

VEHICLEFord PX1, PX2, PX3, Everest /<br/>Mazda BT50PRODUCTUpper Control ArmsPN#UCA3957R

## UPPER CONTROL ARMS

## IMPORTANT NOTE BEFORE INSTALLATION

Please ensure that prior to fitting, rotate the ball stud at the same time grease is pumped through the grease nipple. This is imperative to circulate the grease around the ball joint.



## **TOOLS REQUIRED**

22mm Socket

- 3/8 ratchet
- 19mm socket
- Mallet
- 10mm socket/spanner
- 1. Have the vehicle securely raised on a hoist or jack stands. Remove front wheels.
- 2. Using a 10mm socket/spanner remove the ABS lines from the OE UCA mounting points. Remove the tin ABS mounting plate and discard.
- 3. Remove the split pin from the upper ball joint, loosen the ball joint nut using a 19mm socket to the end of the thread but do not remove the nut, now strike the side of the spindle to loosen the ball joint taper.
- 4. Support the Lower arm so it does not over extend the Driveshaft's when disassembled.
- **5.** Using a 22mm spanner to remove the large UCA pivot bolts from the chassis mount as per the vehicle service manual, taking note of the order of components (keep the OE fitting hardware for re-fitment.) and remove arms.
- 6. Install Blackhawk UCA3957R to the vehicle , re-install OE pivot bolt to chassis mount, leaving loose until the vehicle is back on the ground. Then tighten pivot bolt to 115nm
- 7. Place Ball joint taper into spindle. Ensure Ball joint is greased appropriately—careful not to over grease the joint.
- 8. Secure ABS line to the arm ensuring clearance through suspension cycle
- Lower vehicle & check all components have been refitted and tightened to factory specs, ensure a new split pin has been installed. Re-check tensions after 1000klms of driving.
- 10. Wheel align the vehicle with a qualified wheel aligner.

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Only suitably qualified and accredited mechanics, with specialist 4WD Suspension knowledge should attempt fitment of these upper control arms. Alignment will be required by a reputable wheel aligner.

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