

Always inspect your suspension after off-roading and at your routine service intervals. Use of products sold by Camburg Engineering is at the consumer's own risk. Proper installation and proper use of all products must be followed for optimal safety and performance. Installing most suspension products will raise the center of gravity of the vehicle and can increase the susceptibility to a rollover and alter the handling characteristics. Camburg Engineering products may void aspects of the vehicle's warranty. Camburg Engineering reserves the right to change the design, material or specifications of any product without assuming any obligation to modify any product previously manufactured and without prior notice. Every effort has been made to avoid printing errors and specifications. By purchasing, installing and/or using these products you are accepting these stated conditions and accept all liability and responsibility.

Thanks for purchasing our rear lower trailing arm kit for your Ford Ranger Raptor. If you are not installing these yourself have a qualified shop do so. These trailing arms were designed to replace the OEM versions and work with suspension kits associated with using them. Check the parts list to make sure you have every component prior to installing. 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 some recommended torque specs & notes. It's your responsibility to ensure parts are being installed correctly using the correct tools and procedures to the proper torque. For step-by-step instructions refer to a Ford Service manual.

Important Notes:

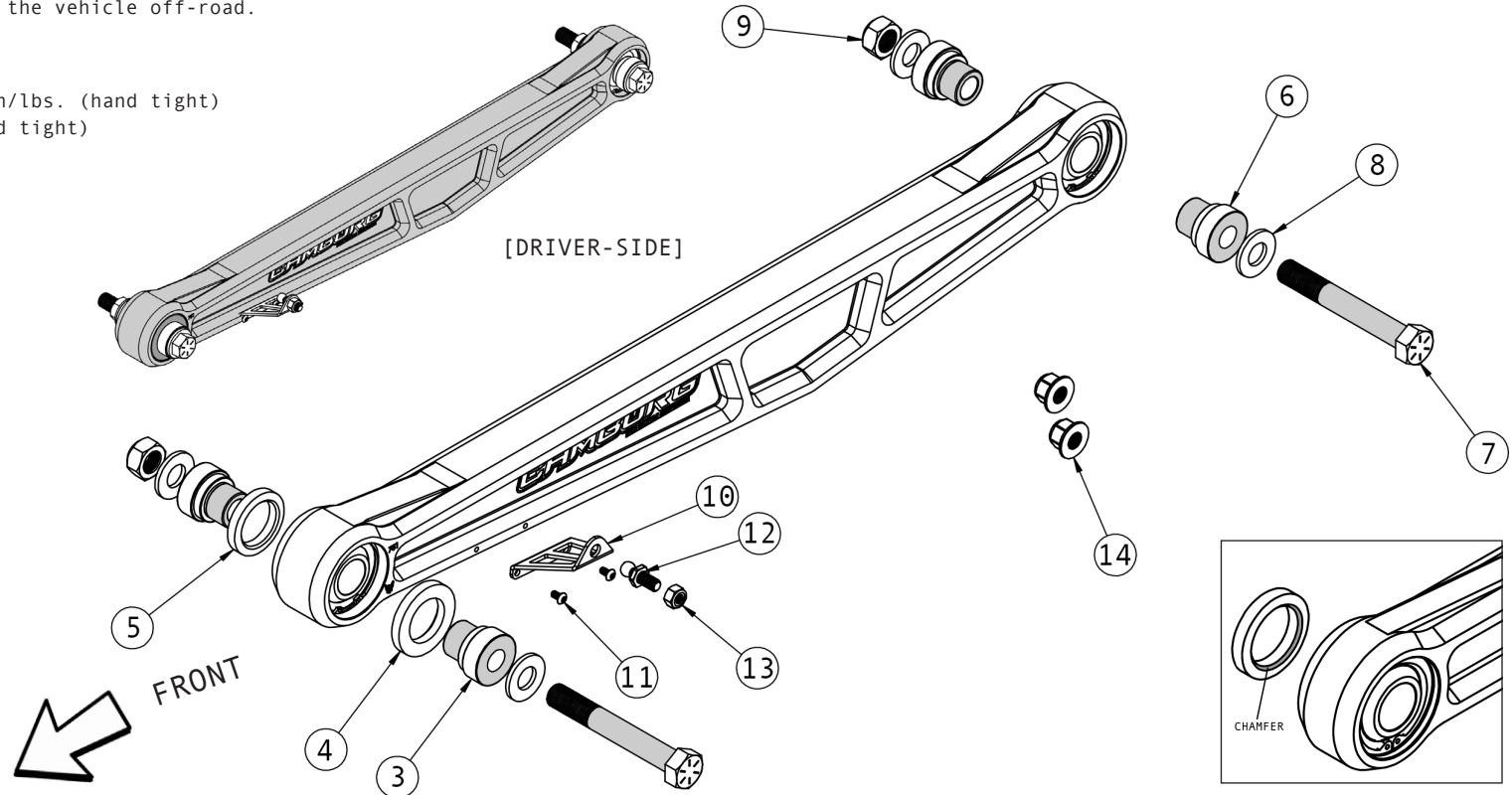
- Carefully remove the position sensor plastic socket endlinks from the OEM lower trailing arms. Lastly, carefully re-install onto the Camburg trailing arms.
- Swap out the lower shock guard nuts with the supplied M12 flanged nuts. For additional optional clearance, trim/grind the end of the shock guard bolts by up to 1cm (see pic).
- Install the new 5/8" bolts orientated with the head of the bolt to the outside.
- The delrin wobble stoppers are used in the front pivots only.
- Make sure to install uniball wobble stoppers with chamfer towards the uniball (inside).
- Apply anti-seize to uniball spacer surfaces (shaded gray in diagrams) as well as the shoulder of the pivot bolts.
- Camburg logos go towards the front.
- Use RED loctite on all fasteners > 1/4" dia.
- Use BLUE loctite on all fasteners < 1/4" dia.
- 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.

