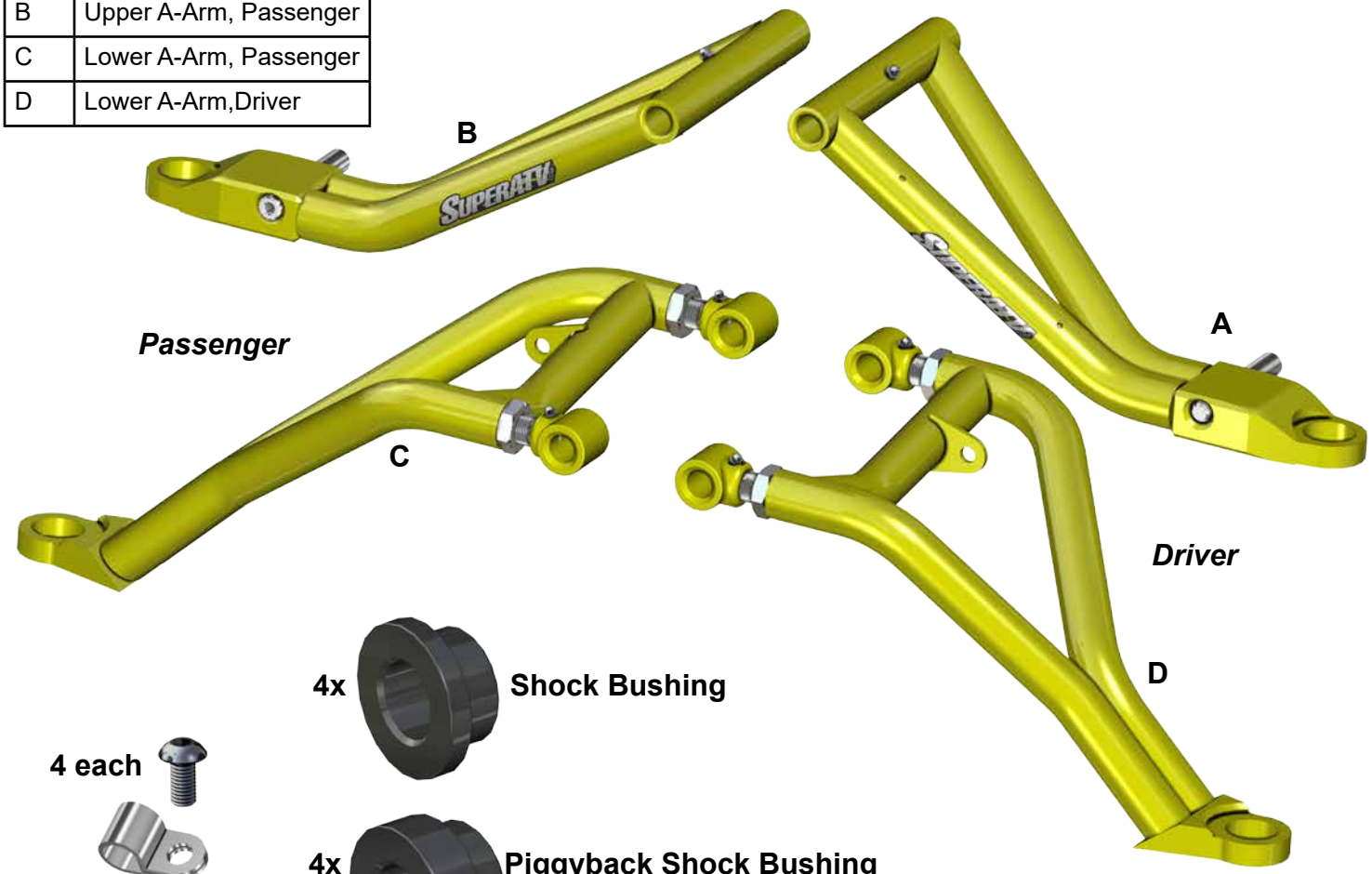
2753 Michigan Road • Madison, Indiana 47250 • 855-743-3427

INSTALLATION INSTRUCTIONS

High Clearance A-Arms:
for Can-Am Commander

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

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

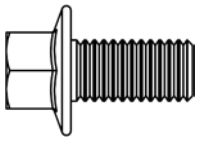


4x **Shock Bushing**

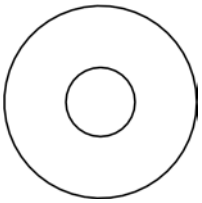
4 each

Brake Line Clip and hardware

4x **Piggyback Shock Bushing**



2x **M8-1.25 x 16mm Lg. FHCS**



2x **M8 Washer**

Need help with your installation?

sales@superatv.com

www.superatv.com

1-855-743-3427

8:00am - 9:00pm 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

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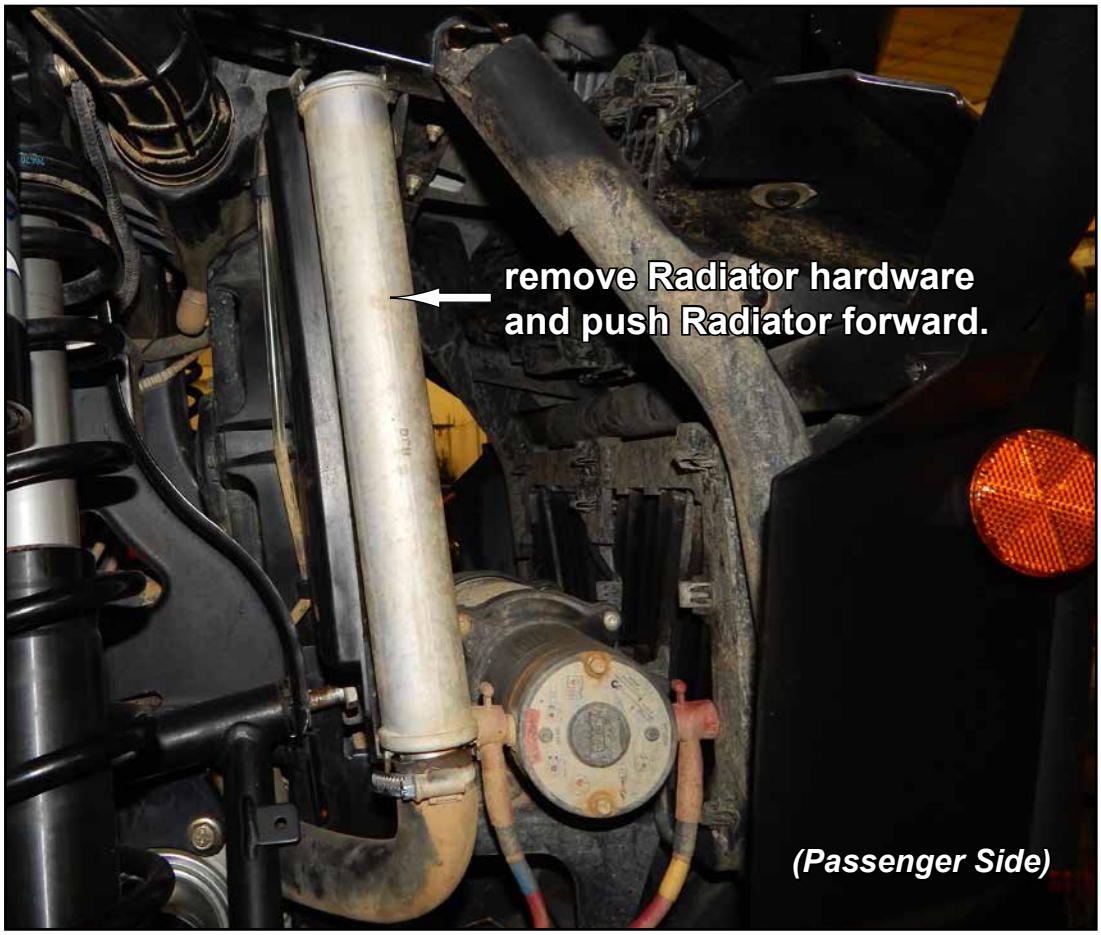
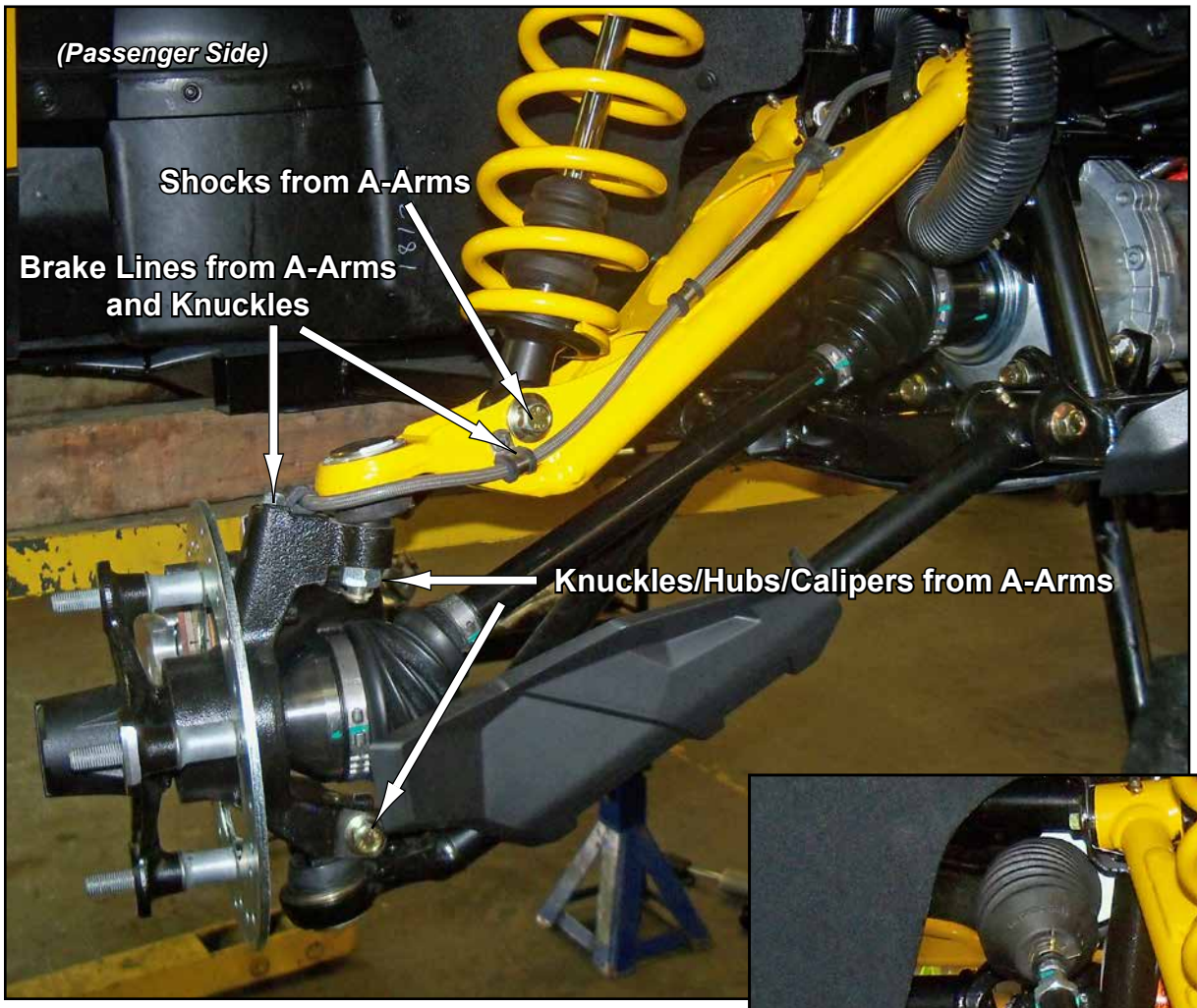
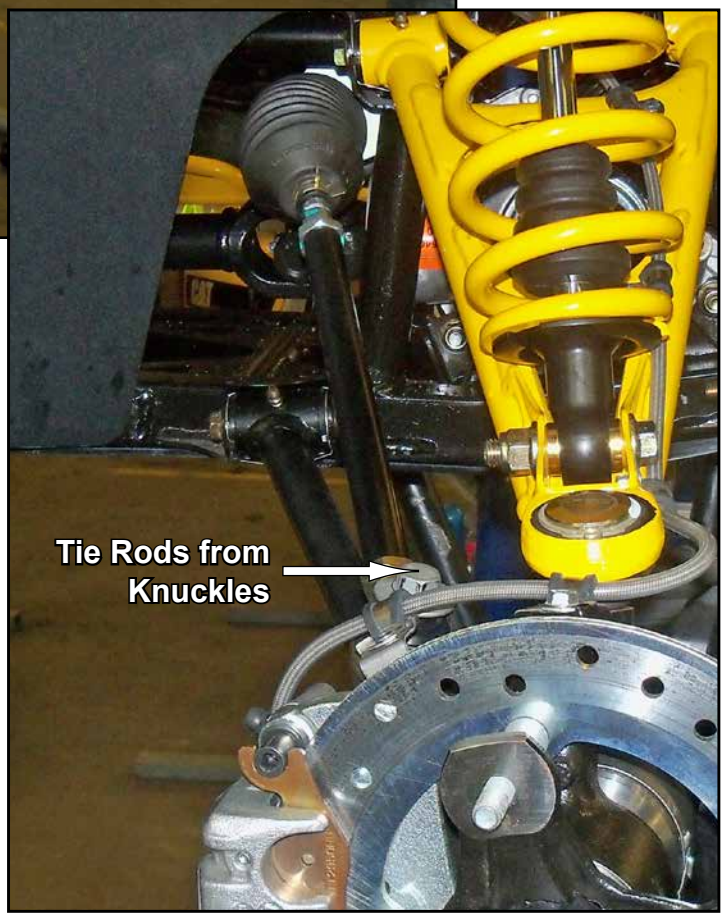
Rev IN-AA-CA-COM-HC-002 1/25/2018

