

We know most people hate reading instructions that come with something, so we've compressed the instructions down to a few hints, and some good pictures. So if you need more help, feel free to send us an e-mail and we'll personally give you some assistance. [DiamondJCustoms@yahoo.com](mailto:DiamondJCustoms@yahoo.com)

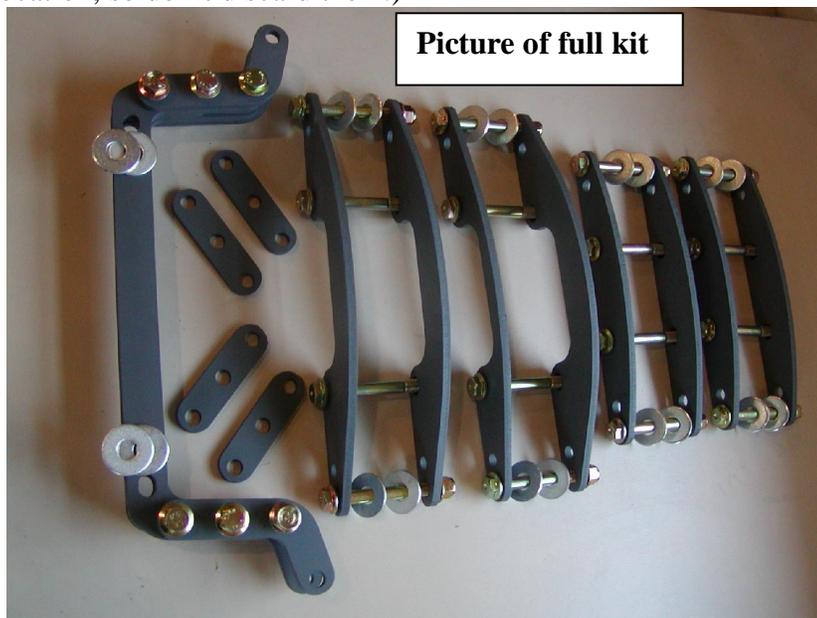
## Safely support the ATV and remove the tires

Safely support the ATV so the front tires are about 2 to 3 inches from the ground. Don't get hurt, be careful how you lift and support the ATV (don't simply support it with a jack that might tip or fall). If you remove the tires, it will make handling the suspension components much easier. Also, the trick is to not remove the brake lines during this process, and to do that you'll need to support the heavy hubs and a-arms. If you feel that you need more length to your brake lines, you can detach them at the spindles, and reroute them "under" the top frame member, and maybe disconnect one of the intermediate support clamps.

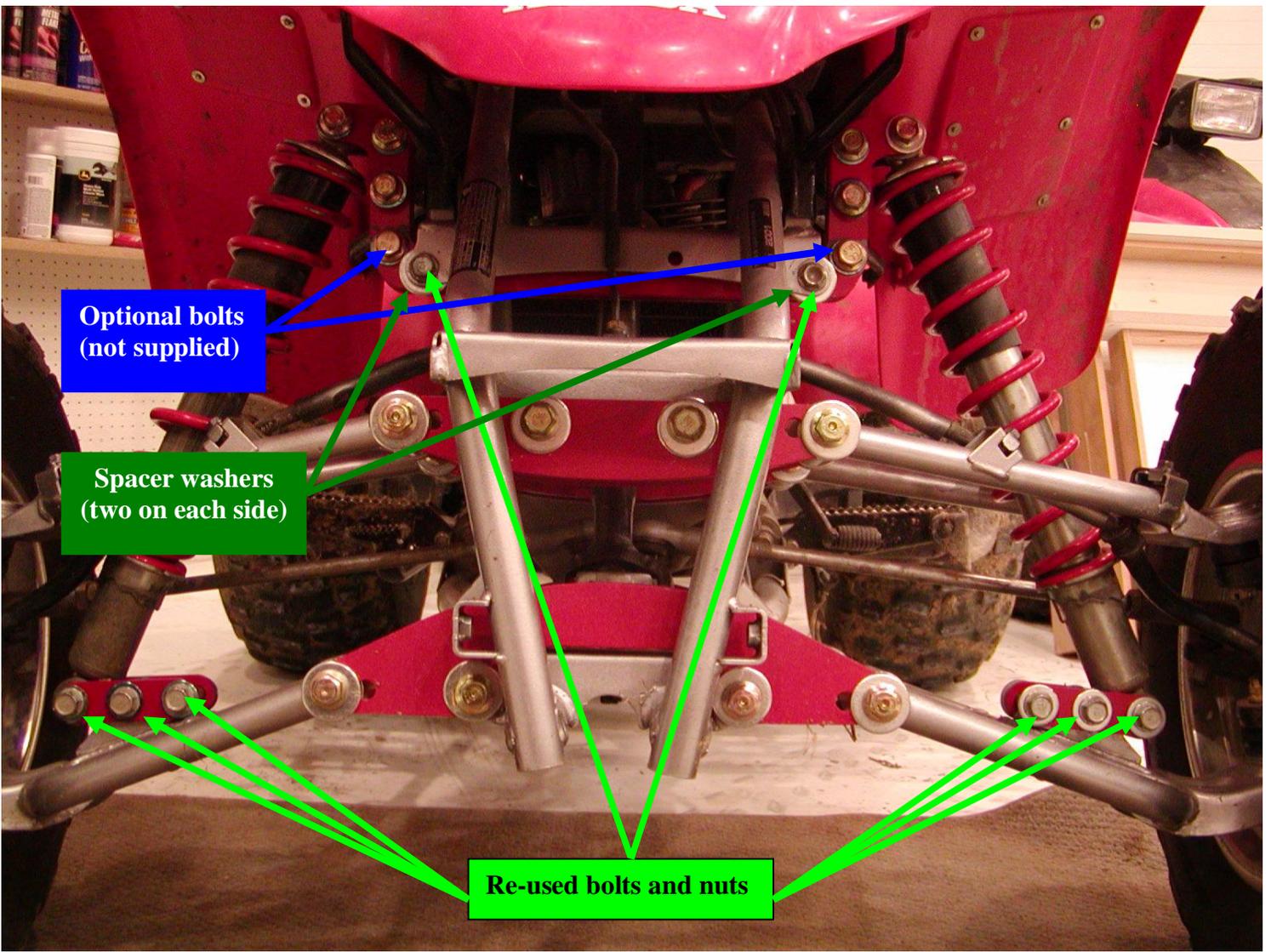
We found that it worked best to lay each of the tires down under the hub on each side, so when you disconnect the a-arms, you can lay them on top of the tires.

