



Tusk Mohawk Extreme Duty / High Clearance A-Arms Upper and Lower A-Arm Installation Instructions

Contents/Hardware List:

- Upper and Lower A-Arm Installation Instructions
- A-Arm Bushing / Ball-Joint Removal and install Instructions.
- (2) Lower A-Arms AND/OR (2) Upper A-Arms (depending on purchase).
- (2) Std. Duty zip-ties *For Upper A-Arms only
- (2) Heavy Duty zip-ties *For Upper A-Arms only
- (4) 3/16" rivets (rivet gun not incl.) *Upper A-Arms only / 2014-2018 models will only require the use of (2) rivets.

Safety Instructions: For your own safety and the safety of others, we recommend that you read and understand all instructions start to finish before installing these components. If you are uncomfortable in performing any of the steps or lack the proper tools/equipment, have a qualified mechanic complete the install.

1. Jack-up and support the vehicle's chassis so the front suspension can hang freely (**Fig. 1**). **NOTE: The following steps will cover the removal and install of the Upper and Lower A-Arms on one side only, from start to finish. You can also perform these steps on both sides simultaneously if you choose to do so.**
2. Remove wheel/tire (**Fig. 2**). **NOTE: If installing Lower A-Arms only, skip to (Step 16).**
3. Place a load-bearing device beneath the Lower A-Arm at the OEM lower cross brace (**Fig. 3**). **NOTE: This is to temporarily support the weight of the suspension components while removing the OEM Upper A-arm. This is NOT to support the weight of the UTV's chassis.**
4. Using a heavy duty zip-tie (included), hang the shock above and out of the way. We recommend using the rounded slot in the chassis tab, located directly above the shock (**Fig. 4**).



Fig. 1



Fig. 2



Fig. 3

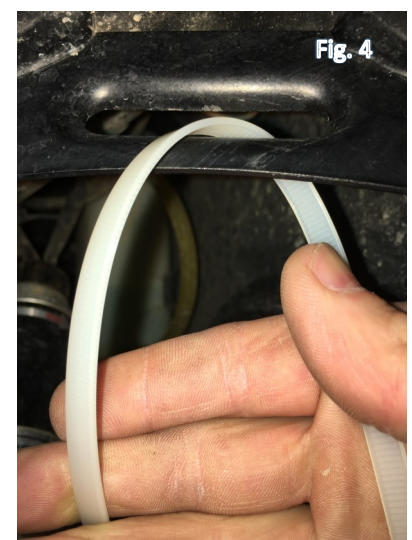
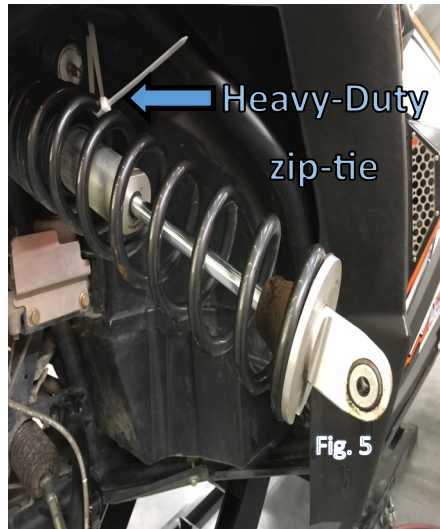


Fig. 4

- Loosen the lower shock bolt and remove nut only, leave bolt in place for now.
- Lift upwards on the suspension enough to take the pressure off the lower shock bolt and remove. You can now lower the suspension onto the load bearing device placed under the OEM Lower A-arm mentioned in **(Step 3)**. Rotate the shock upward and hang using the heavy-duty zip-tie **(Fig. 5)**.



- Remove the OEM rivets securing the plastic brake line clamps to the upper arm **(Fig. 6)**. The recommended drill bit size is 3/16", but a slightly smaller or larger bit will work. The goal is to drill through the head of the rivet until it falls off. If the rivet spins with the drill bit, simply place a flat-head screwdriver under the plastic brake line clamp and pry upwards gently. This will cause the rivet head to bind, allowing the bit to drill through **(Fig. 7)**. Remove the plastic brake line clamps from the A-arm.



- If your model is equipped with an OEM front sway-bar, remove bolt attaching the sway-bar end-link to the tabs on the OEM upper A-Arm. The sway-bar can be left hanging in place.
- Remove the bolt securing the upper ball-joint to the steering knuckle **(Fig. 8)**.

