



1.25 Uniball Performance Upper Arm Instructions

Chevy/GMC Colorado/Canyon 2wd/4wd 2015-2022

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 vehicles 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.



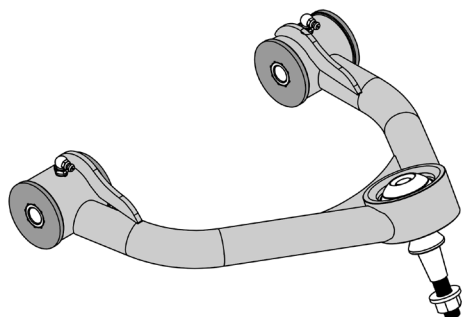
Warranty Information

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Parts Supplied

QTY	Description	ID
8	Polyurethane Pivot Bushings	1
4	7/8" OD x 9/16" ID x 2.50" L Sleeves	2
4	90 deg. Zerk Grease Fittings (self-tapping)	3
2	1/2" Upper Domed Uniball Spacers	5
2	1/2" Tapered Uniball Spindle Adapters	6
2	1/2-20 x 4.5" 12pt Bolts	4
2	1/2" SAE Grade 8 Washers	7
2	1/2-20 Stover Lock Nuts	8
4	Bushing Grease Packets	
4	Camburg 8.5" Stickers	

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



Thanks for purchasing a set of our Camburg 1.25 uniball performance 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. 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 | Deburring Tool
2-3 lb. Mini Sledge Hammer | Needle Nose Pliers
18mm Socket & Wrench | 21mm Socket & Wrench | 1/2" 12pt Socket
3/4" Socket | 1/4" Wrench | Torque Wrench | Red Loctite
Brake Cleaner | Anti-seize | Cutoff Wheel | Small Disc Sander
Black Paint

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

If a cotter pin is installed in the ball-joint, remove using needle nose pliers. Then use a 18mm socket/wrench, loosen the nut from on the upper ball-joint 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. You will need to remove the coilover/strut to access the upper arm bolts at the frame. Refer to your coilover instructions or service manual for details. Once the coilover/strut is removed use a 21mm socket & wrench to loosen and remove the OEM upper arm bolts. These will be re-used. Remove the stock upper arm.

3.0 Pre-installation

Using a 1/4" wrench install the self-tapping zerk fittings into the Camburg arms. Do not bottom out the fittings into the arms. The zerk fitting is two parts that thread together, you may need to remove the nipple when installing. Position them pointing outward for grease gun access.

Now press the polyurethane bushings into the arms. Using the supplied bushing grease, apply grease onto the OD of the inner pivot sleeves and press into the bushings. Wipe excess grease onto outer bushing face and apply additional grease if needed. See diagram for reference.

Using a countersink bit or deburring scraper tool, slightly chamfer the top-hole edge of the ball-joint taper in the spindle. This will allow the spacer to fully seat when tightened and eliminate possible stress risers. Then inspect and clean the tapered hole. See diagram for reference.

4.0 Installation

IMPORTANT: You will need to cut and remove the upper arm droop stops from the frame to allow the Camburg arm to travel further down for the increase in wheel travel and clearances. The droop stop is incorporated into the backside of the coil bucket. It's a simple task with a small cut-off wheel and disc sander. You will also need to trim the brake line bracket as well. Not removing them will cause damage upon use. For corrosion resistance touch up with black paint. See diagram for reference with the shaded gray area's to be removed.

Install the driver side Camburg upper arm into the frame using the original hardware in the same orientation as it was removed. To insure you're installing the correct arm, the zerk fittings and pivot gussets will be on top and the longer a-arm tube towards the front of the vehicle. Our arms are built with higher precision and tighter tolerances than the factory arms, so it will be a tighter fit into the frame. You may need to pry the outer tabs out very slightly to make it easier to install. When the stock arms are tightened from the factory it bends the tabs slightly in. With the bolts pushed all the way through, clean the threads with brake cleaner and apply a little red loctite to the nut area. Using a 21mm wrench and 21mm socket, torque to 100 ft/lbs. Cycle the arm up and down to make sure there are no clearance issues. Re-install coilover/strut.

