

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

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 consider detaching them at the spindles, and reroute them in a different manner around the top frame member, and maybe disconnect one of the intermediate support clamps.

We have 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. It is highly recommended. 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. (Some of these eight bolts will be reused in a different location, so don't discard them.)

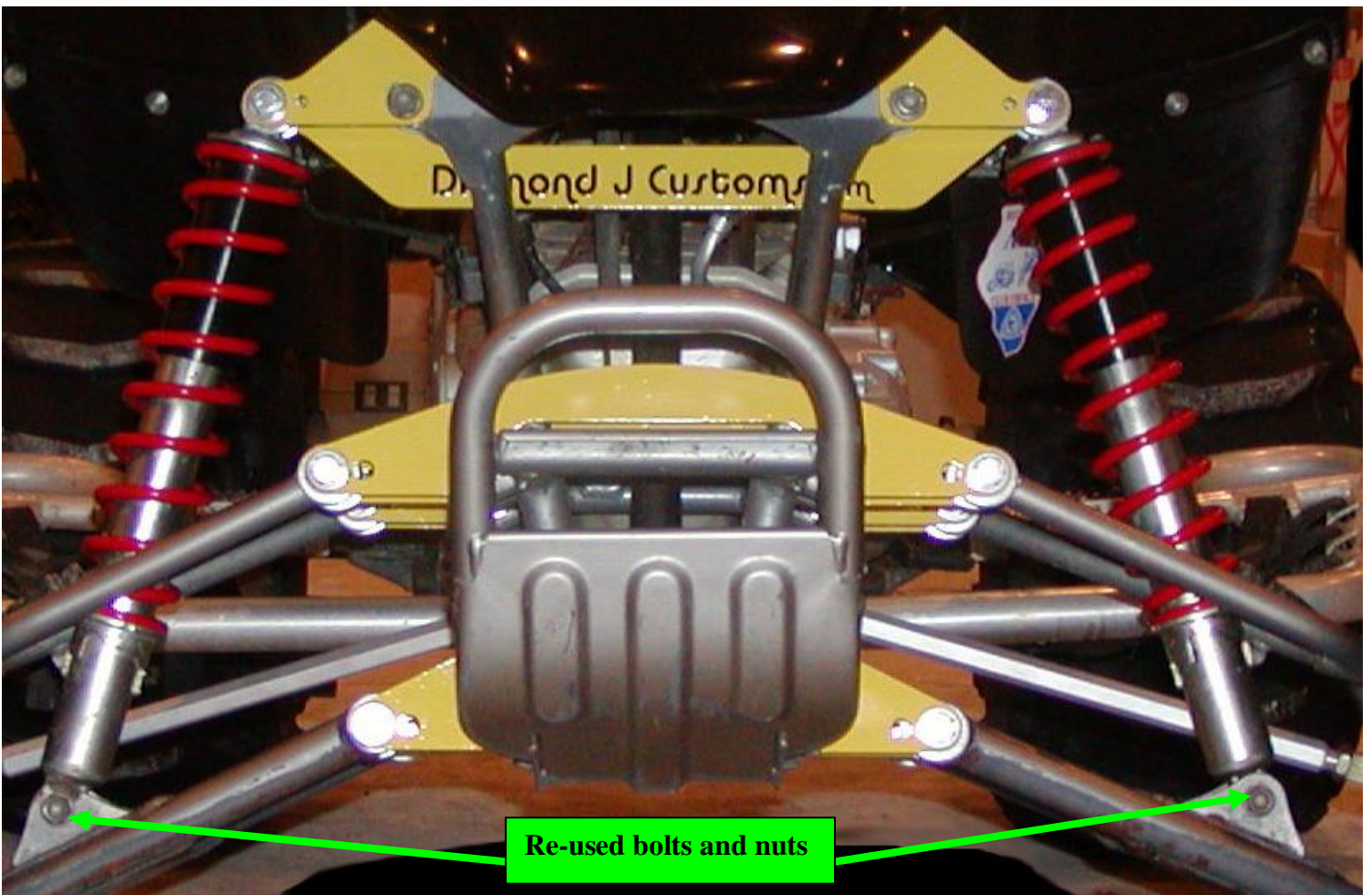
Picture of full kit



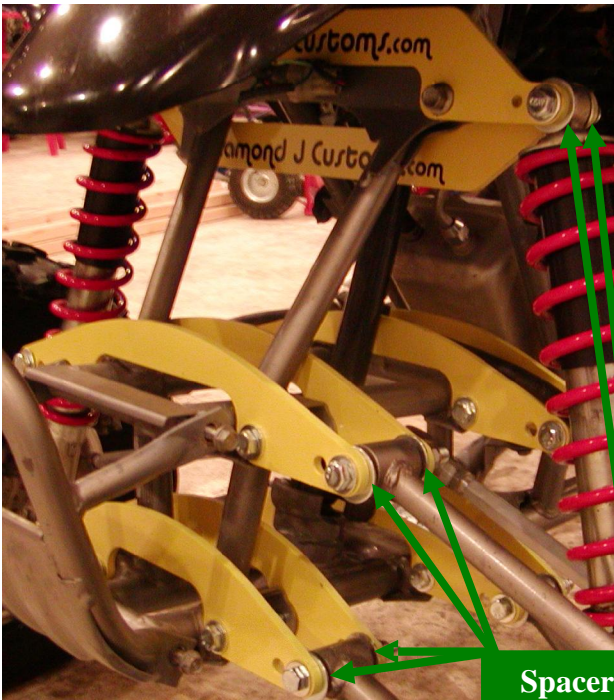
For all eight of the a-arm extension plates, you'll need to feed the plate in from the side before putting the bolts through the holes. It's best to put all of the parts together before tightening anything. This is especially true for assembling the a-arms to the mount brackets. We've included two washers 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). All other washers shown in the pictures are optional and may not be provided. If you want to add them, you can go to the hardware store and buy washers with 7/16" holes.

We use them because they protect the paint on the brackets while you are tightening the bolts.

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 Thank you for your purchase!!!

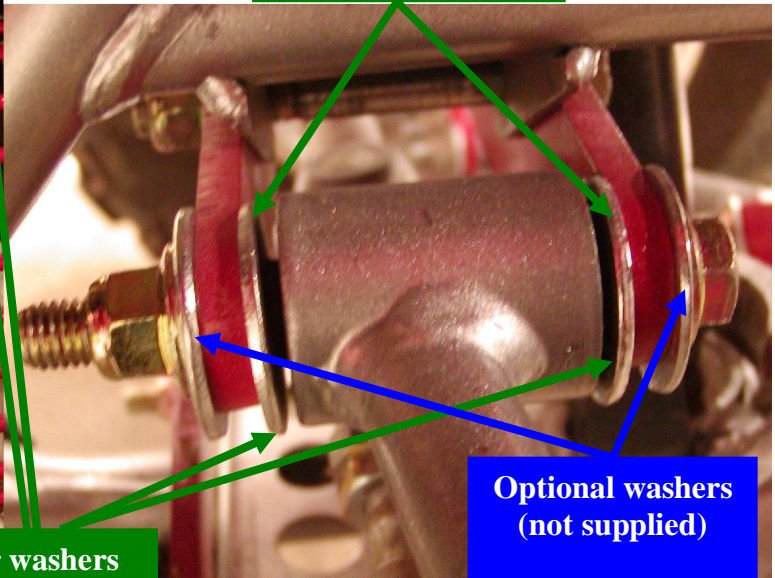


Re-used bolts and nuts



**Spacer washers
(one on each side)**

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**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. Also, retighten the bolts after the first ride in case things shift after initial cycling of system.