

Fitting Instructions #TRC6560IS

Ford Ranger – PX1,2,3/ Mazda BT50 2011 – 2020

Front Upper Control Arms



Note: This is a suggested method of replacing the front upper control arms utilising the suggested tools. It is recommended that a mechanic or skilled technician undertakes the procedure.

1. Before beginning any alignment work, always check for loose or worn parts, correct tyre pressures, and odd tyre wear patterns. Replace any loose or worn parts before setting alignment.
2. Raise vehicle by the chassis and support the lower control arm with jack stands. Remove front tyre and wheel assemblies;
3. Remove clips/bolts holding ABS wiring on upper arm, taking care to remove clips.
4. Remove split pin and nut from spindle
5. Break ball joint taper from spindle and support spindle so there is no strain on the ABS wiring and brake lines see **Fig 1**
6. Take note of the position of the OE washers remove the control arm mounting bolt and set a side
7. Remove arm and discard

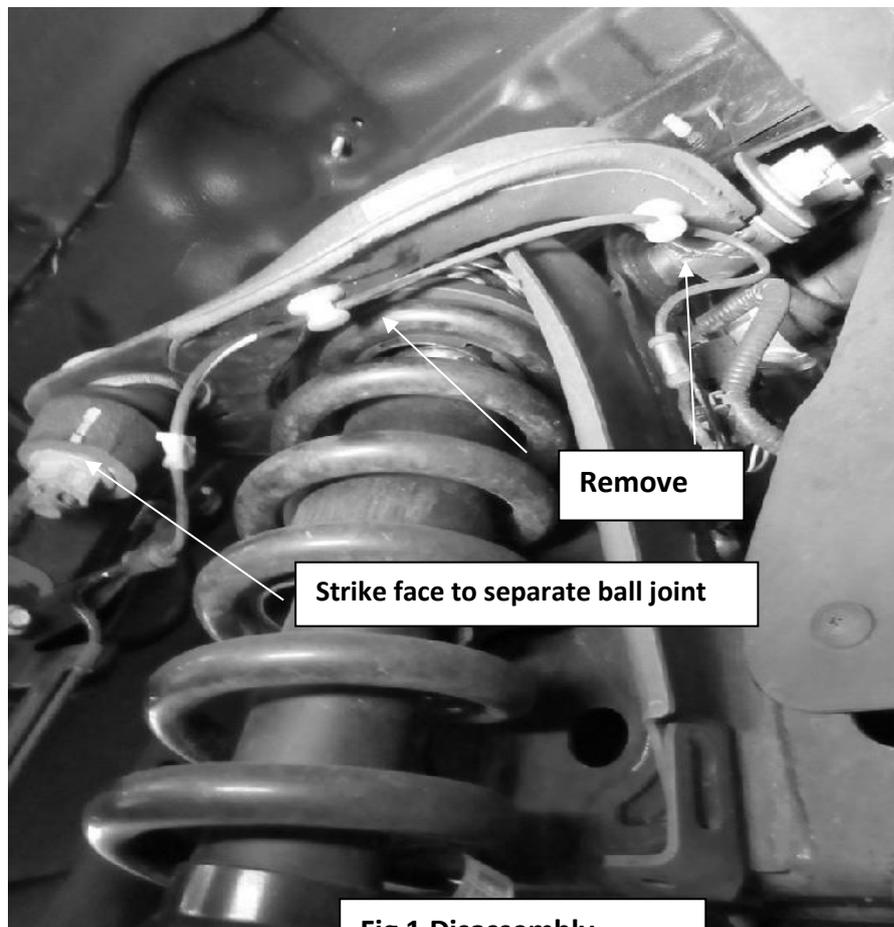


Fig 1 Disassembly

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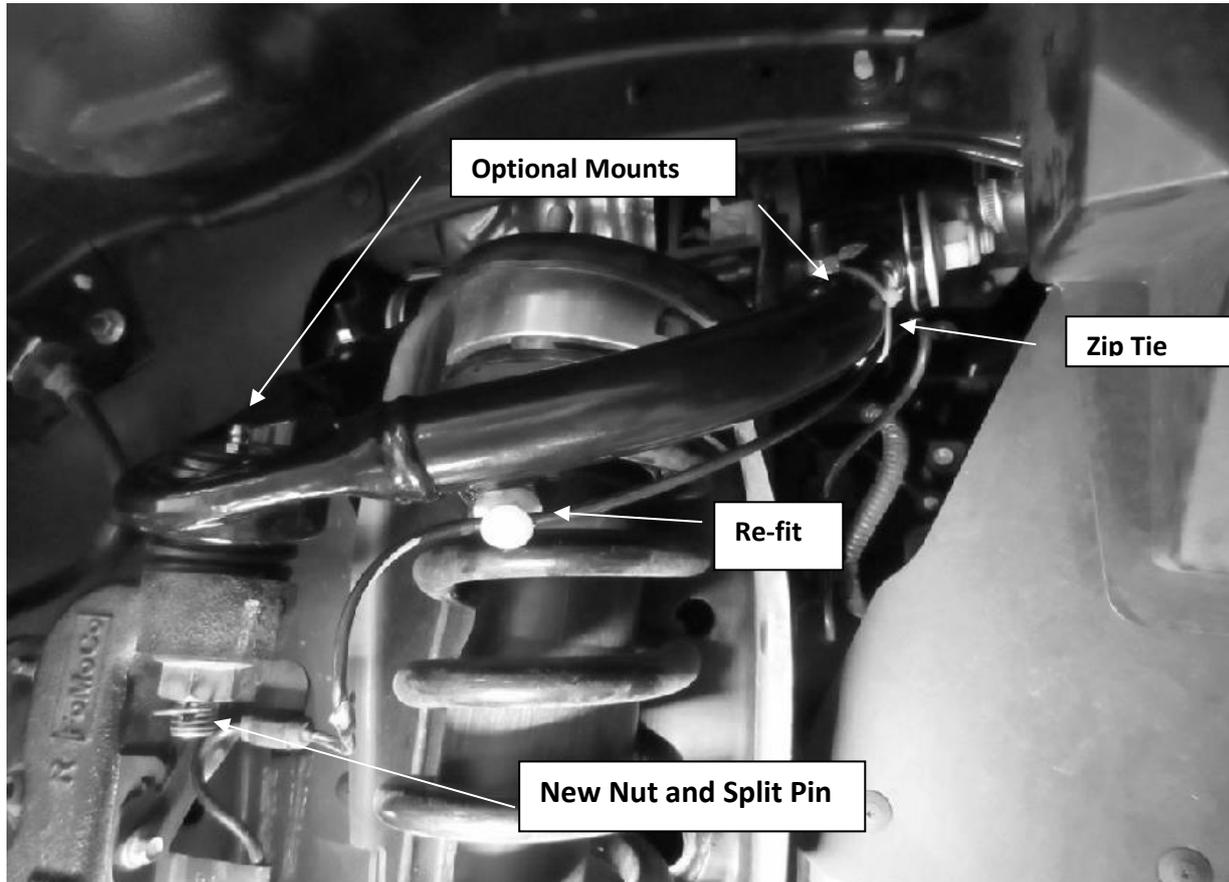


Fig 2 Reassembly

8. Using supplied grease, lightly coat the ends of the bushing.
9. Install the control arm to the vehicle using the OE bolt and washers and torque bolt-nut to 115 Nm.

Important: Unlike bonded or rubber bushings, SuperPro bushings pivot freely and so they can be torqued without applying vehicle weight.

10. Insert the ball joint stud into the spindle, install the newly supplied castle nut and torque to 110Nm. Tighten further until the supplied split pin can be installed.
11. Re-attach the ABS wiring bracket to the arm using the front mount, optional mounts and supplied zip tie as required. (See Figure 2)

Note: Check the length of the ABS cable, **ensure the cable isn't taugt**

12. Re-install the tyre and wheel assembly. Lower vehicle and check for clearance and wheel align.
13. **These arms will improve bump steer and are suited to vehicles with a lift between 30-70mm and give a castor increase of 2.5 -3 degrees and 1.5 degrees negative camber**

Note: All fasteners to be re-torqued after 100km of travel.