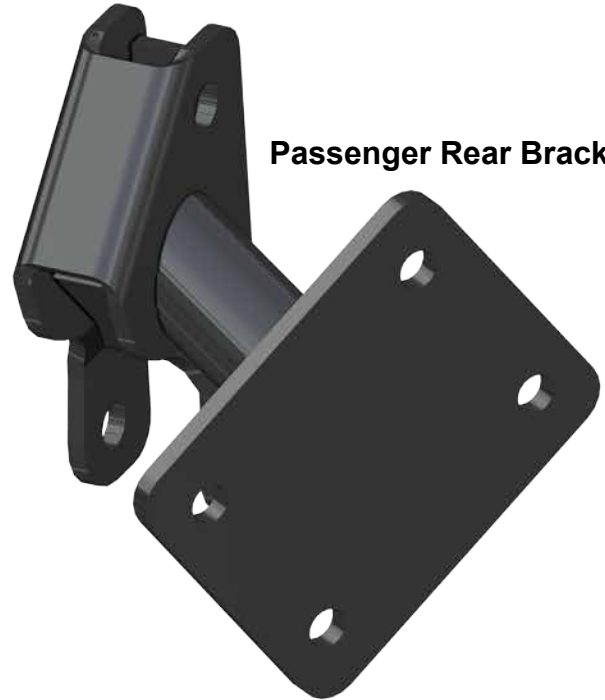




Driver Rear Bracket



Passenger Rear Bracket

(kit contents continue on following page)

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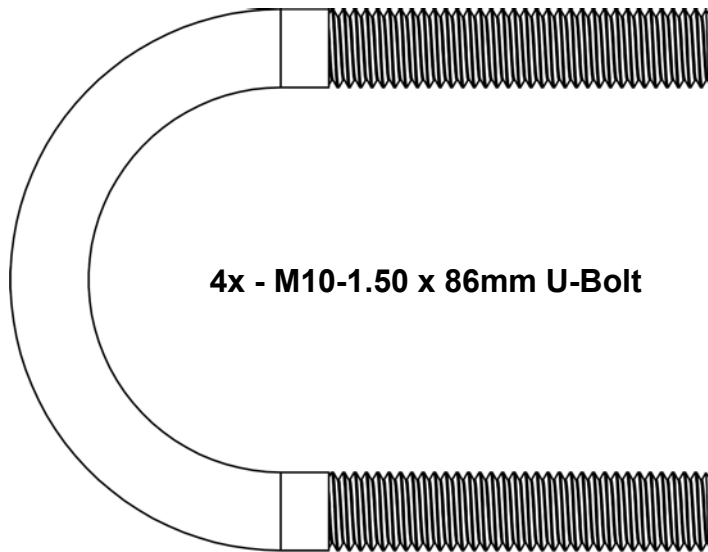
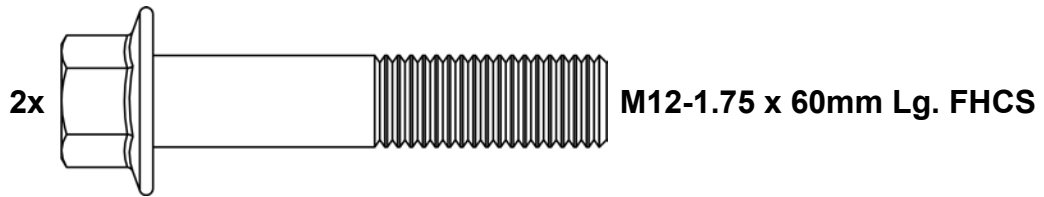
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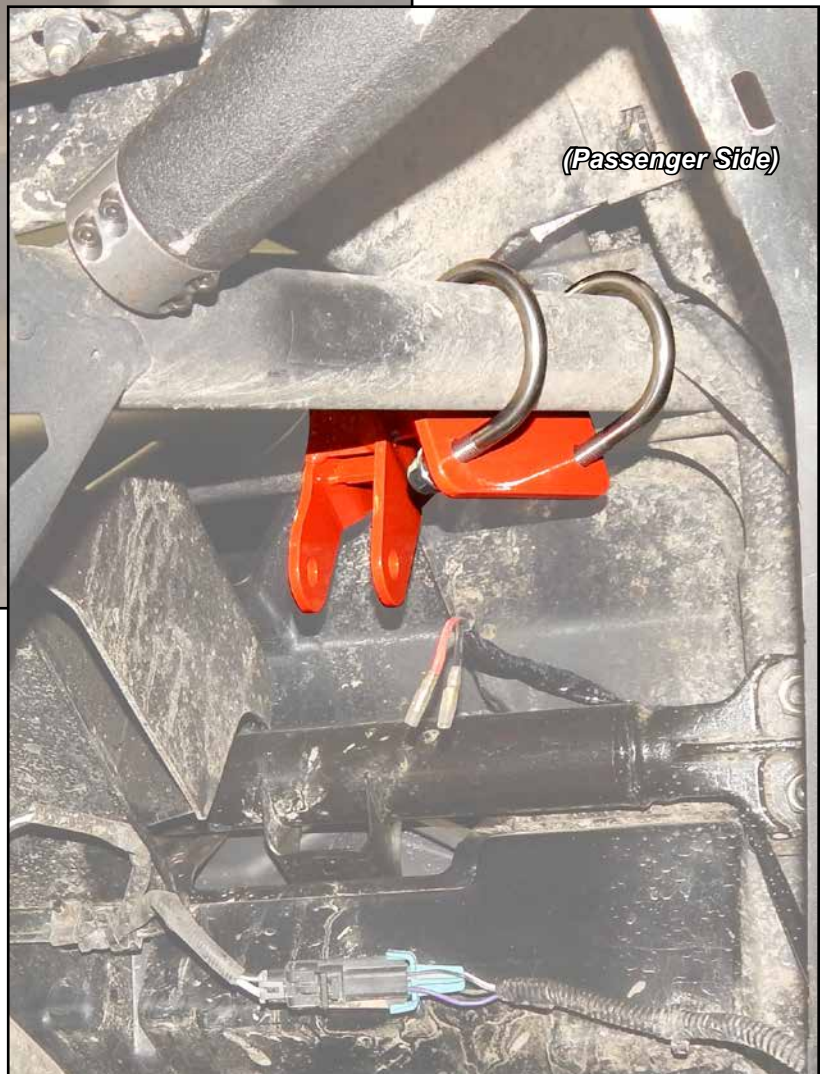
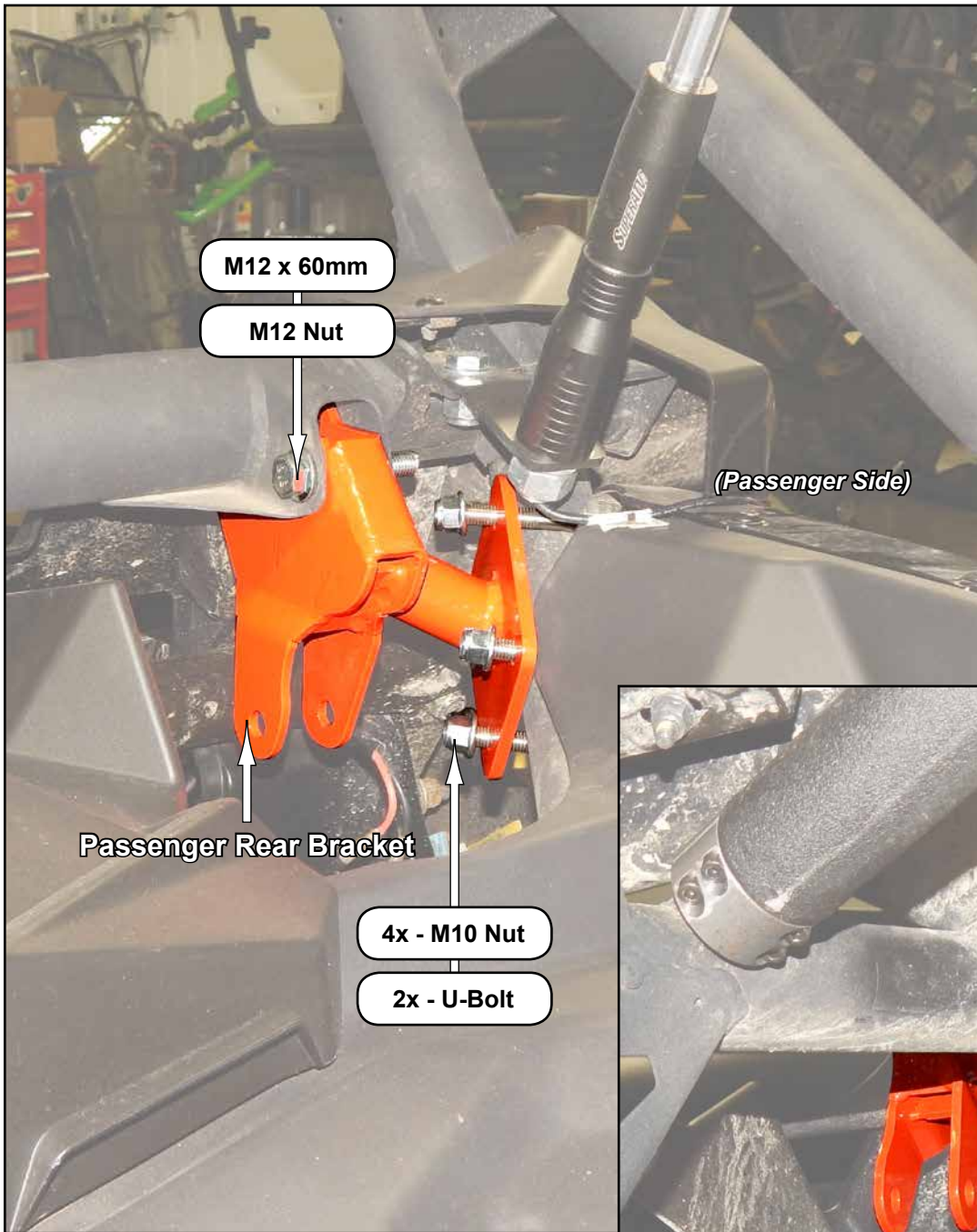


(kit contents continued)

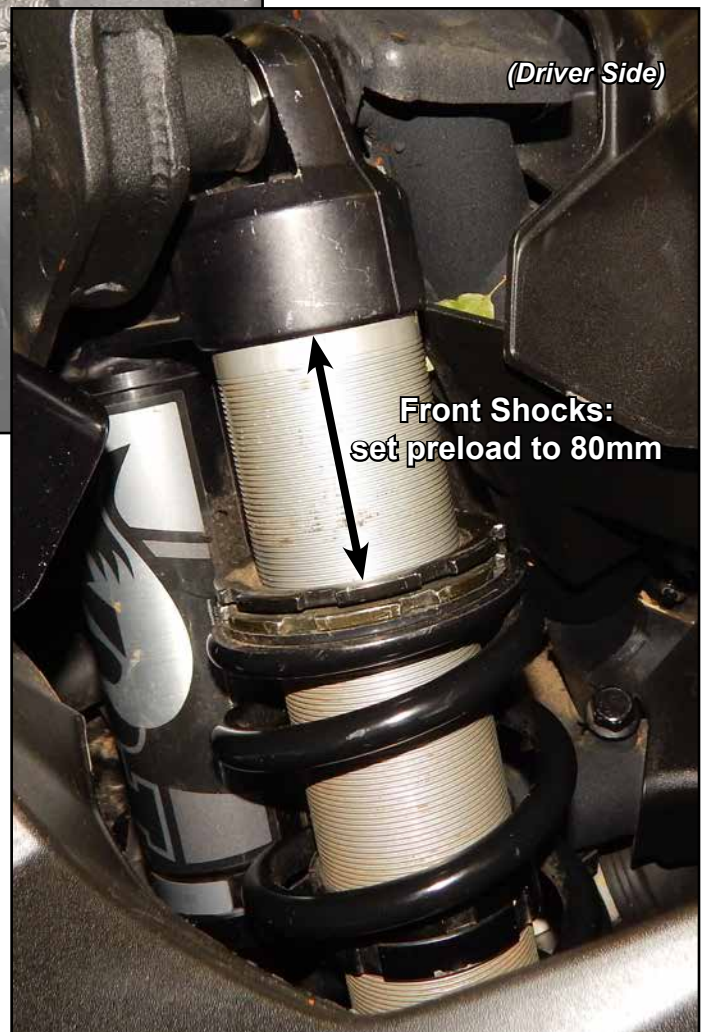


- Install A-Arms, Tie Rods, and front Axles.
- Install Brackets, Trailing Arms, rear Axles, and Radius Arms.

