

INSTALLATION NOTES

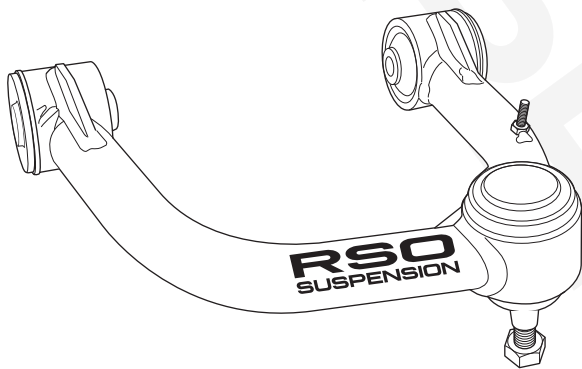
PROFESSIONAL INSTALLATION IS STRONGLY RECOMMENDED!

If you intend to do this installation yourself, please use extreme caution when working under a vehicle that is supported with jack stands. Serious injury or death can occur.

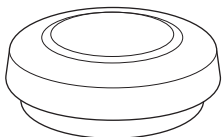
Read through entire installation manual to ensure that you understand all of the steps before proceeding with installation. If these instructions are not properly followed, severe frame, suspension, and tire damage may occur. Product failure or vehicle damage caused by improper installation will not be covered under warranty!

Remove all contents from the package and inspect for any damage. Also, verify that all components listed are included before you begin installation. If anything is missing or damaged please contact us at customerservice@cyc-engineering.com - IMPORTANT: DO NOT INSTALL DAMAGED PARTS!

