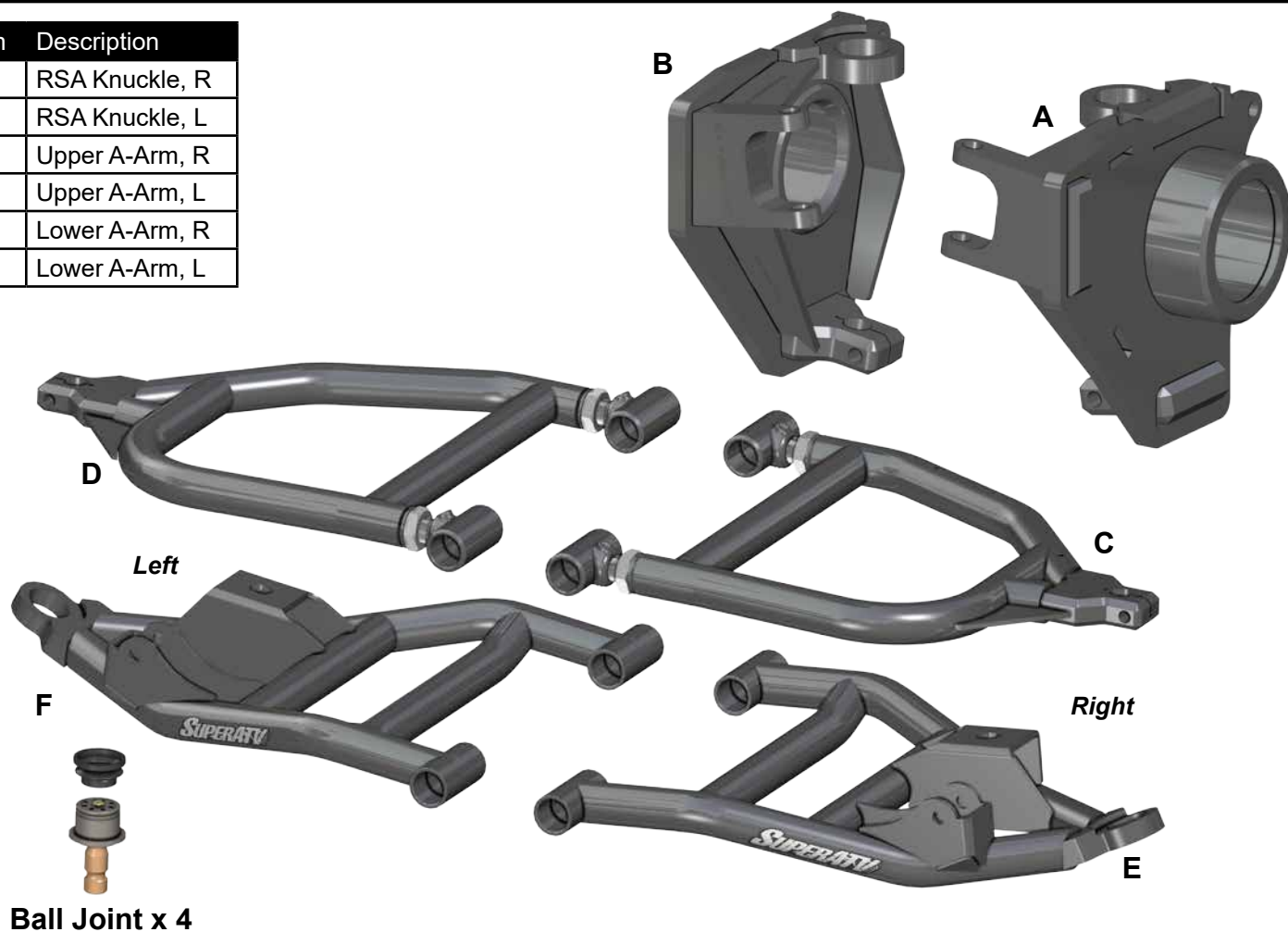


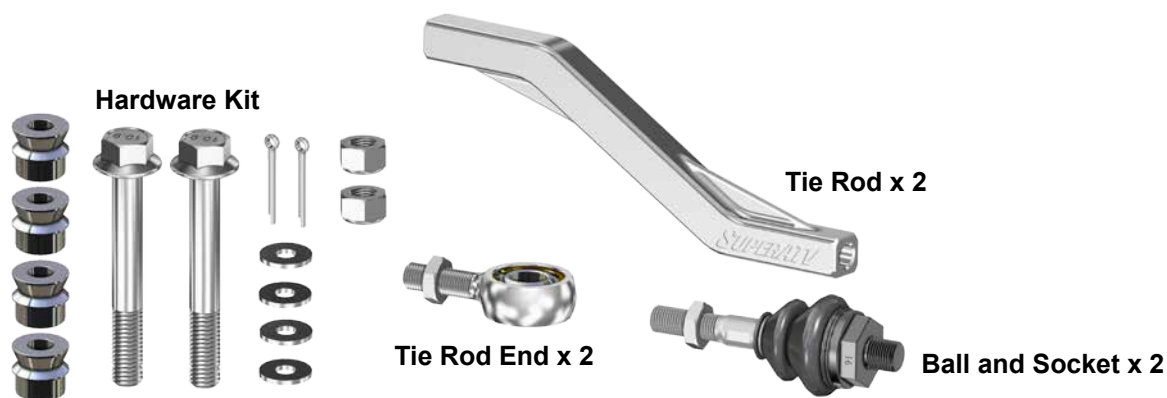
## INSTALLATION INSTRUCTIONS

**Rear Steer: for Polaris Ranger® 1000**  
(No Portal Gear Hubs and Offset A-Arms)

Item	Description
A	RSA Knuckle, R
B	RSA Knuckle, L
C	Upper A-Arm, R
D	Upper A-Arm, L
E	Lower A-Arm, R
F	Lower A-Arm, L



### Rear Tie Rod Kit



(kit contents continue on following pages)

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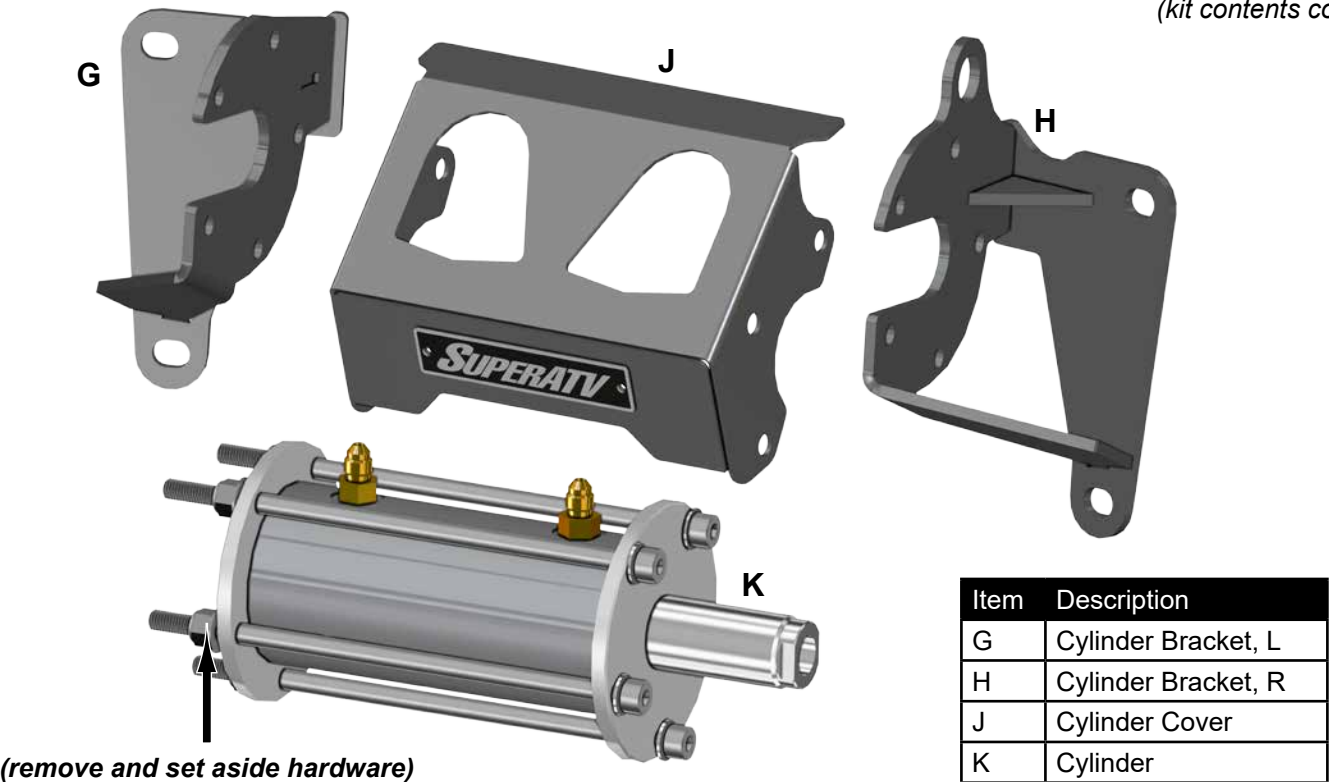


8:00am - 8:00pm EST M-Th  
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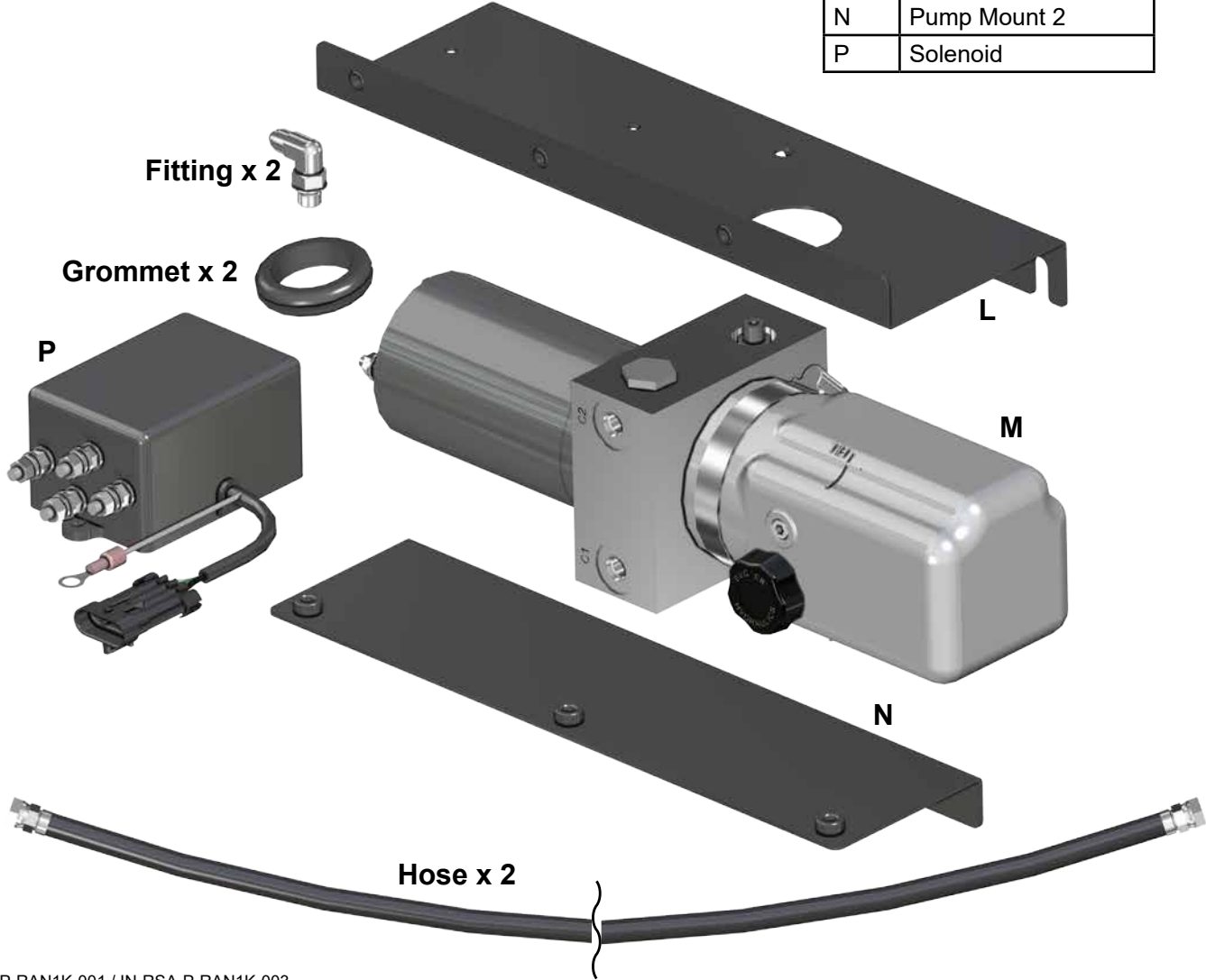
**Read instructions and view illustrations before beginning.**

