

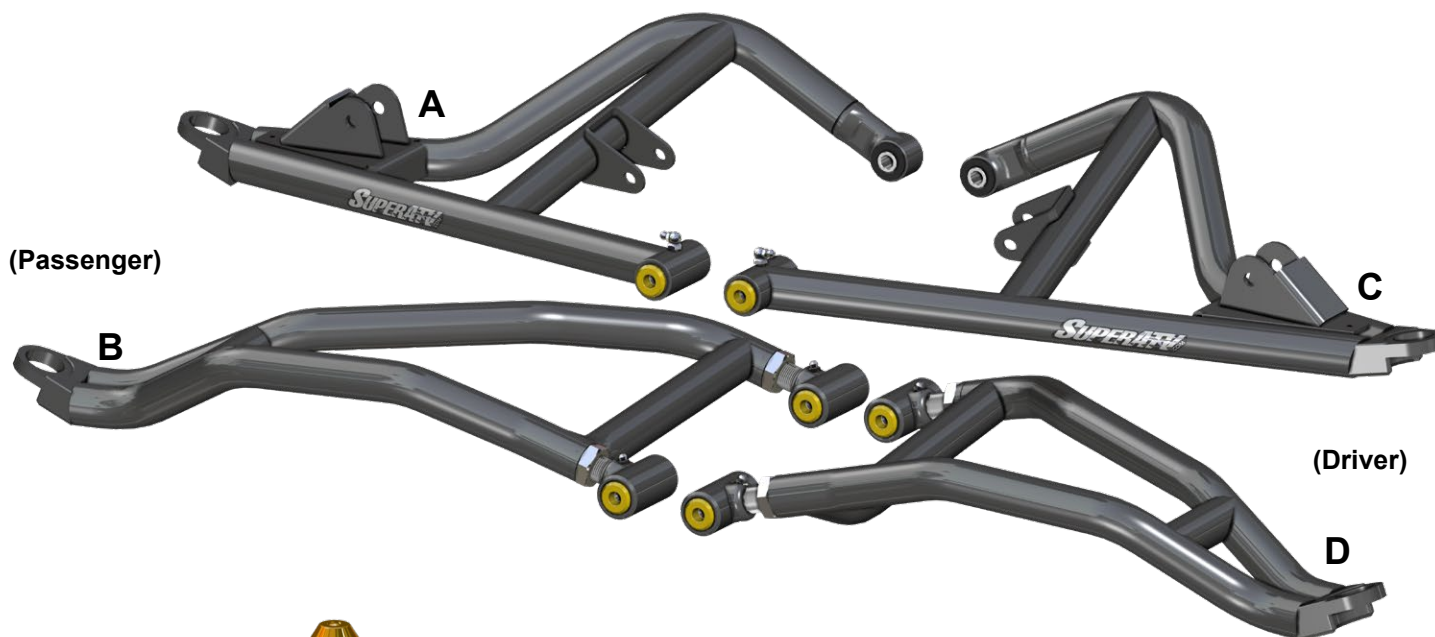
INSTALLATION INSTRUCTIONS

Front High Clearance A-Arms: for Polaris RZR[®] S 900

- Do not discard packaging until product has been successfully installed.

