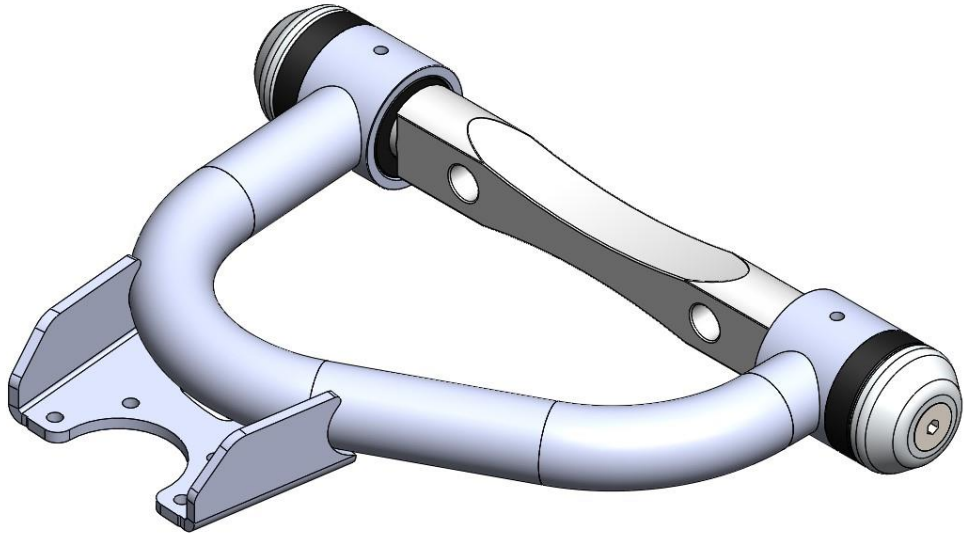
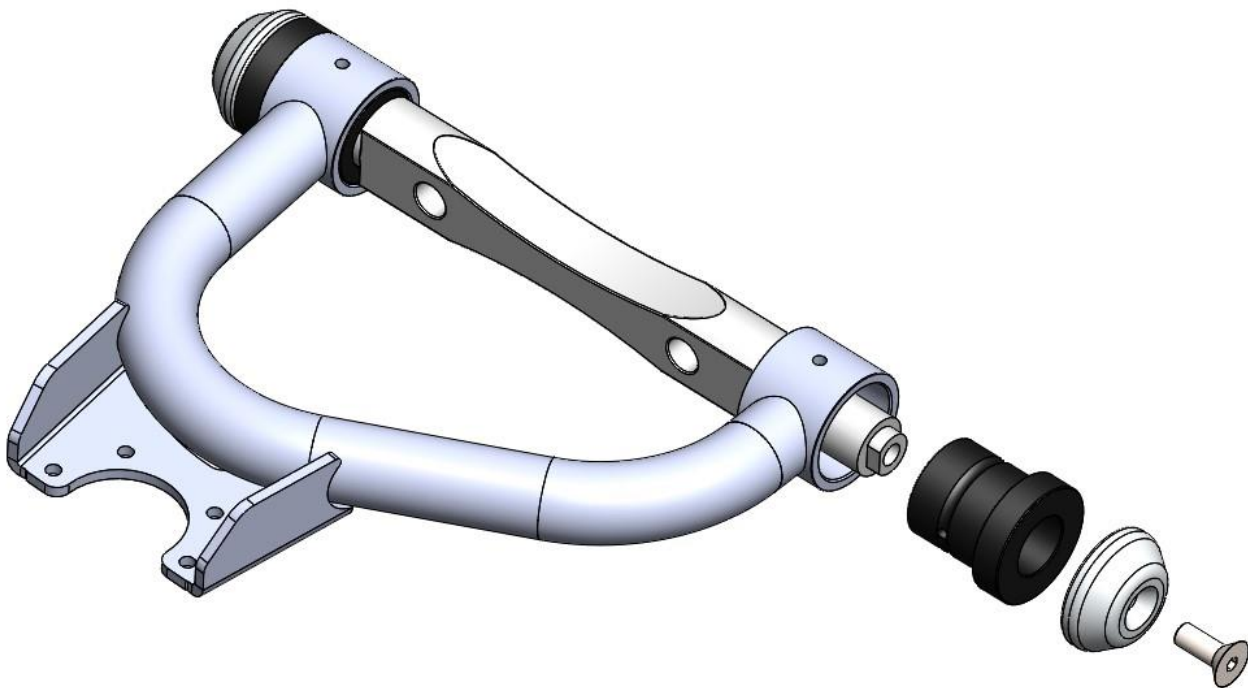