- While pulling upward on the Upper A-Arm with one hand, use the other hand to simultaneously tap on the side of the A-Arm next to the ball-joint with a hammer. The ball-joint shaft should slowly work loose **(Fig. 9a and 9b)**.

NOTE: It is important that the brake line is not struck or damaged during ball-joint removal.

- Once the ball-joint has been separated from the knuckle, remove the A-Arm bolts at the chassis end. The OEM Upper A-Arm can now be removed. **NOTE: If you have a 2017 or newer model and have chosen to re-use the existing OEM A-Arm hardware, this is a good point to transfer those parts. Refer to the "OEM-style A-Arm Bushing / Ball-Joint Removal and Install Instructions" document.**



- Now you are ready to install the Tusk Mohawk Extreme Duty Upper A-Arm, chassis end first. **NOTE: Due to the stresses of off-road driving, the relatively thin chassis tabs can often shift, or be slightly bent. This may require additional effort in positioning new A-Arms between the tabs and inserting hardware. With a minimal amount of force, a hammer or pry bar can be used to re-align the tabs, for easier A-Arm fitment.**

13. Once the Upper A-Arm bolts at the chassis end are in place, torque to 42 ft/lbs. Next, lower the ball-joint shaft into the steering knuckle. You will notice that the ball-joint shaft has a machined radius'd groove (**Fig. 10**). The groove has to line-up with the hole in the steering knuckle for the bolt to pass through. Insert bolt and torque to 42 ft/lbs.



Fig. 10

14. With the Tusk Mohawk Upper A-Arm installed (**Fig. 11**), locate the lower shock bolt and be ready to install. You can now remove the zip-tie supporting the shock and lower it into place between the lower shock tabs and install the bolt. Torque bolt to 42 ft/lbs. **NOTE: Inserting the lower shock eye between the shock tabs may require pinching the spacer/o-ring assembly together during install.**



Fig. 11

15. Now that the shock is supporting the weight of the suspension components, the jackstand beneath the OEM Lower A-arm can be removed.



Fig. 12

16. Remove the OEM CV boot guard from the OEM Lower A-arm (the guards and related screws will not be re-used) (**Fig. 12**).



Fig. 13

17. Remove the bolt securing the lower ball-joint to the steering knuckle (**Fig. 13**). While pushing downward on the Lower A-Arm with one hand, use the other hand to simultaneously tap lightly on the side of the A-Arm next to the ball-joint with a hammer until the ball-joint shaft works loose. Now remove the bolts at the chassis end of the OEM Lower A-arm. The arm can now be removed. **NOTE: Refer to the OEM Bushing Assembly and Ball-Joint Transfer instructions for hardware removal/install.**



Fig. 14

18. Now you are ready to install the Tusk Mohawk High-Clearance Lower A-arm, chassis end first (**Fig. 14**). **NOTE: The methods and considerations for installing the Tusk Mohawk High-Clearance Lower A-Arm are the same as the previously installed Tusk Mohawk upper A-Arm. The upper and lower ball-joints are identical and require the same care in locating the machined shaft groove mentioned in (Step 13) and shown in (Fig. 10).** Once the chassis end bolts and ball-joint bolt is in place, torque all bolts to 42 ft/lbs.

19. With the Tusk Lower A-Arm installation completed, return to the previously installed Tusk Upper A-Arm for brake line installation and routing. **NOTE: Only one of the OEM plastic brake-line clamps will be re-used.** Locate the plastic clamp shown in (Fig. 15). Snap clamp over the brake line and A-Arm tube approx. 1/2" below the Mohawk support gusset (Fig. 16). **NOTE: The brake-line should be routed along the inside of the Mohawk support gusset.** With the clamp in place, carefully drill a hole through the steel A-Arm tubing using a 3/16" bit. Using the supplied rivet (rivet gun not included), rivet the plastic clamp into place (Fig. 17). In addition to riveting, we recommend using the supplied std. duty zip-tie to further secure the brake line, keeping it from shifting back and forth inside the plastic brake-line clamp. Pass zip-tie through the nearest "window" in the Mohawk support gusset and around the brake line. Tighten zip-tie until it is held firmly in place (Fig. 17). **NOTE: For 2014-2018 models, the brake-line routing should look like the example in (Fig. 18). If you have one of these models, you can skip to (Step 21).**



