



Fitment	Part Number
MITSUBISHI TRITON ML-MR	UCA43-207K

## Install Instructions

**NOTE – Installation is always recommended by a competent technician. Failure to properly install may result in drive and steering issues and may damage other components.**

### WARNING:

Extreme care must be taken when installing to ensure the control arm does NOT contact the shock absorber of the vehicle wheel at full steering lock and full droop. It is the installers responsibility to ensure this is setup correctly.

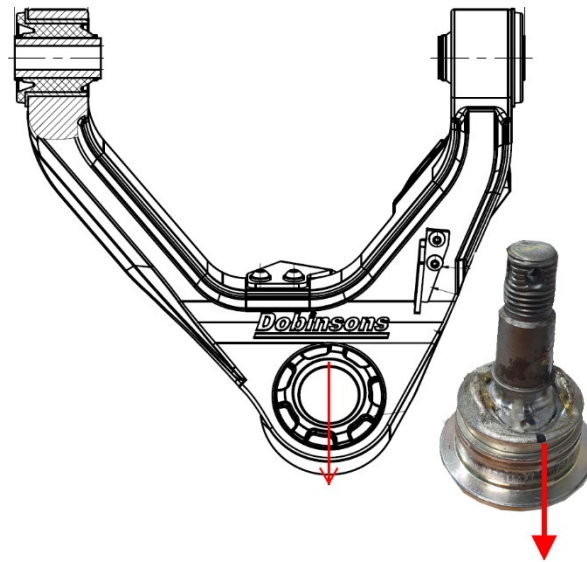
- Full extension of the assembled strut MUST NOT cause excessive load or compression of the bump stops.
- Care must be taken to ensure non-OE strut lengths do not cause interference or excessive articulation of the ball joint and CV's.
- The ball joint assembly must operate without binding throughout the full range of travel (including bump).
- Operation outside of the working range may cause damage to the arm and could result in component failure, Warranty may also be voided.

Size	Torque (Nm)	Torque (ft-lb)
M10	49	36
M12	85	64
M14	135	96

NOTE: Before beginning, the Sankei 555 Ball Joints supplied with the kit **must be pressed into the Dobinsons Control Arms by a professional**. A heavy load press and proper safety equipment are required to ensure the arm is not damaged and that the ball joint is pressed into the arm correctly and all the way down so that the snap ring can go into place. *These ball joints do not have any alignment requirements when being pressed into the arms.*

### BALL JOINT INSTALLATION:

1. Take off rubber boot.
2. Press in joint using a press. Press on the outer section of the joint. Try not to press on the inner section of the joint. **Please note: the ball joints are sometimes directional** with a slot to allow angular travel on the balljoint inward and outward. Please orientate this correctly with the slight aligned inward to outward (not front to back) to allow the balljoint to travel with the most angle inward to outward.



3. Once in place, put the circlip on the bottom side. A flat blade screw driver may help to install the circlip by levering it and moving around it as it clicks into the groove in a circular pattern. Put the circlip into place on one end in the groove, then move the screwdriver about 10mm around and lever it down, then move it around another 20 – 30mm more and lever it into the groove etc till it is all in place.

4. Install rubber boot back onto the ball joint on the bottom side. Place the spring clip on the rubber boot to stop it moving.

It is critical to ensure the rubber boot and circlip is installed, located and seated correctly. Failure to do so will result in premature failure.

