

# Fitting Instructions #TRC560IS

Ford Ranger - PX & PXII 2011 – 07/2018

## Adjustable Camber/Caster 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 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 bolt and arm.

**Note:** To provide clearance, additional components in the engine compartment may need to be removed;

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 the 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 add the supplied washers to the inside, Torque bolt-nut to 115 Nm.

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

9. Insert the ball joint stud into the spindle, install the supplied 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 length of ABS cable, **ensure cable isn't too tight.**
11. Re-install the tyre and wheel assembly. Lower vehicle and check for clearance and wheel align. Optimum camber, caster and set back can be set by the OEM lower control arm camber pins. It is advisable to not exceed more than - 0.75° Camber.
12. Note – The unique advantage of the SuperPro adjustable ball joint system , offers fine tuning of alignment settings or to make adjustments to achieve clearance on either the coil spring at full droop or the sidewall of oversize tyre and wheel packages at ride height. This is achieved by sliding the upper ball joint outwards on

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

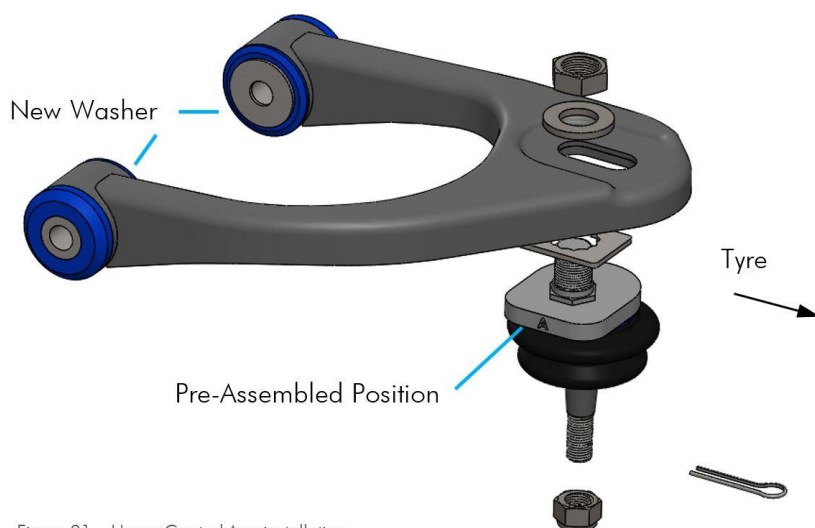


Figure 01 – Upper Control Arm installation