- Remove Shocks from upper Shock Mounts.
- Install Passenger Rear Bracket to stock Shock Mount and Frame with hardware shown.



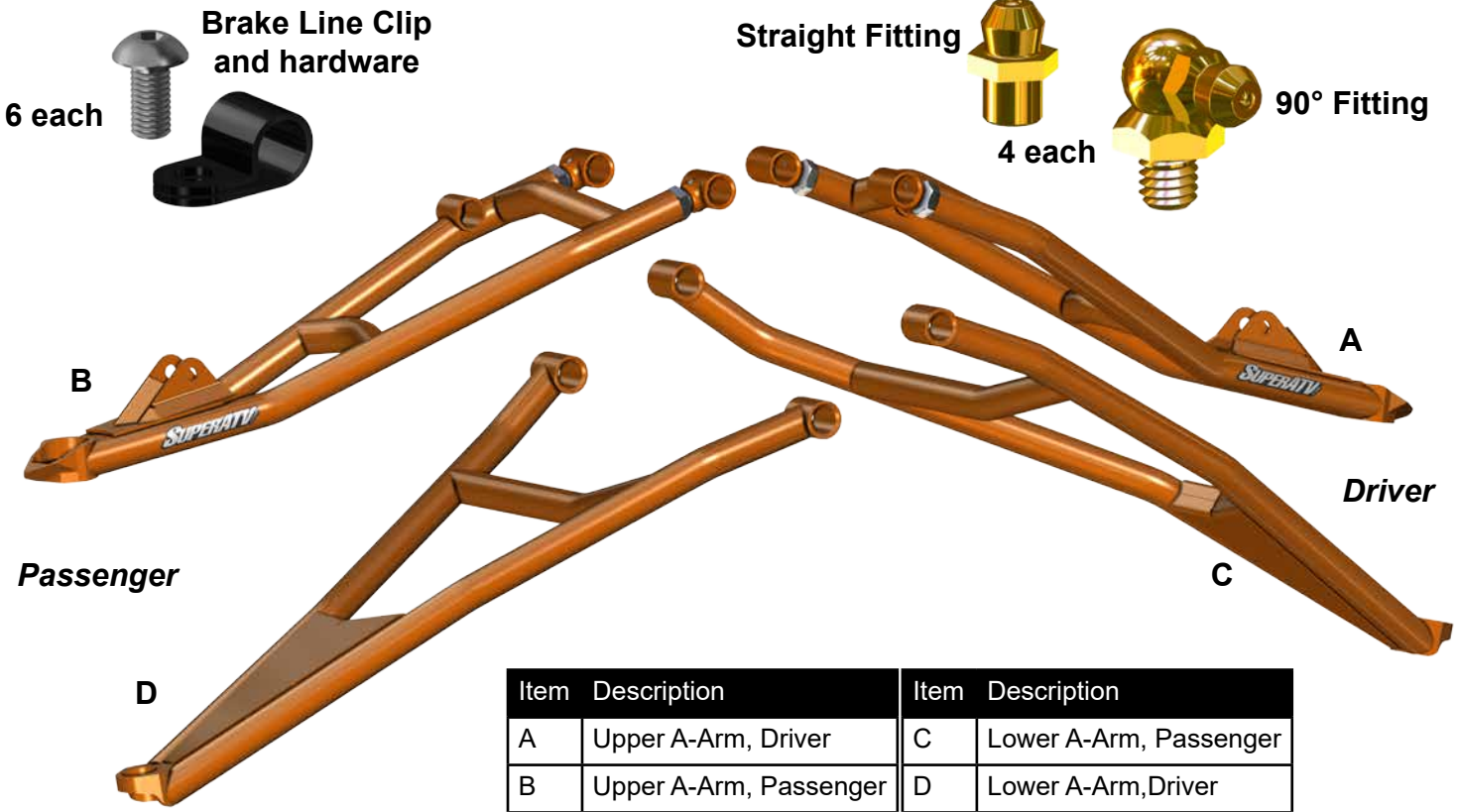
- Secure Shock to Passenger Rear Bracket with stock hardware.
- Repeat steps for opposite side.



INSTALLATION INSTRUCTIONS

**High Clearance A-Arms:
 for Can-Am Maverick X3rs**

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



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

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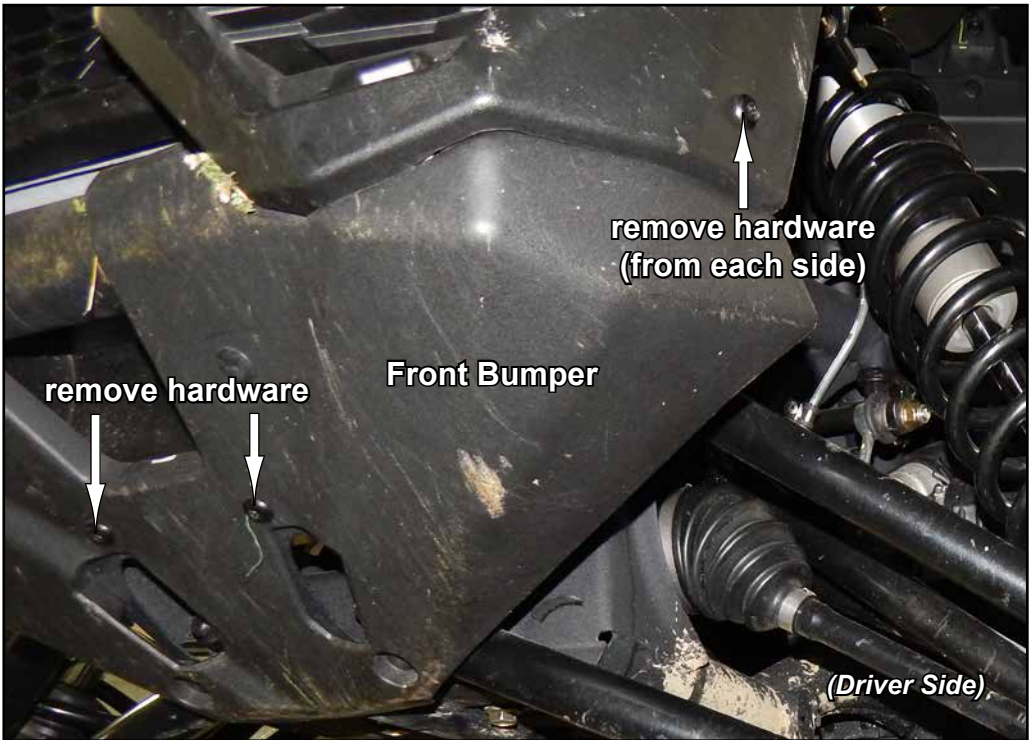
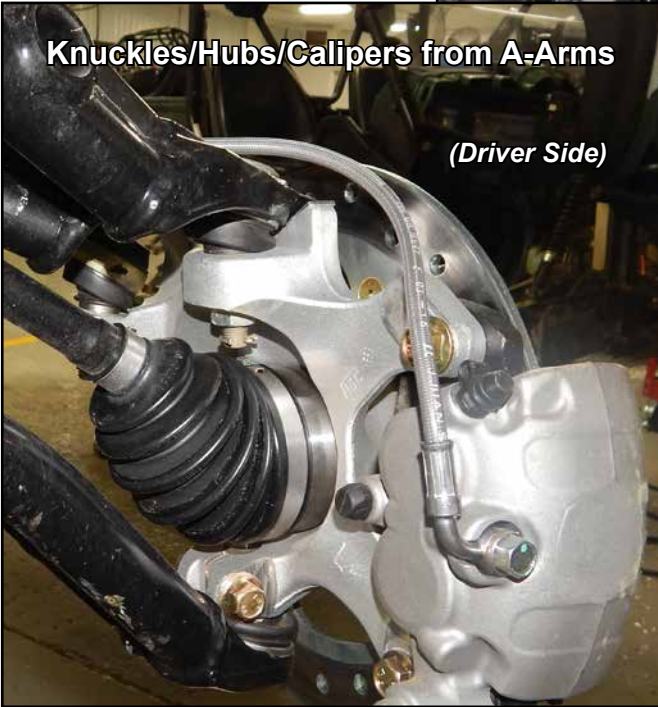
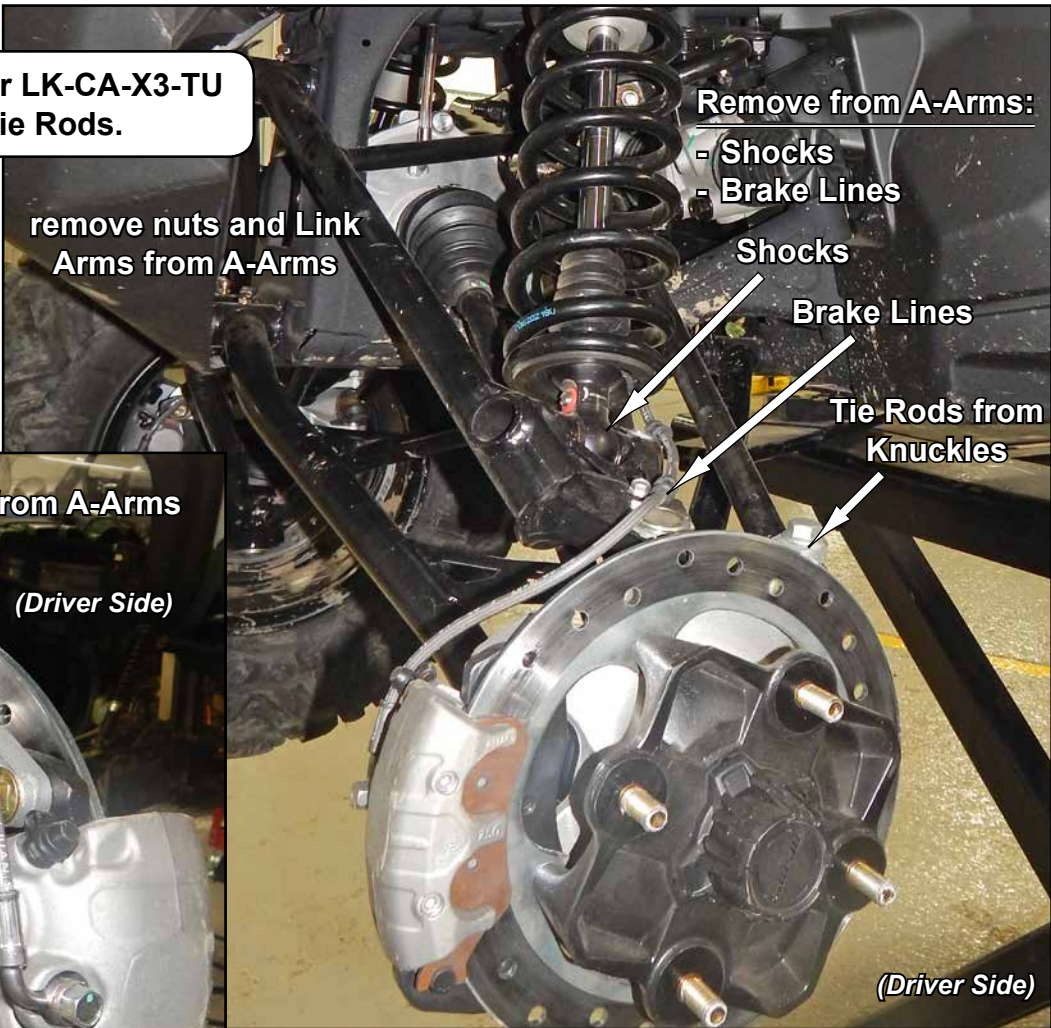
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Removal: Keep all components removed from machine.

