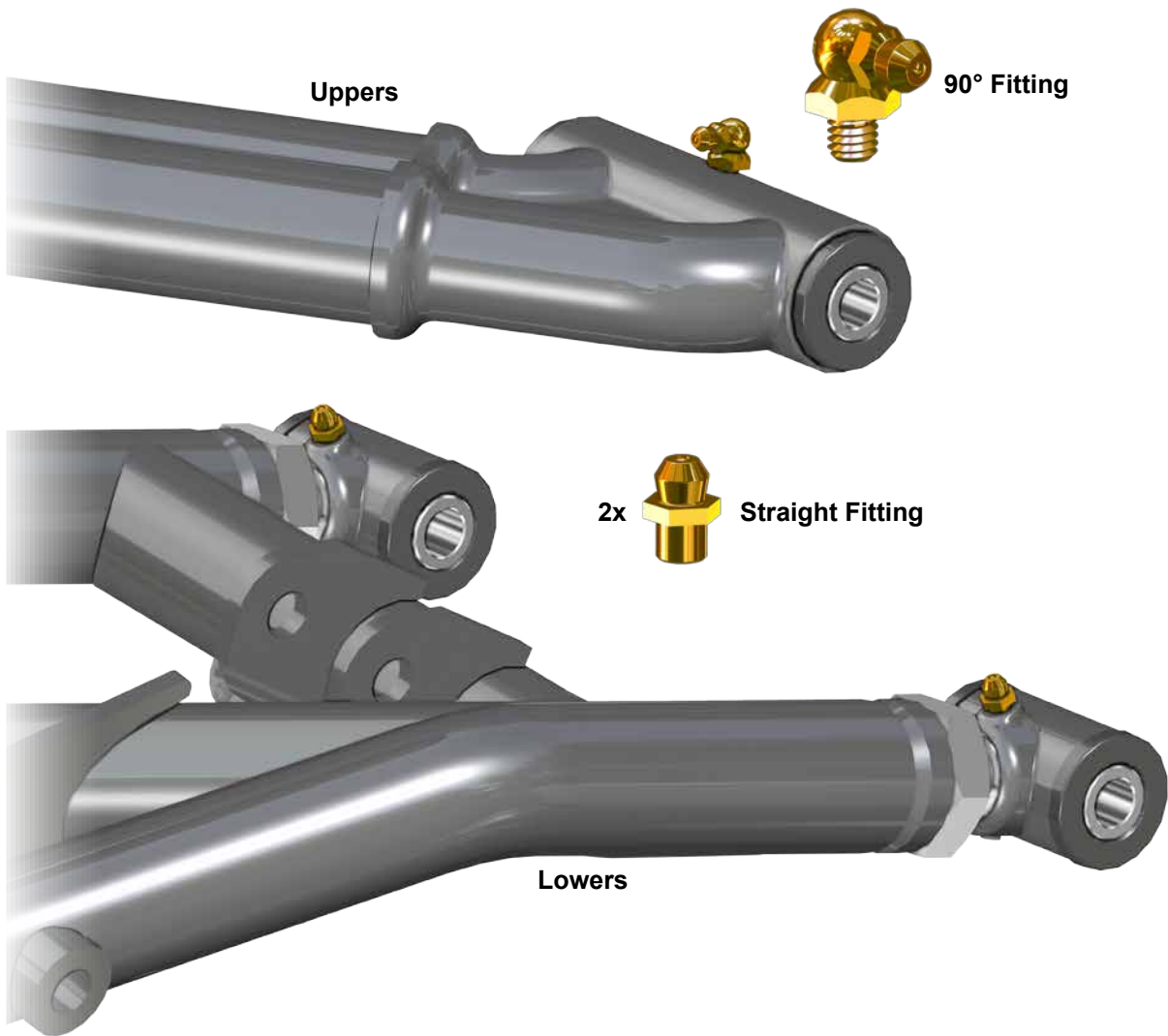


Rear Removal: *Keep all components removed from machine.*

- From both sides of machine, remove components shown.

