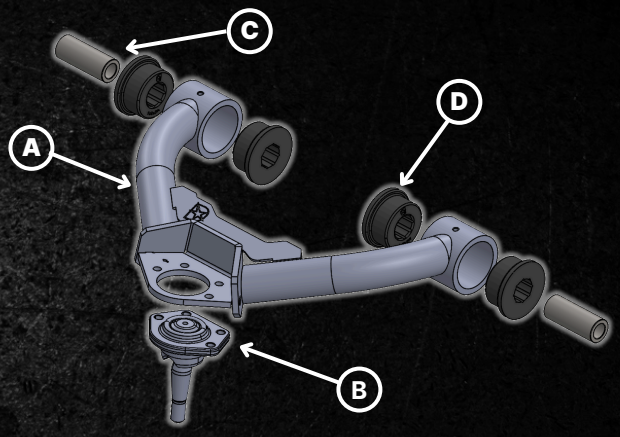
DMAX XD Tubular UCA Installation

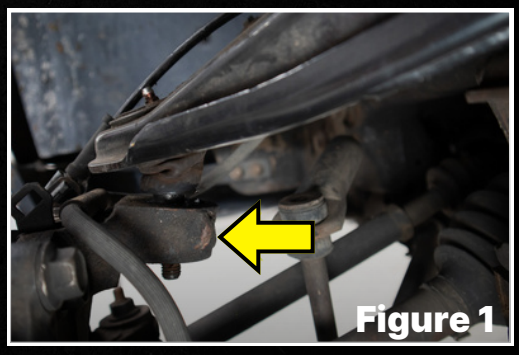
XD-UCA-1119-TUBE/XD-UCA-2025-TUBE

Parts List for DMAX XD Tubular Upper Control Arms		
	Description	Quantity
A	Driver & Passenger Side UCA	1
B	Bolt In Upper Ball Joints	2
C	Control Arm Bushing Sleeves	4
D	Polyurethane Bushings	8
E	Hardware Pack	1



Removal:

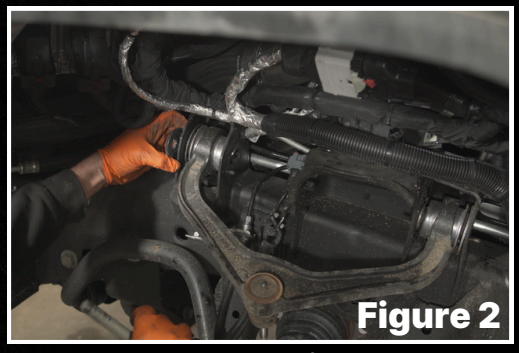
1. Use a properly rated jack or rack lift to lift the vehicle off the ground. Be sure to properly support the vehicle with jack stands and chock the wheels if using a jack. **NEVER WORK ON AN UNSUPPORTED VEHICLE.**
2. Support the lower control arm with a floor jack to raise the suspension slightly from full droop. This relieves pressure on the upper ball joint.
3. Remove the cotter pin (if equipped) and loosen the upper ball joint nut. Leave the nut threaded a few turns to prevent uncontrolled separation.
4. Support the knuckle to avoid putting strain on the CV axle, brake lines, and ABS sensor wiring when the control arm is disconnected.
5. Break the taper by using a pickle form or by striking the knuckle boss from behind with a hammer **(See Figure 1)**.
6. Separate the upper control arm from the spindle once the taper is broken and the stud is free.
7. Mark or take note of the cam bolt orientation before loosening. These factory cam-centric bolts control alignment and must be reinstalled in the same position **(See Figure 2)**.


Figure 1

Assembly:

Once the factory arms are removed, begin assembling your new DMAX XD upper control arms:

1. Install the 8 polyurethane bushings and 4 inner sleeves into the control arm pivots.
2. Thread in the 90° grease (zerk) fittings into the bushings' threaded ports. Make sure they face outward toward the ball joint for easy access during maintenance.


Figure 2

3. Refer to figure 3 to determine whether your application requires the ball joint to be installed from the top or bottom of the arm. Incorrect installation can lead to excessive ball joint angles and premature wear.

See the graphic below to see whether you need to mount from the top or bottom side.

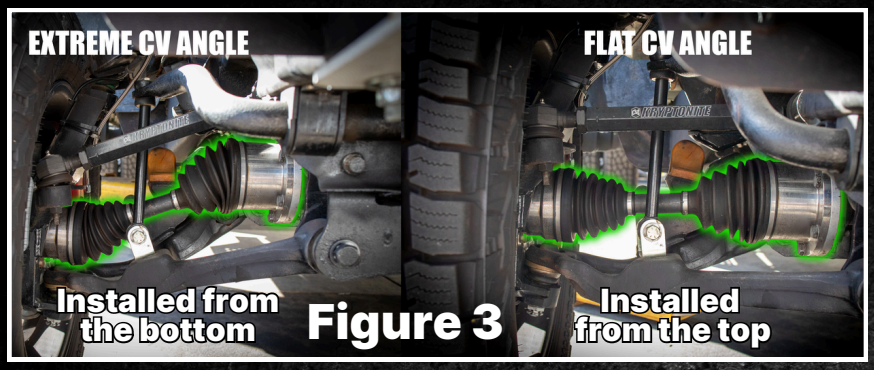


Figure 3



Installation:

1. Identify left vs. right. Each arm has an arrow in the ball joint pocket; the arrow must point forward when installed.
2. Install the arm into the frame pockets. Re-use the factory cam-centric bolts, keeping the cams in the exact orientation noted during removal. Final torque to 192 ft-lbs during alignment to ensure proper positioning.
3. Attach the ball joint to the knuckle.
   - Swing the control arm down until the ball-joint stud lines up with the knuckle bore.
   - Insert the stud and install the supplied castle nut.
   - If the cotter-pin hole does not align, do not loosen the nut—use the provided 9/16" flat washers to achieve alignment.
   - **Torque to 37 ft-lbs, then 90-100 degrees.**
4. Grease the bushings. Add grease to each zerk fitting (typically 3-4 pumps). Over-greasing until the boots swell will rupture the boot.
5. Reinstall the wheels and **torque to 140 ft-lbs.**
6. Be sure to get a professional alignment immediately to avoid uneven tire wear.

