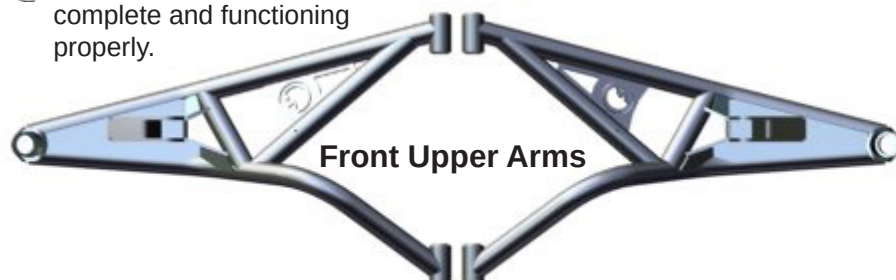


INSTALLATION INSTRUCTIONS

LK-P-RANXD-6: Ranger XD1500 Long Travel 6"

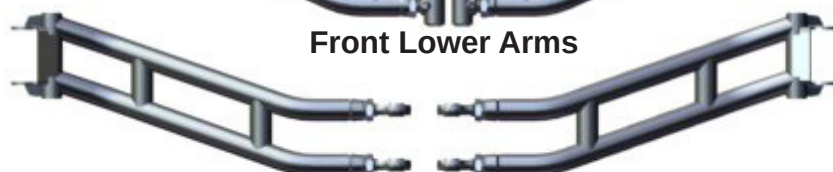
- Please look through and read these instructions BEFORE starting so you understand what processes you'll be doing, and possible extra tools you may need.
- Do Not discard product packaging until installation is complete and functioning properly.



Front Upper Arms



Front Lower Arms



Rear Upper Arms



Rear Lower Arms



Front Axles



Rear Axles



Rear Sway Bar Relocation Bracket



Break Line Relocation Bracket



Front Shock Cross Brace



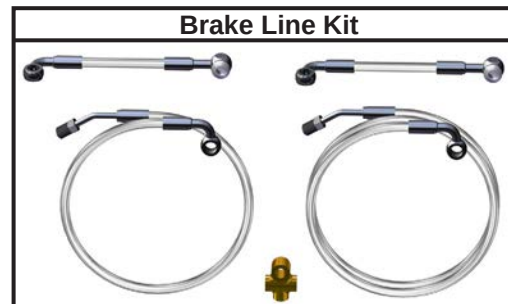
Front Shock Mount Bracket



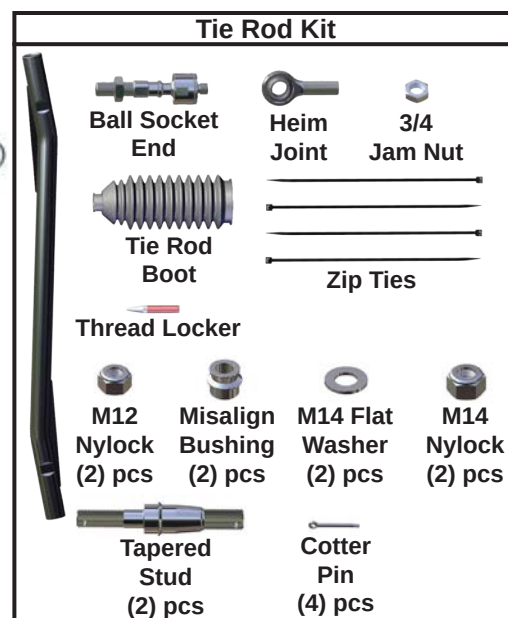
Rear Shock Mount Bracket



23" Limit Straps



Brake Line Kit



Tie Rod Kit

Ball Socket End

Heim Joint

3/4 Jam Nut

Tie Rod Boot

Zip Ties

Thread Locker

M12 Nylock (2) pcs

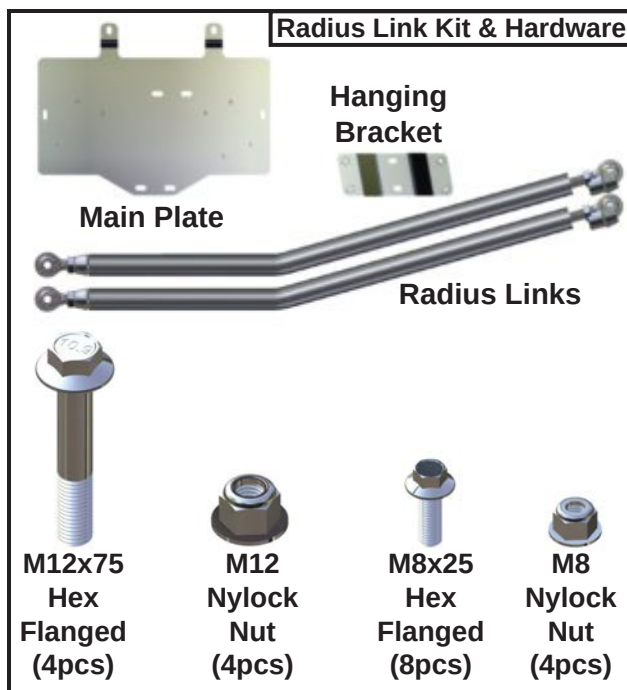
Misalign Bushing (2) pcs

M14 Flat Washer (2) pcs

M14 Nylock (2) pcs

Tapered Stud (2) pcs

Cotter Pin (4) pcs



Radius Link Kit & Hardware



Main Plate

Hanging Bracket



Radius Links



M12x75 Hex Flanged (4pcs)



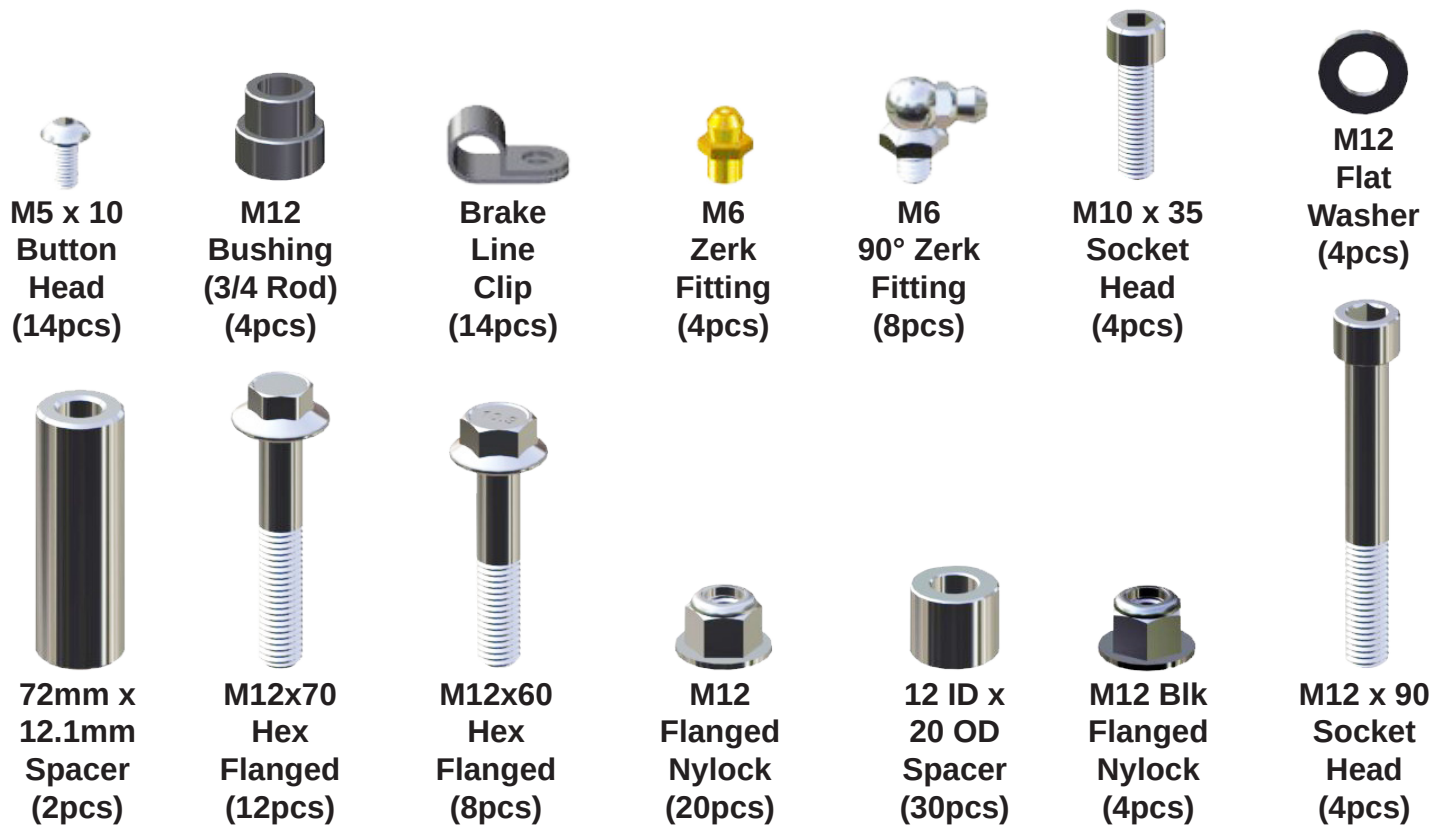
M12 Nylock Nut (4pcs)



M8x25 Hex Flanged (8pcs)

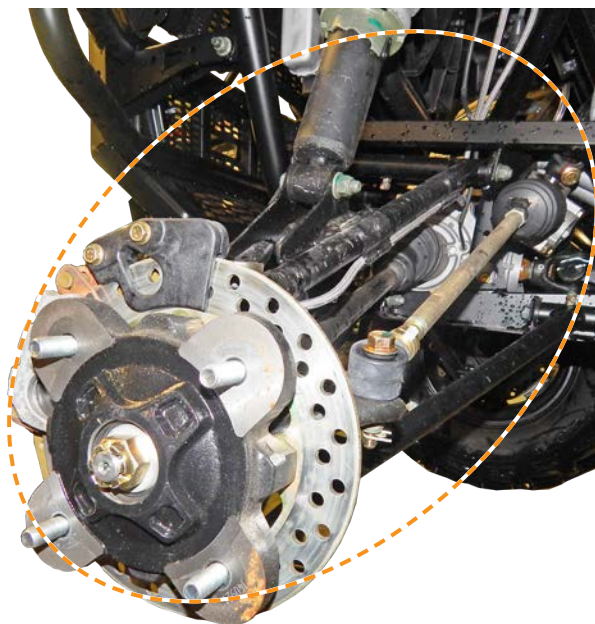


M8 Nylock Nut (4pcs)

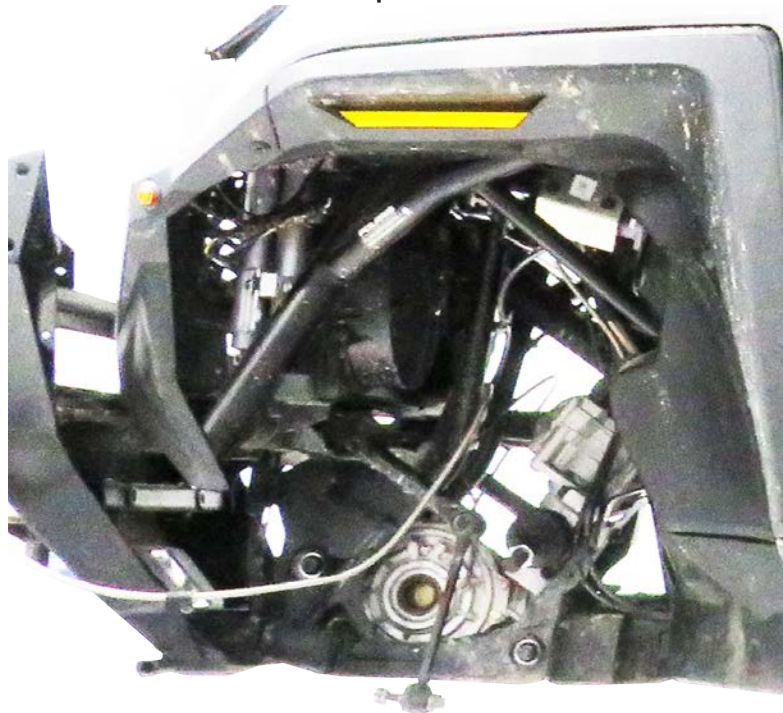


NOTE: You will need to remove all front A-Arms, brake rotors and disconnect all other components as well as the same for the rear A-Arms and braking system components before starting. We will start our instructions from that starting point and will be doing our installation on the Driver's Side Front and Rear. So you will repeat the same procedures for the Passenger's Side as well.