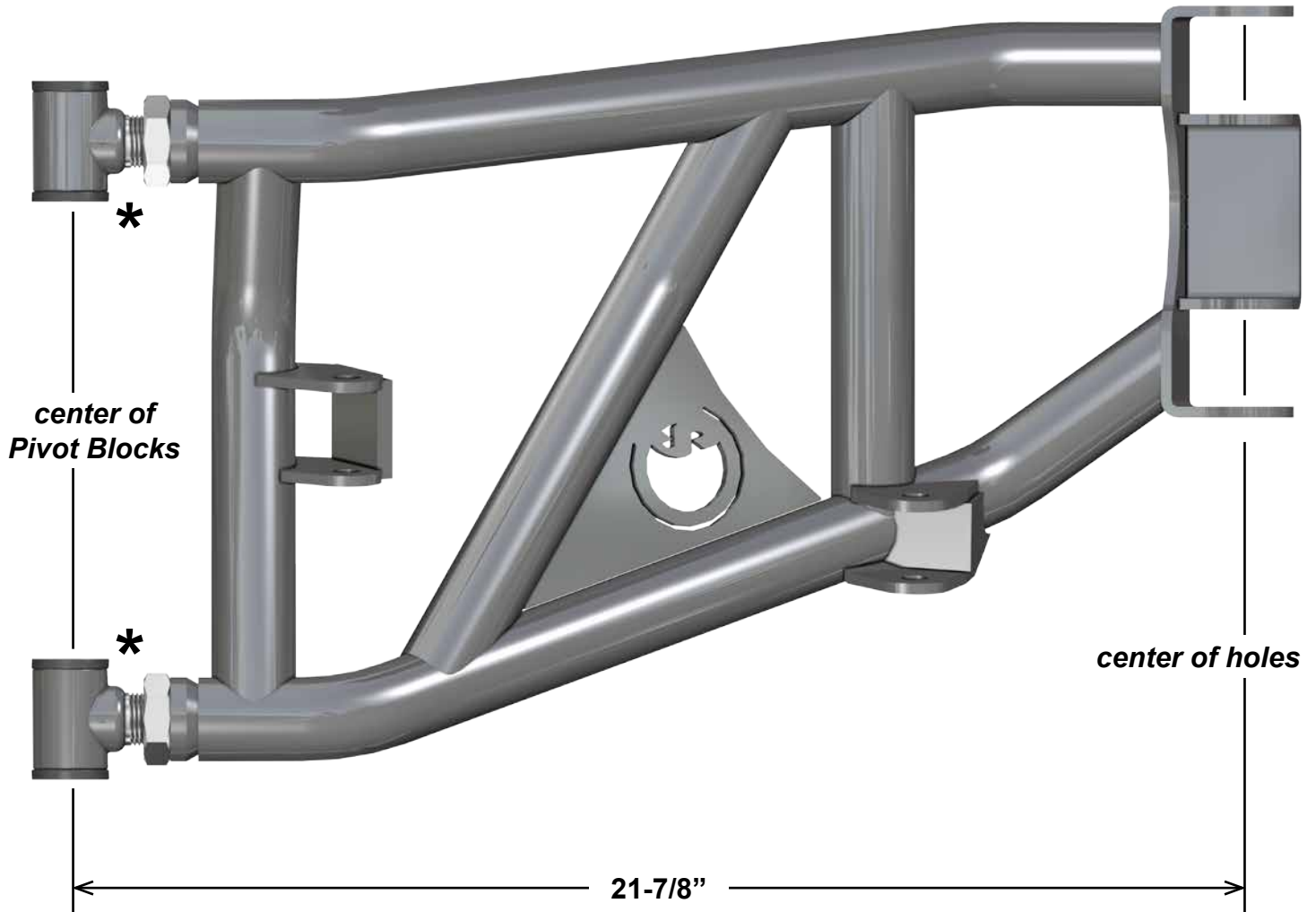


- Install Fittings into Rear Arms as shown.



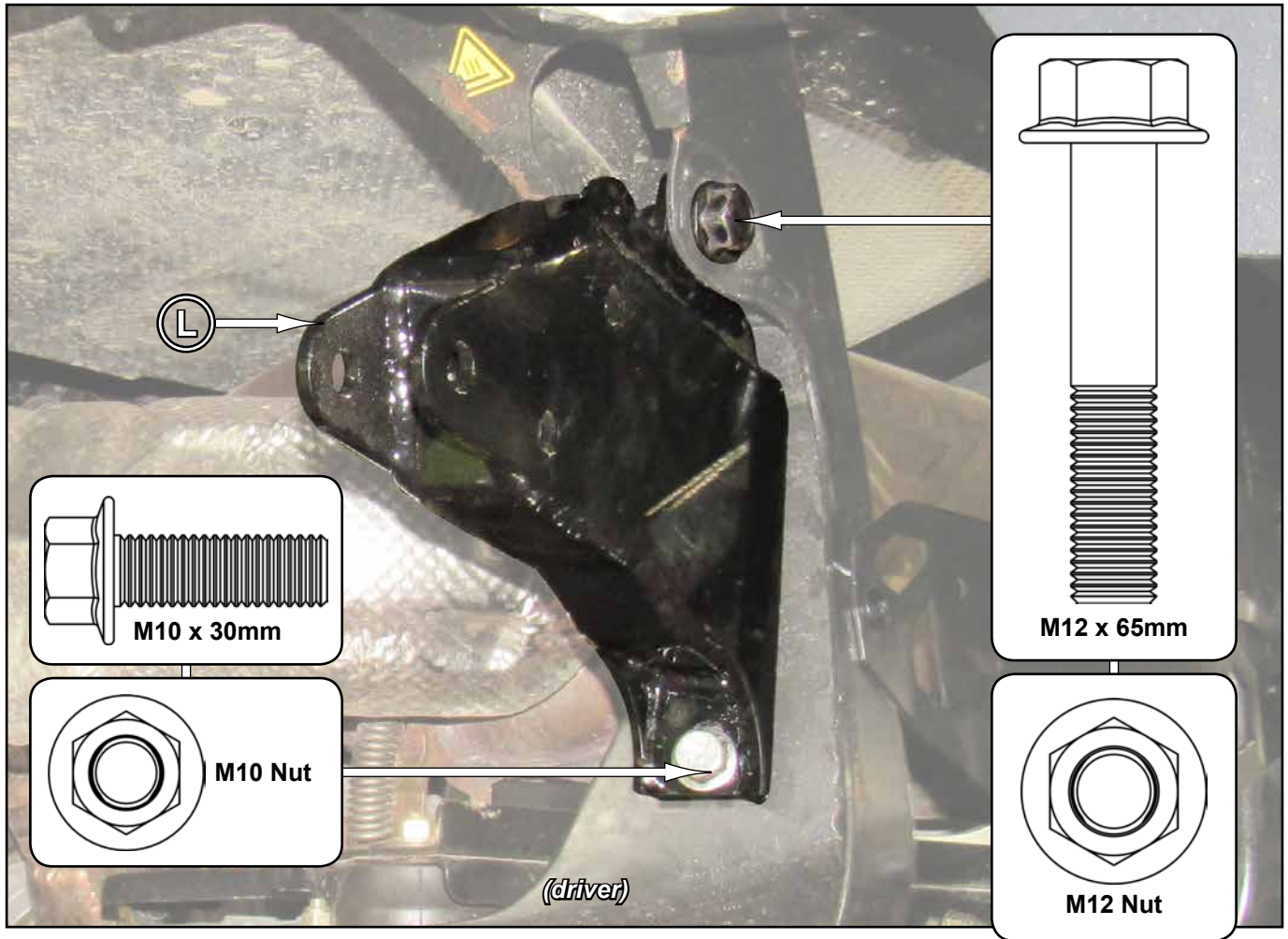
REAR PIVOT BLOCK SETTINGS

- 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.

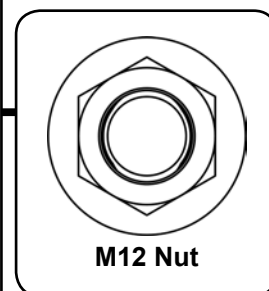
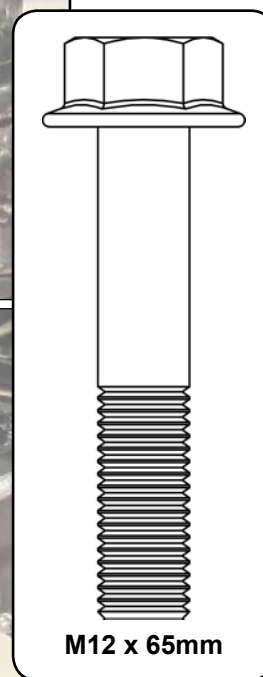


*** Leave Jam Nuts loose. Tighten after final adjustments have been made.**

- Install Rear Mount Left (L) to stock Shock mount (Frame) with hardware shown; tighten.



- Install new driver side Axle.
- Install Rear Lower Left (G) to Frame with stock hardware. **Loosely install Nuts.**
- Install Knuckle to Rear Lower Left (G) with stock hardware; tighten hardware.
- Secure Swaybar Link to Rear Lower Left (G) with hardware shown. **Loosely install Nut.**

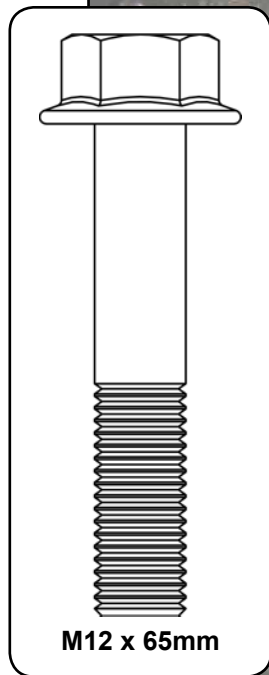


- Install Rear Upper Left (E) to Frame; tighten hardware. SuperATV recommends using Loc-Tite on nuts.
- Secure Knuckle to Rear Upper Left (E) with stock hardware.

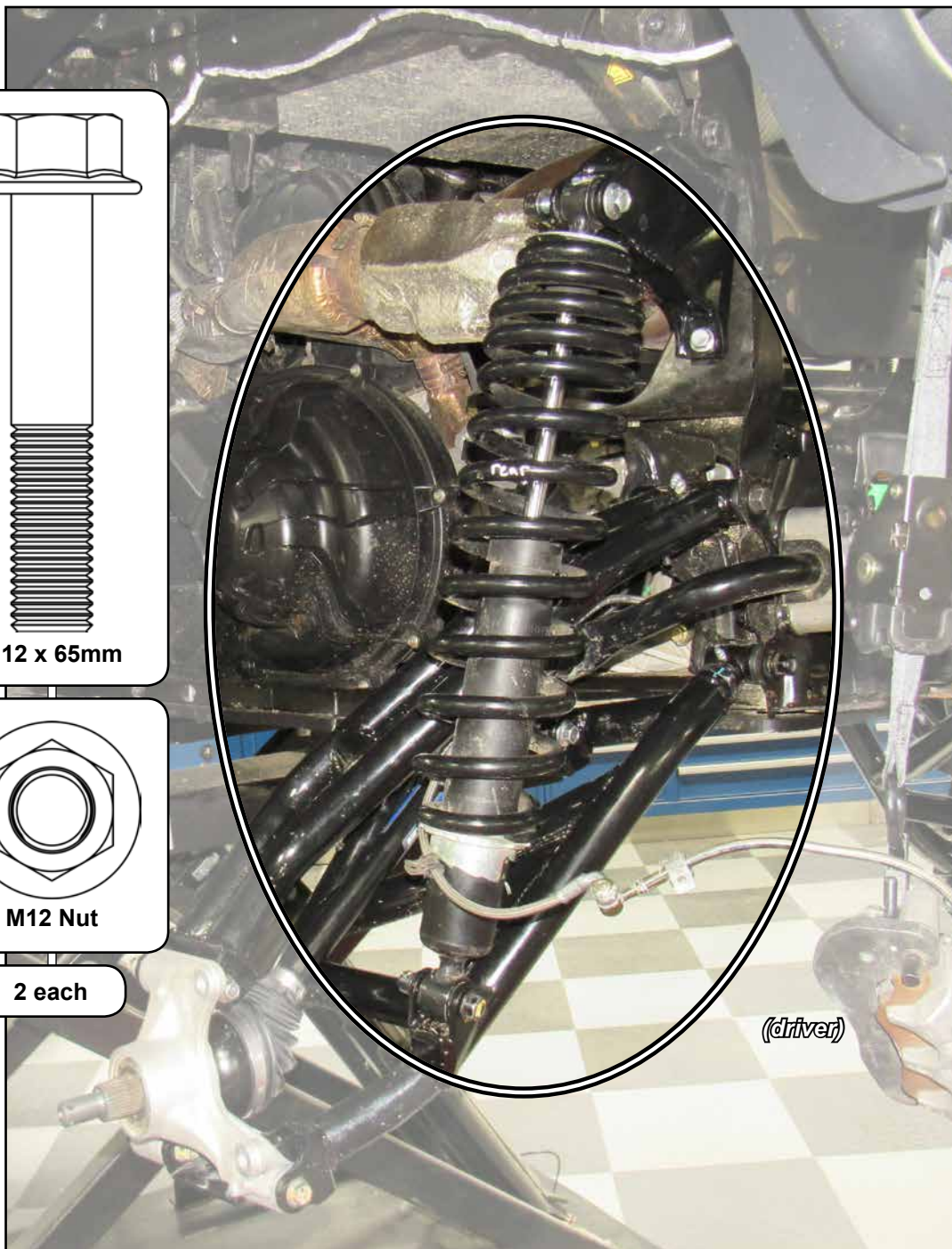


Repeat steps for opposite side.

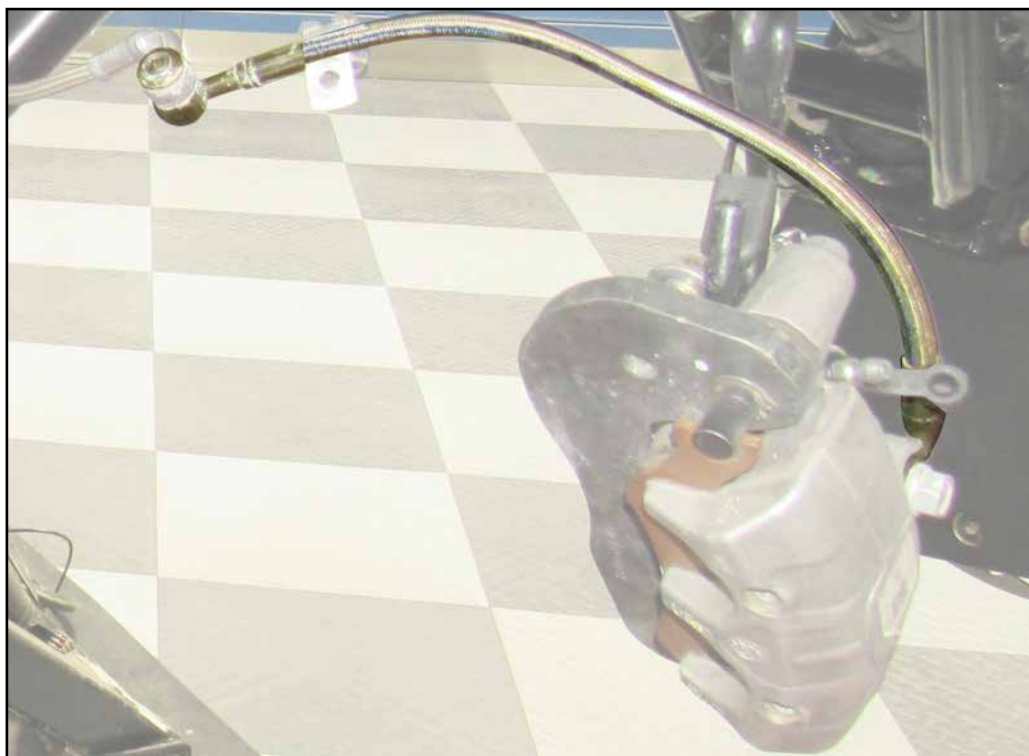
- Secure Shocks with hardware shown; tighten.