#### **INSTALLATION PROCEDURE:**

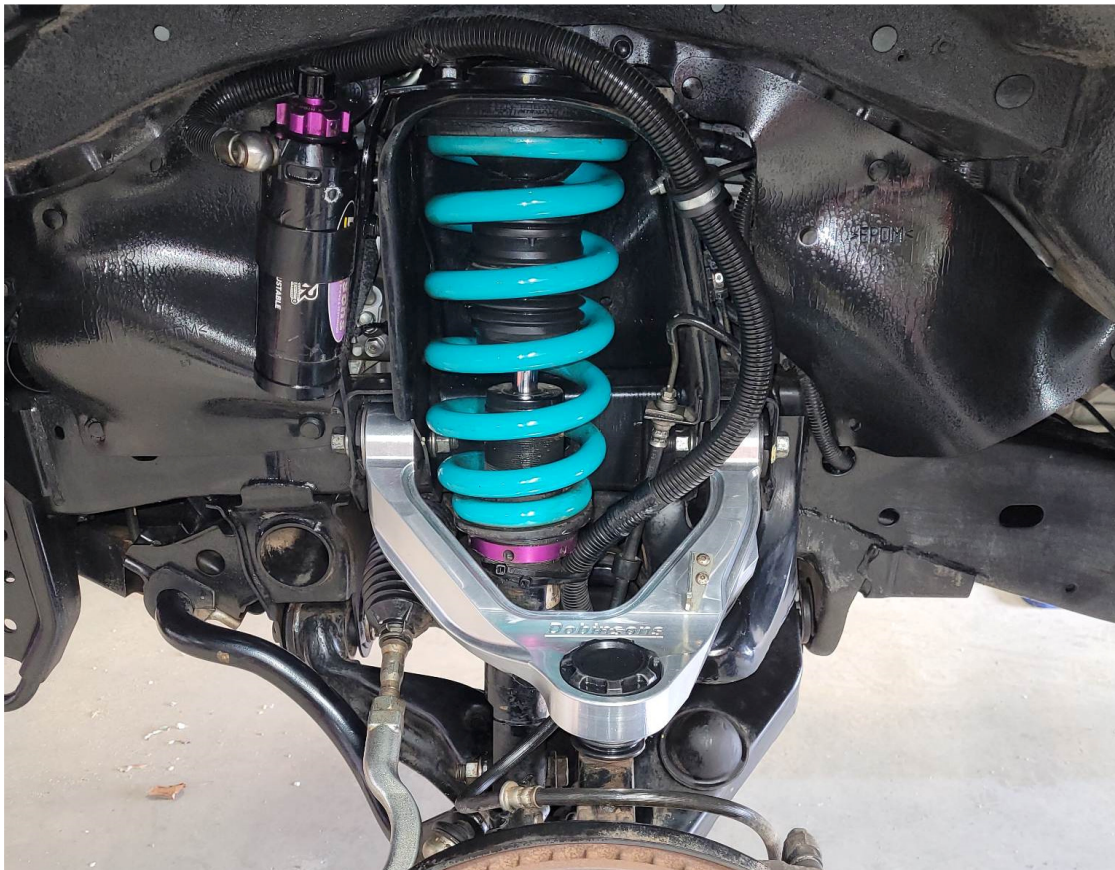
1. Start with the vehicle on a hoist and safely supported.

2. Remove the OE upper control arms as per the vehicle service manual, ensuring that the location of each washer and nut is kept in sequence for reassembly. **NOTE: Retain the OE fasteners that attach the UCA to the chassis as these will be reused.**

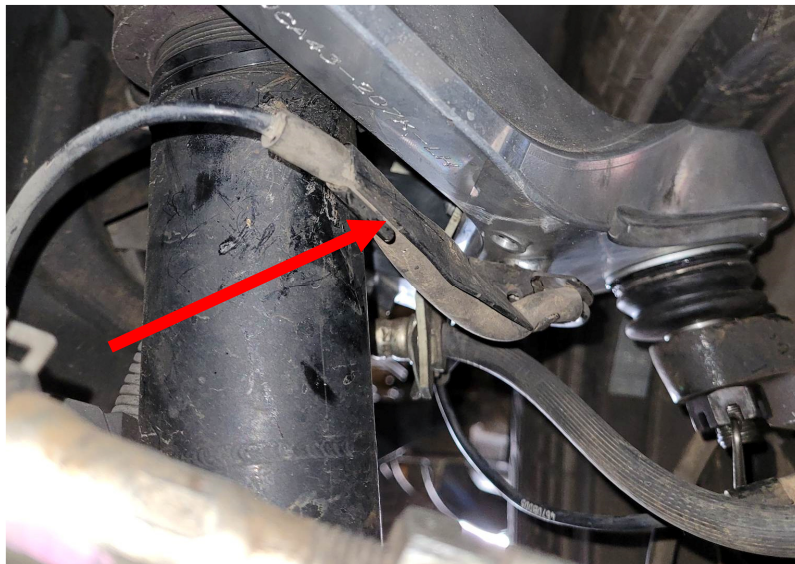
3. Install the supplier polyurethane top out stoppers and spacer plates to the Dobinsons UCA. It is recommended to use 2 or 3 spacer plates. The spacer plates limit the amount of droop travel. **This is critical to ensure clearance to the shock absorber and wheel at full droop and full steering lock**



4. Using OE bolts and supplied bush washers loosely bolt the Dobinsons UCA into the OE chassis mounts, using the Left and Right arms.



5. On models with the ABS line bracket this will have to be bent just slightly outwards to clear the shock at full droop – double check this at droop.



6. By moving the UCA through the normal range of movement, check the arm does not foul on any components.

7. Install the wheel and with the suspension at full droop slowly turn the steering to full lock in each direction and ensure the **UCA clears the inside of the wheel and tire**. If this does not install another spacer plate. If further restriction of droop travel is required for clearance RE-use the OEM top out bump stop instead and spacer plates as required. Remove the wheel.



8. Ensure O-ring is correctly fitted to the ball joint cover plate. Do not roll the O-ring onto it, as it could stretch the O-ring.

9. Lightly grease the O-Ring, then with the Dobinsons logo facing up, insert it into the UCA and push down firmly by hand.

10. Reinstall all remaining components and wheel. Tighten the inner control arm bolts at Ride. **NOTE: It is important to tighten this up at ride height to prevent immediate bush failure.**

11. Have the vehicle wheel alignment completed by a qualified professional.