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

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



Straight Fitting



4x



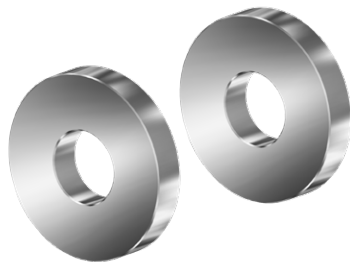
90° Fitting

2x



**4x
Brake Line Clip
and hardware**

2x



Shock Spacer

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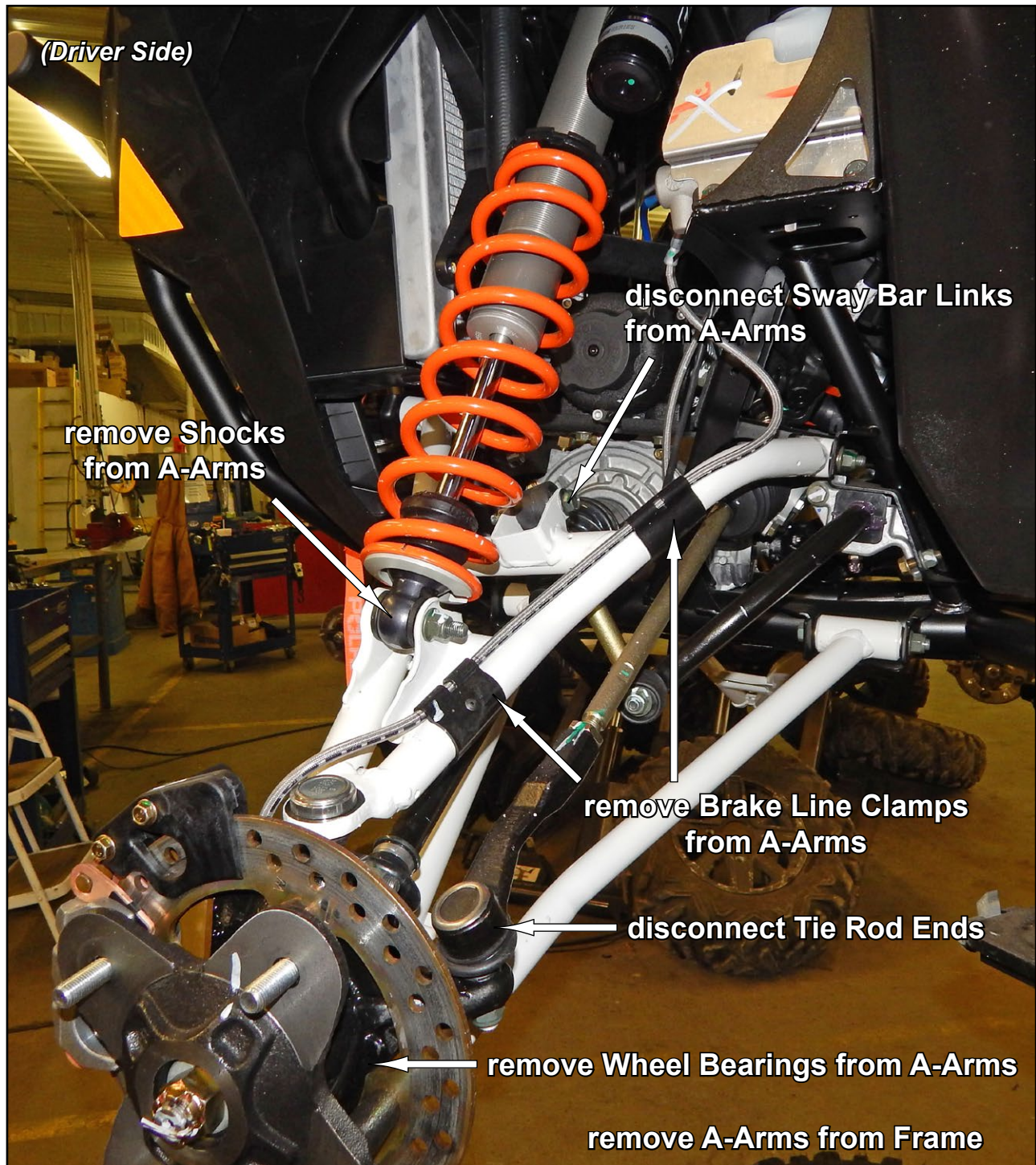
8:00am - 8:00pm EST M-Th
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Read instructions and view illustrations before beginning.

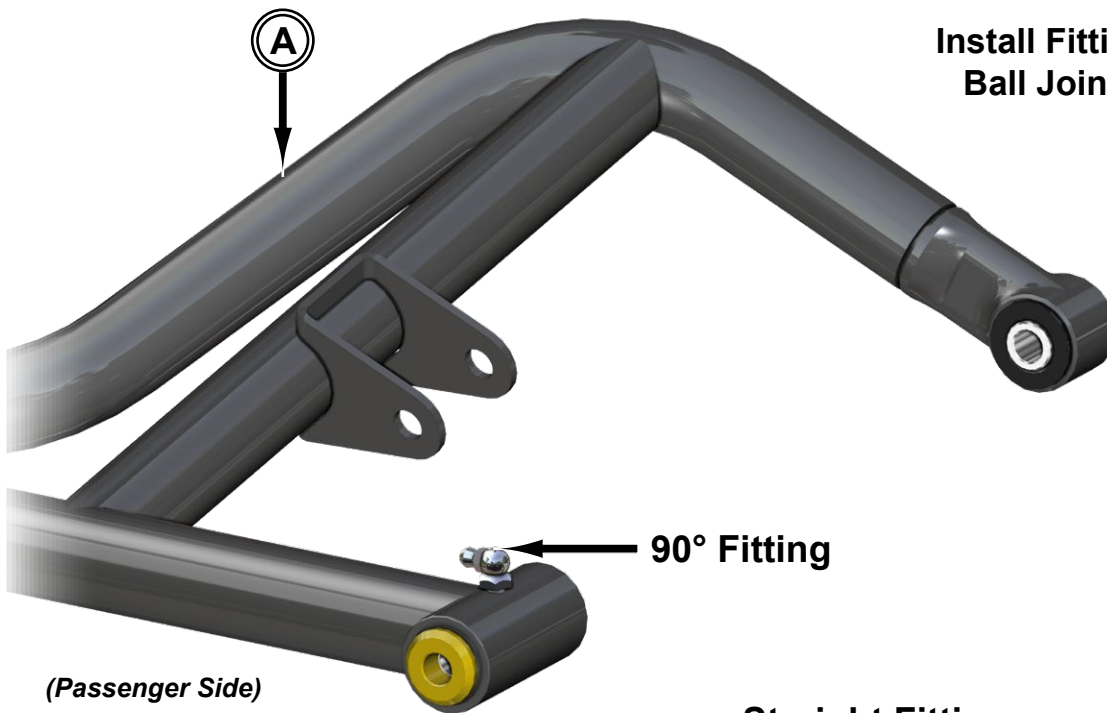
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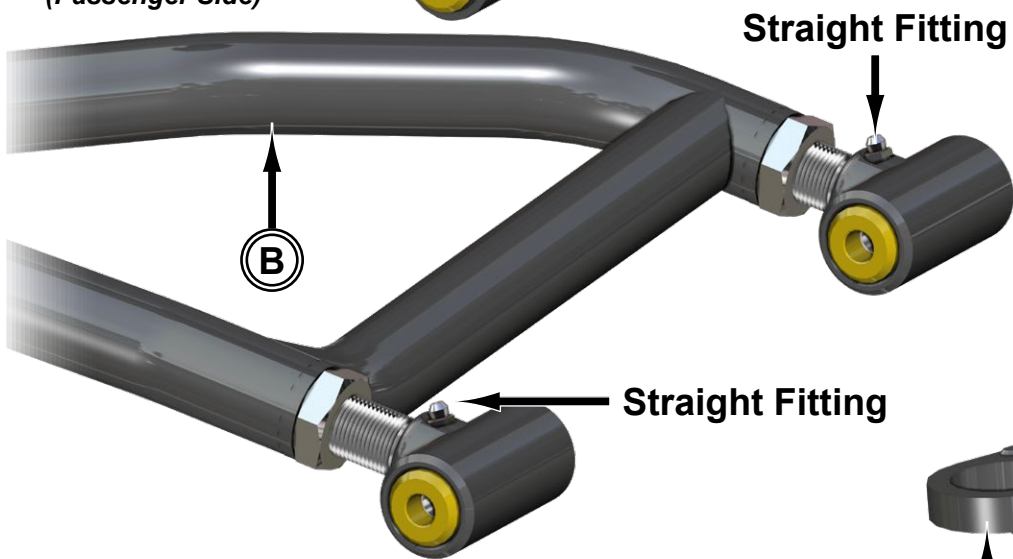
Keep all components removed from machine



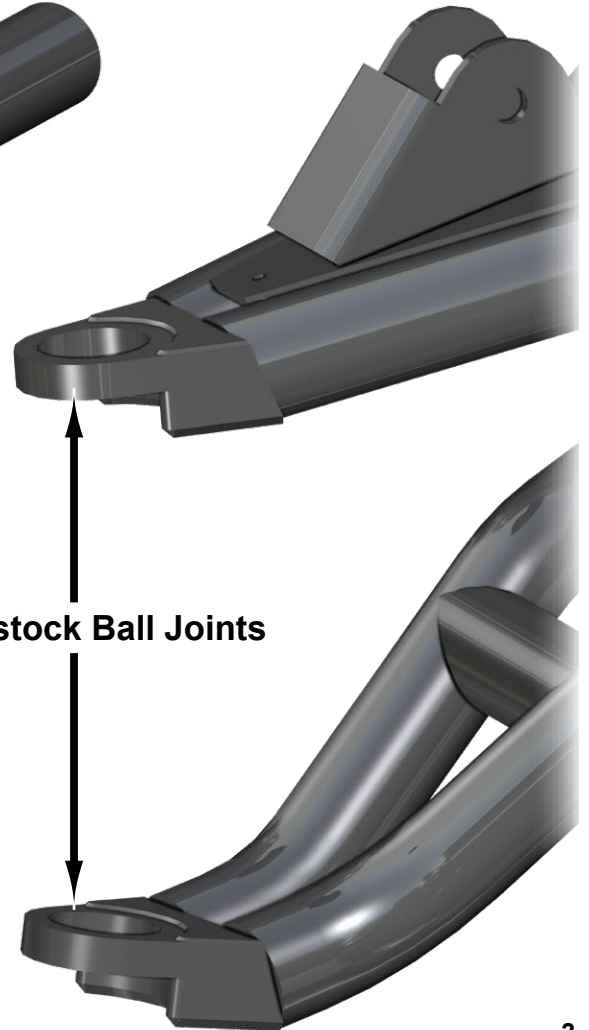
A-Arms Prep:



Install Fittings and stock Ball Joints to A-Arms

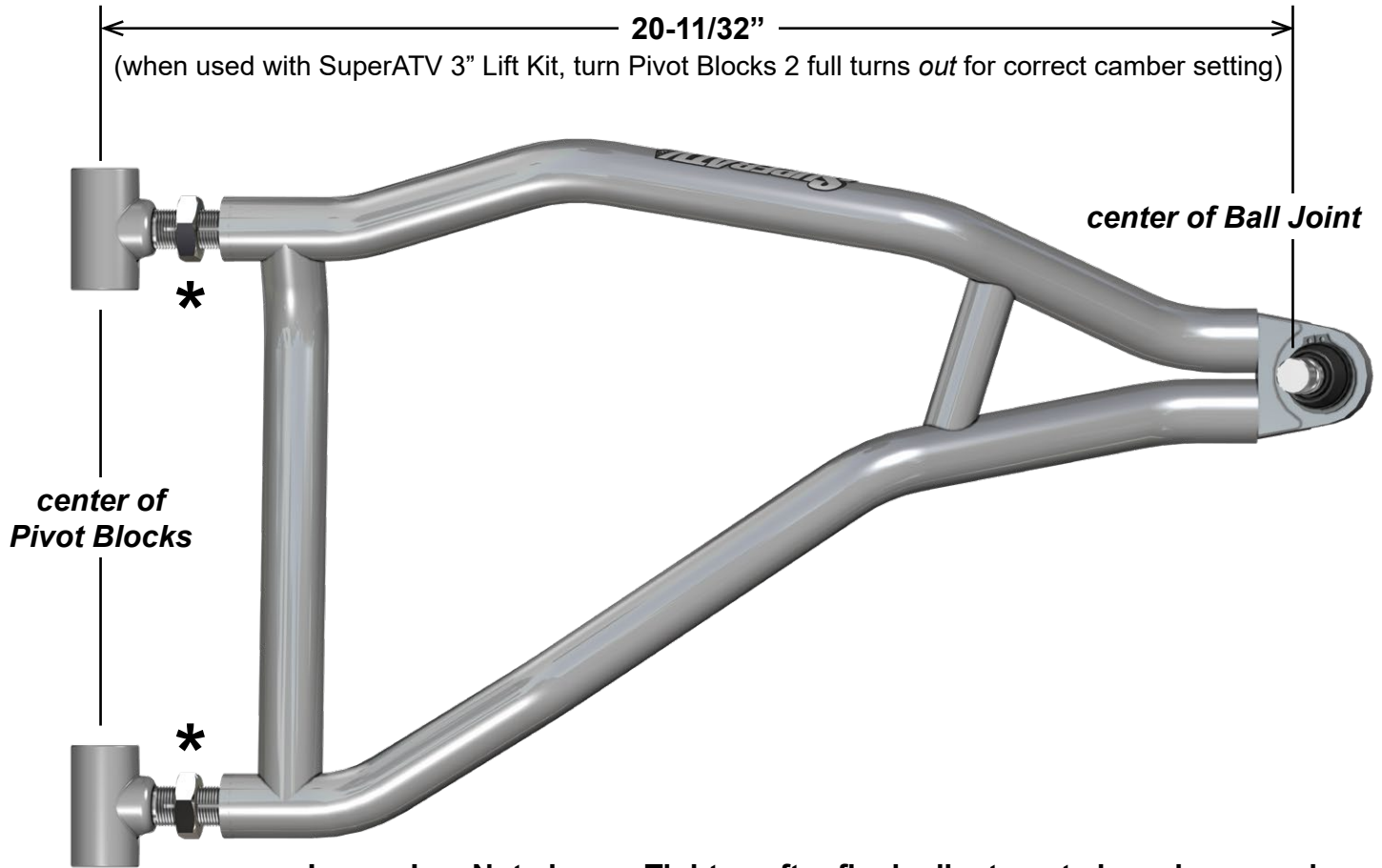


Install stock Ball Joints



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.

