

Installation Instructions

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Ram 1500 Front Upper A-arm Installation Instructions

Included Hardware:

- (2) castle nuts
- (2) washers for the ball joints
- (2) cotter pins
- (4) 90 degree grease fittings
- (8) FK rod end misalignment stainless steel spacers (if FK upgrade is purchased)
- (1) Adjusting sleeve wrench

Required Tools:

- Basic hand tools
- Torque Wrench
- Tools to torque down jam nuts can be an adjustable wrench or appropriate-sized crow foot adapters.

Torque Specs:

- 9/16": 125 ft-lbs
- Ball Joint: 40 ft-lbs + 200 degree turn.

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Installation Notes:

- When removing the factory a-arms, keep the hardware that is used on the frame mounts as they will be re-used in the new a-arms.
- There is a wire harness that runs along the top of the frame on the driverside of the truck near the a-arm frame mount. When tightening the frame bolts, make sure that the nut tab does not catch and pinch and cut into the wire harness.
- We do not include any lengths for this control arm because it is difficult to give lengths that also work for your camber and caster measurements. Because of that. You set your lengths when the arms are installed to get your tires close enough to drive to an alignment shop where the final adjustments will be made.
- We include a wrench to help with adjusting the control arms. Keep the wrench with the truck when going to the alignment shop to help the alignment go a little smoother.
- There is a "L" and "R" engraved onto the control arm bodies to help with knowing which side to install the arms on. The arms can be installed in either direction, but if they are installed on the wrong side, then it will be difficult or impossible to set the alignment on your truck.

Track Bar Identification**1. Adjustable Front
Upper A-Arms**

Ram 1500 Upper Front A-arm Removal and Installation

Step 1: Safely and securely lift and support the front end of the truck by the frame. Once you remove the upper front control arms, the lower front control arms cannot safely support any weight.

Step 2: Remove the front wheels.

Step 3: Remove the castle nut from the ball joint and separate the ball joint from the steering knuckle.

Step 4: Once the ball joint is separated from the knuckle, remove the two frame bolts and remove the control arm from the vehicle.

Step 5: Install the grease fittings onto the polyurethane heads and loosely install them into the frame side mounts. If you have the FK Rod End option, you do not have grease fittings to install but you need to use the reducer sleeves when installing the control arm in the frame mounts.

Step 6: Slip the ball joint into the steering knuckle and screw the castle nut onto the stud.

Step 7: Once all the hardware is installed, torque them to the specified torque specs. Install the cotter pin once the castle nut is torqued and turned to the proper spec.

Step 8: Grease the poly bushings (if equipped) and the ball joint. Do not over grease them and having too much grease pressure can damage the ball joint and cause premature wear to the ball joint and poly bushings.

Step 9: Grease all joints and bushings (where applicable) grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter.