

# Fitting Instructions #TRC6675IS

Ford F-150 2021+

*Fixed Offset Front Upper Control Arms*



**Important fitment note:** The maximum tire width for this arm on factory offset wheels is 285mm. Any larger tires will require a lower offset wheel to prevent the tire from scrubbing on the arm.

## Components Included:

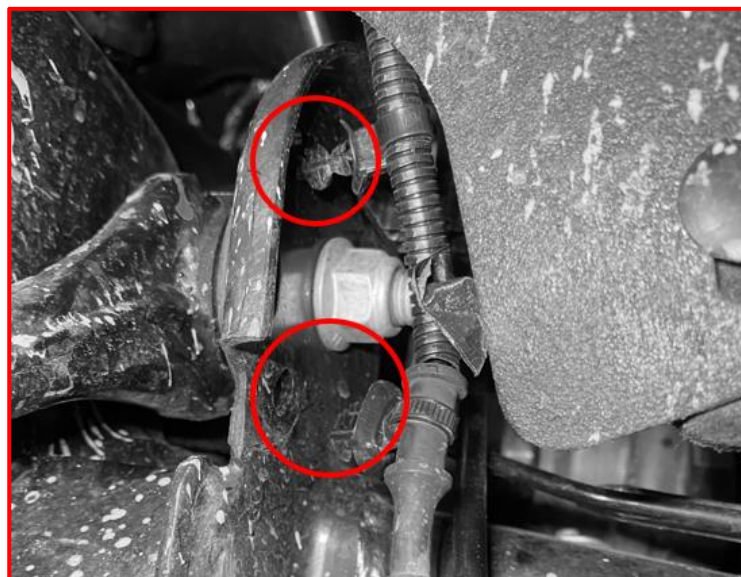
- 1x RH UCA complete with bushings, crush tubes, ball joint, castle nut and split-pin.
- 1x LH UCA complete with bushings, crush tubes, ball joint, castle nut and split-pin.
- 1x Grease packet

## Tools Required:

- Jack and Jack Stands/Hoist
- Torque Wrench
- 8mm Socket / Spanner
- 17mm Socket / Spanner
- 18mm Socket / Spanner
- 21mm Socket / Spanner
- T45 TORX
- Trim/Clip removal tool/ flathead screwdriver

**NOTE:** These components must be fitted to factory specifications, as per the factory service manual. Photos are an indication and may vary slightly in appearance from the actual product.

1. Raise the vehicle by the chassis and support on a hoist or on jack stands.
2. Remove the front wheels.
3. Remove the ABS cable clips from the chassis using a trim removal tool or flathead screwdriver to provide access to the UCA Bolts.



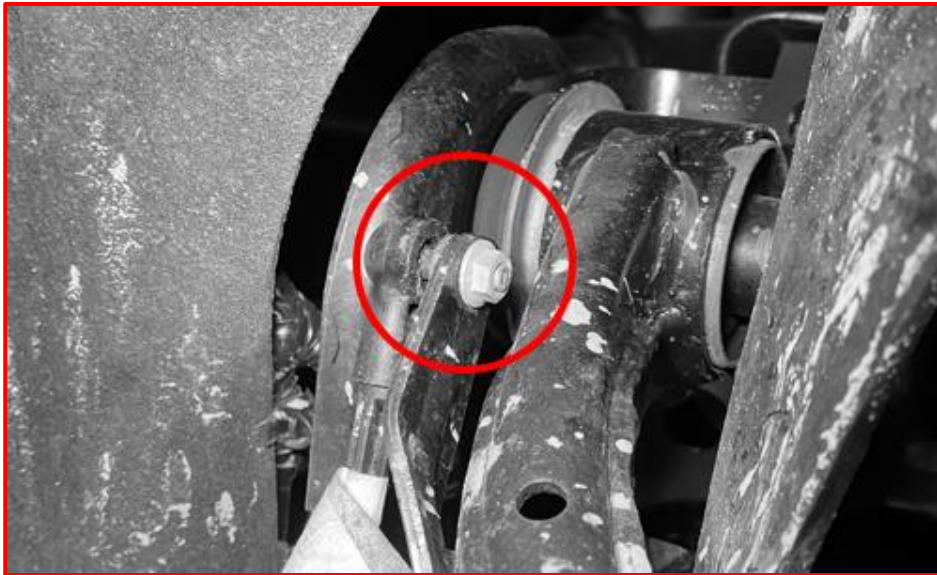
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4. If your vehicle is fitted with the ride height level sensor, you will need to remove the headlight sensor rod from the UCA bracket using the 8mm spanner.



5. Using the 18mm socket, loosen the nut holding the ball joint to the upright, but not all the way. If the ball joint taper is still stuck in the knuckle, you can use the 8mm spanner on the end of the ball joint to break the ball joint free.
6. Loosen the UCA bolts using the 18mm and 21mm spanners to remove the tension from the bushings.
7. Using the 21mm and the T45 TORX, remove the Swaybar link from the steering knuckle.