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Item	Description
G	Cylinder Bracket, L
H	Cylinder Bracket, R
J	Cylinder Cover
K	Cylinder
L	Pump Mount 1
M	Pump
N	Pump Mount 2
P	Solenoid



(kit contents continued)

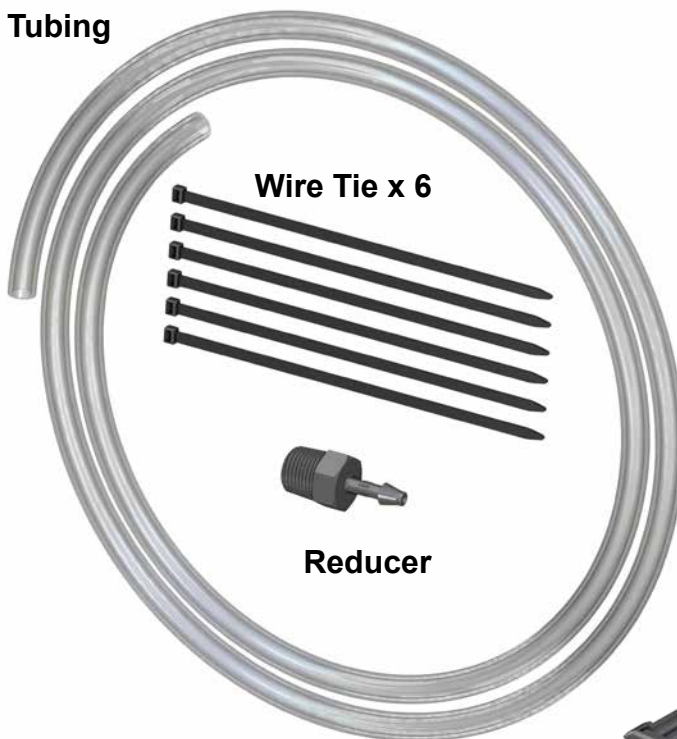
## Tubing



Remote Bracket

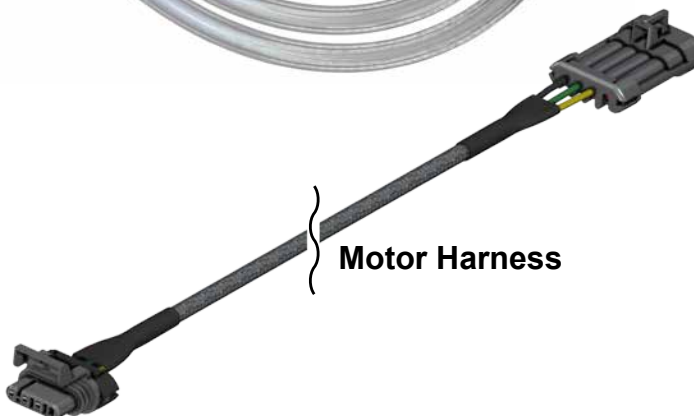


Remote



Wire Tie x 6

Reducer



Motor Harness

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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.

***DURING INSTALL DO NOT TIGHTEN HARDWARE COMPLETELY UNLESS NOTED.***



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

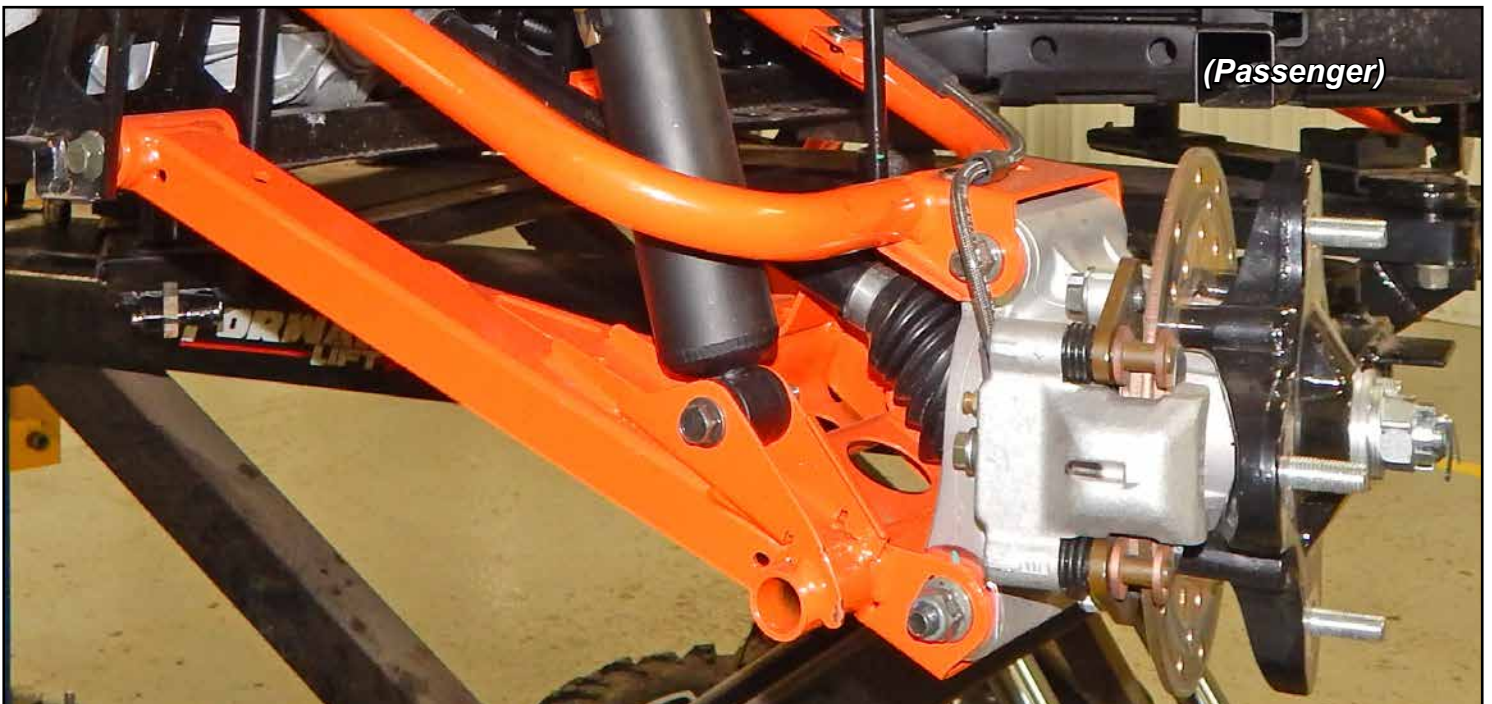
**Remove:**

- Sway Bar Links from A-Arms
- Shocks from A-Arms
- Pins, Axle Nuts, and Washers
- Hubs and Bearings
- Brake Lines from Arms and Calipers
- A-Arms from Frame



*(Passenger)*

**stock Wheel Bearings and Clips will be reused**

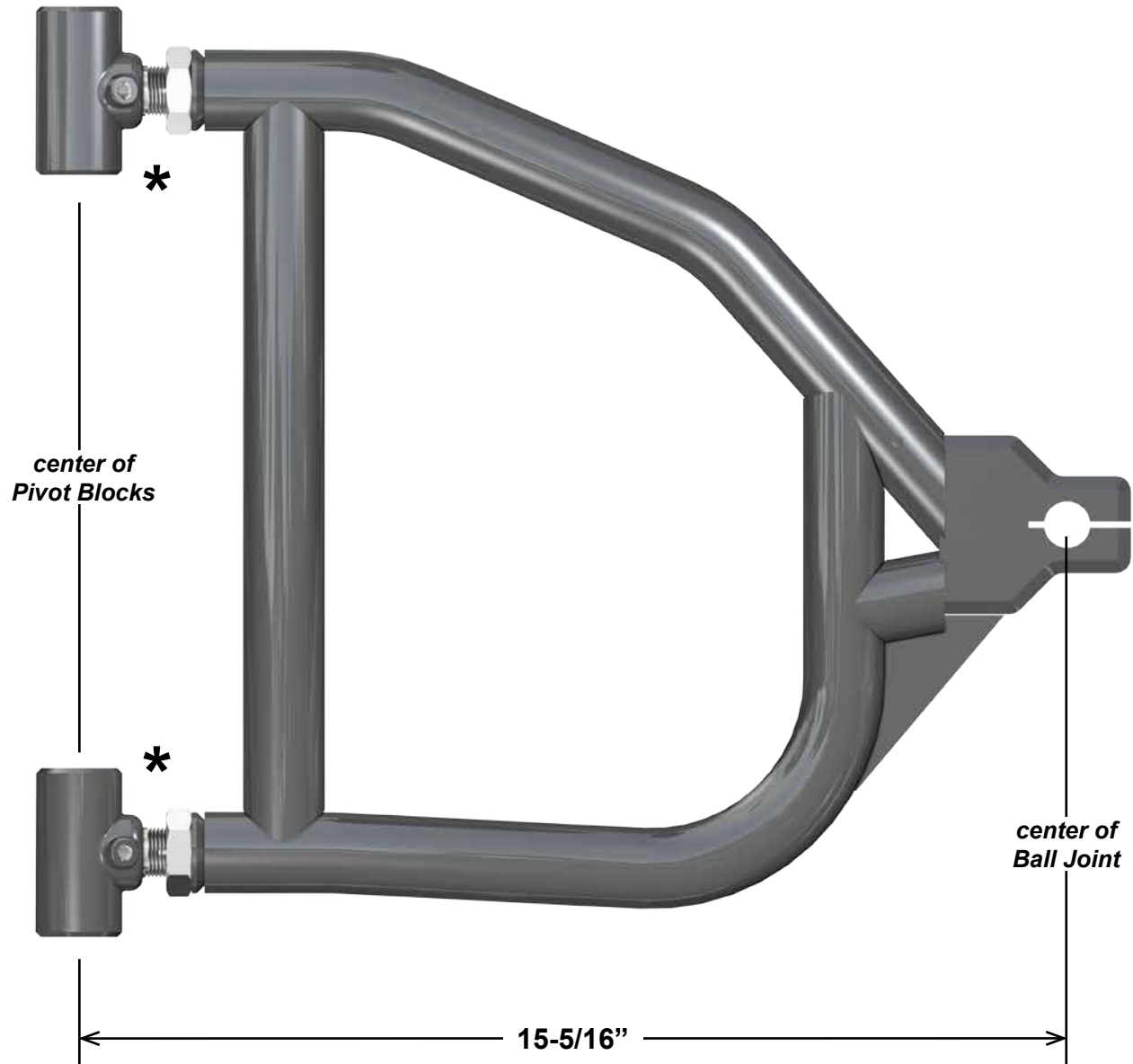


*(Passenger)*

**remove components from opposite side**

## REAR SETTINGS

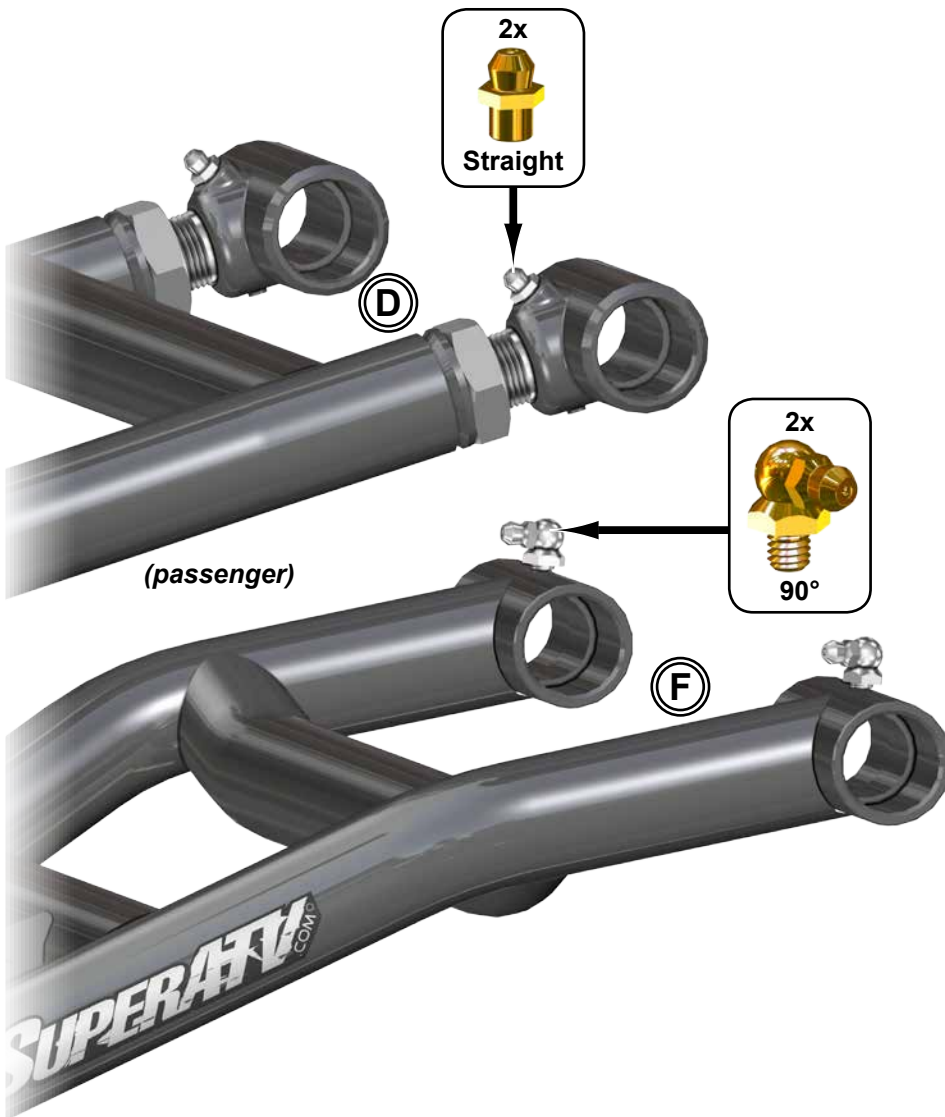
- Place new A-Arms onto a flat surface and verify dimension shown.
- *Negative 1° camber setting is achieved when Pivot Blocks are set to this dimension.*
- See last page for additional camber information.



