

# Xtreme Products Inc.

## Kawasaki Mule Kit No. XTMULE 10 or 20

**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.

### Front Components:

| Quantity | Description                    | Part #   |
|----------|--------------------------------|----------|
| 2        | Front Strut Extension Brackets | XTMULE-1 |
| 2        | Front Coil Springs             | XTMULE-2 |
| 4        | 3/8 Hex Flange Nuts            |          |

### Rear Components:

| Quantity | Description          | Part #  |
|----------|----------------------|---------|
| 2        | Rear Spring Shackles | XTMULE4 |
| 4        | 9/16 Locking Nuts    |         |

### Disassembly / Installation Procedure

#### Disassembly:

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.*

3.)Using a Phillips screwdriver, remove the four screws attaching the glove box. Remove glove box. This gives access to the retaining bolts for the drivers side strut.

4.)Place a floor jack, or other suitable device, beneath the left side lower control arm. This is to prevent damage to the tie rod or slip yoke boot while disassembling the lower control arm and strut. Using a 14mm socket, remove the two retaining nuts and lock washers.

5.)Remove the retaining bolts for the left side lower control arm using a 17mm socket or wrench. Pull the lower control arm out of the retaining brackets while lowering the jack and strut.

**NOTE:** *Care should be taken to be sure the inner splash shield is not positioned in such a way as to catch on the strut while lowering the unit. If it is bend it out of the way to prevent hanging*

6.)With the strut resting on the jack hold the large hex cup washer with a pair of slip joint pliers or other suitable tool. Remove the 17mm retaining nut and lock washer. **Lay to one side as they will be reused.**

7.)Remove the factory rubber mount / bushing and lay to one side. Remove the coil retaining cup along with the plastic anti squeak boot. **These also will be reused.**

8.)Remove the factory coil and clean the lower seat of all foreign material.

#### **Installation:**

9.)Install the new coil. Be sure to place the end of the bottom wrap against the timing stop.

10.)Reassemble the strut in the reverse order of disassembly. The spring may need to be compressed during the reassembly. Care should be taken while compressing the coil as the coil stores energy during compression. A spring compressor should be used to perform this operation.

**NOTE:** *While holding the large hex nut / washer, tighten the 17mm retaining bolt until the lock washer is compressed and tighten ¼ turn more. Over tightening the 17mm nut will cause the hex nut / washer to strip.*

11.)After reassembling the strut, place one of the extension brackets over the existing strut studs. Using the factory nuts and washers, attach the Xtreme bracket to the strut.

12.)Using the jack, raise and reattach the strut in the factory position using the new 3/8 flange nuts supplied.

13.)Reattach the lower control arm using the factory hardware. Reinstall the glove box.

**NOTE:** *Care should be taken, at this point, to be sure the drive axle slip yoke is engaged and there is no binding of any parts.*

14.)Repeat these steps on the right hand side strut. The only difference is the top mounting bolts are not as easy to access and may require some special tools. (i.e. Flex drive, short handle ratchet, “stubby” wrench or other combination.)

15.)A good “Anti-Seize” compound should be applied to the lug studs and the tire/wheel combination of choice installed.

## **Rear Disassembly / Installation Procedure**

### **Disassembly:**

- 1.)Lift the unit and place jack stands in front of the rear springs. Be sure to block the front tires to prevent movement.
- 2.)Remove the lower shock bolt and remove the shocks from their lower mounts.
- 3.)Remove the spring shackles one at a time. You will have to adjust the load on the shackle to allow you to remove the stud / shackle half from the bushings.

**NOTE:** *Take notice of how the left rear shackle is installed and how it comes apart during disassembly. It will have to be replaced in the same manner.*

### **Installation:**

- 4.)Using the new shackles reinstall in the reverse order of removal.
- 5.)Raise the rear axle until the unit clears the stands, remove the stands and lower to the floor. Reinstall the lower shock bolts and tighten.
- 6.)A good “Anti-Seize” compound should be applied to the lug studs and the tire/wheel combination of choice installed.