Adjustable Upper Control Arm / Upper Ball Joint Installation Instructions

1. Inspect vehicle for loose or worn parts and odd tire wear patterns. Check tire pressure. Determine amount of camber/caster change needed.
2. Raise and support vehicle securely under lower control arms.
3. Remove wheel assembly. Remove cotter pin and nut from upper ball joint stud.
4. Remove upper ball joint from steering knuckle.
   IMPORTANT- do not allow knuckles to pull out on axle shaft - inner CV joint disassembly may occur.
5. Remove upper control arm from vehicle.
6. Install new upper control arm with supplied adjustable ball joint.
7. Install adjustable ball joint in upper control arm. Install lock nut. Snug nut to point where ball joint can just turn in control arm. (See Fig. 1)
8. Install ball joint stud into steering knuckle. Install nut and torque to manufacture spec.
9. Reinstall tire and wheel assembly. Recompensate alignment equipment. Recheck camber and caster readings. Be sure to use alignment equipment manufacturer's recommended procedures.
10. Camber only adjument turn top hex slot towards wheel.(See Fig.2) For combination of camber/caster turn hex. (See fig 3)
11. Raise vehicle using a suitable body lifting point to allow the control arms to drop. Hold upper hex and adjust lower hex to proper alignment and torque upper nut to 140-160 ft lbs. (190-217 NM).
12. Lower vehicle and verify proper camber and caster readings. Set test vehicle.

Figure 1

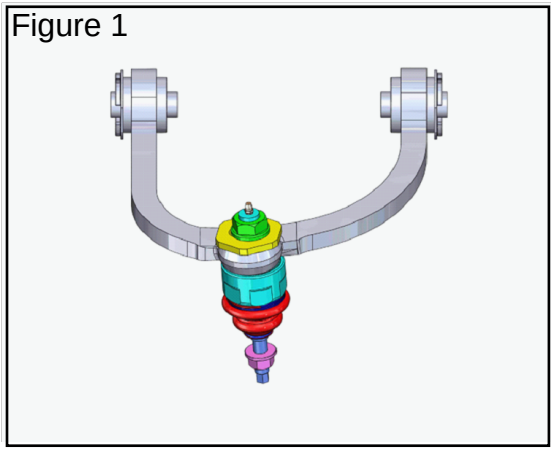


Figure 2

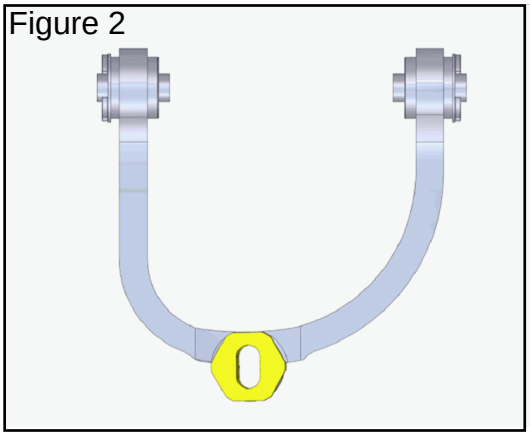
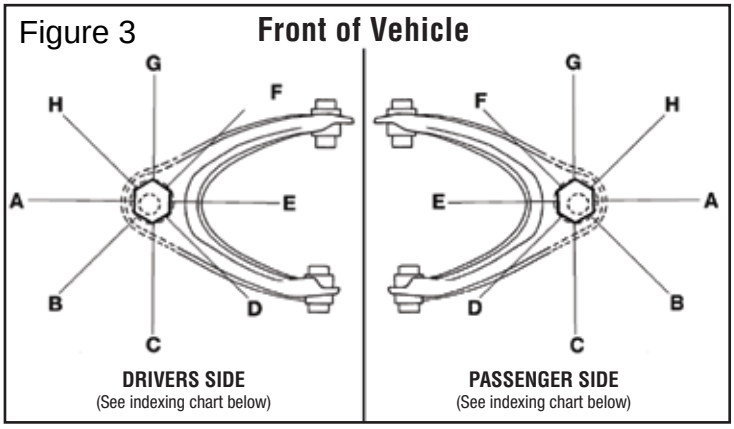


Figure 3



INDEXING CHART
Referenced from position of offset stud

Position	Camber Change	Caster Change
A	+	0
B	+	+
C	0	+
D	-	+
E	-	0
F	-	-
G	0	-
H	+	-

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