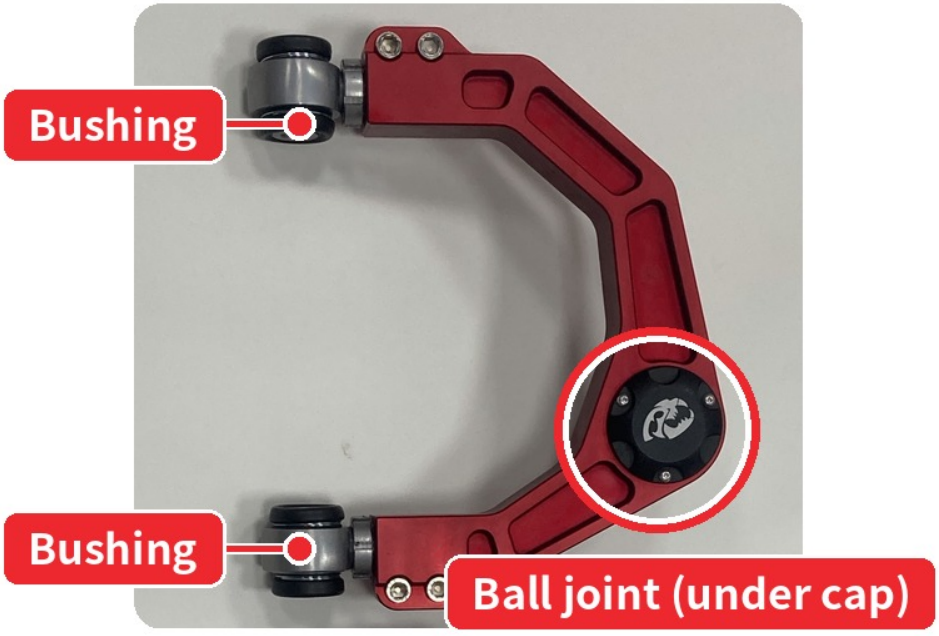
Upper Control Arm

INSTALLATION GUIDE

Grease ▸ Remove ▸ Install ▸ Tighten ▸ Align

PREP Know the Parts



- **Bushings ×4: mount to the arm brackets — grease before install**
- **Ball joint: grease fitting under cap — grease first**
- Mirror-image pair — match to the stock arms

