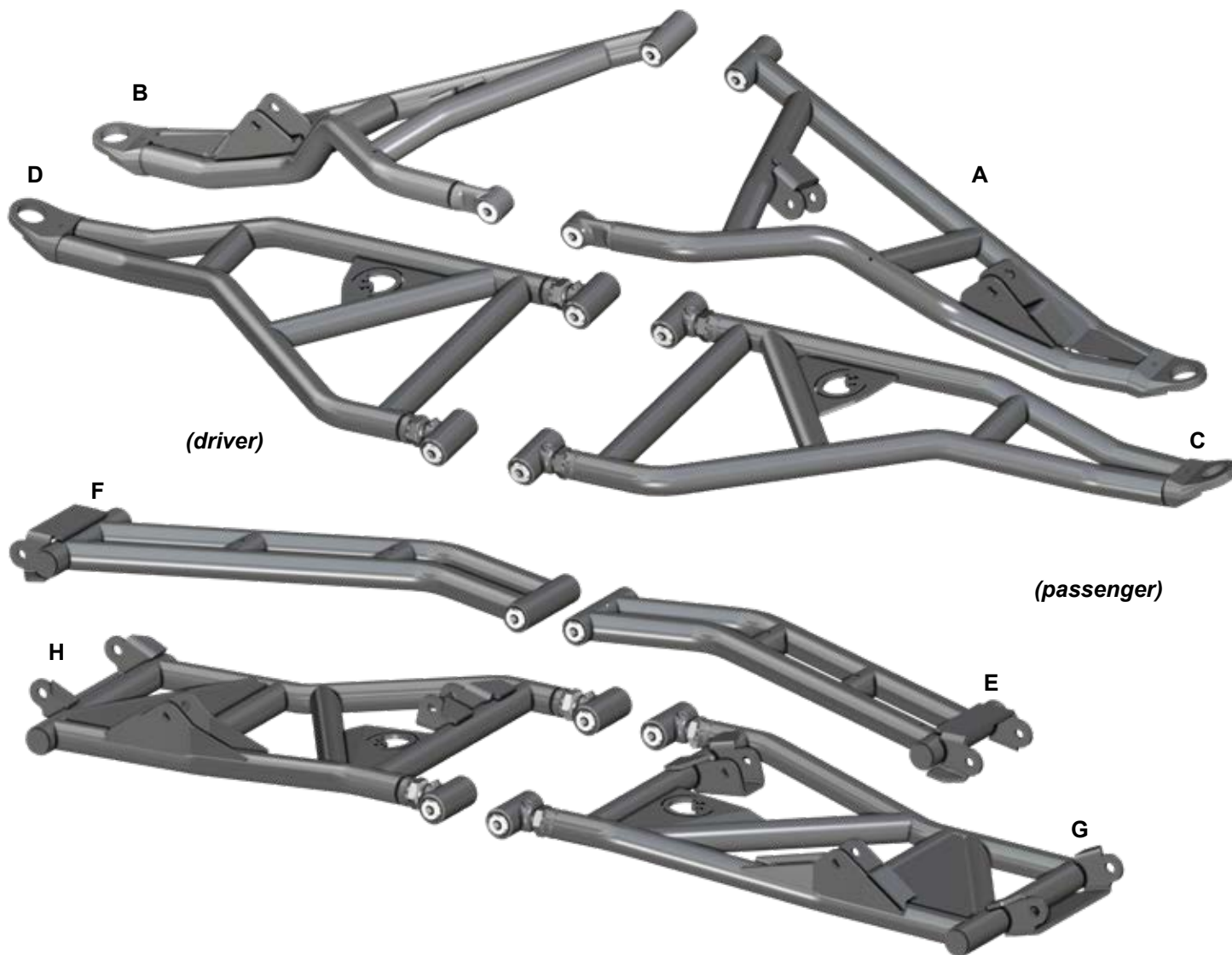


INSTALLATION INSTRUCTIONS

Long Travel Kit: for Polaris General[®]

Item	Description	Item	Description
A	Front Upper - R	E	Rear Upper - R
B	Front Upper - L	F	Rear Upper - L
C	Front Lower - R	G	Rear Lower - R
D	Front Lower - L	H	Rear Lower - L

- Do not discard packaging until product has been successfully installed.
- A Press or Ball Joint tool is required to remove and install Ball Joints.
- Driver side installation shown in illustrations.



(kit contents continue on following pages)

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

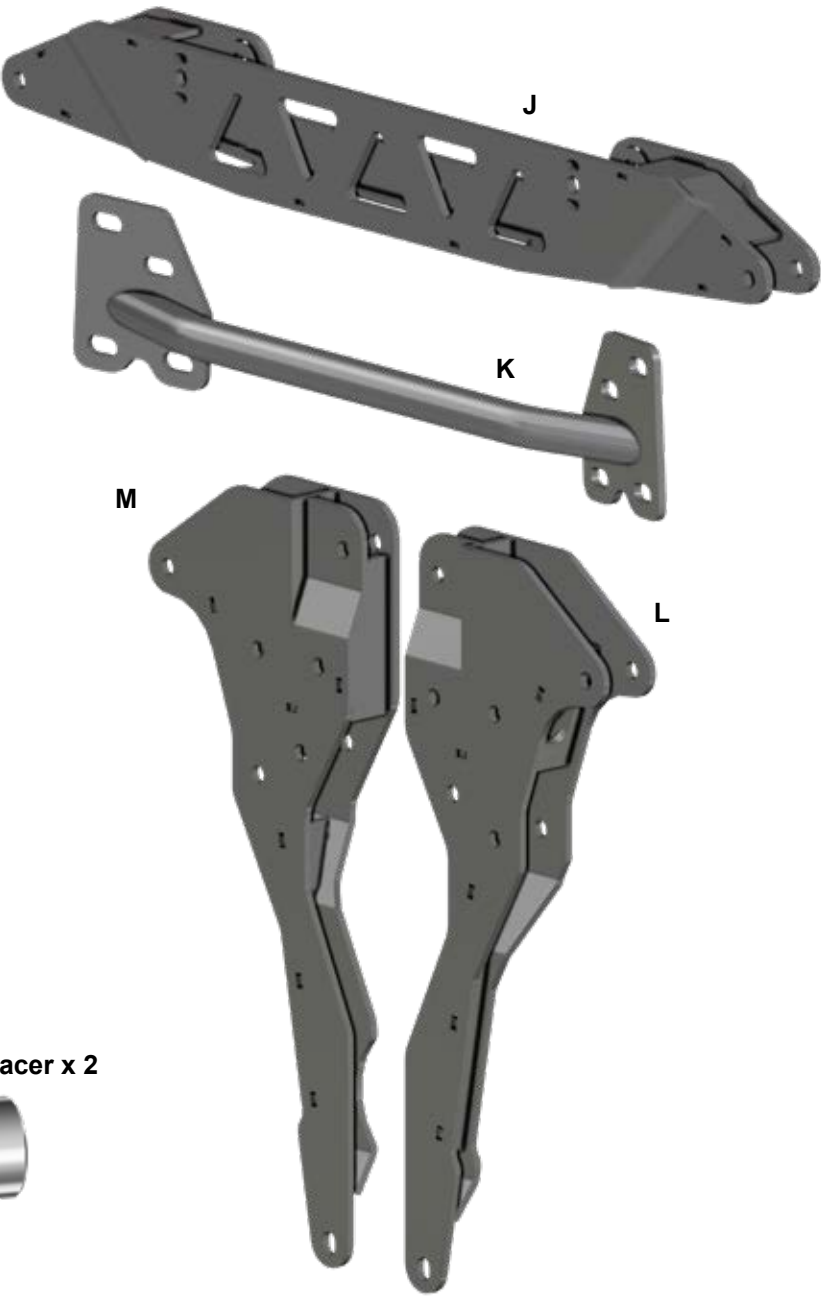
Read instructions and view illustrations before beginning.

Thank You
For Choosing

SUPERATV.COM[®]

(kit contents continued)

Item	Description
J	Front Bracket
K	Rear Brace
L	Shock Bracket - R
M	Shock Bracket - L



Pivot Bushing Spacer x 2



Front Right
(56")



Front Left
(42")



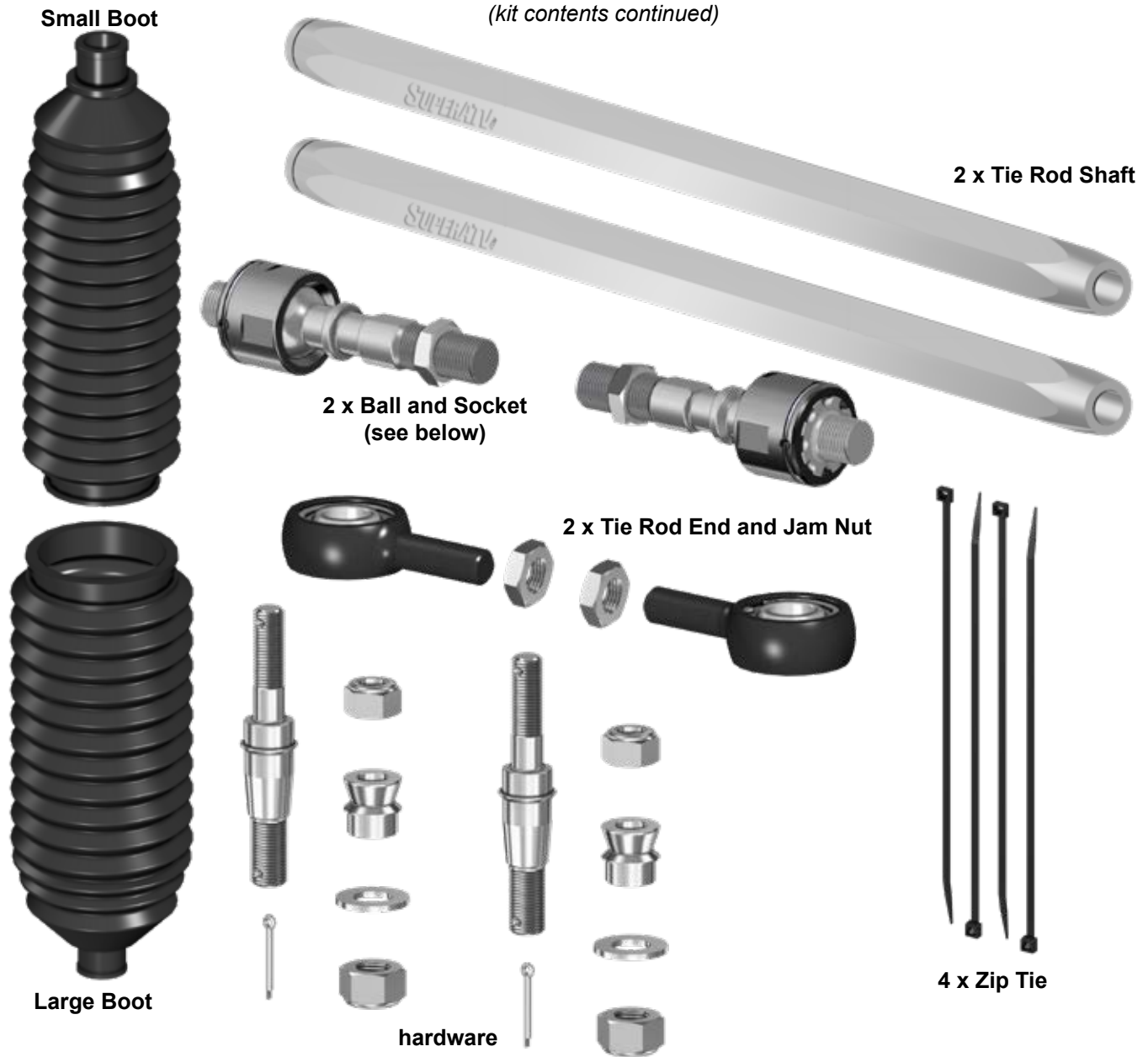
Rear Right
(60")



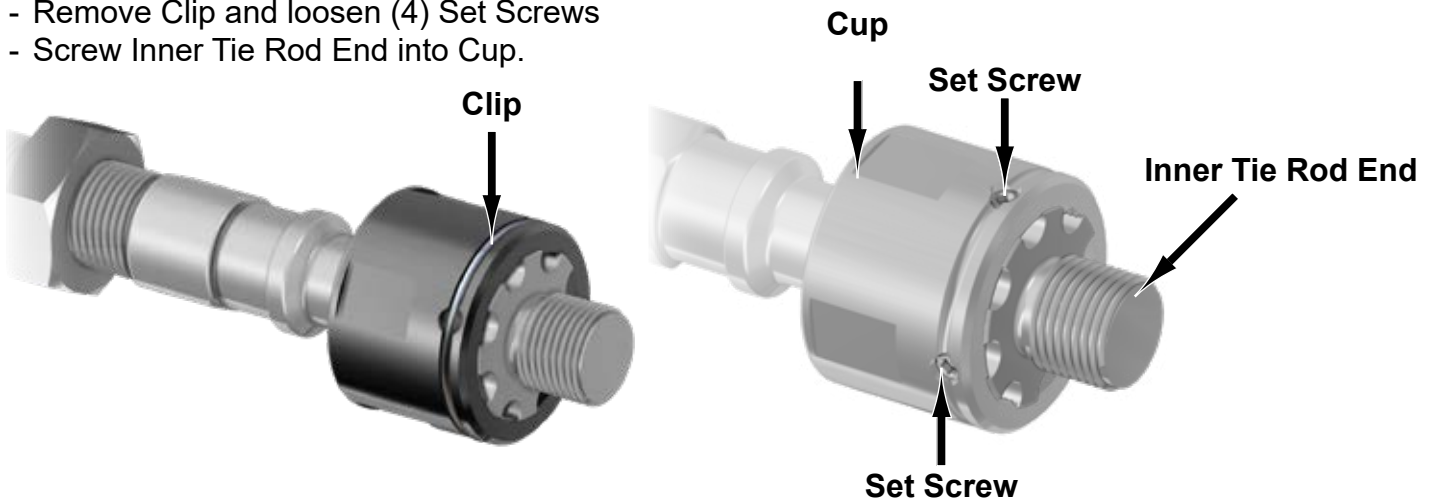
Rear Left
(48")

Front Brake Lines have same style fittings at each end.

(kit contents continued)