COMPONENTS



Qty: 2
Tubular Front Upper Control Arms

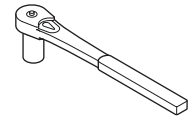


Qty: 2
Rubber Dust Cap

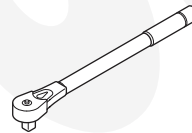
TOOLS REQUIRED



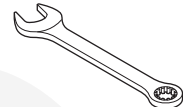
Jack Stands



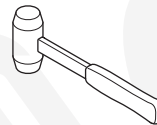
10mm, 19mm, 21mm Socket



Torque Wrench



Open End Wrench

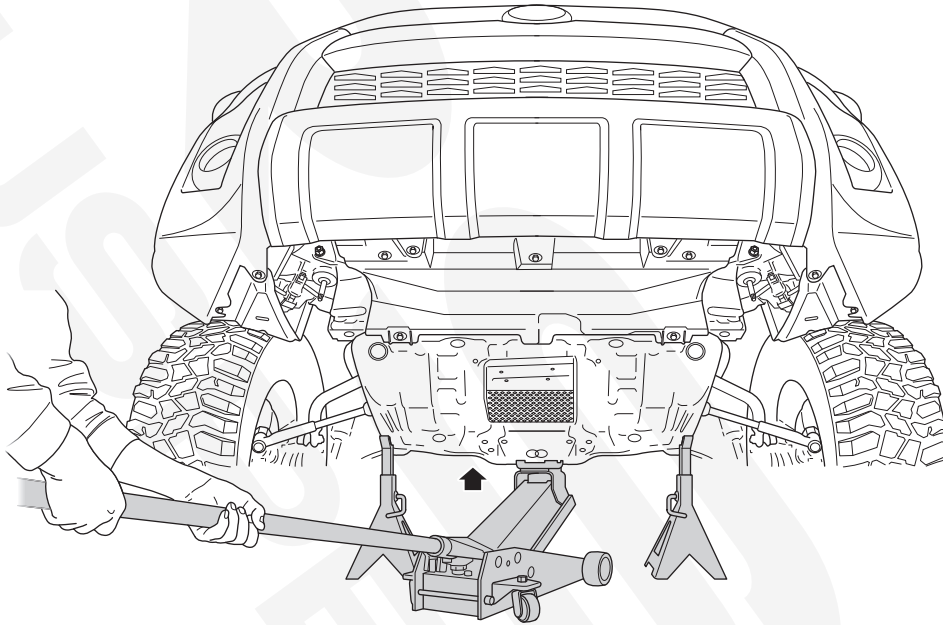


Small Sledge hammer

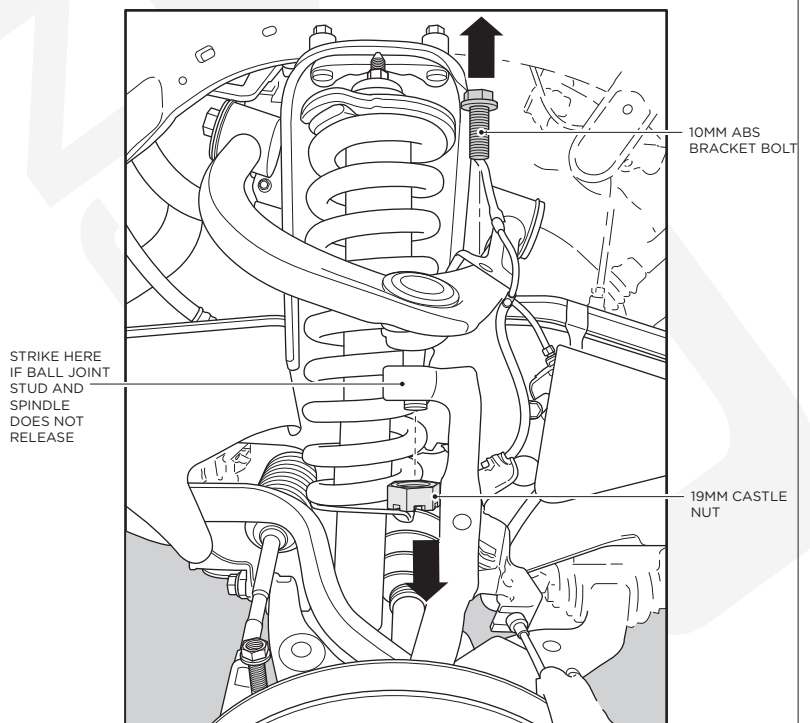


Jack

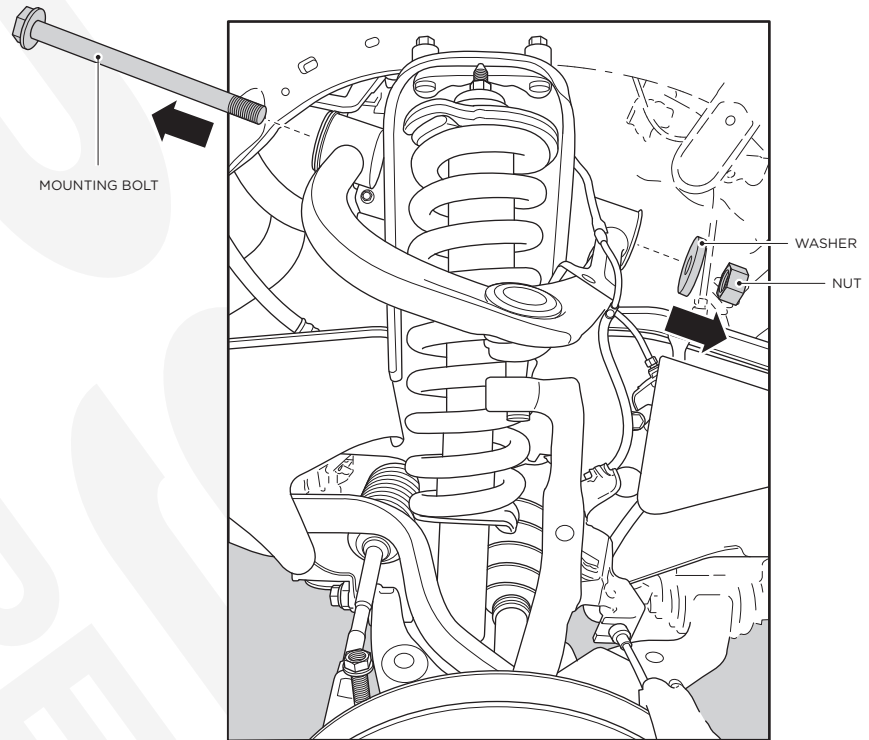
1. Chock your rear tires and then raise the front tires off the ground using a properly rated jack and jack stands. Ensure the vehicle is properly supported then remove the front tires.



