

**ADJ. UCA – 6" ALUM.
SHAFT ADJUSTS 7" TO 9"
THREADED 10° PLATE**

Plan Ahead - Read All Instructions BEFORE installing part.

Determining Arm Orientation: Each control arm is made side-specific by changing the orientation of the ball joint plate. Welded stud on ball joint plate should be positioned towards front of vehicle on right/passenger side and towards back of vehicle on left/driver side.

Figure 1

The diagram shows a control arm assembly. A 'Threaded Cross' is connected to an 'Adjusting' arm. A 'Pivot Bolt' passes through the assembly, secured with a 'Lock Nut' and a 'Washer'. A 'Grease Fitting' is also shown on the assembly.

To change orientation, loosen and remove the two pivot bolts closest to the cross-shaft, allowing the threaded adjuster sleeves and ball joint plate to be removed from the cross-shaft as one assembly. Flip the orientation of the removed assembly and reinstall onto cross-shaft. If further adjustment is needed, lightly tighten pivot bolts and see **Adjusting the Arm** section, otherwise torque pivot bolts to **60 lb-ft [81.3-N·m]**.

[illegible]

1. Ensure pivot bolts are assembled loosely
2. Tighten locknuts on each end of cross shaft with hand tools until there is no detectable play between washer and pivot assembly (do not overtighten, it is **CRITICAL** that locking nuts are not torqued beyond zero-



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