**If installing LTK-CA-X3-4 or LK-CA-X3-TU
remove Axles and Tie Rods.**

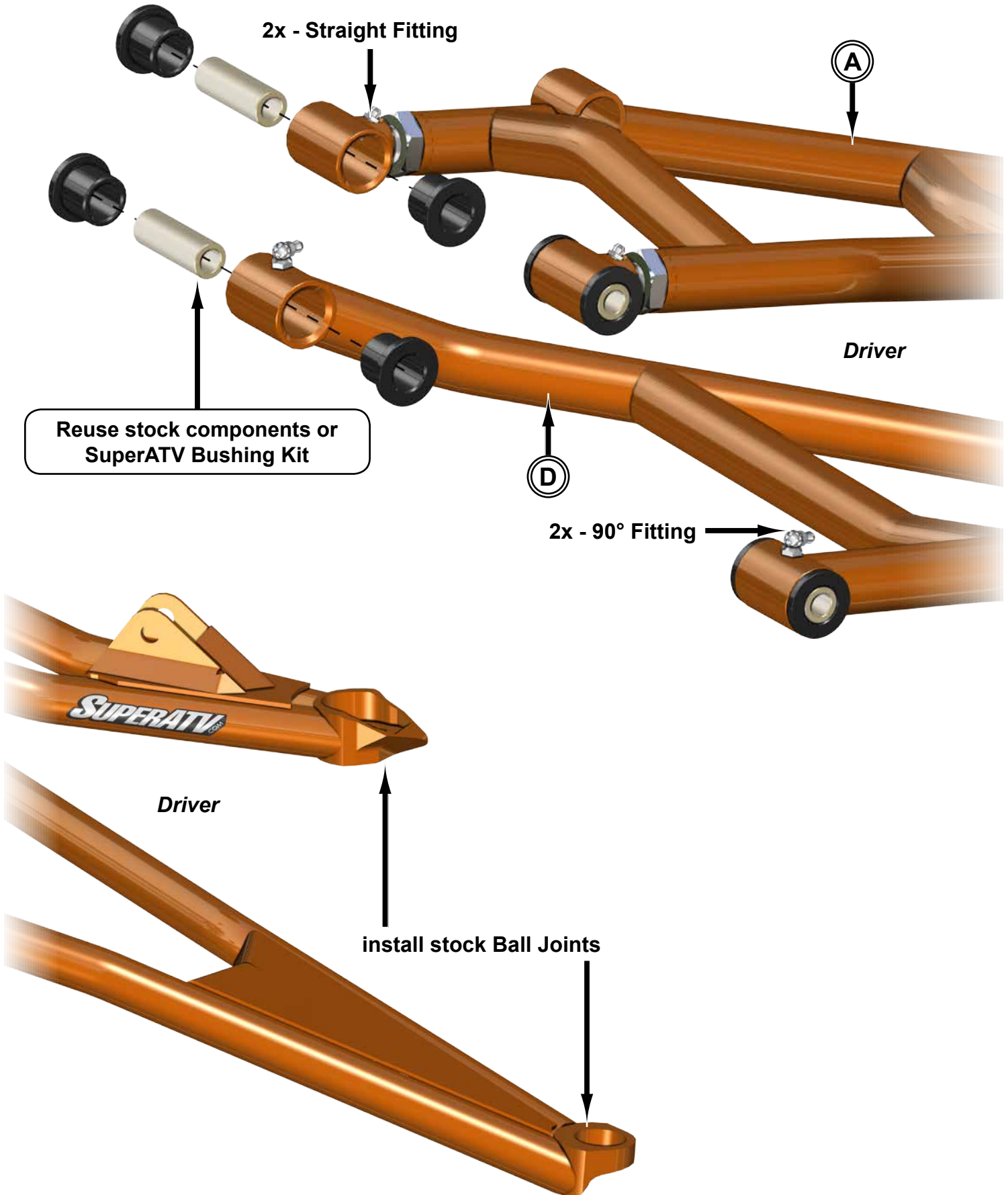




Remove A-Arms from machine.

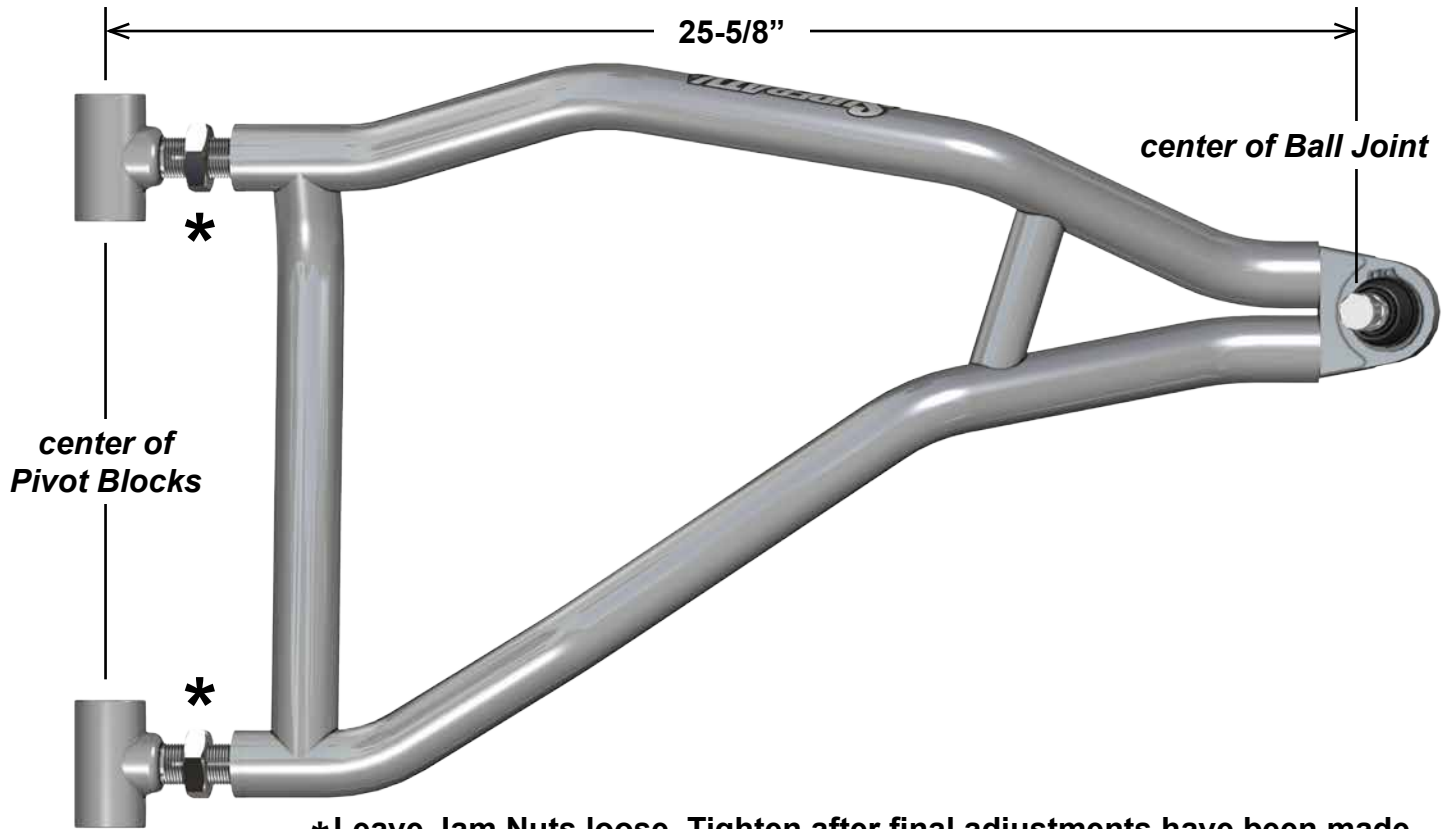
Prep:

- Install stock Bushings or SuperATV Bushing Kit into new A-Arms.
- Install Cushions and Wear Plates into new A-Arms.

