Fitment	Part Number
Ford Bronco	UCA19-210k

Install Instructions

NOTE – Installation is always recommended by a competent technician. Failure to properly install may result in drive and steering issues and may damage other components.



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WARNING:

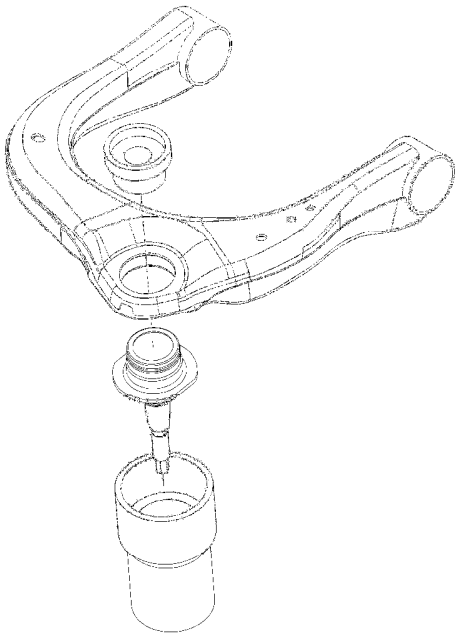
- **Full extension of the assembled strut MUST NOT cause excessive load or compression of the bump stops.**
- **The ball joint assembly must operate without binding throughout the full range of travel (including bump).**
- **Operation outside of the working range may cause damage to the arm and could result in component failure, Warranty may also be voided.**

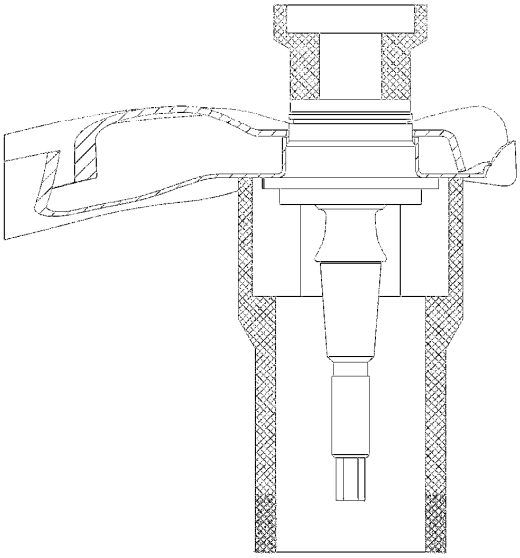
NOTE: Before beginning, this ball joint requires removal of the OEM ball joint to be pressed into Dobinsons UCA's

<u>BALL JOINT INSTALLATION (If ball joints not supplied and re-using OEM ball joints):</u>

1. Remove the Circlip from the top of the OEM ball joint.

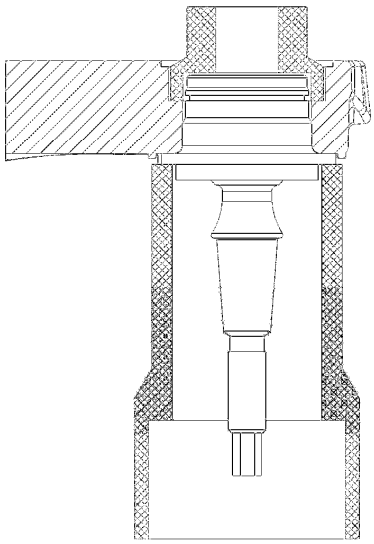
2. Use the pressing tools in the orientation shown below to push the original ball joint out of the factory arm.

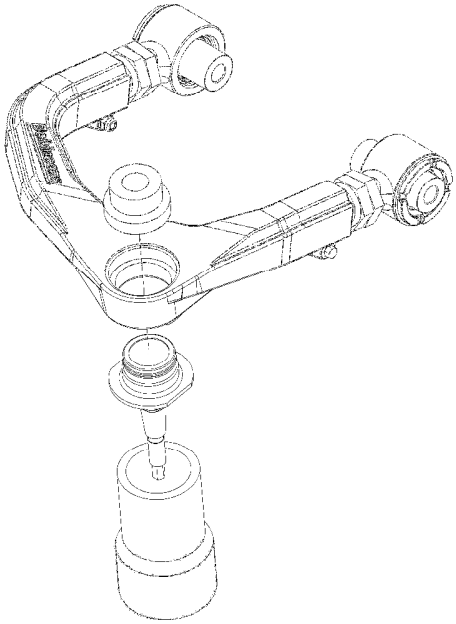




3. Remove the Rubber Boot circlip and rubber poot.

4. Press the balljoint into the Dobinsons arm carefully using the pressing tools supplied as shown below. Press slowly ensuring the balljoint presses into the arm square.



