

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

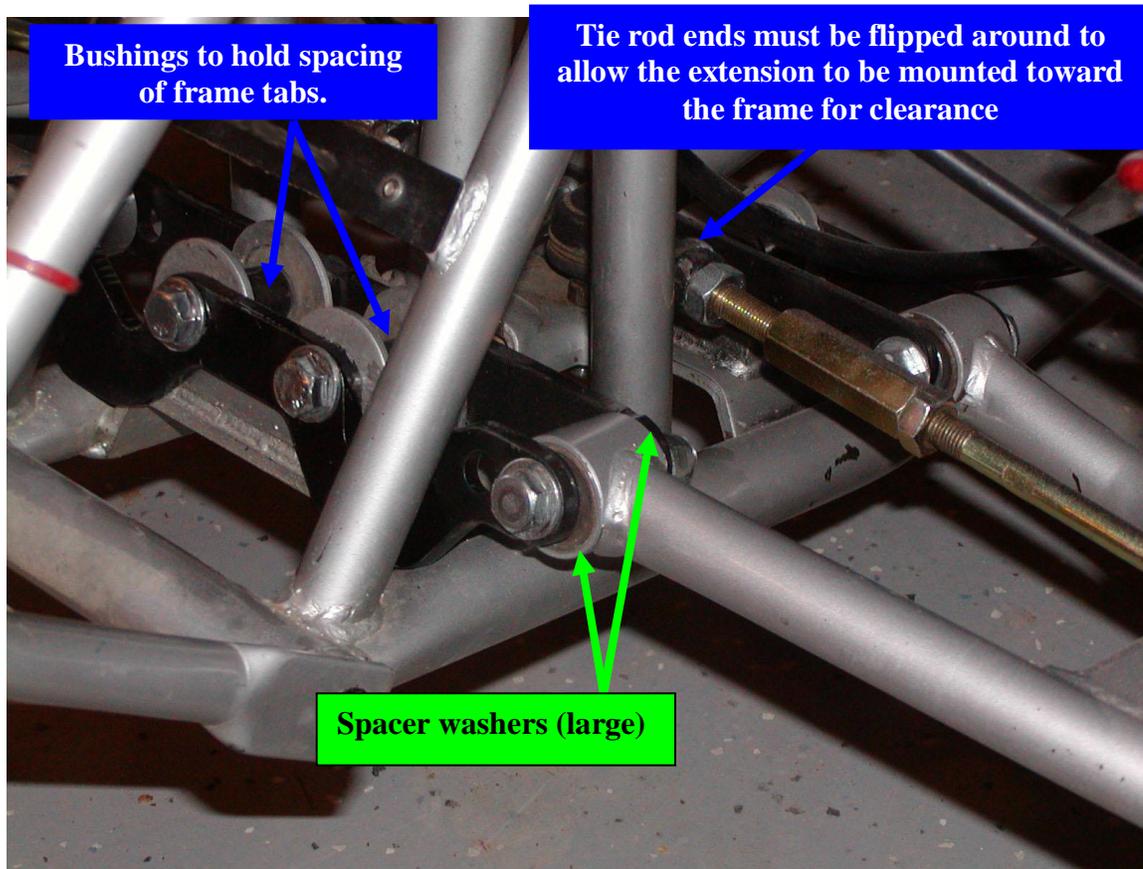
Safely support the ATV and remove the tires

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 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.