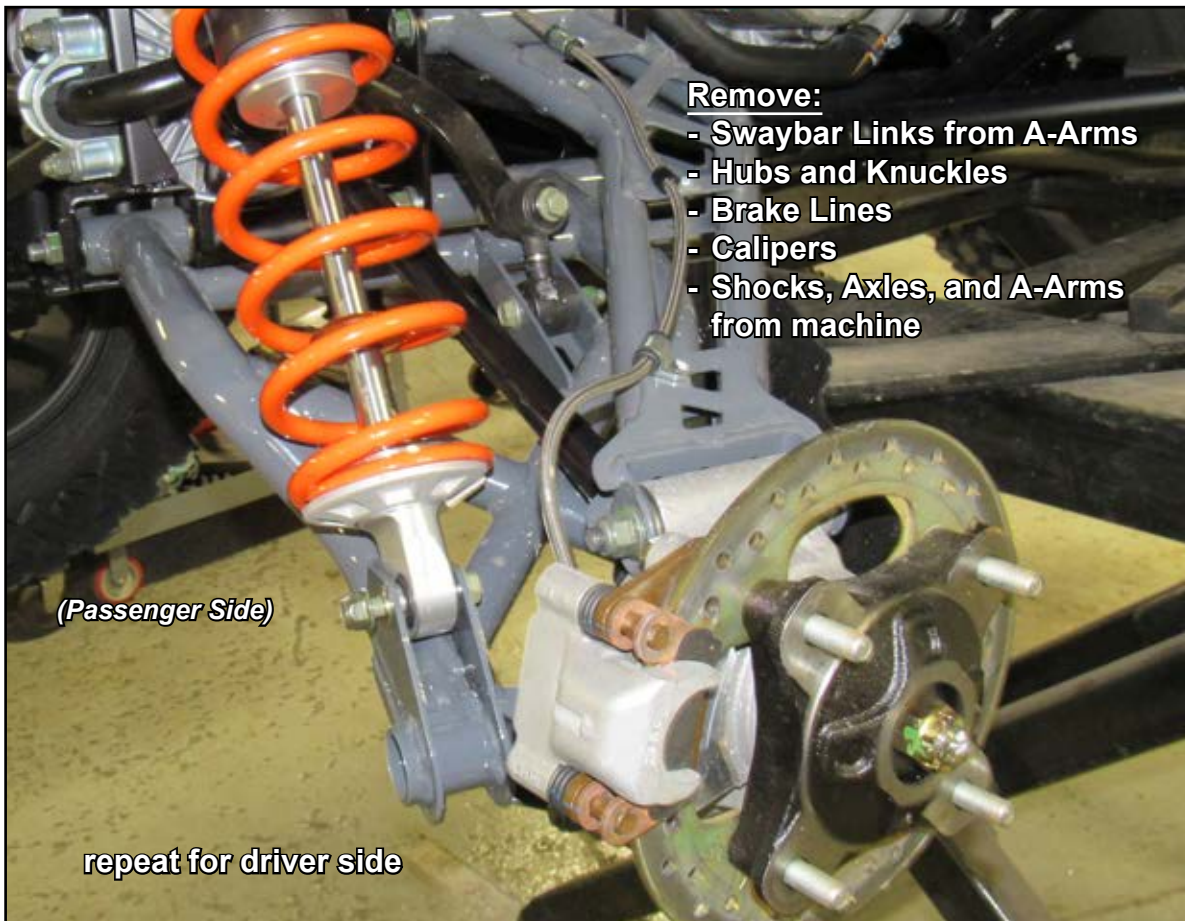
- Inner Tie Rod End is adjustable and can be tightened.
- Remove Clip and loosen (4) Set Screws
- Screw Inner Tie Rod End into Cup.



Front Components Removal: Keep all components removed from machine.

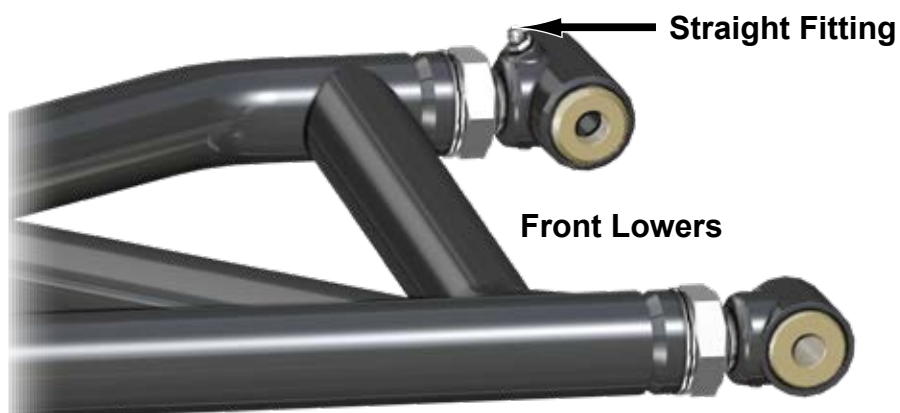
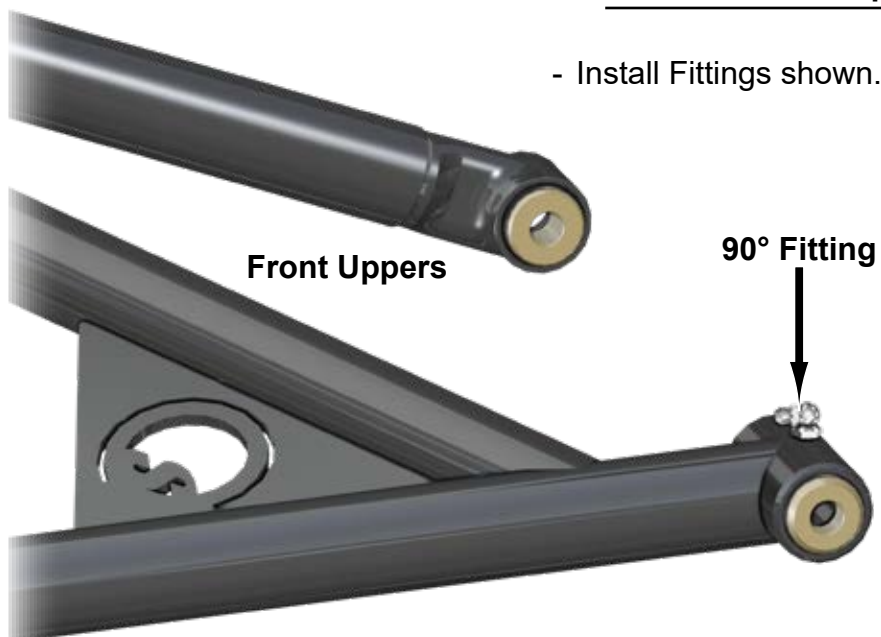


Rear Components Removal: Keep all components removed from machine.



Front A-Arms Prep:

- Install Fittings shown.

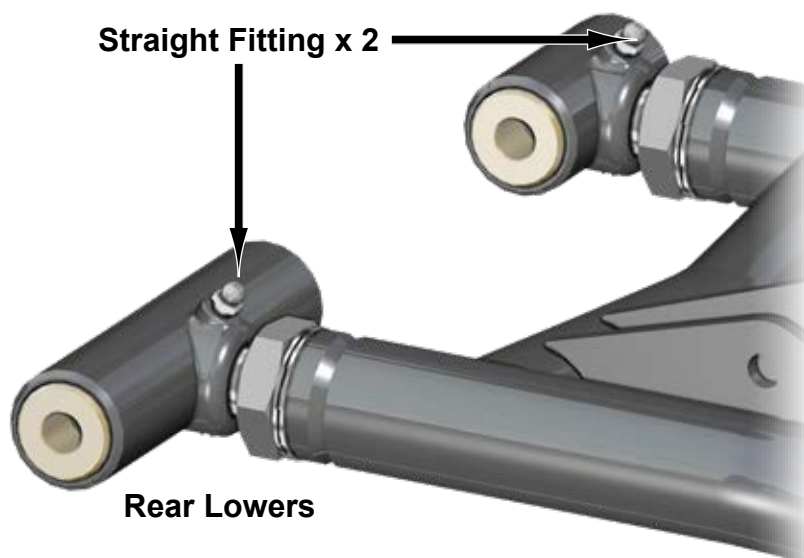
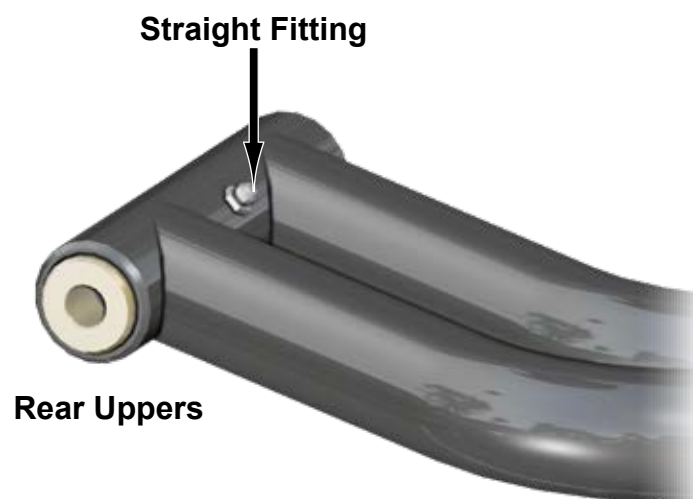


