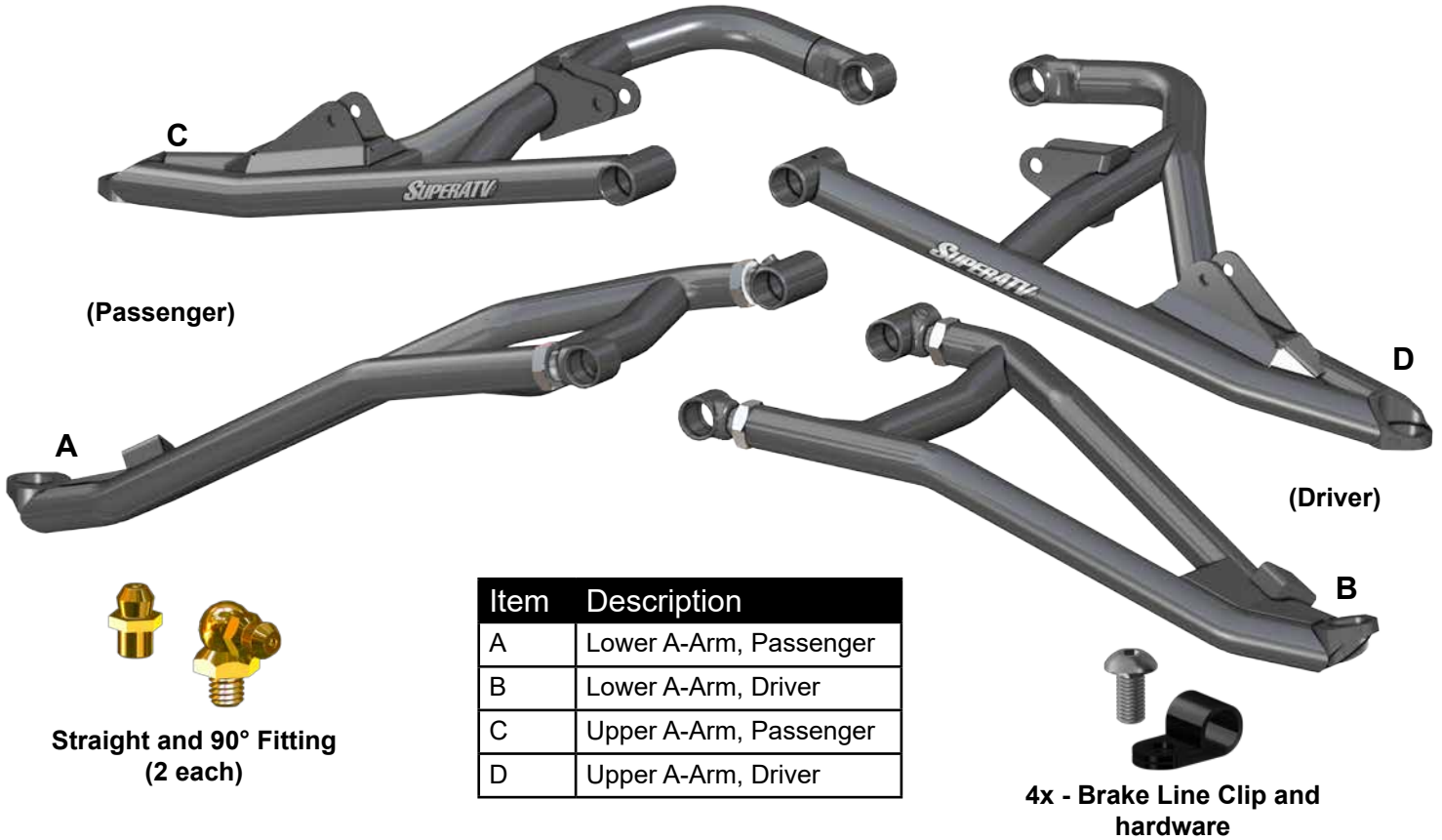


INSTALLATION INSTRUCTIONS
High Clearance A-Arms:
For Polaris RZR[®] PRO XP

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



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

