

Fitting Instructions #TRC6500IS

Mitsubishi Triton, MN,ML,MQ,MR 2006 – 2018

Pajero Sport, QE, Challenger PB

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, brake brackets and droop stop
- 1 x RH Arm - Complete with H/D ball joints, brake brackets and droop stop
- 4 x M8x20mm Bolts
- 2x Extended Droop Stops

1. Before commencing any alignment work, inspect the vehicle for loose or worn components, correct tyre pressures, and irregular tyre wear patterns. Replace any worn or damaged parts prior to carrying out wheel alignment.
2. Raise the vehicle by the chassis and support securely using jack stands. Remove the front wheel and tyre assemblies.

Tip - Prior to lifting vehicle and removing wheels, un-bolt OE droop stop while vehicle is at ride height (see Figure 1 below).



Figure 1

3. Remove the split pin and nut securing the OEM ball joint to the spindle. Separate the taper between the ball joint stud and spindle, then remove the ball joint from the spindle.
Support the spindle to prevent strain being placed on the ABS wiring or brake lines.
4. Remove the ABS cable and brake line brackets from the control arm and secure them safely to prevent damage.
5. Remove the nuts and bolts securing the control arm to the chassis. The strut may need to be loosened or removed to allow bolt removal.
6. Using supplied grease only, lightly coat the ends of each bushing.
7. Install the control arm to the vehicle. It is recommended that the OE bolts are installed with the bolt heads facing away from the strut.

Important: Unlike OEM rubber bushings, SuperPro bushings pivot freely and can therefore be torqued without the vehicle weight applied.

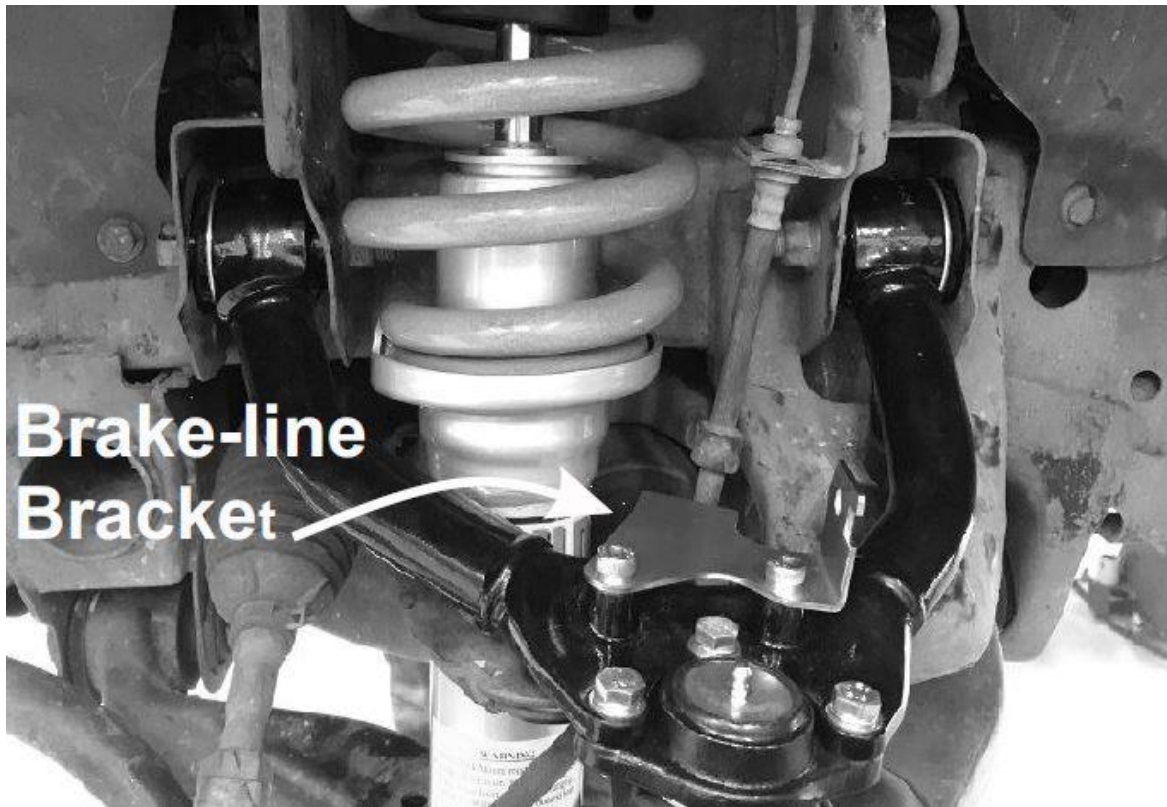


Figure 2

8. With reference to Figure 2, install the supplied brake line bracket using the supplied M8 x 20mm bolts.
9. Using the original hardware, reinstall the ABS wire bracket underneath the arm (refer Figure 3).



***Factory ABS Bracket
with Factory Bolts***

Figure 3



10. The supplied droop stop must be installed with the vehicle at ride height and the wheels fitted.

11. **IMPORTANT:** Two sets of droop stops are supplied with this kit. Select the droop stop that allows full contact with the chassis at maximum droop.

If the shorter stop is fitted and an air gap remains at full droop, the longer droop stop must be installed.

12. Confirm all fasteners are tightened to the manufacturer's specifications.

13. Reinstall the wheel and tyre assemblies. Lower the vehicle and measure:

- The clearance between the droop stop and chassis
- The centre hub-to-guard measurement

DISCLAIMER: A minimum 10mm gap must be maintained between the droop stop and chassis at ride height, otherwise warranty may not be honoured.



14. Insufficient clearance will place excessive stress on the upper control arms and mounting points.

15. **CAUTION:** Removal of the droop stop may increase stress on the shock absorbers and chassis components.

16. Record all measurements taken, as these may be required for future warranty claims.

17. Carry out a wheel alignment and verify all alignment settings.

18. Road test the vehicle and recheck all bolts after 200km.