## Remove the front bumper, shocks, steering tie rods & a-arms

Removing the bumper makes it much easier to get at all of these components. We highly recommend it. Remove the bolts on the top and bottom of each shock, and remove the shocks. Remove the tie rods from each. Then remove the two bolts that attach each of the a-arms. (Six of these eight bolts will be reused in a different location, so don't discard them.)



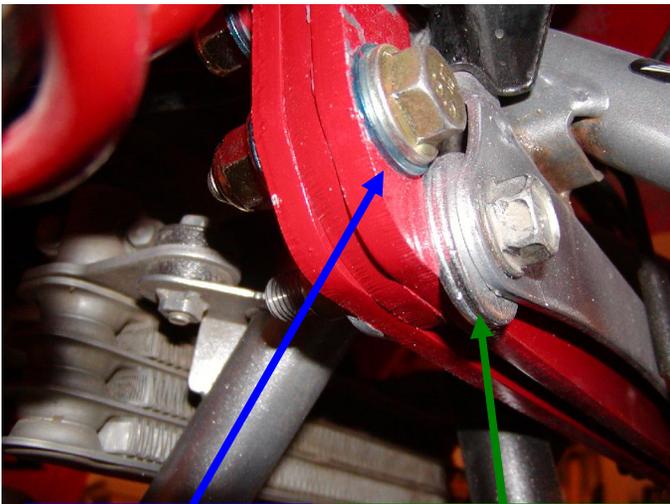
For all eight of the a-arm extension plates, you'll need to feed the plate in from the side before putting the bolts through the holes. It's best to put all of the parts together before tightening anything. This is especially true for assembling the a-arms to the mount brackets. We've included two washers for each of the eight a-arm ends. These washers should go between the brackets provided and the a-arm bushing to take up the space created by bolting on the outside of the stock frame mounts (see the last picture on the next page). There are also two washers provided to take up the extra space between the provided top shock mount brackets and the original top shock mounts on the frame. These washers can go toward the front of the ATV. All other washers shown in the pictures are optional. If you want to add them, you can go to the hardware store and buy washers with 7/16" holes. We used them because they protect the paint on the brackets while you are tightening the bolts.



Optional bolts  
(not supplied)

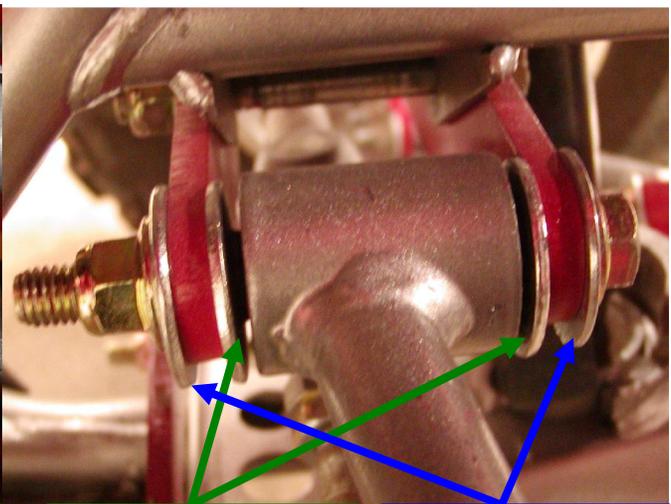
Spacer washers  
(two on each side)