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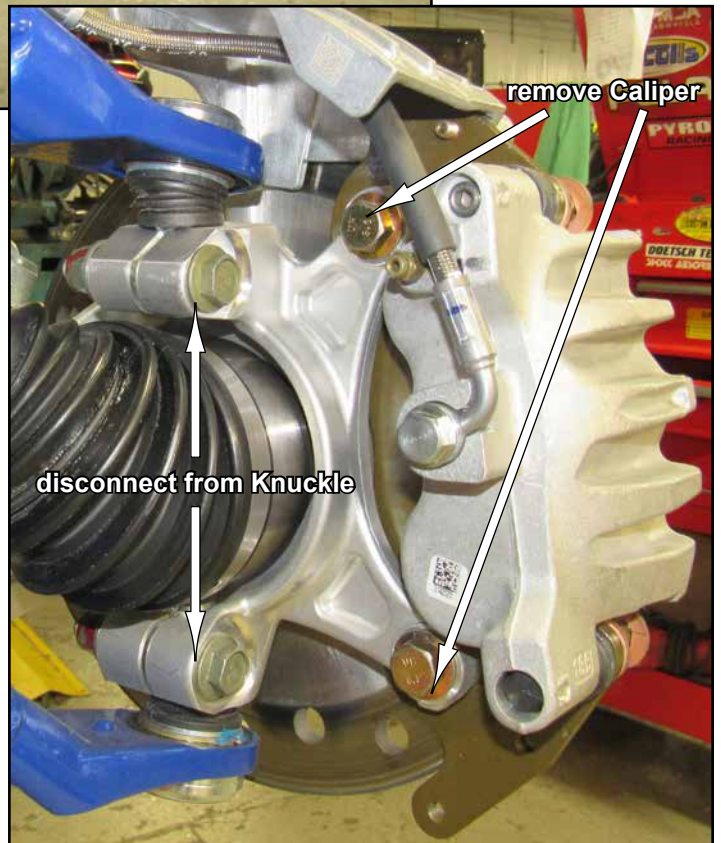
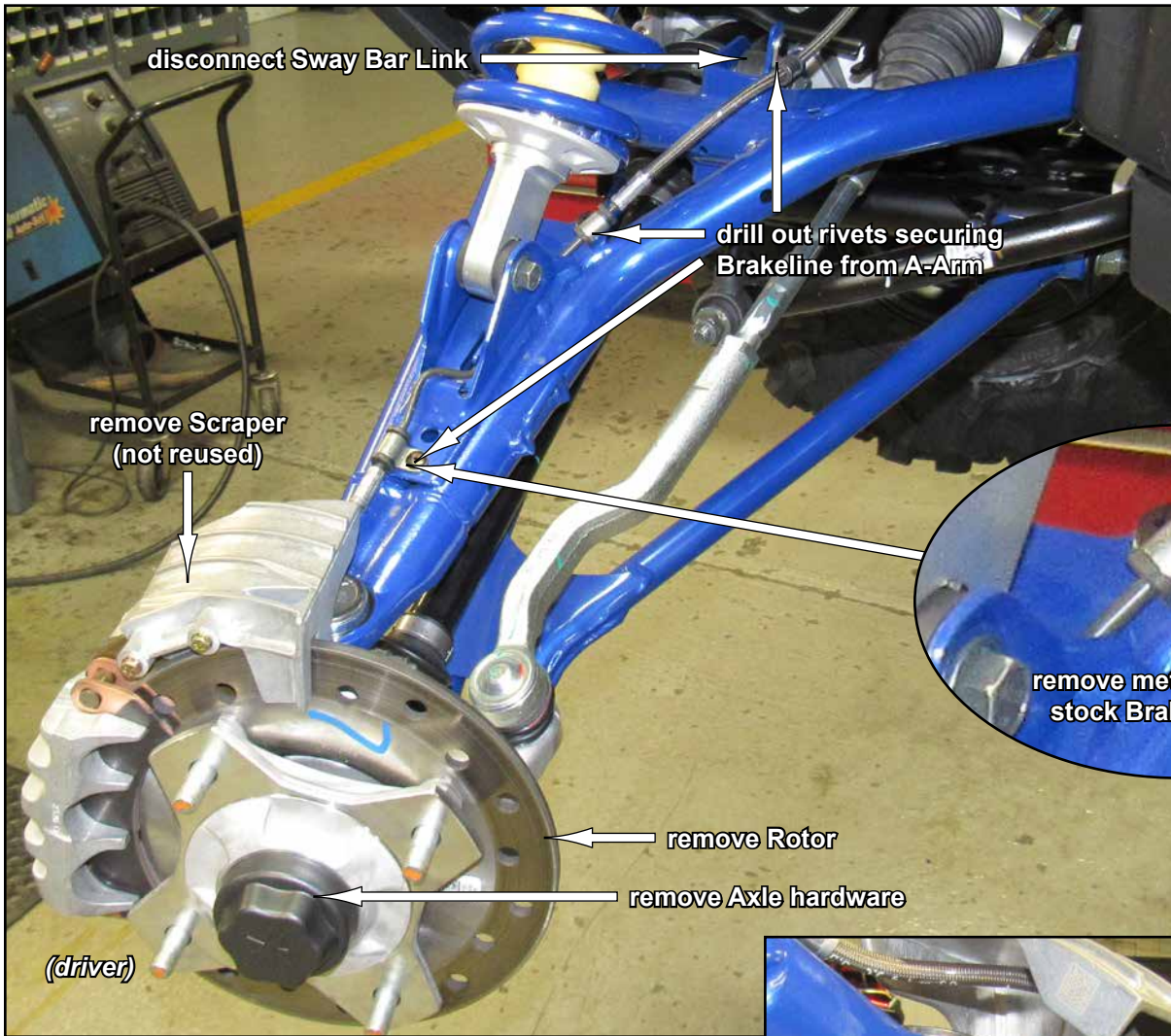
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Read instructions and view illustrations before beginning.