8. Completely remove the upper ball joint from the knuckle and support the knuckle using a strap to protect the CV and brake lines.
9. Support the lower control arm with a jack, then loosen the 3 strut cap bolts from the tower using the 18mm spanner and lower strut down and forward so the UCA bolt can be removed. (Note: aftermarket struts may use different hardware to attach the strut to the chassis)

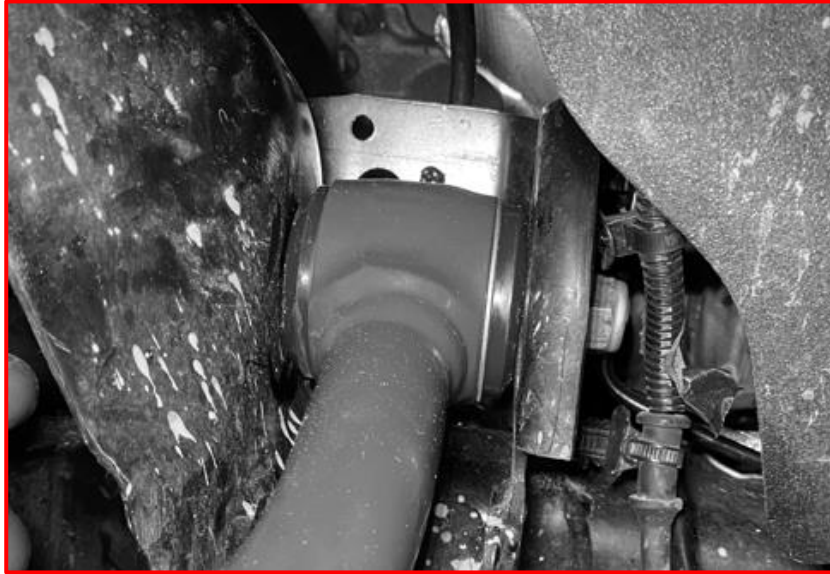
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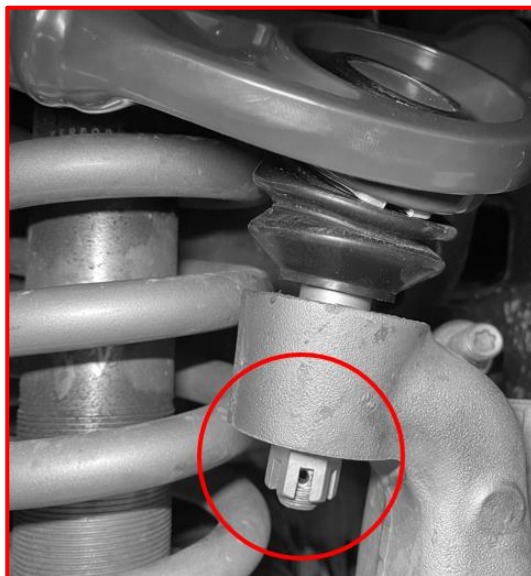
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10. Remove the UCA bolts and the UCA from the vehicle.
11. Installation is the reverse of removal with the new arm.
12. Clean the UCA mounting faces to remove any dirt or debris.
13. Before installing the arm, ensure to remove the crush tubes from the bushings and apply grease to the bore and faces of the bushings using the supplied grease.
14. Bolt the new arm into the frame, reusing the factory bolts (Torque to factory spec).



15. Re-install the strut using all the same hardware (Torque to factory spec).
16. Install the stud of the ball joint into the upright.
17. Tighten the ball joint taper down using the new nut and 17mm spanner to 80Nm (60 ft. lbs) then tighten further so the slit-pin hole and castle nut are aligned and install the split pin.



18. Re-install the Swaybar link using the factory hardware (Torque to factory spec).



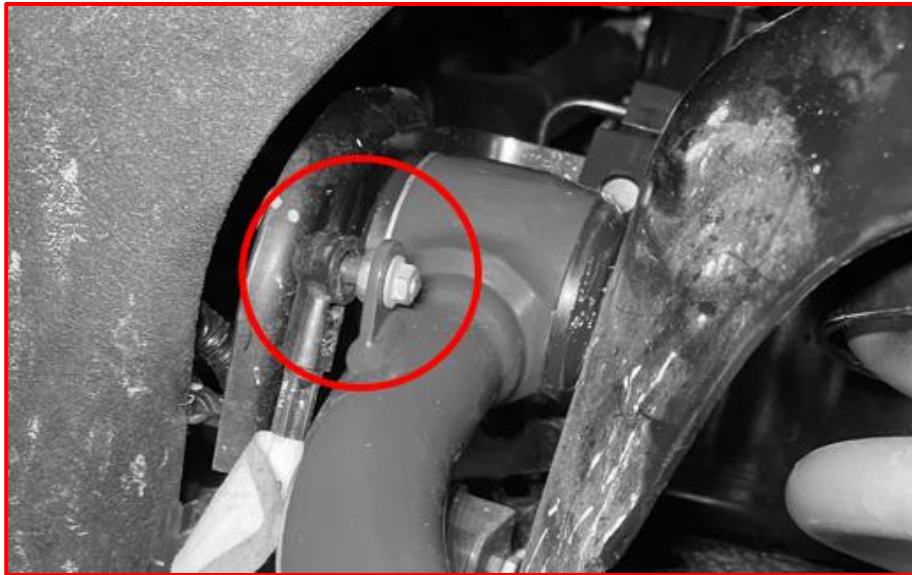
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19. If your vehicle is fitted with the headlight sensor, re-attach the sensor to the new UCA using the included bracket using the factory nut (Torque to factory spec).



20. Re-attached the ABS sensor clips to the chassis.
21. The process is now complete. Repeat this process for the other side.



22. Install wheel and lower vehicle to the ground. Check for any clearance issues.
23. Manufacture's torque setting must be used on all bolts.
24. The vehicle will now require a wheel alignment.
25. Recheck all bolts after 1000km (600 miles) or 1 month;