



Polaris Predator 90

Widening Kit using Stock Shocks

Preparing the ATV

Please refer to manufactures instructions for removing tires, bumpers, shocks and a-arms.

Remove the tires: *Removing the tires will make handling the suspension components easier.

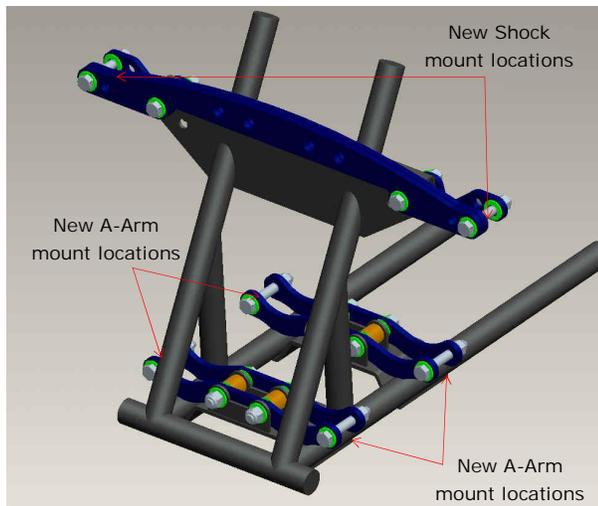
- Support the ATV so the front tires are at least 2 to 3 inches from the ground with a strong, solid support. Do not simply support it with a jack that might tip or fall.

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

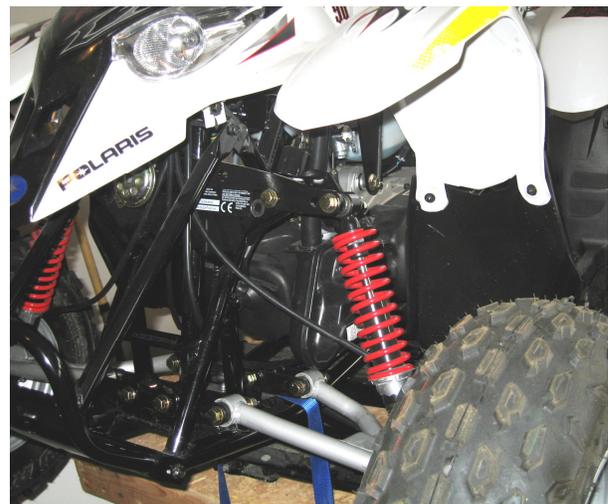
We have found that it worked best to lie each of the tires down under the hub on each side, so when you disconnect the a-arms, you can lay them on top of the tires.

- Removing the bumper is highly recommended for installing the widening kit.
- Remove the bolts on the top and bottom of each shock and remove shocks.
- Remove tie rods by loosening the jam nuts on each end at the ball joints. Rotate them until they come off at the ball joint.
- Remove the two bolts that attach each a-arm to the frame and remove a-arms. Try to keep pressure off the brake line. We strongly suggest you do not remove the brake line. However, if you feel that you need more length added to your brake lines, you can consider detaching them at the spindles and rerouting them. They can be rerouted around the top frame member. you may have to disconnect one of the intermediate support clamps to accomplish this.

Installing the Widening Kit



Fully Assembled Kit on Polaris 90



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KIT INCLUDES:

- | | |
|---|-----------------|
| 4- A-Arm Brackets | 6- Bushings |
| 2- Shock Brackets (long, straight) | 12-2.5" Bolts |
| 2- Shock Brackets (short with curve) | 12- Nylok Nuts* |
| 2- Tie Rod Extensions with regular nuts | 50- Washers* |

Nuts and washers sorted by weight, you may have extras of these items.