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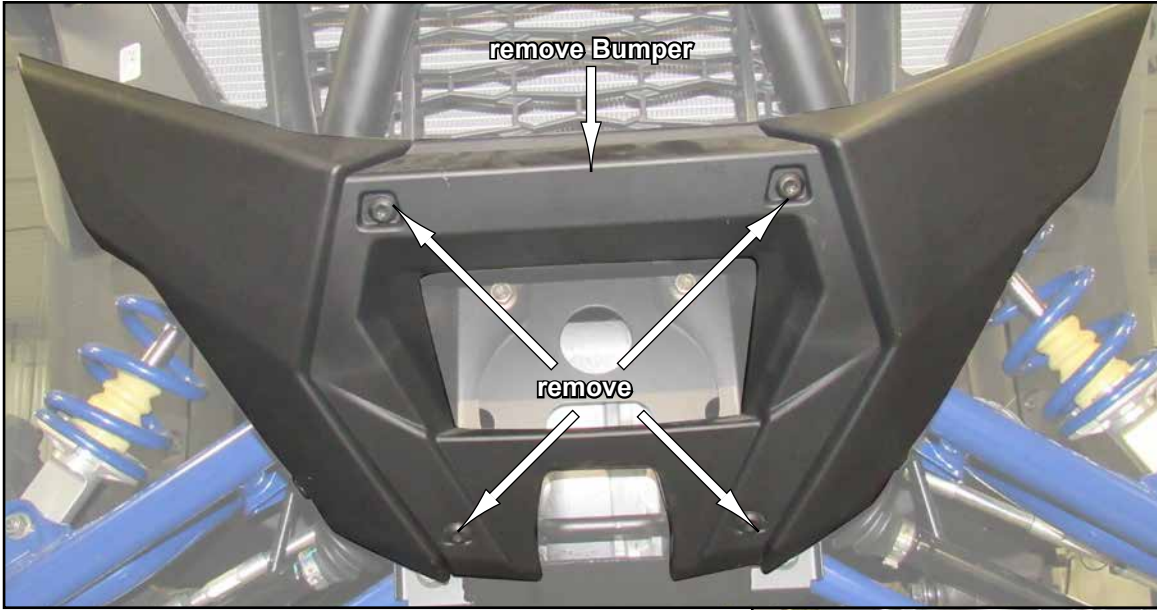
removal



