

Long Travel X-Joint XL Upper Arm Instructions

Ford Bronco 2021-2025

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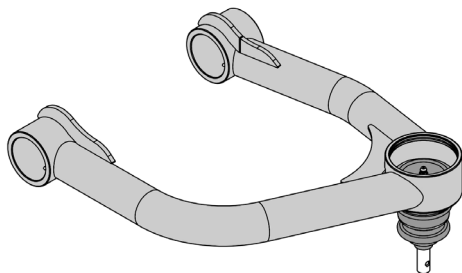
Warranty Information

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Parts Supplied

QTY	Description	ID
8	Polyurethane Pivot Bushings	1
4	7/8" OD x 9/16" ID x 2.15" L Sleeves	2
4	Large Flat Bushing Washers	3
4	Large Stepped Bushing Washers	4
4	90 deg. Zerk Grease Fittings (self-tapping)	5
2	M14 x 2.0 Flanged Nyloc Nuts	6
2	Grease Zerk Fitting (straight)	7
2	M12 Washers	8
2	M12 x 1.75 Castle Nuts	9
2	Cotter Pins	10
2	X-Joint Cover Caps (press-on)	11
2	X-Joint Cover Cap O-rings	12
4	Bushing Grease Packets	
1	#30 x 10" Fishing Line (for cap install only)	

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



Please follow all instructions. If you are not installing these yourself have a qualified shop do so. These arms are designed specifically for our long travel kit and are to be used with stock OEM spindles or Camburg performance spindles. 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 | Hammer
2-3 lb. Mini Sledge Hammer | Rubber Mallet | 21mm Socket & Wrench
18mm Socket & Wrench | 19mm Socket | 8mm Socket | 1/4" Wrench
Torque Wrench | Brake Cleaner | Grease | 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

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 arm bolt. 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. Using a 1/4" wrench install the self-tapping 90-degree 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 faces and apply additional grease if needed. 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 two of the supplied machined stepped washers on either side of the inner polyurethane bushings with the small diameter portion towards the frame and two of the supplied large flat washers on either side of the outer bushings with the original bolt 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. 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 85 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.

Lastly install the uniball cap by first installing the supplied o-ring into the caps groove. Then apply a small amount of grease to the inside of the top of the uniball 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 over the uniball cup 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.



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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. 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

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, loosen the upper arm bolts so you're able to pull the washers slightly away from the outer bushings to relieve pressure prior to greasing them slowly. Most grease guns operate at 1500+ psi. and can damage the bushings applying too much pressure.

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

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.

Neglecting care and upkeep will wear parts out faster.

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

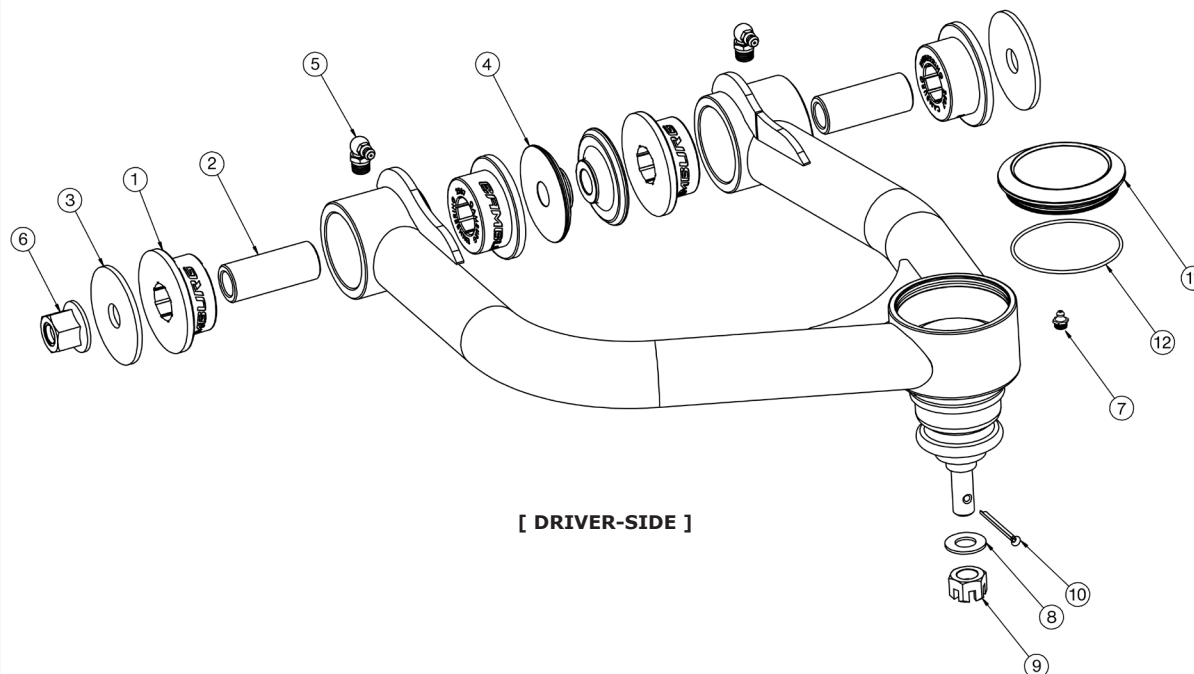
Recommended tire size: 35-37 in.

