

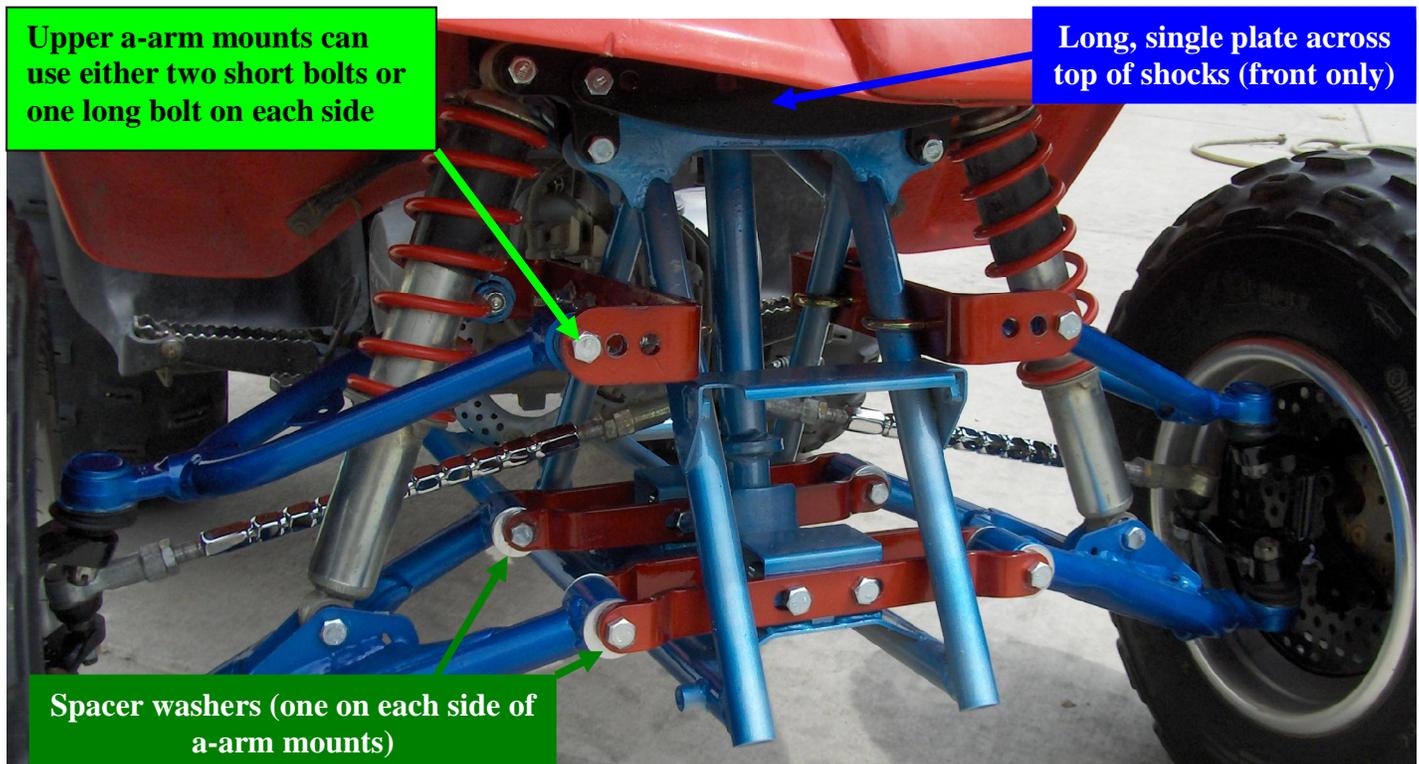
We know most people hate reading instructions that come with something, so we've compressed the instructions down to a few hints, and some good pictures. So if you need more help, feel free to send us an e-mail and we'll personally give you some assistance. DiamondJCustoms@yahoo.com

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).

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. The mounting of the front bumper should not be affected by this kit, so it can be reinstalled at the end.



There are two sets of bolts for the upper a-arms. If you choose, you can use the shorter bolts to bolt in from each side as shown in this picture, or you can use the long bolts supplied with the kit to go through the C-brackets and both a-arm mounts. There are 6 1/8 inch long pipe bushings supplied for between the a-arm mounts and the 1 inch long bushings go on the end of the bolt to take up the extra bolt length.

The four long straight brackets with offset bends in each end are of course to hold the lower a-arms.

The four small L-brackets with three holes in each, attach to the upper shock brackets and provide wider span and higher mounting points for the upper end of the 300ex shocks. The two holes that are closer together on these L-brackets should be toward the middle of the ATV.

The two large C-brackets bolt to the frame using the u-bolts to provide the upper a-arm supports. The longer leg goes toward the front, and the multiple holes allow you to adjust your camber. The vertical distance between the lower a-arm mount holes and the upper a-arm mount holes should be about 5 5/8 inches.

The single straight bracket goes across the top of the upper shock mounts (the small L-brackets) to brace them side to side. Everything in this area is tight on space, but the stock fender mounts should remain in place.

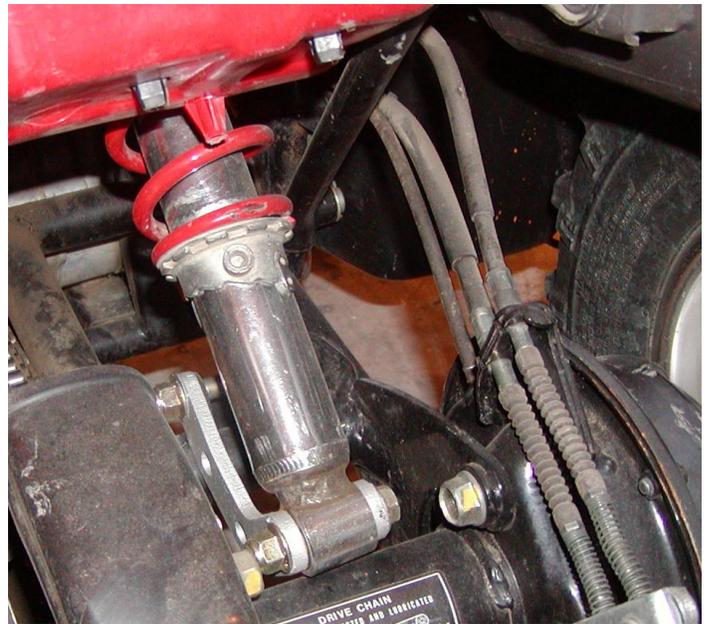
There are many washers in the kit. They are used as needed. The smallest washers are for the u-bolts. Do not over-tighten the u-bolts.

Another hint is to make sure you don't mount the right a-arm on the left and vice-versa. This will throw off the location of the shocks and cause a lot of confusion.



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 large 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 frame mounts.

There are two long L-brackets with four holes in each, supplied with the kit. These are for the rear shock kit, and are used with two 2 1/2 inch 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!!!