removal continued



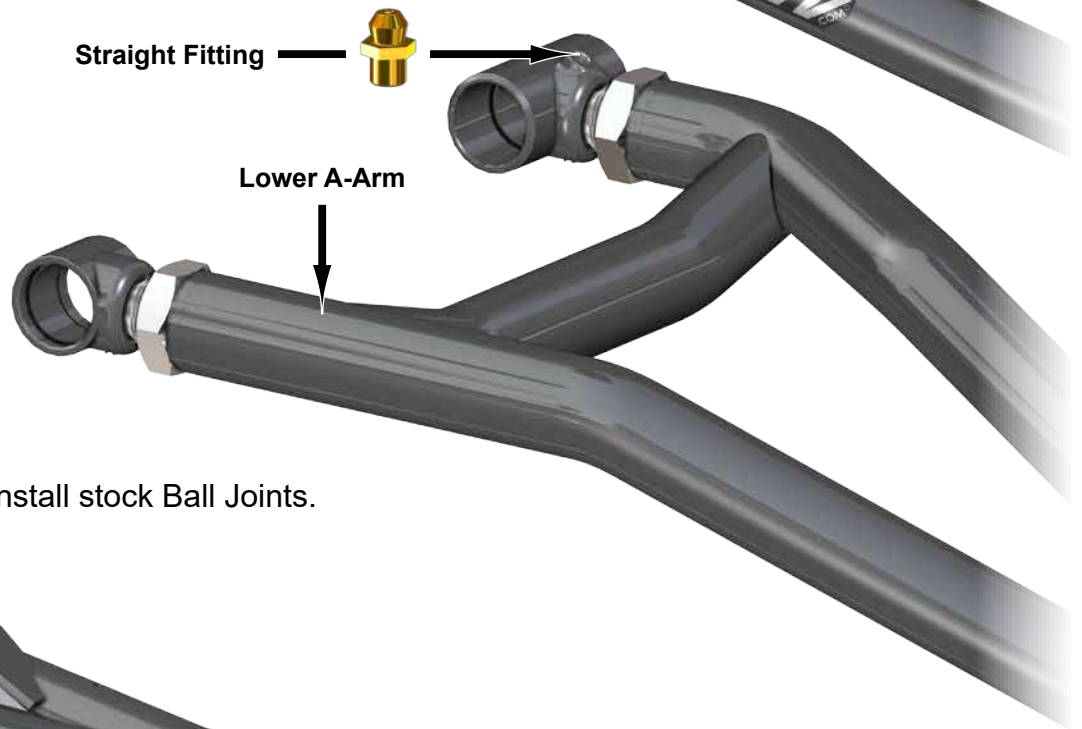
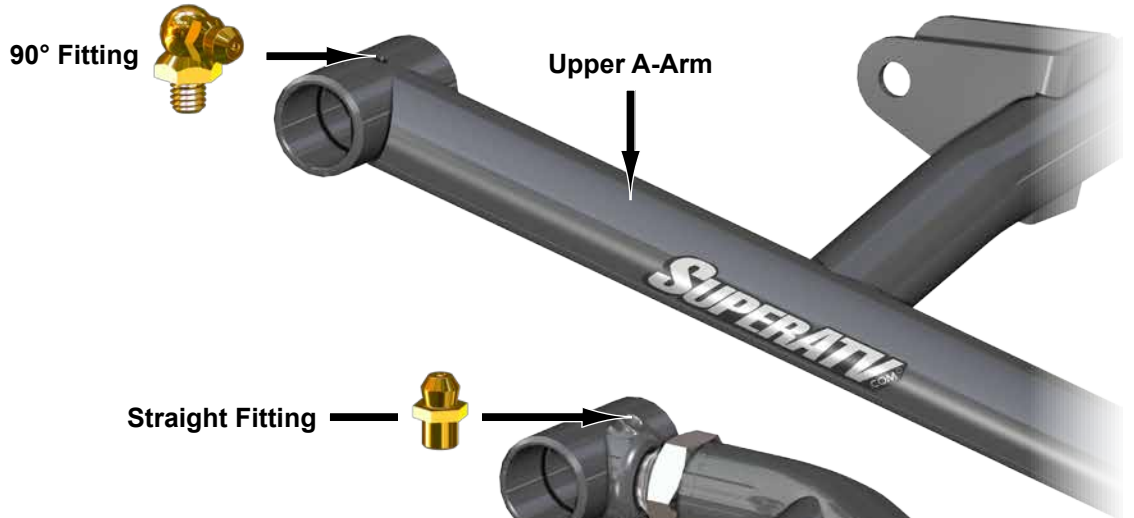
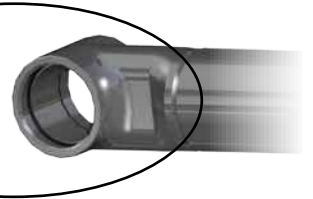