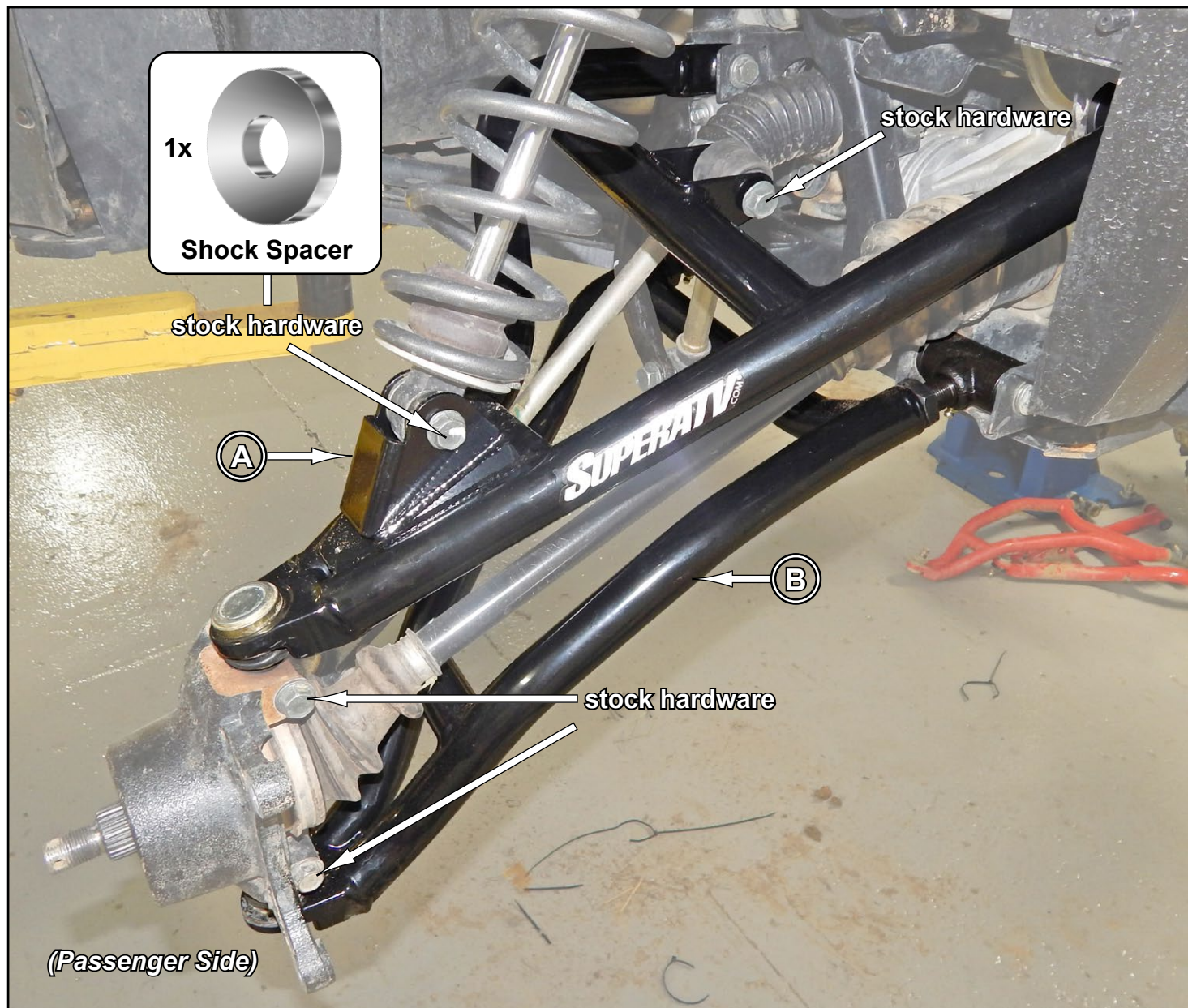


***Leave Jam Nuts loose. Tighten after final adjustments have been made.**

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



- Install new A-Arms to Frame with stock hardware. **Do not install Nuts to Lowers until all final adjustments have been completed.**
- Install Sway Bar Links to Upper A-Arms with stock hardware.
- Install Shocks to Upper A-Arms with stock hardware and included Shock Spacers.
- Install Wheel Bearings to Arms with stock hardware. **Do not install Nuts to Lowers until all final adjustments have been completed.**



