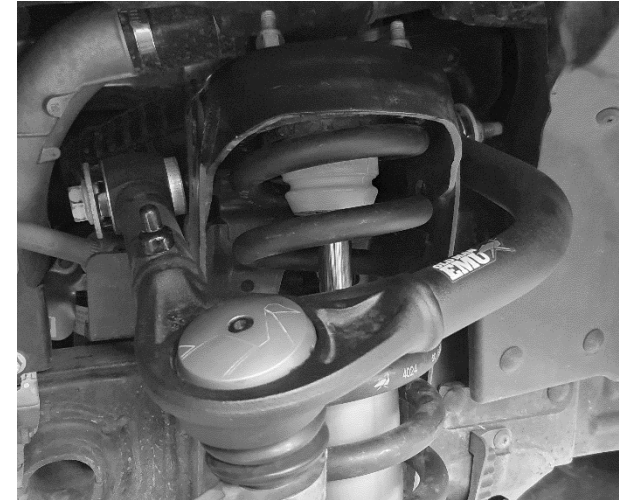


FITTING INSTRUCTIONS

UCA0009

SUITS FORD RANGER MY2022 (P703)
EXCL. XL AND XLS MODELS



WARNING

- ◆ This product must be installed exactly as per these instructions using only the hardware supplied.
- ◆ In the event of damage to any suspension component, contact your nearest authorised ARB stockist. Repairs or modifications to the suspension system components must not be attempted.
- ◆ Do not use this product for any vehicle make or model, other than those specified by ARB.
- ◆ This product or its fixing must not be modified in any way.
- ◆ The installation of this product may require the use of specialized tools and/or techniques
- ◆ It is recommended that this product is only installed by trained personnel
- ◆ These instructions are correct as at the publication date. ARB Corporation Ltd. cannot be held responsible for the impact of any changes subsequently made by the vehicle manufacturer
- ◆ During installation, it is the duty of the installer to check correct operation/clearances of all components
- ◆ Work safely at all times

Note: These fitting instructions should be read in conjunction with the vehicle workshop manual.

FITTING KIT CONTENTS – UCA0009

| Item | Description | Qty. |
|------|--------------------------|------|
| 1 | UPPER CONTROL ARM LH | 1 |
| 2 | UPPER CONTROL ARM RH | 1 |
| 3 | BALL JOINT CAP | 2 |
| 4 | HEADLIGHT SENSOR BRACKET | 1 |

