

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 deg. zerk grease fittings (self tapping)	
2	9/16" tapered uniball spindle adaptors	E
2	9/16" upper uniball spacers	D
2	M14 x 1.50 nyloc nuts	
2	M14 flat washers	
2	9/16-18 x 4.0" 12pt bolts	
2	9/16 SAE flat washers	
2	9/16-18 stover lock nuts	
2	10-32 x 3/4" allen bolts	
4	10-32 SS flat washers	
2	10-32 nyloc nuts	
2	Rubber stainless insulated clamps	
4	Grease packets	

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 the 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 | 9/16" 12pt socket | 7/8" socket | 5/32" allen wrench | 3/8" wrench | 1/4" wrench | Torque wrench | Air saw | 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

Disconnect the ABS wire and bracket from the upper arm. 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 top of the spindle numerous times to release the ball-joint tapered stud. This can be difficult since it's a press fit, a mini sledge hammer, ball-joint separator tool or 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. Using a 19mm socket & wrench, loosen and remove the OEM upper a-arm bolt. Due to the length of the bolt it can be difficult to remove, especially on the 2016-2018 models. You may need to bend or trim the sheet metal lip for more clearance. Worst case, you'll need to cut the bolt in half and replace with new OEM bolts. Upon installation we change the orientation of the bolt so it's no longer a problem removing/installing. Remove the upper arm.



3.0 Pre-installation

Using a 1/4" wrench install the self tapping zerk fittings into the Camburg arms. 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

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 is 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 socket and wrench torque to 85 ft/lbs. Refer to diagram 4.1

Inspect and clean the tapered hole in the spindle/knuckle. 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" 12pt 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 before tightening. Make sure the lower spacer did not pull out slightly from the uniball or damage will occur. Install the 9/16" washer and stover lock nut with a small amount of red Loctite onto clean threads. Using a 9/16" 12pt socket and 7/8" socket, torque to 120-125 ft/lbs. (See Diagram 4.2). Don't not over-tighten or use an impact gun.

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

Due to the extreme and punishing nature of offroad use, Camburg Engineering products have no implied or expressed warranty. Camburg Engineering products and components are designed and manufactured for offroad use only. 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 installing and/or using these products you are accepting these stated conditions and accept all liability and responsibility.

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 caster 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: 16-17" x 8-9"
Maximum wheel backspacing = 4.75"

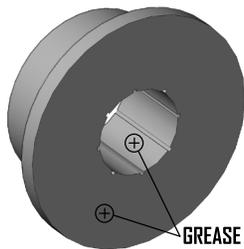


DIAGRAM 3.1

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

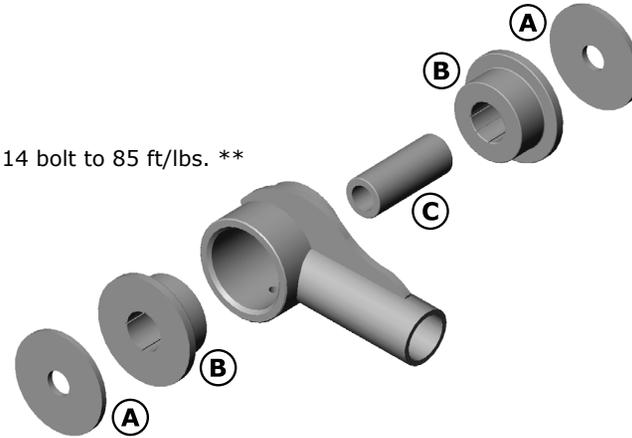


DIAGRAM 4.1



** Torque 9/16" bolt to 120-125 ft/lbs. **

DIAGRAM 4.2

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