

Xtreme Products

Arctic Cat

Kit No. XTA650

Read these instructions carefully. Xtreme recommends, a professional mechanic perform the installation. Care should be taken to follow all standard safety procedures.

A thorough inspection of the suspension should be made prior to performing the installation. Any worn, bent or broken parts should be replaced. After installation another inspection should be made, checking for loose components or missing hardware. Inspect, again after eight hours of operation.

To begin, check to make sure all components and necessary tools are on hand.

Components:

The kit consists of two bags containing Hardware and Brackets.

Bag #1 for the Front plus bracket

Bag #2 for the Rear plus two brackets

Disassembly / Installation Procedure

1.)Begin by loosening the lug nuts on both front tires. Raise the unit, using a suitable lifting device or procedure, until the front tires are off the ground. If using a floor jack with stands, chock the rear wheels to prevent the unit from rolling. If using jack stands, make sure the stands are placed under the frame and not the body. Make sure the unit is **stable and secure**.

2.)Remove the tires / wheels.

NOTE: *Now is a good time to check the threads on the lug studs. Check for rust, pulled threads or other deterioration that could cause a stud/thread failure.*

NOTE: Make sure shock adjusters are at their lowest setting. When reinstalling the shocks you may have to use a pry bar to compress the shock and coil depending on how new the bike is and the condition of the coil.

3.)Remove contents from Bag #1. Start with the front, on the passengers (right as you sit on the bike) side, remove the wheel and the top bolt holding the shock to the frame, loosen bottom bolt allowing you to pull the shock out and away from the upper mount. Repeat these steps on other side. Next slide the long bracket along rear inside of factory channel (x-member). Place a sleeve in the x-member and using a 10x60mm bolt, going from rear to front. Install the supplied washer and link on the outside of the factory x-member. Start a flange nut on the bolt. Move the shock into position and install supplied bolt thru the Xtreme brackets and shock rear to front. It may be necessary to install washers between the shock and the supplied brackets. Proceed to other side.

4.)The Left hand side will be the same as the Right side. Tighten all bolts on both sides. You may now readjust the shocks.

5.) There are tie straps included in the kit to relocate the radiator hose. This may be necessary on some models to keep the hose from rubbing the lift bracket. By moving the hose around, you can see what ties need

to be cut, if any, and where to use new ties. **Note: If the hose is allowed to rub against the bracket for an extended period of time it may rub a hole in the hose.**

NOTE: Diagram #1 reflects above instructions



Rear

6.) Raise the unit, using a suitable lifting device or procedure, until the rear of the bike is off the ground. If using a floor jack with stands, chock the front wheels to prevent the unit from rolling. If using jack stands, make sure the stands are placed under the frame and not the body. Make sure it is **stable and secure**.

Driver side

7.) Remove the upper shock mounting bolt and pull the shock back away from the mounting bracket. Place the supplied bracket on rear side of the factory x-member, making sure the bracket is phased properly. Using the supplied u-bolt, attach the bracket to the frame, install nuts but do not tighten at this time. Take one of the supplied bolts and insert it thru the bracket on the inner hole. Hold the sleeve in place inside the factory mount. Go thru the sleeve and out the front of the factory bracket thru the supplied bracket. Install one of the 10mm flange nuts, but do not tighten. Take another bolt and go thru the bracket and then install one of the thick washers. Go thru the shock install another washer and thru the other bracket. Tighten all hardware at this point.

Passenger side

8.) Remove the upper shock mounting bolt and pull the shock back away from the mounting bracket. Loosen the bolt attaching the front of the upper control arm to the frame. **Do not remove it, just loosen enough to allow the bracket to slip between the head of the bolt and the frame.** Slide the bracket into place on the upper control arm mounting bolt. Take one of the supplied bolts and insert it thru the bracket on the inner hole. Hold the sleeve in place inside the factory mount. Go thru the sleeve and out the front of the factory bracket thru the other supplied bracket. Install one of the 10mm flange nuts, but do not tighten. Take another bolt and go thru the bracket and then install one of the thick washers. Go thru the shock install another washer and thru the other bracket. Tighten all hardware at this point.

9.) A good “Anti-Seize” compound should be applied to the lug studs and the tire/wheel combination of choice installed. Remove all jacks, jack stands and other devices used to lift and hold the bike. Check all brackets and bolts to be sure everything is tight.

Both of these views are on the Dr. side



Both of these views are on the Passenger side



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What is not covered? Your Xtreme Products Limited Warranty does not cover products, parts or ATVs/UTVs that Xtreme Products determines to have been damaged by or subjected to:

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- Normal wear and tear (bushings, tie-rod ends, axles, bearings, etc.). Scratches or defects in product finishes (powder coating, plating, etc.),
- Damage to or resulting from racing, competitions, contests, jumping or activity causing the suspension to limit-out.
- Accidents, impact by rocks, trees, obstacles or other aspects of the environment.
- Theft, vandalism or other intentional damage.

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Important Product Use and Safety Information / Warnings

As a general rule, the taller a unit is, the easier it will roll over. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall". Always use as wide a tire and wheel combination as feasible to enhance vehicle stability. We strongly recommend, because of rollover possibility, you should avoid situations where a side rollover may occur.

Generally, braking performance and capabilities are decreased when significantly larger / heavier tires and wheels are used, take this into consideration while driving. Also, using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the Xtreme Products product purchased. Mixing or adding different component brands is