Splash Guards and Radiator must be removed in order to remove Upper A-Arm hardware.



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

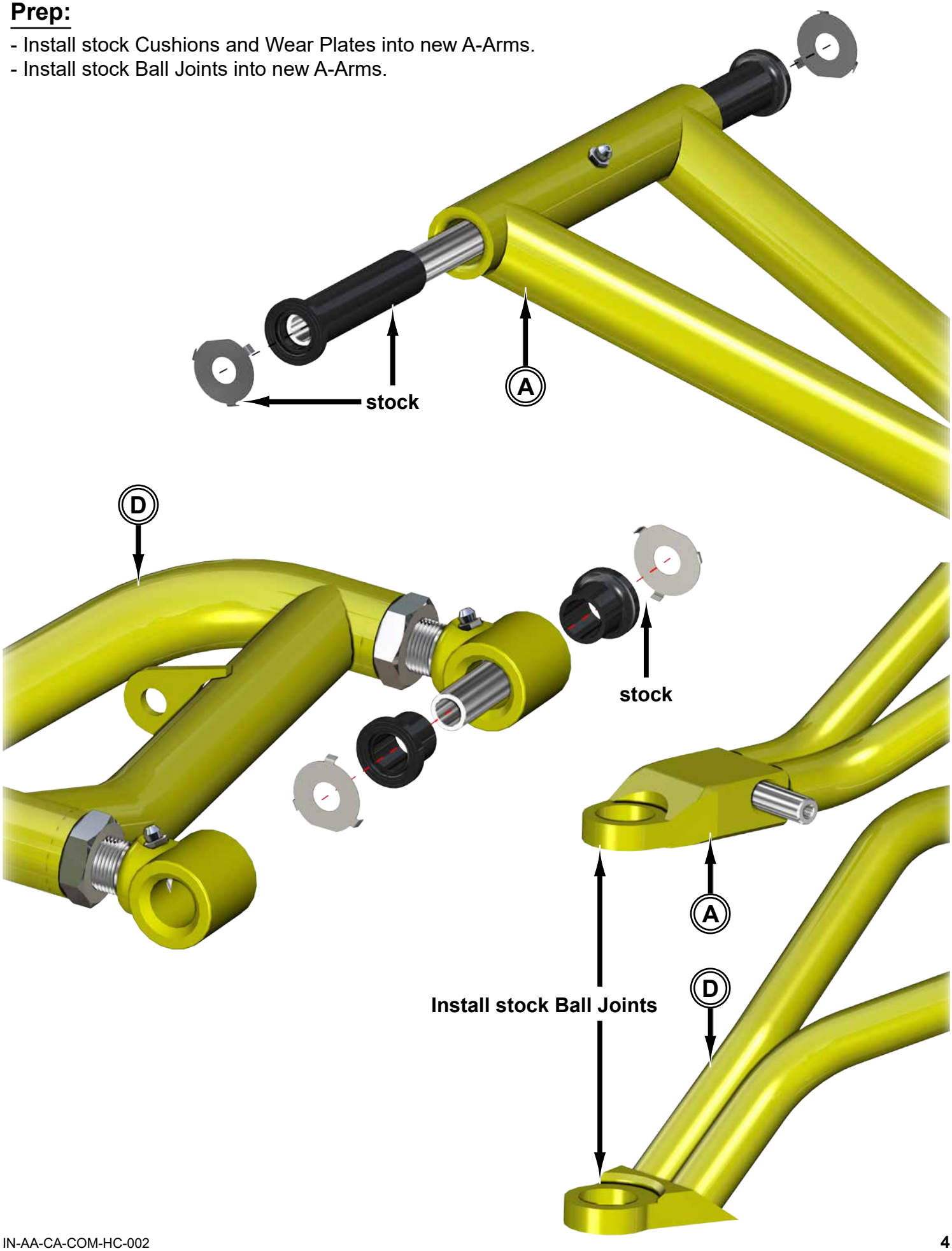




- Remove Cushions and Wear Plates from stock A-Arms.
- Remove Ball Joints from stock A-Arms.

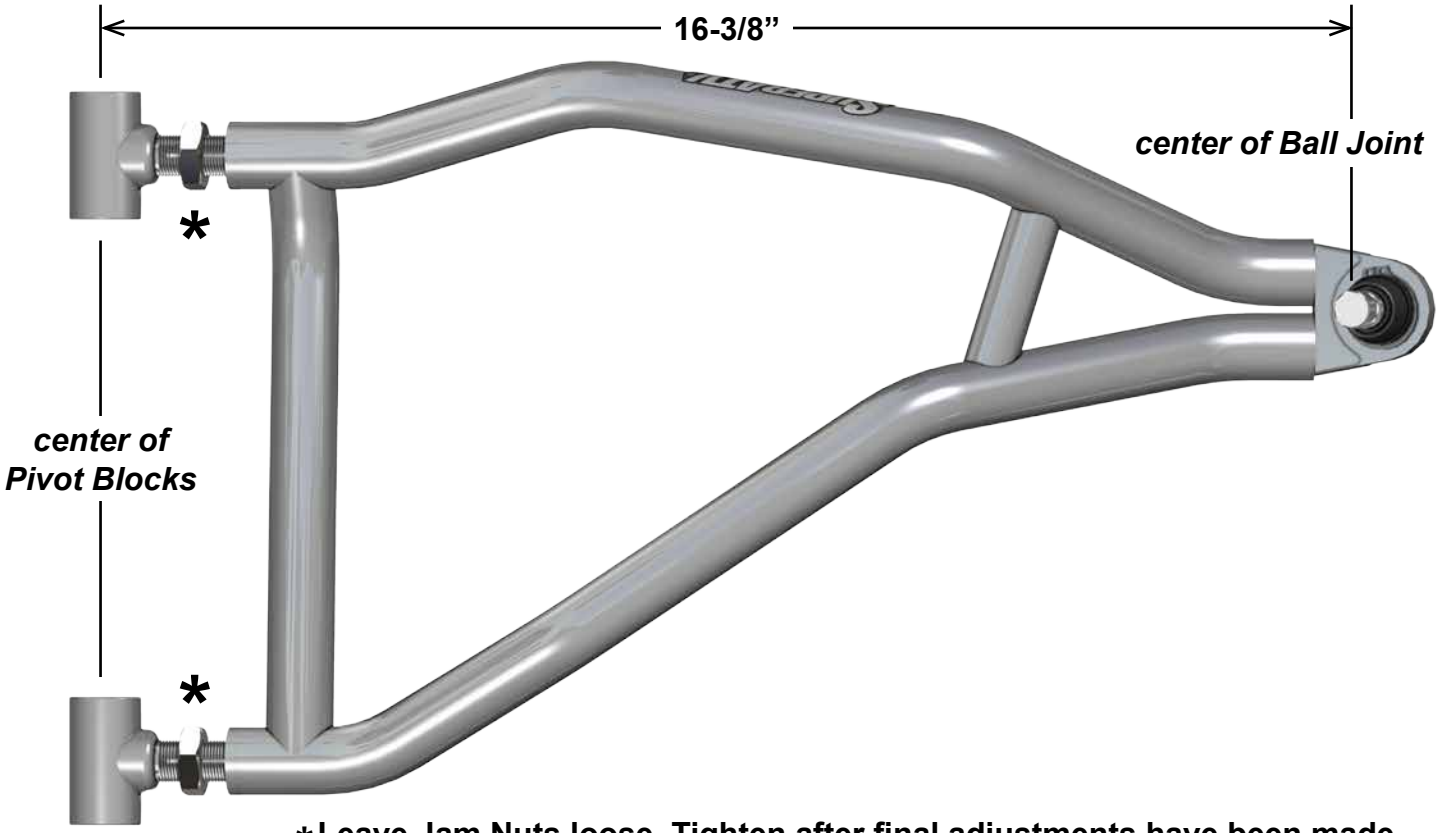
Prep:

- Install stock Cushions and Wear Plates into new A-Arms.
- Install stock Ball Joints into new A-Arms.



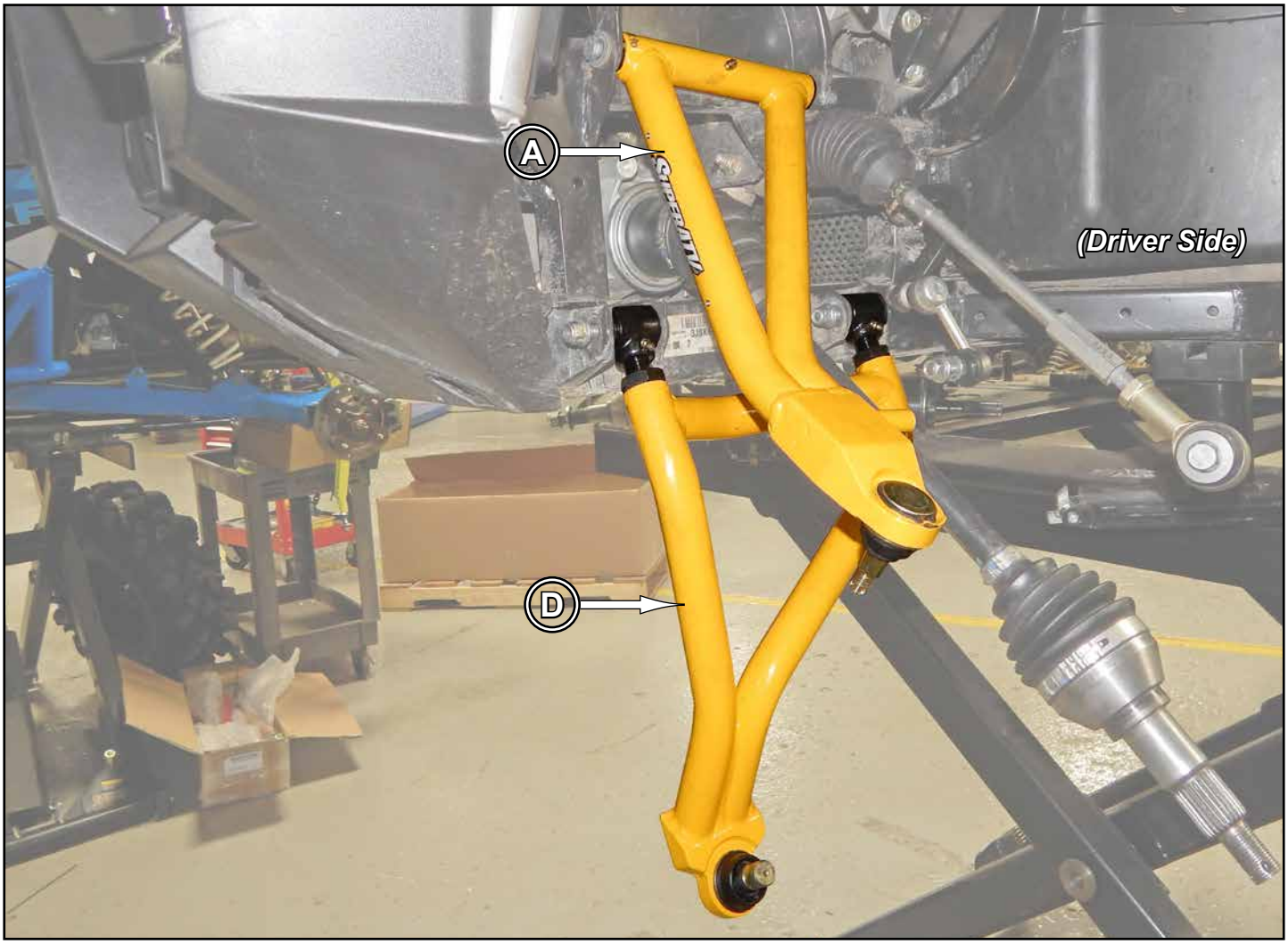
PIVOT BLOCK SETTINGS

- 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.