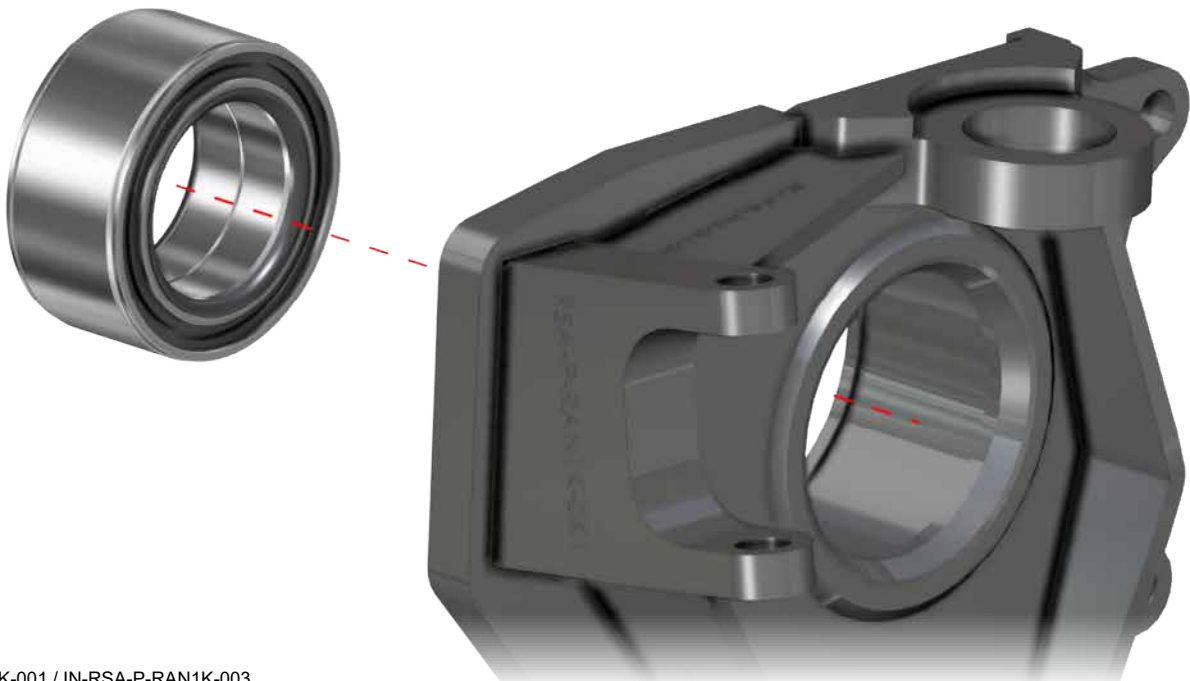
**\* Leave Jam Nuts loose. Tighten after final adjustments have been made.**

### Rear A-Arms Prep:

- Install Fittings shown, stock Bushings and Pivot Shafts.



- Use a Press and install stock Bearing and Clip.

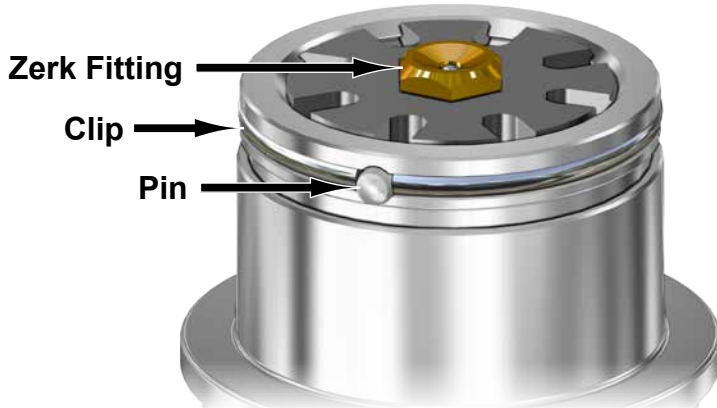




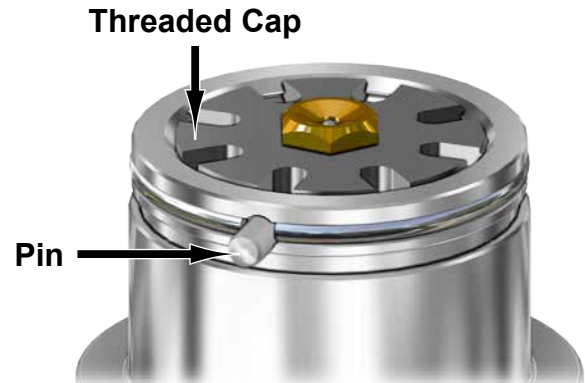
## Ball Joint installation:

- Ball Joint must be installed so that Pin can be removed after installation.
- Adjustments can be made with Ball Joint installed on A-Arm.

### 1. rotate Clip so that Pin is exposed



### 2. remove Clip and pull Pin out of Threaded Cap



- Use a Hand Tool Ball Joint Press and install Ball Joints into Knuckles.



- Use a Press and install Ball Joints into Lower A-Arms.

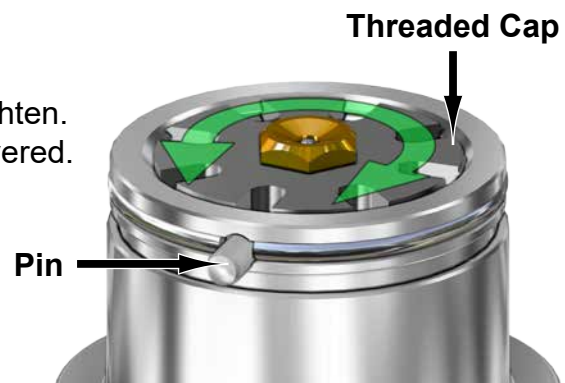


- Install Boots *after* Ball Joints.
- Pump in (1) shot of Grease.
- Secure with provided glue.
- Reinstall Pin and Clip.



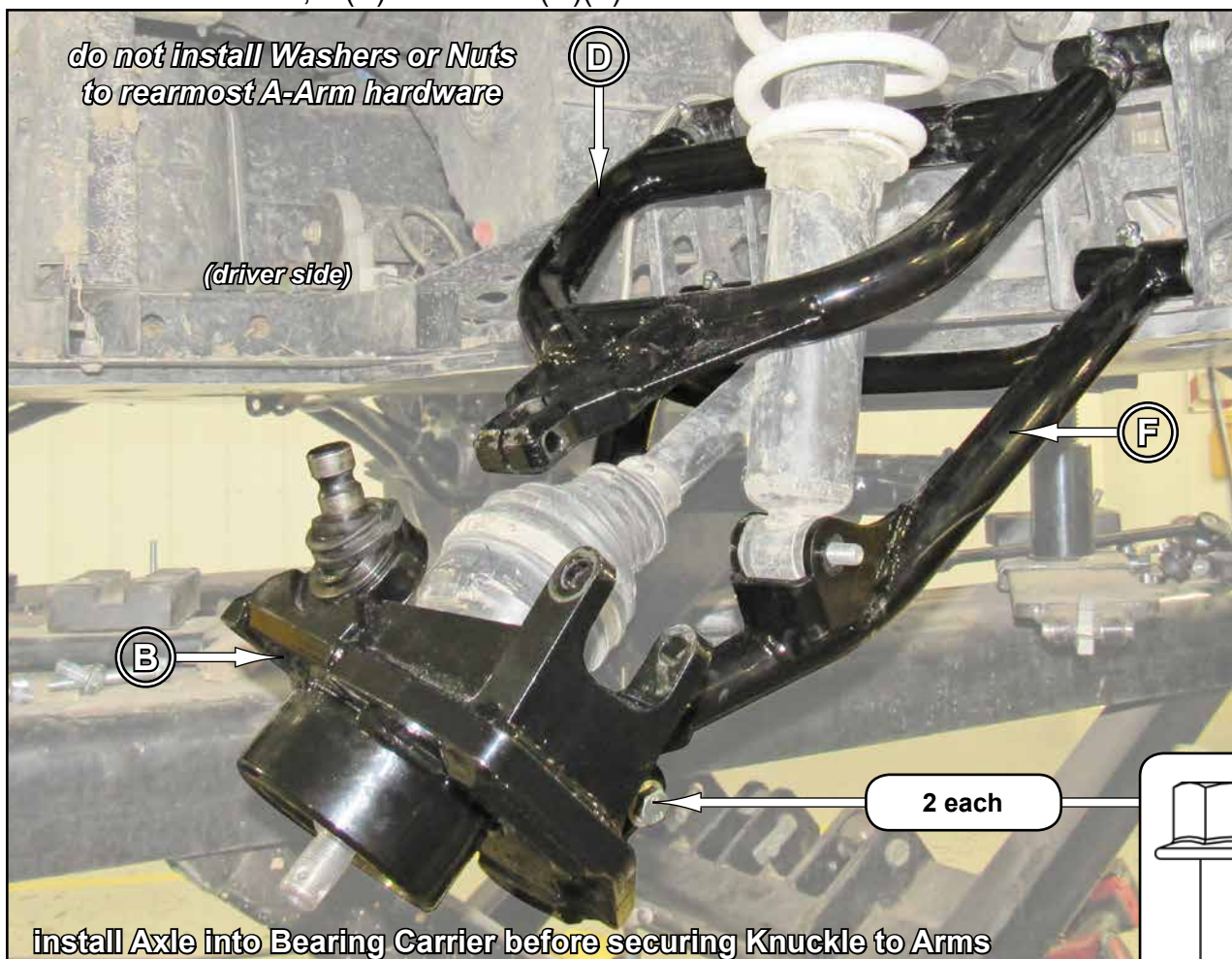
**DO NOT USE ZERK FITTING  
TO TIGHTEN OR LOOSEN.**

- Rotate Threaded Cap; left loosen - right tighten.
- Reinstall Pin and rotate Clip until Pin is covered.



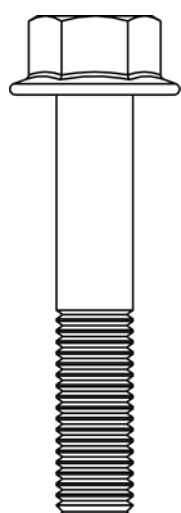
## Rear:

- Install Lower A-Arm, L (F) to Frame with stock hardware; do not add Washer or Nut to rear location.
- Install Upper A-Arm, L (D) to Frame with stock hardware; do not add Washer or Nut to rear location.
- Install RSA Knuckle, L (B) to A-Arms (D)(F) with hardware shown.



see "Left Rear Speed Sensor CMP" in IN-RSA-AC-K instructions if installing Auto Center Kit

- Reinstall Hub and Axle Hardware.



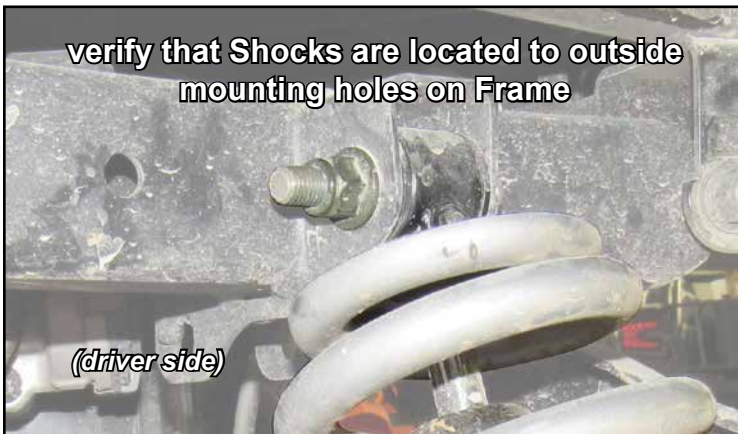
M10 x 55mm



M10 Nut



- Secure Shock and Sway Bar Link with stock hardware.

