

PARTS SUPPLIED

QTY	Description	
8	Polyurethane pivot bushings	B
8	Large flat washers (plated)	A
4	7/8" od x 9/16" id x 2.335" sleeves	C
4	90 degree zerk grease fittings (self tapping)	
2	5/8" press-in uniball spindle adaptors	E
2	5/8" upper uniball spacers	D
2	Spindle adaptor snap rings	
2	M14 x 1.50 nyloc nuts	
2	M14 flat washers	
2	5/8-18 x 4.5" G9 bolts	
2	5/8-18 stover nuts	
2	10-32 allen bolts	
4	10-32 stainless flat washers	
2	10-32 nyloc nuts	
2	Rubber insulated clamps	
4	Grease packets	
4	Camburg 8.5" Stickers	



Thanks for purchasing a set of Camburg uniball performance upper a-arms for your vehicle. Please follow all instructions. If you are not installing these yourself with aid of a friend have a qualified shop do so. These arms are designed to be used with stock unmodified spindles or Camburg performance lift spindles in conjunction with an approved 2"-3" lift bolt-in coilover. They are not to be used with other suspension kits or spacer type kits. Make sure to check the parts list to make sure you have every component prior to starting. Camburg Engineering has made every attempt to insure you receive the highest quality components in the most complete manner.

Tools & Supplies Required

Eye protection | Jack | Jack Stands | Needle nose pliers | Dead blow hammer | 19mm socket & wrench | 22mm socket | 4wd ball-joint removal tool kit | Snap ring pliers | 15/16" wrench | 15/16" socket | 5/32" allen wrench | 3/8" wrench | 1/4" wrench | Torque wrench | Brake cleaner

1.0 Setup

Park the vehicle on level ground and set the parking brake and chock the rear wheels. Jack up the front end until the tires are off the ground. Place jack stands under the frame rails and set down. Jack up the driver side lower arm to only raise the tire off the ground, remove the wheel and keep jack under lower a-arm to support the suspension.

2.0 Removal

Using needle nose pliers, remove the cotter pin from the upper ball-joint at the spindle. Using a 19mm socket, loosen the castle nut but do not fully remove. With a dead blow hammer strike the upper arm numerous times to release the ball-joint tapered stud. This can be a little difficult since it's a press fit, heating up the upper arm to get it to expand will help. Once the ball joint releases from the spindle, then remove the castle nut. Using a 19mm socket & wrench, loosen and remove the OEM upper a-arm bolt. Remove the upper arm.

3.0 Pre-installation

Using a 1/4" wrench install the self tapping zerk fittings into the Camburg arms. The zerk fittings to not fully bottom out. Now press the polyurethane bushings into the arms. Using the supplied grease, apply grease onto the OD of the inner pivot sleeves and press into the bushings. Wipe excess grease onto outer bushing face and apply additional grease if needed. Refer to diagram 3.1.

4.0 Installation

11.06.18

Install the driver side Camburg upper arm to the frame using the original M14 bolt with four of the supplied zinc-plated washers on either side of the polyurethane bushings. To insure you're installing the correct arm, the zerk fittings will be pointed downward, pivot gussets are on top, the uniball snap-ring below and the longer a-arm tube towards the front of the vehicle. With the bolt pushed all the way through clean the threads using brake cleaner and install the supplied washer and nyloc nut with red loctite. Using a 19mm wrench and 22mm socket torque to 85 ft/lbs. Refer to diagram 4.1

Using snap ring pliers, remove the retaining clip securing the factory ball-joint at the top of the spindle. Keep this as you will re-use it later. Using a 4wd ball-joint removal tool kit (available at most auto parts stores), press the upper ball-joint out of the spindle from the bottom. You may need to disconnect the tie rod from the spindle and the brake line on the spindle and frame to angle the spindle out enough to work on.

Prior to installing the uniball spindle adaptor into the spindle, make sure the spindle bore is clean and free of debris. Using the ball-joint tool, press the spindle adaptor in from them bottom making sure it is straight. Once fully seated, re-install the factory retaining clip or use the supplied snap ring. Make sure the ring is fully seated.

Swing down the upper arm so the spindle adaptor inserts into the uniball. Insert the upper uniball spacer into the top of the uniball and bolt together with the supplied 5/8" G9 bolt and locking nut. Using a 15/16" wrench and 15/16" socket, torque to 125-135 ft/lbs. Make sure the spacers are fully seated in the uniball prior to tightening. Refer to diagram 4.2

Using the supplied 10-32 hardware and rubber clamps, attach the speed sensor wire to the backside of the upper arm using a 5/32" allen and 3/8" wrench. Make sure to route the wire so that it has proper clearances.

Repeat steps 1 through 4 to install passenger side arm

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5.0 Alignment

You will need to have your vehicle aligned by a qualified shop. Additional caster is built into the Camburg arms to correct alignment issues that are inherent with lifting the vehicle. Have your alignment shop increase caster from the OEM suggested specs, then set camber and toe. Having an increase in castor helps with straight line stability and cornering precision.

6.0 Maintenance & Care

Uniballs are a precision part with tight tolerances which can lead to occasional noise. Cleaning and lubricating them with WD-40 or a PTFE dry film can minimize that issue. Do not use harsh chemicals or grease that attracts dirt to clean & lubricate the uniball as it will damage the PTFE liner that is bonded internally. Over time the pivot bushings will also need to be cleaned and lubricated. Use grease that's designed specifically for polyurethane. Not using the correct grease can cause the bushings to squeak abnormally. The best method to grease the bushings is to remove the arms from the vehicle, disassemble, clean and lubricate. When using a grease gun, loosen the upper arm bolts so you're able to pull the washers slightly away from the outer bushings to relieve pressure prior to greasing. Some grease guns operate at 1300 psi. and can damage the bushings applying too much pressure.

Notes

Recommended tire size: 285/75/16, 285/70/17

Recommended wheel size: 16x8 or 17x8

Maximum wheel backspacing = 4.75"

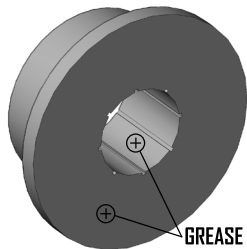


DIAGRAM 3.1

** Torque M14 bolt to 85 ft/lbs. **

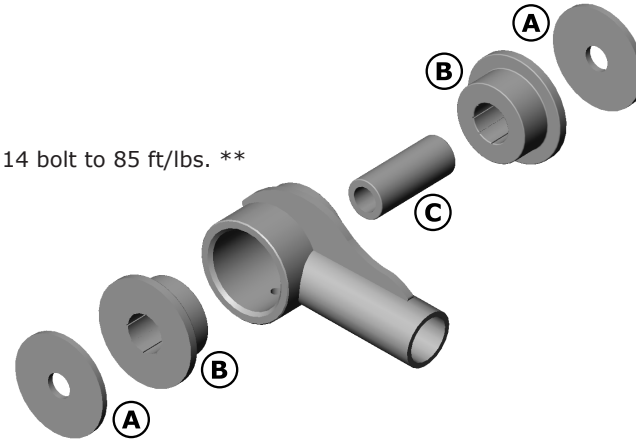
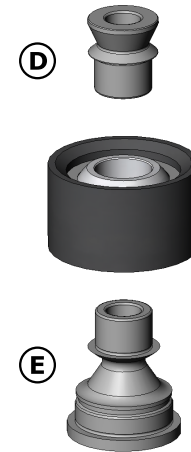


DIAGRAM 4.1



** Torque 5/8" bolt to 125-135 ft/lbs. **

DIAGRAM 4.2

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