

Press Release – Immediate Release 1<sup>st</sup> December 2015

## Why your I.F.S. 4WD need U.C.A.'s



If you're working in the **4wd suspension** and wheel alignment field, and you're not recommending or installing Upper Control Arms to correct the wheel alignment, and prevent outer edge tyre wear for your customer, it's time to start!

Manufacturers have a wheel alignment specification for a reason, tyre wear, return to centre steering, tracking, high speed stability, it's a geometry thing.

Well designed Upper Control arms as a bolt in system will have **5 key points** that make them worth the investment for you, and your customer.

- They take the factory ball joint, for longevity.
- Will give you at least 3 degrees of caster correction, for 30-70mm lifts.
- Reprofiled front leg for clearance with larger tyre diameters.
- Shock and strut clearance to allow more wheel travel up and down.
- Angled ball joint cup to work with the extra travel.

When your customer drives away with the wheel alignment set to improve handling, steering response, and tyre wear, compared to being outside of the factory alignment settings without them, they will be far happier that you told them they were required, rather than tell them "*it drives ok*".

Beware, if the customer leaves unhappy with the handling, and does his own research via his Facebook vehicle specific groups, forums, or through friends, and ends up sourcing them elsewhere, as you may now have an ex customer who wonders why you never suggested them, or worse, telling them they weren't required.

The best thing you can do is have the information at hand, and express the features and benefits, so your customer can make an informed decision, based on your position as the experienced person they are relying on, to do the job for them.

Roadsafe have all this information, and have designed upper arms in the BLACKHAWK range to suit a variety of vehicles. Featuring the above 5 key points, the BLACKHAWK arms are a well designed bolt in system that your customer will enjoy.

The new heavy duty Roadsafe "BLACKHAWK" range of Upper Control Arms have been designed with ease of fitment & ongoing serviceability in mind, and are a necessity for various IFS models that have been lifted 30mm+.

The Roadsafe "BLACKHAWK" arms have been designed to restore camber & caster lost on the IFS vehicles once they have been lifted, by correcting the angle of the ball joint. Without restored camber & caster settings lifted IFS vehicles will eventually show excessive tyre wear and experience ride & steering issues.

With greater radius and tube sizing to suit per application, the designs allow clearance of the coils during articulation, with the outer radius also adjusted to allow for the fitment (in some cases) of 35" tyres without having the issue of the tyres rubbing on the arms during full lock.

Manufactured in Heavy Duty 32mm OD (4mm wall thickness) STKM11A Carbon Steel Tube - for optimum strength without putting too much additional weight onboard.

The 'BLACKHAWK' design hasn't gone with a complicated ball joint or bushing setup - the Ball Joint & bushing apertures have been designed to take OE spec componentry! That way if you have a ball joint or bushing issue in an out of the way area, where getting spares can be a drama, you can replace your affected part with a standard OE Spec factory or aftermarket unit.

Roadsafe "BLACKHAWK" Upper arms are designed with 3 degrees fixed caster, and are optimally suited to lifts of 30-70mm, finished in black E-Coating for maximum durability, rust prevention and discreet installation.

Now available to suit Toyota 200 Series Landcruiser and FJ Cruiser.



For additional information please contact Roadsafe on 1300 651 551 or email [sales@roadsafe.com.au](mailto:sales@roadsafe.com.au) Or check out the website [www.roadsafe.com.au](http://www.roadsafe.com.au) for additional information or the stockist nearest you.