Fig. 15

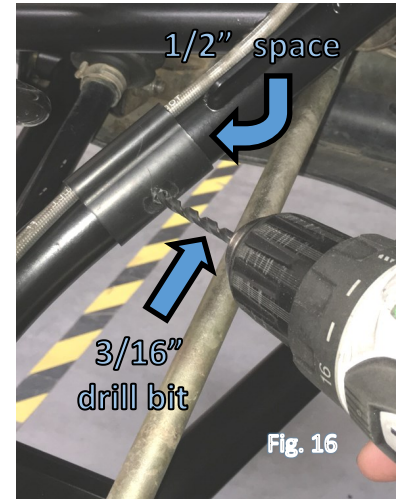


Fig. 16

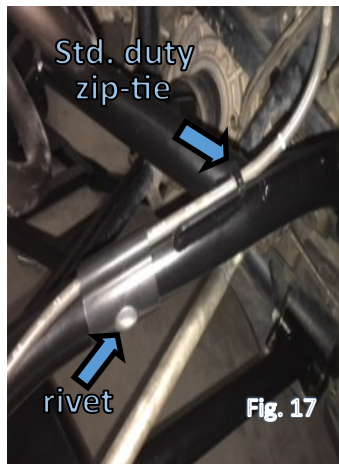


Fig. 17



Fig. 18

20. For 2019 and newer models only: An OEM rubber-lined metal brake-line clamp was added in the ball-joint area of the OEM Upper A-Arm. The hardware kit included with your Tusk Upper A-Arms comes with (2) extra stainless-steel rivets for mounting this additional clamp. Measure 1" from the front edge and ball-joint side edge of the shock mount plate as shown in (Fig. 19). Using a 3/16" bit, drill a hole in the shock mount plate and rivet the OEM brake line clamp into place. **NOTE: 2019 and newer models also come with aluminum "wheel scrapers" that are designed to channel rocks and debris from the wheel and braking components (Fig. 20). Make sure the brake-line is properly routed under this component.**

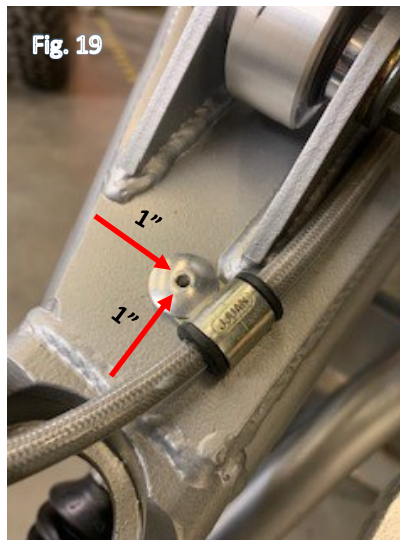


Fig. 19



Fig. 20

21. If your model is equipped with an OEM front sway bar, re-install end-link bolt and nut (removed in Step 8). Torque to 42 ft/lbs.

22. Re-install wheel/tire and torque lug nuts. **NOTE: Due to differences in model year and OEM vs. aftermarket wheel alloys, refer to your owner's manual or wheel manufacturer's recommended lug nut torque spec.**
23. With the wheel/tire installed, slowly turn steering to it's maximum angle right and left. Throughout the steering cycle, inspect the brake line routing to ensure there is adequate clearance from all moving parts and pinch points. If slight adjustment is needed, the brake-line can be pulled through the clamps and zip-ties in either direction. Refer to **(Fig. 18, Fig. 20, and Fig. 21)** for examples of proper routing and acceptable clearances.
24. Unless the previous steps were performed on both driver and passenger sides simultaneously, simply return to **(Step 2)** and repeat all steps. Once all steps completed on both sides, safely lower the UTV to the ground.

Congratulations! You've successfully installed your new Tusk Mohawk Extreme Duty High-Clearance A-Arms.

Limited Lifetime Warranty: *Tusk Off-Road* warrants this product to be free from defects in material or workmanship for its usable lifetime. This does not cover cosmetic or structural damage arising from abuse or misuse, owner neglect, improper installation, or lack of maintenance. Structural or cosmetic damage arising from participation in organized racing events is considered abuse. Wear from normal use or exposure to environmental elements is not covered by this warranty. This warranty is extended to the original owner and is non-transferable.

