

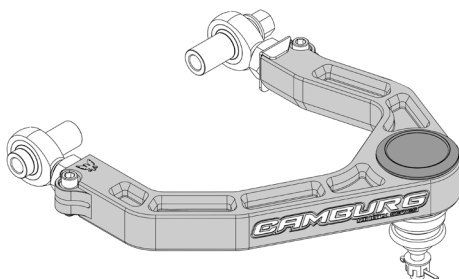
KINETIK Billet X-Joint XL Upper Arm Instructions

Ford Ranger Raptor 2024-2025

PARTS SUPPLIED

QTY	Description	ID
1	Live Valve Position Sensor Bracket Kit	9
4	FK 3/4" X 7/8" RHT Heim Joints	1
4	7/8-14 RHT Steel Jam Nuts	2
4	3/8-24 x 1.25" SHCS Allen Bolts	6
8	3/8" AN960 Washers	7
4	3/8-24 MS21042 Flanged Nuts	8
2	M14 x 2.0 Flanged Nyloc Nuts	5
4	Heim Spacers (Short Outer)	3
4	Heim Spacers (Long Inner)	4
2	X-Joint Cover Caps (press-on)	16
4	X-Joint Cover Cap O-rings	17
2	Grease Zerk Fitting (straight)	12
2	M12 x 1.75 Castle Nuts	14
2	M12 Round Washers (black oxide)	13
2	Cotter Pins	15
1	#30 x 10" Fishing Line (for cap install only)	
4	Camburg 8.5" Stickers	

** REFER TO EXPLODED CAD DRAWING ON **
 ** OTHER SIDE FOR PARTS REFERENCE NUMBERS **



Thanks for purchasing a set of our KINETIK series billet upper arms for your vehicle. Please follow all instructions. If you are not installing these yourself have a qualified shop do so. These arms are designed for 1-3" of lift from coilovers and to be used with stock OEM spindles or Camburg performance spindles. These are NOT designed to be used with cheap spacer type lifts. Make sure to check the parts list to make sure you have every component prior to starting. Camburg Engineering has made every attempt to insure you receive the highest quality components in the most complete manner. This is a guide to help you through the process with recommended torque specs. It's your responsibility to ensure parts are being installed correctly using the correct tools and procedures. We recommend reviewing a service manual for more details.

Tools & Supplies Required

Eye Protection | Jack | Jack Stands | Needle Nose Pliers
 Hammer | 2-3 lb. Mini Sledge Hammer | Rubber Mallet
 1-1/4" Open-End Wrench | 21mm Socket & Wrench | 8mm Socket
 18mm Socket & Wrench | 19mm Socket | 5/16" Allen Wrench
 7/16" Socket | Torque Wrench | Blue Painters Tape
 Brake Cleaner | Grease | Grease Gun | Anti-seize | Red Loctite

1.0 Setup

Park the vehicle on level ground and set the parking brake and chock both rear wheels. Jack up the front end from the chassis until the front tires are off the ground. Place jack stands under the front frame rails and set down. Make sure the vehicle is supported correctly and the front tires are still off the ground. Place the jack under the driver side lower arm and raise the tire 1/2", then remove the wheel while keeping jack under lower a-arm to support the suspension. Read these instructions start to finish before moving forward and review diagrams.

2.0 Removal

Carefully disconnect the live valve position sensor linkage rod from the stock upper arm. Using a 18mm socket, loosen the upper ball-joint nut where it connects to the spindle but do not fully remove. With a mini sledge hammer strike the top of the spindle numerous times to release the ball-joint tapered stud. This can be a little difficult since it's a press fit, heating up the spindle to get it to expand will help if need be. Once the ball joint releases from the spindle, then remove the nut. This will allow you to position the upper arm and spindle out of the way. Make sure to position & support the spindle so that it doesn't pull on the brake line and on 4wd models that it doesn't pull out the inner CV or strain the CV boots and axles. Use a 18mm & 21mm wrench to loosen and remove the OEM upper a-arm bolts. Then remove the stock upper arm.

3.0 Pre-Installation

You will need to remove the large under head washer from the OEM bolt that is pressed on. In a vise or on a table, use a hammer and tap off the washer. You will not reuse the washer or the OEM nut. Remove the live valve position sensor ball stud from the stock arm and bolt to the supplied driver-side bracket using the existing nut with blue loctite. The ball stud mounts on the outside of the bracket. See diagram for reference.