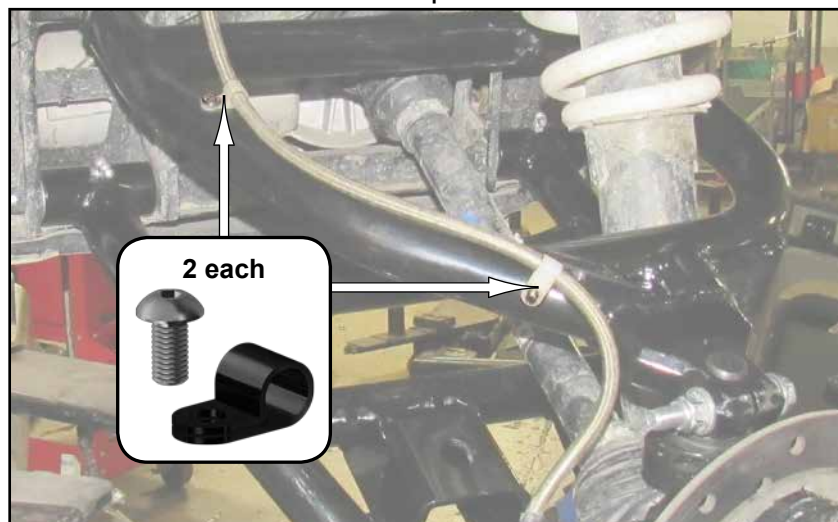


- Reinstall **PASSENGER SIDE** Caliper to driver side. Calipers must be flipped so that Bleeders face up.
- Reinstall Brake Line.



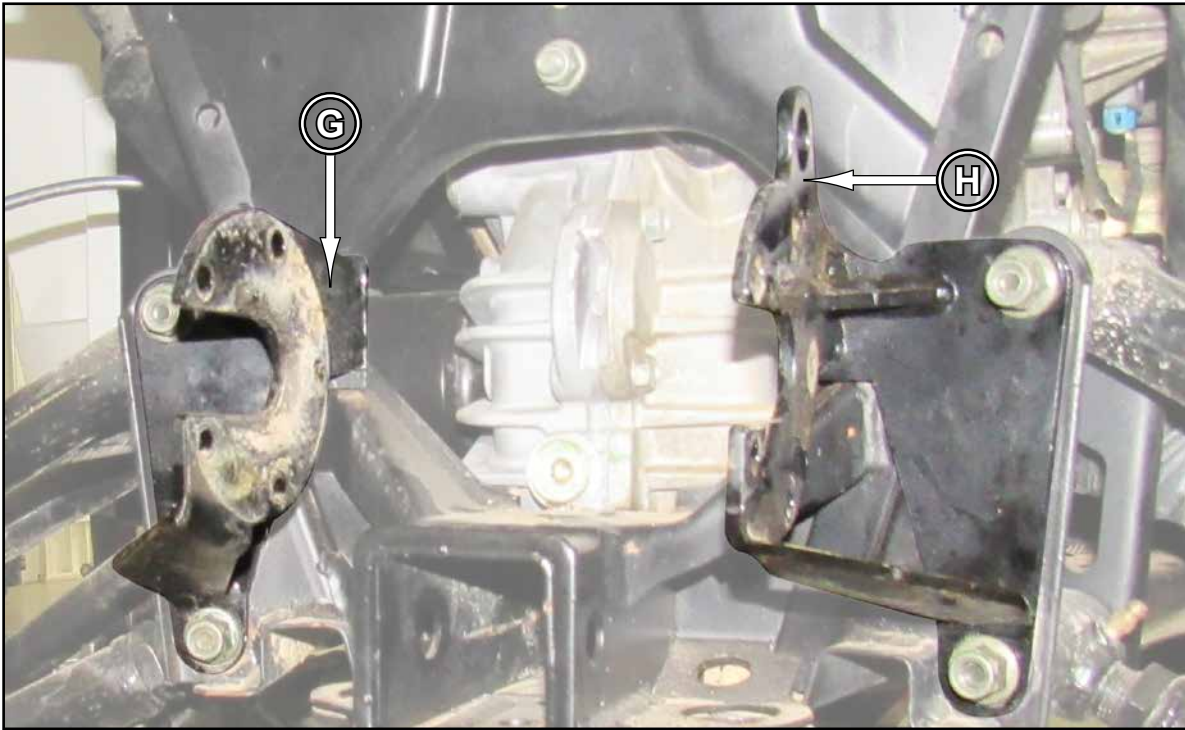
see "Left Rear Speed Sensor CMP" in IN-RSA-AC-K instructions if installing Auto Center Kit

- Secure Brake Line with components shown.



Repeat steps for opposite side.

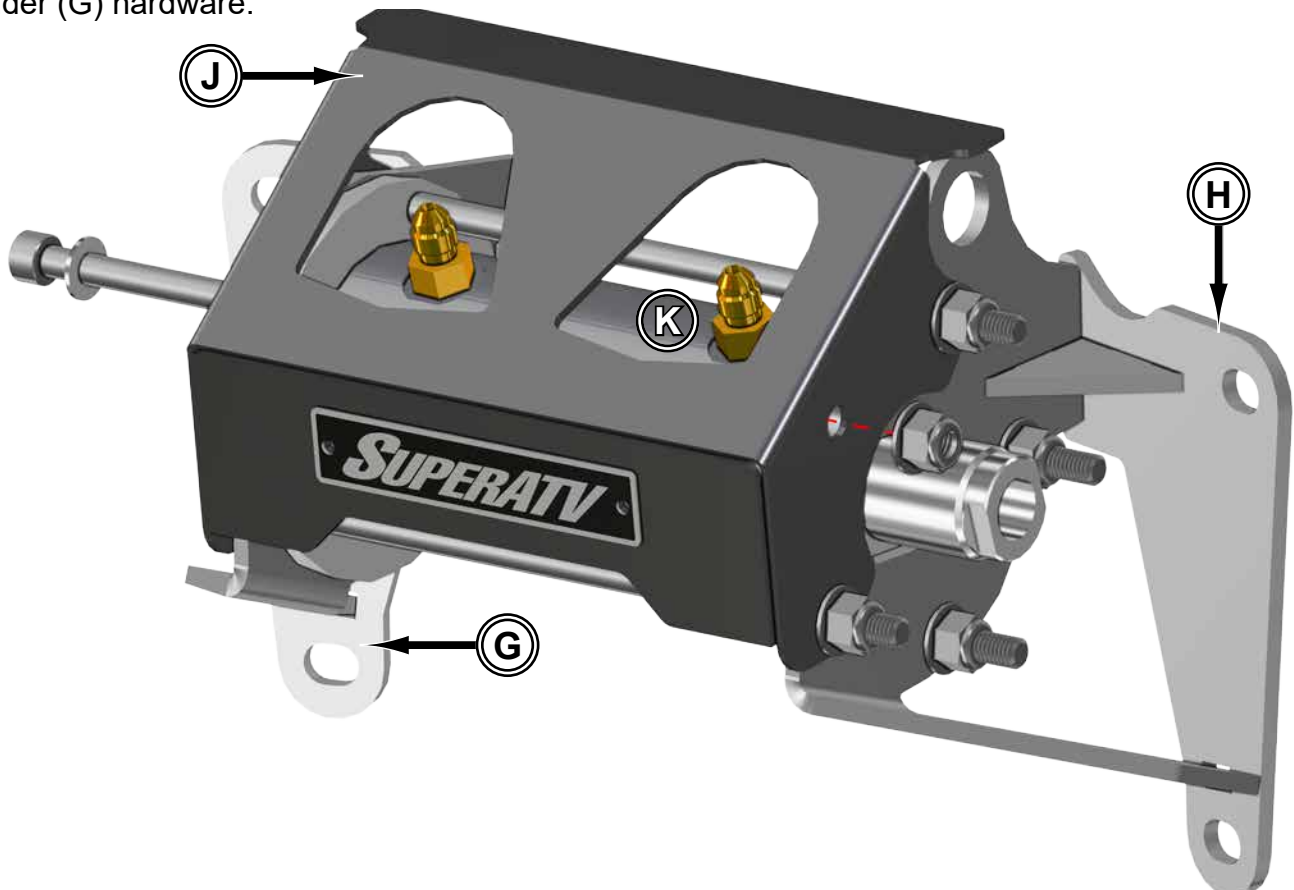
- Install Cylinder Brackets (G)(H) onto previously installed A-Arm hardware.
- Secure with stock Nuts; do not reinstall Washers.



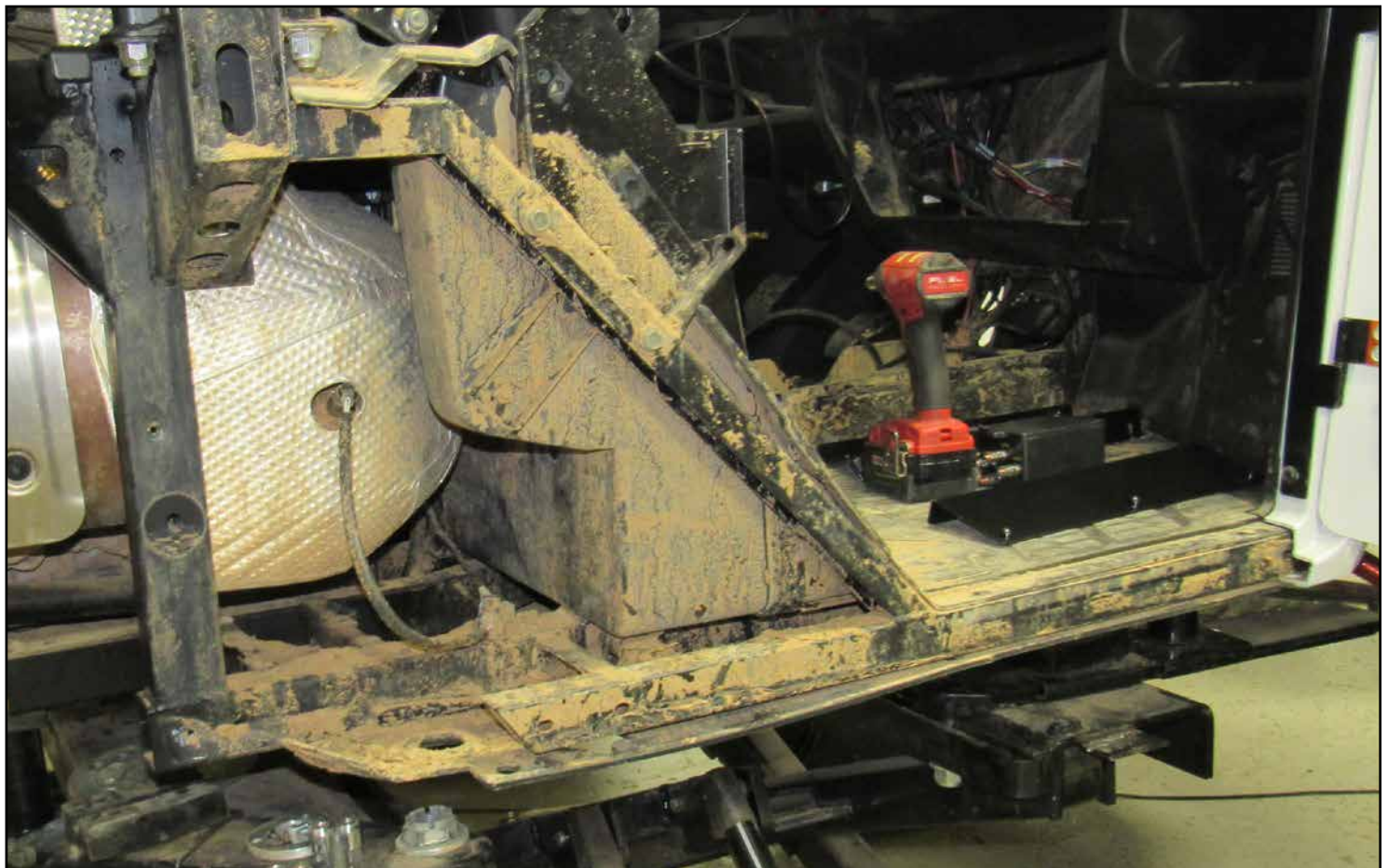
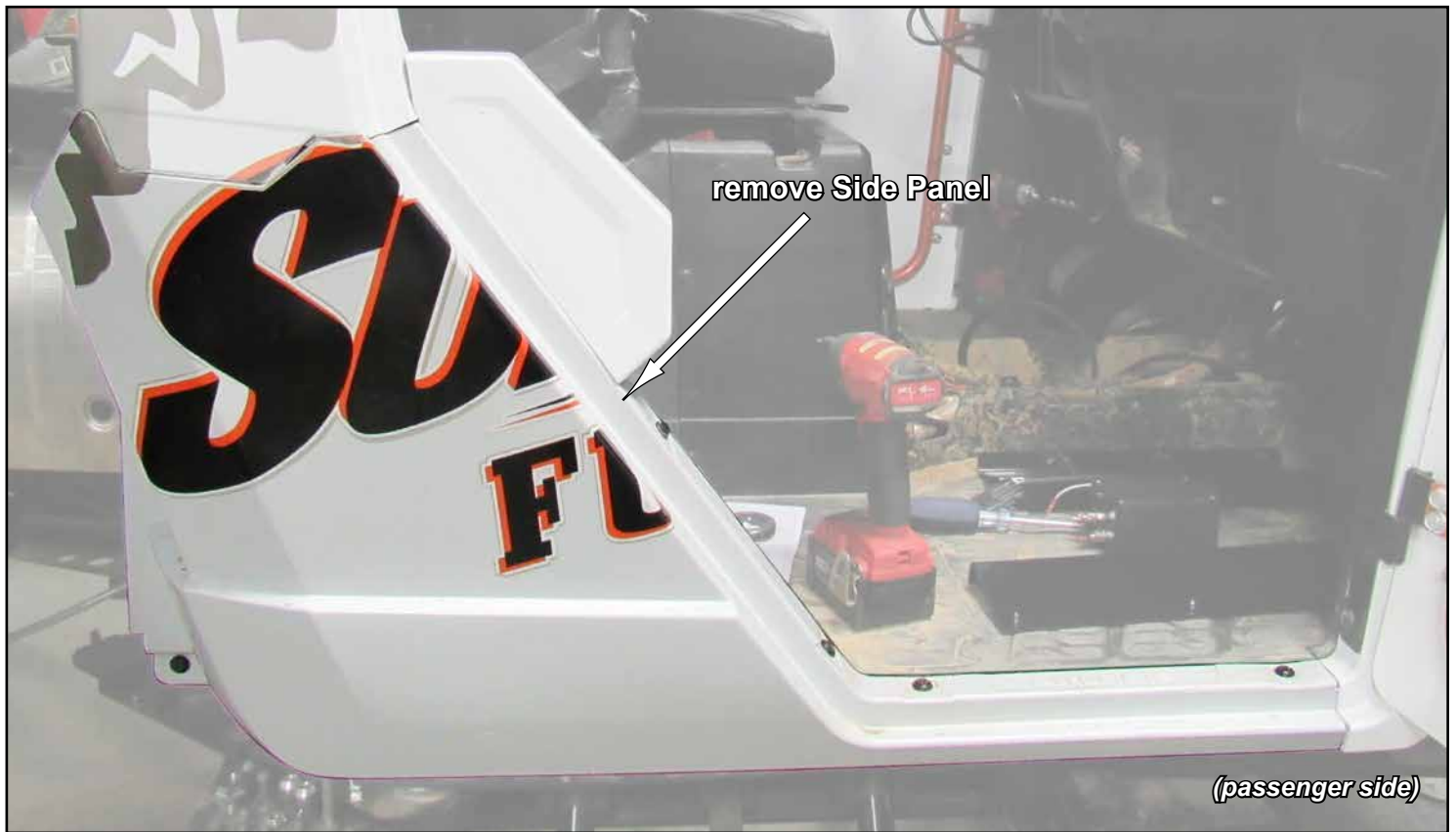
see “Position Sensor Installation” in IN-RSA-AC-K instructions if installing Auto Center Kit