Install SuperATV or stock Ball Joints



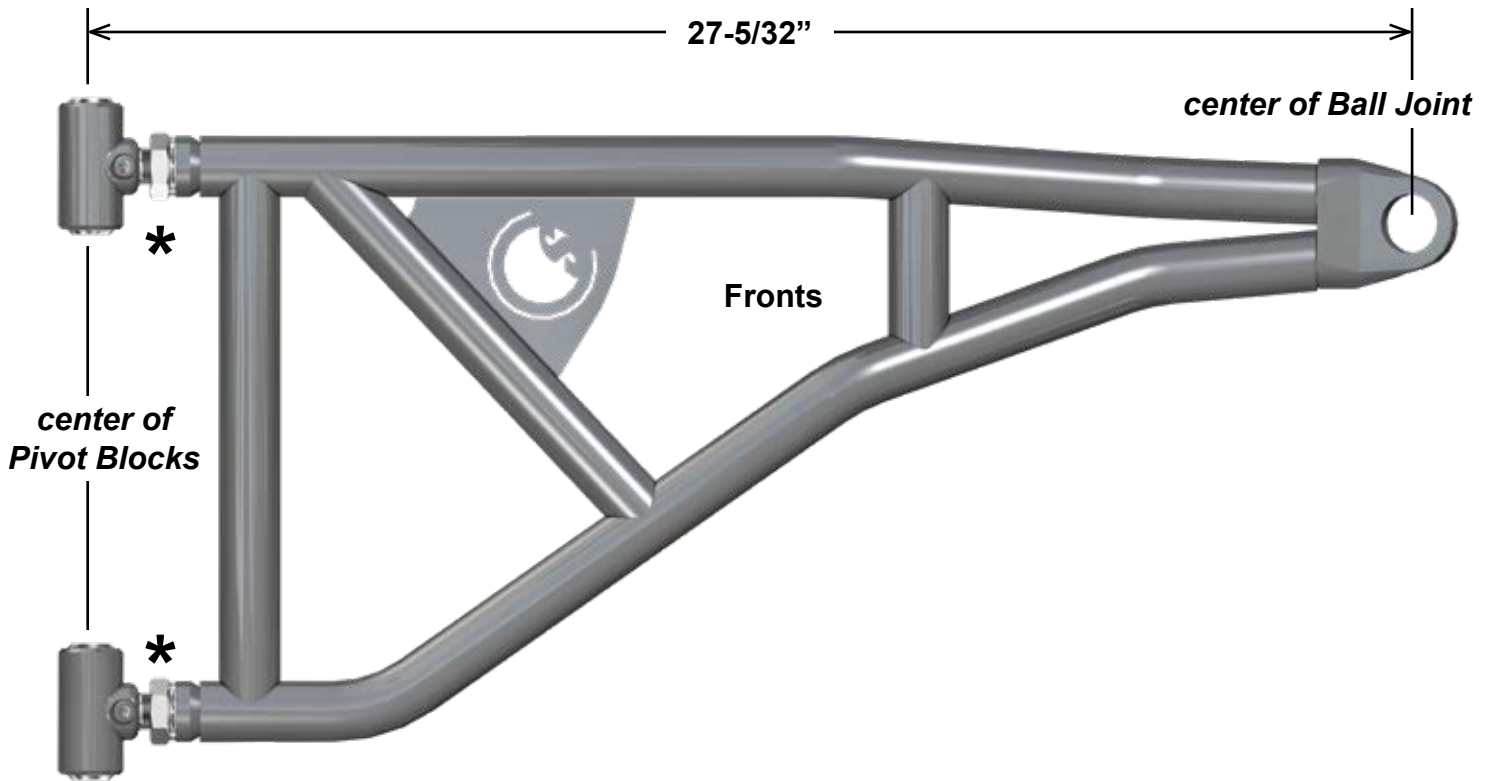
Rear A-Arms Prep:

- Install Fittings shown.

