

PARTS SUPPLIED

QTY	Description	
4	FK 7/8 X 3/4 RHT Heim Joints	
4	7/8-14 RHT Jam Nuts	
4	3/8-24 x 1.50" SHCS (zinc)	
8	3/8 AN960 Washers	
4	3/8-24 MS21042 Nuts	
4	Heim Spacers (long inner)	
4	Heim Spacers (short outer)	
2	9/16" tapered uniball spindle adaptors	E
2	9/16" upper uniball spacers	D
2	M16 x 1.50 nyloc nuts	
2	9/16-18 x 4.0" 12pt bolts	
2	9/16 SAE flat washers	
2	9/16-18 stover nuts	
2	Uniball cover caps	
12	6-32 x 3/8 BH torx screws (zinc)	
4	10-32 x 3/8" BHCS (zinc)	
8	10-32 stainless washers	
4	Rubber stainless insulated clamps	
4	Camburg 8.5" Stickers	



Thanks for purchasing a set of our Camburg 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.

Tools & Supplies Required

Eye protection | Jack | Jack Stands | Needle nose pliers | 2-3 lb. mini sledge hammer | 10mm socket | 19mm socket | 22mm socket & wrench | 24mm socket | 1-1/4" open-end wrench | 7/16" socket | 9/16" 12pt socket | 7/8" socket | 5/32" allen wrench | T15 torx driver | 5/16" allen driver | 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 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. Always use caution when working under the vehicle and make sure it's supported correctly.

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 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. Once the ball joint releases from the spindle, then remove the nut. Disconnect the arm from the spindle. 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

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 heim pinch bolts into the arm. With a drop of red Loctite on the nut tighten and torque to 20-22 ft/lbs. Use an 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 you'll install the heim spacers. The longer/thicker spacers go on the insides and the shorter/thinner spacers go on the outsides. Make sure to setup both arms the same so the spacers are mirrored.

4.0 Installation

Install the driver side Camburg upper arm to the frame using the existing OEM M16 bolt. 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.

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 as the spacer can get caught on the bearing race and/or snap ring. 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 4.1). Do not over-tighten or use an impact gun.

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4.0 Installation Continued ...

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 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 driver side uniball cover by first installing the supplied o-ring. Then the supplied 6-32 hardware using a T15 torx driver with grease on the threads. Get this hand tight only and do not over-tighten.

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 4.3

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/maxout 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. You can also adjust the heim joints to correct camber as well if needed.

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 heims are precision parts with tight tolerances which can lead to occasional noise when they become dirty. Occasionally wipe off the heims 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/oil that attracts dirt to clean & lubricate the uniball as it will damage and wear the PTFE liner that is bonded internally. 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.

Notes

Recommended tire size: 33-35" x 12.50"

Recommended wheel size: 18x9

Maximum wheel backspacing = 6.00"



DIAGRAM 4.3



DIAGRAM 4.2

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

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