*see “Heat Shield” if Muffler is located on rear of machine*

- Secure Cylinder (K) and Cylinder Cover (J) to Cylinder Brackets (G)(H) with previously removed Cylinder (G) hardware.





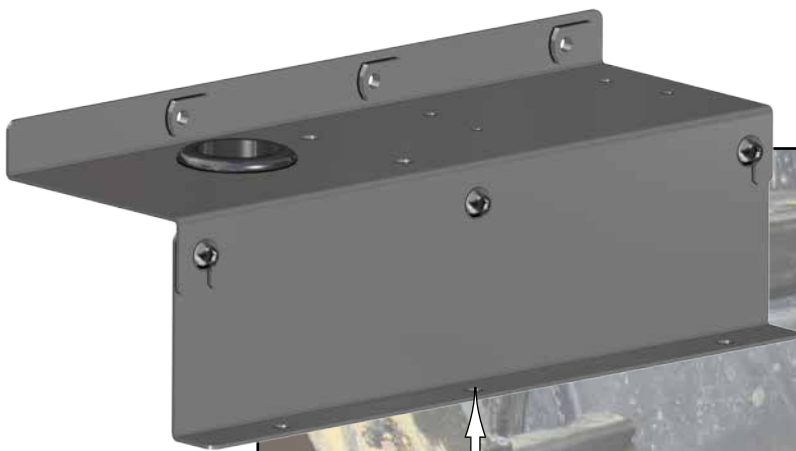
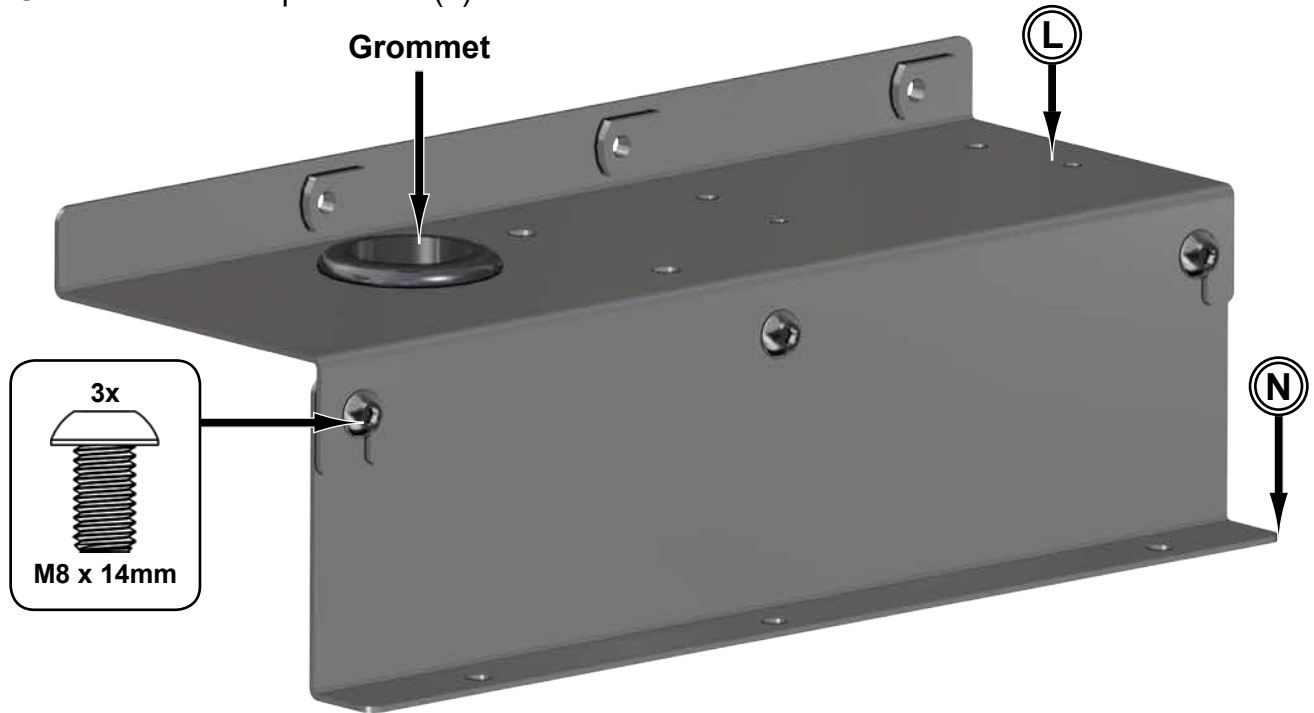






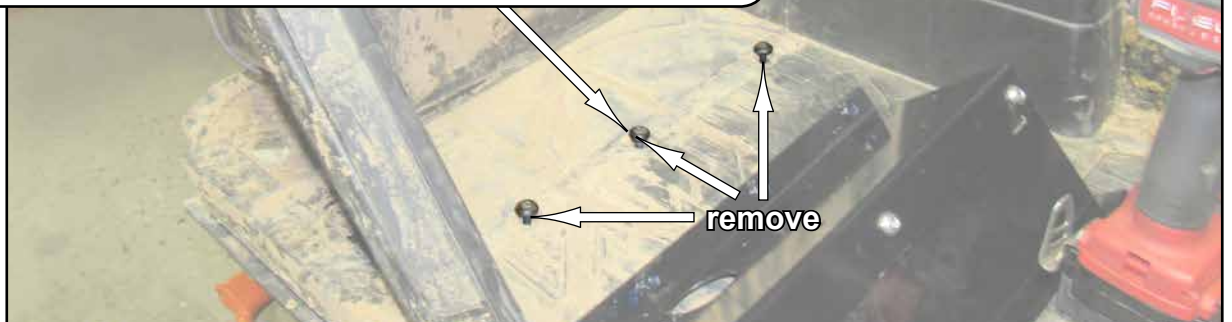
### Pump components installation:

- Join Pump Mount 1 (L) and Pump Mount 2 (N) with hardware shown.
- Install Grommet into Pump Mount 1 (L).



Rear Firewall

- Remove stock Screws shown.
- Secure middle hole with stock Screw.
- Mark (3) hole locations, from Pump Mount 1 (L), onto Rear Firewall.
- Remove assembly and drill (3) holes; Ø9mm.



### Pump components installation continued:

- Measure 9-1/2" from Floor; place mark.
- Measure 3-1/2" from Rear Firewall; place mark.
- Use a hole saw, not included, and cut a Ø1-3/4" hole.
- Install Grommet.

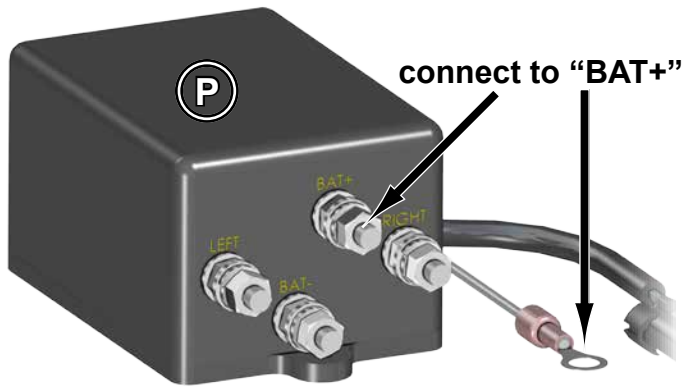




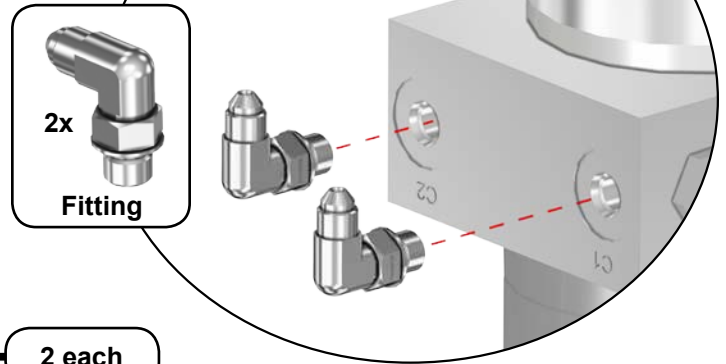
## Pump components installation continued:



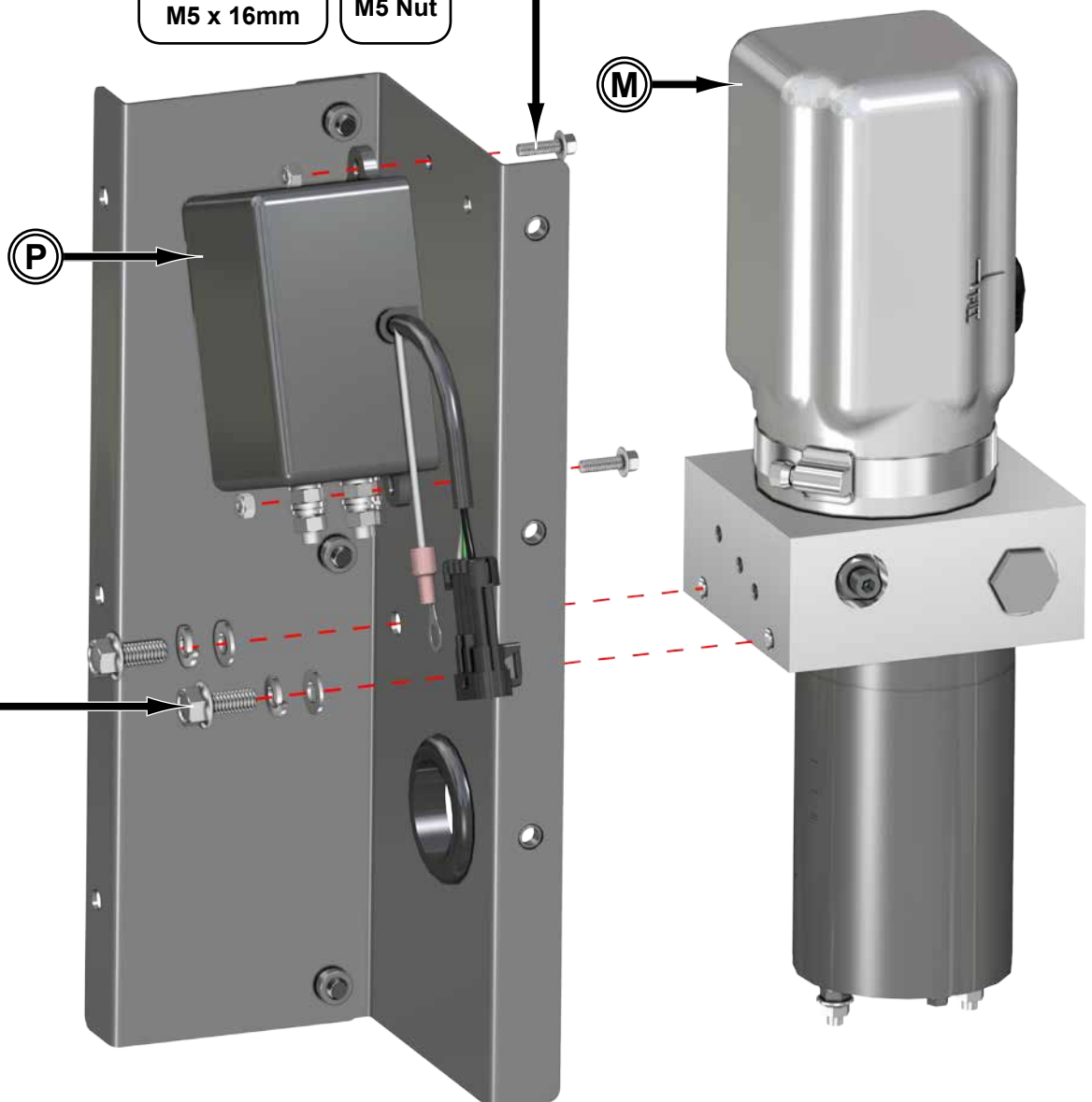
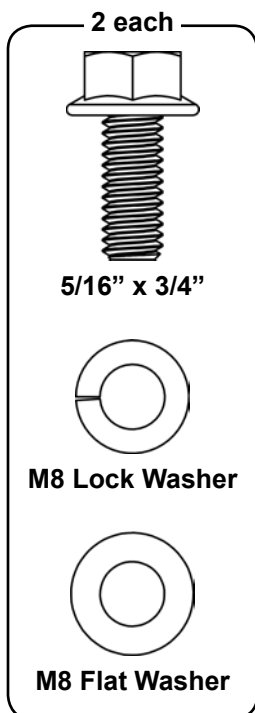
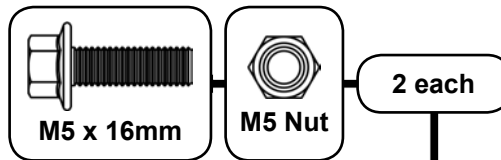
see “Solenoid Connection” in IN-RSA-AC-K instructions if installing Auto Center Kit



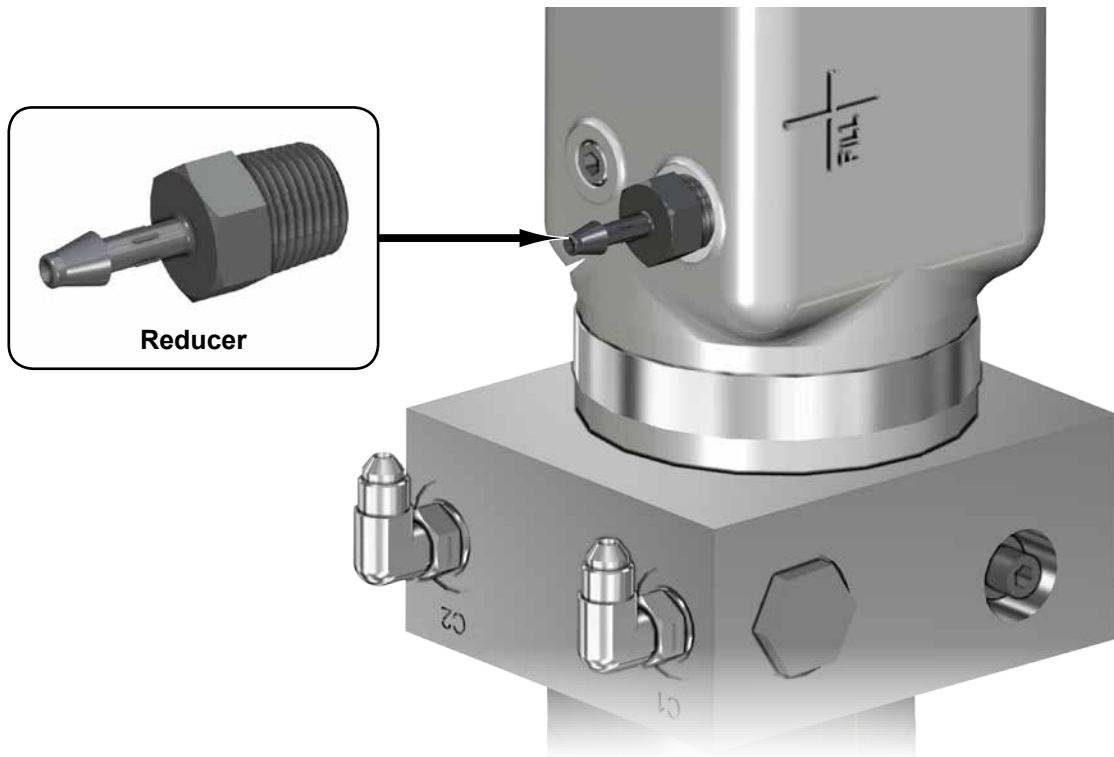
- Install Fittings to Pump (M).



- Install Solenoid (P) and Pump (M) to Pump Mount 1 (L) with hardware shown.

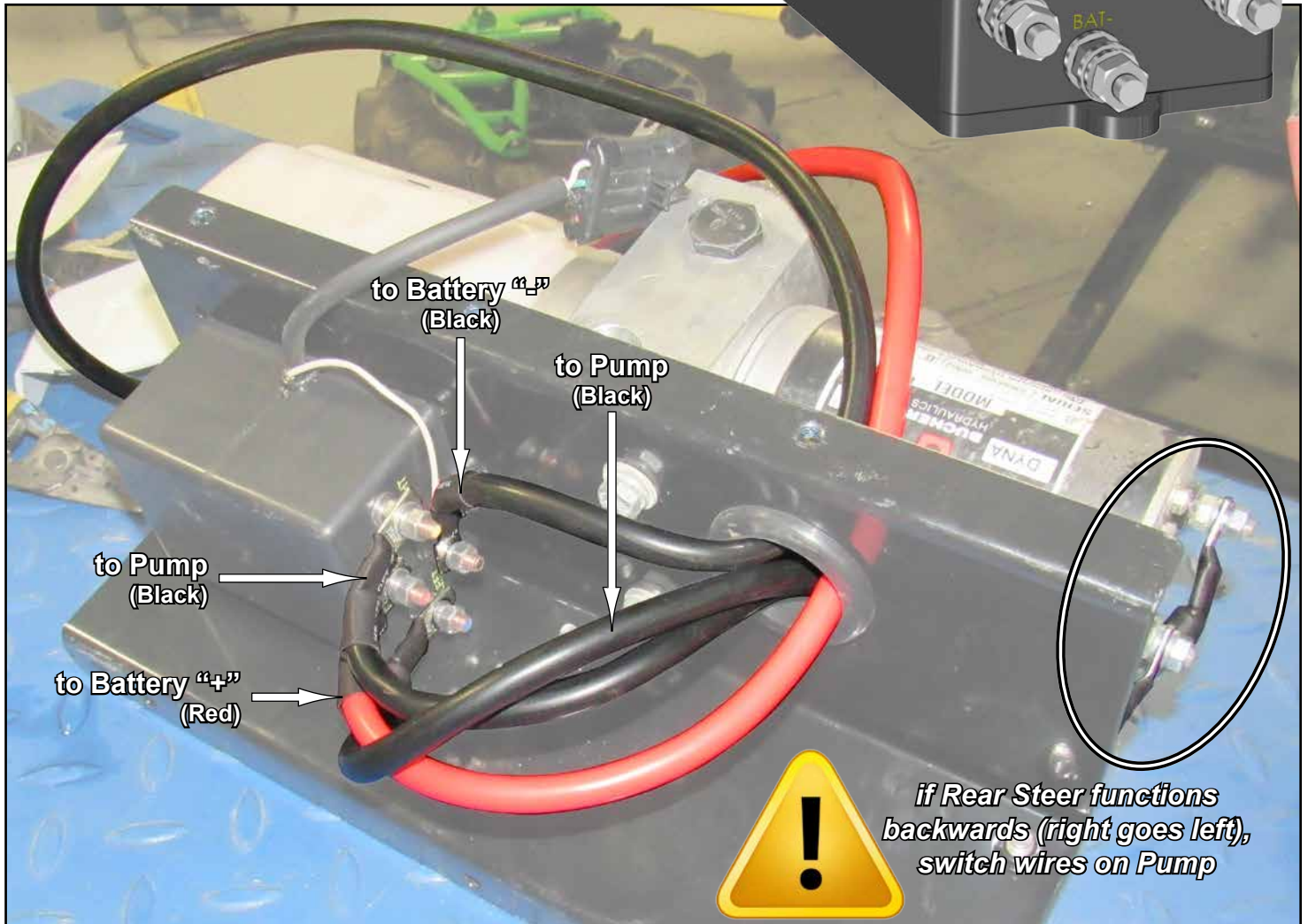
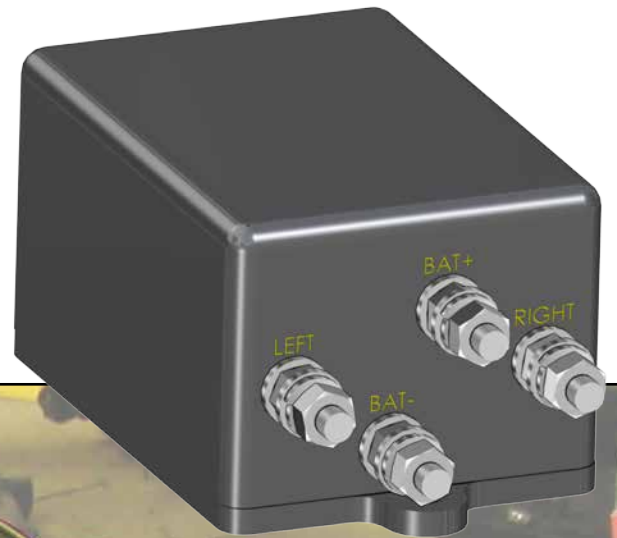


If Pump is going to be submerged during riding, remove Cap and install Reducer.