Recommended Torque Specs:

- 5/8" uniball pivot bolts = 180 ft/lbs.
- 8-32 torx screws (sensor bracket) = 20 in/lbs. (hand tight)
- M8 nyloc ball stud nut = 18 ft/lbs. (hand tight)
- M12 flanged shock guard nuts = 60 ft/lbs.



[M12 SHOCK GUARD NUTS]



| ID | PART NBR | DESCRIPTION | QTY |
|----|----------|-----------------------------------------------|-----|
| | | REAR BILLET LOWER TRAILING ARM | 2 |
| 3 | 960586 | FRONT UNIBALL FRAME SPACERS (LONG) (0.769"L) | 4 |
| 6 | 960757 | REAR UNIBALL FRAME SPACERS (SHORT) (0.715"L) | 4 |
| 7 | 950004 | 5/8-18 x 4.5" GRADE 9 HEX BOLT | 4 |
| 8 | 950016 | 5/8" SAE GRADE 8 WASHER | 8 |
| 9 | 950006 | 5/8-18 STOVER LOCK NUT (ZINC) | 4 |
| 4 | 960571 | DELIN UNIBALL WOBBLE STOPPER (A) | 2 |
| 5 | 960572 | DELIN UNIBALL WOBBLE STOPPER (B) | 2 |
| 10 | 970480 | POSITION SENSOR BRACKET | 2 |
| 11 | 950218 | 8-32 X 5/16" STAINLESS BUTTON HEAD TORX SCREW | 4 |
| 12 | 950338 | M10 BALL STUD (M8 X 1.25) (ZINC) | 2 |
| 13 | 950339 | M8 X 1.25 ZINC NYLOC NUT | 2 |
| 14 | 950182 | M12 X 1.75 ZINC FLANGED NYLOC NUT | 4 |
| | 030017 | CAMBURG 8.5" STICKER | 4 |



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