SUZUKI LT500R

1987

CONTROL ARM INSTALLATION

1987 KIT - ADDED UPPER-ARM SPACERS

LOWER-ARM DECALS FACE FORWARD

UPPER ARM: SHORTER, ANGLED LEG FORWARD

1987: SPACER FILLS GAP BETWEEN UPPER-ARM BUSHINGS

Fullflight product photograph from this year-group listing. Review draft pending model-specific hardware/torque verification.

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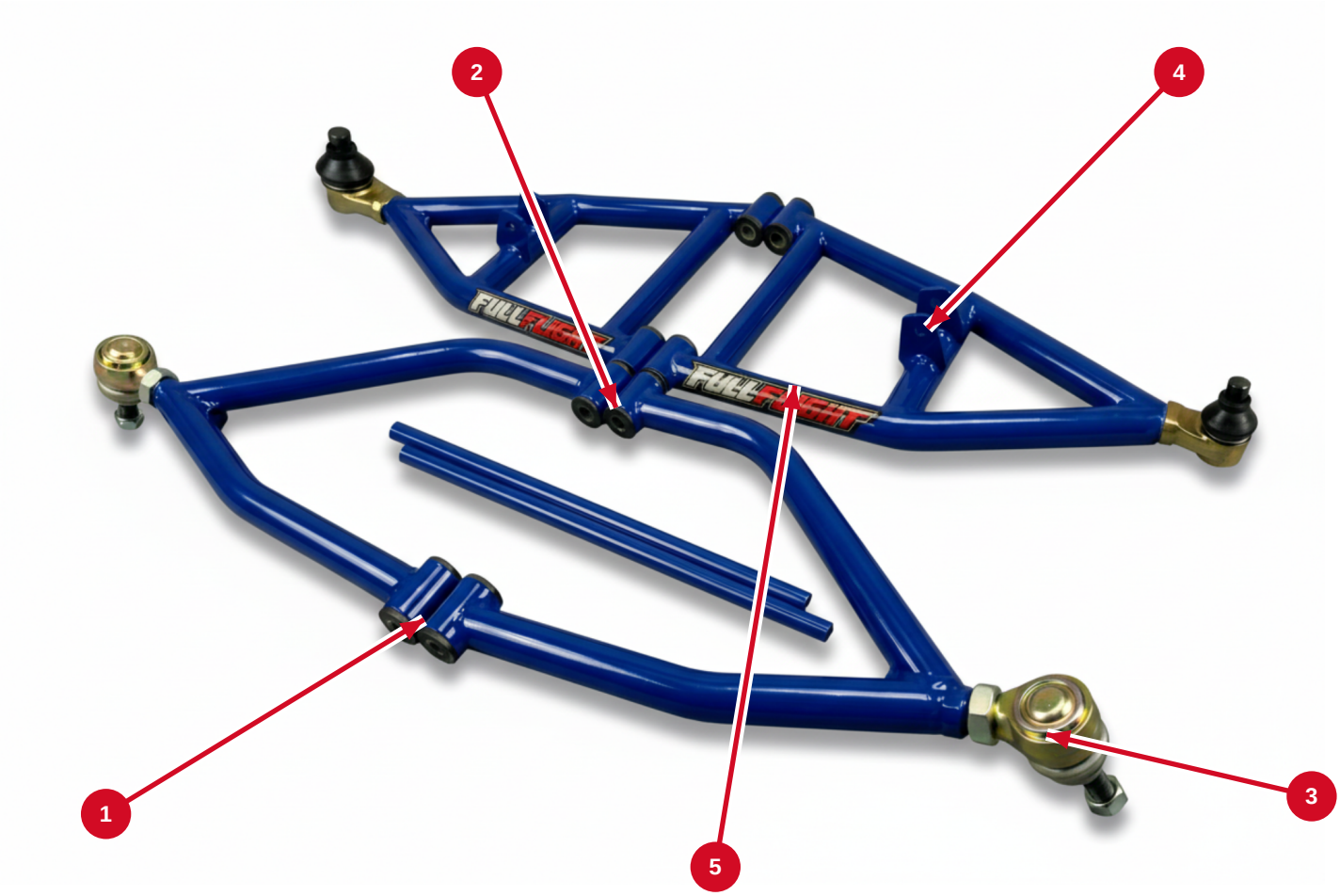
01 / Identify the kit and orientation

Match the arm set and spindle package before removing the factory suspension.