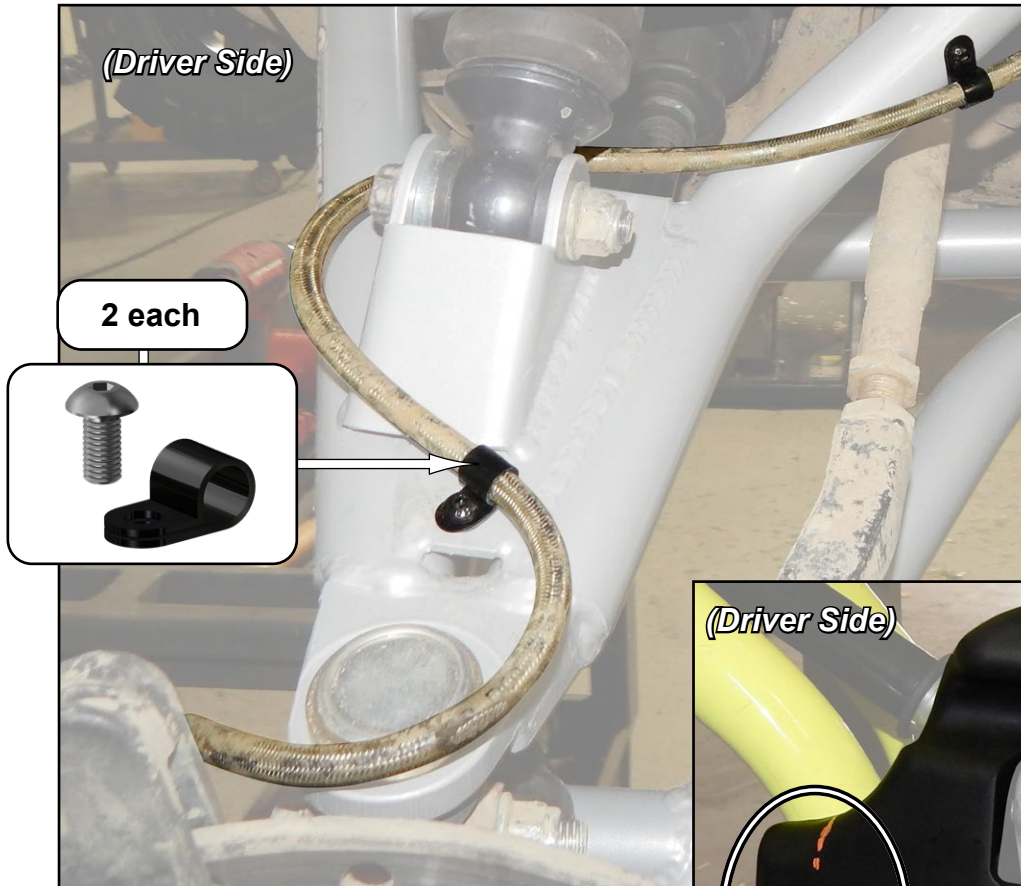
After all settings have been verified, apply Loctite to Pivot Blocks.

- Reinstall Tie Rod Ends to Wheel Bearings with stock hardware.



- Reinstall Tires and check Camber settings; see last page.
- Add Nuts to previously installed hardware and tighten completely. SuperATV recommends using Loc-Tite on Nuts.

- Secure Brake Lines to Upper A-Arms with provided Brake Line Clips, Clamps, and M5 hardware.



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Steering Stop Kit



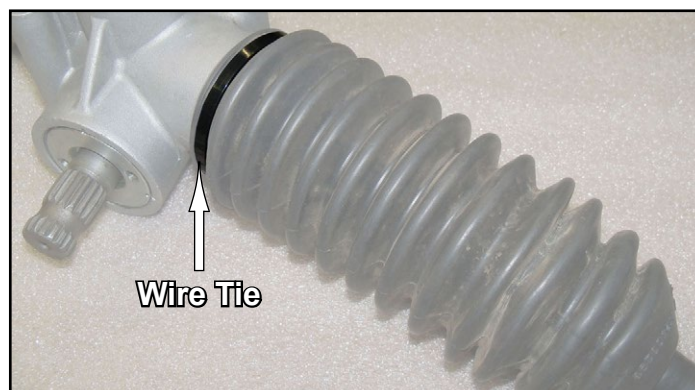
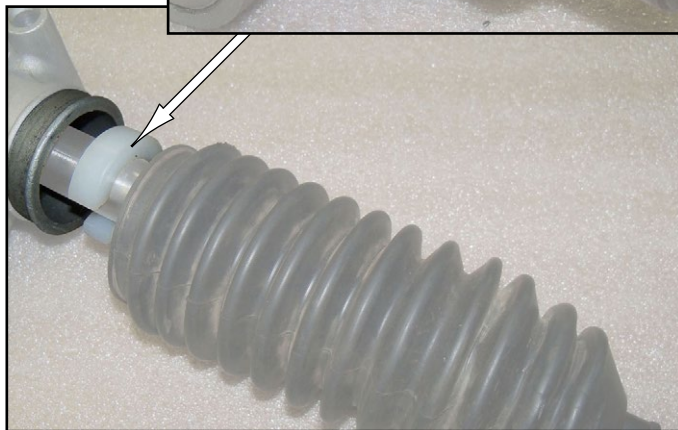
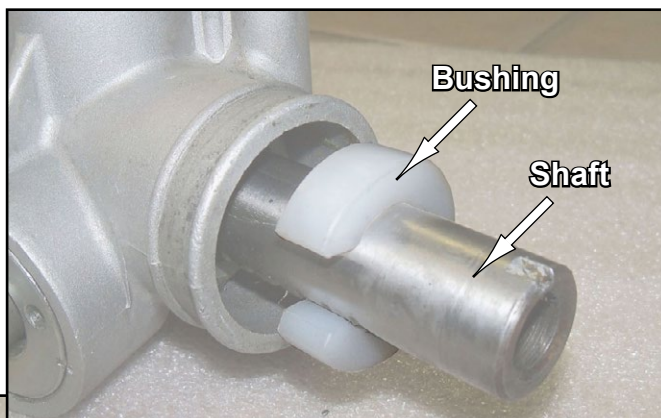
Steering Stop x 2



