

INSTALLATION INSTRUCTIONS



2015-24 Ford F150 Front Upper Control Arms

PART NUMBER (PN): 6565

Technical Support

We strive to provide the utmost pre- and post-sales support for our products. Whether you just need upgrade advice, or assistance in adjusting or installing a product, our experienced support staff is always ready to help optimize your UMI product.

CHAT WITH A UMI PROFESSIONAL TODAY

Need installation advice or clarification on the instructions? Scan the QR code (right) to chat directly with a UMI Professional or use the contact information provided to talk to customer service.

Note: UMI social media accounts do not respond to customer service questions.



CONTACT CUSTOMER SERVICE

Hours: M-F 8:00-4:30 (EST)

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Call: +1 (814) 343-6315

Address: 509 Hemlock Street
Philipsburg, PA 16866

SOCIAL MEDIA

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Included Parts

Part Description	Quantity	PN
Upper Control Arm - DRIVER	1	6565DR
Upper Control Arm - PASSENGER	1	6565PA
Ball Joints	1 Piece	101-00153
¼ in 12 point Socket	1	4708T

Tools Needed



JACK



JACK STAND



SOCKET



RATCHET



WRENCH

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DISCLAIMER

UMI Performance shall not be held liable for any injuries or damages resulting from the improper installation of this product. It is the sole responsibility of the user to ensure that the product is installed correctly and in accordance with all applicable laws, codes, and regulations. The user assumes all risk and liability for any injuries or damages that may arise from the improper installation of this product. It is important to follow these steps carefully and use the proper tools to avoid damaging the vehicle or causing injury to yourself. If you are uncertain about any part of the installation process, it is recommended that you seek the assistance of a professional mechanic.

IMPORTANT - DO NOT DISASSEMBLE ARMS - FOLLOW INSTRUCTIONS BEFORE ADJUSTING THE BALLJOINT

STEP 1:

Organize and layout all necessary parts and hardware prior to beginning the installation process. Carefully review the components and tools required to ensure that all necessary items are present.

STEP 2: Park the truck on a flat level surface and place the transmission in park. Activate the parking brake and chock the Rear wheels. Break the lugnuts loose before lifting the vehicle.

IMPORTANT: Do not remove lug nuts, just break them loose.

STEP 3: Using a properly rated jack, lift the front of the truck using the factory jack points and install jack stands under the frame.

STEP 4: Remove the front wheels and tires..

STEP 5: Locate and loosen the Ball Joint nut on your Factory Upper Control Arm. Separate the ball joint from the spindle **Fig 1**. Use a jack to support the lower Control Arm. Remove the ball joint and rotate the spindle out of the way; keeping in mind not to stretch sensor cables or brake lines. **Fig 2**.

STEP 6: Loosen the factory Control Arm bolts holding the arm to the frame. Remove bolts and slide the arms out of the pockets **Fig 3**.

STEP 7: On your new UMI Performance Control Arm, apply a thin layer of grease to the face of your Delrin bushings that makes contact with the steel sleeve. This will ensure there is no premature wear, or squeaks. **Fig 4**.

STEP 8: Slide your new Control Arm into the mounting pockets making sure the shorter side of the arm is to the rear of the truck. Re-install factory Hardware and torque to 120ft/lbs **Fig: 5**

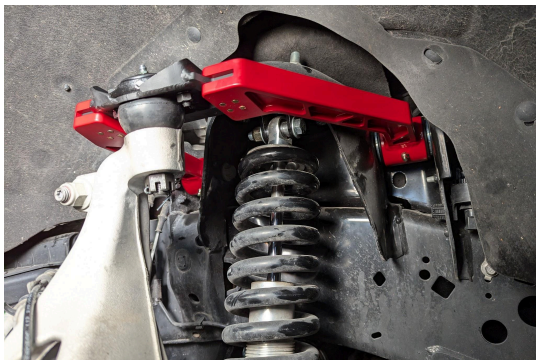


Figure 5: Arm Installed

FIGURES FOR REFERENCE

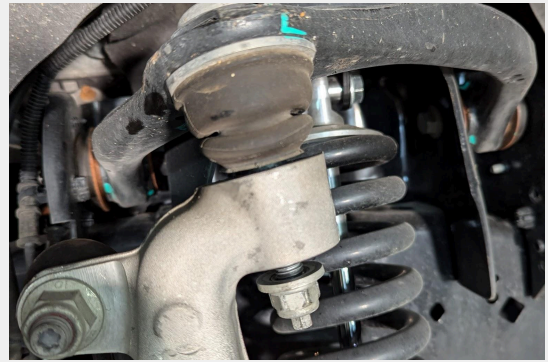


Figure 1: Separate the ball joint.



Figure 2: Rotate the spindle out of the way.

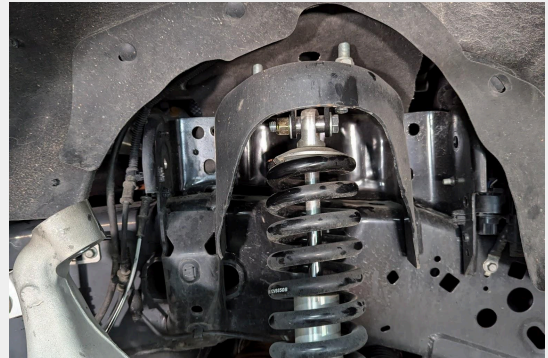


Figure 3: Remove Factory Arm



Figure 4: Apply grease

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STEP 9: Install ball joint into spindle and tighten. The stud nut should be torqued to **50 ft-lbs** until the hole aligns.