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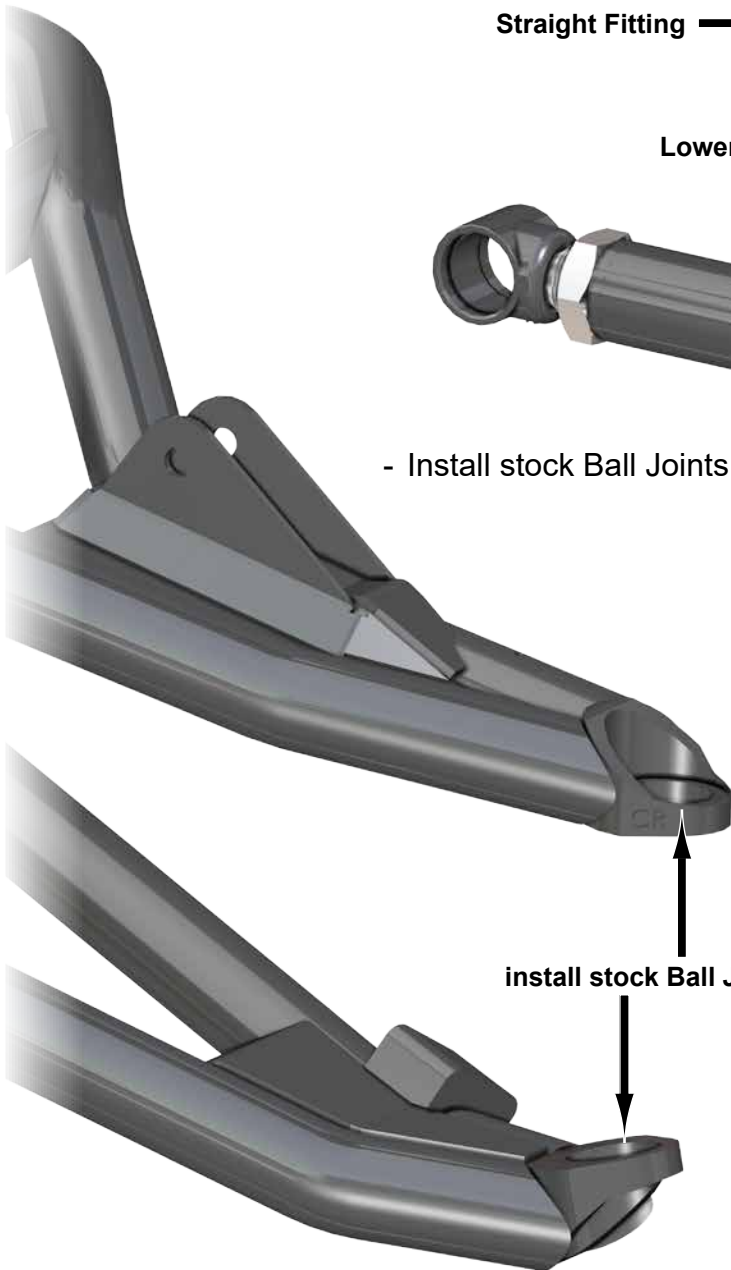
repeat for opposite side

- Install stock Bushings and Pivot Shafts.
- Install Fittings shown.

