

Fitting Instructions #TRC560IS

Ford Ranger - PX & PXII/ Mazda BT50 2011 – 07/2018

Adjustable Camber/Caster Front Upper Control Arms



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 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.
5. Remove the nut and washer from the long arm-to-frame mounting bolt and remove the arm.

Note: To provide clearance, additional components in the engine compartment may require removal.

6. Using supplied grease only, lightly coat the ends of the bushing.
7. Install the control arm to the vehicle.

8. **The arm is pre-assembled with ball joint installed for maximum camber and castor change and torqued ready to install to the vehicle.**

Note washer arrangement in the illustration: reuse the Ford supplied washers in the original positions and the supplied washers to the inside, 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.

9. Insert the ball joint stud into the spindle, install the OEM castle nut and torque to 110Nm. Tighten further until the supplied split pin can be installed.
10. Re-attach the ABS wiring bracket to the arm. Check the length of the ABS cable, **ensure the cable isn't too tight.**
11. Re-install the tyre and wheel assembly. Lower vehicle and check for clearance and wheel align. Optimum camber, castor and set back can be set by the OEM lower control arm camber pins. It is advisable to not exceed -0.75° Camber.
12. Note – The unique advantage of the SuperPro adjustable ball joint system, offers fine tuning of alignment setting or to make adjustments to achieve clearance on either the coil spring at full droop or the sidewall of the oversize tyre and wheel packages at ride height. This is achieved by sliding the upper ball joint outwards. **If the ball joint is adjusted from the pre-assembled position it is important to re torque the large nut too 143Nm.**

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

Figure 01 – Upper Control Arm installation - Left Hand Side Arm

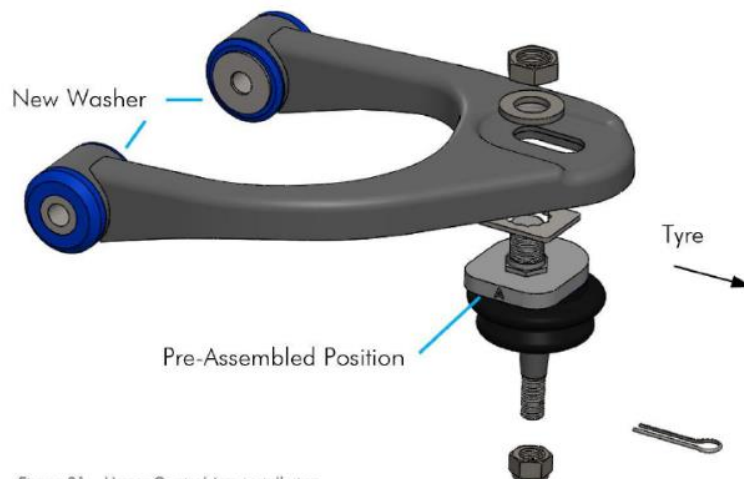


Figure 01 – Upper Control Arm installation