Step 10: Using the supplied ¾ inch 12 point Socket, double check that the 8 bolts securing each arm to the ball joint pad are properly torqued to 16 ft/lbs. At this time, you can also double check that the mounting bolts are torqued to **20ft/lbs**.

NOTE: It is very important that you do not overtorque the bolts securing the balljoint pad to the arm. Triple check that your torque wrench is set to 16 ft/lbs or 200in/lbs. The bolts WILL shear if they are overtorqued.

STEP 11: Reinstall your wheel and lower the truck back on the ground.

STEP 12: Front end alignment. It is highly recommended that the truck be taken to a reputable alignment shop but to get the front end close for driving there, adjust the lower control arm.

When the front suspension is lowered, it will gain negative camber. Your new 6565 upper control arms are longer to correct this negative camber. As stated previously, always install the arm as supplied with the ball joint in the neutral position. This will work for 99% of all cases.

The lower control arm mount is notched on both sides where the lower control arms bolts up (FIG 8, FIG 9). Break both bolts loose and the lower control arm can be moved out away from the center of the truck. A digital angle finder can be used to measure the camber. The truck must be sitting with weight on all 4 tires before measuring. Anything between -1* and +.5* will be good enough to drive it to the alignment shop.

IMPORTANT: THESE INSTRUCTIONS ASSUME THAT THE CAMBER WILL BE POSITIVE AFTER INSTALLING 6565 ON A LOWERED TRUCK. IF THE ARM IS ALREADY ADJUSTED ALL THE WAY OUT FOR WHATEVER REASON, THEN IT WILL NEED TO BE PULLED IN TOWARDS THE CENTER

MOVING THE LOWER ARM OUT WILL MAKE THE CAMBER GO TOWARDS NEGATIVE.

MOVING THE LOWER ARM IN WILL MAKE THE CAMBER GO TOWARDS POSITIVE.

The front toe will now need to be adjusted after setting camber.

For more precise camber adjustment, 6572 camber adjustment kit can be ordered. Please visit www.umiperformance.com for more information on our f150 products.

FIGURES FOR REFERENCE



Figure 6: Double check Ball joint pad Torque.



Figure 7: Finished product.



Figure 8: Camber Adjustment



Figure 9: Camber Adjustment

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APPENDIX A: Your New F150 Control Arms will be pre assembled in the neutral position on the ball joint plate (Middle Hole Set). **This configuration will work for 99% of all users.** The adjustments on the ball joint pad are used to fine tune your camber if needed. The balljoint pad moves in or out inside the control arm in $\frac{1}{4}$ " increments (3 total positions). Moving the position of the balljoint pad 1 step will change camber $\frac{3}{8}$ of a degree with $\frac{3}{4}$ degrees of total adjustment (fully adjusted in to fully adjusted out).

To disassemble and adjust the ball joint pad, complete the following steps. (APPENDIX A: FIG1 shows a disassembled view)

STEP 1: Break the QTY 8, $\frac{1}{4}$ -28 bolts loose with the included socket. The inside bolts need to be removed but the outside set of bolts can be left loose **APPENDIX A: FIGURE 2**

STEP 2: Slide the ball joint pad in or out. Moving the ball joint pad in towards the center of the truck will increase negative camber; moving it out away from the center of the truck will decrease negative camber.

STEP 3: Once you have made the adjustment, the inner set of bolts can be reinstalled.

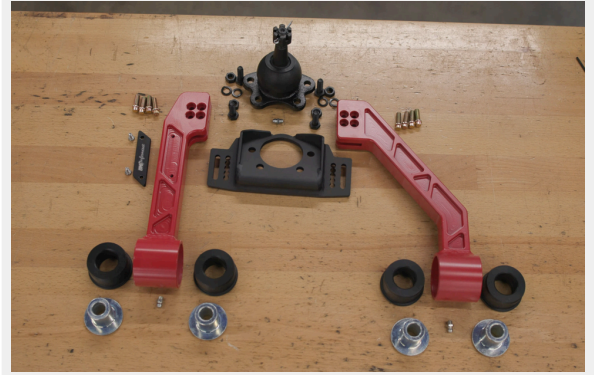
NOTE: Make sure to thread the bolts in by hand as far as you can before using the supplied socket. Threading the bolts in by hand will decrease the likelihood of cross threading the bolts.

STEP4: Once the bolts are threaded in by hand, double check that the ball joint pad is lined up on the same set holes for each side of the arm. The distance from the end of the arm to the ball joint pad should be equal on both sides.

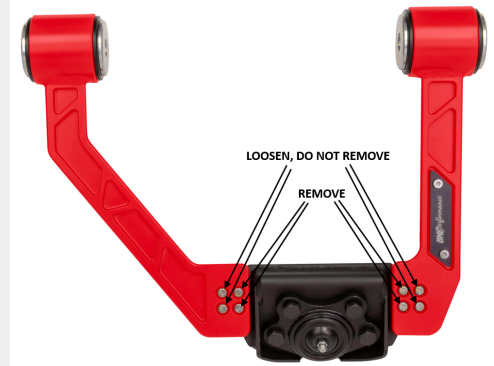
STEP 5: Torque the $\frac{1}{4}$ -28 bolts to 16ft/lbs or 200in/lbs. Triple check that the torque wrench is correct. The bolts WILL shear off if they are over torqued.

For further information about adjusting the arms, we have uploaded an assembly video to our youtube page which can be found at <https://www.youtube.com/@umiperformance/videos>

FIGURES FOR REFERENCE



APPENDIX A: FIGURE 1: Disassembled View



APPENDIX A: FIGURE 2: Bolt Removal