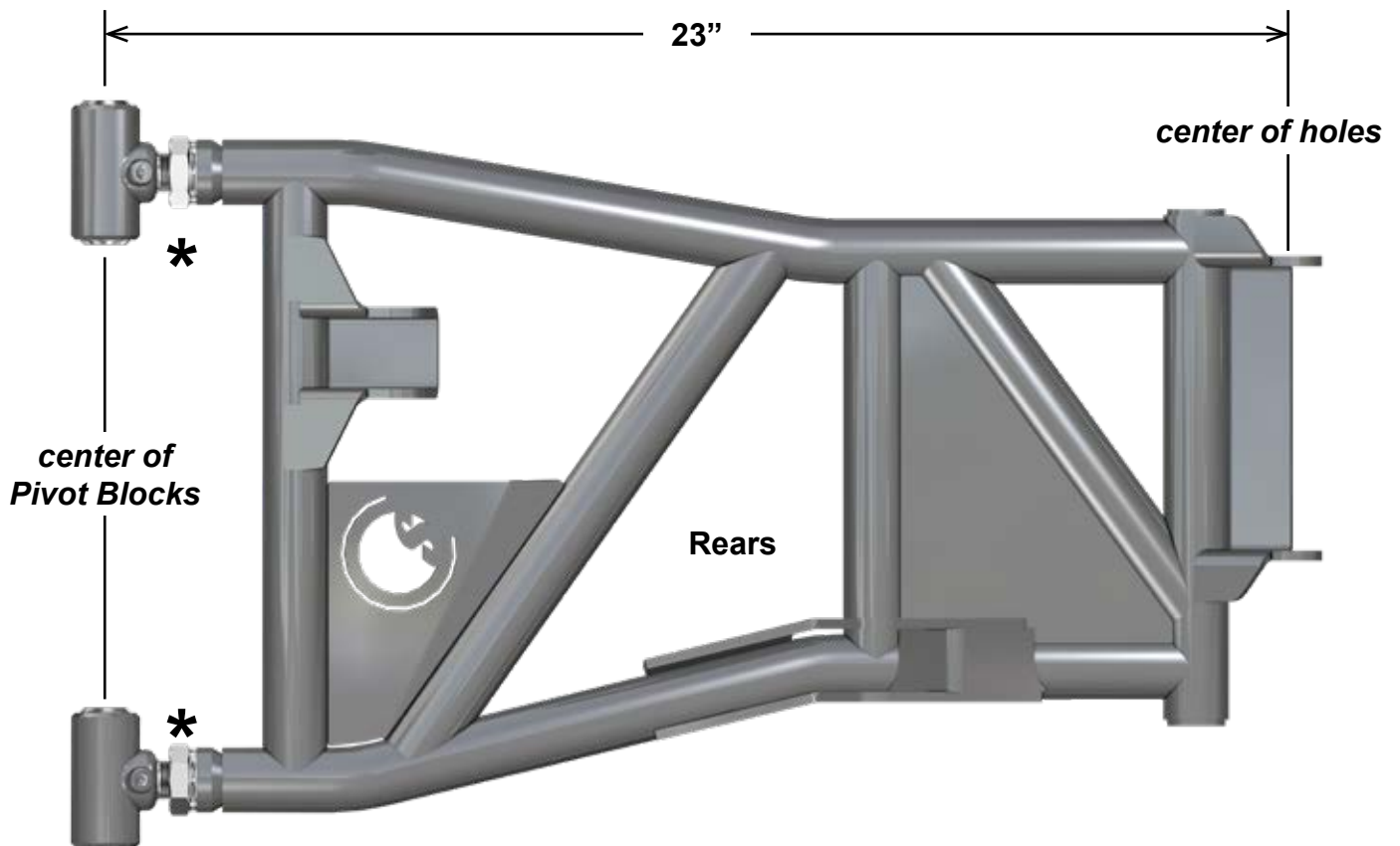


PIVOT BLOCK SETTINGS

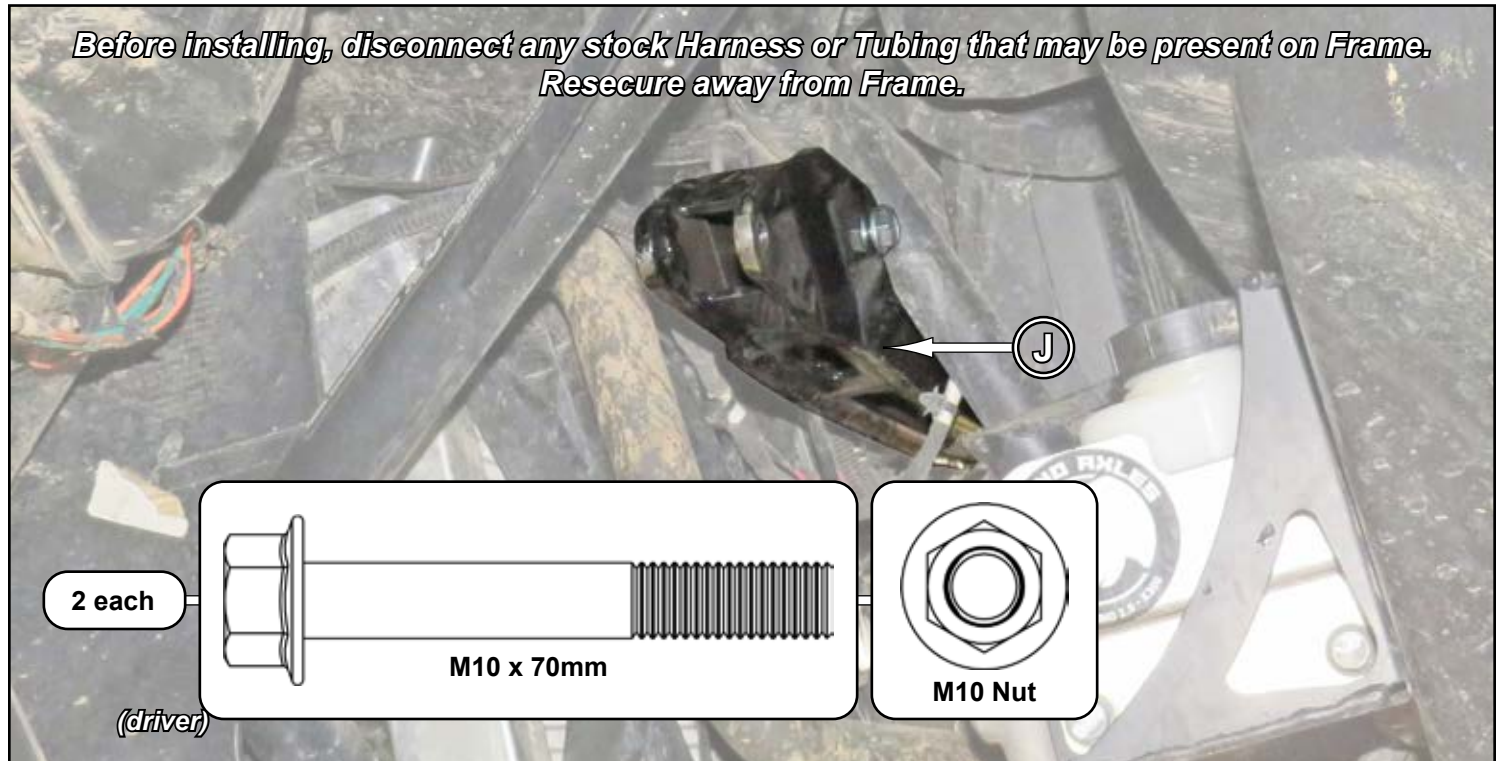
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



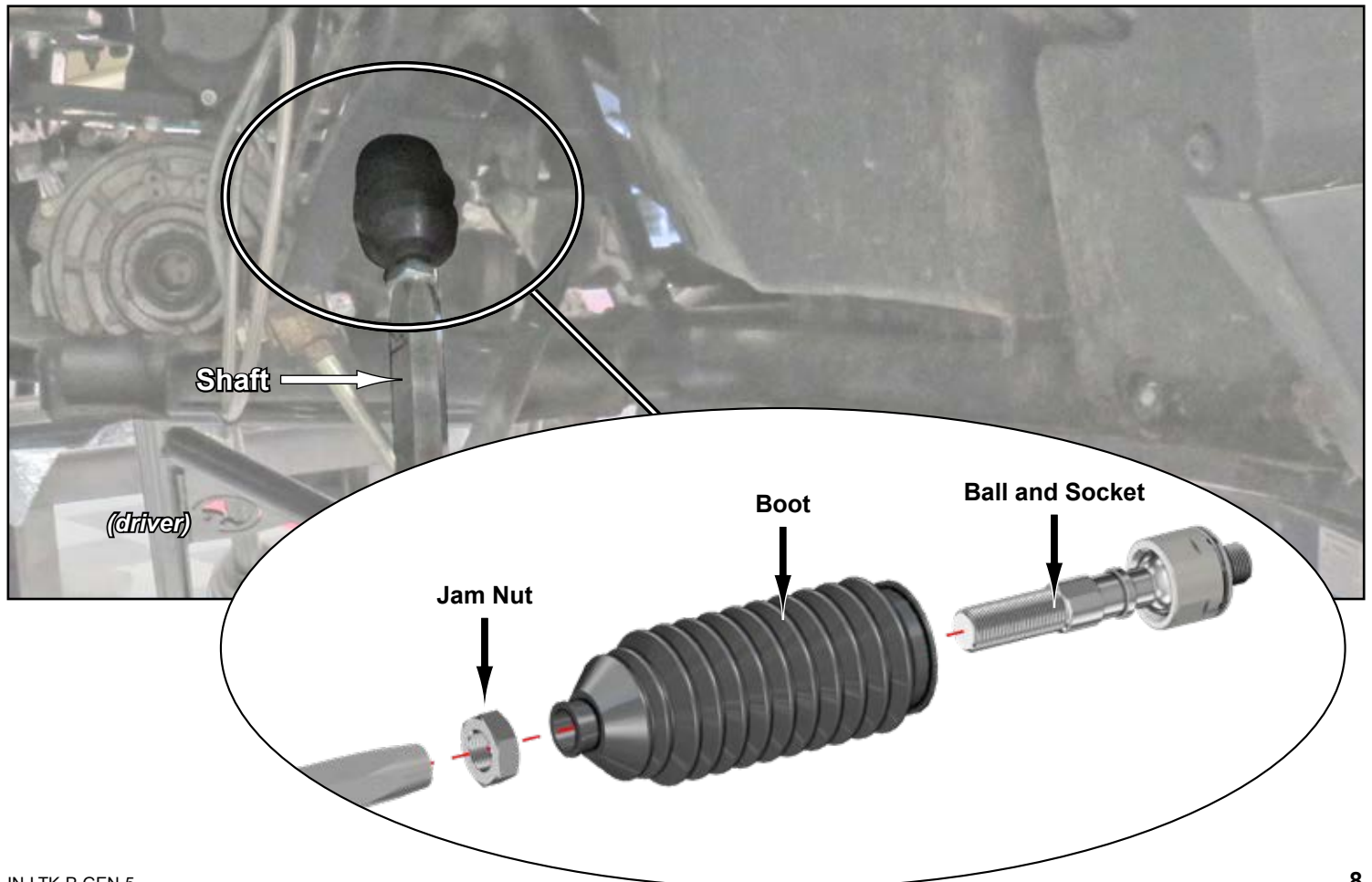
*Leave Jam Nuts loose. Tighten after final adjustments have been made.



- Install Front Bracket (J) to Frame with hardware shown; do not tighten.



- 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 Wire Ties.
- Reinstall Jam Nuts to Ball and Sockets.
- Install Tie Rod Shafts to Ball and Sockets.