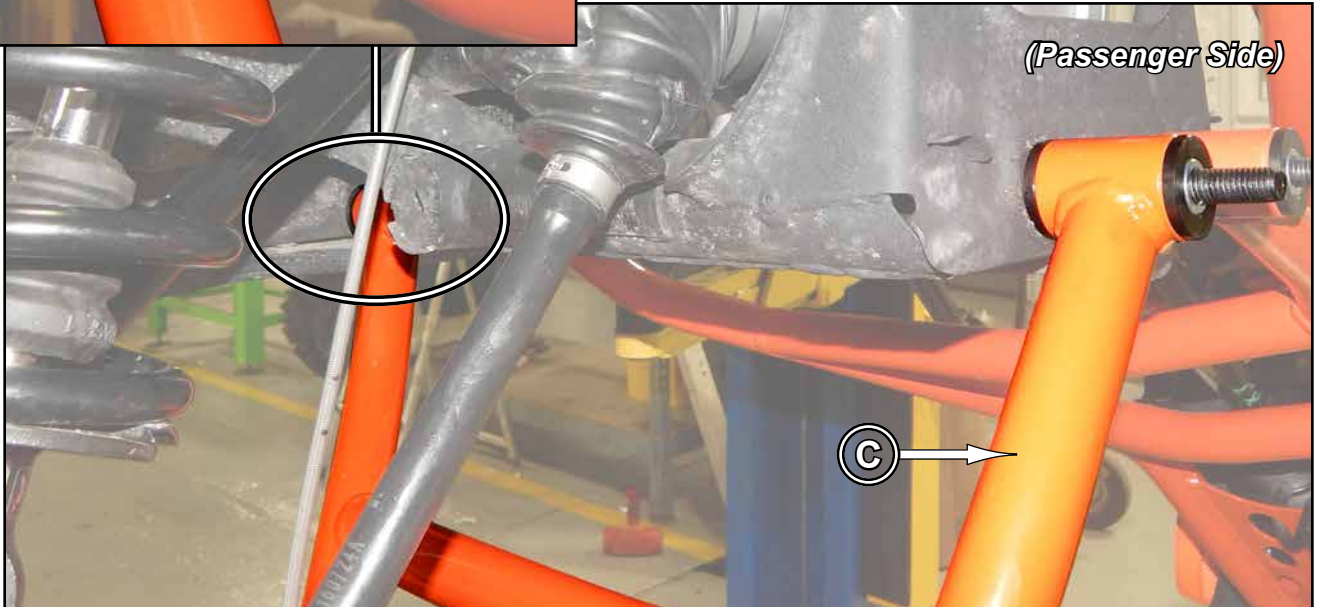
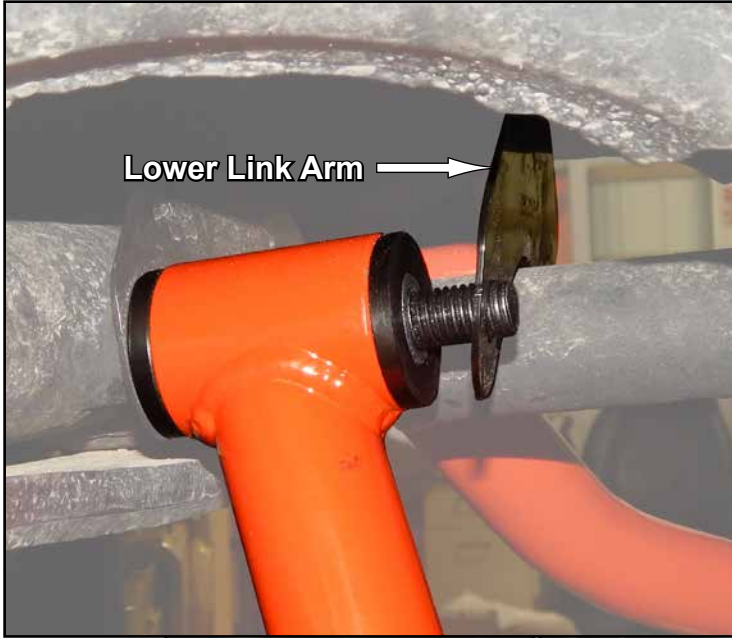


PIVOT BLOCK SETTINGS

- 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.



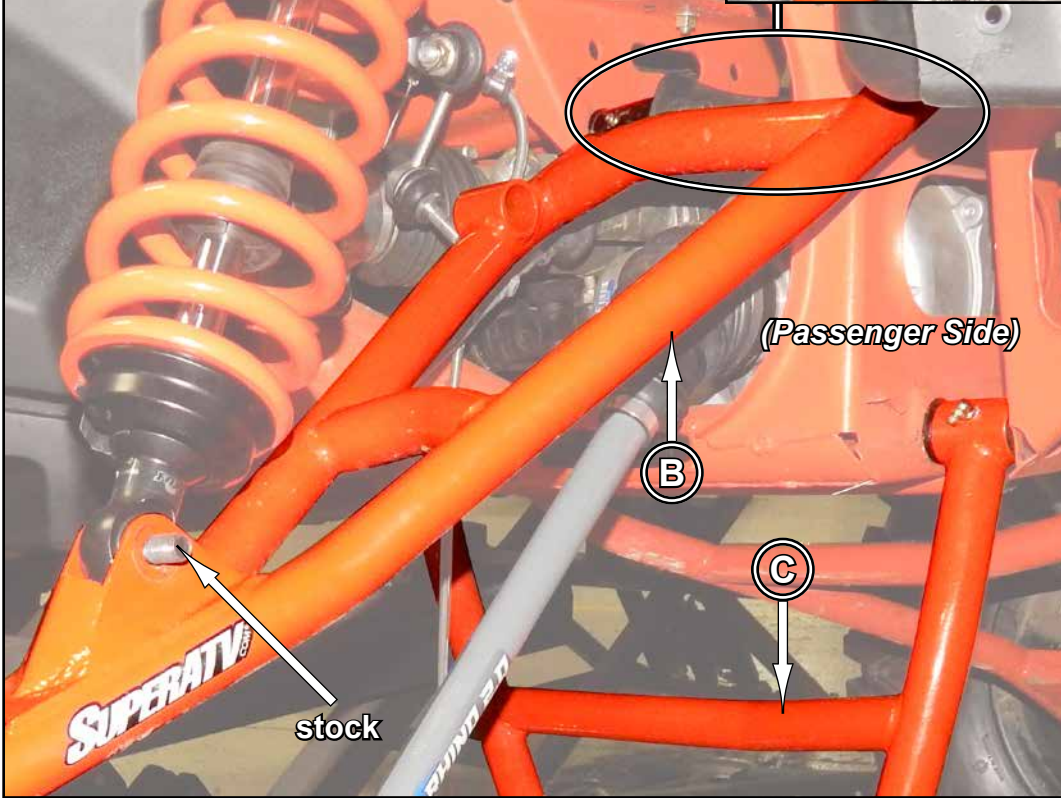
- Install Lower A-Arms (C)(D) and stock Lower Link Arm onto stock bolts.
- **Do not install any Nuts until all final adjustments have been completed.**



- Install Upper A-Arms (A)(B) and Upper Link Arm onto stock bolts.
- Reinstall stock Upper Link Arm.
- Secure Shocks with stock bolts.
- **Do not install any Nuts until all final adjustments have been completed.**



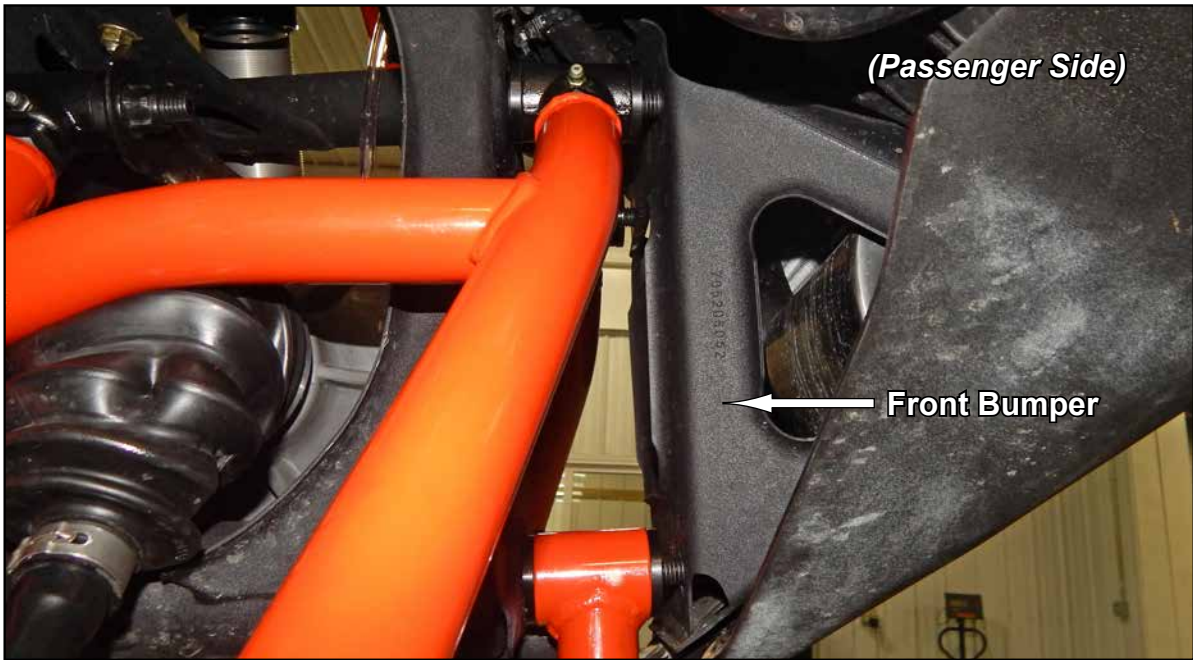
If installing LTK-CA-X3-4 or LK-CA-X3-TU install Axles and Tie Rods.



- Secure Tie Rods with stock hardware.
- **Do not install any Nuts until all final adjustments have been completed.**



- Remove Socket/Spacer and place Front Bumper onto stock bolts.



- Reinstall Tires and check Camber settings; see next page.

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**.

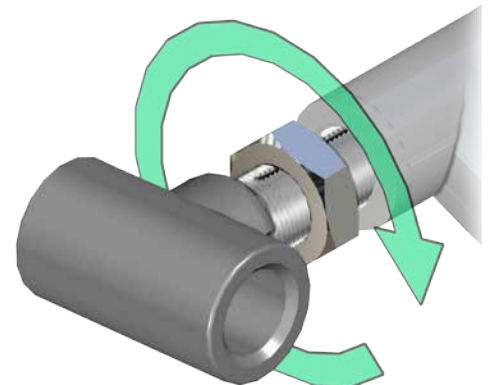
note: 2 full turns is 1°

UPPER A-ARMS:

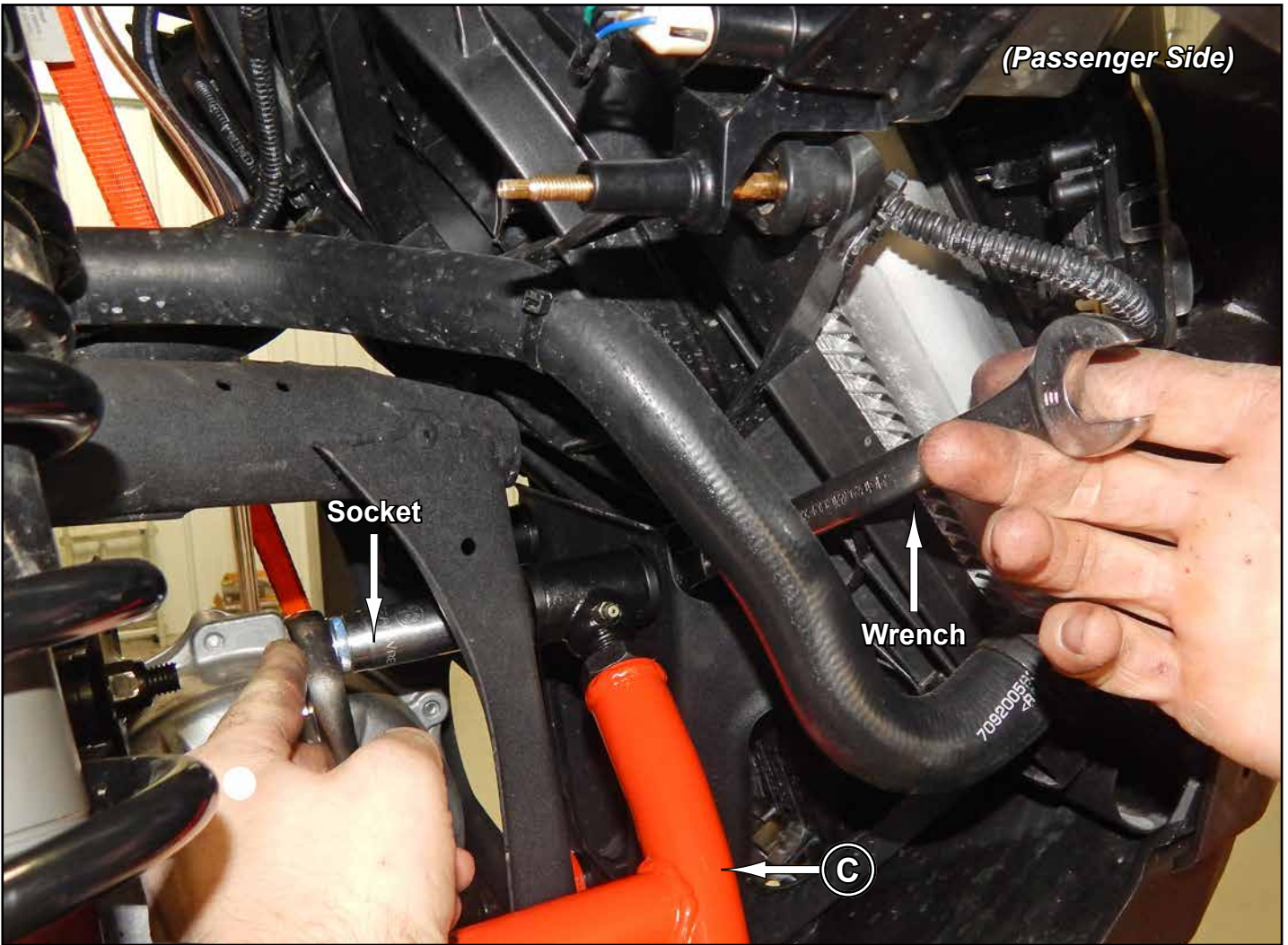
Too much positive camber: adjust Pivot Blocks **IN**.

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

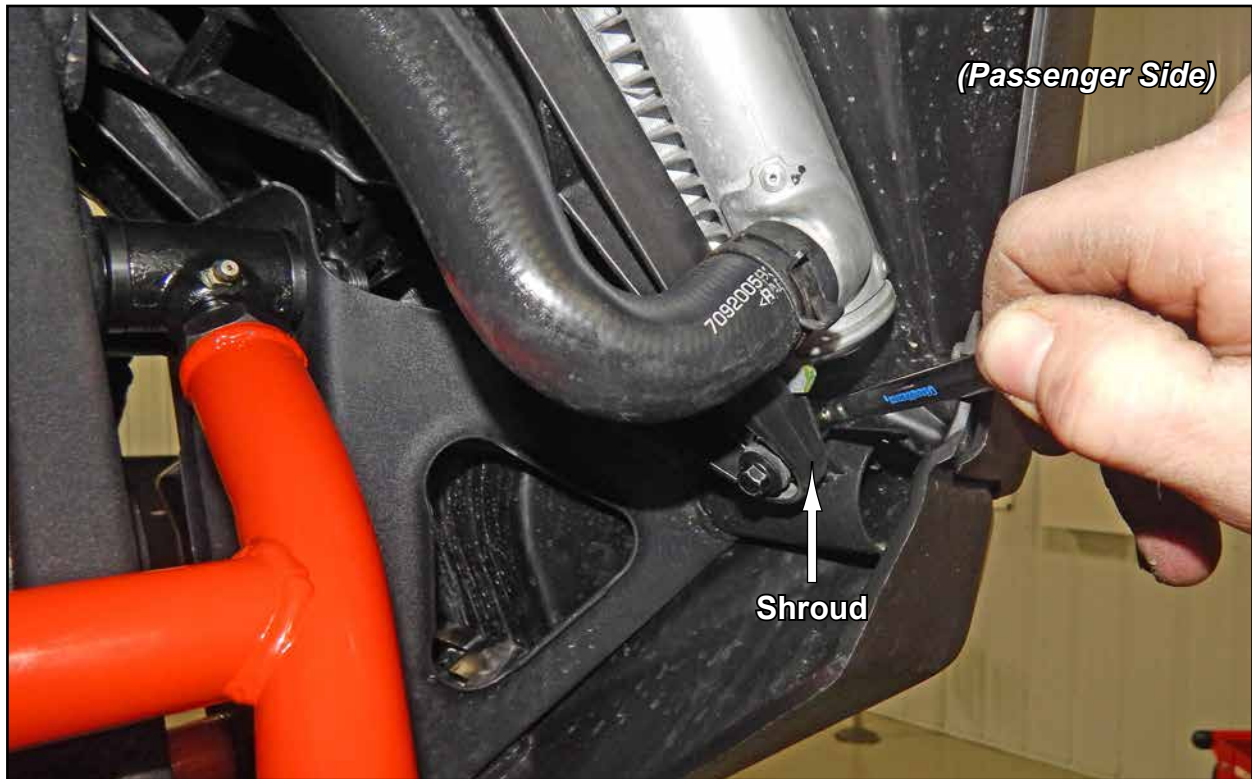
note: 2 full turns is 1°



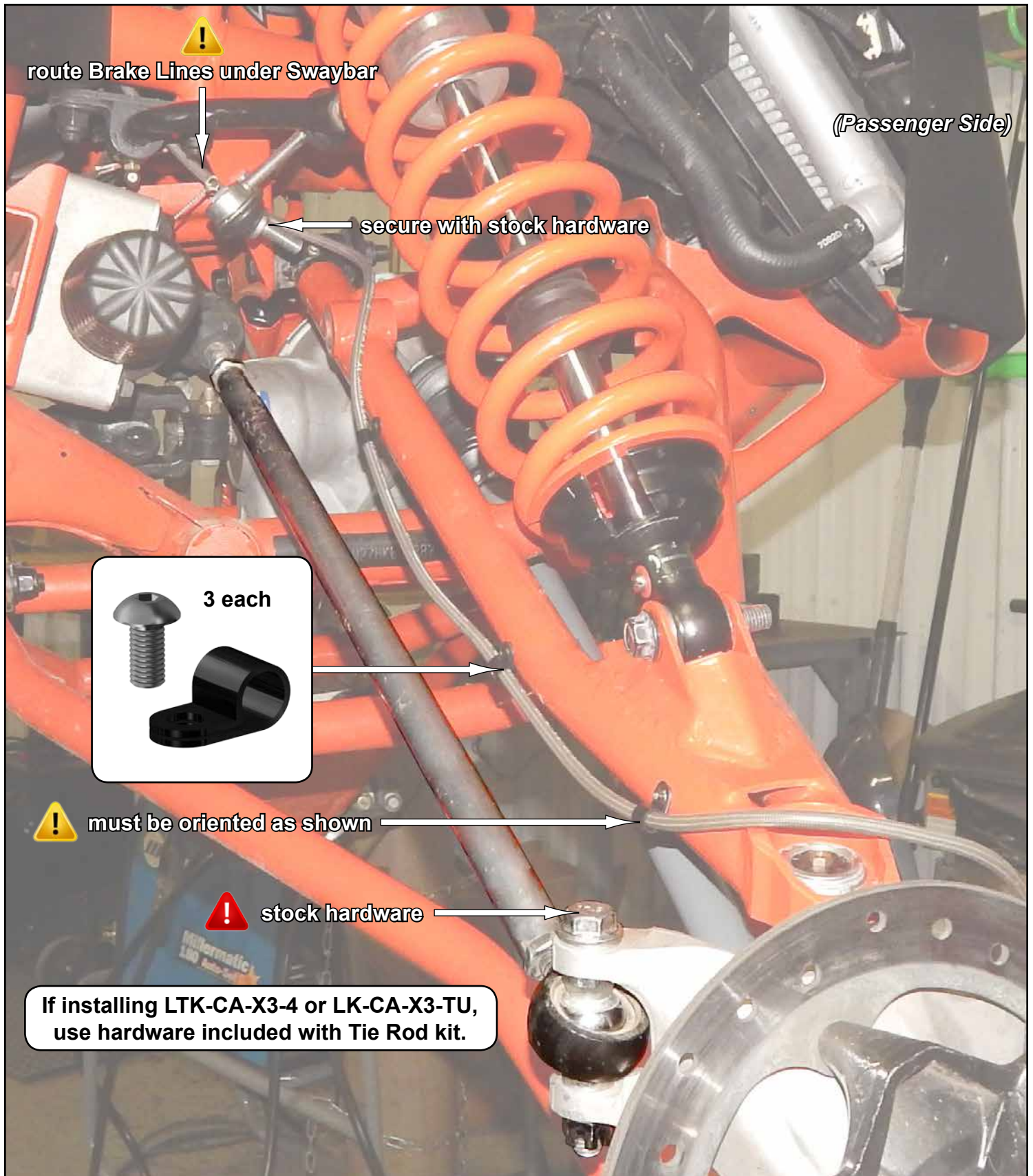
- Secure A-Arms with stock nuts. *SuperATV recommends using thread-locker.*
- Tighten completely.



- Resecure Shroud. Tighten completely.



- Add Nuts to previously installed hardware and tighten completely.
- Secure Brake Lines to Upper A-Arms with hardware shown.