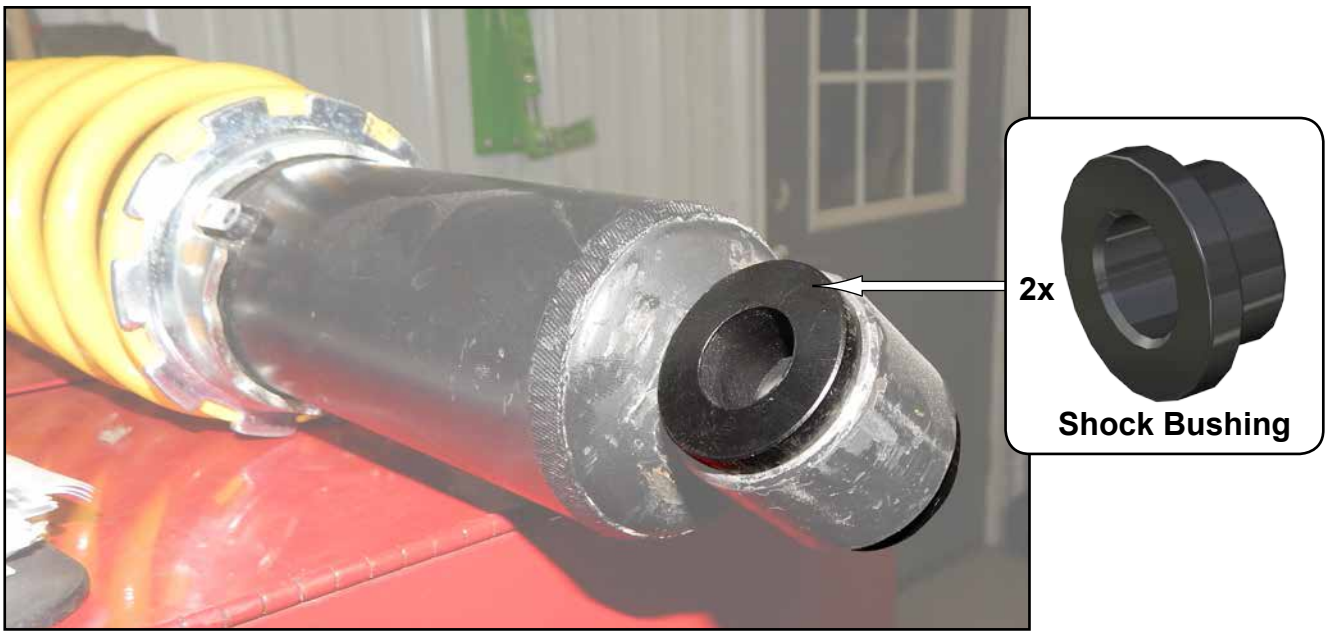


∗**Leave Jam Nuts loose. Tighten after final adjustments have been made.**

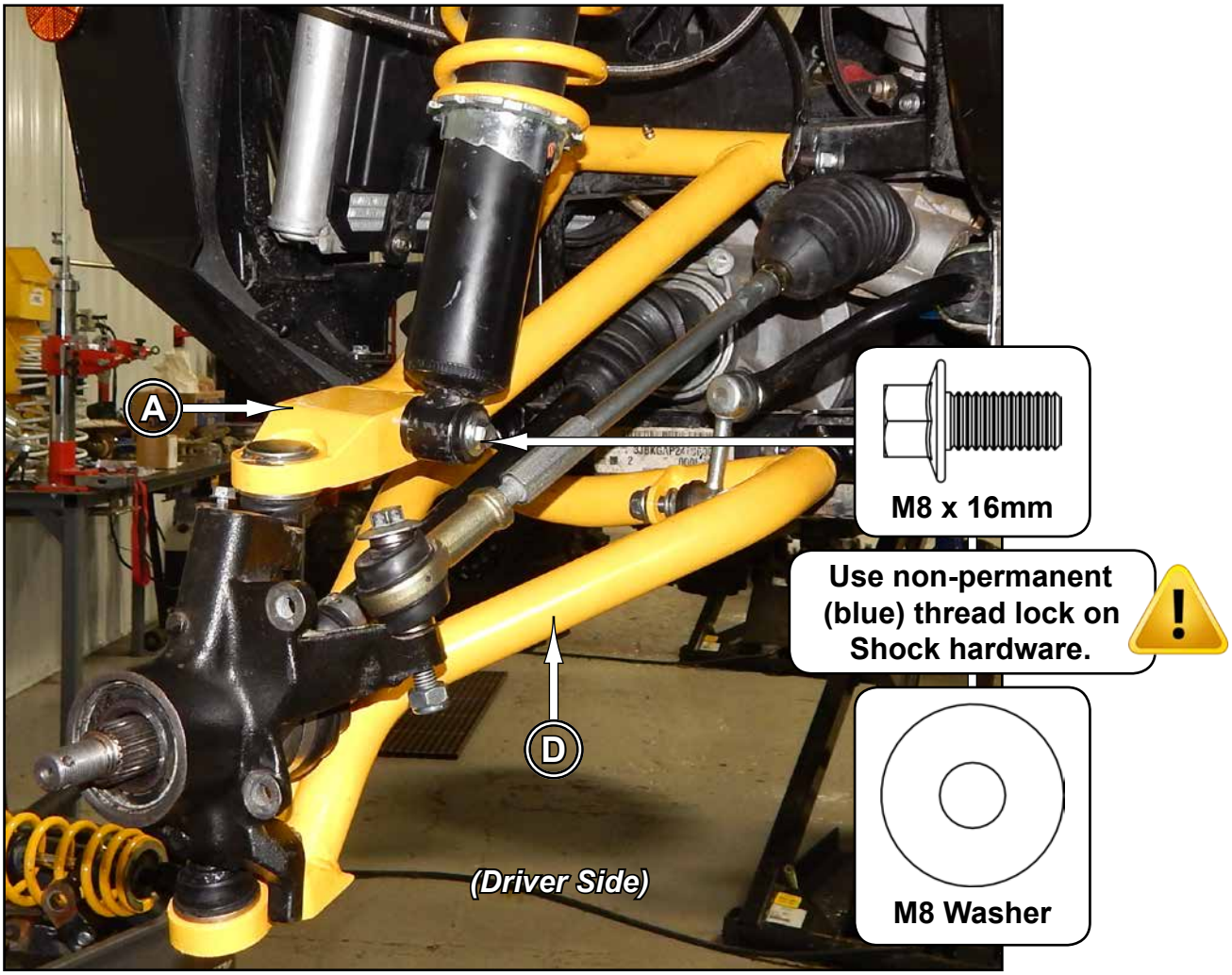
- Install Upper A-Arms to Frame with stock hardware. SuperATV recommends using Loc-Tite on Nuts.
- Install Lower A-Arms to Frame with stock hardware. ***Do not install Nuts until all final adjustments have been completed.***



- Replace stock Lower Shock Bushings with provided Shock Bushings.
