Install Tips for 100 series Upper Control Arms



1. Raise vehicle on hoist, or set on jackstands, remove wheels.
2. Remove bolts holding abs wire so that it is loose.
3. Unbolt upper ball joint and separate it from knuckle, mark upper cam-bolts and then remove them
4. When installing new arms, apply grease to the upper poly bushings and sleeves prior to installation. Make sure to apply grease to outside face that pivots in frame bracket.
5. Re-install cam-bolts to marked positions and snug the bolts
6. Before bolting the uniball to the knuckle, cycle the arm up and down to ensure there is adequate clearance in the frame bracket. If there is interference, simply grind the frame where needed.
7. Install misalignment spacers into uniball. Taper goes in place of original ball joint taper.
8. Install supplied 5" bolt through uniball and adaptors, with locknut on the lower end. Loctite recommended. Torque to 100 ft. lbs.
9. Grease upper pivot bushings at the zerk fittings, then torque upper factory cam-bolts to OE spec.
10. Fasten abs wire to arm with zip-ties, make sure it is routed in a way that it cannot come in contact with moving parts.
11. Re install wheels etc, take vehicle to alignment shop for alignment.

Maintenance tips:
-Do not grease the uniball. Occasional lubrication with a non-stick lube is ok. We recommend Dupont Silicone spray with Teflon for squeak free operation.

-When greasing upper pivot bushings in the future, make sure to loosen the cam bolts before hand. This prevents buildup of hydraulic pressure and allows grease to enter between bushing face and frame bracket.

Shock tips:
-These UCA's allow installation of longer shocks. We offer Bilstein, King, or Radflo shocks that are designed to work specifically with these arms for the maximum amount of travel, best ride, and most reliable setup. When using these shocks we also recommend using a diff drop kit. If you are using other shocks you must use care to avoid over-extension of steering components, cv's etc.