

Installation Guide

FRONT UPPER CONTROL ARMS

Application:

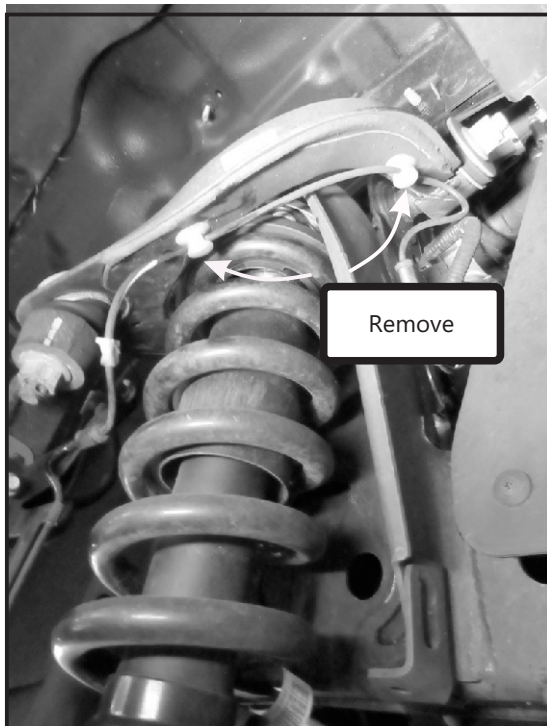
Ford Ranger - 2011-on
Ford Everest 2015-on
Mazda BT-50

Contents:

2x Complete control arms
- with ball joints

(Refer catalogue for complete application listings)

IMPORTANT: Fitment of ZEDER upper control arms to vehicles that have lifts fitted greater than a 50mm (2 inch) height may suffer from premature ball joint failure if droop length exceeds specification listed in the RVD. The use of strut spacers may also effect the performance and longevity of the UCA ball joint due to the limitations of the spherical bearing housing being breached or bound at full suspension droop. There will be no warranty either expressed or implied if the vehicle is used out of legal driving conditions that will include but is not limited to jumping of the vehicle.



1. Raise the vehicle evenly and safely support

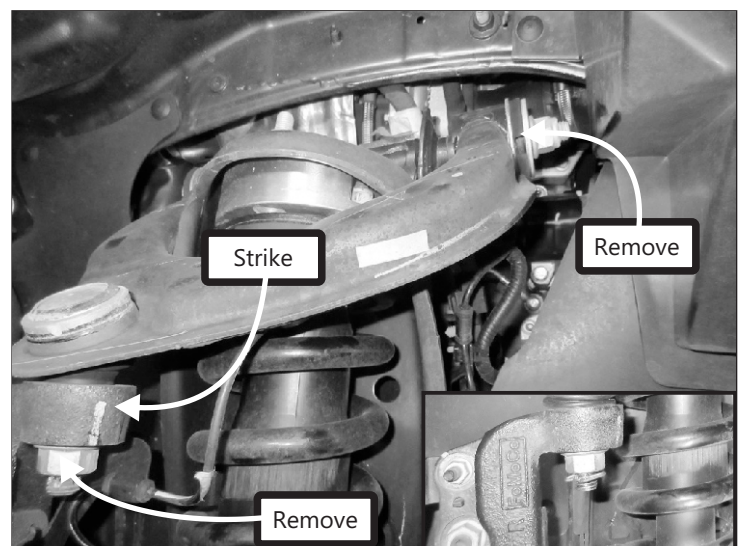
Never rely on a Jack only

2. Remove the two front wheels.
3. Using a jack, place under the lower control arm ball joint to support the weight of the lower control arm & hub.
4. Remove the two ABS wiring brackets from the OEM arm. This can be achieved by using a flat blade screwdriver and prying off under the face of the plastic tab.
5. Remove the upper control arm 'R' clip from the bottom of the ball joint stud. Loosen nut (Don't remove yet).