Recommended wheel size: 17-20 in.

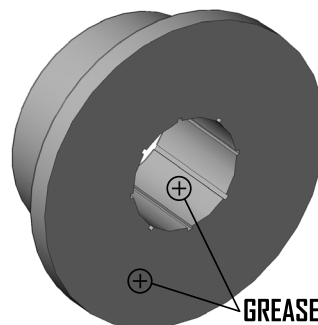
Recommended wheel backspacing = 4.75 in.

Maximum wheel backspacing = 5.00 in.

Torque M14 nut to 85-90 ft/lbs. w/ red loctite



Torque M12 castle nut to 85 ft/lbs.



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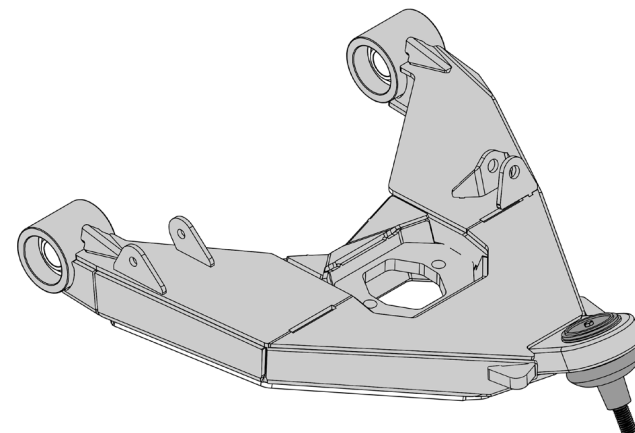
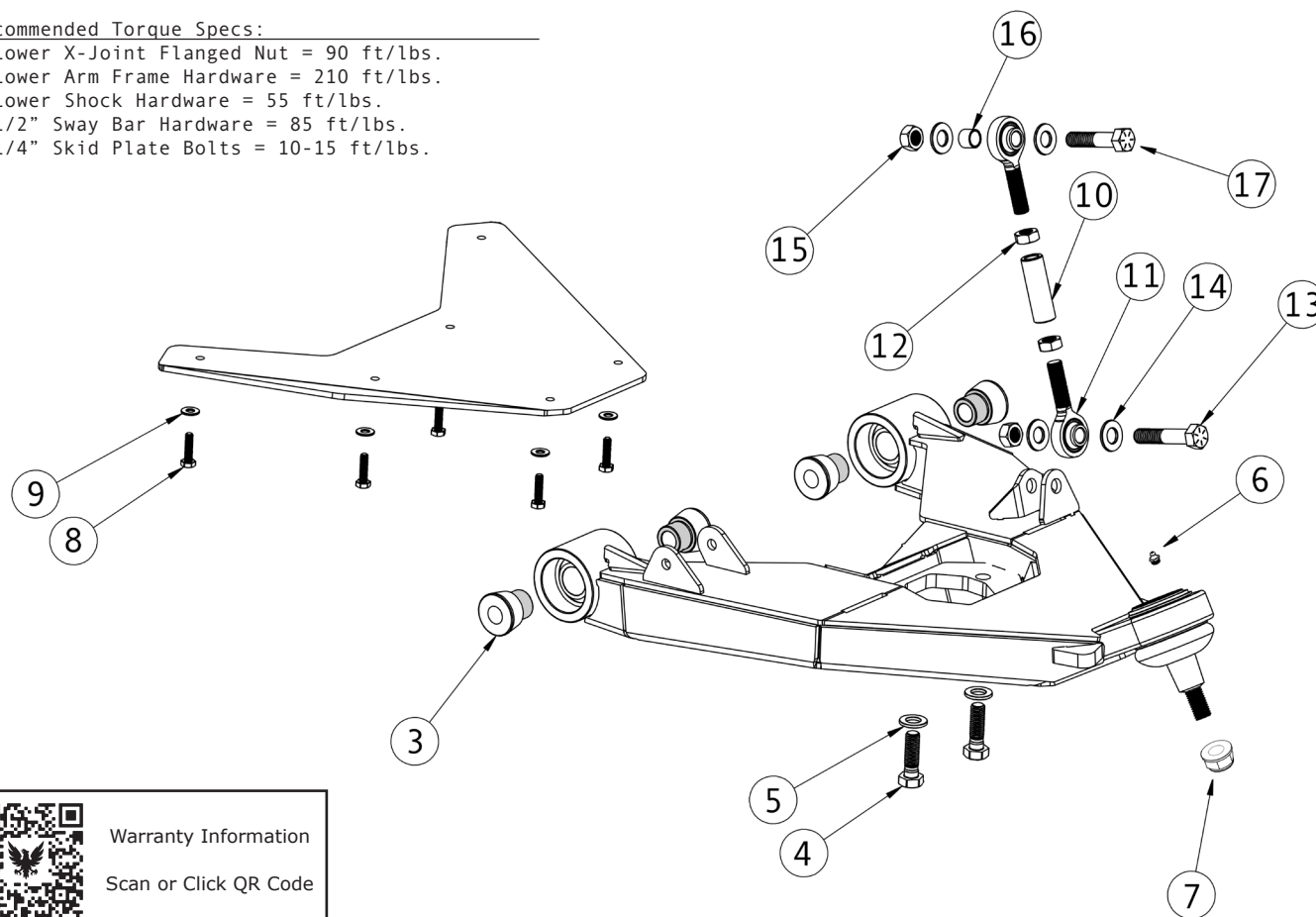
Important Installation Notes:

- Factory wheels will not work with these, you need aftermarket wheels with 4.75-5.00" of backspacing.
- Thread the heims into the link rod with only 2-3 threads showing outside the jam nut.
- Insert the bushing #16 into the OEM sway bar end to reduce to 1/2". The heim will go on the outside of the sway bar.
- Apply anti-seize to uniball spacer surfaces and heim joint threads (shaded gray in diagram)
- Use RED loctite on all fasteners > 1/4" dia.
- Use BLUE loctite on 1/4" skid plate bolts.
- 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.
- We recommend greasing the ball-joints 2-3 times per year or every 5-8k miles depending on use, higher frequency lubing may be required when used off-road and/or in wet/snow/mud conditions. We recommend using a high temp. lithium complex #2 synthetic grease.

Recommended Torque Specs:

- Lower X-Joint Flanged Nut = 90 ft/lbs.
- Lower Arm Frame Hardware = 210 ft/lbs.
- Lower Shock Hardware = 55 ft/lbs.
- 1/2" Sway Bar Hardware = 85 ft/lbs.
- 1/4" Skid Plate Bolts = 10-15 ft/lbs.

ID	DESCRIPTION	QTY
	DRIVER SIDE LOWER ARM	1
	PASSENGER SIDE LOWER ARM	1
	DRIVER SIDE LOWER ARM SKID PLATE	1
	PASSENGER SIDE LOWER ARM SKID PLATE	1
3	LCA UNIBALL FRAME SPACERS	8
4	M12 X 1.75 X 40 10.9 HEX BOLTS	4
5	M12 ZINC WASHERS	4
11	FK HJMX-8T SWAY BAR HEIMS	4
12	1/2-20 RH STEEL JAM NUTS	4
10	1/2-20 X 2.25L SWAY BAR LINK RODS	2
16	1/2" OEM SWAY BAR BUSHINGS	2
17	1/2-13 X 2.25 GRADE 8 HEX BOLTS	2
13	1/2-13 X 2.50 GRADE 8 HEX BOLTS	2
14	1/2" SAE GRADE 8 WASHERS	8
15	1/2-13 ZINC STOVER LOCK NUTS	4
9	1/4" SAE GRADE 8 WASHERS	12
8	1/4-20 X 1" GRADE 8 HEX BOLTS	12
6	GREASE ZERK FITTINGS	2
7	M14 X 2.0 FLANGED NYLOC NUTS	2