STEP 1 Lubricate Before Install



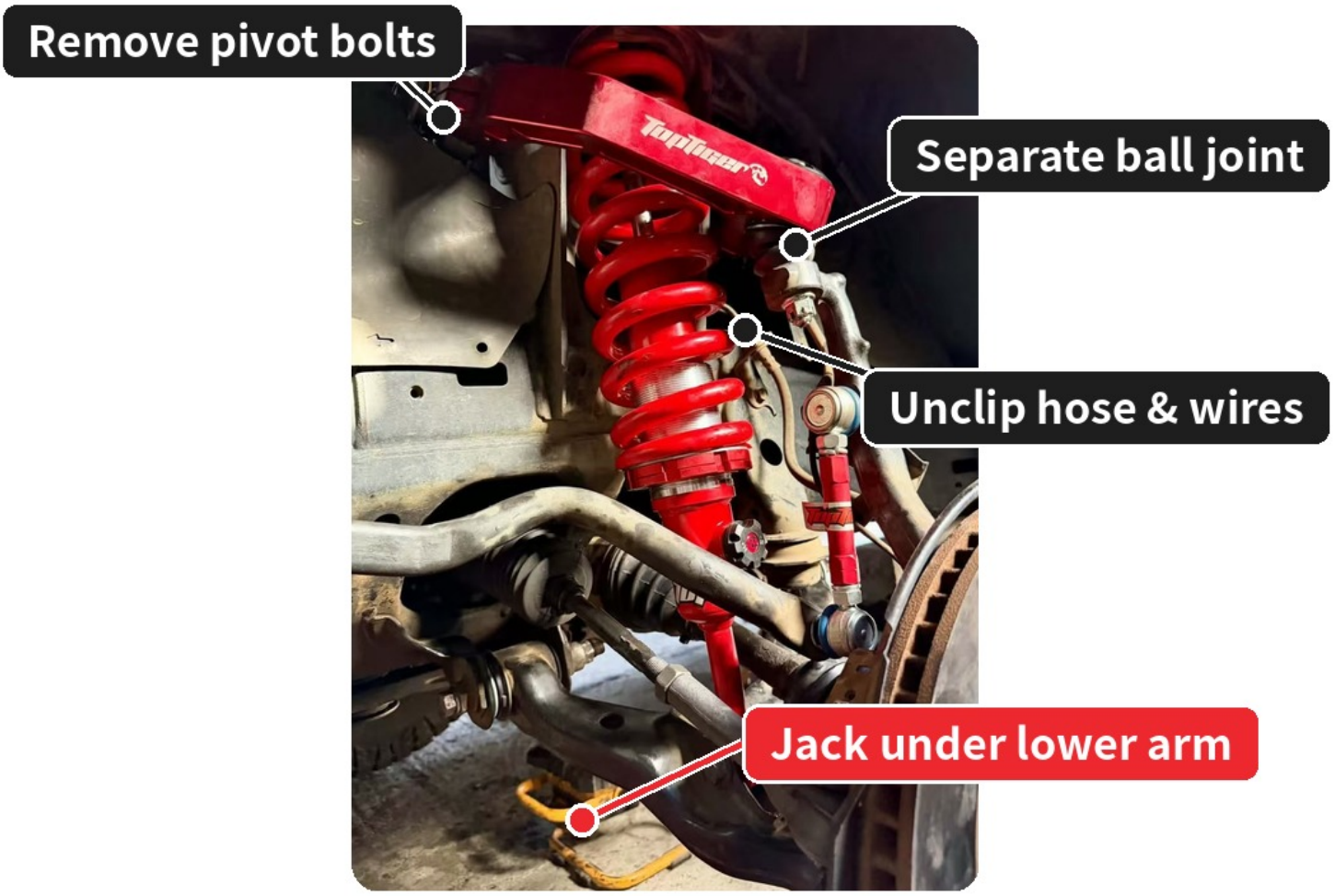
Ball joint: fitting



Bushing: sleeve ends

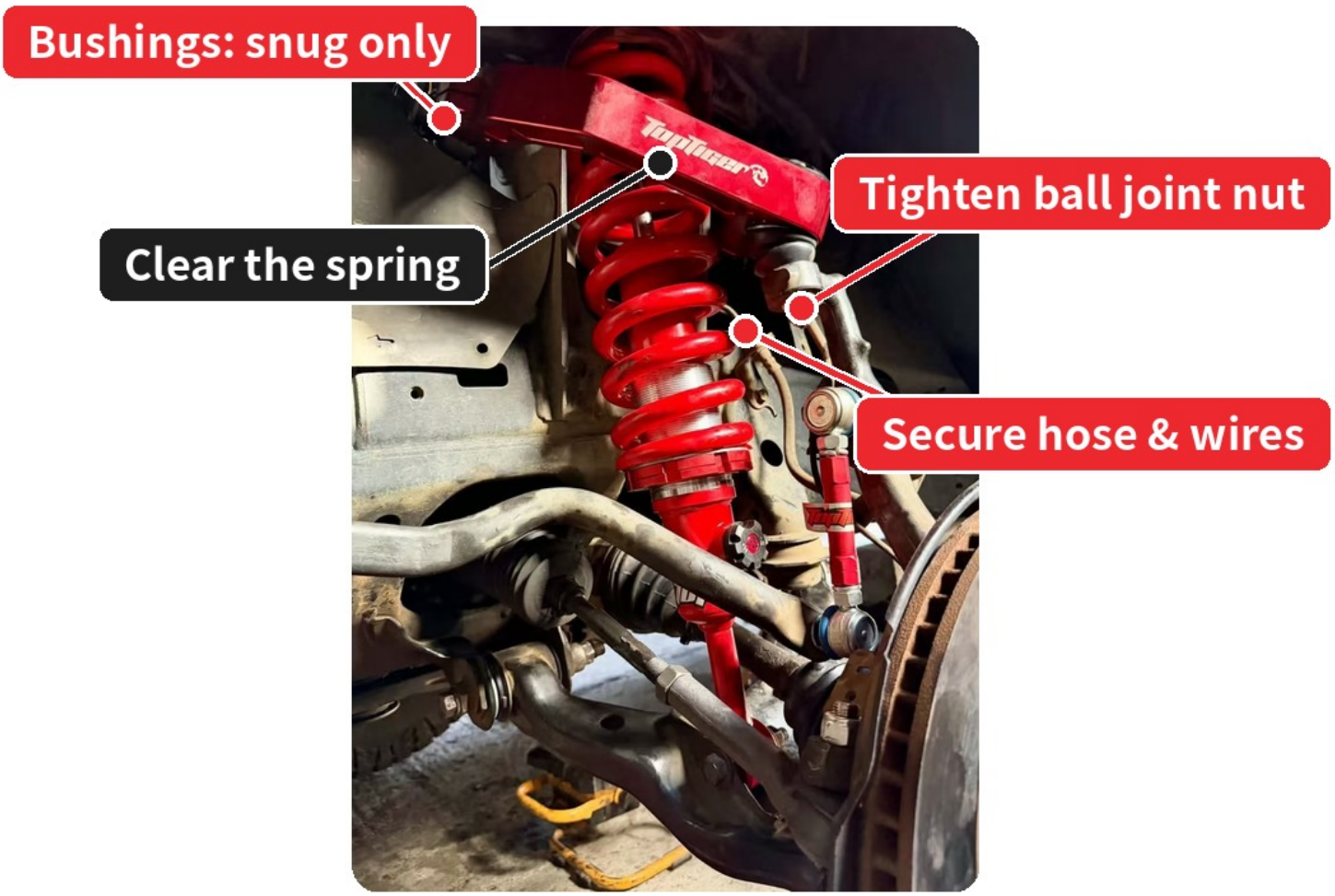
- **Ball joint: remove cap, grease until the boot starts to swell**
- **Bushings (both): apply polyurethane bushing grease around the sleeve at both ends**
- Rotate the housing back and forth to work it in
- Refit cap; don't overtighten (aluminum)