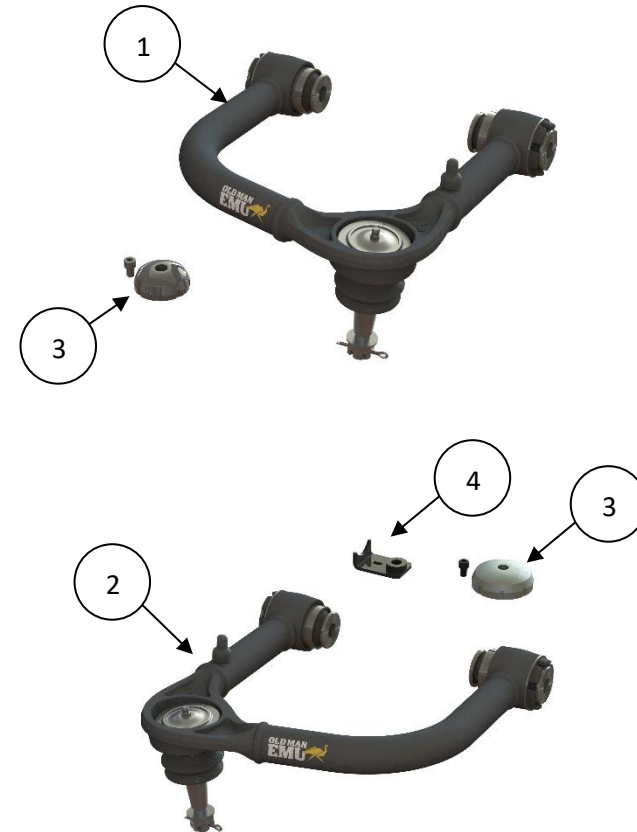
TOOLS REQUIRED

SOCKET SET - METRIC
RING SPANNERS - METRIC
TORQUE WRENCH
IMPERIAL HEX KEY (3/16)
BALL JOINT PULLER

Wheel Alignment Specification

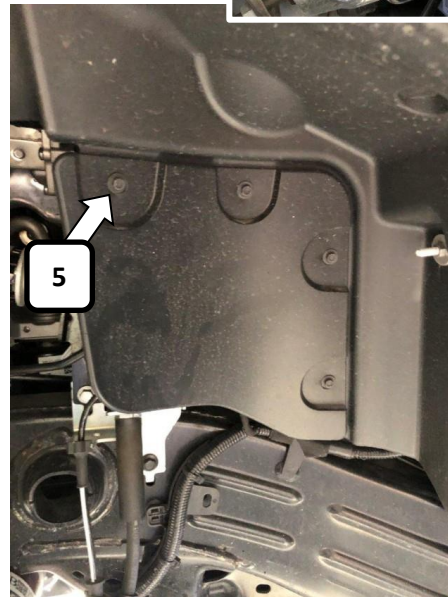
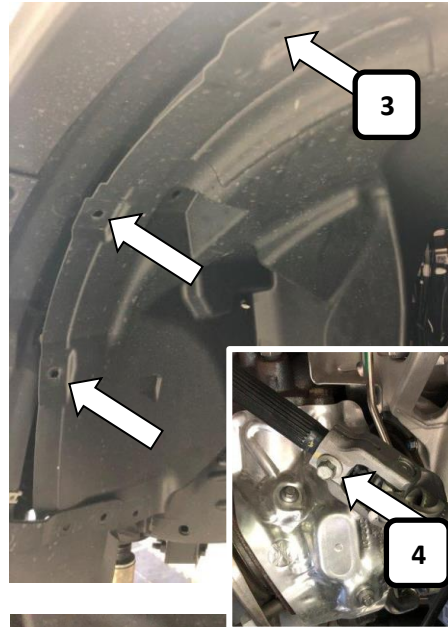
| | Lower | Upper |
|---------------|--------|-------|
| Camber | -0.72° | 0.78° |
| Caster | 1.97° | 3.47° |
| Toe | -0.1° | 0.1° |

NOTE: If vehicle is fitted with aftermarket tyres/rims, the above figures may not provide sufficient clearance from vehicle body. If contact is made, additional caster may be required.



UPPER CONTROL ARM INSTALLATION SEQUENCE

1. Raise vehicle and support on suitable chassis stands. **NEVER RELY ON JACK ONLY.**
2. Remove wheels
3. Remove inner splash guard from driver/RH side – rear section to access steering shaft.
4. Un-bolt the steering shaft and slide off steering input shaft.
5. Remove rear section of inner splash guard on passenger/LH side.
6. Loosen bracket holding the two hard lines, this will help with removing the main control arm bolt.
7. If the vehicle has a headlight sensor, remove the bracket from the arm.
8. Loosen the nut holding the Ball Joint to the upright. Leave nut on the Ball Joint to protect the thread.
9. Break the Ball Joint taper from the upright using either a Ball Joint separation tool or by striking the upright with a hammer.



10. Disconnect upright from control arm and move to one side ensuring it does not over-extend the driveshaft.
11. Loosen and remove the long control arm bolt and nut. Remove the control arm.
12. Install the new control arm with the long control arm bolt and nut removed in Step 11. Torque to OE specification.
13. Bolt up Ball Joint to upright, tightening to OE torque specification. Fit split pin through castle nut.
14. Reconnect steering shaft and torque to OE specification.
15. Install headlight sensor bracket if required.
16. Once greased, remove nipple and place inside cap. Fasten cap to Ball Joint with screw provided.
17. Re-fit splash guards and wheels.
18. Once installation is complete a wheel alignment will be required.