1 / 2 Frame-pivot bushings and steel sleeves

3 Ball-joint head / knuckle connection

4 Lower-arm shock mounting ears

5 Lower-arm decals face forward

Upper-arm direction: the shorter, angled leg faces the front of the ATV. The loose-parts photo does not establish installed left/right orientation.

Year-specific kit: use the supplied bushings and matched sleeves. Confirm original versus converted spindles and the ordered shock configuration. Do not transfer a spacer or pivot arrangement from a different year-group kit.

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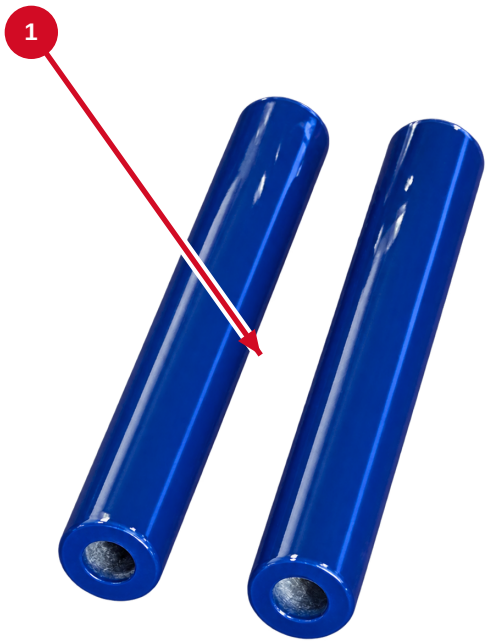
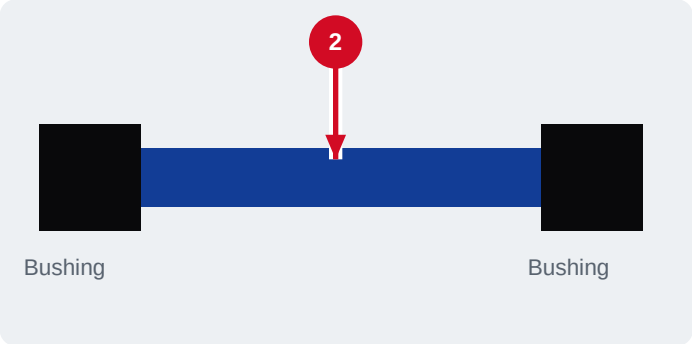
1987 / Upper-arm spacer

1987 only: the supplied spacer fills the gap between the upper-arm bushings.



POSITION - SCHEMATIC



2 Spacer between bushings

Fills the space between the bushings in the upper arm. Diagram shows position only; not dimensions or the full pivot assembly.

1 Supplied upper-arm spacers

Your Fullflight spacer photo; blue matched to the arms. Product geometry retained.

1. **Confirm the 1987 kit.** Identify the supplied upper-arm spacers before fitting either upper arm.
2. **Fill the gap.** Place the added spacer between the upper-arm bushings. Keep each bushing seated and use the matching supplied parts.
3. **Check before tightening.** Verify the complete stack and free pivot movement. Do not pull a missing-spacer gap closed with mounting-bolt torque. Use the specified hardware torque and retention.

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02 / Remove the factory arms

Engine off; firm level floor; rated stands and wheel chocks. Start on one side.