- Install Front Lower - L (D) to Frame with stock hardware; **keep Nuts loose until all final adjustments have been completed.**



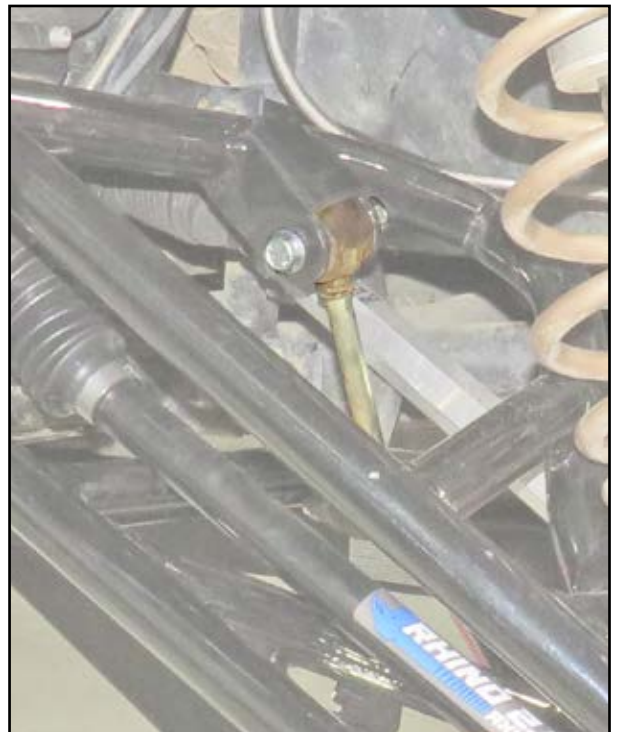
- Install new Front Axle.



- Install Front Upper - L (B) to Frame with stock hardware. Tighten hardware. SuperATV recommends using Loc-Tite on Nuts.



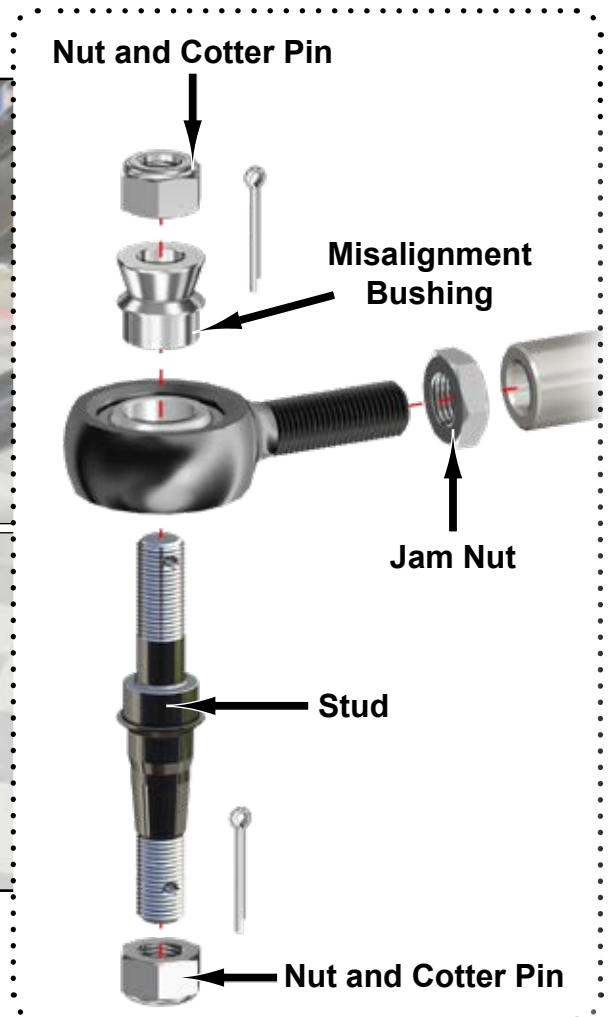
- Secure Sway Bar Link to Front Upper - L (B) with stock hardware; tighten.



- Install Knuckle to Arms with stock hardware; **keep Lower Nuts loose until all final adjustments have been completed.**
- Secure Tie Rod End to Knuckle with hardware shown.



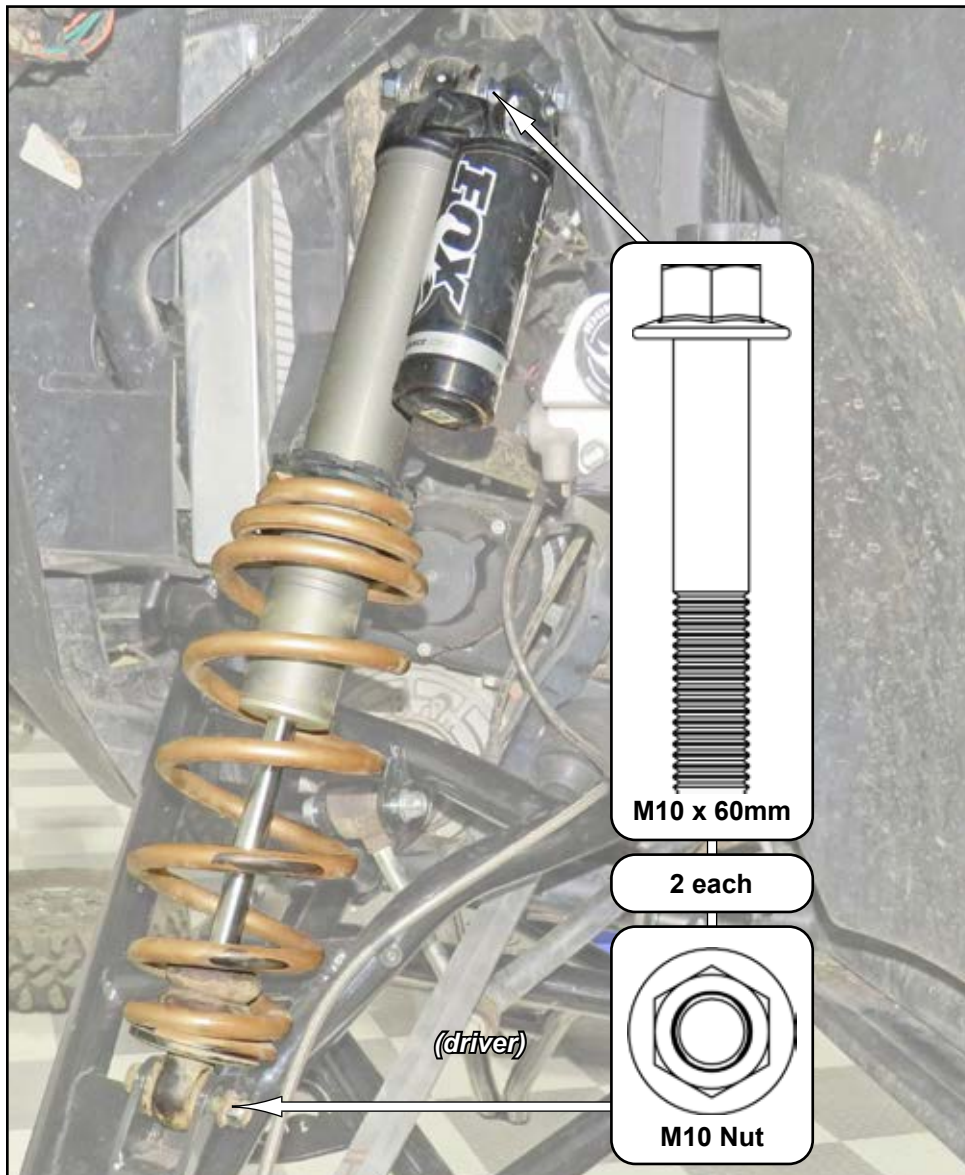
- Repeat for passenger side A-Arm installation.



- Reinstall Hubs and Calipers.
- Install provided Brake Lines to Calipers and Master Cylinder.
- Secure Brake Lines to Upper A-Arms with components shown; tighten.
- Ensure that no binding occurs after Brake Line has been installed and secured.



- Secure Shock to Upper Arms and Front Bracket (J) with hardware shown; tighten.



