

## FITTING INSTRUCTIONS

**VEHICLE** Ford Ranger Next Gen 2022+ XLT, Sport, Wildtrak, Platinum  
**PRODUCT** Upper Control Arms  
**PN#** UCA3091A

### UPPER CONTROL ARMS TO SUIT FORD RANGER

#### IMPORTANT NOTE BEFORE INSTALLATION

The H/D Ball joints fitted to Blackhawk UCA's have been manufactured in the Hard-to-Hard style and require regular greasing, PLEASE ENSURE YOU GREASE THE BALLJOINTS AT FITMENT & AT REGULAR SERVICE INTERVALS.

#### TOOLS REQUIRED

- General Hand Tools
- Sockets and Spanners

#### HARDWARE SUPPLIED

- Left Hand Upper Control Arm x 1
- Right Hand Upper Control Arm x 1
- M12 x P1.75 Nyloc x 2
- Ø26xØ13x2t Washer x 2

1. Lift vehicle using a hoist or jack and support appropriately.
2. Remove the wheels.
3. Loosen the nut securing the upper ball joint to the steering knuckle. Leave the nut on the last few threads and do not remove yet. **FAILURE TO DO SO MAY DAMAGE THREAD.**  
See Figure 1
4. Using an aluminium drift when striking to avoid damage to the knuckle, strike the steering knuckle using large hammer or mallet to shock and release the ball joint taper.
5. Using a pry bar or lever, apply downward force on the upper control arm. Remove the nut and release the ball joint from the steering knuckle.  
**NOTE: Ensure not to let the knuckle overextend the brake line or driveshaft. Secure the knuckle in place as necessary.**

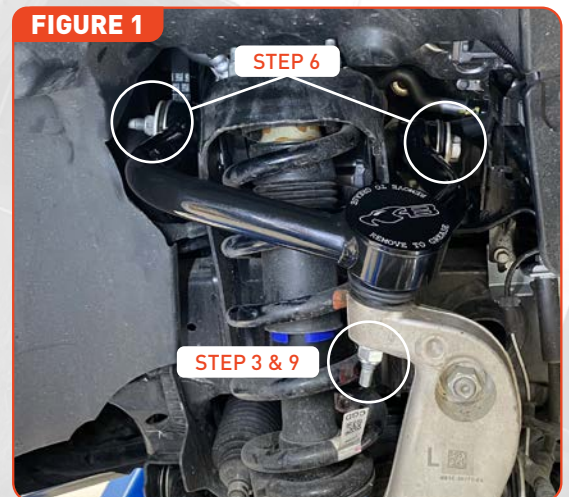
6. Remove and retain the upper control arm bolt securing the control arm to the chassis.  
See Figure 1

In order to remove the right hand side upper control arm retaining bolt, the steering input shaft will need to be disconnected and moved out of the way. To disconnect the steering input shaft, you must:

- a. Remove the plastic inner guard and set aside. This will require the removal of multiple body clips and screws.
- b. Mark the spline of the steering input shaft with a paint marker or similar to ensure it is correctly oriented when reconnected.
- c. Undo the 10mm clamping bolt and slide the shaft out of the uni-joint. There should now be ample room to remove the upper control arm retaining bolt.
- d. Repeat this process in reverse once the Blackhawk Upper Control Arm has been installed.

See Figure 2 & 3

FIGURE 1



Ensure vehicle has a wheel alignment immediately after installation. Failure to do so may result in poor drivability and/or uneven tyre wear. Please ensure HD Ball joints are greased prior to fitment.

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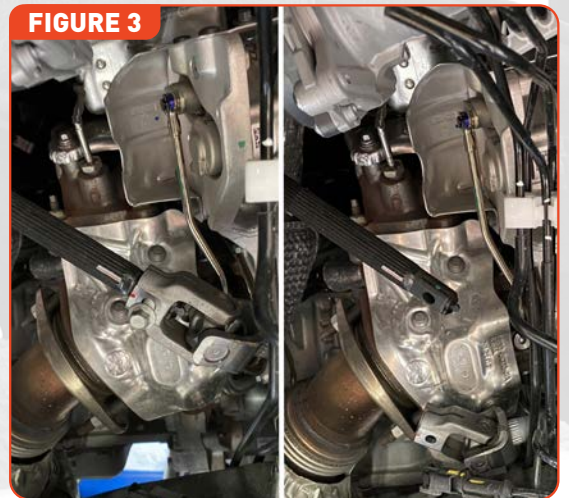
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- Grease the upper control arm ball joint on bench before fitting to the vehicle. If the ball joint does not accept grease, articulate and rotate the ball stud to allow grease passage through joint.
- Fit Blackhawk Upper Control Arm to vehicle using the original bolt removed in step 6.  
**NOTE: Do not tighten the 22mm upper control arm bolt at this stage.**
- Connect ball joint to steering knuckle and secure with new supplied M12 nyloc and washer. This nut can now be torqued up to 65Nm.  
See Figure 1
- Repeat this process for the other side of the vehicle.
- Refit wheels and lower car to the ground. Jounce the vehicle several times to settle the suspension to ride height.
- NOW TIGHTEN THE UPPER CONTROL ARM BOLTS TO MANUFACTURERS SPECIFICATION.**
- Torque wheels nuts to manufacturers specification.
- Check wheel to rear guard clearance on vehicle with large tyres.
- Wheel align vehicle with camber as a priority.

FIGURE 2



FIGURE 3



Only suitably qualified and accredited mechanics, with specialist 4WD Suspension knowledge should attempt fitment of these upper control arms. Alignment will be required by a reputable wheel aligner.