Wire Tie x 4

(Rack and Pinion shown off machine for clarity)

- Raise front of machine off ground, secure with jack stands, and remove Wheels.
- Unclamp and slide Boot away from Rack and Pinion.
- Install Bushing onto Shaft.
- Reinstall Boot with Wire Tie.
- Repeat steps for opposite side.



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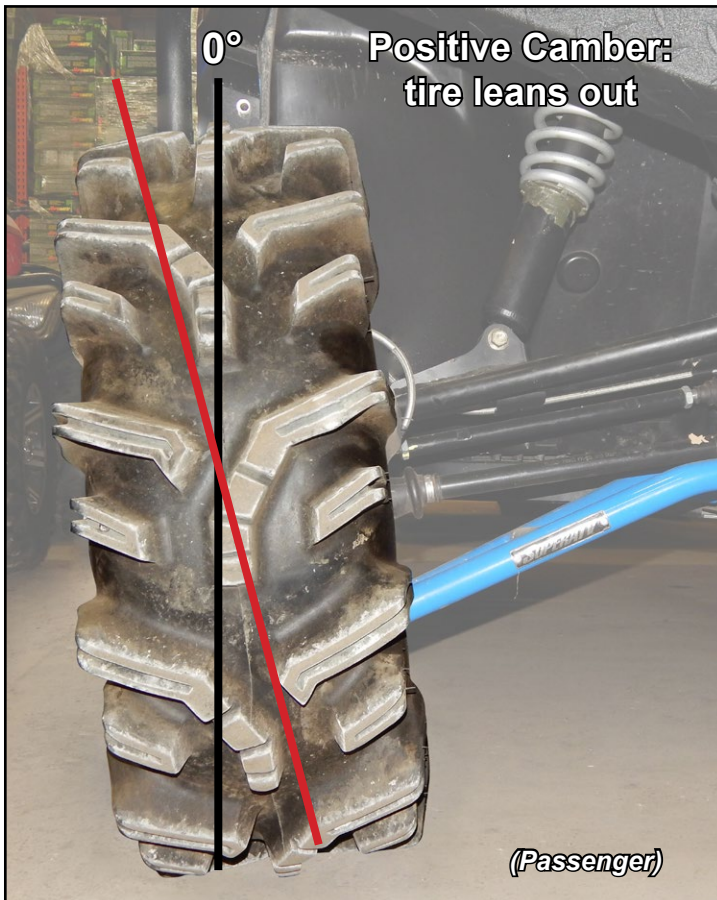
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CAMBER

- 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°