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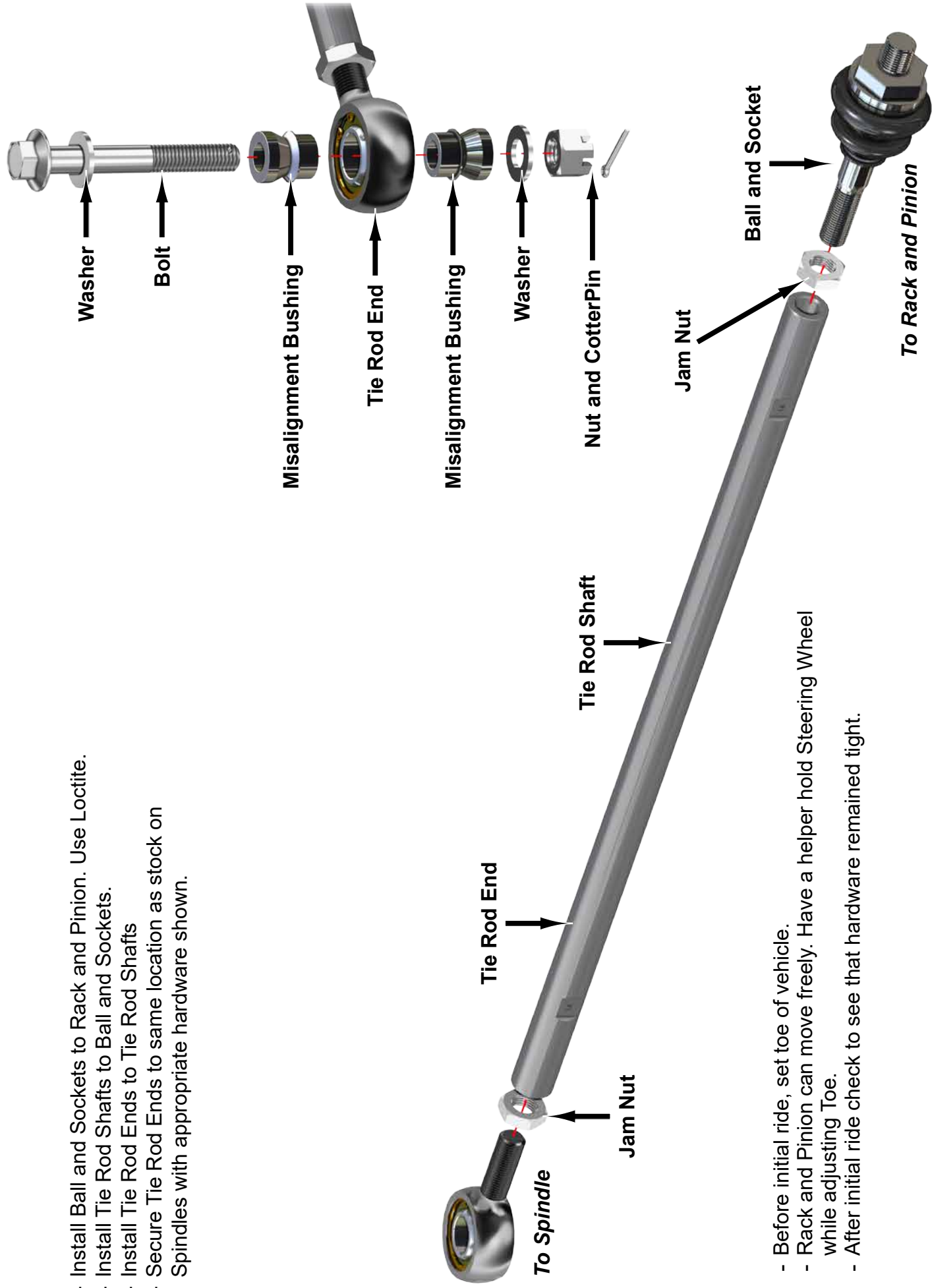
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- Install Ball and Sockets to Rack and Pinion. Use Loctite.
- Install Tie Rod Shafts to Ball and Sockets.
- Install Tie Rod Ends to Tie Rod Shafts
- Secure Tie Rod Ends to same location as stock on Spindles with appropriate hardware shown.



- Before initial ride, set toe of vehicle.
- Rack and Pinion can move freely. Have a helper hold Steering Wheel while adjusting Toe.
- After initial ride check to see that hardware remained tight.

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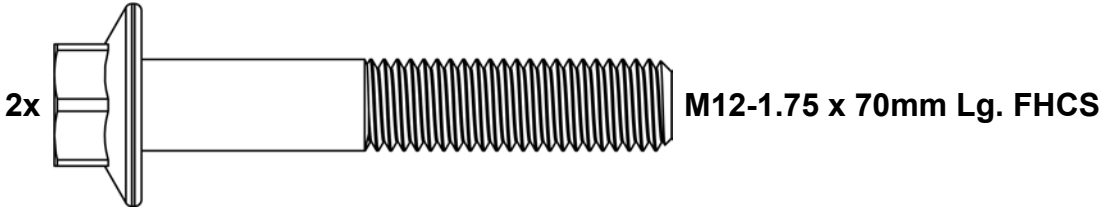
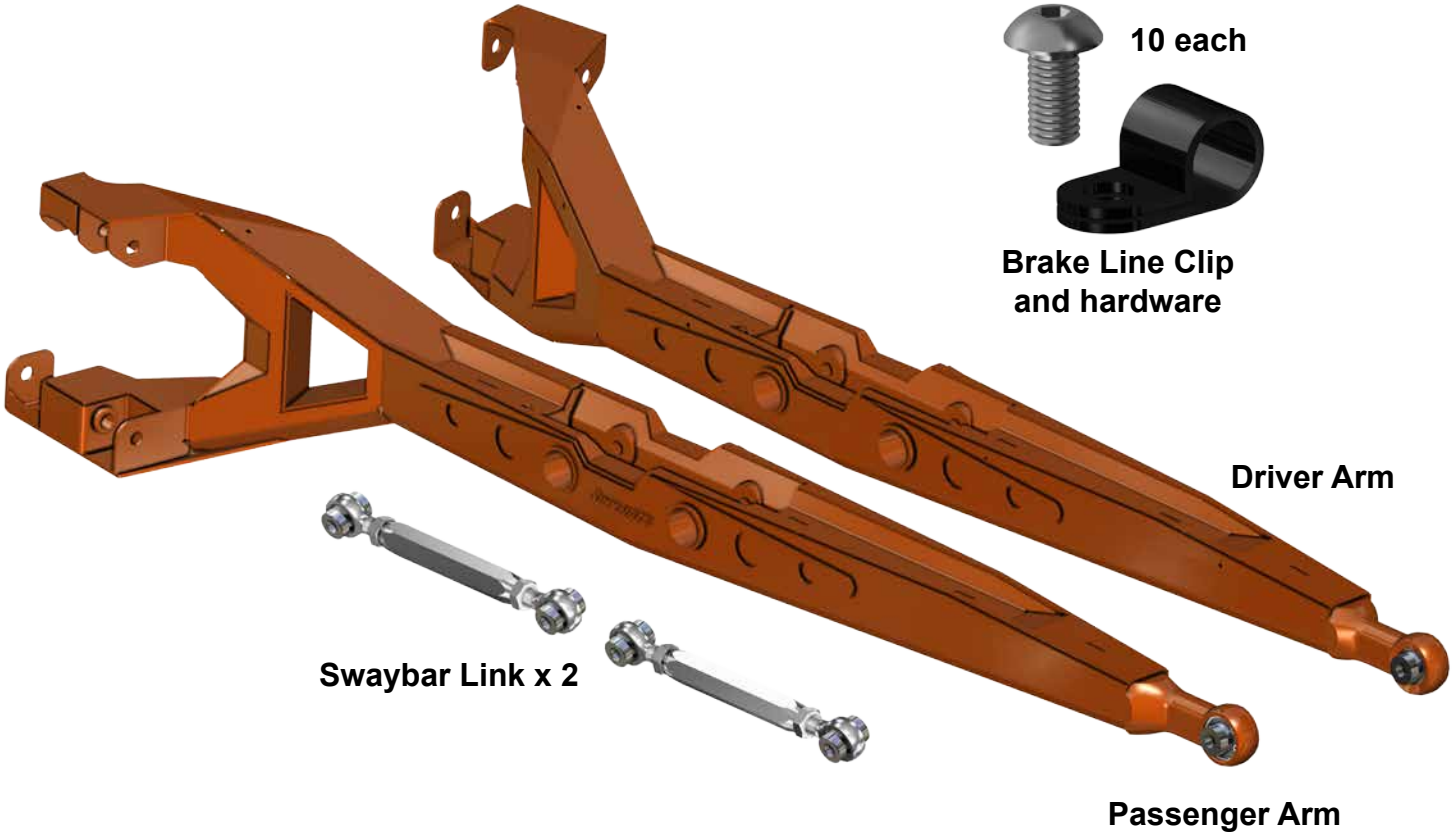
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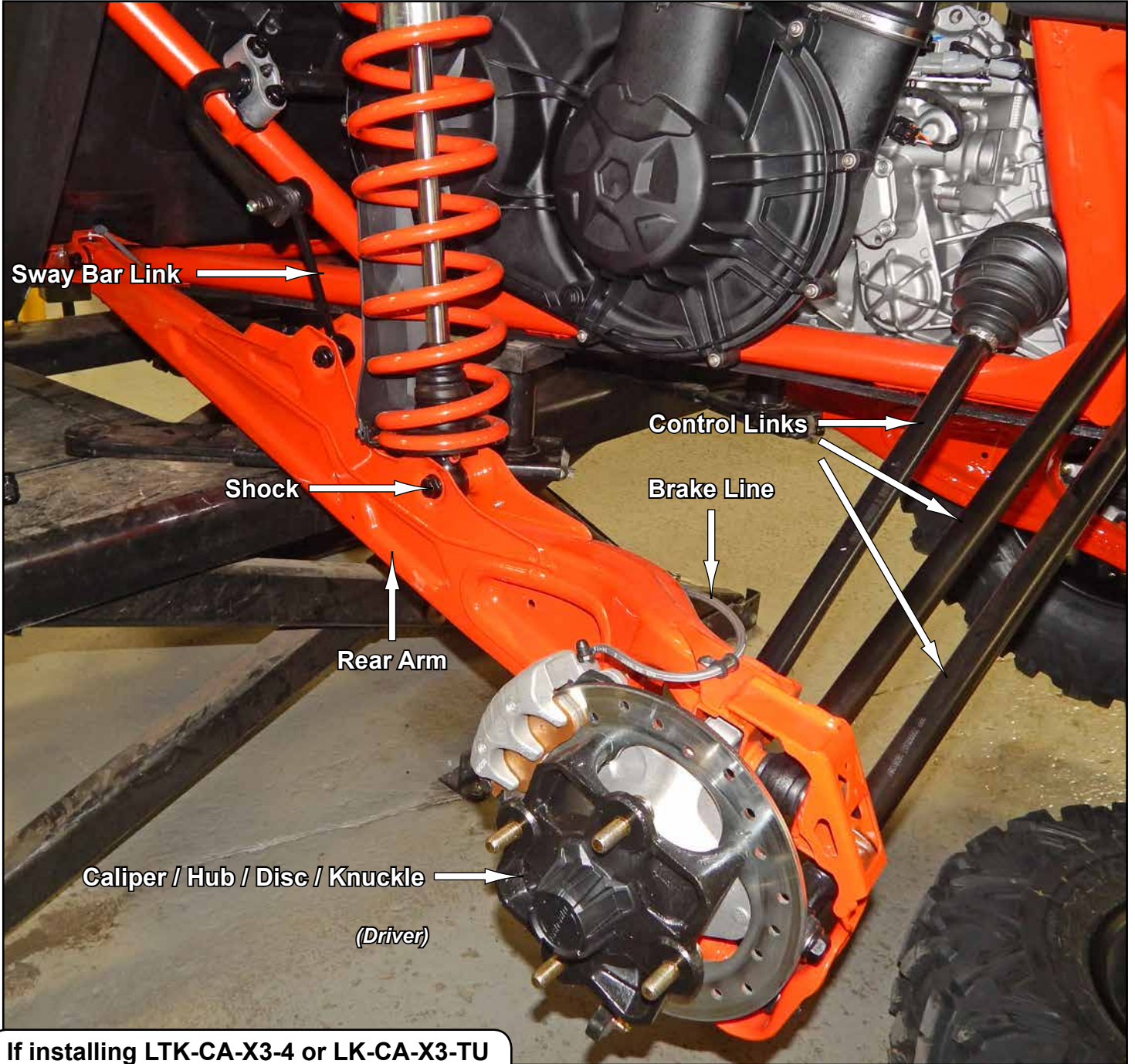
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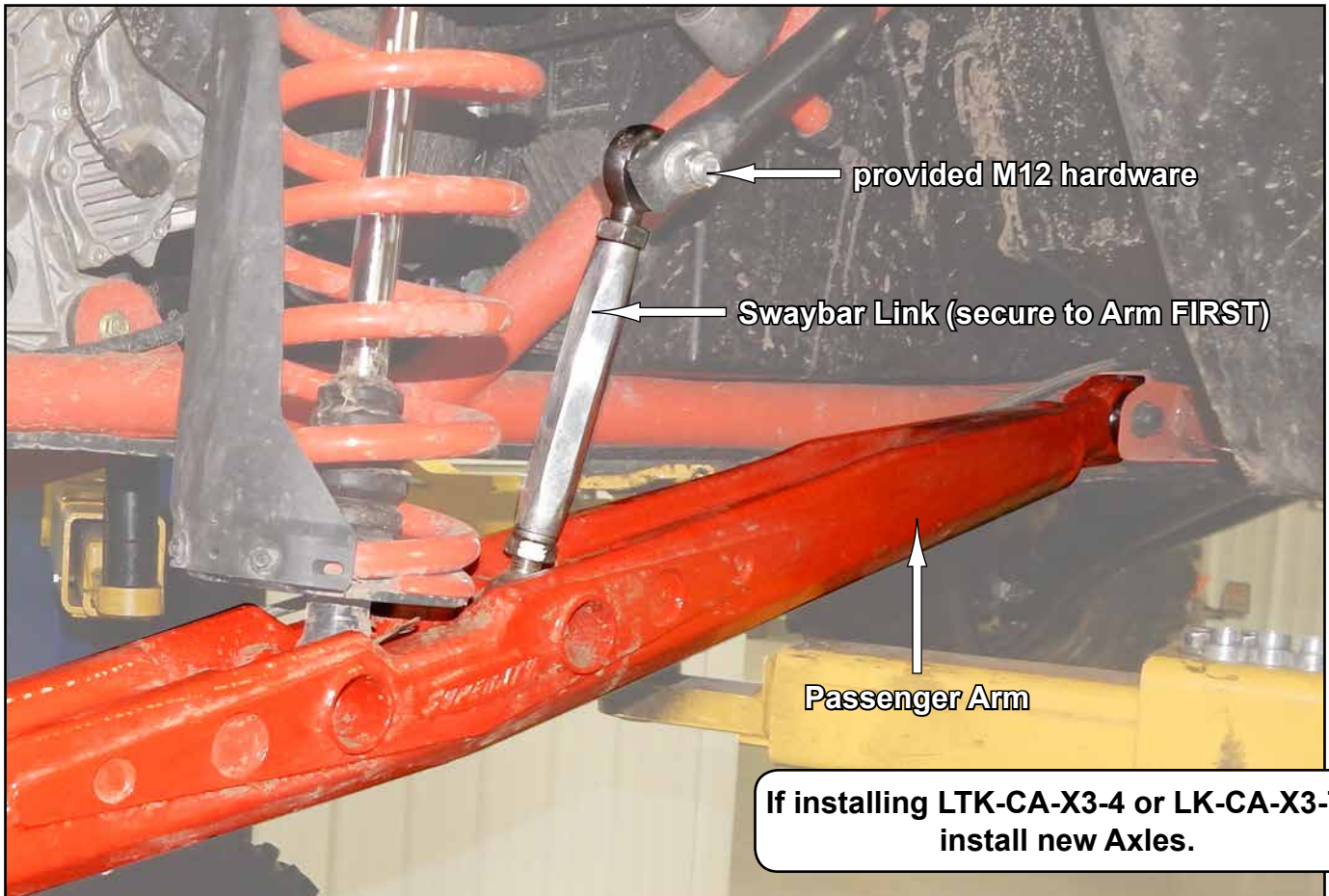
Keep all components removed from machine