Stock Retainer Clip must be removed before removing Bushings.

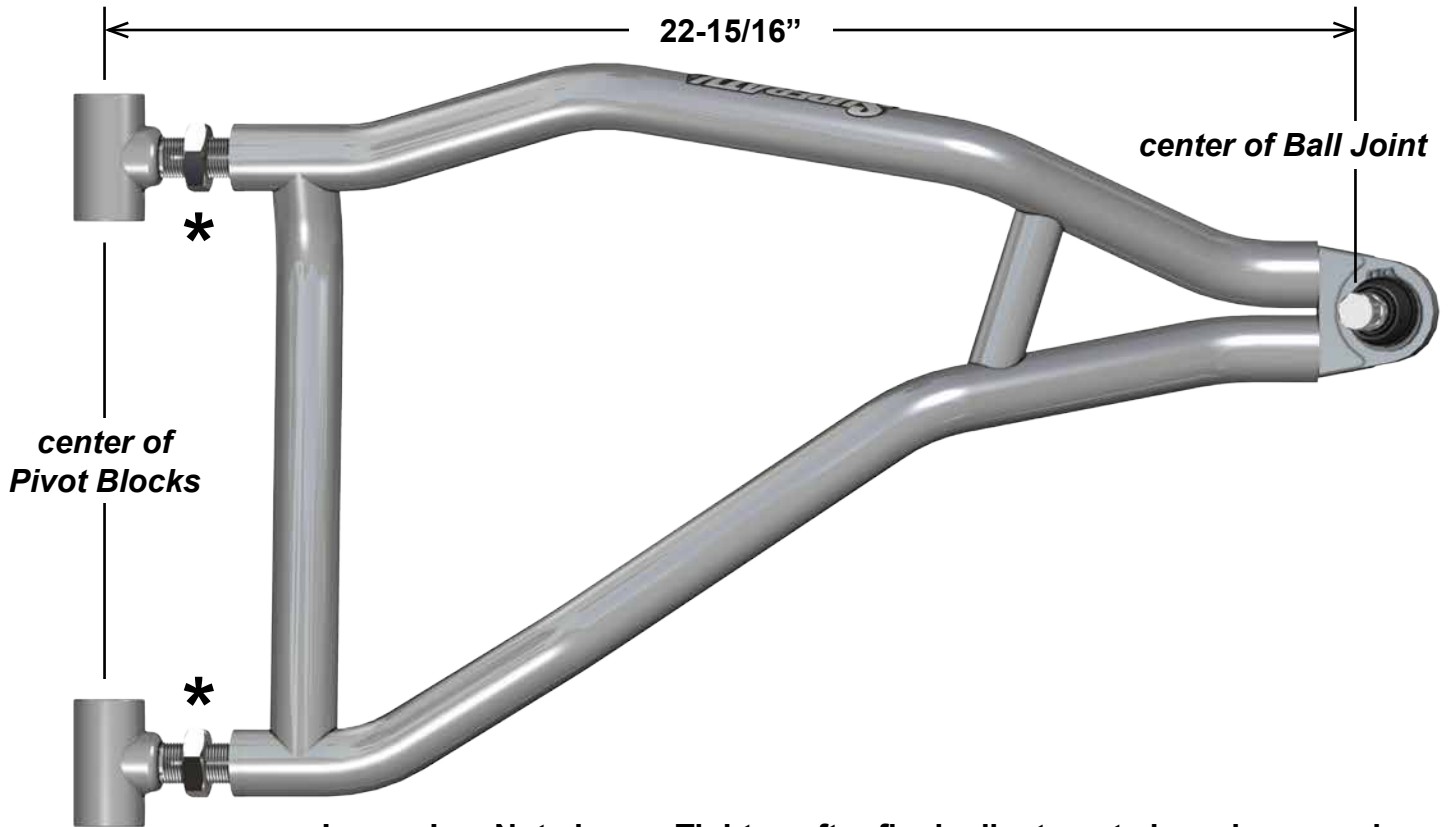


- Install stock Ball Joints.