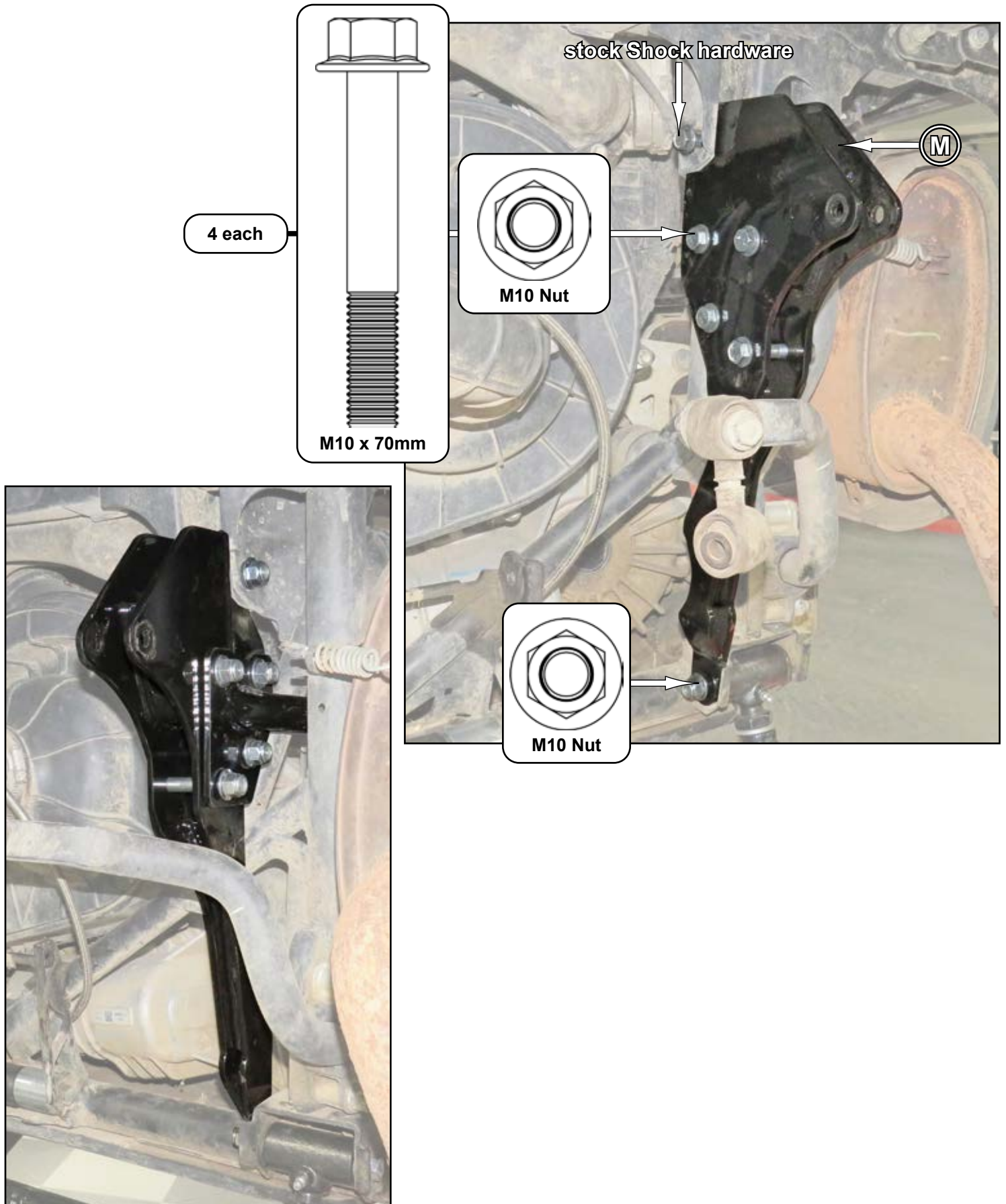
- Place Rear Brace (K) into and through Frame as shown.



- Install Rear Lower - L (H) to Frame with hardware shown; **keep Nut loose until all final adjustments have been completed.**



- Place lower portion of Shock Bracket - L (M) onto previously installed M10 x 100mm bolt. Secure with M10 Nut; **keep Nut loose until all final adjustments have been completed.**
- Secure Shock Bracket - L (M) to stock Shock Mount with stock Shock hardware; tighten.
- Secure Shock Bracket - L (M) to Rear Brace (K) with hardware shown; do not tighten.



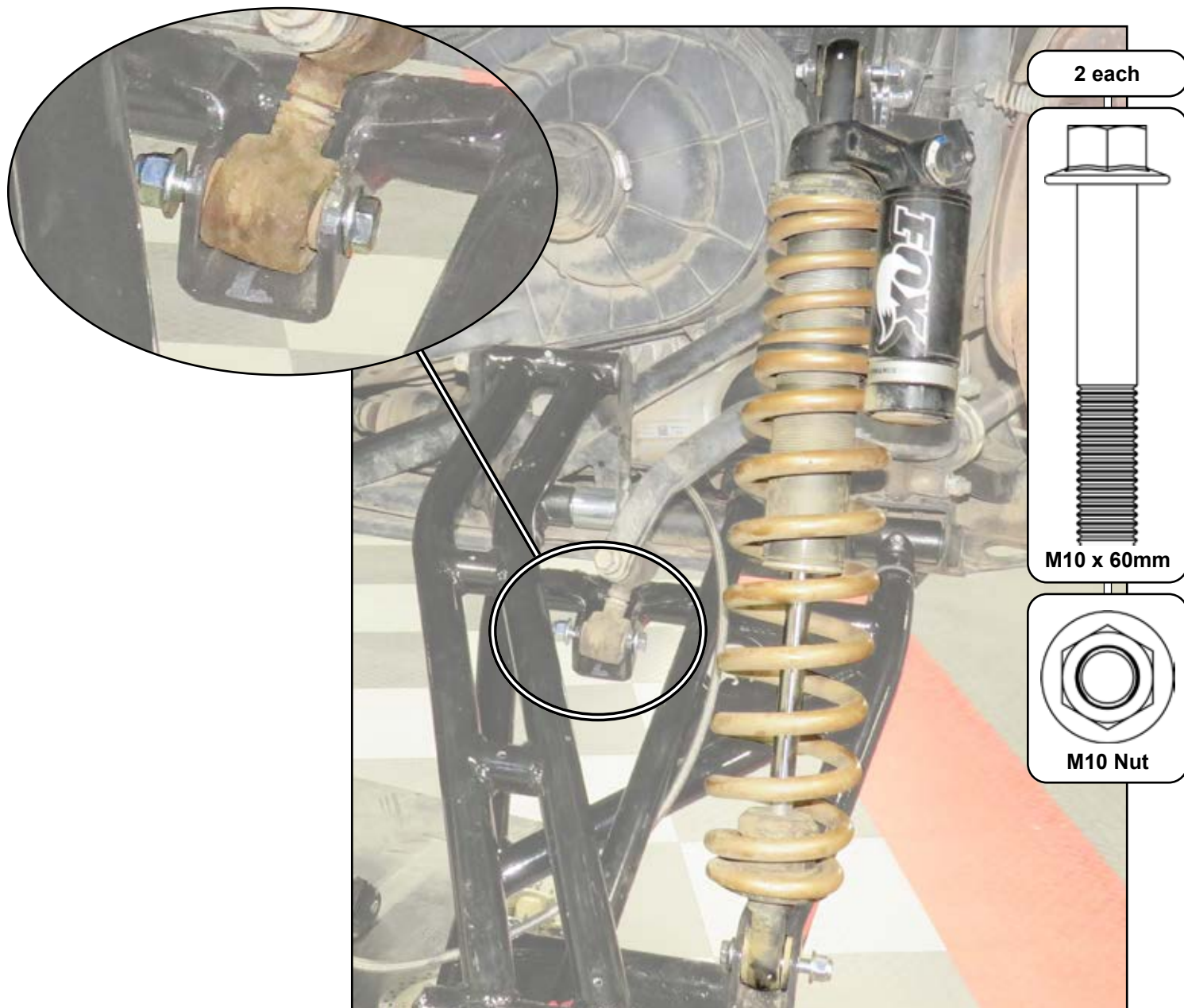
- Install new Rear Axle.
- Install Rear Upper - L (F) to Frame with stock hardware; tighten. SuperATV recommends using Loc-Tite on Nuts.