- Drill out rivets that are securing Brake Line Clips.
- Remove Axle Nut, Caliper, Hub, Disc, and Knuckle.
- Disconnect Shock and Control Links from Rear Arm.
- Remove Sway Bar Link.
- Remove Rear Arm from machine.
- Repeat for opposite side.



Passenger Arm installation shown:

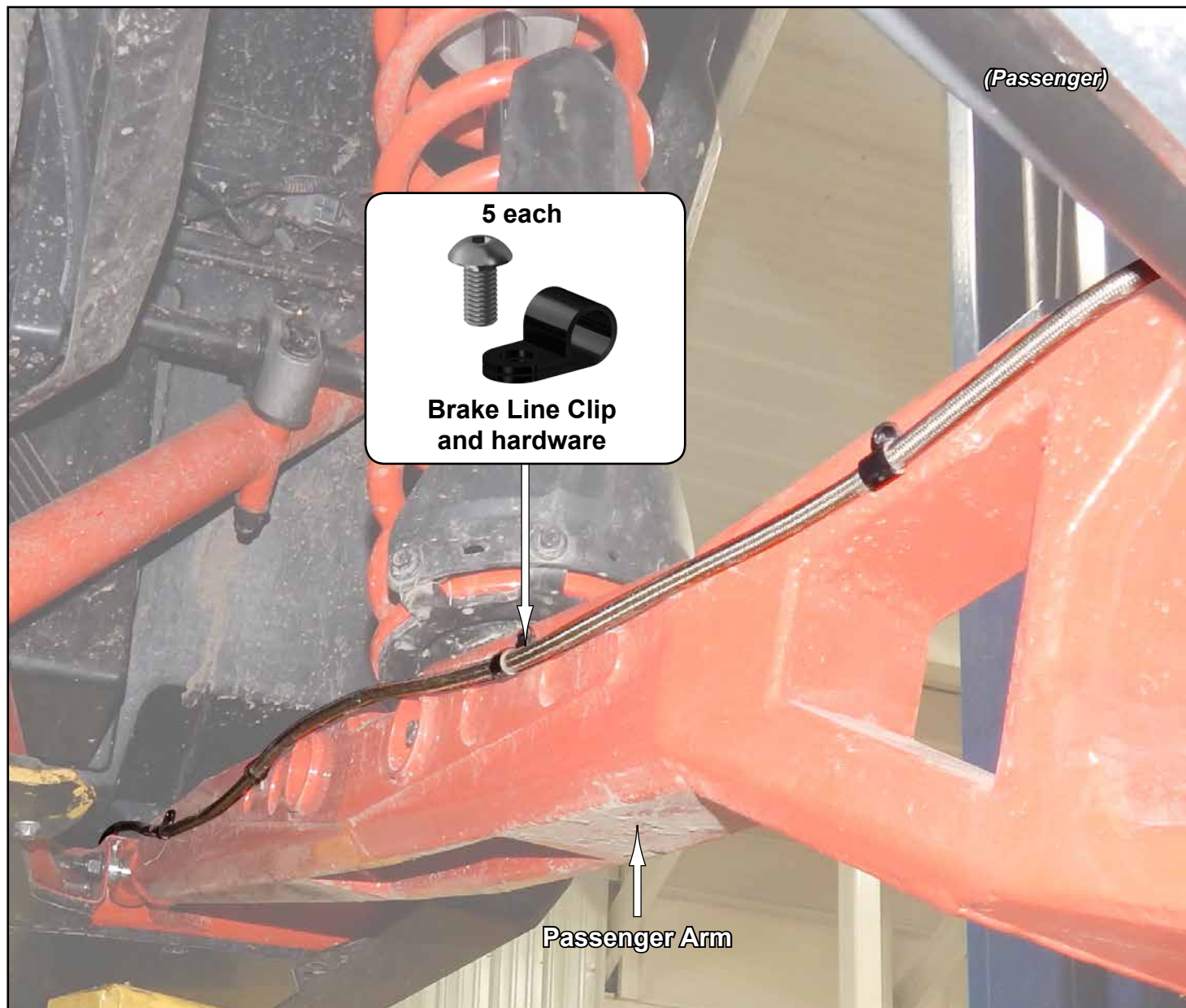
- Install Passenger Arm to machine with stock hardware.
- Install Shock and Sway Bar Link to Passenger Arm with stock hardware.
- Secure opposite end of Sway Bar Link to Sway Bar with provided M12 hardware.



- Secure Control Links and Knuckle to Passenger Arm with stock hardware.
- Reinstall Caliper, Hub, Disc, and Axle Nut.



- Secure Brake Line to Arm with components shown.



- Tighten all hardware completely and repeat steps for Drive Arm installation.

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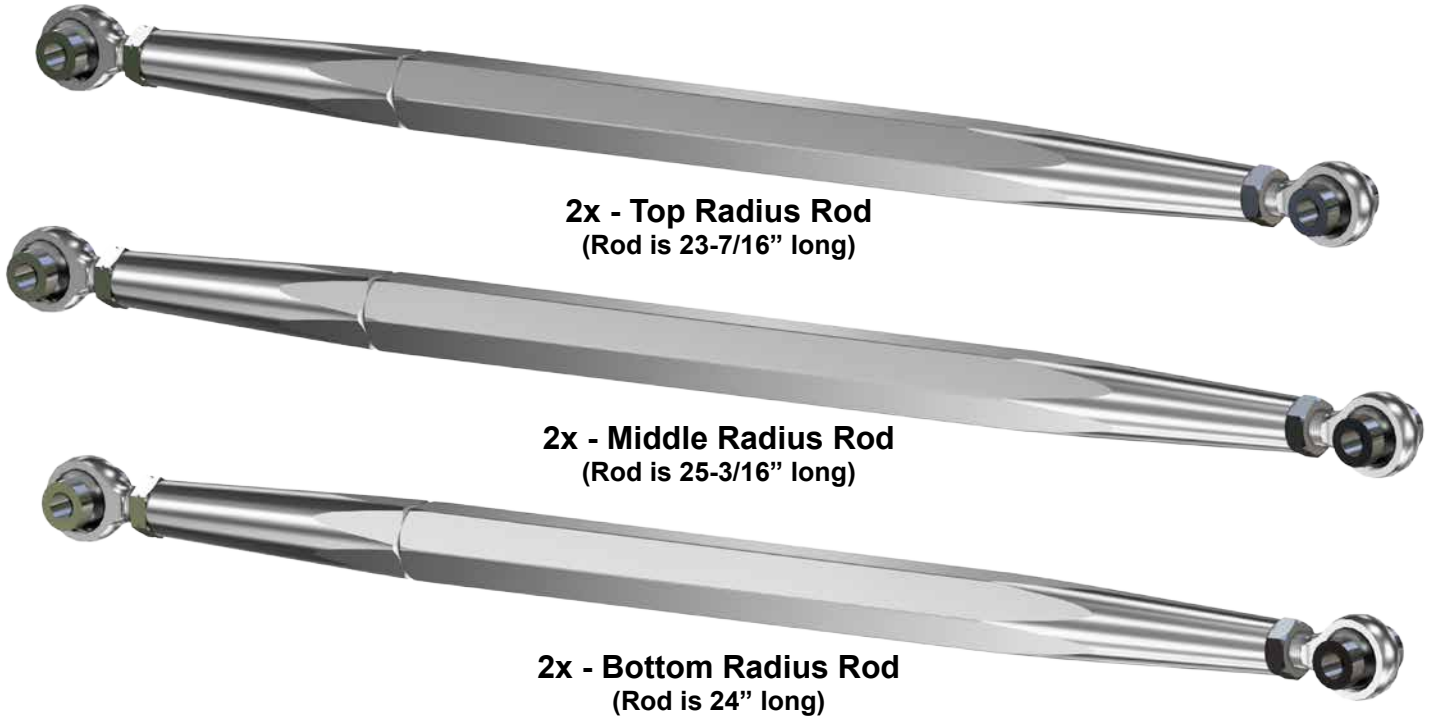
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Radius Rods are engraved with "T", "M", or "B" for easy identification.