## Pump components installation continued:

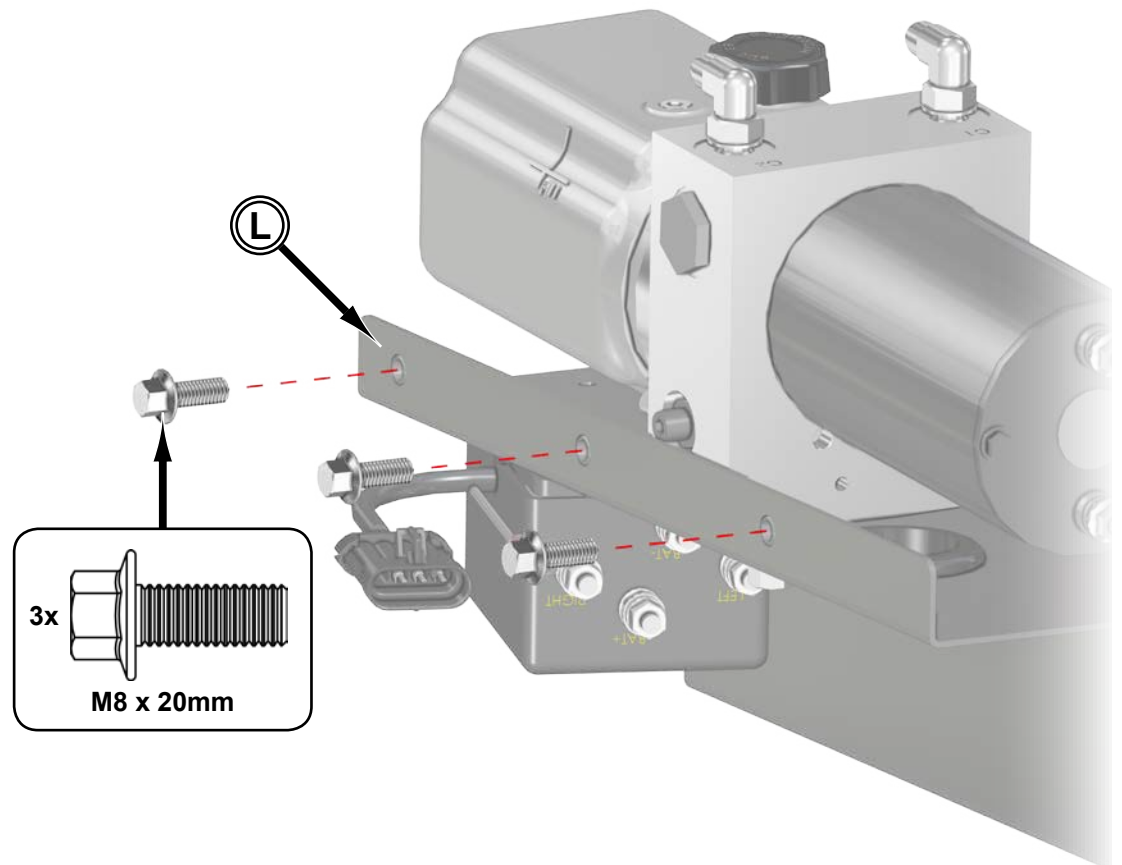
- Connect wiring as shown.







- Secure Pump Mount 1 (L) to Rear Firewall with hardware shown.
- Bolts install through *outside* of Rear Firewall.



**Fill Pump with Dexron Automatic Transmission Fluid only.**

- **HOSE CONNECTIONS BETWEEN PUMP AND CYLINDER ARE INDEPENDENT OF EACH OTHER.**
- **CONNECT HOSES TO EITHER FITTINGS.**

- Secure Pump Mount 2 (N) to Floor with hardware shown.
- Route Hoses through Grommet.
- Connect to Fittings on Pump.



- Reinstall Side Panel.

- Connect wiring as shown.





**Install Tubing only if Reducer was installed to Pump (page 16)**

- Connect Tubing to Reducer and secure with Wire Tie.
- Route up and behind Seat.



- Secure Tubing to Frame with Wire Tie.
- Create a loop and secure Tubing to itself with Wire Tie.





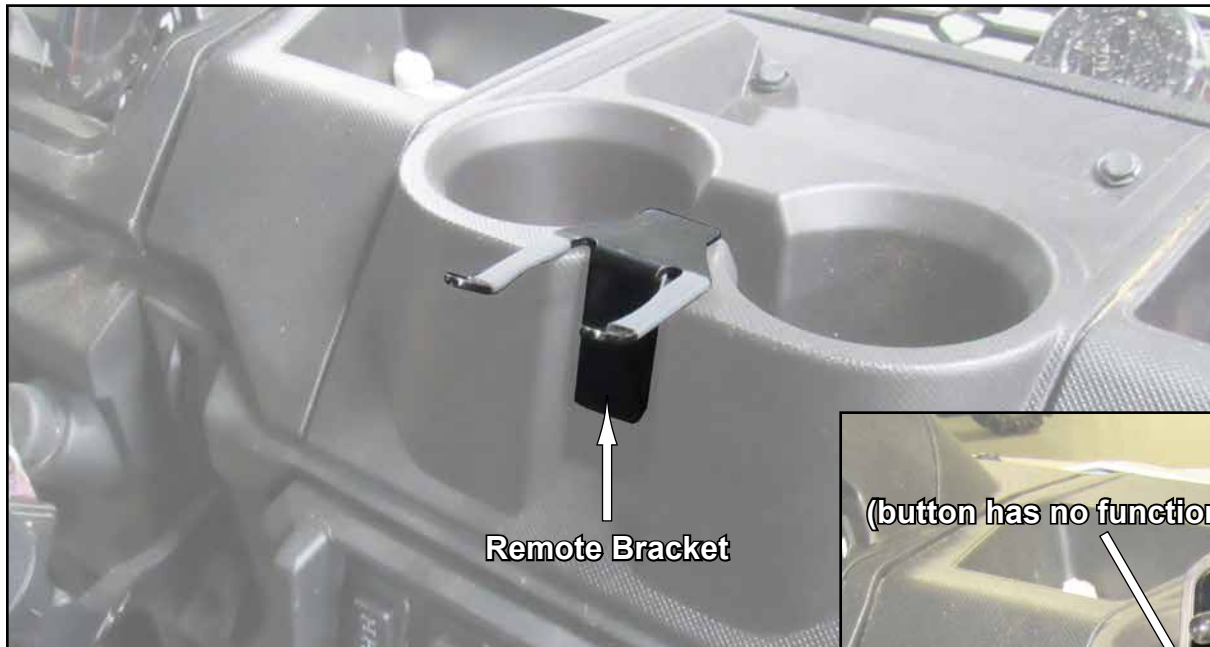
- Route Hoses to rear of machine, following driver side Frame.
- Secure to Frame *after* connections to Cylinder have been made.
- Avoid hot and rotating components.



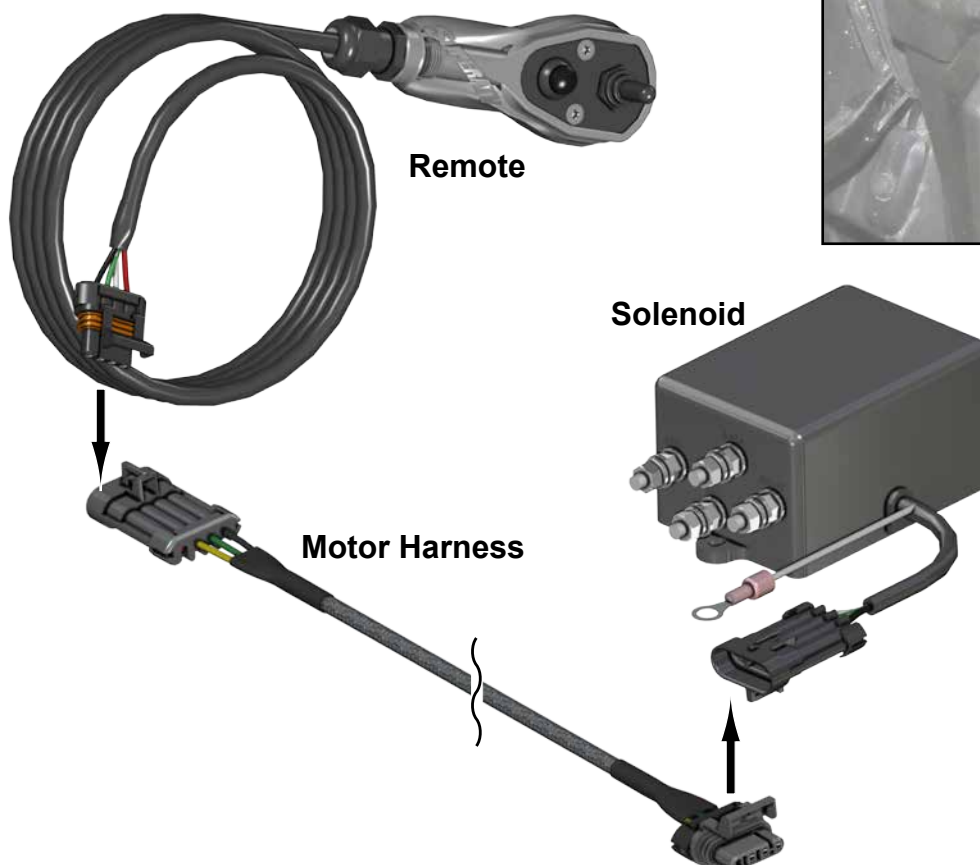
- Connect Hoses to Fittings on Cylinder.



- Place a piece of provided Tape to bottom of Remote Bracket. Secure to Cupholder.



- Connect Remote to Solenoid (P) with Motor Harness.

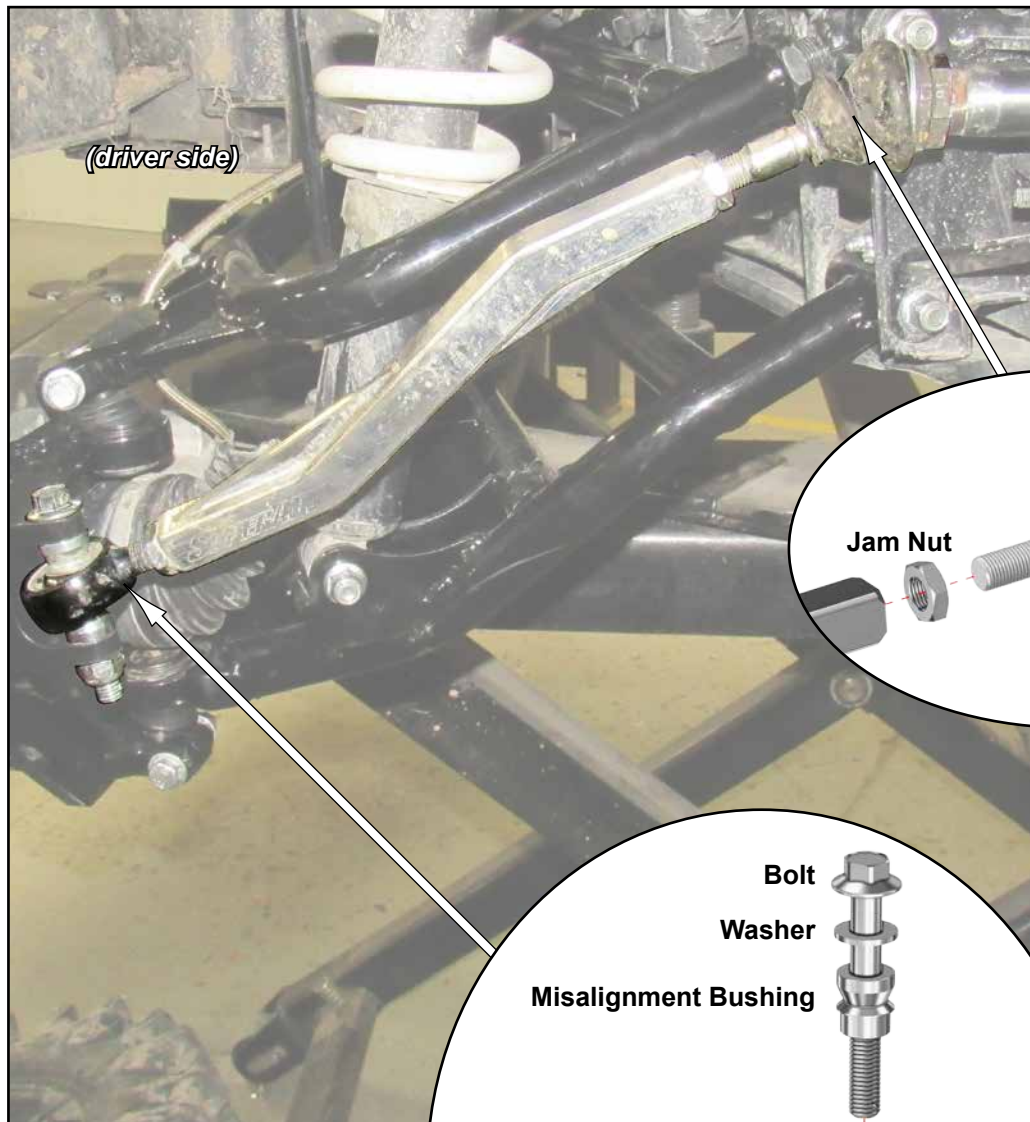


- Reinstall Tunnel.



**if installing Auto Center Kit do not connect Tie Rod Ends to Knuckles**

- Install Rear Tie Rod Kit.