6. Using a hammer strike the face of the hub with several blows to release the taper of the ball joint from the hub.

7. Remove the control arm mounting nut and slide the bolt out rearward.

8. Remove the upper control arm from the vehicle

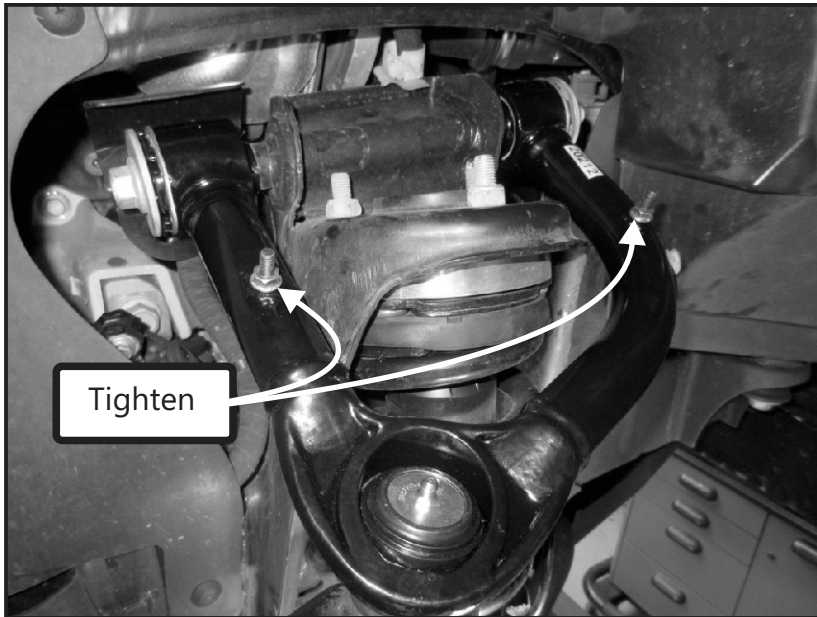


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Continued:

9. Install new control arm into the vehicle, re-fitting the OEM bolt, washer and nut. Torque nut to manufactures specifications.



10. Install new ball joint into the hub.

11. Install the ABS wiring plastic clip into the front of the arm bracket

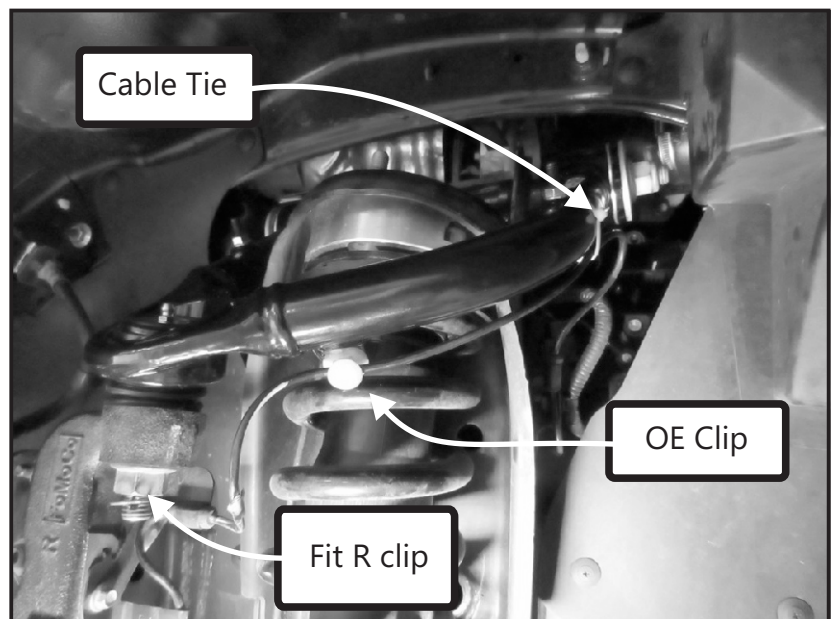
Note: Depending on Vehicle model, additional cable mounting points have been provided on top of the arm by way of stud and nut, if not required the nuts can be left tight on the arm.

If ABS wiring plastic clips are not used /broken, they can be removed from the ABS wire and held in place with the provided cable ties.

12. Remove the jack supporting the lower control arm, re-fit the road wheels and lower the vehicle.

13. A wheel alignment will be required immediately after install.

14. Re-check all bolts after 200kms



N.B: It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.