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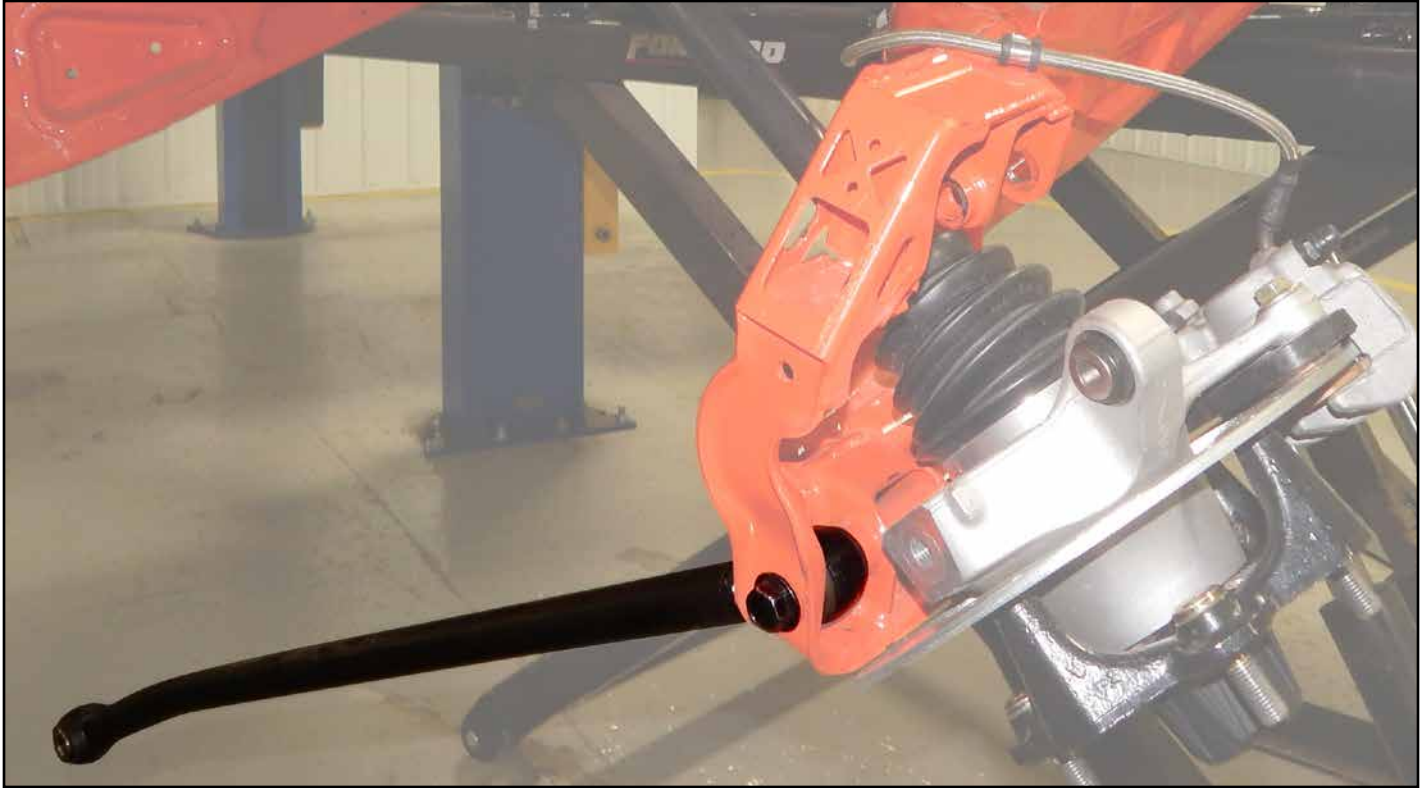
- Remove Rear Plate, Control Links, and Nuts.



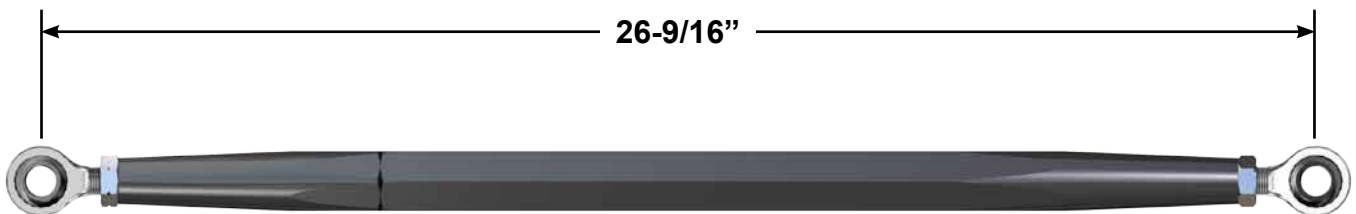
- Remove Top and Middle Control Links only from Knuckles.



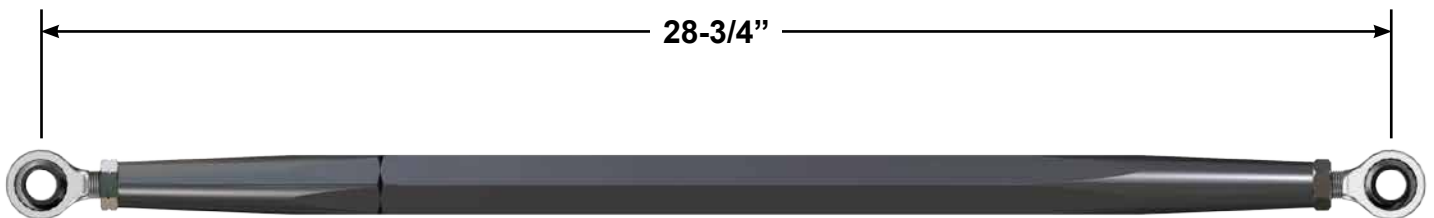
- Leave Lower Control Link attached until new Top and Middle Radius Rods have been installed.



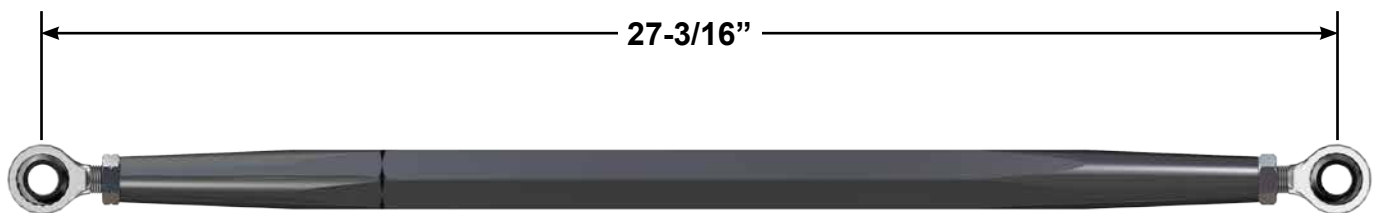
- Verify that Rods measure to dimensions shown.



Top Radius Rod - short

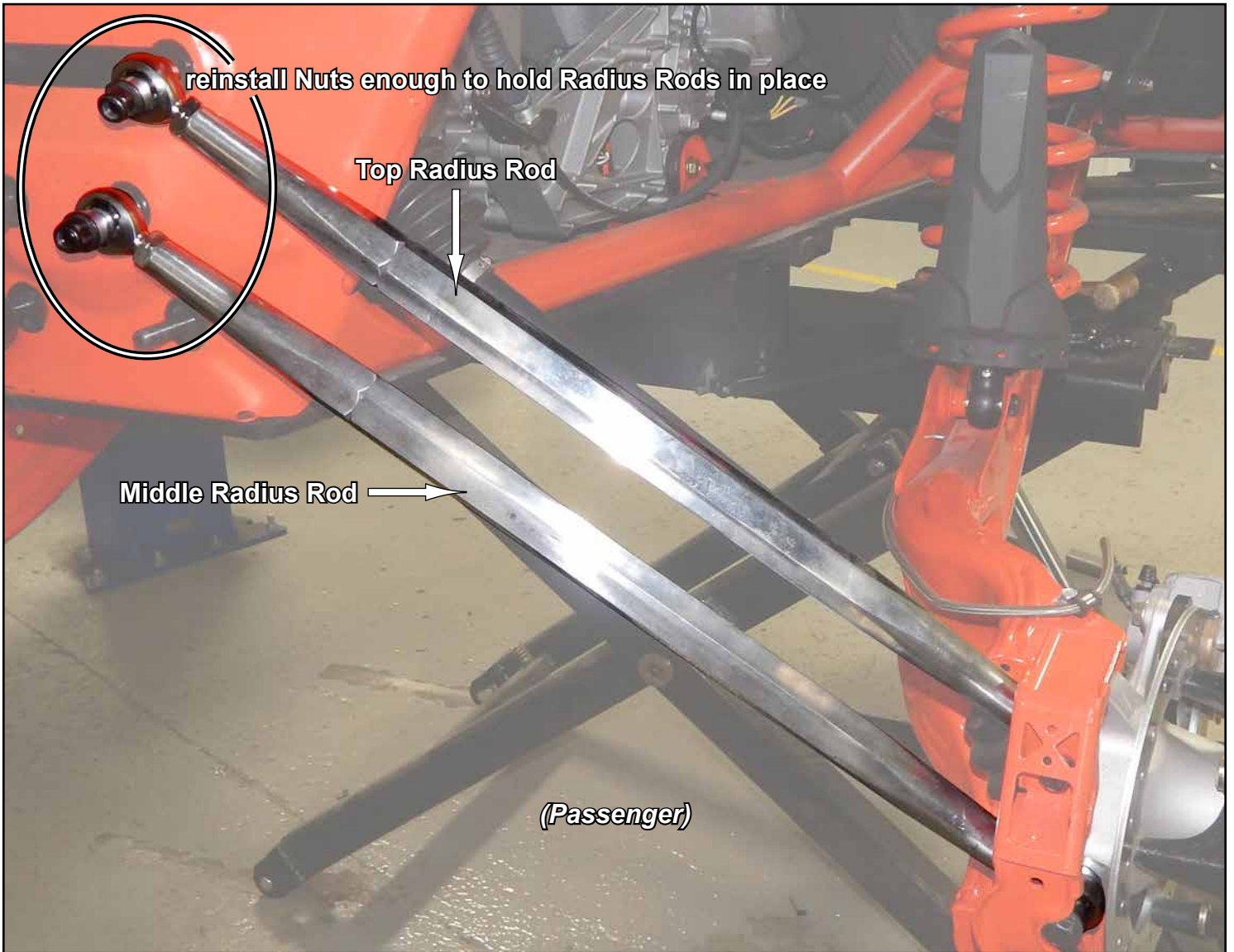


Middle Radius Rod - long



Bottom Radius Rod - medium

- Install Top and Middle Radius Rods to Frame and Knuckle with stock hardware.



- Remove stock Lower Control Link and install Bottom Radius Rod with stock hardware.



- Install remaining Radius Rods and Rear Plate. Tighten all hardware completely.