- Install Knuckle to Arms with stock hardware; ***keep Lower Nuts loose until all final adjustments have been completed.***

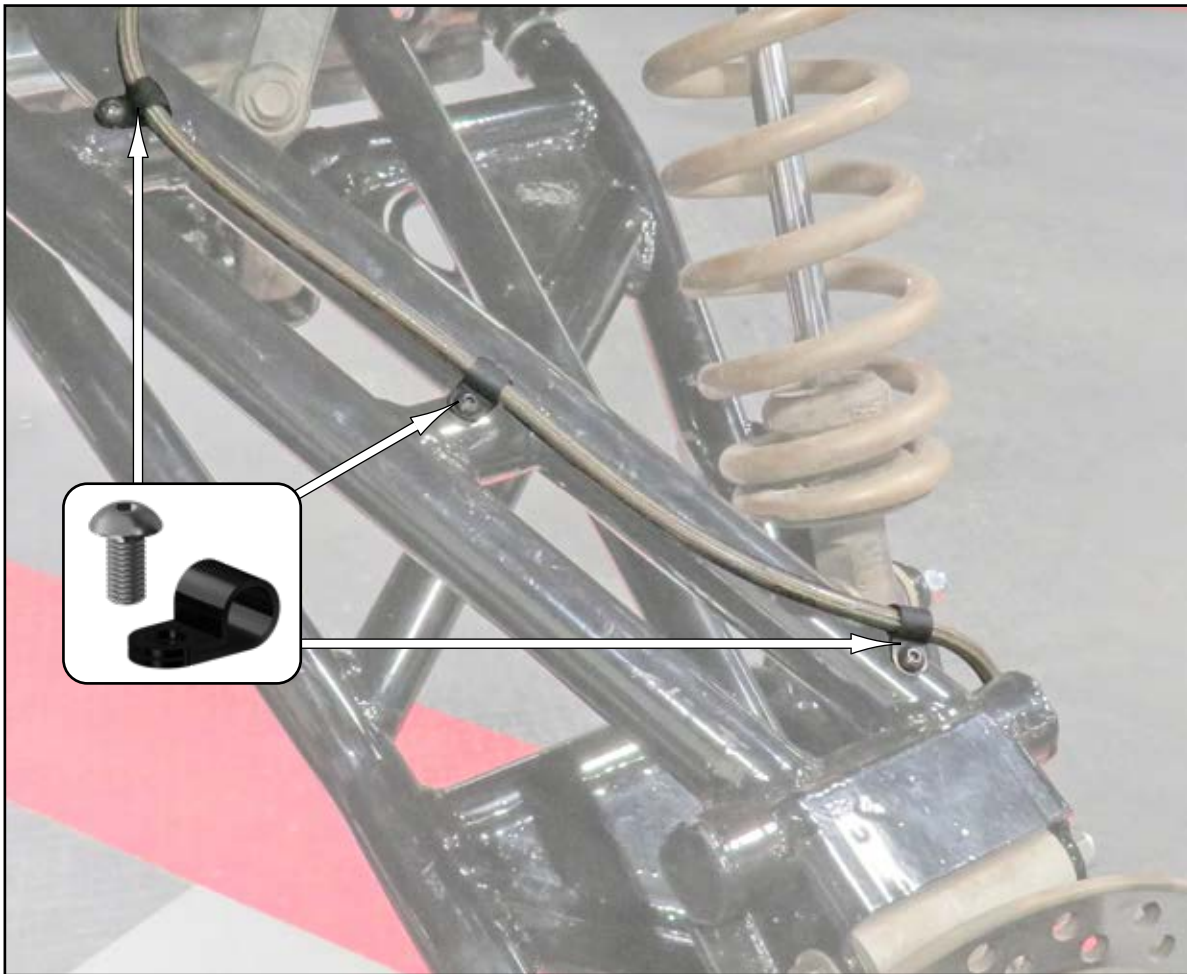


- Secure Shock to Rear Upper - L (F) and Shock Bracket - L (M) with hardware shown; tighten.
- Secure Sway Bar Link to Rear Upper - L (F) with stock hardware; tighten.



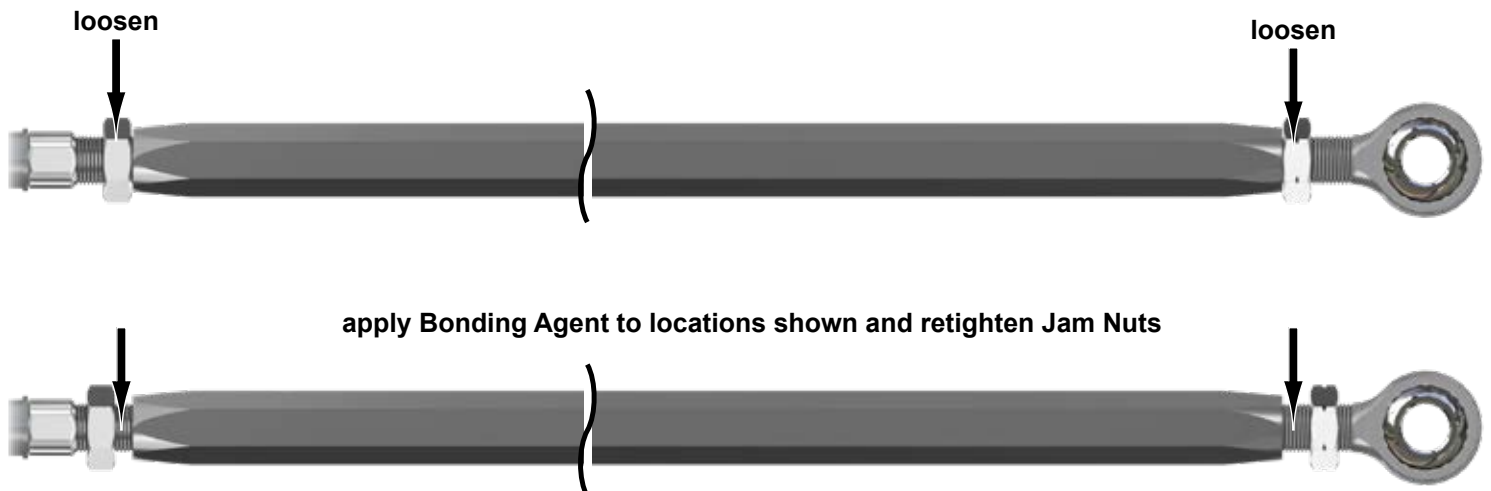
- Repeat for passenger side A-Arm installation.

- Reinstall Hubs and Calipers.
- Install provided Brake Lines.
- Secure Brake Lines to Upper A-Arms with components shown; tighten.
- Ensure that no binding occurs after Brake Line has been installed and secured.



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

- Set toe of vehicle.
- Loosen Jam Nuts and apply Bonding Agent to Tie Rod End threads and Ball and Socket threads.



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**.

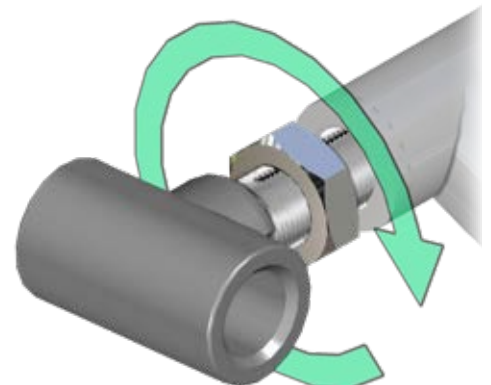
note: 2 full turns is 1°

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°



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