[DRIVER SIDE ARMS SHOWN]



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FORD BRONCO 2021-2025

LONG-TRAVEL STEERING & MISC PARTS

PART# CAM-110243-X

[980140-3]

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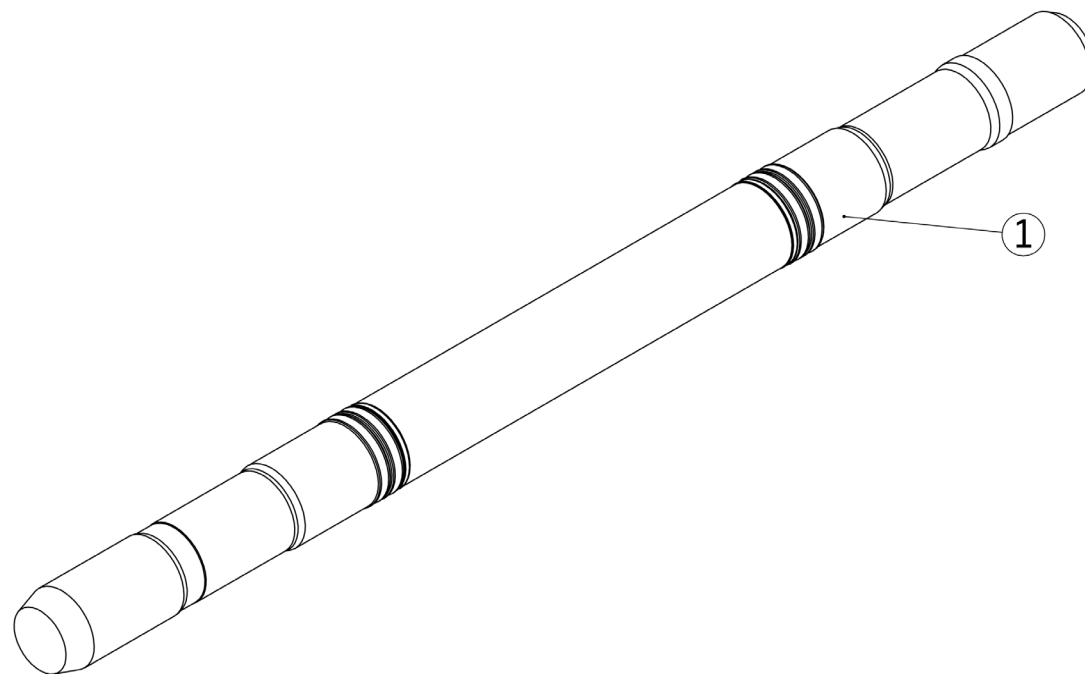
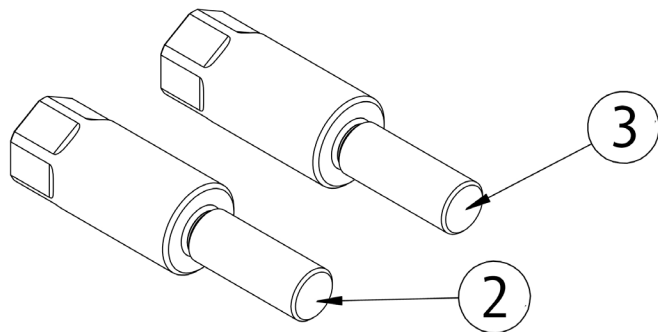
ID		QTY
1	BRONCO L/T FRONT CV AXLE SHAFTS (17.562" OAL)	2
2	M14 x 1.5 STEERING EXTENSIONS	2
3	M16 x 1.5 STEERING EXTENSIONS	2

Important Installation Notes:

- You will need to disassemble the OEM front axle assemblies to install the supplied longer axle shafts. If you're not familiar with this process, we recommend a driveline shop doing this work for you. Inspect axle components and replace any parts showing signs of wear or fatigue. These axle shafts do not fit aftermarket non-OEM axle assemblies.
- We supply both M14 and M16 steering tie rod extensions as these can vary throughout the years and models. Use the size that matches your Bronco's steering.
- 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:

- Axle Shaft Outer Hub Nut = 221 ft/lbs.
- Outer Tie Rod End Nut = 50 ft/lbs.



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