Remove all Components
Shown

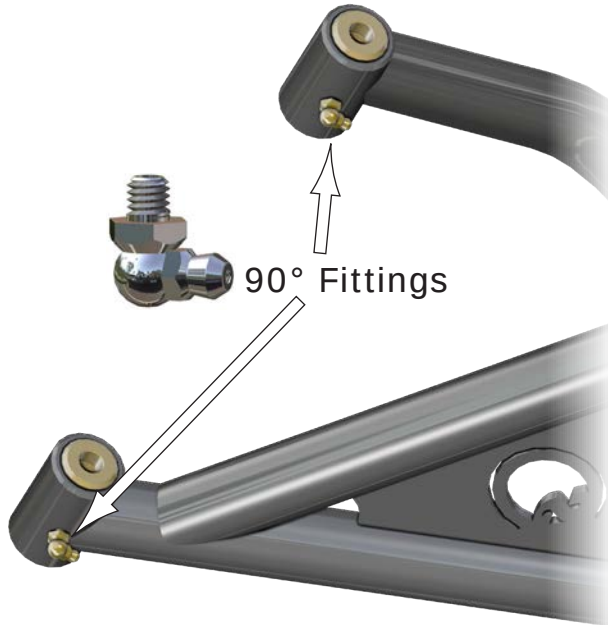


Components Removed

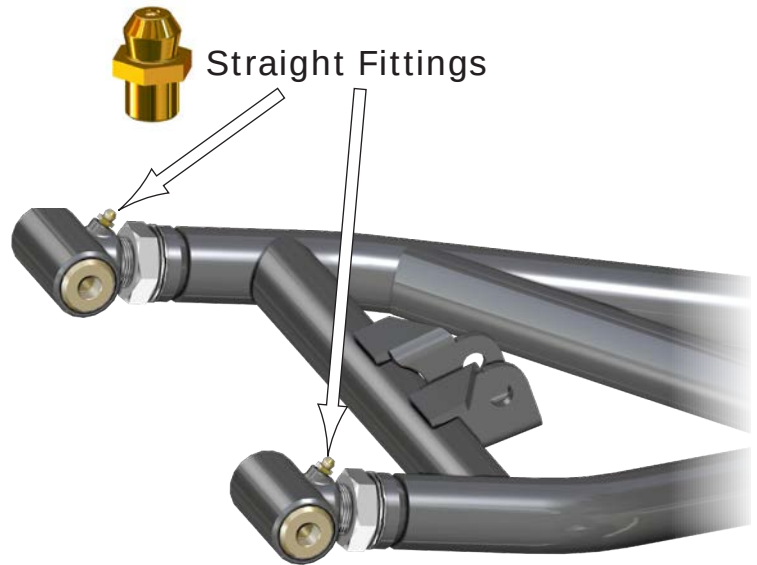


Install provided fittings into A-Arms and set aside for now.

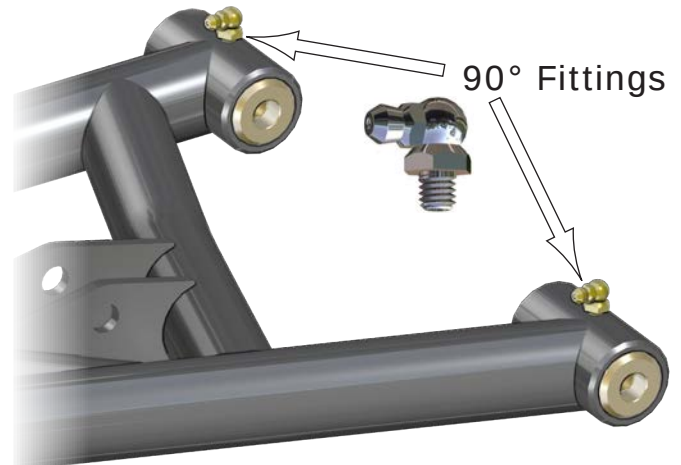
Front Upper Arms



Front Lower Arms

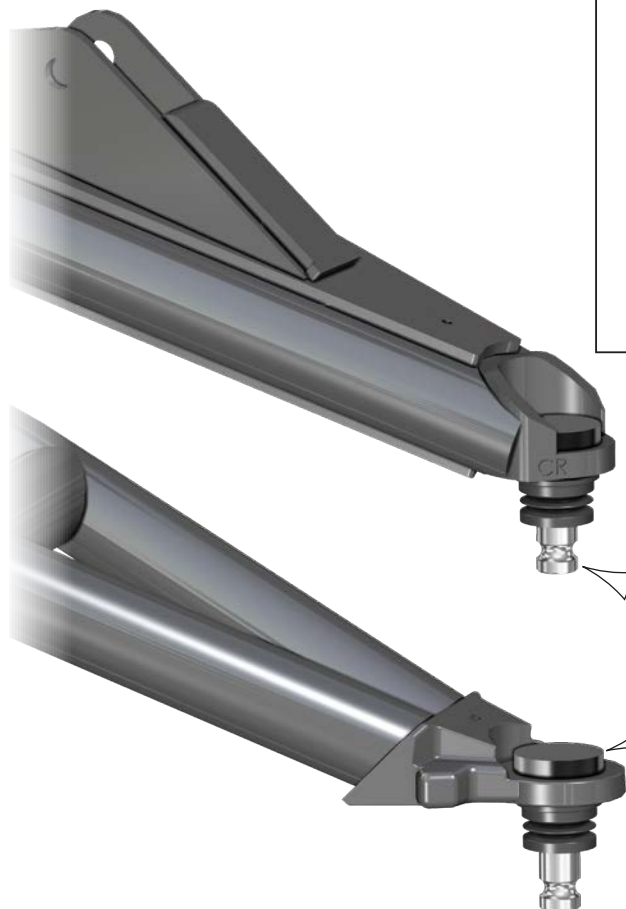


Rear Lower Arms



Transfer Stock Ball Joints To
New A-Arms in Direction Shown

Stock Ball Joints



- 1.To start the install, you will need to mount the **Main Plate** in the **Radius Link Kit** to the frame up underneath where the Carrier Bearing is located, shown in **Fig.1**. To do that you will need to **Remove the Two (2) Bolts** shown in **Fig.1a** highlighted in **Blue**. This is where you will mount the **Hanging Bracket** for the Main Plate. See **Fig.1**.



Fig.1

- 2.Then find the **Hanging Bracket** in that kit, and the **Main Plate**. Then Hanging Bracket will go over top the beam you just removed the two bolts from, and will install using the **Two (2) M8x25 Hex Flanged Bolts** included in the **Radius Link Kit** as shown in **Fig.2a-b**. **Fig.2c** shows the bracket installed and also illustrates how the Main Plate will bolt to the Bracket. **Leave Bolts Loose**.

