

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

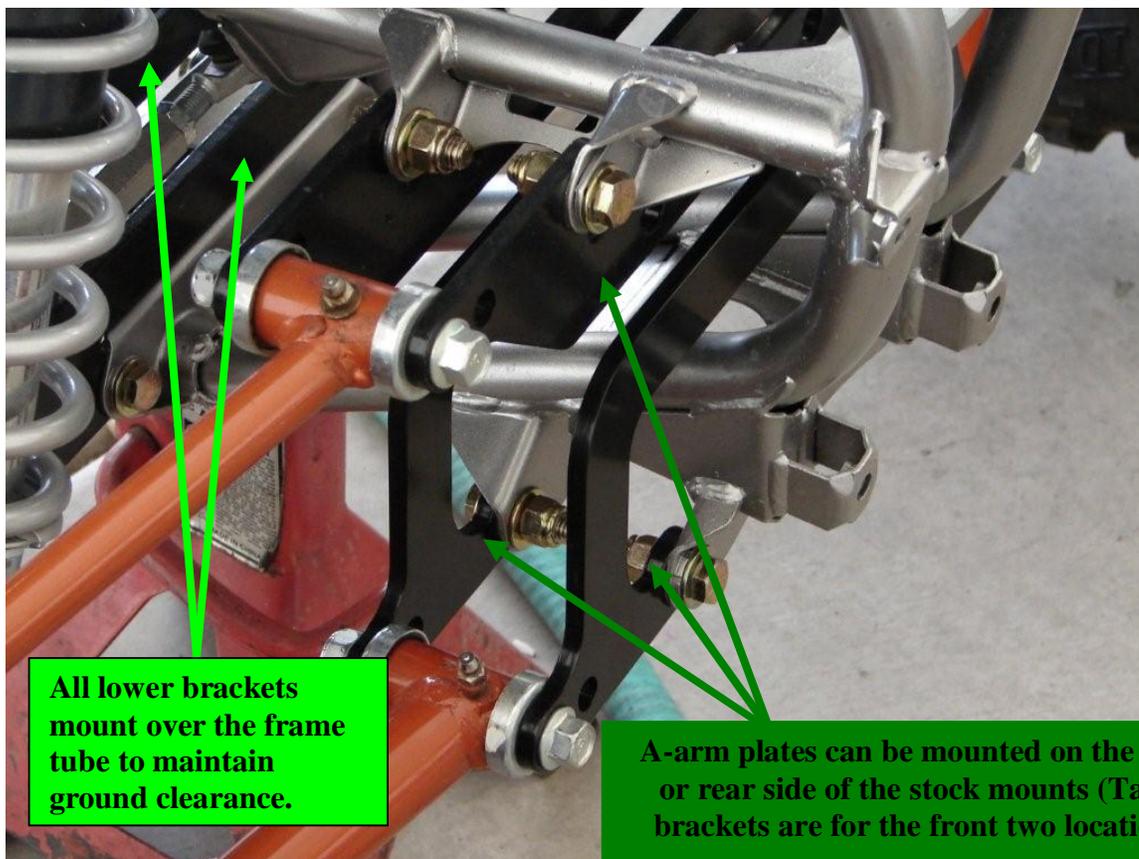
Safely support the ATV and remove the tires

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 do sell extended length brake lines if you are interested in that upgrade.

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.

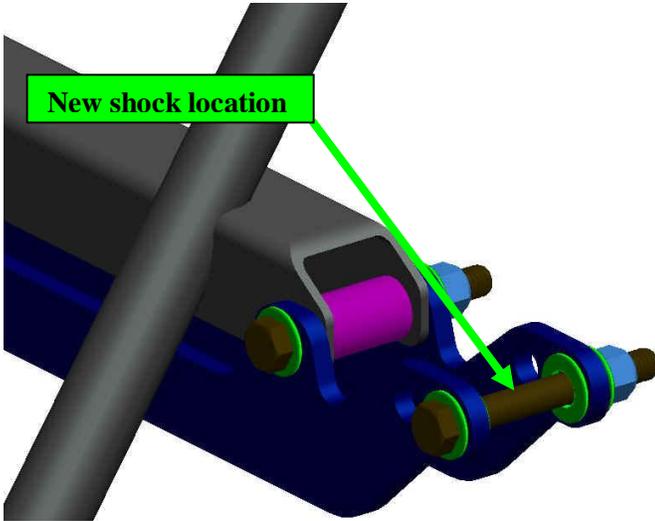
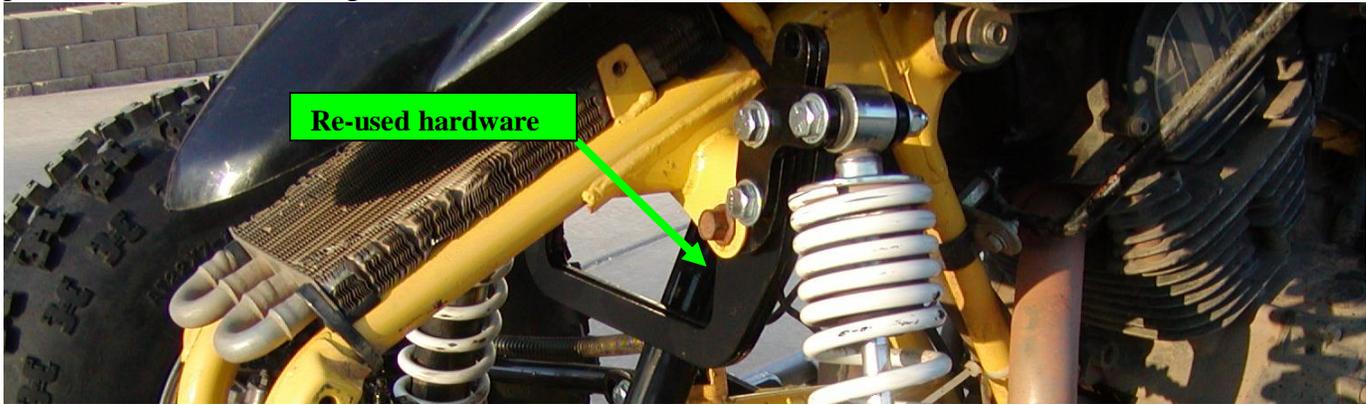
Remove the front bumper, shocks, steering tie rods & a-arms

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 following picture shows the installation of the upper shock conversion kit. It comes preassembled in a position that allows for longer shocks to be used (like the 660R shocks shown).



For the widening kit without the shock conversion, just simply mount the shock brackets on the outsides of the stock mounts. The included bushings go where the upper shock was previously mounted. A washer can be placed on each side of the shock to take up most of the gap created by mounting on the outside of the stock frame mounts.



The tie rod extensions provided thread onto the ends of your current tie rods to extend them to match the width of the new suspension. It works best to thread the extensions on the stock tie rods first, and tighten them down so the finished tie rod assembly is exactly +3.0" (or +2.25" if you are using the inner set of holes). 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 square with the ATV, 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 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 help with installing your widening kit. As always, if you have questions, just send us an email at DIAMONDJCUSTOMS@YAHOO.COM Thank you for your purchase!!!