- 2 sets of Bushings are provided. Use correct set when installing.

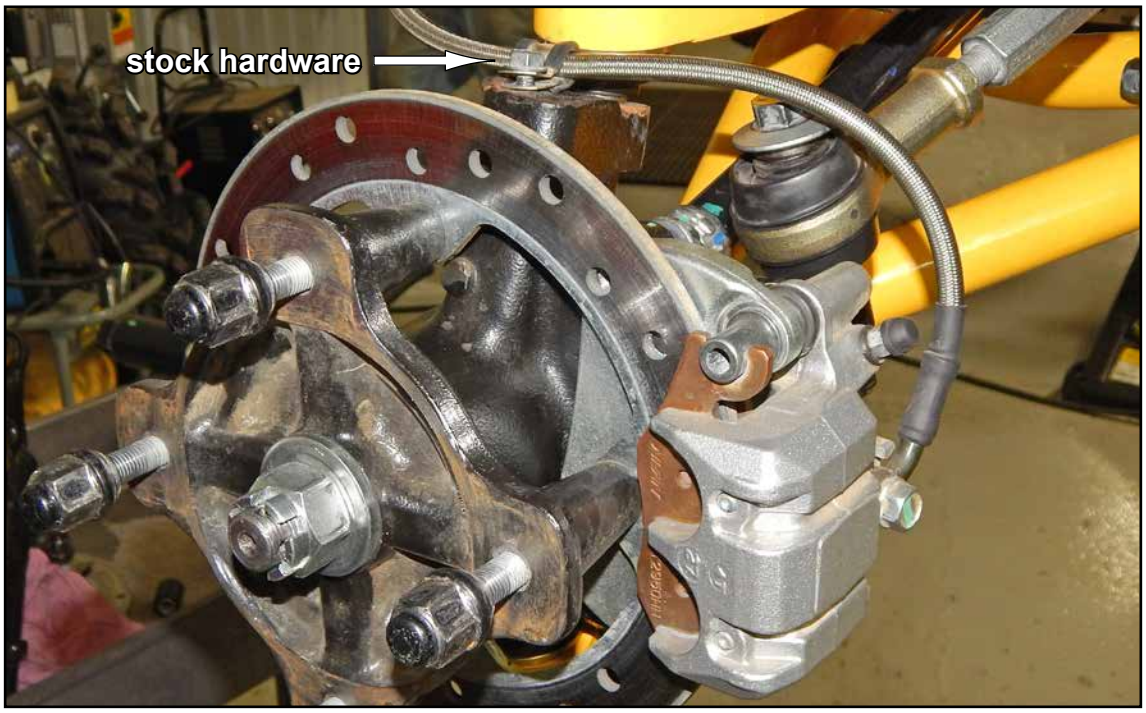


- Install Knuckle to A-Arms (A)(D) with stock hardware. ***Do not install Nuts to Lowers until all final adjustments have been completed.***
- Install Shock to Frame with stock hardware. Secure to Upper A-Arm (A) with hardware shown.
- Secure Tie Rod End and Sway Bar Link with stock hardware.