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.**

Refer to "Steering Stop Kit" instructions and install Steering Stops

- Install Lower A-Arm (B) to Frame with stock hardware.
- **Leave Nuts loose until all final adjustments have been completed.**



- Secure Spindle to Lower A-Arm (B). **Leave Nut loose until all final adjustments have been completed.**



- Install Upper A-Arm (D) to Frame with stock hardware. Tighten hardware completely; SuperATV recommends using Loc-Tite.



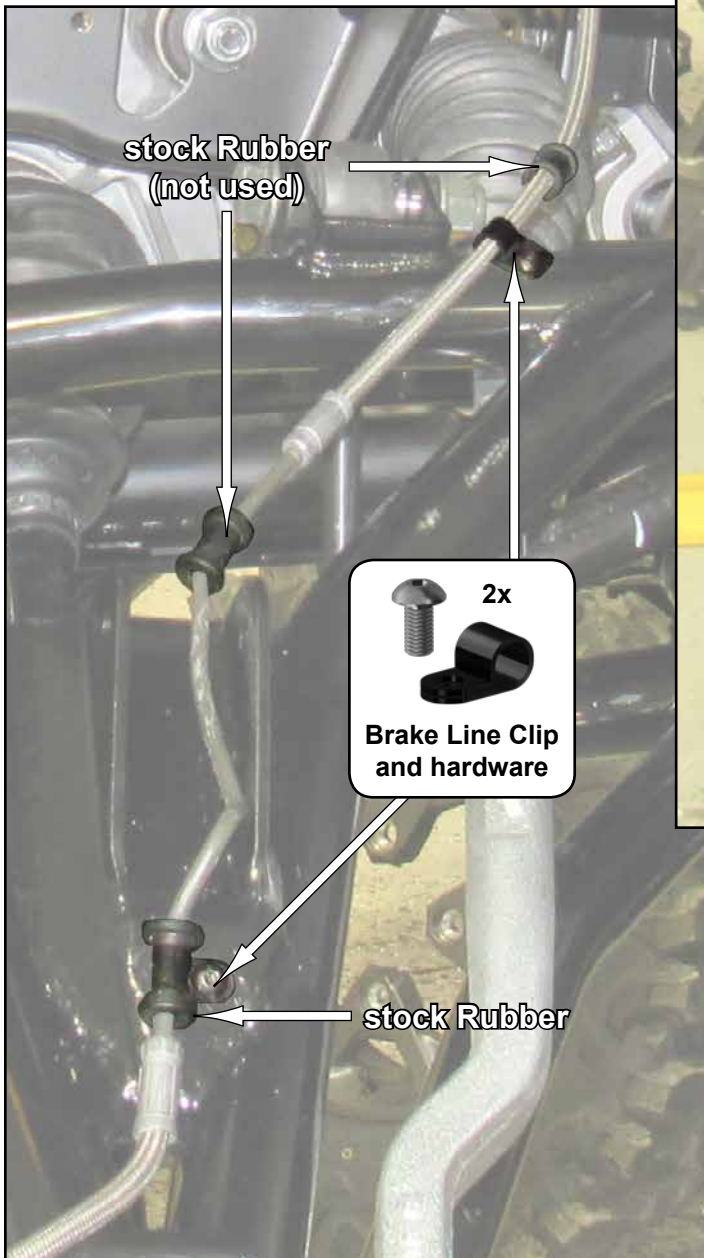
- Secure Spindle to Upper A-Arm (D). Tighten hardware completely.



- Reinstall Rotor and connect Sway Bar Link to Upper A-Arm (D); use stock hardware.