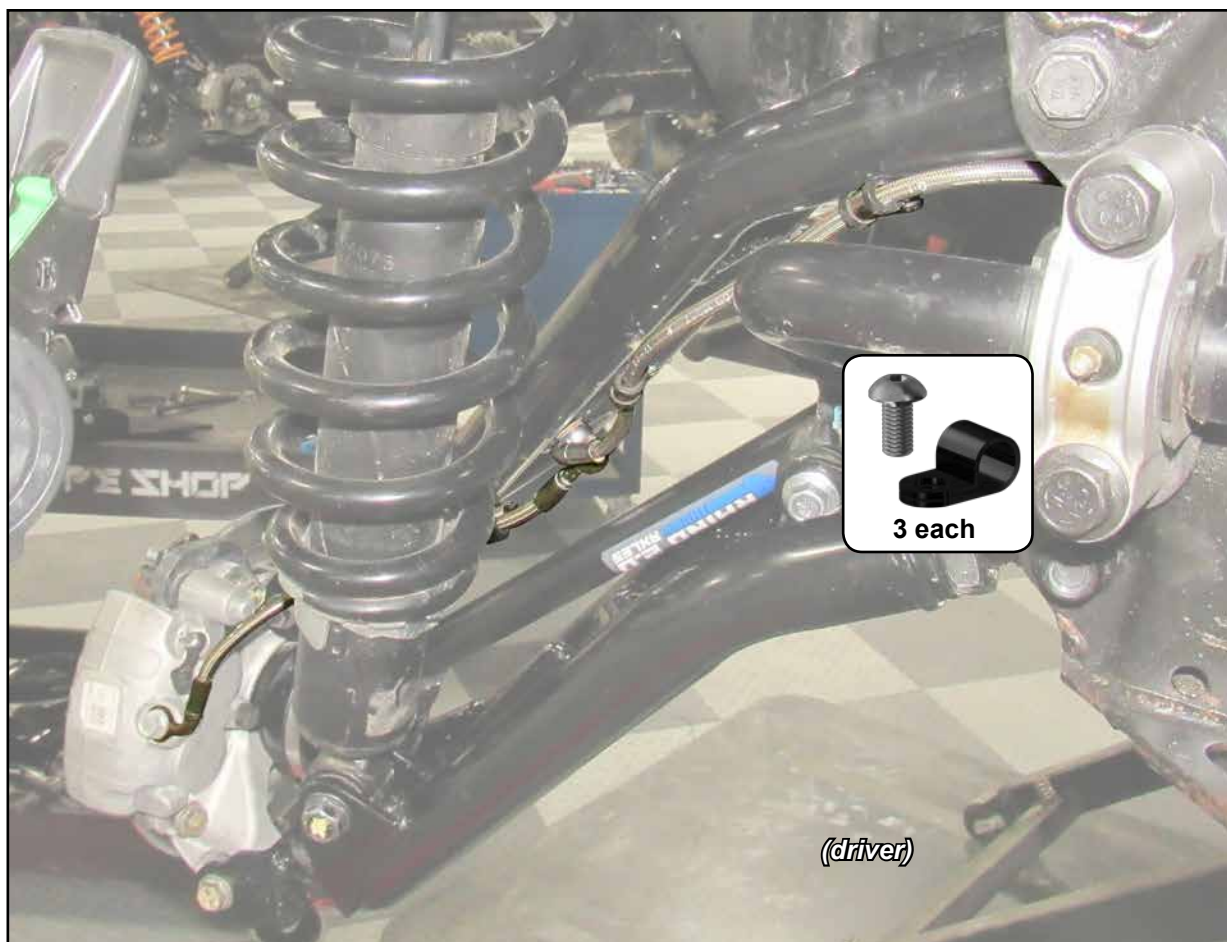
2 each



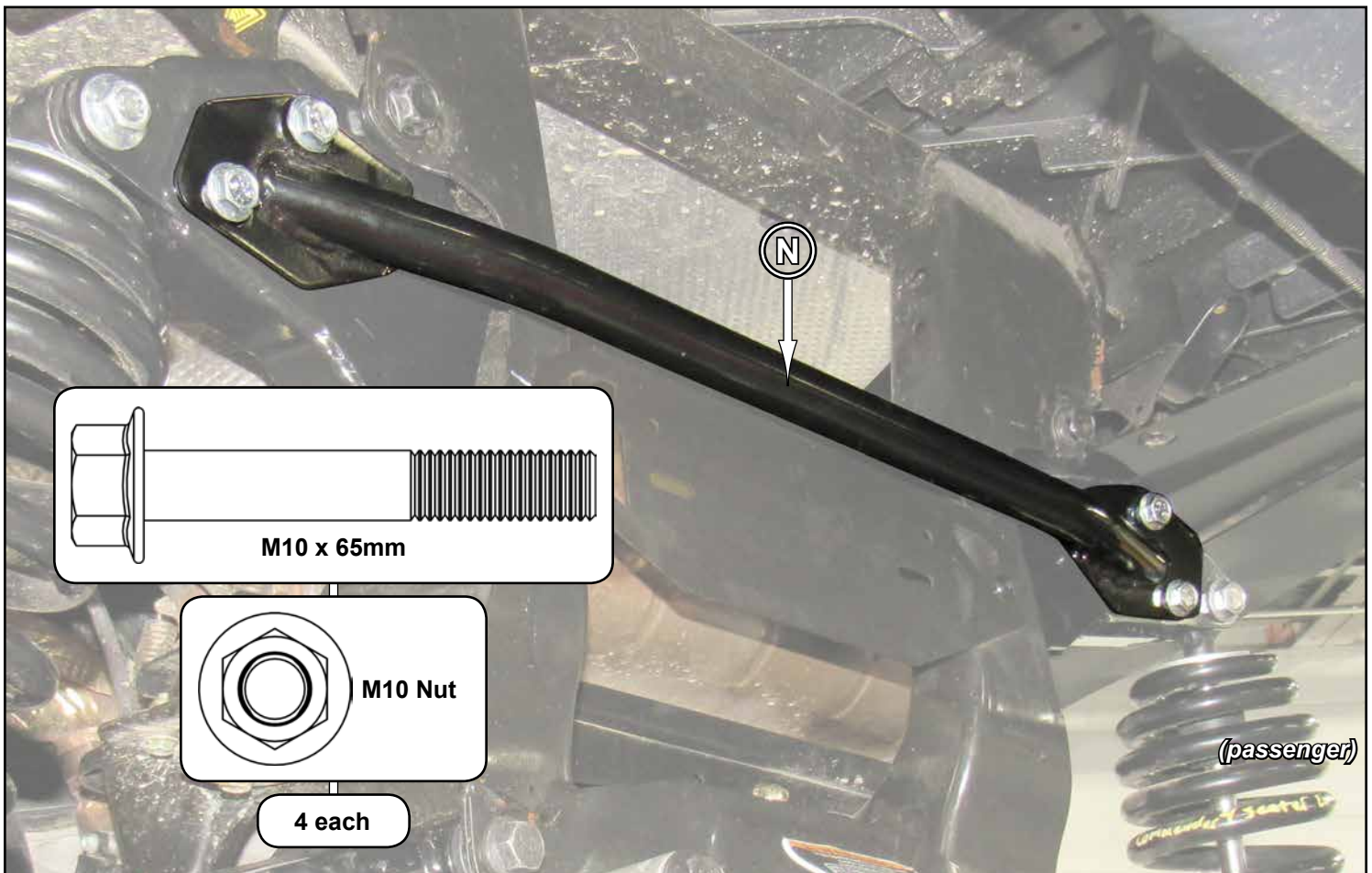
- Install Rear Brake Line Extensions to stock Brake Lines and Calipers.



- Reinstall Hubs and Calipers.



