

Fitting Instructions #TRC6750IS

Ford Ranger P703 / VW Amarok T1A, T1B / Ford Everest P704

Fixed Offset Front Upper Control Arms



IMPORTANT! Ensure that you have the correct kit for your vehicle. If your vehicle has an aluminium steering knuckle, TRC6750 is required. If the vehicle has a steel knuckle, TRC6751 is needed. Inspect the included ball joint to determine if you have the correct kit.



NOTE: These components must be fitted by a qualified person only, to factory specifications, as per the factory service manual. Photos are an indication and may vary slightly in appearance from the actual product.

1. Raise the vehicle by the chassis and support on a hoist or on stands and remove the front wheels.
2. Start by removing the inner guard liner from the driver's side of the vehicle, this is held in by screws and clips.

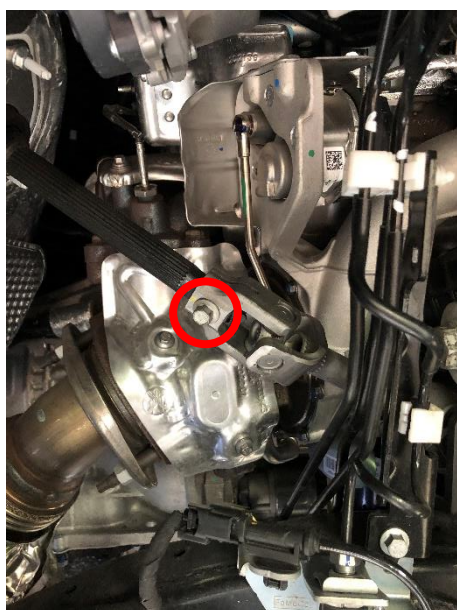


3. The steering shaft needs to be disconnected to remove the upper control arm bolt. Start by marking the shaft with a marker so that it can be re-installed in the correct orientation.
4. Remove the bolt that attaches the shaft and slide the shaft back up towards the steering wheel so the joint can be moved out of the way.

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5. Loosen the nut holding the ball joint to the upright, but not all the way. The hex on the end of the OE ball joint can be used with a spanner to break the ball joint free from the knuckle. If not, use a hammer to strike the knuckle to free the ball joint.
6. If the vehicle has a headlight sensor, please remove the sensor bracket from the arm.
7. Remove the long bolt from the upper control arm and slide the bolt out from the arm, then remove the ball joint nut the remainder of the way. The arm will now be free and can be removed.



8. Installation is the reverse of removal with the new arm.
9. Using the supplied grease, grease the face of the bushings before installing. It is also good practice to remove the crush tubes and re-grease the bores of the bush to ensure there is sufficient grease to aim in lubrication.
10. Bolt the new arm into the frame, reusing the factory bolt. Torque to factory specifications.
11. Install the stud of the ball joint into the upright.
12. Tighten the ball joint taper down using the new nut to factory specifications and install the new split pin.

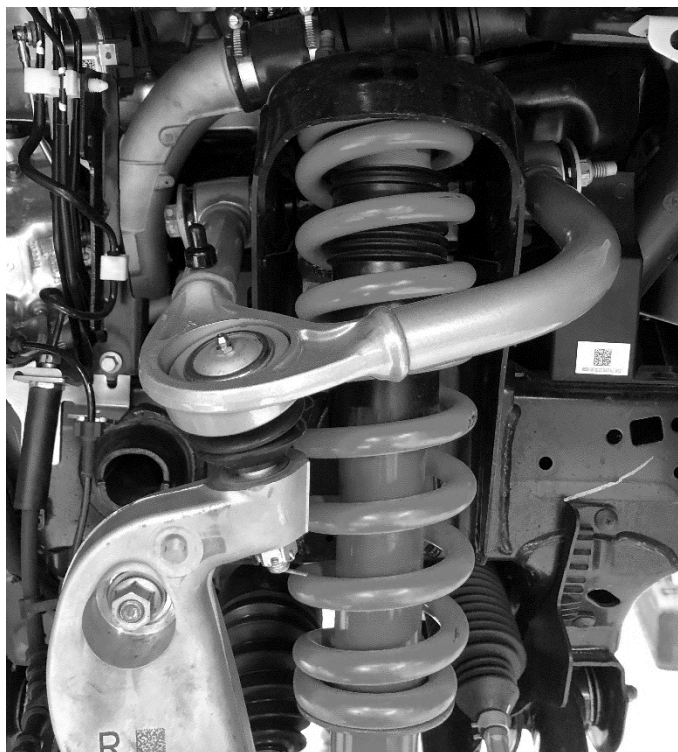
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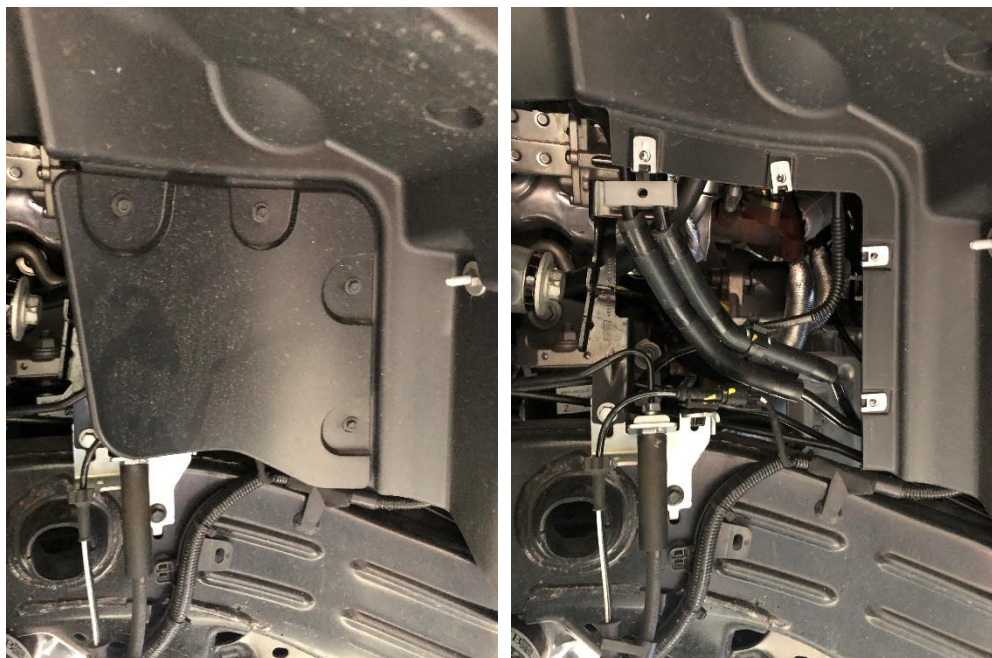
13. Reinstall the headlight sensor bracket to the new arm if fitted.



14. Re-install the steering shaft making sure it is aligned correctly.

15. Re-install the inner guard liner.

16. For the passenger side, remove the small inner guard panel for access to the UCA bolt.



17. Loosen the bracket holding the two hard lines so the UCA bolt can slide past.

18. Remove and re-install the upper control arm the same as the driver's side.

19. Tighten and re-install the bracket and the inner guard panel.

20. Install the wheels and lower the vehicle to the ground. Check for any clearance issues.

21. Manufacture's torque setting must be used on all bolts.

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22. The vehicle will now require a wheel alignment.
23. Recheck all bolts after 1000km or 1 month;