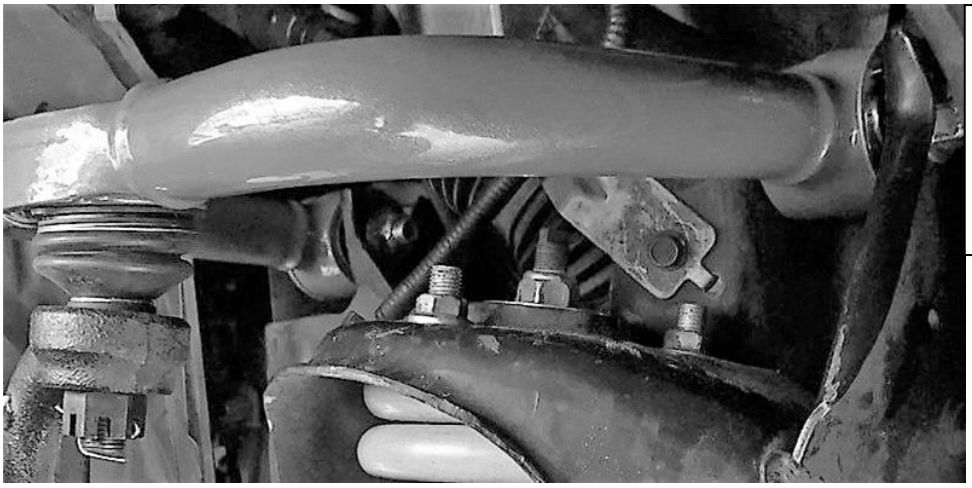
Fitting Instructions #TRC6540IS

Nissan Navara D40
Nissan Navara D23/NP300
Pre-set Camber/Caster Upper Control Arms

** Superpro recommends all work is carried out by qualified mechanic**



Kit Contents
1 x LH Arm - Complete with H/D ball joints and bushings

1 x RH Arm - Complete with H/D ball joints and bushings

1. Before beginning any alignment work, always check for loose or worn parts, proper tyre pressures, and odd tyre wear patterns. Replace any loose or worn parts before setting alignment;
2. Raise vehicle by the chassis and support with jack stands. Remove front tyre and wheel assemblies;
   Tip – lifting/jacking lower control arm slightly may improve access to upper ball joint (see Figure 1 below).

Figure 1

3. Remove split pin and nut holding OEM ball joint to spindle. Break the taper between the ball joint stud and spindle and remove the ball joint from the spindle. Support the spindle so no strain is applied to ABS wiring or brake lines;
4. Remove the nut mounting bolts and remove the bolts and arm.
   Note: To provide clearance to remove the rear bolt on the driver's side, it is necessary to remove bolt holding steering shaft to the rack. (Before removing bolt on steering shaft, mark position with a marker to maintain alignment when reassembling if shaft becomes separated) Once the bolt on the steering shaft is removed, move the shaft so the bolt can be removed (shaft may need to be removed to remove bolt). Refer Figure 2 over page.

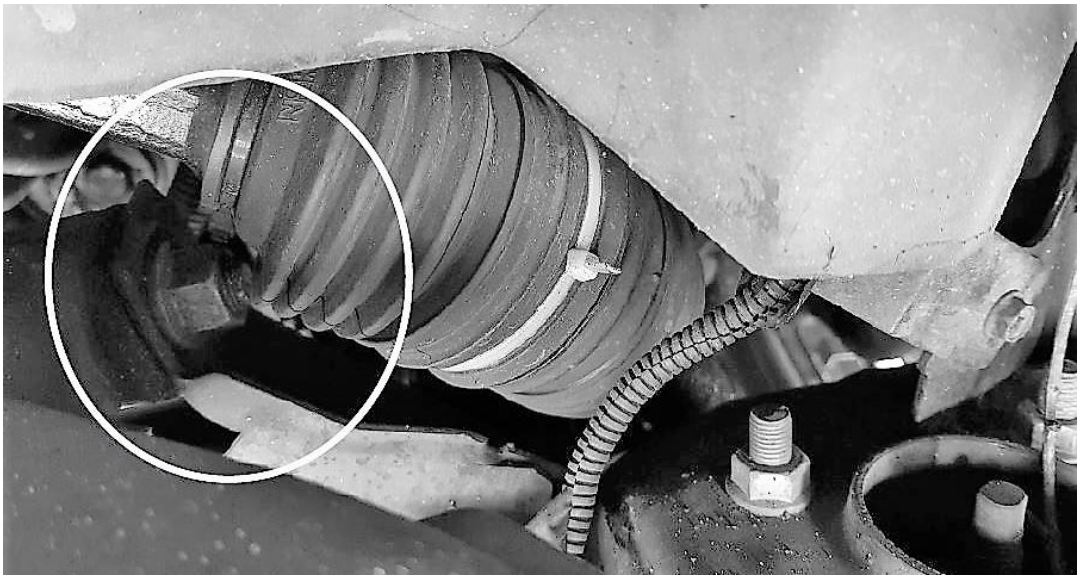


Figure 2

5. Using supplied grease only, lightly coat the ends of the bushing.
6. Install the upper control arms to the vehicle. **Important:** new control arms are marked "LH and RH", ensure that this is installed correctly.
   Note: Unlike bonded or rubber bushings, SuperPro bushings pivot freely and so can be torqued without applying vehicle weight. It is **recommended** to use Loctite on the bushing's bolt/nut as it may be difficult to get a spanner in to that area to fully tighten.
7. Insert the ball joint stud into the spindle, install the supplied castle nut and torque to 110Nm. Tighten further until the supplied split pin can be installed.
8. Re-install the tyre and wheel assembly. Lower vehicle and check for clearance and wheel align.

Important note:

- New control arms are designed to suit a 25-45mm lift.
- The addition of a strut-top spacer may present an issue when wheels are at full droop. It is up to the installer to ensure that the ball joint is not breached (or bound) while wheels are at full droop.

Figure 3: Example – strut-top spacer