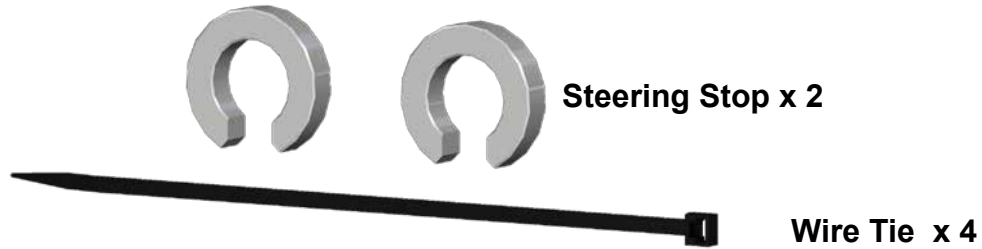


- Reinstall Caliper and secure Brakeline to Upper A-Arm (D) with hardware shown.



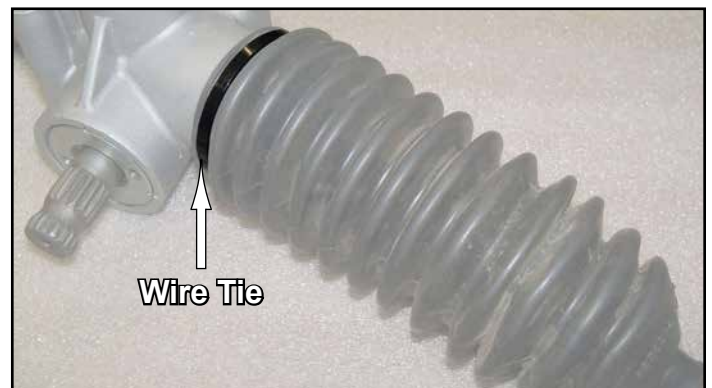
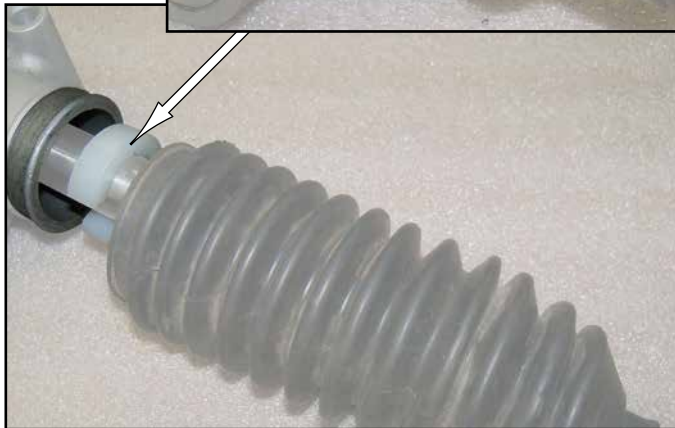
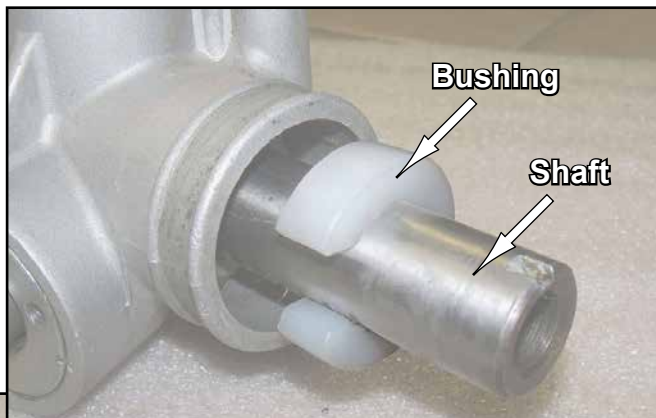
- Repeat steps for passenger side A-Arms.
- Reinstall Shocks with stock hardware.
- Reinstall Tires and check Camber settings; see last page.
- Tighten all hardware completely. SuperATV recommends using Loc-Tite on A-Arm to Frame hardware.
- Reinstall all necessary stock components.

Steering Stop Kit



(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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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°