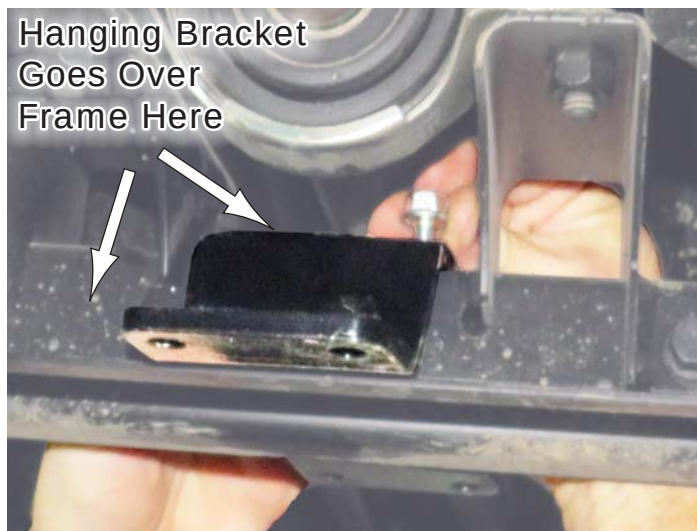


Fig.2a

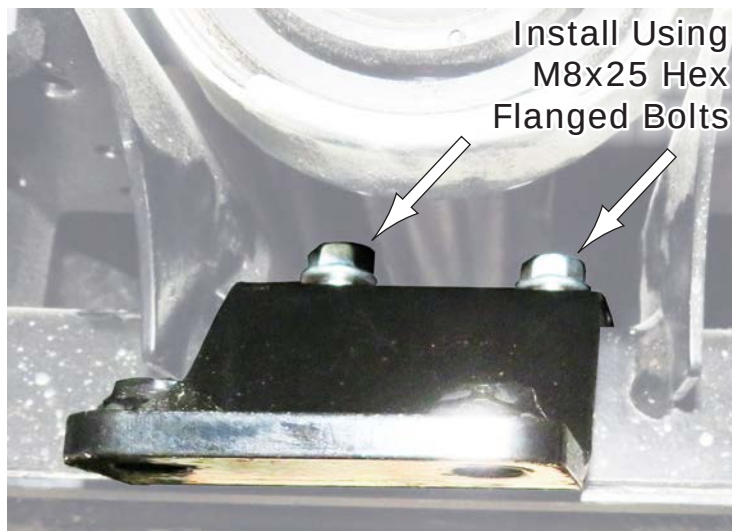
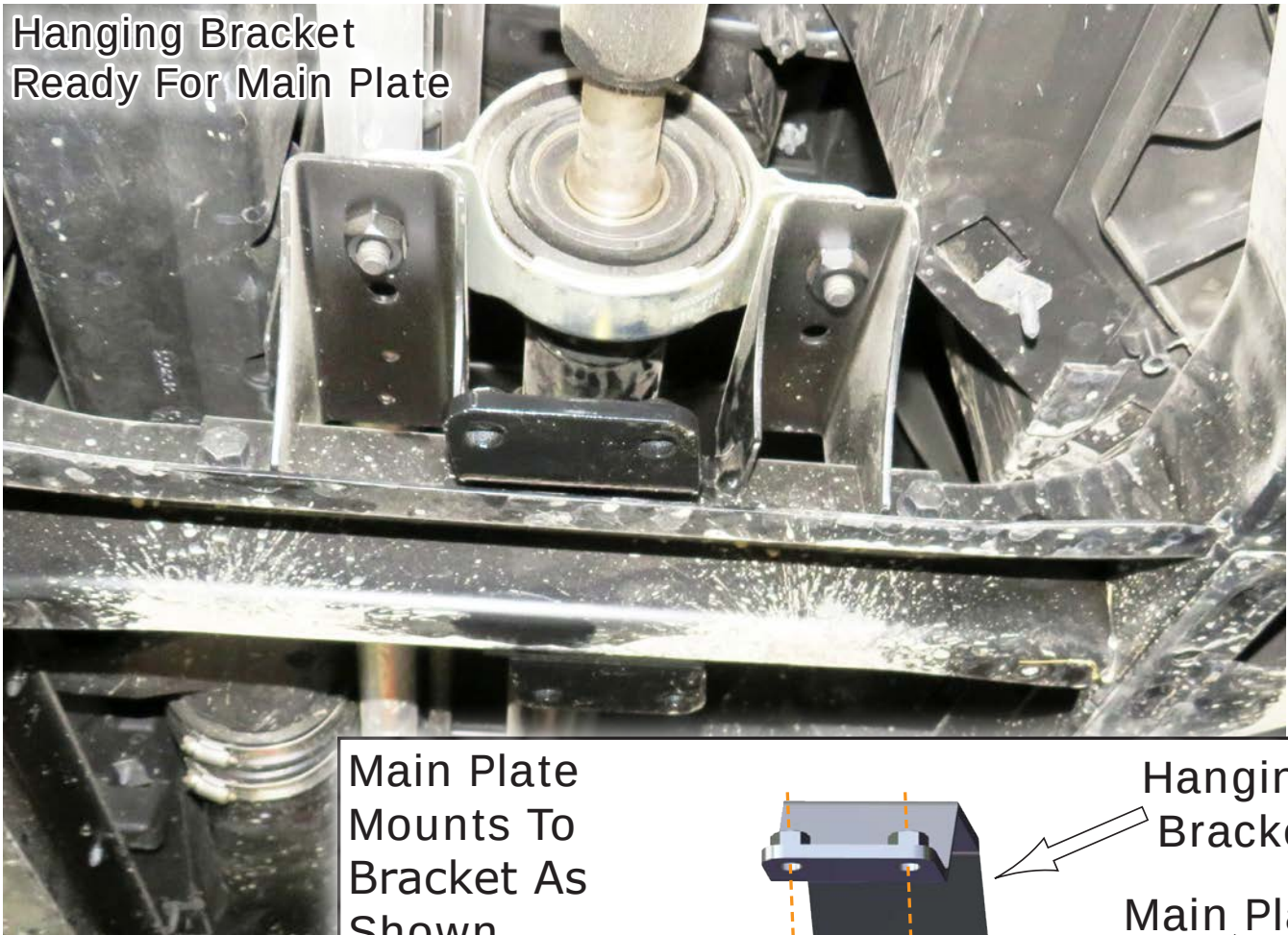


Fig.2b

Hanging Bracket
Ready For Main Plate



Main Plate
Mounts To
Bracket As
Shown

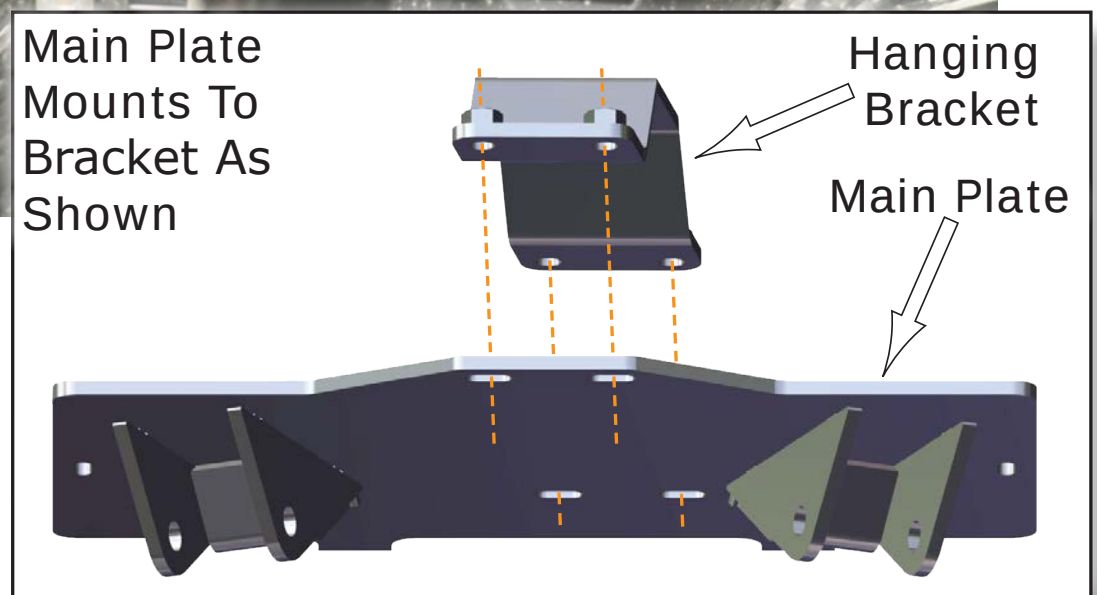


Fig.2c



3. Once the Hanging Bracket is in place, now you can **Mount** the **Main Plate** to it using Four (4) of the **M8x25 Hex Flanged** bolts in that same kit. These screw right in to the Hanging bracket's welded nuts on the bracket. **NOTE** that before tightening the bolts down that you **Align** the **Slots** in the **Main Plate** to the **Factory Holes** in the frame so that the factory skid plate can screw back into those holes. See **Fig.3a-d**. Install and tighten secure.

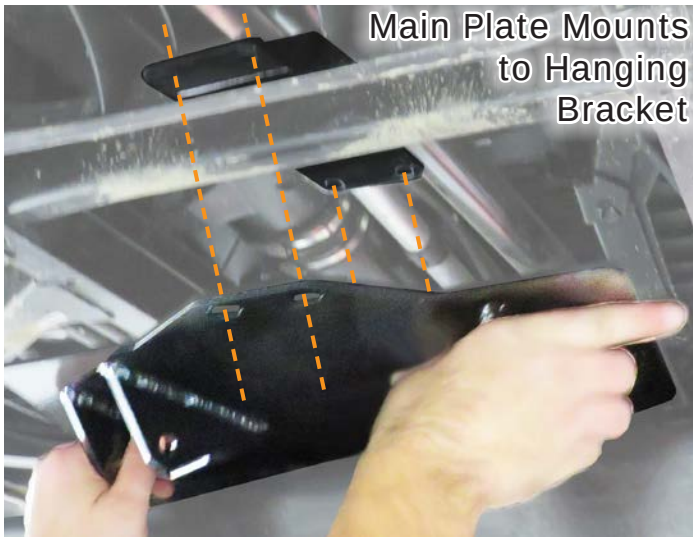


Fig.3a



Fig.3b

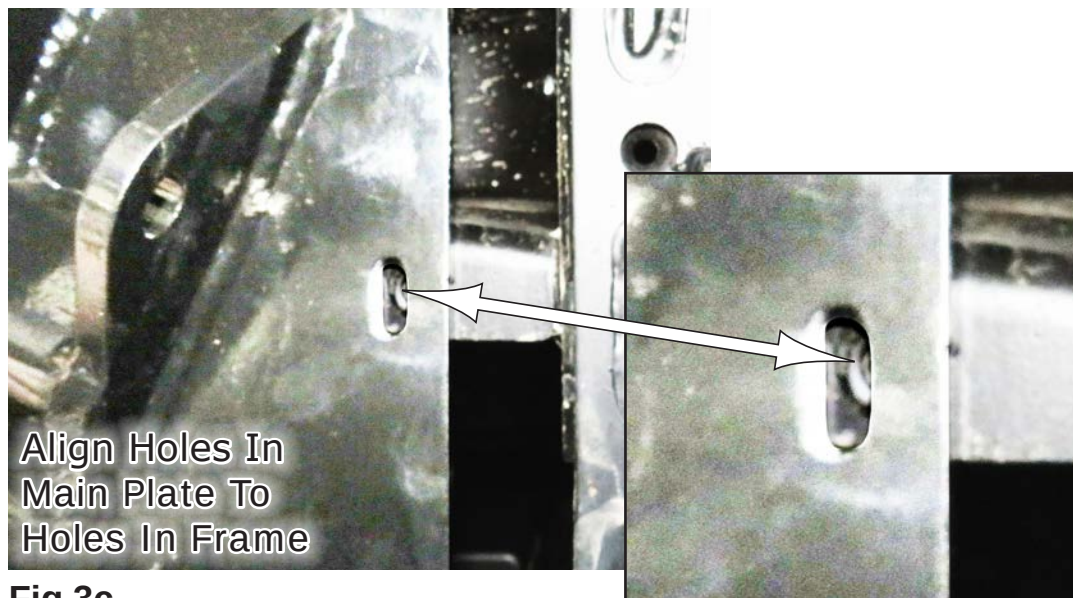


Fig.3c



Fig.3d

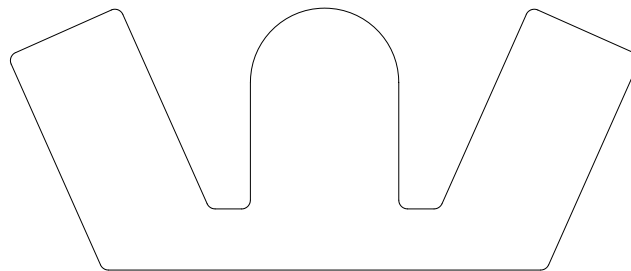
4. Next you will need to **Cut** a couple **Relief Holes** in the skid plate to allow the brackets on the Main Plate to extend thru. On the **Last Page** we have provided a **Cut Template** for you to cut out and trace onto a more firm piece of cardboard or similar so you can trace the cut out pattern onto the skid plate to cut it out.

NOTE: If you need to copy the template on a copy machine, make sure you do not copy it as “**Fit To Page**” or “**Scale**” it in any way. You will need to copy it at **100%**, the exact size it is showing in these instructions, or the template will not be the correct size!

Fig.4a-e shows what and how we aligned the template to the skid plate, trace it with a paint marker and cut it out. You will only be tracing the “Ears” of the template that are tinted RED, shown in **Fig.4b**, not the entire template. See **Fig.4b**.

Cut Out The Template On the Last Page of These Instructions That Looks Like The One Shown Below To Trace Onto Skid Plate As Shown In Instructions.

This image scaled down for illustration purposes only



Do Not Use This Image. Actual Template Is Located On Last Page.