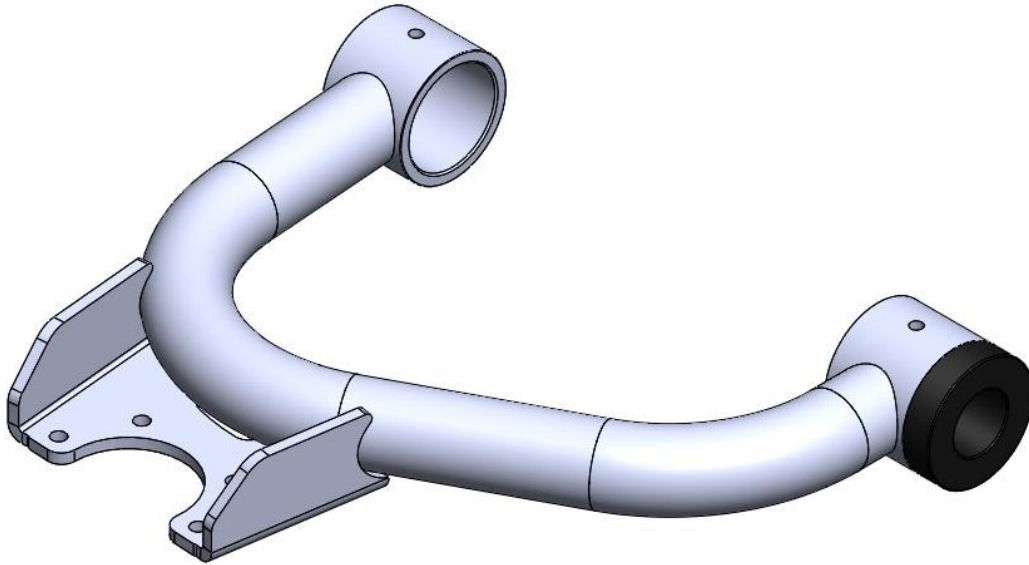
PORTERBUILT FABRICATION UPPER CONTROL ARM INSTALLATION GUIDE



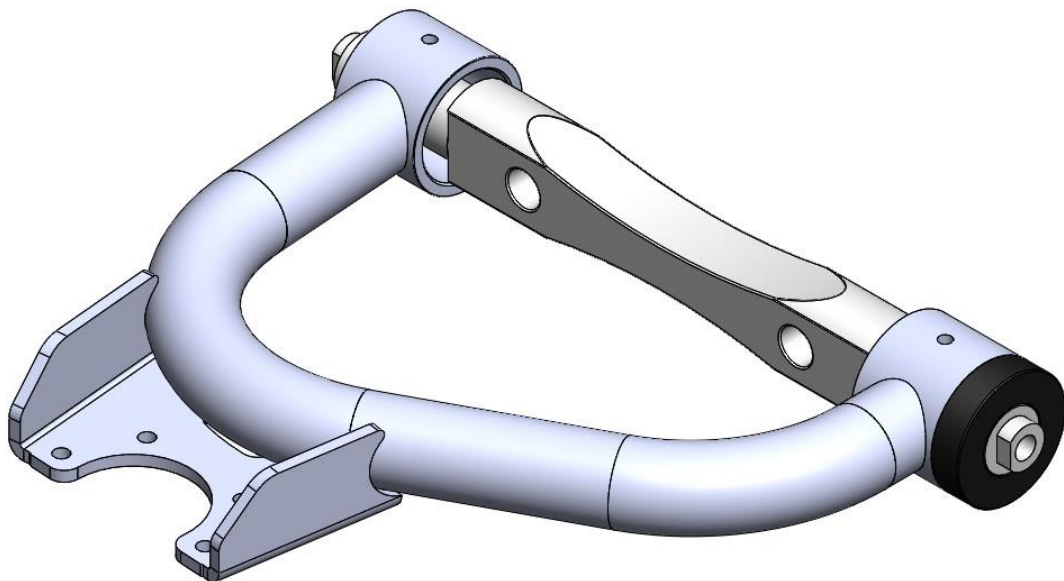
EXPLODED VIEW OF UPPER CONTROL ARM SHAFT ASSEMBLY WITH BUSHINGS AND HARDWARE. PLEASE READ THROUGH INSTALL GUIDE BEFORE PROCEEDING WITH INSTALLATION. (DRIVER SIDE ARM SHOWN)



