Fitting Instructions #TRC540IS

Nissan Navara D40 2005 – 2015 NP300 2015 - Current

Adjustable Camber/Caster Upper Control Arms

1. Before beginning any alignment work, always check for loose or worn parts, correct tyre pressures, and odd tyre wear patterns. Replace any loose or worn parts before setting alignment.
2. Raise vehicle by the chassis and support with jack stands. Remove front tyre and wheel assemblies.
3. Remove split pin and nut holding OEM ball joint to spindle. Break the taper between the ball joint stud and spindle and remove the ball joint from the spindle. Support the spindle so no strain is applied to ABS wiring or brake lines.
4. Remove the nut mounting bolts and remove the bolts and arm.

Note: To provide clearance to remove the rear bolt on the driver's side, it is necessary to remove bolt holding steering shaft to the rack. (Before removing bolt on steering shaft, mark position with a marker to maintain alignment when reassembling if shaft becomes separated) Once the bolt on the steering shaft is removed, move the shaft so the bolt can be removed (shaft may need to be removed to remove bolt), additional components in the engine compartment may need to be removed.

5. Using supplied grease only, lightly coat the ends of the bushing.
6. Install the control arm to the vehicle.
   The Arm is pre-assembled with the ball joint installed for maximum camber and castor change and torqued ready to install to the vehicle.

Important: Unlike bonded or rubber bushings, SuperPro bushings pivot freely and so can be torqued without applying vehicle weight.

7. Insert the ball joint stud into the spindle, install the supplied castle nut and torque to 110Nm. Tighten further until the supplied split pin can be installed.
8. Re-install the tyre and wheel assembly. Lower vehicle and check for clearance and wheel align. Optimum camber, caster and set back can be set by the OEM lower control arm camber pins. It is advisable to not exceed more than - 0.75° Camber.
9. Note – The unique advantage of the SuperPro adjustable ball joint system , offers fine tuning of alignment settings or to make adjustments to achieve clearance on either the coil spring at full droop or the sidewall of oversize tyre and wheel packages at ride height. This is achieved by sliding the upper ball joint

Left Hand Side Arm

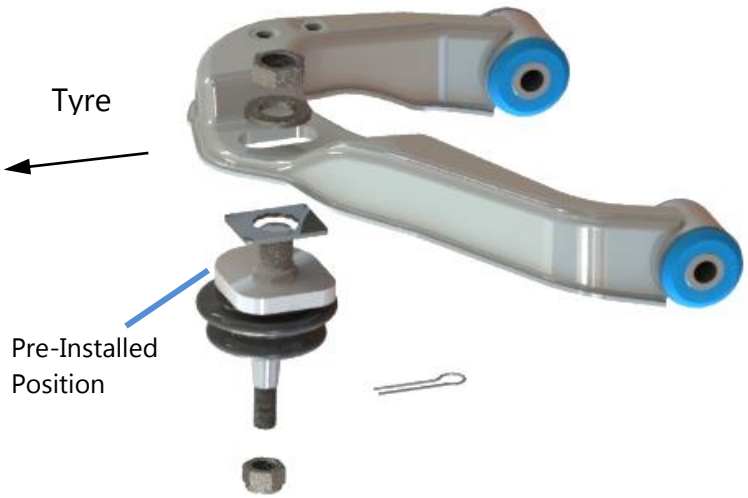

Figure 01 – Upper Control Arm installation