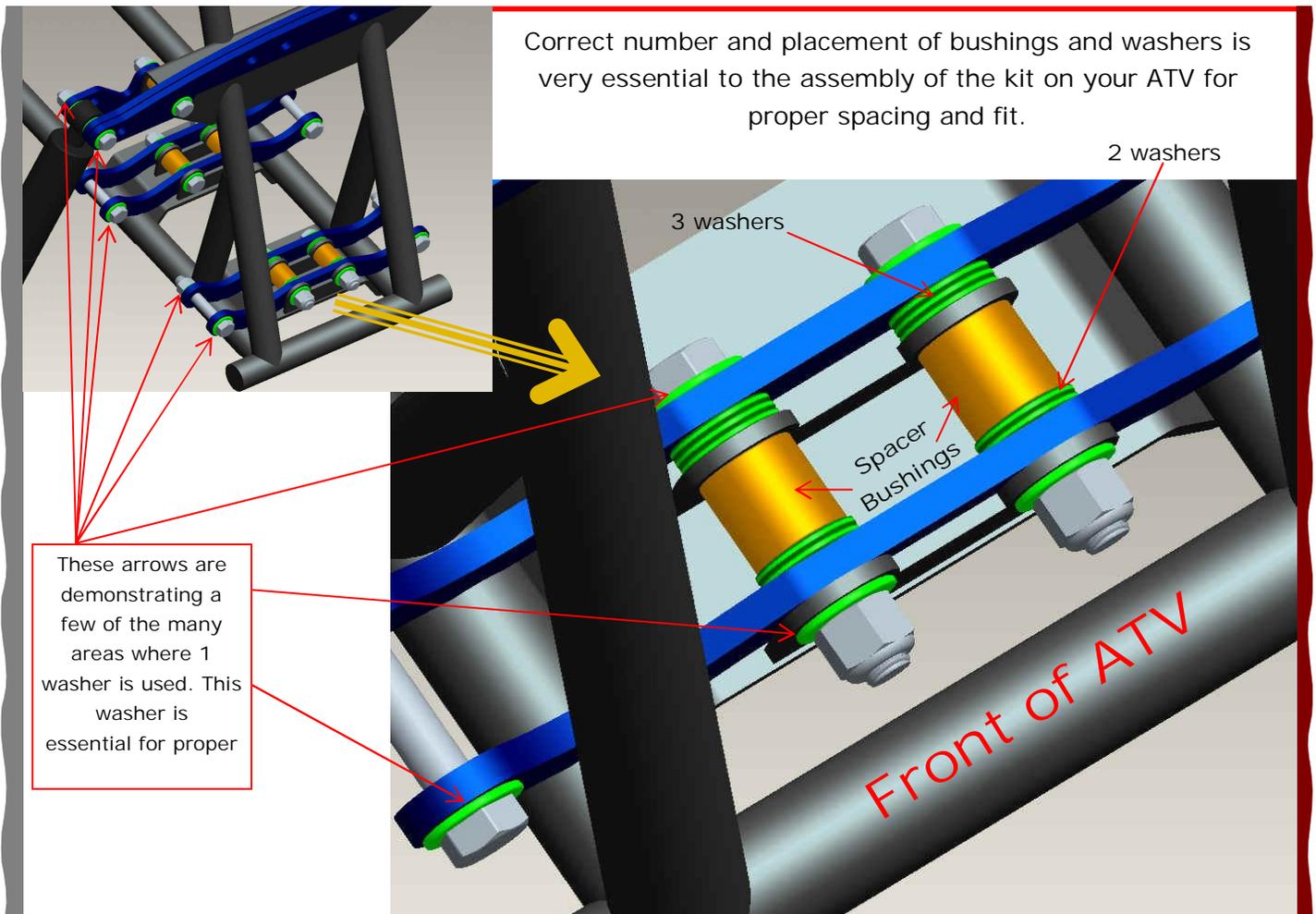
We advise assembling the entire kit onto the ATV and only loosely attaching bolts/nuts. After all parts are reassembled, go back and tighten all bolts.



Attaching extension plates:

- It is easiest to feed the plates in from the side. The a-arm extension plates should all be on the rear-end side of the frame mounting tabs which maintains proper spacing for the a-arms.
- All the bolt heads will need to point towards the rear-end of the ATV. This is important so the bolts clear the steering stem.
- The extension plates will need several washers and spacer bushings to keep proper spacing. Use the diagram below to place the appropriate number of washers and bushings. It is very important to use the correct number of washers in the designated places or spacing will not be maintained and may affect performance. Use the locking nuts to secure the bolts.
- Attach the a-arms to the extension plates.
- Reattach the tie rods. In order to reattach the tie rods, the ball joint ends have to flipped up-side-down on each side. This means that the ball joint on the wheel hub is flipped over and attached to the ATV frame and the ball joint that was attached to the ATV frame is now attached to the wheel hub.

The tie rods need to be flipped because the a-arms will interfere with the tie rod extensions. The tie rods function normally in this flipped position, but you will not be able to reinstall the cotter pins. Make sure the bolts on the ball joints are fastened securely. Lock-tight can be used for added protection against loosening.



Reattaching the stock shocks to Polaris 90:

- Install the shock mount extension brackets to the stock shock mounts following the diagram below.
- The long, straight shock extension plates go on the outside of the shock mount towards the front of the ATV. The short, curved shock extension plate goes on the outside of the shock mount towards the back of the ATV. A bushing is placed between the extension plates. Washers are used between bolt heads and extension plates and also the locking nut and extension plates. Again, it is important to have the bushings and washers in place for proper spacing.
- Bolts heads must face the front-end of the ATV and the locking nuts face the rear-end.
- Install the shocks using the original ATV mounting bolt and nut in the bottom mount and supplied hardware for the upper mount.
- Install a washer on each side of the upper shock bushing (between the shock bushing and extensions plates). Also place a washer on the outside of the extension plates by the bolt head and locking nut.
- Install a tie rod extensions sent to one end of each tie rod.
Adjust the nut on the extension so that it is nearest the body of the extension.
Screw onto the tie rods as far as it will go.
- Install the tie rods back onto the ball joints, one at the wheel and one at the steering stem. Rotate making sure both ends are connected until they are completely on the ends.
- Once all of the pieces are in place, make sure all of the parts are centered from left to right in the slots before tightening nuts. Systematically tighten all nuts and bolts to make sure none are missed. Do not over-tighten! The locking Nylok Nuts are designed to hold in place.
- Re-install the front tires and reassemble the bumper. Make sure all bolts are fasten securely. You can adjust the alignment and toe-in at this point. Put on your helmet and give the ATV a trial run. After the first ride, make sure the hardware is tight in case parts have shifted during riding.