INSTALL ONE BUSHING IN THE CONTROL ARM. MAKE SURE THAT THE BUSHING IS SEATED FLUSH AGAINST THE MACHINED SURFACE OF THE TUBE. (IT MAY BE NECESSARY TO PRESS THE BUSHING IN PLACE)

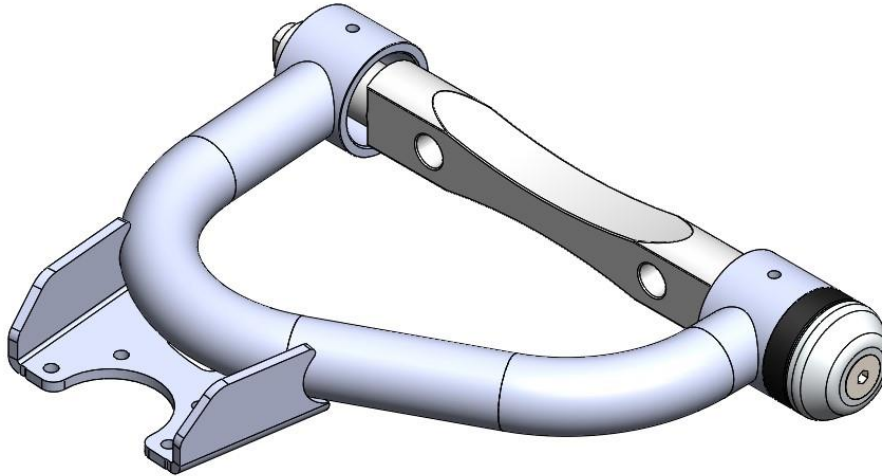


INSTALL UPPER CROSS-SHAFT AS SHOWN IN IMAGE BELOW.



INSTALL BUSHING RETAINER AND 3/8 ALLEN HEAD BOLT; DO NOT YET TIGHTEN.

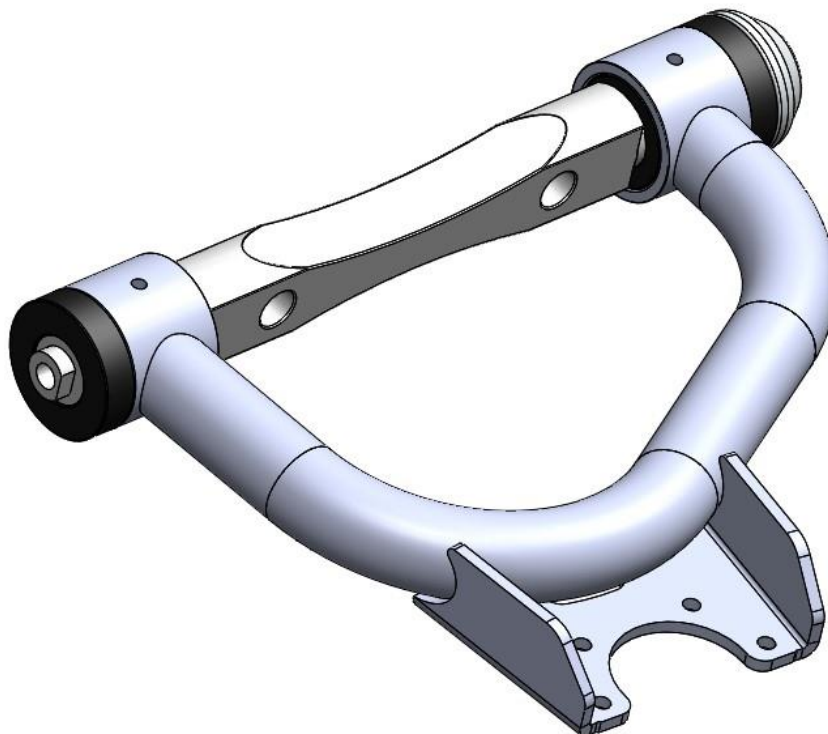
(ENSURE THE FLAT ON THE BUSHING RETAINER AND THE FLAT ON THE SHAFT ALIGN)