Re-used bolts and nuts



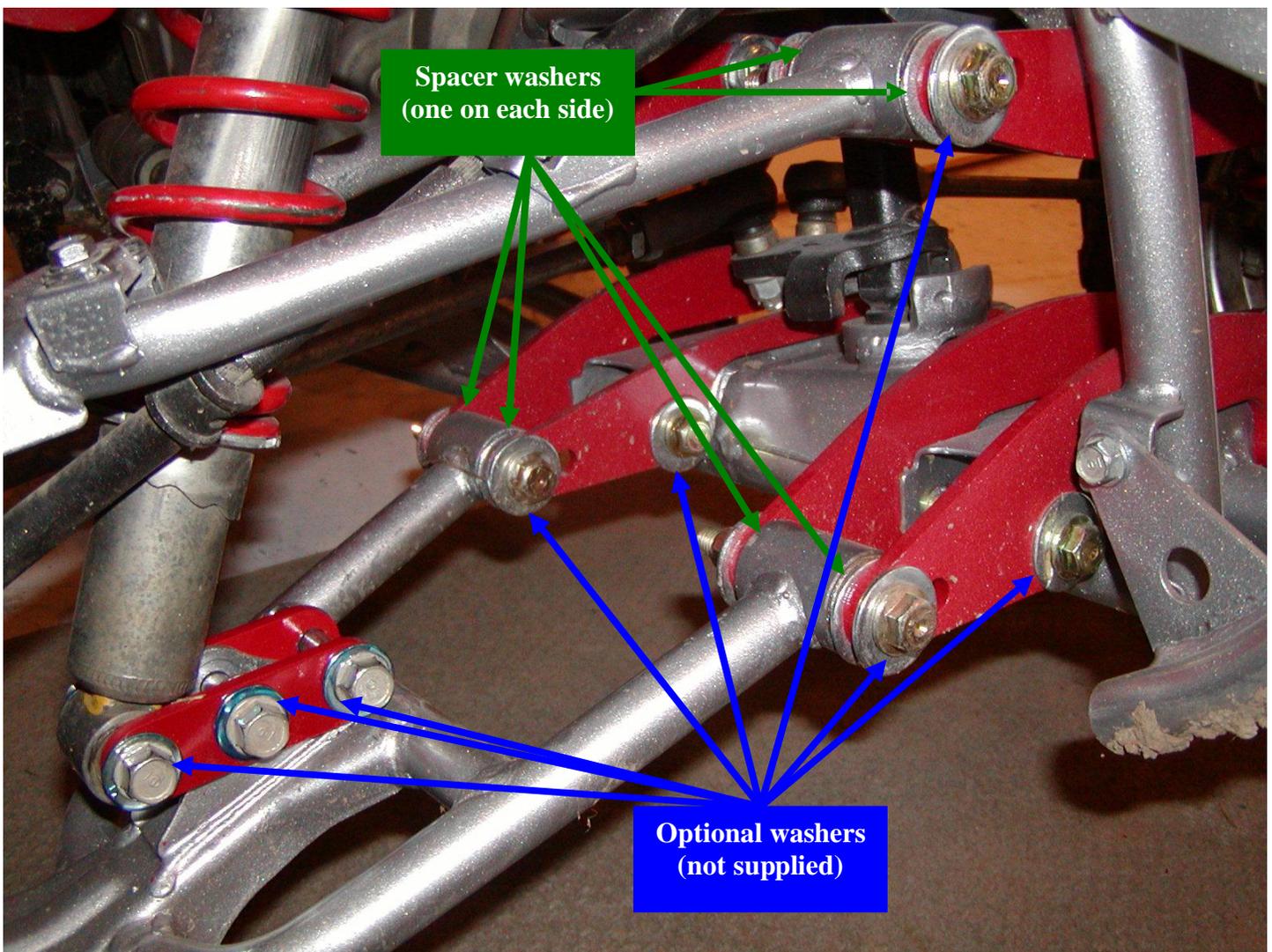
Optional washers  
(not supplied)

Two spacer washers  
(only in front of  
brackets)



Spacer washers  
(one on each side)

Optional washers  
(not supplied)



Tighten all of the nuts, and test ride the quad.

That's all there is to it. Make sure you get all of the hardware (nuts and bolts) tight on the brackets and on both ends of the shocks.

If you want to experiment with different length shocks, you can take the two L-shaped brackets that hold the shock, and mount them in any of these four configurations:

1. As shown above with the L-shaped bracket in the top set of holes with the slot to the top. This is for the longest shock length possible. This is the configuration recommended as a starting point.
2. With the shock mount slot up, using the two bottom holes on the sides of the U-shaped piece. This will give you more ground clearance or the ability to use a shorter shock than a 400ex.
3. You can flip these L-shaped brackets upside down so the slot is to the bottom and use the same two holes in the U-shaped bracket. This is for the shortest shock length possible, and is length that would work if you wanted to mount the stock shocks back on.
4. You can flip the L-shaped brackets upside down so the slot is to the bottom and use the top two holes used in Number 3. This will give a slightly shorter shock length than Number 2.

We hope this gives you a good start with using your widening kit. As always, if you have questions, just send us an email at [DIAMONDJCUSTOMS@YAHOO.COM](mailto:DIAMONDJCUSTOMS@YAHOO.COM) Thank you for your purchase!!!