

DASH Y62 Upper Control Arms (UCA)

INSTALLATION INSTRUCTIONS



IMPORTANT NOTE BEFORE INSTALLATION

Please ensure that prior to fitting, rotate the ball stud at the same time grease is pumped through the grease nipple. This is imperative to circulate the grease around the ball joint

- Full suspension droop is required for ease of fitment of the UCA into the Patrol.
- With the front of the vehicle off the ground and the front suspension at full droop, remove the front wheels.
- If you're starting at the drivers side you will need to unbolt the power steering pump to remove the forward bolt of the factory UCA.

REMOVAL OF THE POWER STEERING PUMP

1. With the bonnet up remove the battery and battery tray, there is 4x13mm bolts that hold the plastic battery tray to the vehicle.
2. With the tray removed you can see the pump - locate the auto adjuster to the right and, with a 14mm long spanner or ratchet onto the front bolt of the adjuster, push down to loosen the drive belt, slip the belt off the power steer pump and slowly relieve tension off the adjuster.
3. There are 2 bolts that you will need to remove, 1 at the bottom which is a 14mm long bolt, it has a nut on the back of the pump that has a metal tang with a fold, careful not to lose this.
4. There is also a 6mm bolt on the back of the pump that secures the bracket for the wiring loom, remove this also for ease of removing the UCA bolt when you get to it.
5. The second bolt is 13mm socket at the top of the pump, remove this also.
6. Wiggle the pump up towards you and let it sit to the front of the mount.



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

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REMOVE THE FACTORY UCA FROM THE VEHICLE

1. Both sides are the same in removal and fitment. Drivers side only requires PS Pump removal
2. First remove the split pin from the upper ball joint.
3. Using a 21mm spanner loosen the ball joint nut but leave on by 3 or 4 threads, with a hammer hit the area around the ball joint taper to shock the mount apart, when this is done remove the nut.
4. Now you will need to remove the 2 pivot bolts on the UCA, these are also 21mm, if you have a 21mm ratchet spanner this will make life easier, remove completely.
5. Prior to installation of your new Blackhawk UCA, GREASE the ball joint located under the cap, a good indication of a greased ball joint is a slight bulge in the rubber boot, once this starts to move you have enough grease for installation, this is to help with the service life of the ball joint.
6. Set the arm into place and secure with the 2 X 21mm pivot bolts (do not tighten at this stage).
7. Next connect the ball joint to the outer spindle and secure with the new nut provided, tension this to OE specification and secure with the provided split pin.
8. Refit the power steer pump in the reverse order as removal, once the bolts are tight refit the drive belt, this is done the same way as removal.
9. Refit battery tray and battery.
10. The passenger side is easier and removing the factory UCA is the same as the driver's side without the need for any engine bay work.
11. With your new arms installed and wheels on and the vehicle on the ground you can now tighten the pivot bolts of the UCA. The reason for this is to have the rubber bush at its neutral state at ride height and to have no binding in the bush and creating a harsh ride and premature bush wear.

