

Xtreme Products Inc.

Kawasaki Mule 610 Kit No. XTMULE610 With coil springs

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.

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.) The first thing to do is remove the front cowl and trunk on the bike. You can accomplish this by removing all the bolts (screws) around the perimeter of the cowl and removing some plastic "snap rivets". To remove the rivets simply pull the center section up and then the rest will follow.

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 on the top of the struts.

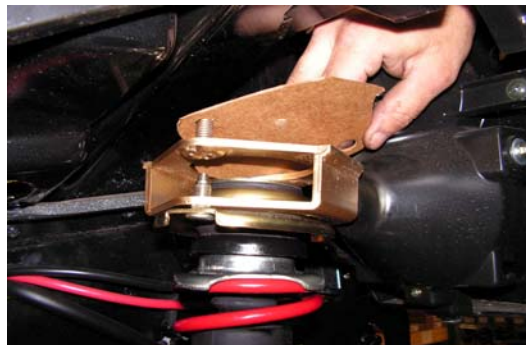
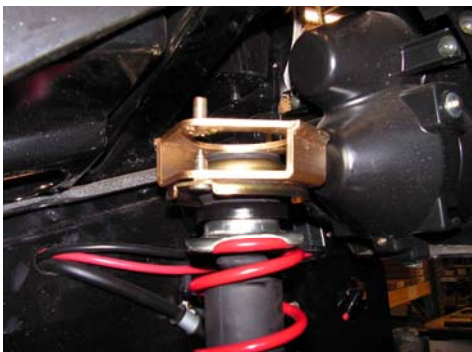


5.) Leaning the strut forward toward the headlamp buckets will put the strut in position to allow you to reach over the top and remove the large coil retaining nut in the center. Remove the factory coil spring and install the new one, making sure the coil is indexed correctly. There is a stop that the coil sits against.

6.) Take the coil spring retainer and separate the top black cap from the silver coil locator. (This is the piece with the folded down ears) Separate the two and you will find a bearing (poly graphite) install the coil spacer included with the tapered center side down. Replace the black cap and place this on the strut. You may have to pull the strut out as far as you can to finish the install. Place the retainer back on the strut and install the nut. Be VERY sure you have the locator and the coil spacer back in place and that the strut rod will pass through both of these items. With every thing in place tighten the coil retainer reaching over the top as you did to remove it.



7.) Leaning the strut forward toward the headlamp buckets will put the strut in position to allow you to reach over the top and place the strut spacer in place. Install the strut spacer on top of the coil retainer and tightening the nuts. Install the supplied gasket on top of the strut spacer, and re-install the strut assembly.



8.) Install the wheels and the lower the unit. Install the trunk in the reverse order of removal. This completes the front, continue on to the rear.

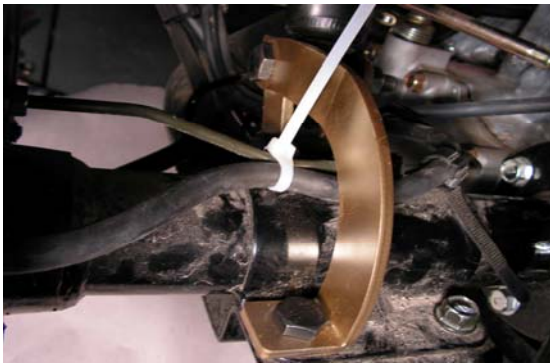
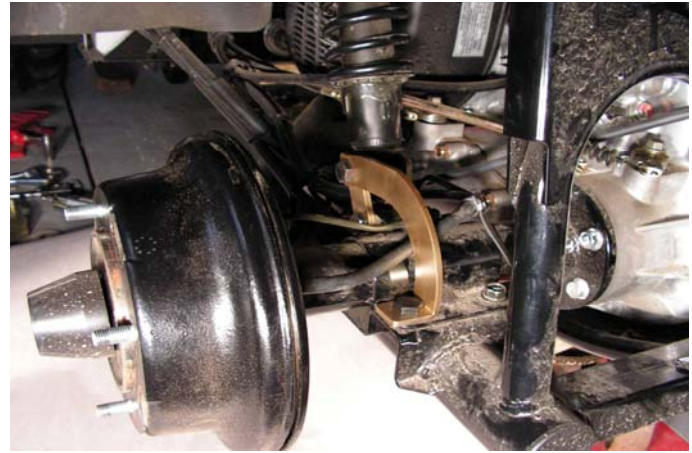
Rear Disassembly / Installation Procedure

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.) Jack up the bike to allow the shocks to come out of the factory mounting brackets. One of the links go on the outside of the factory mounts, the other goes inside the mount with the supplied spacer. The brace attaches to the upper end of the links where the shock attaches, the other end of the brace bolts to the rear axle housing. Refer to diagram for proper placement of all parts.

NOTE: *The links are the same for each side, but the braces are bent differently. They will only fit one side properly.*



4.) Make sure none of the hoses or brake lines are pinched or in a bind, then reinstall tires and lower to the ground.

WARRANTY: This kit will be warranted against defects in workmanship and materials ONLY. Problems from misuse, improper installation or abuse are not covered in the warranty. This warranty is good for one-year (12 months) from date of purchase. All warranty claims MUST be accompanied by the original receipt or suitable proof of purchase date.