STEP 2 Remove Stock Upper Arm



- **Support the frame on a lift or jack stands**
- **Use a separate jack under the lower arm**
- Unclip brake hose & ABS; mark eccentric bolts
- Use a separator — never hammer the joint

STEP 3 Install New Upper Arm



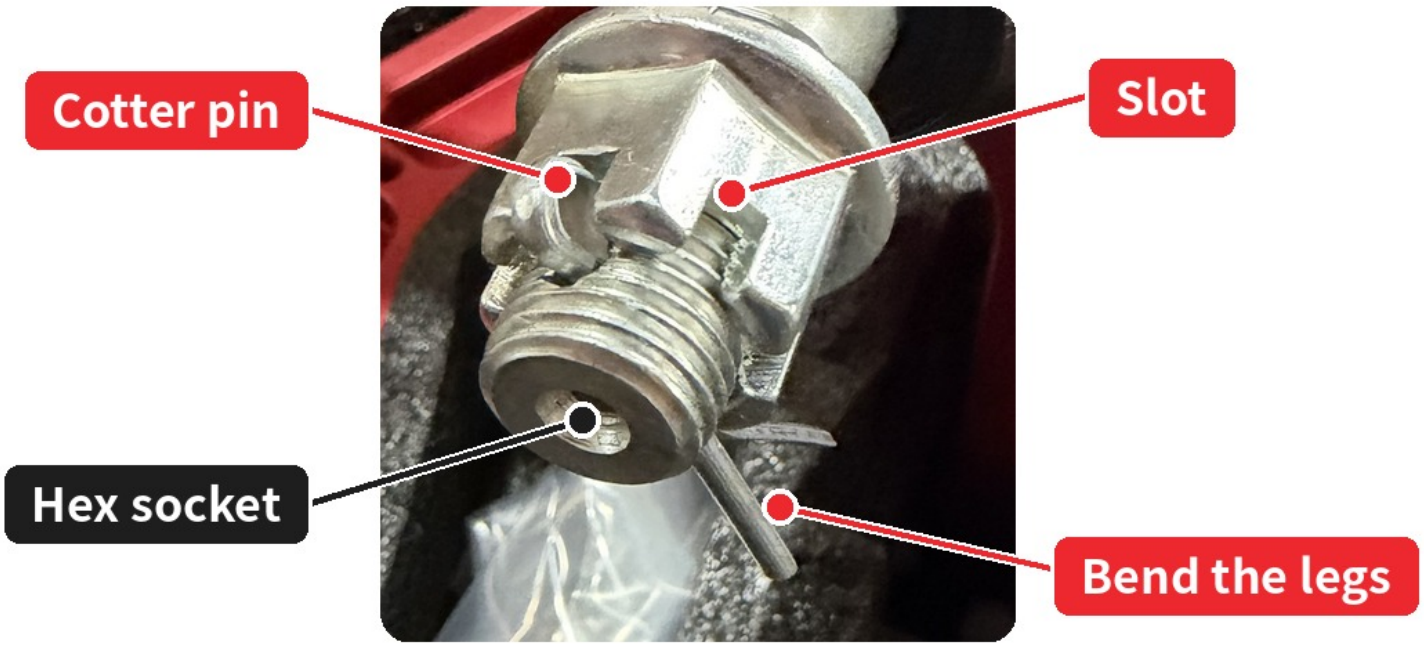
- Match the stock arm for side & direction
- **Bushing bolts: snug only for now**
- **Full droop & full lock: hose not stretched, arm clear of spring**

Before fitting the pivot bolts



- **Stops the bolts seizing in the bushings — easy removal later**
- Shaft only — keep the threads clean

Locking the ball joint nut



- **Line up a slot with the pin hole — only by tightening**
- **Fit a new cotter pin, bend the legs apart**

STEP 4 Final Tightening

- **Refit wheels, lower car, tighten lug nuts (star pattern)**
- Bounce the car to settle the suspension
- **At ride height, fully tighten bushing bolts**
- Paint-mark nuts to spot loosening