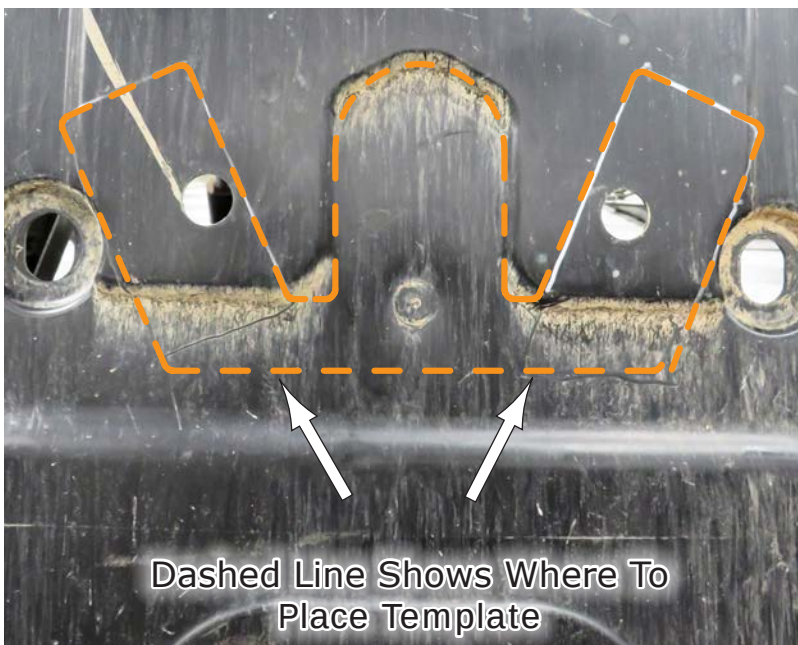


Fig.4a





Fig.4b



Fig.4c



Fig.4d



Fig.4e

5. Now **Re-install** the **Skid Plate** back onto the machine. The brackets from the Main Plate should fit thru the holes you just cut in the skid plate as shown in **Fig.5**.



Fig.5

6. Now you need to Remove all the wheel components: **Brake Lines, Calipers, Hubs, Knuckles, Sway Bar Links from A-Arms, Tie Rods, Axles, Shocks and A-Arms** shown in **Fig.6a**. After removal, your machine should look like the one in **Fig.6b**, ready to install the new components. Repeat the same for the other side of the vehicle as you will need both sides removed to do the install.

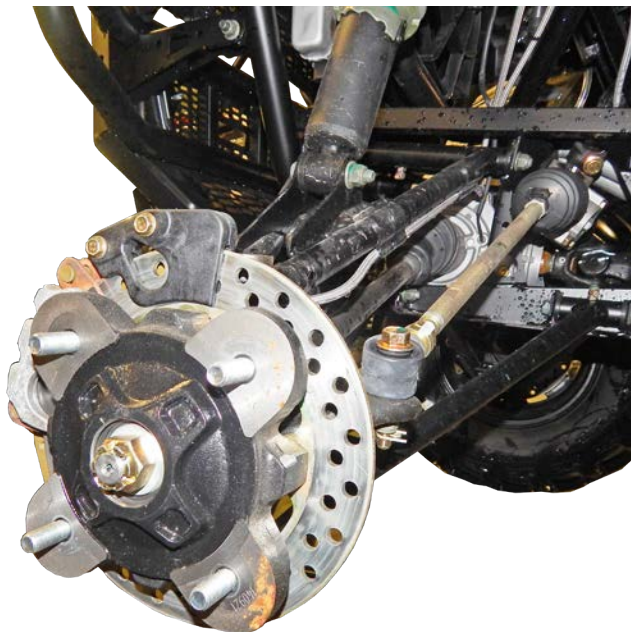


Fig.6a

Fig.6b

7. Once both sides are removed, you can now start the install. First find the **Front Shock Mount Brackets** in your kit. It looks like the one in **Fig.7a**. You will install it in the same upper location where the top of the shock was mounted to. Install using the **M12x60 Hex Flanged Bolts** and **M12 Flanged Nylock Nuts** also in your kit. Mount is highlighted in **Blue** in **Fig.7b**. Repeat for other side.

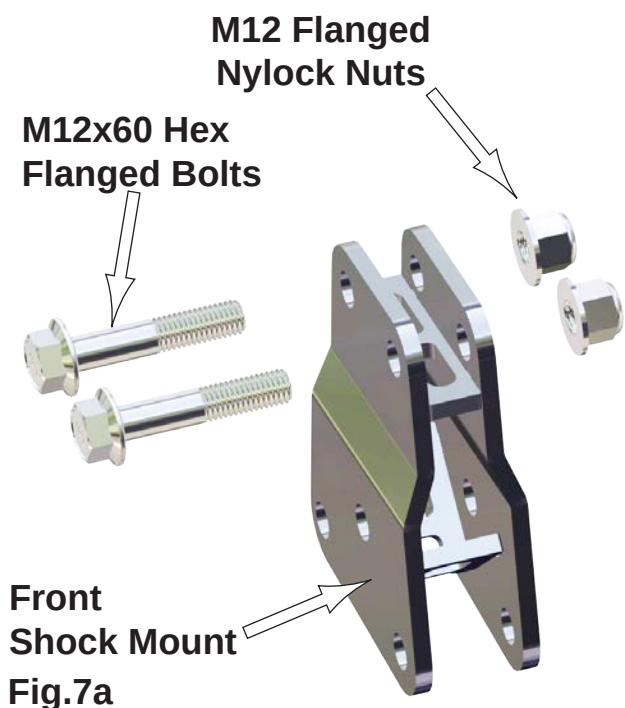


Fig.7a



Fig.7b

NOTE: You will need to install both Left & Right side Upper Shock Mounts in order to install the Cross Brace.

8. Once both left and right side upper Shock Mount Brackets are installed, now find the **Front Shock Cross Brace** in your kit. This will install on the back side of the Shock Mounts you just installed, with the “Lip” of the cross brace angled toward the front of the vehicle as shown in **Fig.8a**. Install onto the Upper Shock Mounts using the **M12x70 Hex Flanged Bolts** and **M12 Nylock Nuts** as also shown in **Fig.8a**, but do not tighten down yet. **Fig8b-c** shows the driver’s and passenger’s sides with the bolts in place. Repeat the same for the opposite side.

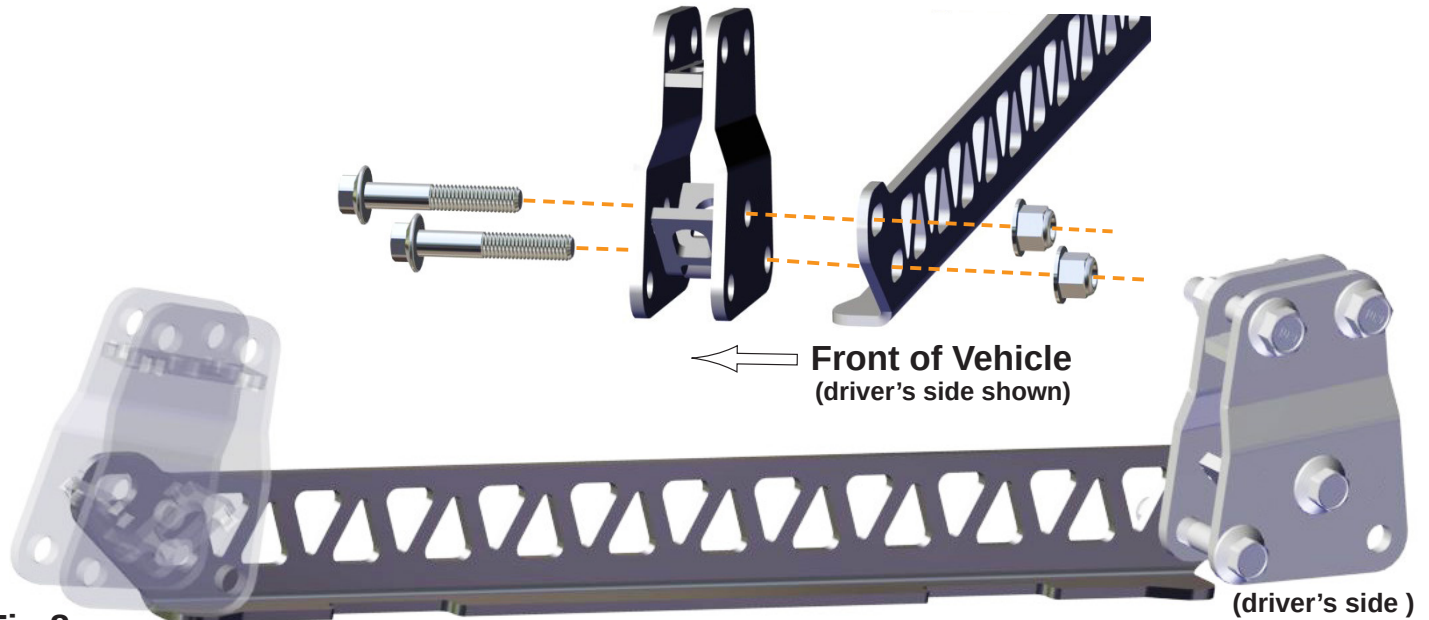


Fig.8a

Install Using M12x70 Hex Flanged Bolts & M12 Nylock Nuts



Fig.8b



Fig.8c

NOTE: When installing the Cross Brace, make sure the the bundle is above the Cross Brace, as shown in **Fig.8d**, and not pinched or restrained.

After all bolts are installed, then go back and tighten down all Bolts & Nuts of the items you just installed.

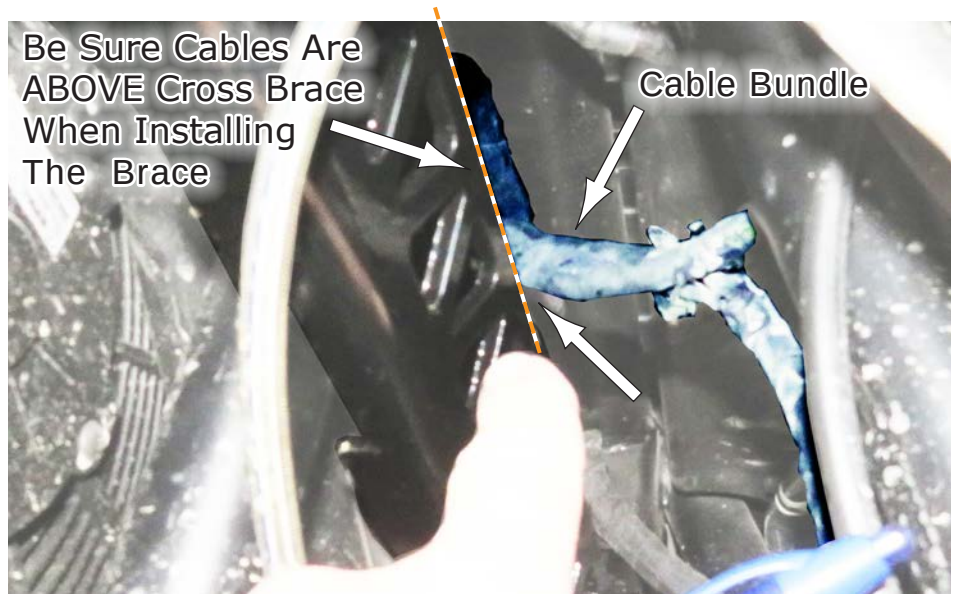


Fig.8d



9.Now you can **Install** the **Lower A-Arms** from your kit using the your **Factory Hardware** to install them with, but leave them loose for now. Repeat the same for passanger's side. See **Fig.9a-b**.



Fig.9a



Fig.9b

10. Next, find the **Track Bars** in the **Radius Link Kit** as shown in **Fig.10a**, and Install using the **M12x75 Hex Flanged Bolts** and **M12 Nylock Nuts** provided in your kit. You will need to install it onto the **Main Plate** bracket "**FIRST**" as shown in **Fig.10a-c**. This will make it easier to install onto the A-Arm in the next steps. Repeat for the other Bar.



Fig.10a



Fig.10b



Fig.10c

11. After both rods are installed onto the Main Plate, now you can install the opposite end of the rods onto the A-Arms using the same **M12x75 Hex Bolts** & **M12 Nylock Nuts** as shown in **Fig.11a-c**. After those are installed, now go back and tighten down all nuts and bolts secure.

Install using the M12x75 Hex Bolts and M12 Nylock Nuts

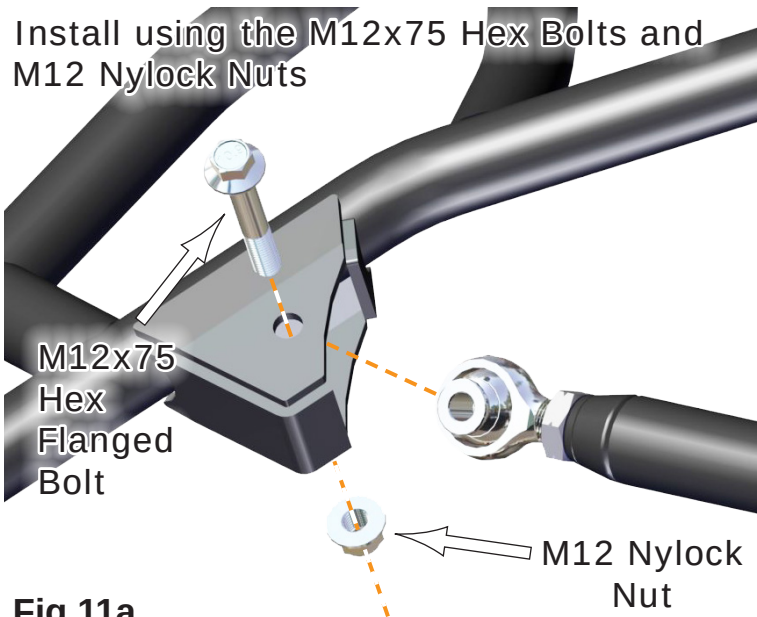


Fig.11a



Fig.11b

Driver's Side Track Bar
Installed View

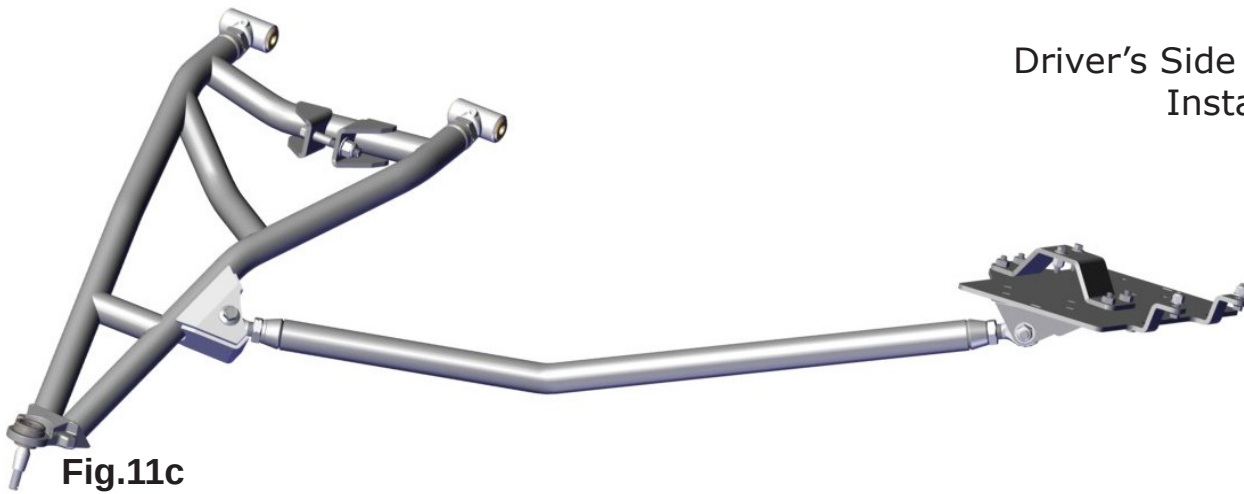


Fig.11c

12.Now you can **Reinstall** the **Sway Bar** onto the Lower A-Arm using the **M12x70 Hex Flanged Bolt** and **M12 Flanged Nylock Nut** provided in your kit and tighten secure. Repeat for opposite side.

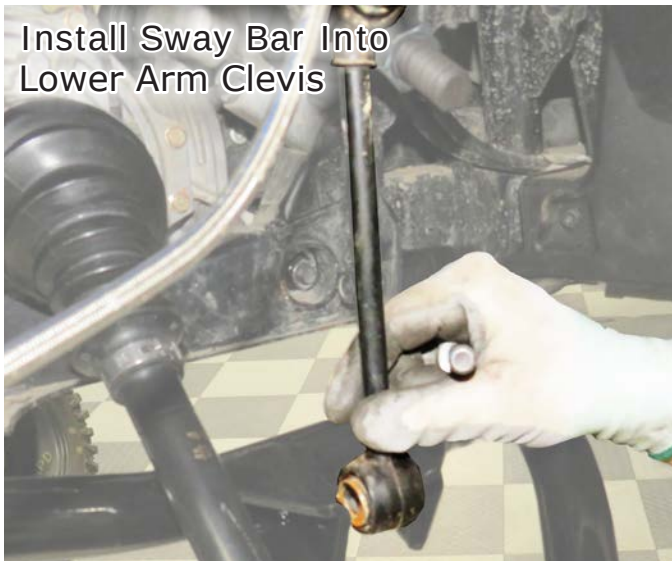


Fig.12a



Fig.12b

13.After the Sway Bars are installed, now you can **Reinstall** the **Tie Rod** back onto the machine rack. See **Fig.13a-b**. Repeat for opposite side.



Fig.13a



Fig.13b

14. After both rods are installed, now you can **Install the Upper A-Arms** using your **Factory Hardware** as shown in **Fig.14a-b**.



Fig.14a



Fig.14b

15. Now **Replace the Hub** onto the vehicle as shown in **Fig.15a** and **Mount the Upper Shock** and **Lower Shock** using your **Factory Hardware** as shown in **Fig.15b-c**.

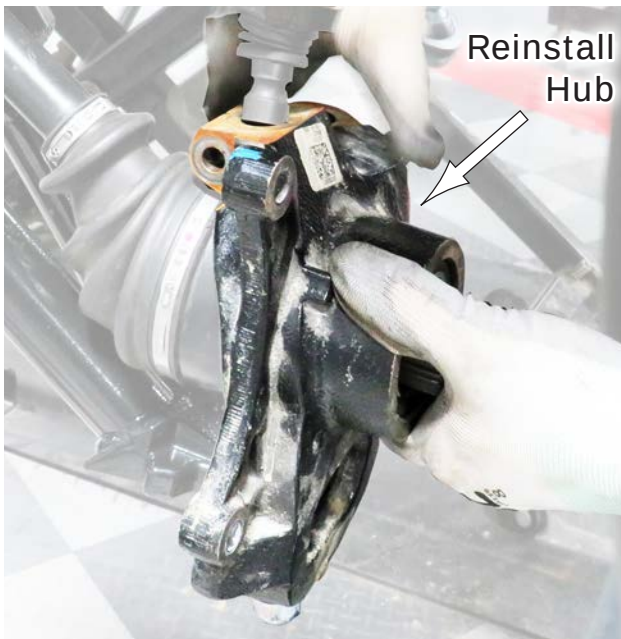


Fig.15a

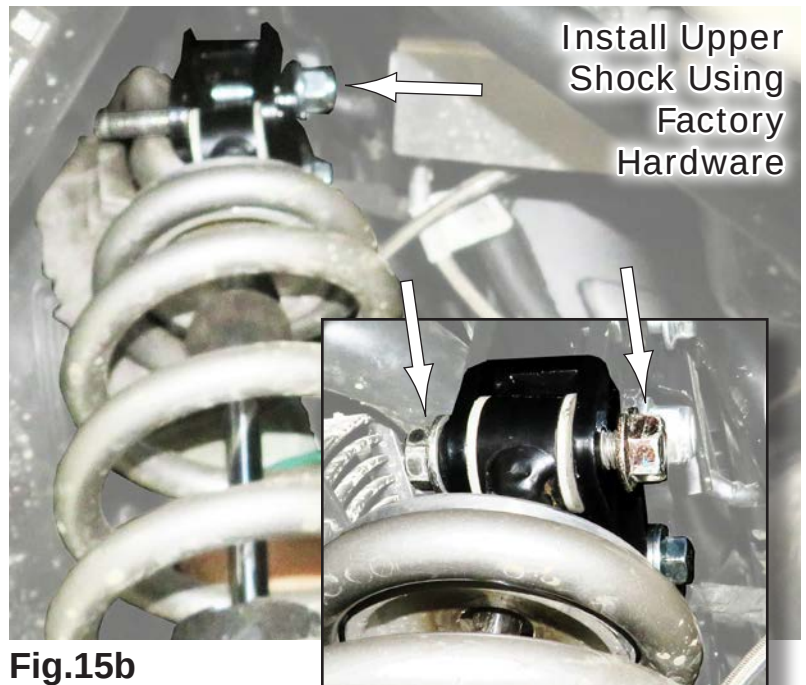


Fig.15b

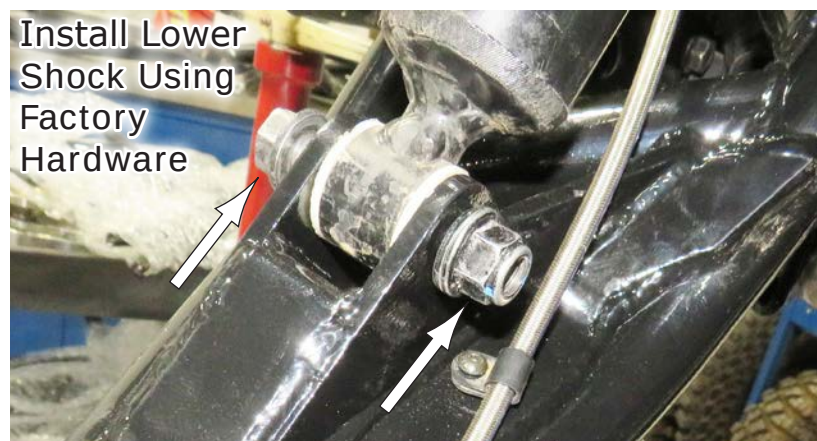


Fig.15c

16. Next, you can **Install** the **Brake Line Clips** in three locations on the Upper A-Arm using the **M5x10 Button Head Screws** Provided in your kit as shown in **Fig.16a-b**.

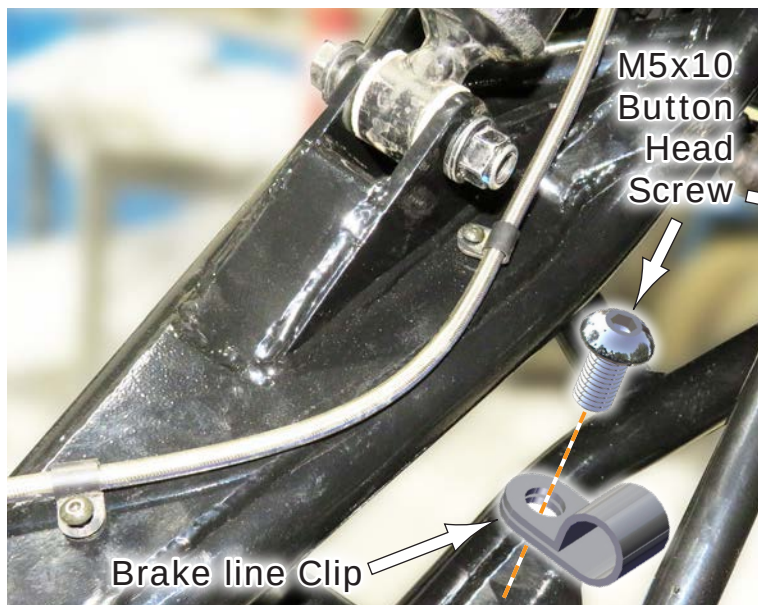


Fig.16a



Fig.16b

17. After the clips are installed, now you can **Reconnect** the **Tie-Rod** to the Hub using the provided hardware in your kit. See **Fig.17a-c**.



Fig.17a



Fig.17b



Fig.17c

Below are some reference angles of the Driver's Side Rear assemblies for you to see how these all go together as you install them. Be sure to read each step as they will have detailed information you will need to install them correctly.



18. Now you can move to the back assuming you already have all the factory A-Arms and other wheel components removed as shown in Fig.18a. So the first thing to do is **Remove** the rear **Sway Bar** as shown in **Fig.18b-e**. Do this by **Removing** the **Four (4) Bolts** that hold the retaining bushings onto the machine and the lower bolt shown in **Fig.18d**.



Fig.18a



Fig.18b



Fig.18c



Fig.18d

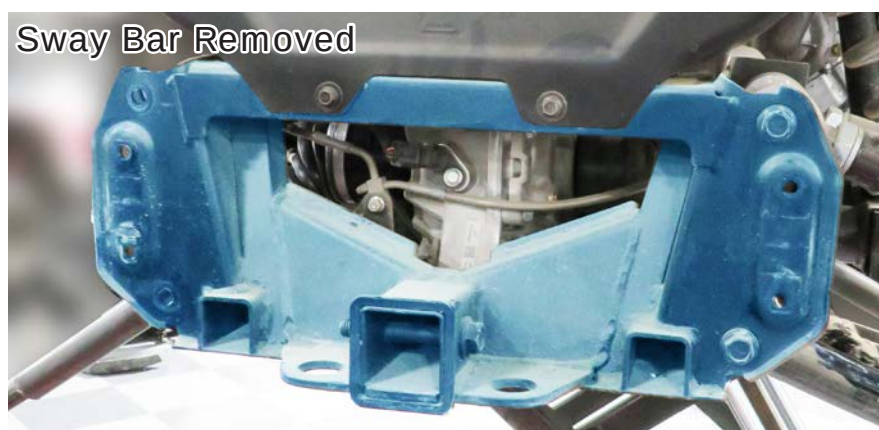


Fig.18e

19. Now find the **Rear Shock Mount Brackets** in your kit. This fits up in the frame where you previously mounted the shock to. See **Fig.19a-e**. Install using the **M12x60 Flanged Hex Bolts & M12 Flanged Nylock Nuts** provided in your kit. Leave these loose until A-Arms are installed in place, then tighten down.



Fig.19a

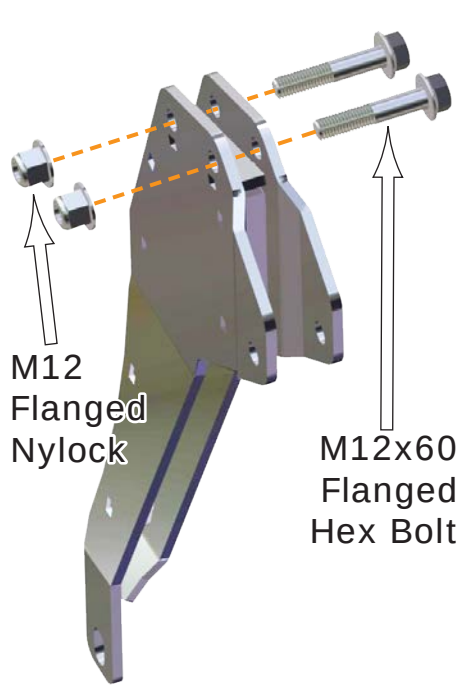


Fig.19b

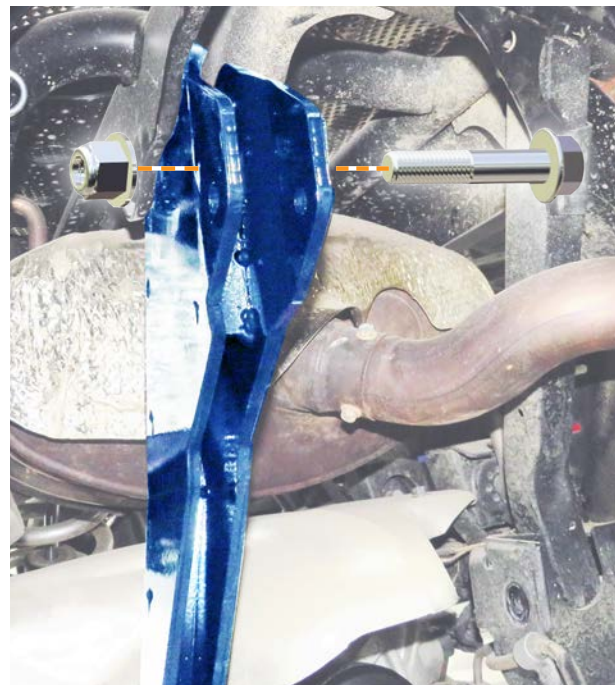


Fig.19c



Fig.19d



Fig.19e

20. Next **Install** the **Lower A-Arm** onto the machine using your **Factory Hardware**, but keep a little loose until all brackets and arms are installed in place, in case of adjustments needed. See **Fig.20a-b**.

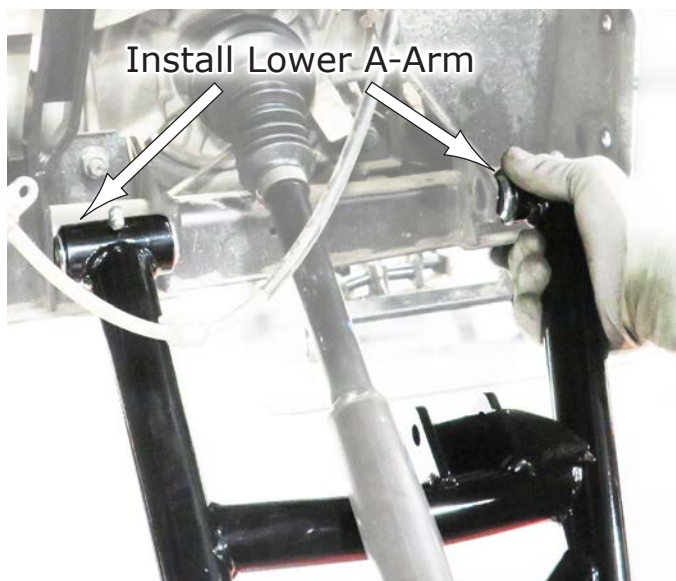


Fig.20a



Fig.20b

21. The next thing you need to do is locate the **Rear Upper A-Arms**, **Misalignment Bushings** and the **72x12.1mm Spacers** in your kit. **Install** the **Bushings** from the outside-in as shown in **Fig.21a-c**. Then **Place** the long **Spacer** in **Between** the **Bushings** as shown in **Fig.21d**.



Fig.21a



Fig.21b



Fig.21c



Fig.21d

22. Next **Install** the **Rear Upper Arm** back into the machine using the **Factory Hardware** as shown in Fig.22a-d.

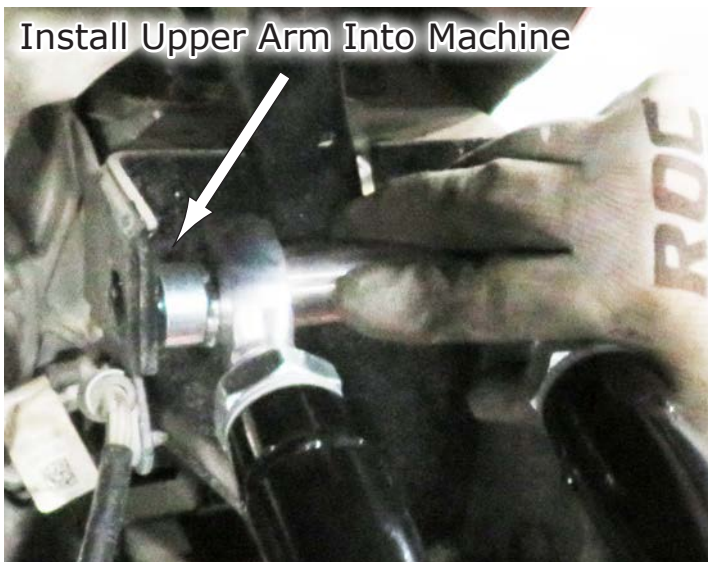


Fig.22a



Fig.22b



Fig.22c



Fig.22d

23. The next thing is to **Install** the **Rear Sway Bar Relocation Brackets**. Install using the **M10x35 Socket Head Bolts** provided in your kit and your **Factory Nylock Nuts** you removed in **Step 18** and tighten secure. See **Fig.23a-d**.

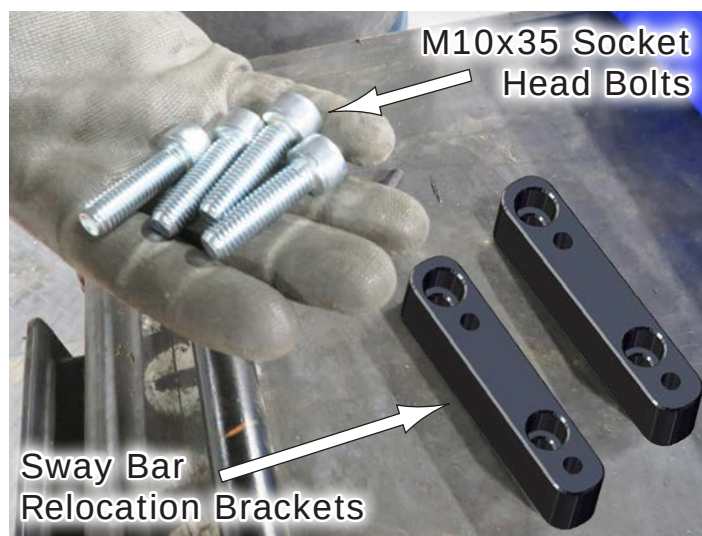


Fig.23a

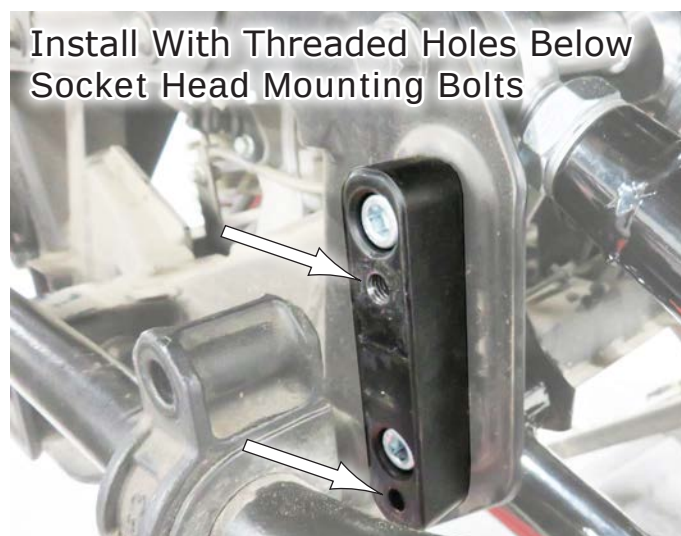


Fig.23b



Fig.23c



Fig.23d

24. Now you can **Install** the **Sway Bar** back onto the machine using your **Factory Bolts** you previously removed, and tighten secure. See **Fig.24a-c**.