We recommend putting blue painters tape on the billet arms for protection during installation. Thread the 7/8" jam nuts onto the heims then apply anti-seize on the exposed threads. Thread the front heim into the upper arm so the heim is vertical and the jam nut makes contact with the arm and you have 3 threads exposed past the nut. Thread the rear heim into the upper arm with the supplied sensor bracket between the jam nut and the arm so the heim is vertical and you have 2 threads exposed past the nut. See diagram for reference.

Install the 3/8" allen heim pinch bolts and washers into the arm. With a drop of red loctite on the nut, tighten and torque to 20-22 ft/lbs. Use a 1-1/4" open-end wrench to fully tighten the jam nut using another wrench to hold the heim vertical (perpendicular to the arm) so it doesn't rotate. Make sure the sensor bracket is seated flat to the arm in all directions and the linkage pivot is parallel to the arm and not skewed when tightening the jam nut See diagram for reference.

Now install the heim pivot spacers first coating the surface that slips into the heim with anti-seize. Install the shorter spacers towards the outside of the heims and the longer spacers towards the inside. See diagram for reference.

Using an 8mm socket, install the straight grease zerk fitting into the top of the X-Joint. Do not over tighten or cross thread.

4.0 Installation

Install the driver side Camburg upper arm onto the frame using the original bolt in the same orientation as it was removed. To insure you're installing the correct arm, the longer a-arm leg is towards the front of the vehicle along with the Camburg logo. With the bolt pushed all the way through, clean the threads with brake cleaner and once dry apply a little red loctite to the nut area. Using a 18mm wrench and 21mm socket, torque the supplied M14 nyloc nut to 90 ft/lbs. See diagram for reference.

Cycle the arm up and down to make sure there are no clearance issues. Prior to installing the X-Joint stud into the spindle, make sure the spindle taper is clean and free of debris. Swing down the upper arm so the X-Joint stud inserts into the spindle. Install the M12 washer and castle nut using a 19mm socket and torque to 60 ft/lbs. Do not over-tighten or use an impact gun. Install the new cotter pin through the castle nut. You may need to slightly tighten to align the castle nut slot to the hole in the X-joint stud. Bend cotter pin ends to secure and trim if necessary. See diagram for reference.

IMPORTANT: Now you'll need to grease the X-Joint, if not damage will occur. Using a hand grease gun with a high temp. lithium complex #2 synthetic grease, slowly pump grease into the joint through the zerk fitting making sure not to over grease or over pressurize. When you see the boot to begin to swell, that's a sign the X-Joint is fully greased.

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Carefully reattach the live valve position sensor linkage rod to the ball stud.

Lastly install the cap by first installing one of the supplied o-rings into the caps lower groove. Then apply a small amount of grease to the inside of the top of the cup. Use the supplied 30# fishing line and insert 2" of it into the upper arm cup. This will be used to release the trapped air as the cap is pressed on. Position and center the cap with the Camburg logo in your desired position. Cover the cap with a rag to protect the finish and use a rubber mallet to tap the cover in if not by hand. Make sure to apply even pressure so that it presses in straight. When the cap is fully seated and you hear the air escape, pull the fishing line out and make sure the cap is tight to the cup. Twist the cap a few degrees to the right and left to help seat the cap and o-ring. Then install another o-ring between the cap and the arm. This will allow you to easily remove the cap by removing the o-ring and having a recess to grasp by hand or with a small plastic tool. Periodically check the caps to make sure they are fully seated after off-road use and remove temporarily after any pressure washing for moisture to dissipate.

Repeat steps 1 through 4 to install passenger side arm

5.0 Alignment

You will need to have your vehicle aligned by a qualified shop. Additional caster is built into the Camburg arms to correct alignment issues that are inherent with lifting the vehicle. Have your alignment shop increase positive caster, then set camber and toe to factory OEM specifications. Having an increase in caster helps with straight line stability and cornering precision for performance driving on and off-road.

6.0 Maintenance & Care

Use mild soap and water to clean the anodized aluminum surfaces, using chemicals can stain/dis-color the finish. Heims are precision parts with tight tolerances which can lead to occasional noise when they become dirty. Occasionally wipe off the heims with a clean rag to remove road grime and dirt. Cleaning and lubricating them with WD-40 or a PTFE dry film lube like Super Lube can minimize any noise from stiction. Do not use harsh chemicals or grease/oil that attracts dirt to clean & lubricate as it will damage and wear the PTFE liner that is bonded internally. Neglecting care and upkeep will wear parts out faster.

