



2020+ Kawasaki KRX 1000
Adjustable High Clearance A-Arm Kit
S3207



INSTALLATION INSTRUCTIONS
Kawasaki KRX 1000
Adjustable High
Clearance A-Arm Kit



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PARTS LIST

PART #	DESCRIPTION	QTY
S3207	Passenger Lower A-Arm	1
S3207	Driver Lower A-Arm	1
	Adjustable Bushing Tube	4
JN34FZ	3/4" Jam Nut	4

Tools Needed:

- Floor Jack
- Jack Stands
- Ratchet or Impact (3/8" or 1/2")
- Sockets (17mm, 19mm)
- Wrenches (17mm, 1-1/8" or crescent)
- Diagonal Cutters / Needle Nose Pliers
- Dead Blow Hammer
- Brass Hammer
- Philips Heads Screwdriver
- Flat Head Screwdriver
- Red Threadlocker

Installation Notes:

- In an effort to keep track of hardware, we recommend replacing where removed from.
- Disassemble/assemble one side at a time so a fully assembled side can always be referenced for bolt placement, orientation, brake line routing, etc.
- Use red threadlocker on all fasteners during assembly, except lug nuts.
- Hand tighten all nuts during assembly, unless otherwise noted. Final tightening of all fasteners is one of the final steps.



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Disassembly:

- 1.) Place KRX in park (P) on a flat level surface. Elevate front of machine and support with suitable jack stands.
- 2.) Remove front tires, using 17mm socket for OEM lug nuts.
- 3.) Remove cotter pin from lower ball joint. These can be reused if undamaged during removal. If damaged, replace with new. (See Image 1) (Pro Tip : Needle nose pliers or diagonal cutters work well.)
- 4.) Remove lower ball joint nut, using 19mm socket.
- 5.) With light taps from a brass hammer on lower a-arm in specified location, the ball joint will be freed from lower a-arm. (See Image 2) (Pro Tip : Since ball joint is press fit into a-arm, also lightly tap the lower a-arm downward with a dead blow hammer.)
- 6.) Remove inner a-arm bolts securing a-arm to frame, 2 per a-arm, using 17mm socket and wrench. (See Image 3 & 4) (Pro Tip : Remove 2 Philips head screws on passenger side securing front differential plastic side cover to frame. This will allow greater access to rear most bolt.) A-arm can now be removed from frame.
- 7.) Remove dust shields, pivot tubes, and bushings from OEM lower a-arms, taking care to not damage them. These will be reused, unless replacing with new. (See Image 5) (Pro Tip : A small flat blade screwdriver works well for separating bushing from a-arm. Once separated, bushing can be twisted out by hand.)

Assembly:

- 8.) Install bushings, pivot tubes, and dust shields into S3 a-arms, in that order.
- 9.) With S3 a-arms prepped for installation, locate driver vs. passenger for easy reference.
- 10.) Install S3 a-arm to frame, using OEM hardware - bushing end first. This may require use of a dead blow hammer. Once bolts have been inserted, hand thread on nuts. Before inserting ball joint stud into S3 a-arm, determine the desired amount of camber. (See Image 6)
- 11.) For (approximately) zero camber, screw adjustable bushing tubes in until there are 4 threads showing past the jam nut, ensuring the jam nut is flush against S3 a-arm. (Note : Be sure bushing tubes are adjusted out the same distance or they will not install properly.)
- 12.) For (approximately) stock camber, adjust bushing tubes until there are 9 threads showing past the jam nut, ensuring the jam nut is flush against S3 a-arm. (Note : Be sure bushing tubes are adjusted out the same distance or they will not install properly.)
- 13.) Rotate S3 a-arm upward to install ball joint stud into S3 a-arm. Final tighten ball joint nut to OEM spec, using 19mm socket and red threadlocker. (Pro Tip : You may need to tighten slightly more or less to allow cotter pin hole in ball joint stud to line up with slots in ball joint nut.) Reinstall cotter pin. Use new cotter pin if OEM was damaged during removal.
- 14.) Before tightening inner frame bolts, measure camber at the wheel. This can be achieved by measuring off the face of the brake caliper.
 - If using angle finder, measurement should read 90.5 - 91.0 degrees. This will equal approximately 1 degree of positive camber at full droop.



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- If using bubble level, bubble should be touching the line or almost touching the line. This will equal approximately 1 degree of positive camber at full droop.
- One degree of positive camber at full droop equals approximately zero camber at normal ride height.
- For (approximately) stock camber, perform previous steps and measurement should read 86 – 86.5 degrees. This will equal approximately 3.5 degrees of negative camber at full droop and stock camber at normal ride height.

15.) To adjust camber, remove inner frame bolts and slide S3 a-arm out of frame tabs, while still leaving attached at the steering knuckle. (See *Image 7*) To add positive camber, screw adjustable bushing tubes inward. To add negative camber, screw adjustable bushing tubes outward. (*Pro Tip : One 360 degree rotation of the adjustable bushing tube will equal approximately 1/2 degree of camber adjustment.*)

16.) Once adjusted, reinstall inner frame bolts into S3 a-arm through frame tabs. Repeat steps 14 & 15 until desired camber is achieved. Final tighten inner frame bolts, using 17mm socket, wrench and red threadlocker, to OEM spec.

17.) Tighten adjustable bushing tube jam nuts using 1-1/8" wrench, using red thread locker.

18.) Repeat on opposite side before moving to next step.

19.) Reinstall desired wheels/tires and place KRX back onto flat ground.

20.) Test drive to settle suspension. Recheck all hardware/fasteners. Confirm camber settings are at desired adjustments.

Thank you for choosing S3 Power Sports! Let us know if you have any questions! 855-221-7097



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Image 1





2020+ Kawasaki KRX 1000 Adjustable High Clearance A-Arm Kit # S3207

Image 2





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Image 3





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Image 4





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Image 5





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Image 6





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Image 7