1. **Record the original setup.** Photograph both sides, hose routing and bolt directions. Confirm the ATV year and actual spindle package; keep the other side assembled as an orientation reference.
2. **Lift and secure.** Loosen wheel nuts while the tires are grounded, then lift at suitable factory points and support the frame on rated stands. Remove the wheel. Never work with jack-only support.
3. **Support the arm and knuckle.** Support the lower arm without lifting the frame from its stands, and support the knuckle/hub independently so it cannot fall or pull on the brake hose.
4. **Disconnect steering and brake routing.** Release the tie-rod end and arm-mounted hose clamps as required. If the caliper is removed for access, hang it from the frame with its hose connected. Do not squeeze the lever with the caliper off the disc.
5. **Unload, then separate.** With the lower arm supported, remove the lower shock mounting connection in the factory sequence. Separate the knuckle joints using the proper tool and retaining-hardware procedure. Protect boots and stud threads.
6. **Remove pivot hardware.** Withdraw the frame bolts and remove the arms. Label every collar, seal, washer and spacer by location. Inspect the frame tabs, bolts, knuckles and mounting holes before installing replacement parts.

Use the exact-year Suzuki factory manual for lifting points, access and torque. Brake hydraulic work requires its own proper bleeding procedure. No unverified torque value is supplied in this draft.

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03 / Install the Fullflight kit

Lower decals forward. Upper arms have the shorter, angled leg forward.

1. **Identify left and right.** Match kit markings, frame fitment and the shock ears. Lower-arm decals face forward; the shorter, angled upper-arm leg is the front leg.

2. **Prepare the frame pivots.** Check that each Delrin bushing and matched steel sleeve is seated in its correct location. Preserve the specified sleeve lengths, washers and spacers; do not use bolt torque to close a large mounting gap.

3. **Fit the 1987 upper-arm spacer.** Install the supplied spacer between the upper-arm bushings, filling the gap. Seat the bushings and spacer in the confirmed kit arrangement; do not omit the spacer or replace it with washers. Then fit the lower arm and matched upper arm in the factory sequence. Start the correct frame hardware by hand and check smooth pivot movement. Do not bend tabs, enlarge holes or force a mismatched sleeve to fit.

4. **Connect the knuckle and shock.** Confirm the joint stud/seat and supplied retaining hardware. Protect each boot. Use the component-specific torque and fresh required pins/clips. Fit the shock specified on the order with its correct mounting hardware.

5. **Install the steering rods.** Transfer only serviceable matched tie-rod ends, preserving left-hand/right-hand threads and adequate engagement at both ends. Center the steering and set a preliminary straight-ahead position.

6. **Secure and inspect.** Refit clamps, calipers and guards. Torque structural hardware before loading the tires. Check steering lock and usable bump/droop for binding, contact and hose tension. Repeat on the other side.

Stock-length-shock compatibility applies to the standard ordered configuration. Spindle conversions and special shock options need a matched package. Do not lubricate Teflon-lined heims or sealed joints unless the component instructions require it.

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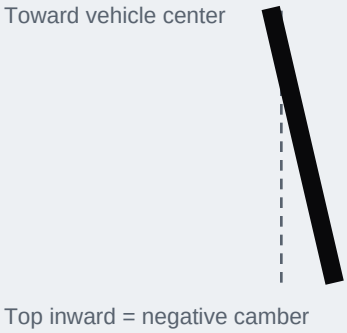
04 / Camber and the caster baseline

Set camber before final toe. Measure on the tires at consistent normal ride height.

FIXED FRAME-PIVOT BASELINE
The frame pivots use bushings and sleeves. Keep the correct kit orientation and pivot stack intact.

Focus on camber, then toe using the actual kit adjustment provisions.

CAMBER - FRONT VIEW



1. **Settle and measure.** Equalize side-to-side tire pressures, secure the assembly and roll the ATV to settle it. Hold a straightedge against sound top/bottom rim edges and measure the tilt from vertical.

2. **Use a small camber correction.** For the conventional adjustable threaded upper joint, moving the joint inward generally adds negative camber; moving it outward reduces negative camber. Lift and support the ATV before releasing a loaded joint. Make a small recorded change, then reconnect and secure it.

