

TEAM ALBA RACING

A ARM INSTRUCTIONS

Your box will include the following: 2 lower a arms, 2 upper a arms, 2 shock adapters and mounting hardware, 2 tie rods, a package of aluminum spacers (Honda will use 8 and Yamaha will use 4 – you will have extras), 2 upper ball joints, 2 lower ball joints, 2 large steel washers.



- 1) Put the front of the quad on a stand and be sure it is stable – We do not want it to fall on you!. Remove both front tires.
- 2) Remove both tie rods – leave the tie rod ends mounted to the steering stem and the spindle.
- 3) Remove the stock ball joints from the spindles. There are several ways to do this. The easiest way is to use a pickle fork (an automotive tool). If you use this it will most likely destroy the boots on the stock arms. Another method is to hit the ball joint hard with a heavy hammer. This usually “shocks” the ball joint loose. Of course, be sure you have removed the nuts on the ball joints first.
- 4) Remove the upper and lower a arms and shocks from the frame. Save all the mount bolts and nuts – you will re-use them.
- 5) Mount the lower a arms using the bolts and nut you saved. Look at the arm and you will notice that one side is straight and the other side is angled. The straight side goes to the front of the quad. Another way to check that you have them on correctly is to look at the shock mount on the frame and the a arm. They will line up with each other. Be sure to tighten the mounting bolts and nuts.
- 6) Mount the lower ball joints. The body slides thru the hole in the arm. Line it up with the slot and push it all the way in. (sometimes there is a bit of paint buildup on the arm so you have to tap it in. If you are using the stock shock adapters see the instruction sheet for mounting these. If you are using long travel shocks use the stepped washer and bolt to fasten the ball joint to the a arm . Be sure to tighten it to 50ft. lbs. of torque.
- 7) Mount the upper a arms. Use the stock bolts and nuts. Look at the SPACER INSTALLATION page for determining how you want your setup on the upper arms. For correct mounting the uppers are reversible. The angles side should go to the front of the quad (exception – Banshee, it goes to the back). Install the upper ball joint but do not tighten it – You will have to adjust it later. Be sure to tighten the mounting bolts and nuts.

- 8) Mount your shocks using the stock bolts and nuts. If you are using long travel use the supplied bolts and nuts that were on the adapter. Tighten the bolts and nuts.
- 9) Install the spindles. Be sure you tighten the ball joint nuts as much as you can. If they are spinning put pressure on the top of the ball joint to seat the tapered pin. You can use a block of wood and hit it with a hammer.
- 10) Install the new tie rods. Be sure to line up the reverse threads with the reverse threaded rod end ball joint. Just eyeball the spindles straight and do not tighten the jamb nuts. Mount the tires on the quad and tighten the lug nuts. Put the quad on the ground.
- 11) **GO BACK AND CHECK ALL THE BOLTS AND NUTS TO BE SURE THEY ARE TIGHT – A ARM TO FRAME UPPER AND LOWER, SHOCK UPPER AND LOWER, LOWER BALL JOINT BOLT, ALL FOUR BALL JOINT PIN NUTS.**

ADJUST THE A ARMS

CAMBER ADJUSTMENT - Camber is the tilt of the tires. On quads the top of the tires tilt towards the quads center

- 1) Be sure the quad is on level ground. Eyeball the tires to be sure they are pointing straight forward.
- 2) Use a framing square with one edge on the ground and the other edge against the tire. When the tire is at 90 degrees the square will touch the bottom and top sidewall of the tire. Adjust the upper ball joint by turning the nuts to allow it to slide in or out of the a arm. For all around riding the gap between the upper sidewall and the square should be 1/8". For motocross experiment with a larger gap and for woods racing experiment with a smaller gap. If you are using a degree gauge set all around use at 2 to 3 degrees.

TOE IN – Toe in is the angle of the tire front compared to the tire rear. On quads the front will be “toed in”

- 1) Get a pair of tie downs and sit on the quad. Straighten the handlebars and tie each bar end to the footpegs. When both tie downs are tight the bars must be straight (90 degrees to the quad body)
- 2) Get a straight edge that is long enough to reach from the back of the rear tires to the front of the front tires. Also grab 2 supports for the that are about 12" high. A pair of gallon paint cans work great. Also a straight 2 x 4 works for the straightedge.
- 3) We are going to assume your rear tires are straight. The back of the straight edge will rest against the side walls of the rear tire with the front being past the front of the front tires. If the front tires are wider than the rear tires use a spacer against the rear tire to move the straight edge outwards to give clearance for the front tire.
- 4) Not that the straight edge is in place you can set the tow in. It will be adjusted by turning the tie rod in or out. The goal is to have the front of the tire 1/8" in towards the frame as compared to the back of the tire. To do this measure from the center of the front of the tire to the straight edge. Then measure from the center of the back of the tire to the straight edge. Subtract the front measurement from the back measurement. When the tire is correct this number will be 1/8". **Tighten both inner and outer jamb nuts when you have 1/8". Be sure they are tight.** Now repeat this same procedure for the other side.

IF YOU ARE SATISFIED THAT ALL NUTS AND BOLTS ARE TIGHT AND ALL YOUR ADJUSTMENTS ARE DONE CORRECTLY GO OUT AND RIDE. Based on how you feel about the turning characteristics you can make fine adjustment to the toe in, camber and caster(upper a arm spacers).

IF YOU HAVE QUESTIONS PLEASE CALL US AT 619 562 0188

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