STEP 5 Alignment & Re-check

- **Alignment required: camber, caster, toe**
- Test drive: no pull, steering returns, no clunks
- Re-check bolts & paint marks after 300–500 km

WARNING 4 Common Mistakes

Tightening bushings in the air
Result: torn bushings, squeaks

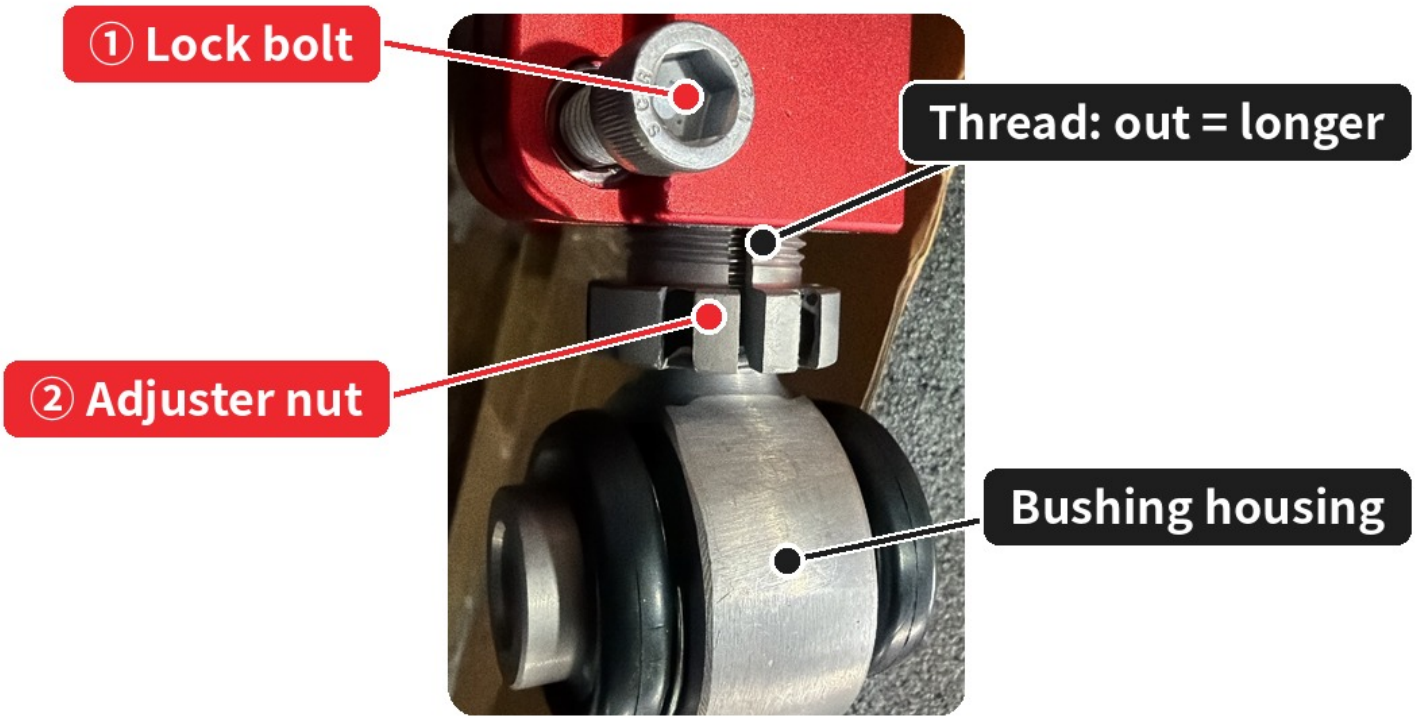
Backing off the ball joint nut
Result: loose ball joint — unsafe

Left / right arms swapped
Result: wandering steering, pulling

Skipping wheel alignment
Result: uneven tire wear, pulling

APPENDIX

If Alignment Is Out of Spec





Flat spanner

Fits the slots of adjuster nut ② — turn it to change length

Which angle do you need?

Camber	Both ends longer → wheel top tilts out Both ends shorter → wheel top tilts in
Caster	Front longer, rear shorter → more caster Front shorter, rear longer → less caster

Front = bushing toward the front of the car; rear = toward the back. Adjusting one end changes camber and caster together. Adjust left and right separately.

1. **Measure:** do the alignment — within spec, don't adjust
2. **Unload:** lift the car, jack under the lower arm; loosen (don't remove) the pivot bolt at the end you adjust — mark eccentric bolts first
3. **Unlock:** loosen lock bolt ①
4. **Adjust: turn adjuster nut ② with the flat spanner — housing out = longer, in = shorter; don't over-extend the thread**
5. **Lock: tighten lock bolt ①**
6. **Re-check:** lower the car, bounce it, tighten the pivot bolt, measure again; repeat 2–6 if needed

TopTiger RACING

Questions? Contact our support team