

We know most people hate reading instructions that come with something, so we've compressed the instructions down to a few instructions 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

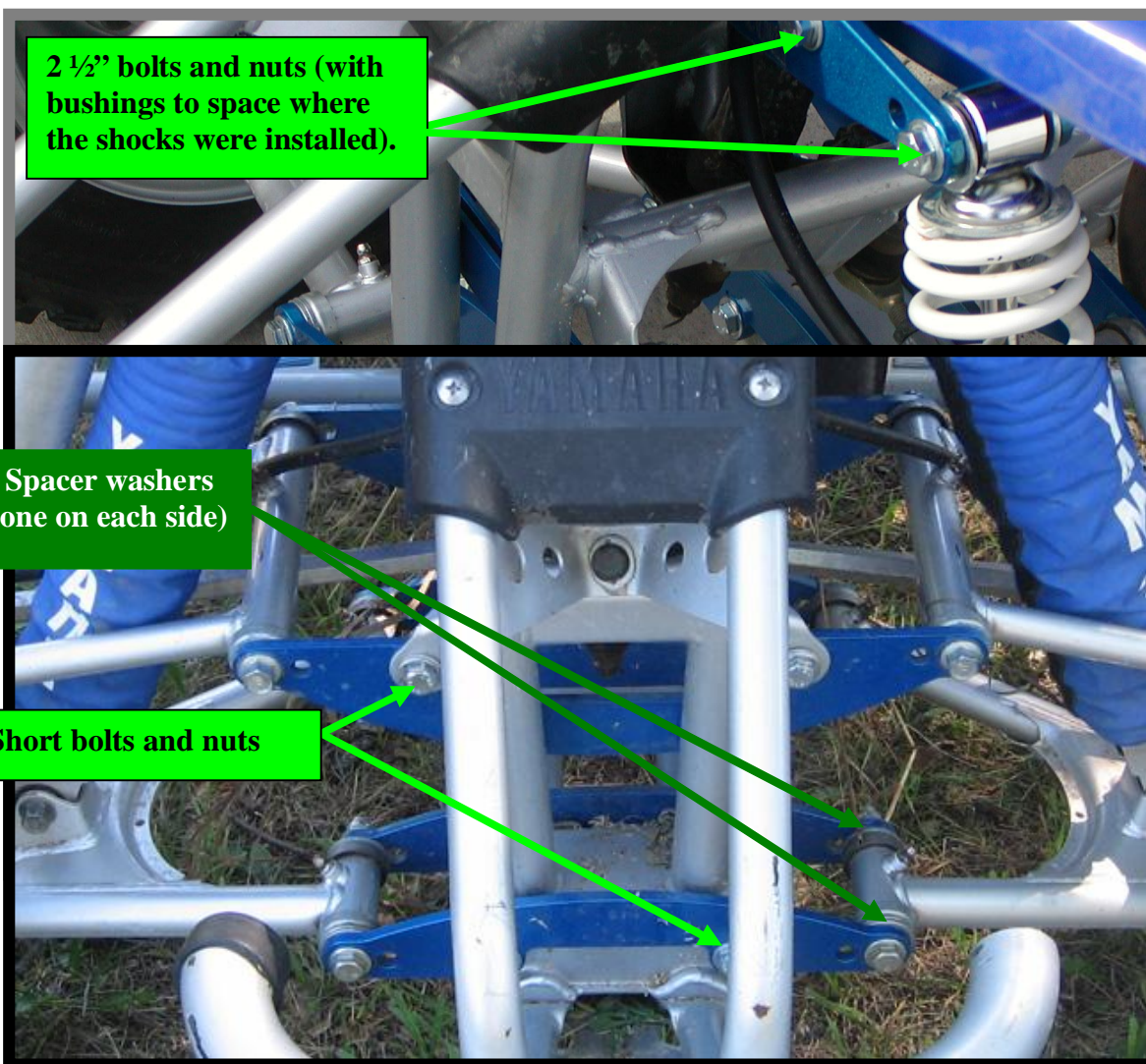
Safely support the ATV and remove the tires

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 shocks, steering tie rods & a-arms

Removing the bumper (on models where it is possible) makes it much easier to get at all of these components. It is 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.



For all 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 washers to be used between the brackets provided and the a-arm bushing to take up the space created by bolting on the outside of the stock lower frame mounts (one washer on each side of the a-arm bushing will probably be

needed). The other washers go under the head of each bolt and under each nut to protect the paint on the

brackets while you are tightening the bolts. The upper a-arm brackets both go on the rear side of the frame mounts, and the long stock bolts are reused to attach them to the brackets.

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!!!

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.