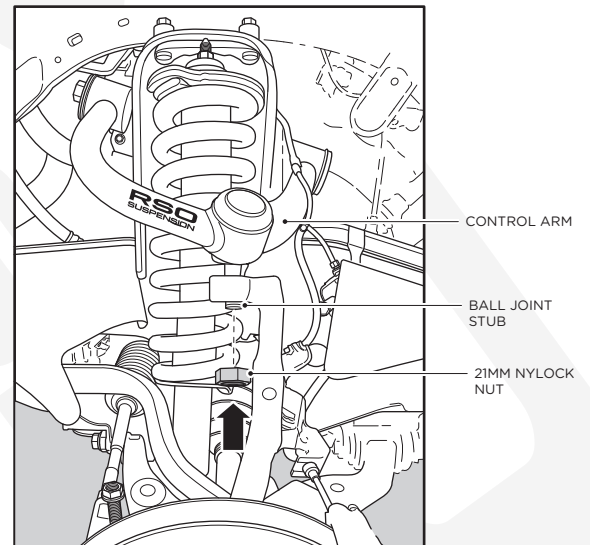
2. Use a hydraulic jack to raise the lower control arm to release tension on the ball joint. Remove the cotter pin on the castle nut holding the ball joint stud, use a 19mm socket to loosen the castle nut and back it off to expose a few threads. Leaving the castle nut on prevents the ball joint from completely coming off the spindle, this prevents personal injury and damage to suspension components. If the upper control arm does not release from the spindle, you can use a hammer to hit the area on the spindle where the ball joint sits until it releases.
3. Use a 10mm socket to disconnect the ABS line bracket attached to the upper control arm. Fully remove the castle nut holding the ball joint stud and remove the upper control arm from the spindle. On four-wheel drive models keep the hydraulic jack under the lower control arm to avoid overextending the CV Joint causing damage



4. Use a 19mm socket to remove the large upper control arm mounting bolt. Take note of the orientation of the factory hardware as it will be reused for installation of the RSO Tubular upper control arm. Remove the nut and washer from the mounting bolt. Remove the control arm mounting bolt forward through the radiator support and grille, some clearancing of the sheet metal might be required to feed the mounting bolt through. Remove the factory upper control arm from the vehicle.



5. Install the new RSO Tubular upper control arm to the chassis mounting points. The logo will face towards the front of the vehicle. Carefully route the mounting bolt through the control arm, through the mounting point on the strut tower in the chassis and hand tighten the washer and hex nut.
6. Move the control arm down towards the spindle and align the ball joint stud with the tapered mounting hole of the spindle. Please note the ball joint will be tight and difficult to move by hand the first time it is rotated. Route the ball joint through the spindle and secure with the provided 21mm Nylock nut. Slowly tighten the Nylock nut to seat the ball joint into the spindle. Once the ball joint stud is fully seated use a 21mm socket and torque wrench and torque to 85 ft/lbs.



7. Lower the vehicle to the ground until the coilovers are supporting the full weight of the vehicle. Reattach the abs line and bracket to the new RSO tubular upper control arm using the factory hardware. Install the rubber dust cap to cover the ball joint and zerk fitting. Use a 19mm socket and torque wrench to torque the upper control arm mounting bolt to 125ft/lbs. Install the wheels back onto the vehicle, It is highly recommended to get a professional alignment at this time.

REGULAR MAINTENANCE SCHEDULE

Control Arms are serviceable, however the ball joints and bushings are a consumable component.

See Signs of Wear below for more information.

For the ball joints and bushings, a visual inspection at every oil change is recommended to detect any accumulation of dirt, debris or moisture.

CLEANING & LUBRICATION

Tubular upper arms come equipped with rubber dust caps designed to prevent the ingress of dirt and debris. Should dirt accumulate on the ball joint or bushing, wipe clean with a rag. We recommend regreasing the ball joints every 20,000 miles.

SIGNS OF WEAR

Excessive back and forth play or rattling in the ball joints and bushings indicates wear. In such instances, it is imperative to replace the affected parts promptly.

You can order replacement parts at www.cyc-engineering.com

Replacement Part numbers for this particular SKU are listed below for your reference.

SKU: REP-150307-438300-BJ (Replacement Ball Joint)

REP-BUSHING-12 (Replacement Rubber Bushings)

REP-DUST CAP-TUBULAR UCA (Replacement Rubber Dust Cap)

TECHNICAL NOTES