

MOPAR B BODY UPPER CONTROL ARMS UCA 856/857



INSTALLATION INSTRUCTIONS

NOTE: ALWAYS REFER TO THE VEHICLE OWNER'S MANUAL FOR CORRECT TORQUE SPECIFICATIONS WHEN INSTALLING KIT.

1. Setup and safety first:
2. This installation can be done on a lift or by using a floor jack and jack stands.
3. Chock your rear wheels, set your parking brake, and disconnect the battery.
4. Tech Tip: Prior to disassembly spray the nuts and bolts that you will be removing with penetrating oil.
5. The following steps are written with the intention of leaving the brake rotor and calipers installed on the vehicle. You must support the lower control arms with a floor jack throughout the installation.
6. Loosen the front wheel nuts, but do not remove them. In other words, break them free before raising the tires off of the ground.
7. Use a floor jack to raise the car up to support it with jack stands.
8. On stable ground, place jack stands under the frame rails and test the stability.
9. The installation of the new control arms will be done one side at a time.
10. To begin, place a floor jack under the lower control arm of the side you choose to replace first.
11. We recommend removing the wheel for ease of installation.
12. Place the wheel aside and install the nuts back onto the rotor or brake drum studs for safe keeping.
13. Install a coil spring compressor tool onto the spring.
14. Compress the spring with the tool for safety.
15. Remove the upper and lower shock absorber mounting nuts.
16. Either remove shock absorber or compress it for ease of installation
17. Lower the floor jack under the lower control arm and allow it to fall downwards.
18. Remove the shock absorber and place it aside with its' mounting nuts and washers
19. Spray penetrating spray onto the upper ball joint castle nut at the spindle, the upper control arm cross shaft end nuts and the mounting nuts that attach the shaft to the frame channel.
20. Turn the steering as needed to access the control arms mounting nuts throughout the remaining steps.
21. At the spindle, remove the cotter pin and loosen. Don't remove the castle nut from the upper ball joint. Replace or re-use the cotter pin depending on its condition.
22. Loosen the 2 mounting nuts holding the cross shafts to the frame channel.
23. Place the cross shaft mounting nuts aside for re-assembly.

24. Make a point to note if there are shims present under each shaft so that you know both the exact quantity and location on re-assembly.
25. Use a ball joint separator fork tool to separate the upper ball joint from the spindle.
26. Remove the old upper control arm with the control arm shaft and ball joint as a unit.
27. On the work, bench match up the new upper control arm with the side you just removed. Now remove the original cross shafts from the original control arms.
28. (Mark the shaft showing which end goes towards the front of the vehicle)
29. Inspect and clean the shafts for re-use.
30. Insert the original shafts into the new upper control arms.
31. Either transfer or replace the factory bump stop into the new upper control arm.
32. Torque to 17 ft. lbs.
33. Place the new upper control arm with the shaft installed onto the cross shaft mounting studs.
34. Be sure to re-count and verify that you have the same number of shims on each stud.
35. Tighten the nuts to 160 ft. lbs.
36. Next move the entire arm up and down to check your work so far.
37. Now place the upper ball joint back into the upper hole located on the spindle.
38. Install the castle nut and tighten it to 100 ft. lbs. Insert the cotter pin.
39. Install the shock absorber and tighten the mounting nuts.
40. Put the coil spring back into position and remove the spring compressor.
41. Grease the upper ball joint and the tie rod end fittings.
42. The control arm conversion is complete on this side.
43. Remove the floor jack and repeat the entire process on the other side of the car.
44. Change the arm on the opposite side of the vehicle.
45. Remove the floor jack.
46. Turn the steering system lock to lock to verify it operates smoothly.
47. Install the wheels and their mounting nuts.
48. Jack up the car on one side, remove the jack stand and lower it to the ground.
49. Tighten the wheel lug nuts to manufacturer's specifications in the recommended sequence.
50. Repeat the process on the opposite side.
51. Get a new alignment right away.
52. Test drive the car in a safe location before driving.

