

PARTS SUPPLIED

QTY	DESCRIPTION	ID
4	FK 3/4 X 7/8 RHT Heim Joints	19
4	7/8-14 RHT Steel Jam Nuts	1
4	3/8-24 x 1.25" SHCS Allen Bolts	7
8	3/8 AN960 Round Washers	9
4	3/8-24 MS21042 Flanged Nuts	10
4	Heim Spacers (long inner)	14
4	Heim Spacers (short outer)	15
2	M16 x 1.50 Nyloc Nuts	5
2	9/16" Upper Domed Uniball Spacers	13
2	9/16" Tapered Uniball Spindle Adapters	16
2	9/16-18 x 4.5" SHCS Allen Bolts	11
2	1.50" OD x 9/16" ID x 3/16" Washers	3
2	9/16-18 Stover Lock Nuts	2
2	Uniball Cover Caps (press-on)	17
4	Uniball Cover Cap O-rings	12
4	10-32 x 3/8" BHCS Allen Screws	8
8	10-32 Stainless Washers	4
4	Rubber Stainless Insulated Clamps	6
4	Camburg 8.5" Stickers	

Thanks for purchasing a set of our KINETIK series billet upper a-arms for your vehicle. Please follow all instructions. If you are not installing these yourself have a qualified shop do so. These arms are designed for 1-3" of lift from coilovers and to be used with stock OEM spindles or Camburg performance spindles. These are NOT designed to be used with cheap spacer type lifts. 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. This is a guide to help you through the process with recommended torque specs. It's your responsibility to ensure parts are being installed correctly using the correct tools and procedures. We recommend reviewing a service manual for more details and torque specs.

Tools & Supplies Required

Eye Protection | Jack | Jack Stands | Needle Nose Pliers | Deburring Tool
2-3 lb. Mini Sledge Hammer | Rubber Mallet | 19mm Socket
22mm Socket & Wrench | 24mm Socket | 1-1/4" Open-end Wrench
7/16" Socket | 7/16" Allen Driver | 7/8" Socket | 5/32" Allen Wrench
5/16" Allen Wrench | Torque Wrench | Brake cleaner | Anti-seize
Grease | Red Loctite | Blue Painters Tape

1.0 Setup

Park the vehicle on level ground and set the parking brake and chock both rear wheels. Jack up the front end from the chassis until the front tires are off the ground. Place jack stands under the front frame rails and set down. Make sure the vehicle is supported correctly and the front tires are still off the ground. Place the jack under the driver side lower arm and raise the tire 1/2", then remove the wheel while keeping jack under lower a-arm to support the suspension. Read these instructions start to finish before moving forward and review diagrams.

2.0 Removal

Remove the ABS speed sensor wire from the sheet metal bracket on the stock upper arm, being very careful not to damage the wire. 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 mini sledge hammer strike the top of the spindle numerous times to release the ball-joint tapered stud. This can be a little difficult since it's a press fit, heating up the spindle to get it to expand will help if need be. Once the ball joint releases from the spindle, then remove the castle nut. Disconnect the arm from the spindle. Make sure to position & support the spindle so that it doesn't pull on the brake line and on 4wd models that it doesn't pull out the inner CV or strain the CV boots and axles. Using a 22mm socket & wrench, loosen and remove the OEM upper a-arm bolt. Remove the stock upper arm. You will not re-use the original large washers or nut.

3.0 Pre-installation

We recommend putting blue painters tape on the billet arms for protection during installation. Thread the 7/8" jam nuts onto the heims then apply anti-seize compound on the exposed threads.

Thread the heims into the upper arm so the heim is vertical and the jam nut makes contact with the arm and you have 3 threads exposed past the nut. Install the 3/8" allen pinch bolts into the arm. With a drop of red Loctite on the nut, tighten and torque to 20-22 ft/lbs. Use a 1-1/4" open-end wrench to fully tighten the jam nut using another wrench to hold the heim vertical (perpendicular to the arm) so it doesn't rotate.

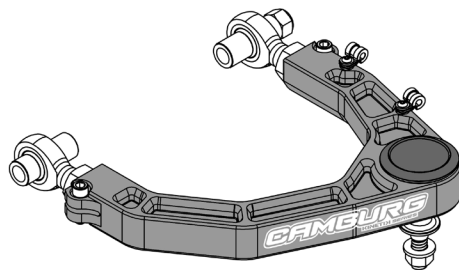
Now install the heim pivot spacers, first coating the surface that slips into the heim with anti-seize. The longer/thicker spacers go on the insides and the shorter/thinner spacers go on the outsides. See diagram for reference.

Using a countersink bit or deburring scraper tool, slightly chamfer the top-hole edge of the ball-joint taper in the spindle/knuckle. This will allow the spacer to fully seat when tightened and eliminate possible stress risers. Then inspect and clean the tapered hole. See diagram for reference.