Fig.24a



Fig.24b



Fig.24c

25. Now you can **Install** the **Sway Bar** back onto the new A-Arm using your **Factory Bolts** you previously removed, and tighten secure. See **Fig.25a-b.**



Fig.25a



Fig.25b

26. After the link is reinstalled, now you can **Replace** the **Hub** back onto the machine using your **Factory Hardware** as shown in **Fig.26a-b.**



Fig.26a



Fig.26b

27. The next thing you need to do is modify the rear brake lines to the Caliper to increase the length of the line. First **Remove** the **Existing Brake Line** from the Caliper as shown in **Fig.27a**. Then **Install** the **6" Brake Line Extension** in your kit to the Caliper as shown in **Fig.27b**.



Fig.27a

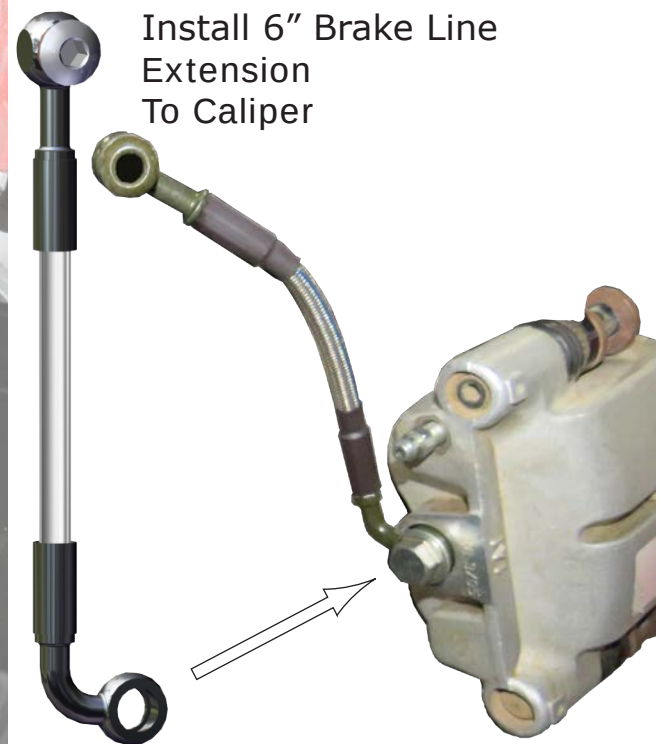


Fig.27b

28. Then **Connect** the **6" Extension** to the **Factory Brake Line** as shown in **Fig.28a-b**.

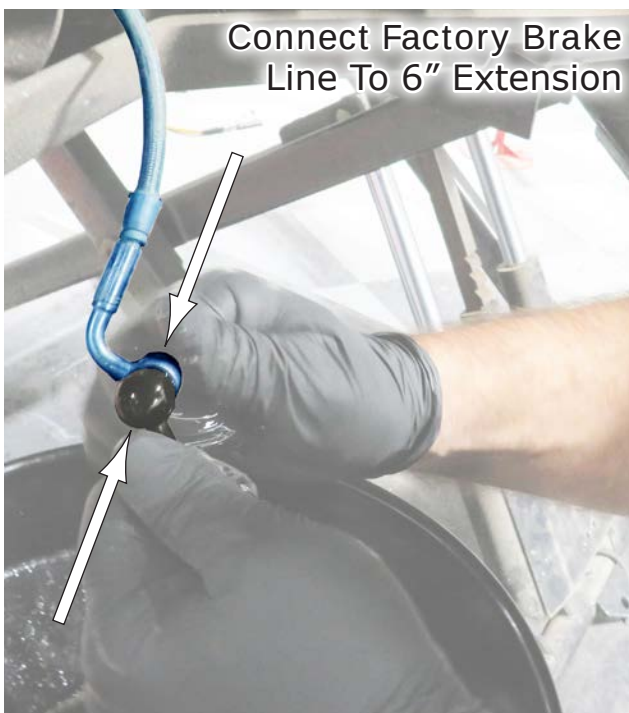


Fig.28a

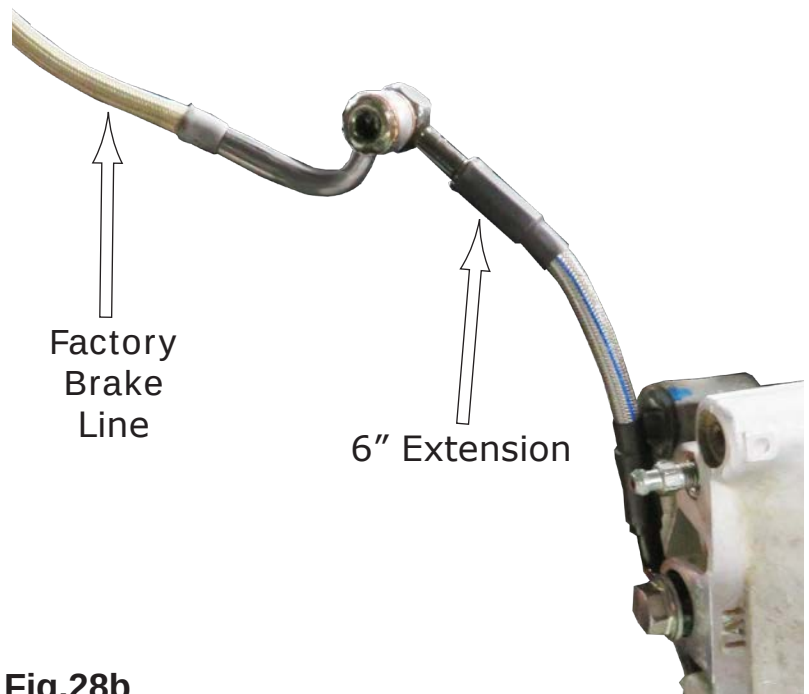


Fig.28b

29.Now **Reinstall** the **Caliper** onto the machine as shown in **Fig.29a-b**. Then hook up the A-Arms to the Caliper and any other items previously removed ready to install the brake line clips next.



Fig.29a

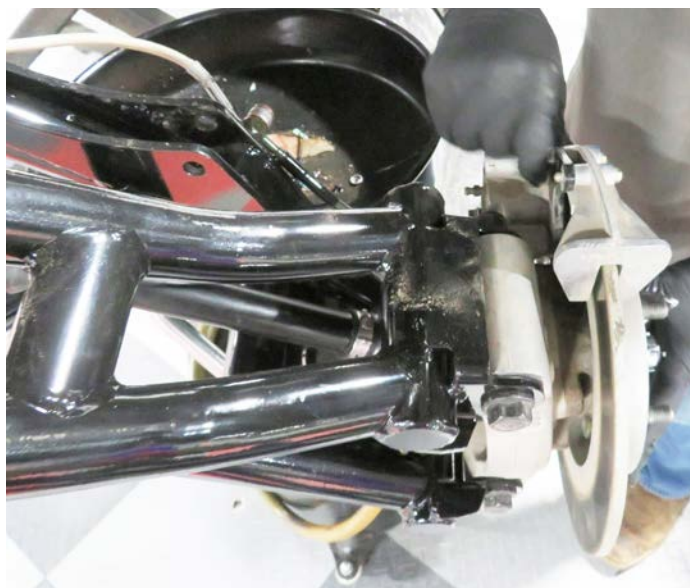


Fig.29b

30.Next you will **Install** the **New Brake Line Clips**. **Fig.30a** shows how the line comes out of the caliper to the first brake line clip closest to the end of the arm. Be sure yours is oriented and looks like the one in **Fig.30a** before continuing. Then **Fig.30b** shows the other clips you will need to install. These are tinted blue in this illustration for easier viewing. Adjust the line to look similar to the one in **Fig.30b** allowing enough play for arm motion without restriction of the line.

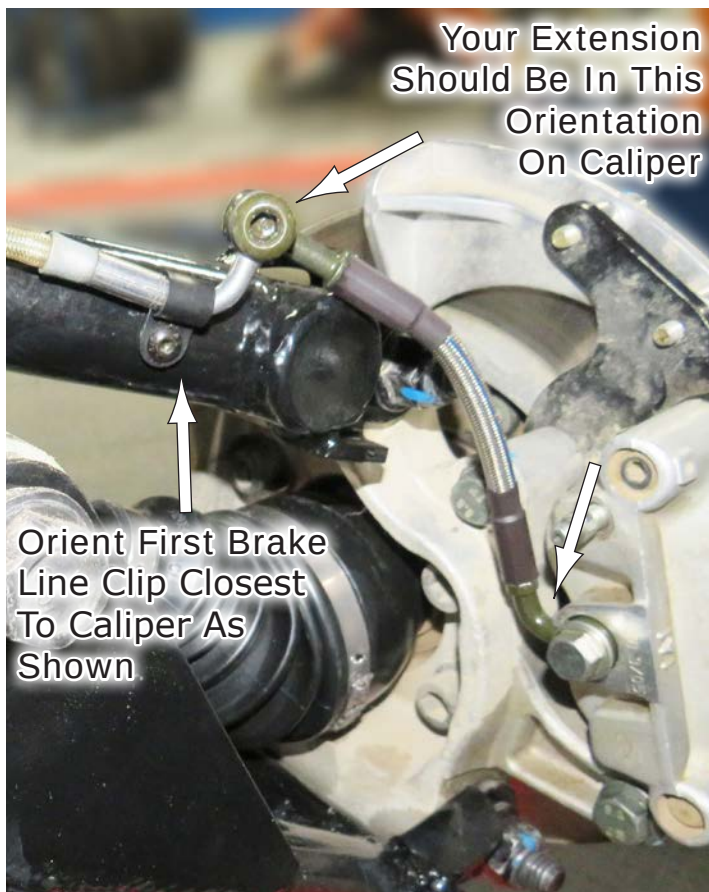


Fig.30a



Fig.30b

31.NOTE: For the **Front Brake Line Clips** (we will show you the Driver's side), you will need to orient the Clip closest to the caliper in the manner shown in **Fig.31a** so the line will not get stuck under the caliper. See **Fig.31a-b**.

