

## ARCTIC CAT PRO CLIMB 38" A-ARMS 2012-14

With the front of the sled supported & both skies off the floor (full droop) remove existing arms, and steering tie rods at the spindles. A-arm to spindle attachment points are a tapered fit. The easiest way to remove these without a tool is to loosen the nuts flush with the nylon nuts, and a couple sharp blows with a hammer. Now you can start the process of installing the new arms. If going from a 38"+ stance you will need shorter shock extended lengths Start with the lower arms first. Thread 5/8" rod ends with the jam nuts into the arms leaving 2-3 threads exposed beyond the jam nut. Install the supplied longer aluminum tapered bushing into the spindle. Now take the stainless steel misalignment bushings and place them into the rod ends. **DO NOT TIGHTEN UNTIL YOU ARE SURE THEY ARE "FULLY" SEATED**, as this will distort the skirts resulting in steering bind. Now you can attach the upper arms to the bulkhead, then to spindle using the 1/2" rod ends, jam nuts and aluminum tapered bushings (short one), this time leaving no exposed threads beyond the jam nut. You are now back to the stock camber-caster settings. Depending on exactly how the rod ends are adjusted you may have to remove some material from the spindle at the contact point on the rear tube of the arm to get full turning radius. If you feel this is necessary avoid leaving sharp inside corners. Before you finalize and tighten everything, again, be sure all misalignment bushings are **FULLY** seated into the rod ends. Use Loctite on all rod end jam nuts and do not over tighten. With everything properly tightened (still full droop) check again that steering from side to side turns freely. Note, a new sled will have somewhat of a slight drag. To determine whether this is in the a-arms or just do to new components in the stock steering system, you can disconnect the steering rods from the spindles, and re check. **ALWAYS** check for steering bind when you make any change to the camber or caster. Re torque all spindle to a-arm fasteners after the first ride to be sure the tapered bushings have properly seated.