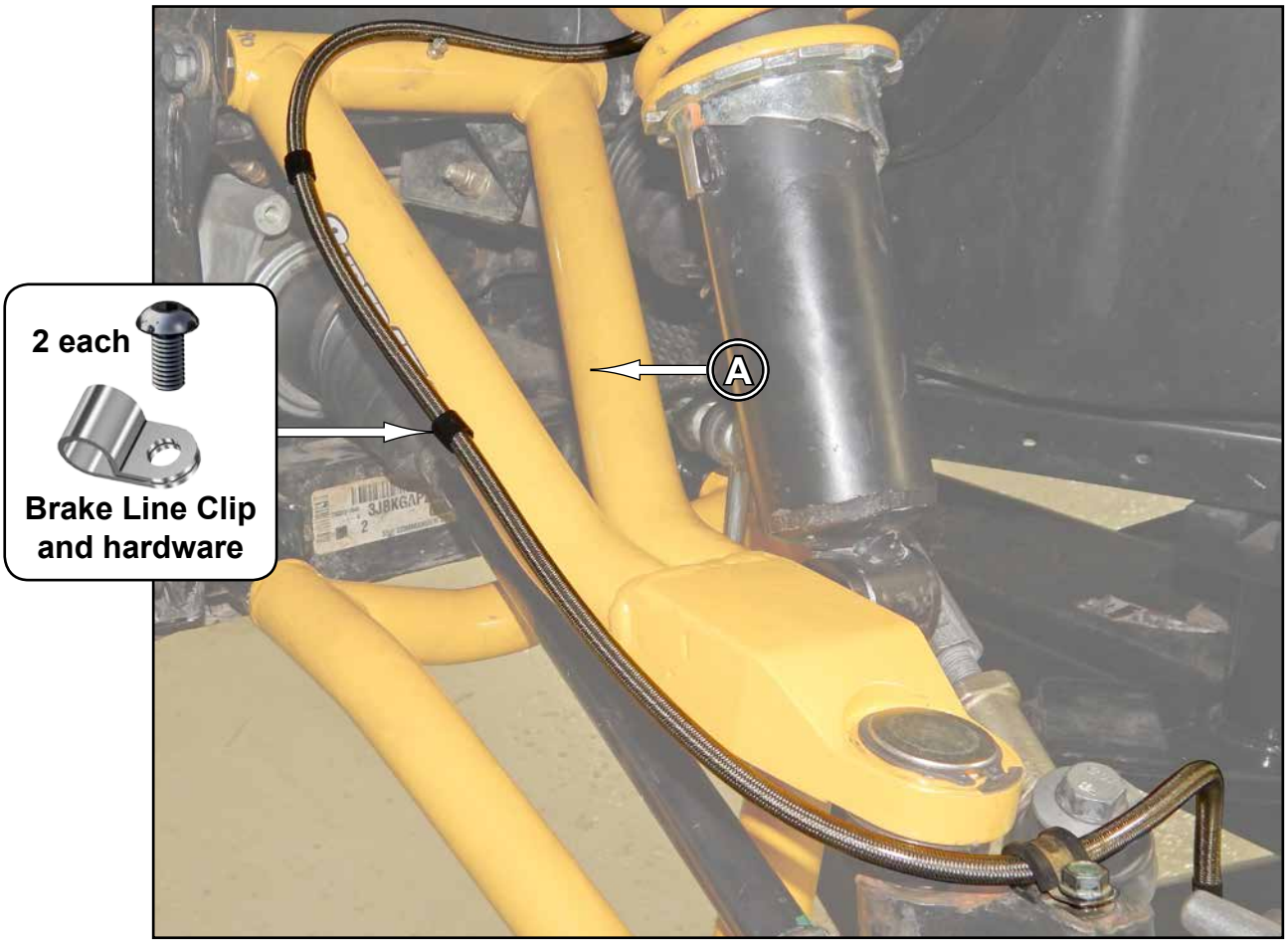


- Reinstall Hub with stock hardware.

- Reinstall Caliper with stock hardware.
- Secure Brake Line to Knuckle 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 Line to Upper A-Arm (A) with hardware shown.



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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.**

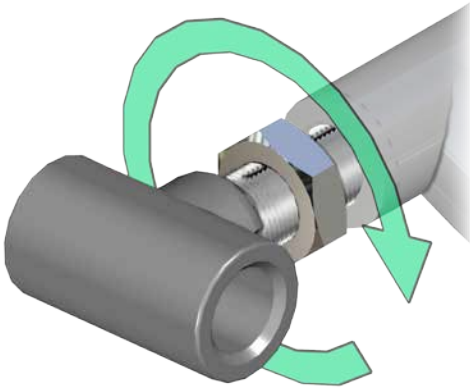
Adjusting Camber:

- 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°



IN-Arm-Settings