*(driver side)*

**Jam Nut**

**Ball and Socket**

**Bolt**  
**Washer**  
**Misalignment Bushing**

**Tie Rod End**

**Misalignment Bushing**

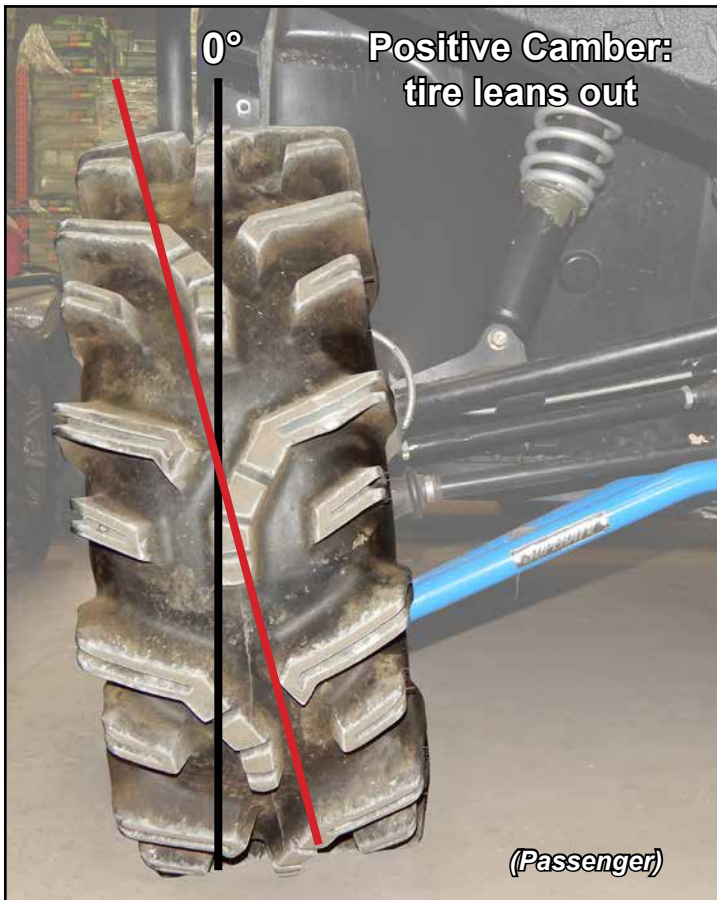
**Washer, Nut, and  
Cotter Pin**

- Repeat steps for opposite side.



# 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**.

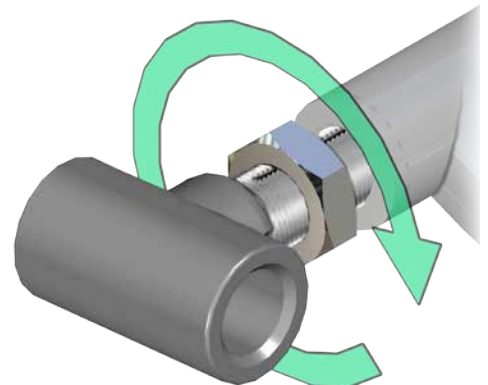
*note: 2 full turns is 1°*

## UPPER A-ARMS:

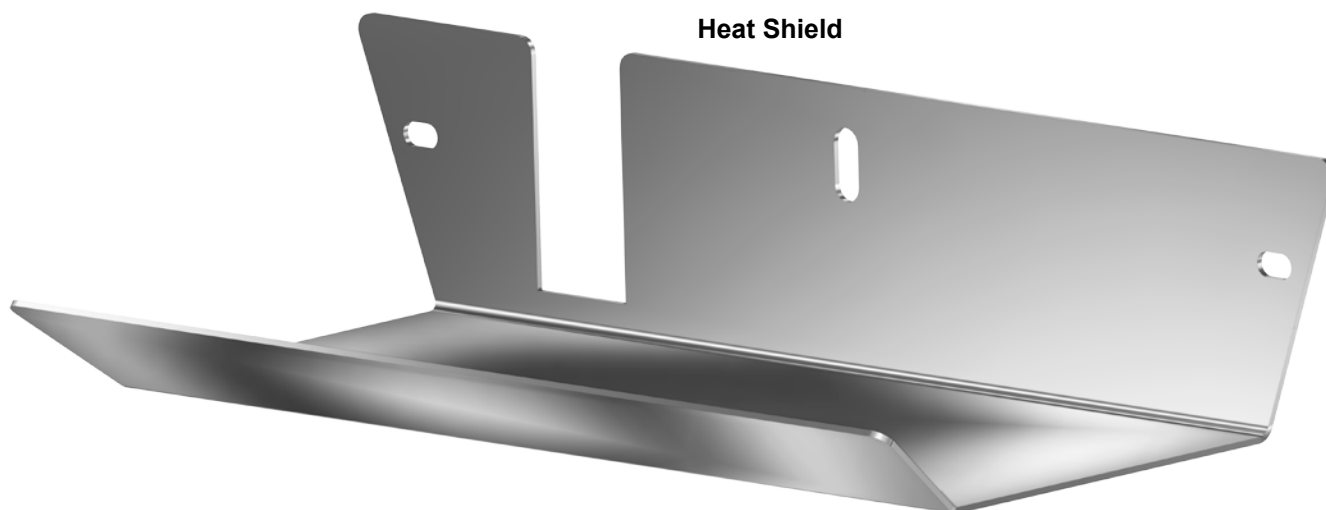
Too much positive camber: adjust Pivot Blocks **IN**.

Too much negative camber: adjust Pivot Blocks **OUT**.

*note: 2 full turns is 1°*



**Heat Shield for SuperATV Rear Steer**



**Heat Shield**

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**Read instructions and view illustrations before beginning.**

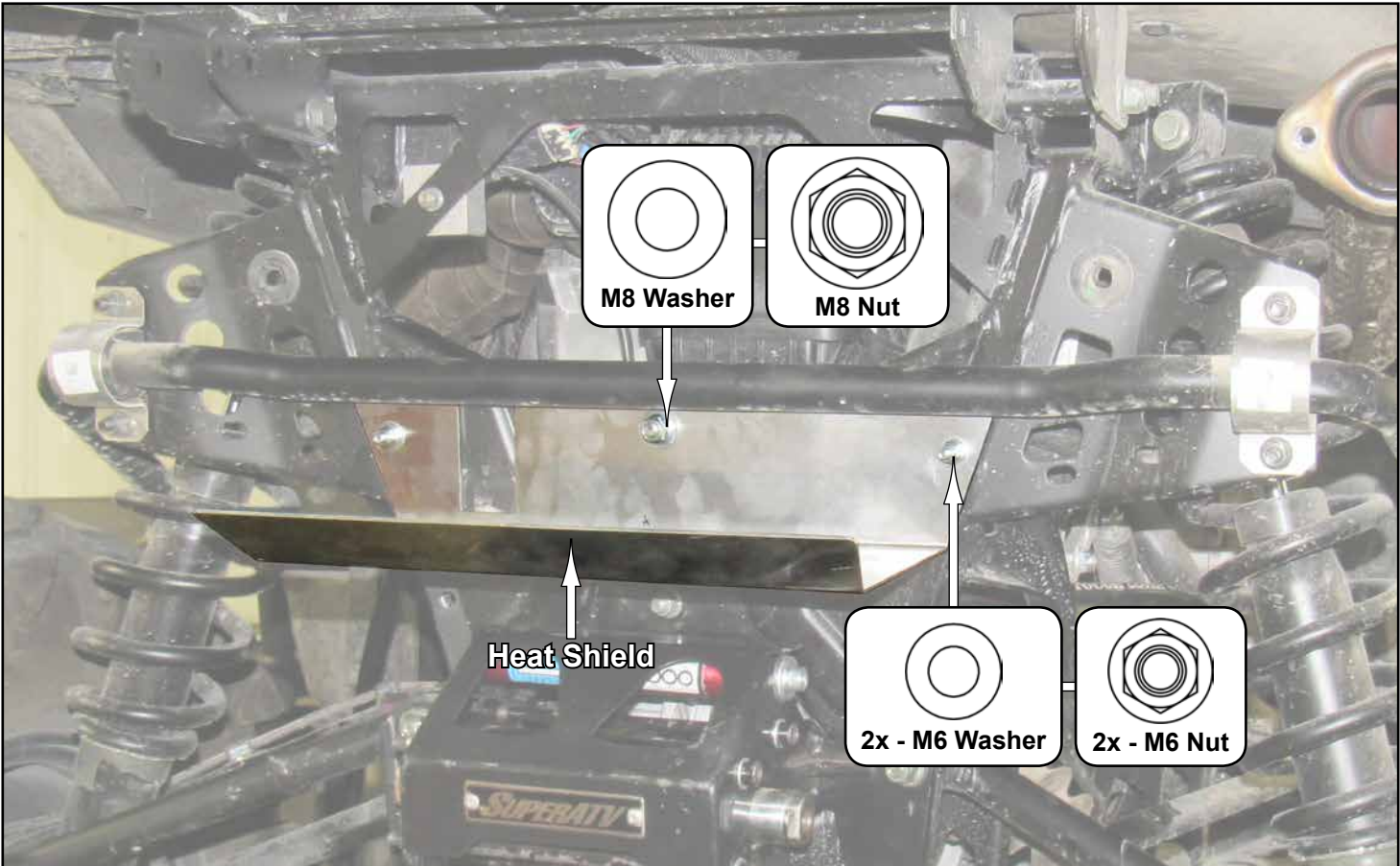
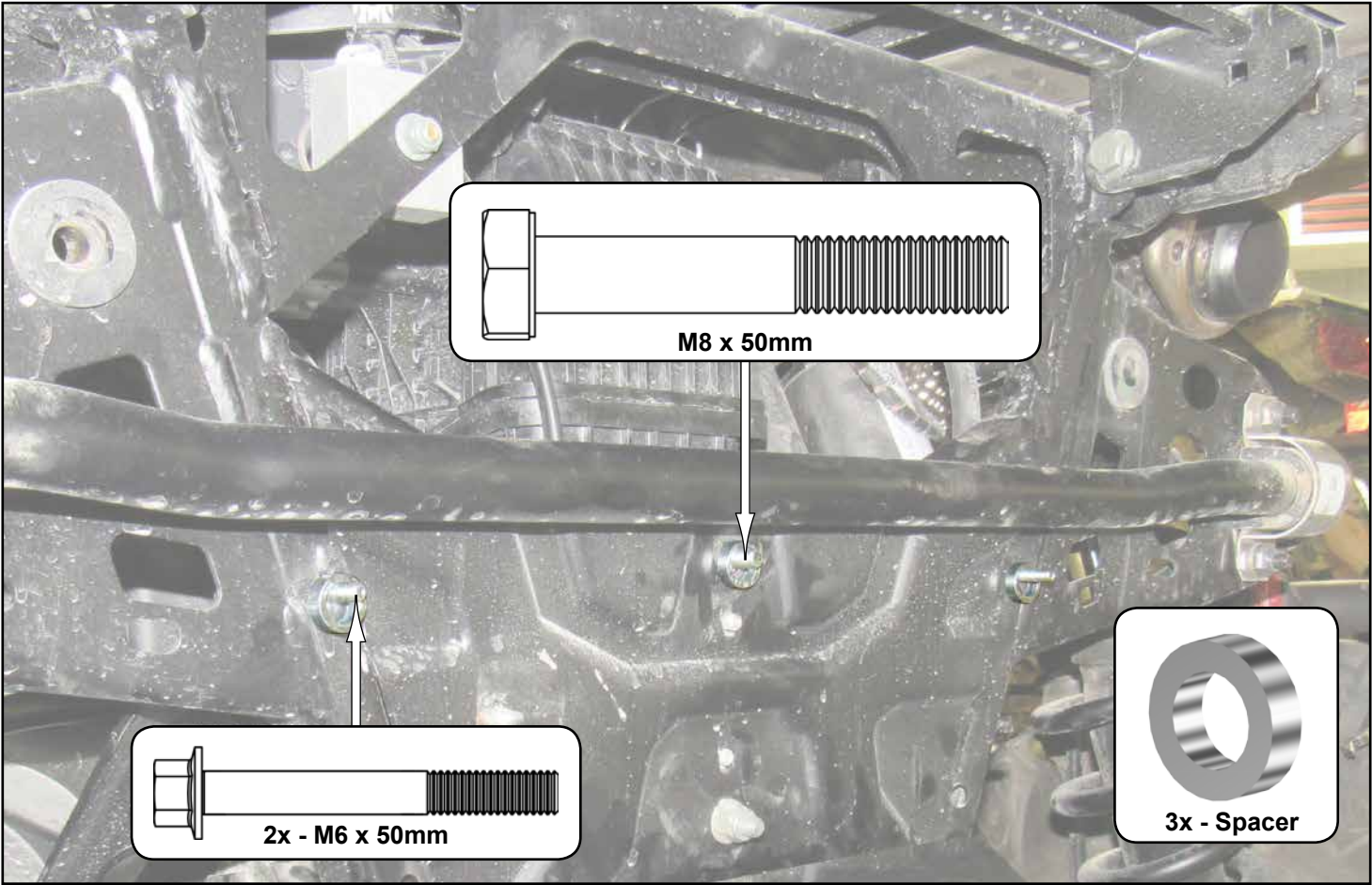
*Thank You  
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Cylinder must be oriented as shown.