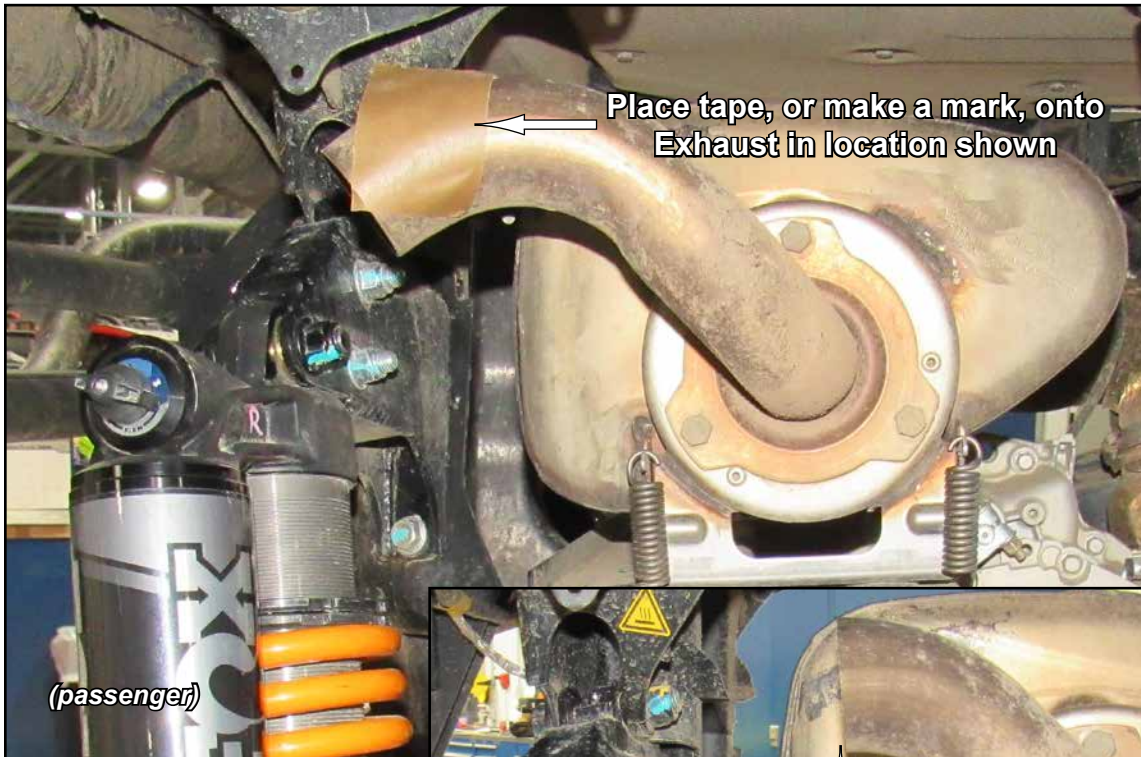
- Install Rear Brace (N) to Rear Mounts with hardware shown; tighten.



- Reinstall Tires and check Camber settings; see last page.
- Tighten all hardware. SuperATV recommends using Loc-Tite on Nuts.

Machines equipped with resevoir Shocks:

- To keep heat from directly blowing onto Resevoir, Exhaust must be cut as shown.



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.

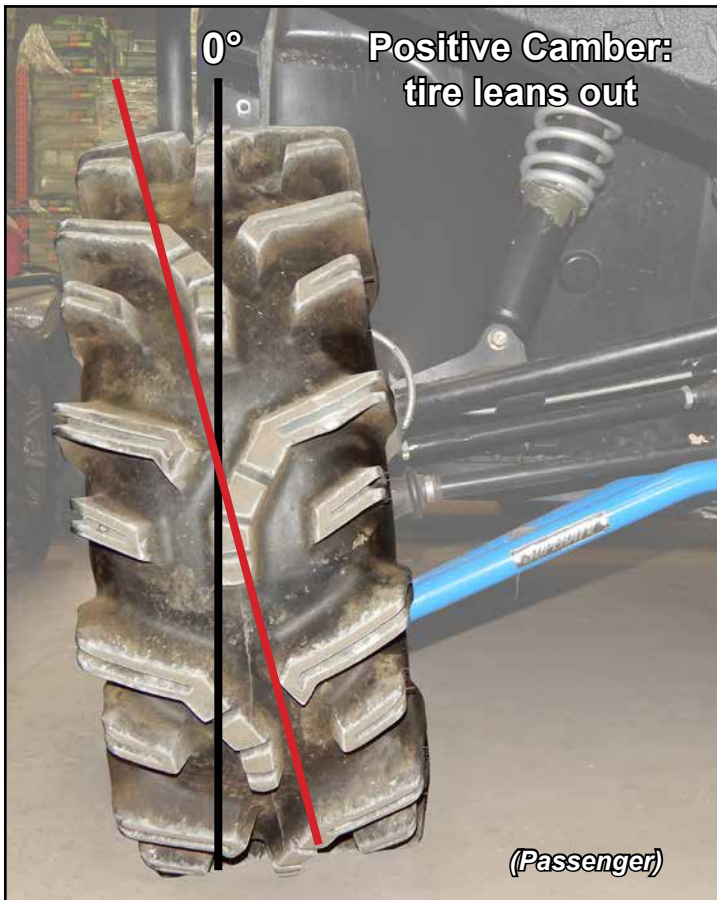
SuperATV® will warranty only parts provided by SuperATV®. Any damage or problems with OEM housings, bearings, seals, or other manufacturers' products will not be covered by SuperATV®. SuperATV® parts and products are not warrantied if item was not installed properly, misused, or modified.

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.

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°