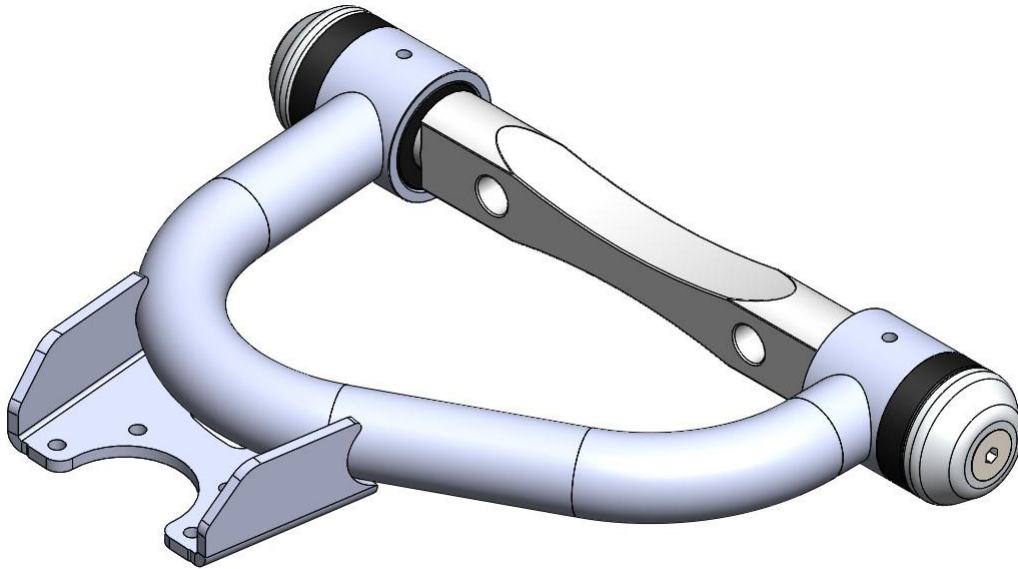
INSTALL OTHER BUSHING IN CONTROL ARM. IT MAY BE NECESSARY TO PRESS THE BUSHING IN PLACE.

DO NOT USE THE RETAINMER AND BOLT TO SEAT THE BUSHING. IT COULD STRIP THE THREADS AND OR DAMAGE THE CROSS-SHAFT OR CONTROL ARM AND VOID ANY WARRANTY.

MAKE SURE THE BUSHING IS SEATED FLUSH AGAINST THE MACHINED SURFACE OF THE TUBE BEFORE INSTALLING AND TIGHTENING BUSHING RETAINER.



AFTER BUSHING IS SEATED FLUSH AGAINST MACHINED SURFACE OF TUBE, INSTALL THE BUSHING RETAINER AND BOLT. WHEN TIGHTENING THE RETAINER NUT, YOU WILL FEEL WHEN THE RETAINER BOTTOMS OUT ON CONTROL ARM SHAFT SHOULDER. TORQUE TO 25 LBS. (LOC-TITE IS ALSO RECOMMENDED FOR FINAL ASSEMBLY)



UPPER CONTROL ARM SHAFT REDUCER BUSHINGS ARE USED ON FACTORY CROSS-MEMBER APPLICATIONS ONLY