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

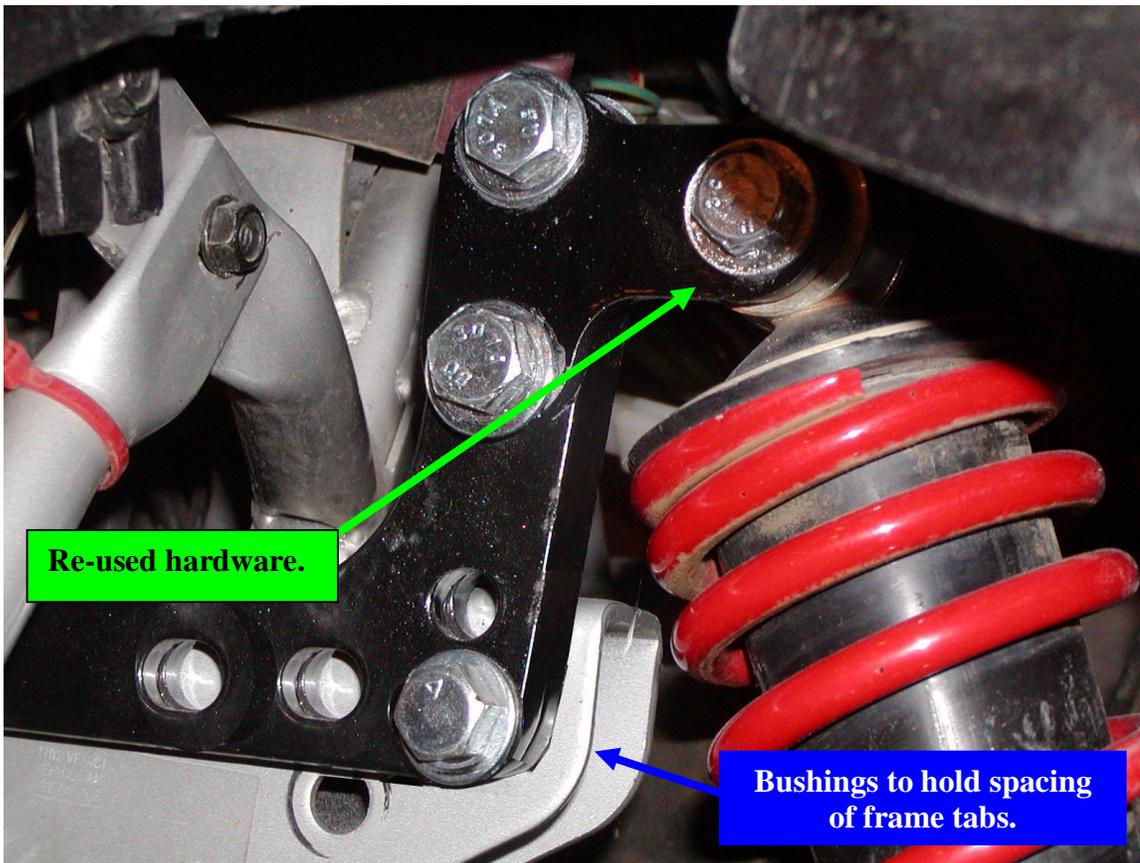
Removing the bumper makes it much easier to get at all of these components. It is highly recommended. Remove the bolts on the top and bottom of each shock, and remove the shocks. Remove the tie rods from each. Then remove the two bolts that attach each of the a-arms.



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 small washers to be used between the brackets provided and the nuts and bolts. These washers spread out the load and protect the paint while tightening the bolts.

The large washers that are provided are to go between the a-arm mounts and the black brackets to take up the space left by mounting on the outsides of the stock frame mount tabs. The tie rod ends (ball joints) for the inside must be swapped with the tie rod ends mounted to the hubs, because there is not clearance for the tie rod extensions to mount near the hubs. The tie rod ends will work in this configuration, but you will not be able to reinstall the cotter pins. Make sure they are tightened securely, and this should not be a problem. Locktite can be used on the threads for further protection against loosening. The front W-plate may need to be tapped in from the side to get it in place (very little space to work with between the frame members).

The following picture shows the installation of the upper shock conversion kit. It comes with several sets of “T” and “L” brackets to allow for different shock lengths to be used. The shocks are cantilever mounted (meaning there is only a bracket on the front of the shock, and a large washer on the backside). At the bottom, if the shocks you are using do not fit between the stock mounts, use the long bolts provided to mount the shocks cantilevered to the front (with the provide $\frac{3}{4}$ ” bushings as spacers in-between the lower shock mount tabs. The



picture shows the T-brackets being used to convert to Honda 300EX shocks which are the least expensive, softest stock shocks we have found readily available on eBay. For best results, we recommend aftermarket 300ex shocks from WORKS that can be “tuned” to the particular rider. If you are using shorter shocks, then the L-brackets also provided with the kit could be mounted upside-down to lower the attaching point more to a stock

position. You would still use the same two lower holes in the main brackets as shown, but the L-brackets would point down and out at the bottom. The additional holes can also be used to raise and lower the ride height of the ATV, and to use different length shocks.

When aligning the tires using the tie rods, it is best to have someone sitting on the ATV so it is at the correct ride height (which has a small affect on alignment). Make sure the handlebars are straight, and that both tires are parallel to each other and to the frame on each side. When you measure across the width of the front of the tires and across the width of the rear of the tires, the front dimension should be about $\frac{1}{4}$ ” narrower (slightly toed in at the front) for the best handling characteristics.

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. 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!!!