4.0 Installation

Install the driver side Camburg upper arm to the frame using the existing OEM M16 bolt. To insure you're installing the correct arm, the longer a-arm leg is towards the front of the vehicle along with the Camburg logo with the threaded holes for the ABS clamps towards the rear. With the bolt pushed all the way through clean the threads using brake cleaner and install the supplied nyloc nut with red loctite. Using a 22mm wrench and 24mm socket, torque to 120 ft/lbs. Cycle the arm up and down to make sure there are no clearance issues. See diagram for reference.

Inspect and clean the tapered hole in the spindle/knuckle. Apply anti-seize to the uniball spacer surfaces shaded gray in the diagram. Insert the tapered lower uniball spacer into the uniball. Then install the upper spacer into the top of the uniball making sure both spacers are fully seated. If not damage will occur in the following steps. Install the 9/16" allen bolt through the spacers and uniball and attach the upper arm to the spindle by swinging it down to the spindle with some finesse. You may need to jack up the lower arm and move the uniball joint. The tapered spacer should sit almost flush with the top of the spindle/knuckle before tightening. Make sure the lower spacer did not pull out slightly from the uniball or damage will occur as the spacer can get caught on the bearing race. Install the 1.50" OD large washer and stover lock nut with a small amount of red Loctite onto clean threads. Using a 7/16" allen driver and 7/8" socket, torque to 120-125 ft/lbs. Don't over-tighten or use an impact gun. See diagram for reference.



** REFER TO EXPLODED CAD DRAWING ON **
** OTHER SIDE FOR PARTS REFERENCE NUMBERS **

Due to the extreme and punishing nature of off-road use, Camburg Engineering products have no implied or expressed warranty. Camburg Engineering products and components are designed and manufactured for off-road use only. Always inspect your suspension after off-roading and at your routine service intervals. Use of products sold by Camburg Engineering is at the consumer's own risk. Proper installation and proper use of all products must be followed for optimal safety and performance. Camburg Engineering does not accept responsibility for improper use, alterations, lack of maintenance/inspection and installation of any products. Installing most suspension products will raise the center of gravity of the vehicle and can increase the susceptibility to a rollover and alter the handling characteristics. Camburg Engineering products may void the vehicles warranty, check with your local dealer. The loss of use of the product, loss of time, inconvenience, removal, shipping costs, commercial loss or consequential damages are not covered. Camburg Engineering reserves the right to change the design, material or specifications of any product without assuming any obligation to modify any product previously manufactured and without prior notice. Every effort has been made to avoid printing errors and specifications. By purchasing, installing and/or using these products you are accepting these stated conditions and accept all liability and responsibility.

Using the supplied 10-32 hardware and rubber clamps, attach the ABS speed sensor wire to the backside of the upper arm using a 5/32" allen wrench and a drop of blue loctite. Get this hand tight only and do not over-tighten. Make sure to route the wire so that it has proper clearances and slack.

Lastly install the uniball cap by first installing one of the supplied o-rings into the caps lower groove. Then apply a small amount of grease to the inside of the top of the uniball cup. Position and center the cap over the uniball cup with the Camburg logo in your desired position. Cover the cap with a rag to protect the finish and use a rubber mallet to tap the cover in if not by hand. Make sure to apply even pressure so that it presses in straight. When the cap is fully seated and you hear the air escape, make sure the cap is tight to the cup. Twist the cap a few degrees to the right and left to help seat the cap and o-ring. Then install another o-ring between the cap and the arm. This will allow you to easily remove the cap by removing the o-ring and having a recess to grasp by hand or with a small plastic tool. Periodically check the caps to make sure they are fully seated after off-road use.

Repeat steps 1 through 4 to install passenger side arm

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 positive caster, then set camber and toe to factory OEM specifications. Having an increase in caster helps with straight line stability and cornering precision for performance driving on and off-road.

6.0 Maintenance & Care

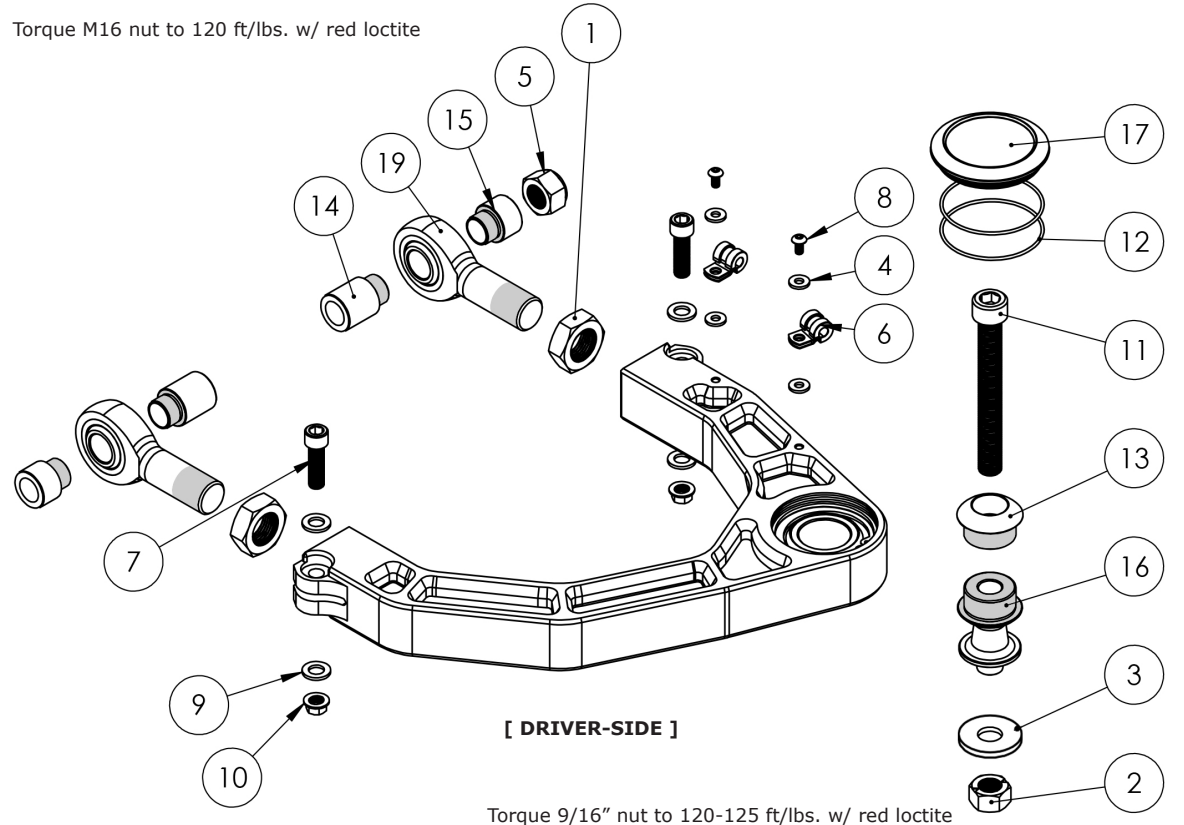
Use mild soap and water to clean the anodized aluminum surfaces, using chemicals can stain/dis-color the finish. Uniballs and heim's are precision parts with tight tolerances which can lead to occasional noise when they become dirty. Occasionally wipe off the heim's and underside of the uniball with a clean rag to remove road grime and dirt. Cleaning and lubricating them with WD-40 or a PTFE dry film lube like "Tri-Flow" can minimize any noise from stiction. Do not use harsh chemicals or grease/oils that attract dirt to clean & lube as it will damage and wear the internal PTFE liner. You will also need to occasionally remove the uniball cover to clean the top-side of the uniball. Neglecting care and upkeep will wear parts out faster.

Inspect and re-torque all hardware and components after 500 miles and whenever using the truck off-road.

Notes

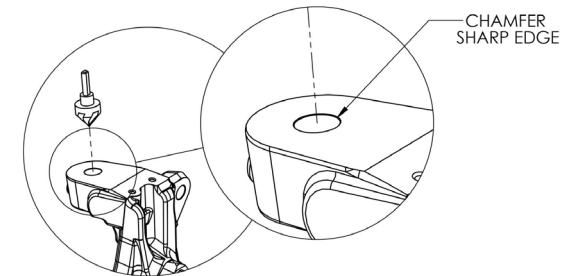
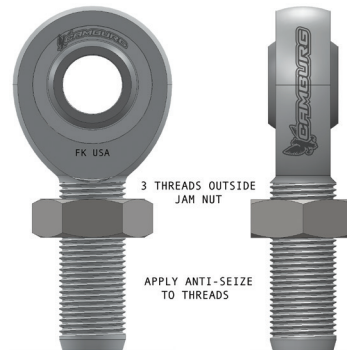
- Recommended tire size: 33" - 37"
- Recommended wheel size: 18x9
- Recommended wheel backspacing = 5.75-6.00"
- Maximum wheel backspacing = 6.00"

Torque M16 nut to 120 ft/lbs. w/ red loctite



[DRIVER-SIDE]

Torque 9/16" nut to 120-125 ft/lbs. w/ red loctite



Due to the extreme and punishing nature of off-road use, Camburg Engineering products have no implied or expressed warranty. Camburg Engineering products and components are designed and manufactured for off-road use only. Always inspect your suspension after off-roading and at your routine service intervals. Use of products sold by Camburg Engineering is at the consumer's own risk. Proper installation and proper use of all products must be followed for optimal safety and performance. Camburg Engineering does not accept responsibility for improper use, alterations, lack of maintenance/inspection and installation of any products. Installing most suspension products will raise the center of gravity of the vehicle and can increase the susceptibility to a rollover and alter the handling characteristics. Camburg Engineering products may void the vehicles warranty, check with your local dealer. The loss of use of the product, loss of time, inconvenience, removal, shipping costs, commercial loss or consequential damages are not covered. Camburg Engineering reserves the right to change the design, material or specifications of any product without assuming any obligation to modify any product previously manufactured and without prior notice. Every effort has been made to avoid printing errors and specifications. By purchasing, installing and/or using these products you are accepting these stated conditions and accept all liability and responsibility.