



UPR Upper and Lower Control Arm Install Notes

Street Upper and Lower Control Arms

- Grease the sides of the bushings before installing the arms.
- Torque down the control arms to the factory specs.
- When installing the lowers make sure to reuse the factory spring isolator to retain the same ride height.

Race Upper and Lower Control Arms

- Set the length to make the match the factory upper and lowers.
- Uppers and lowers that use an aluminum hat bushing with a heim joint are tightened to factory torque specs.
- Lower control arms that use a solid spacer on the axle side should use the supplied grease packet to grease the bushing before sliding it into the control arm. When tightening this end of the arm tighten it till play is eliminated while the control arm can still ROTATE FREELY on the sleeve. **DO NOT TORQUE DOWN THE BOLT.** Make sure the bolt goes through the nylon portion of the nylock nut. If using anything but a nylock it is recommended to use Loctite on the nut to keep it from backing off. Over tightening these bolts will crush the bushing and potentially bind up the control arm.

Pinion Angle Suggestions:**

- For solid aluminum or steel bushings at all mounting points -1 to -1.5* of pinion angle
- For a mix of solid bushings and urethane -1.5 to -2.5* of pinion angle
- For urethane bushings at all mounting points -2 to -3* of pinion angle
- For rubber bushings at all mounting points -3 to -5* of pinion angle

** These are only suggestions to start with and ultimately you have to test to see what works best for your combination.