Apply anti-seize to the uniball spacer surfaces shaded gray in the diagram. Insert the tapered lower uniball spacer into the uniball. Then install the upper spacer into the top of the uniball making sure both spacers are fully seated. If not, damage will occur in the following steps. Install the 1/2" bolt through the spacers and uniball and attach the upper arm to the spindle by swinging it down to the spindle with some finesse. You may need to jack up the lower arm and move the uniball joint. The tapered spacer should sit almost flush with the top of the spindle before tightening. Make sure the lower spacer did not pull out slightly from the uniball or damage will occur as the spacer can get caught on the bearing race. Install the 1/2" washer and stover lock nut with a small amount of red loctite onto clean threads. Using a 1/2" 12pt socket and 3/4" socket, torque to 90 ft/lbs. Do not over-tighten or use an impact gun. See diagram for reference.

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

Uniballs are precision parts with tight tolerances which can lead to occasional noise when they become dirty. Occasionally wipe off the top and underside of the uniball 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/oils that attract dirt to clean & lube as it will damage and wear the internal teflon (PTFE) liner. Over time the pivot bushings will also need to be cleaned and lubricated. Use grease that's designed specifically for polyurethane bushings. Not using the correct grease can cause the bushings to squeak abnormally and wear faster. The best method to grease the bushings is to remove the arms from the vehicle, disassemble, clean and lubricate. When using a grease gun, do so slowly. Most grease guns operate at 1,500+ psi. and can damage the bushings applying too much pressure too fast.

Neglecting care and upkeep will wear parts out faster.

We recommend greasing the polyurethane bushing 2-3 times per year or every 5-8k miles depending on use with a high temp., waterproof teflon (PTFE) based grease like Super Lube.

Higher frequency lubing may be required when used off-road and/or in wet/snow/mud conditions.

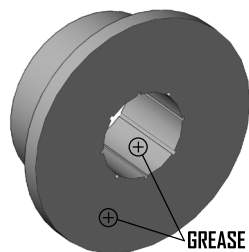
Inspect and re-torque all hardware and components after the first 500 miles, inspect at your scheduled maintenance intervals and whenever using the vehicle off-road.

Notes

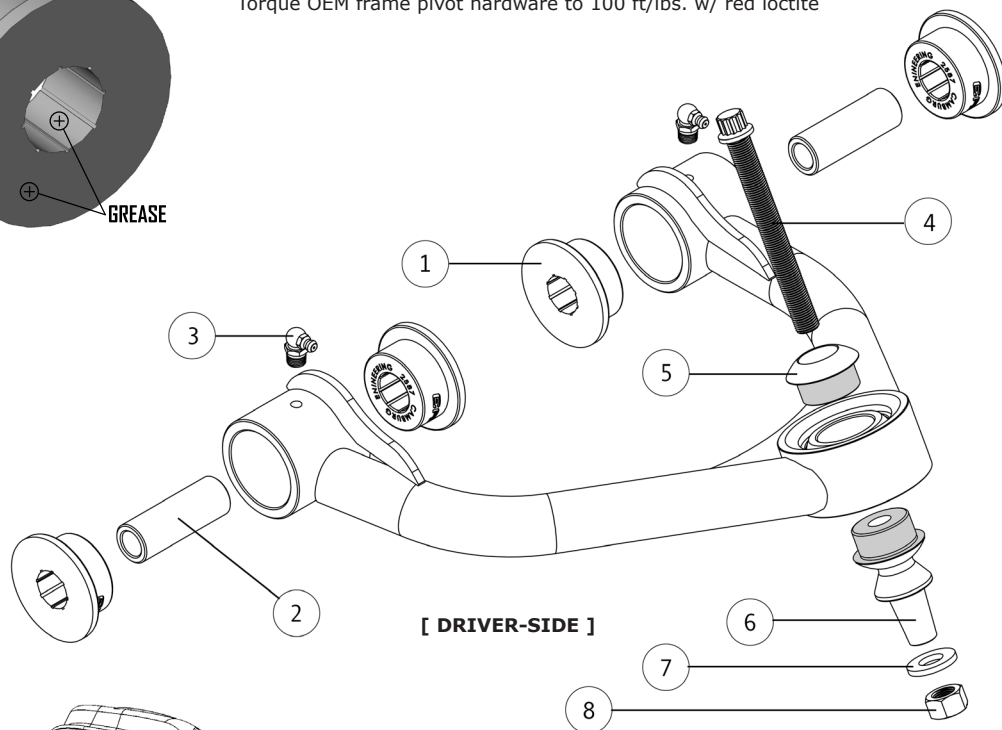
Recommended tire size: 31-32 in.

Recommended wheel size: 16-17 in.

Recommended/Maximum wheel backspacing = 4.75 in



Torque OEM frame pivot hardware to 100 ft/lbs. w/ red loctite



Torque 1/2" nut to 90 ft/lbs. w/ red loctite

