

PARTS SUPPLIED

QTY	Description	
8	Polyurethane pivot bushings	B
8	Large flat washers (plated)	A
4	7/8" od x 0.635" id x 2.335" sleeves	C
4	90 deg. zerk grease fittings (self tapping)	
2	M16 x 1.50 nyloc nuts	
4	10-32 allen bolts	
8	10-32 stainless flat washers	
4	10-32 nyloc nuts	
4	Stainless rubber insulated clamps	
1	Ball-joint Cover Kit	
	Ball-Joint hardware kit (zerk, castle-nut and cotter pin)	
4	Grease packets	
4	Camburg 8.5" 3C 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 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 | 10mm socket | 19mm socket | 22mm socket & wrench | 24mm socket | 1/4" wrench | 3/8" wrench | 5/32" allen wrench | Torque wrench | Brake cleaner | Ball-joint removal/install tool set | Snap ring pliers | Replacement cotter pin

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. This will be re-used as long as it's still in good condition. 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 a little difficult since it's a press fit, heating up the spindle to get it to expand will help. Once the ball joint releases from the spindle, then remove the castle nut. Use a 10mm socket to temporarily disconnect the battery cable wiring harness clamp from the inner fender and push aside (driver side only). Using a 22mm socket & wrench, loosen and remove the OEM upper a-arm bolt. Remove the upper arm.

3.0 Pre-installation

The Camburg B/J upper arms come with the MOOG ball-joints pre-installed. You will need to grease them once installed on the truck, **not doing so will damage them**. You will need to install the straight zerk fittings into the top of the ball-joint using an 8mm socket. Do not over tighten.

Using a 1/4" wrench, install the self tapping 90 degree zerk fittings into the Camburg arms so the grease port is facing outward. The zerk fittings do not fully bottom out, just need to be tight. 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 M16 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 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 nyloc nut with red loctite. Using a 22mm wrench and 24mm socket, torque to 120 ft/lbs. Refer to diagram 4.1

[SEE OTHER SIDE]

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4.0 Installation Cont.

Prior to installing the ball-joint stud into the spindle, make sure the spindle taper is clean and free of debris. Swing down the upper arm so the ball-joint inserts into the spindle. Using a 19mm socket torque to 85 ft/lbs. Install a new cotter pin through the castle nut.

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.

Slightly bend back & inward the sheet metal tab on the inner fender behind the upper arm for added clearance for the arm and speed sensor wire. Refer to diagram 4.2

The last step will be installing the ball-joint cover kit, but make sure to grease the ball-joint prior. Follow the instructions supplied with the cover kit.

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 caster from the OEM suggested specs, then set camber and toe to factory specifications. Having an increase in caster helps with straight line stability and cornering precision.

6.0 Maintenance & Care

Over time the pivot bushings will also need to be cleaned and lubricated. Use grease that's designed specifically for polyurethane. We supply and sell a hi-temp, waterproof PTFE grease. 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: 33-35"

Recommended wheel size: 17-18"

Maximum wheel backspacing = 6.00"

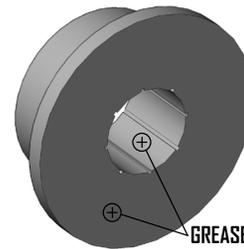


DIAGRAM 3.1

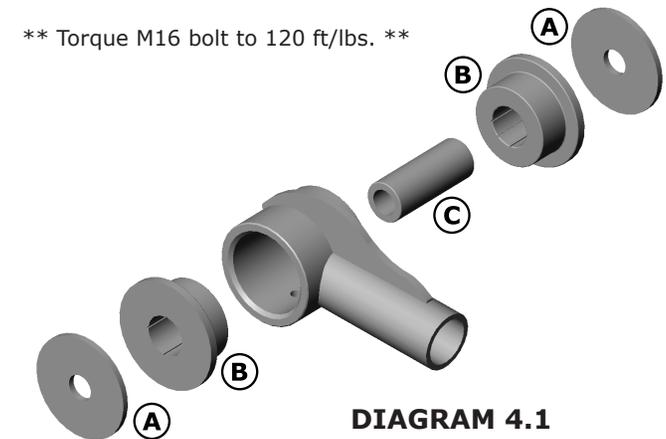


DIAGRAM 4.1



DIAGRAM 4.2

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