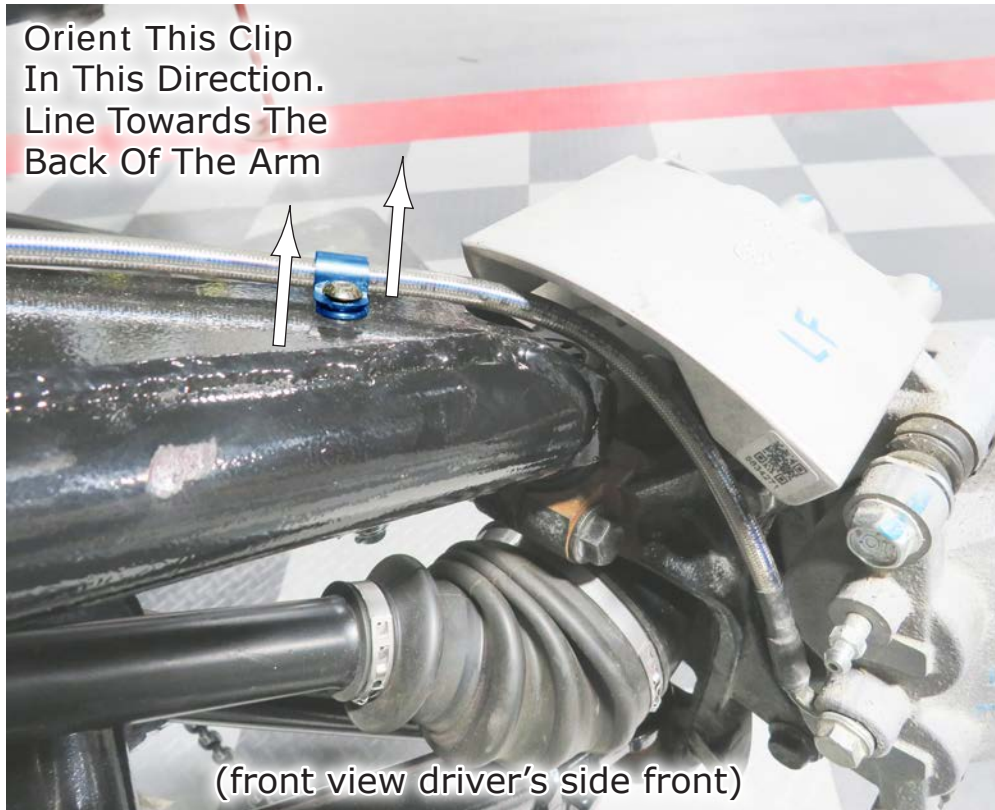


Fig.31a

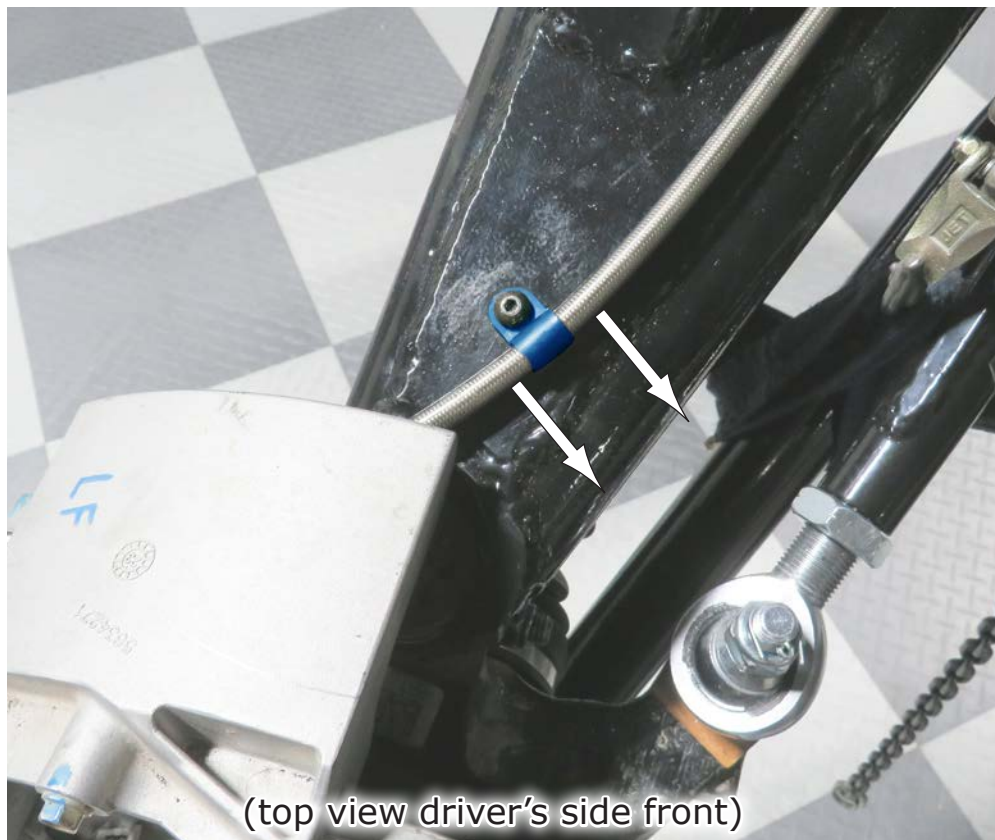


Fig.31b

CHECKING CAMBER

- Tires must have equal air pressure before making adjustments.
- Adjustments to be made after all suspension components have been completely assembled.
- Tires must not be in contact with ground when making adjustments.
- Perform adjustments in small increments.



Adjusting Camber:

- Remove A-Arms from Frame and turn Pivot Blocks to adjust camber. Reinstall Arms.
- Lower machine and settle suspension components by rolling machine back and forth several feet at a time.
- Check settings and make small adjustments as needed.
- Each time an adjustment is made, machine must be rolled back and forth to settle suspension components.
- Once desired setting is achieved, tighten hardware completely. Loc-tite on Nuts is recommended.

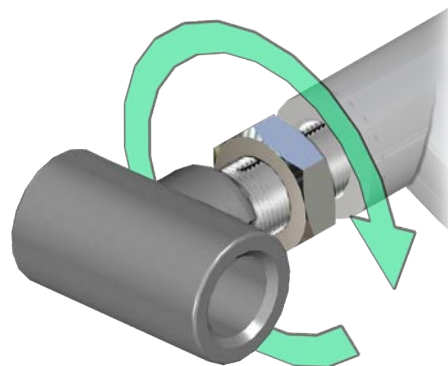
A NEGATIVE CAMBER SETTING OF 1° to 2° IS RECOMMENDED

Lower:

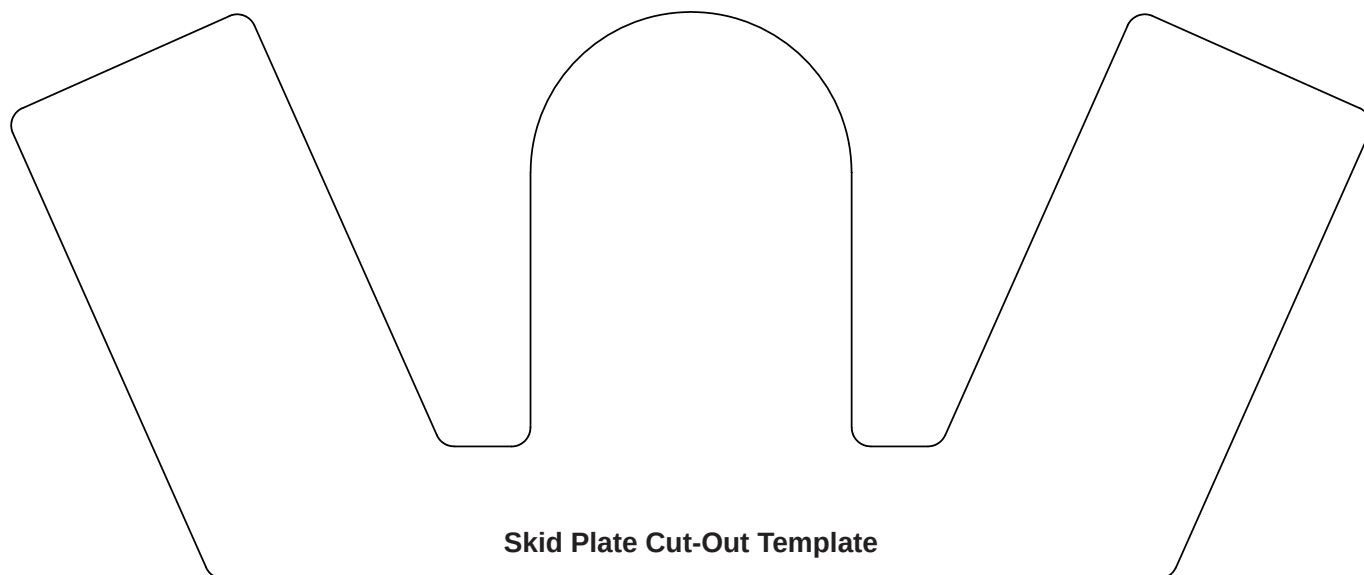
Too much positive camber: adjust Pivot Blocks **OUT**.
Too much negative camber: adjust Pivot Blocks **IN**.
(Note: 2 full turns is 1°)

Upper A-Arms:

Too much positive camber: adjust Pivot Blocks **IN**.
Too much negative camber: adjust Pivot Blocks **OUT**.
(Note: 2 full turns is 1°)



Cut Out This Template Below To Trace Onto Firm Cardboard,
Then Trace Onto Skid Plate As Shown In Instructions.
“Do Not Enlarge or Shrink This Image Size if Copied”



Skid Plate Cut-Out Template

Liability Statement

SuperATV's® products are designed to best fit user's ATV/UTV under stock conditions. Adding, modifying, or fabricating any factory or aftermarket parts will void any warranty provided by SuperATV® and is not recommended. SuperATV's® products could interfere with other aftermarket accessories. If user has aftermarket products on machine, contact SuperATV® to verify that they will work together.

Although SuperATV® has thousands of satisfied customers, user should be aware that installing lift kits, long travel, or suspension kits, tires, etc. will change the ride of machine and may increase maintenance and part wear. Operating any off-road machine while, or after, consuming alcohol and/or drugs increases risk of bodily harm or death. No warranty or representation is made as to this product's ability to protect user from severe injury or death. SuperATV® urges operators and occupants to wear a helmet and appropriate riding gear at all times.

By purchasing and installing SuperATV® products, user agrees that should damages occur, SuperATV® will not be held responsible for loss of time, use, labor fees, replacement parts, or freight charges. SuperATV®, nor any 3rd party, will not be held responsible for any direct, indirect, incidental, special, or consequential damages that result from any product purchased from SuperATV®. The total liability of seller to user for all damages, losses, and causes of action, if any, shall not exceed the total purchase price paid for the product that gave rise to the claim.

SuperATV® will warranty only parts provided by SuperATV®. Any damage or problems with OEM housings, bearings, seals, or other manufacturers' products will not be covered by SuperATV®. SuperATV® parts and products are not warrantied if item was not installed properly, misused, or modified.

Installing, adding, modifying, or fabricating any factory or aftermarket product to your ATV/UTV may violate certain local, state, and federal laws. Be advised that laws vary depending on town, city, county, state, etc. Use of certain products on public streets, roads, or highways may be in violation law. The Buyer is solely and exclusively legally and personally responsible for any violation of the law by the installation or use of the product. You must abide by all local, state, and federal laws, including but not limited to vehicle safety, traffic laws, and ordinances. It is your responsibility to know the laws and how they apply to you.

The Buyer is responsible to fully understand the capability and limitations of his/her vehicle according to manufacturer specifications, warnings and instructions and agrees to hold SuperATV® harmless from any damage resulting from failure to adhere to such specifications, warnings and/ or instructions. The Buyer is also responsible to obey all applicable federal, state, and local laws and ordinances when operating his/her vehicle while using this product, and the Buyer agrees to hold SuperATV® harmless from any violation thereof.

If you have any problems/questions on this kit, contact us by email
at Superatv.com.

Need help with your installation?



sales@superatv.com



www.superatv.com



1-855-743-3427



8:00am - 9:00pm EST M-Th
8:00am - 7:00pm EST Friday
9:00am - 2:00pm EST Saturday

*Thank You
For Choosing*



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