We recommend greasing the X-Joints 2-3 times per year or every 5-8k miles depending on use with a high temp. lithium complex #2 synthetic grease. Higher frequency lubing may be required when used off-road and/or in wet/snow/mud conditions.

Inspect and re-torque all hardware and components after the first 500 miles, inspect at your scheduled maintenance intervals and whenever using the vehicle off-road.

Notes

Recommended tire size: 33-35 in.

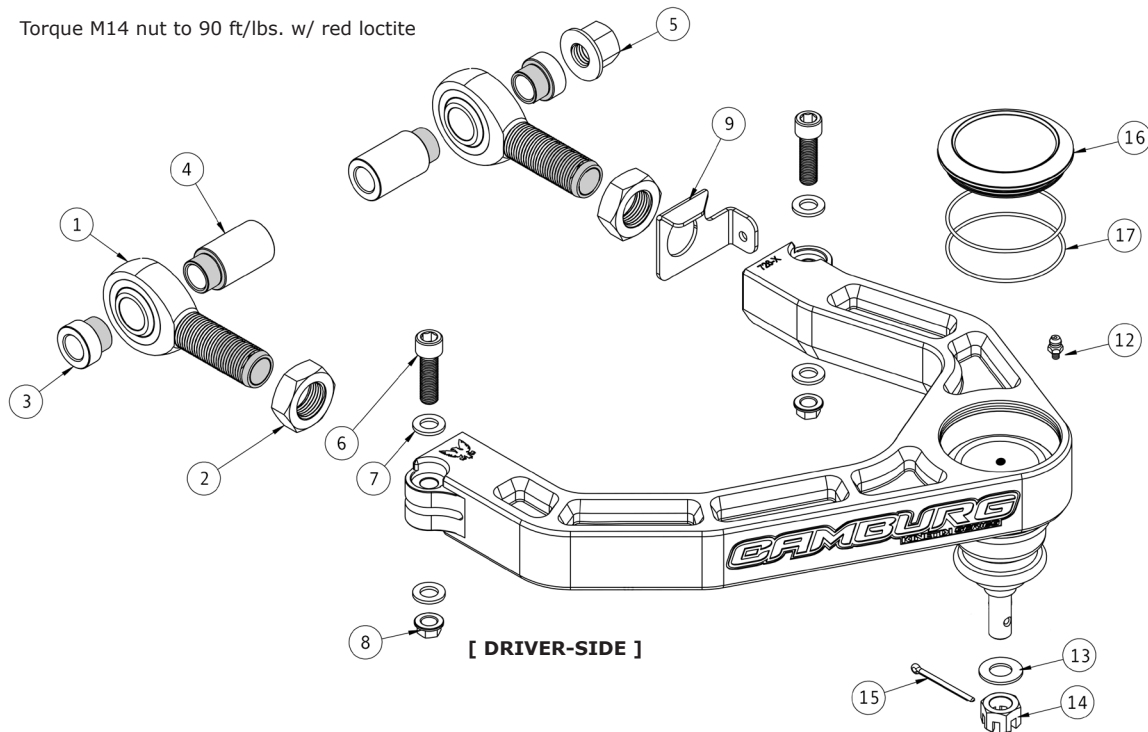
Recommended wheel size: 17 in.

Recommended wheel backspacing = 4.75 in.

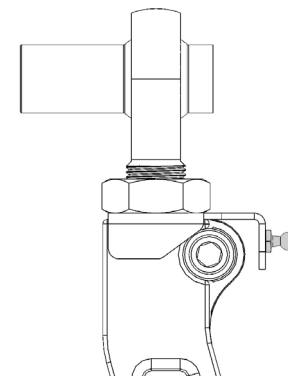
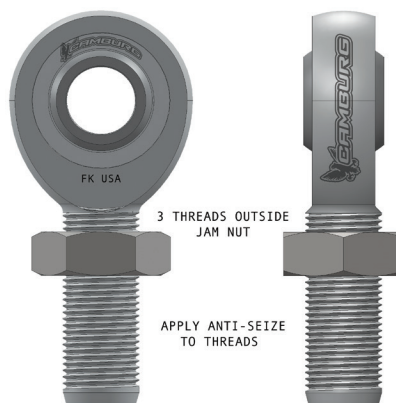
Maximum wheel backspacing = 5.75 in.

Stock wheels and tires will fit "as is"

Torque M14 nut to 90 ft/lbs. w/ red loctite



Torque M12 castle nut to 60 ft/lbs.



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