3. **Keep the bushing pivots intact.** Do not attempt to adjust a fixed frame-pivot bushing as if it were a threaded heim. Use the kit's confirmed threaded-joint adjustment method and maintain sufficient engagement.

4. **Reload and recheck.** Restore the specified torque and retainers before putting weight on the tires. Remeasure both sides at the same ride height. Match measured camber, not just the number of turns. Use the approved camber target for the actual kit and riding setup.

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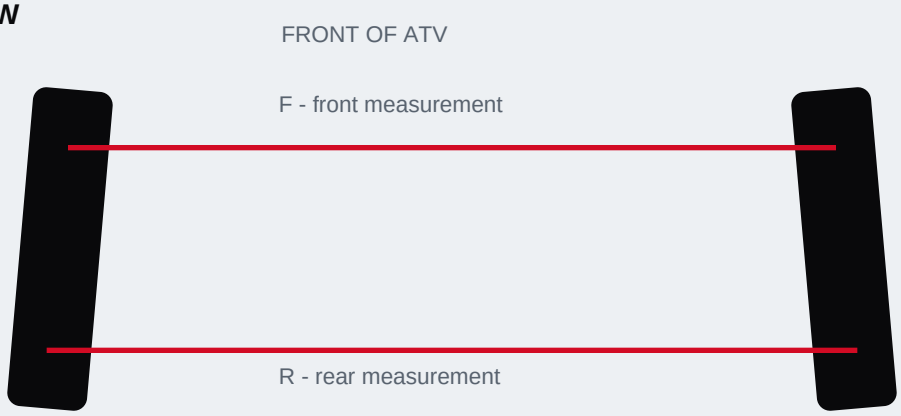
05 / Set toe last

Toe is finished at the tie rods after camber and all arm connections are secure.

TOE - TOP VIEW



TOTAL TOE-IN = R - F

1. **Center the steering.** Keep the handlebars straight. Use the same tire pressures and loading as the camber check. Mark repeatable centerlines on the front tires.
2. **Measure F and R.** Measure between the same tire marks at axle height at the front. Roll the marks to the rear at the same height and measure again. R greater than F is toe-in; R smaller than F is toe-out.
3. **Adjust both rods in small increments.** Preserve steering centering and adequate thread engagement at both ends. Use the matched tie rods rather than forcing a frame-pivot or bushing change.
4. **Tighten and remeasure.** Secure the rod jam nuts, settle the suspension again and check F/R. Fullflight's public ATV guide describes equal front/rear measurements; confirm the intended target for this kit before customer release.

Calculation example only: R = 40.000 in and F = 39.875 in gives 0.125 in total toe-in. This is an arithmetic example, not a prescribed toe setting.

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06 / Final inspection and records

Complete the hardware checks and locking procedure before the first low-speed test.

[ ] 1987 upper-arm spacer fills the gap between bushings

[ ] Correct 1987 kit and matched spindle/shock package

[ ] Lower-arm decals forward

[ ] Shorter, angled upper-arm leg forward

[ ] Delrin bushings and matched steel sleeves correctly seated

[ ] Joints, frame pivots, shocks, steering and wheels torqued

[ ] Correct pins/clips and intact boots; free movement and hose clearance

[ ] Camber L/R and final toe F/R recorded

Record: year/VIN _____ Kit width _____ Spindle type _____
Shock configuration _____ Camber L/R _____ Toe F/R _____
Torque sources / checked _____ Installer / date _____

Lock and test: verify the specified locking compound, application threads, minimum engagement and cure time for the supplied components. After full cure and all checks, test the brakes stationary, then at walking speed off-road. Stop for pulling, clunks or binding; reinspect after the first short ride.

Sources: Fullflight product listing and photograph for this exact year group; Fullflight orientation instructions. Use the exact-year factory service manual for access, replacement fasteners and torque. Numerical camber and hardware torque targets remain subject to verification.

Suzuki 1987-1992 LT500R A-Arms - product source
Fullflight public installation reference

Pictures identify loose-product features; they are not on-vehicle installation photos. Review draft, revision D7.