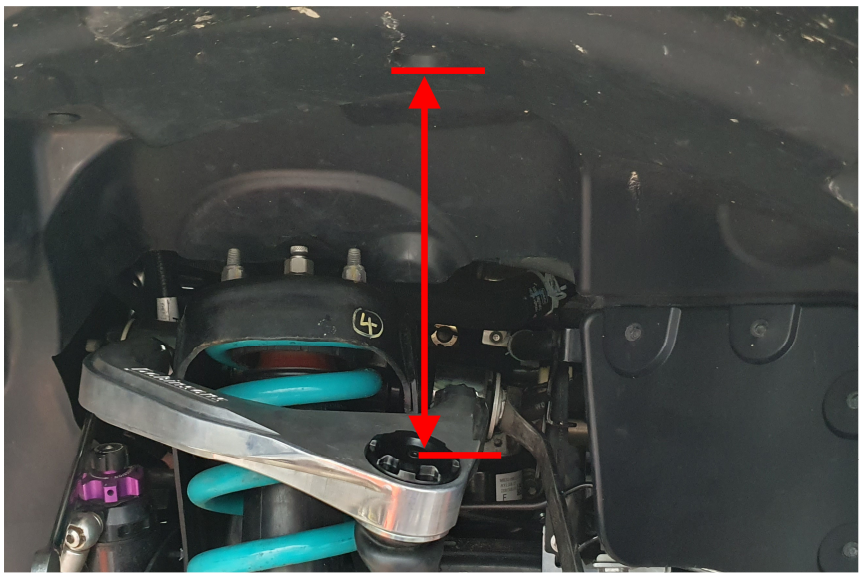


5. Once in place, put the circlip on the top side in the balljoint circlip groove.

6. Install the dust boot and circlip **NOTE**: It is critical to ensure this is seated and cir-clipped correctly, failure to do so will result In premature balljoint failure

INSTALLATION PROCEDURE:

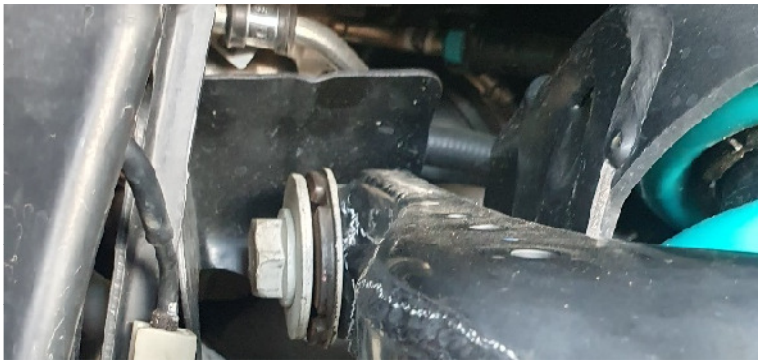
1. At ride height measure the distance between the top of the UCA OEM ball joint and the plastic wheel arch. This measurement will be used to set the new UCA to the same measurement to tighten the inner bolts at ride height to prevent damage and over rotation of the inner rubber bushes. **Generic photo shown below**



2. Start with the vehicle on a hoist and safely supported. Remove the wheels, support the spindle with a jack and remove the balljoint nut.

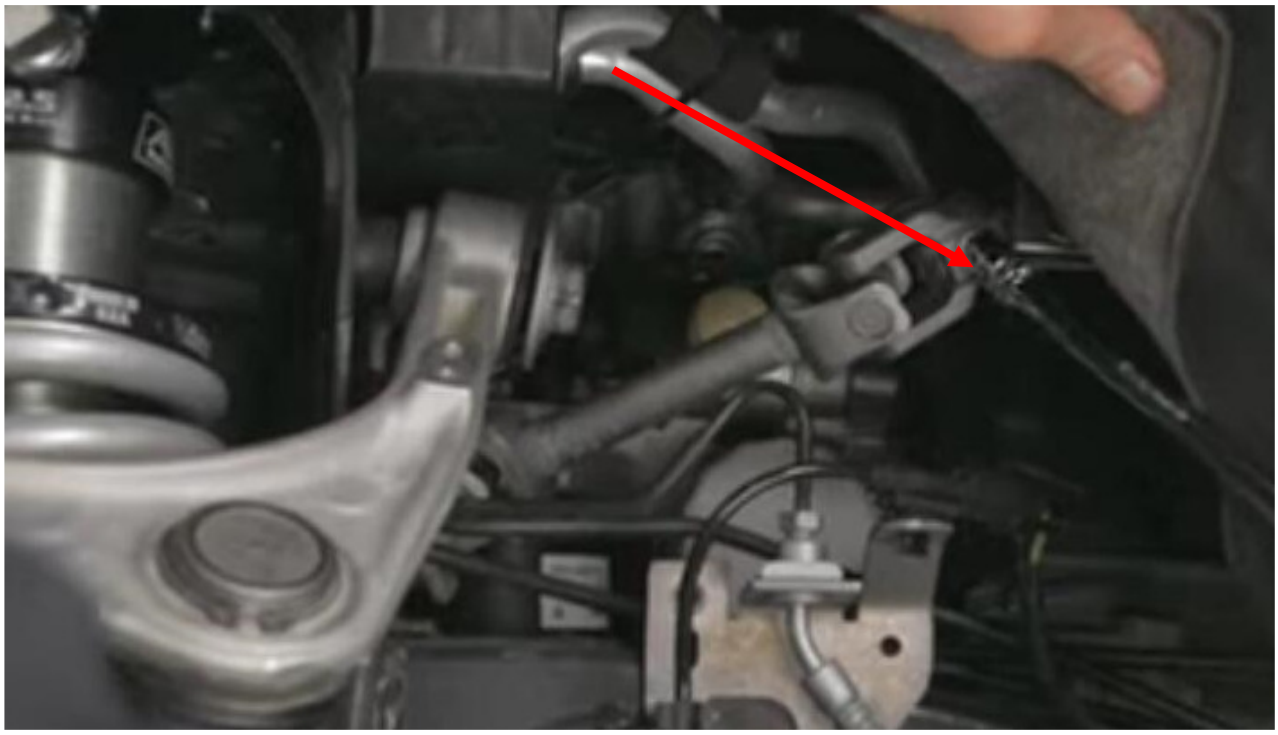
3. Remove the headlight levelling sensor bracket from the UCA if fitted.

4. On the Right side
A). Remove the small heat shield



5. On the left side, remove the inner UCA nut and washer and slide the bolt out – on some models there is a small bracket that covers the bolt that will also need to be removed.

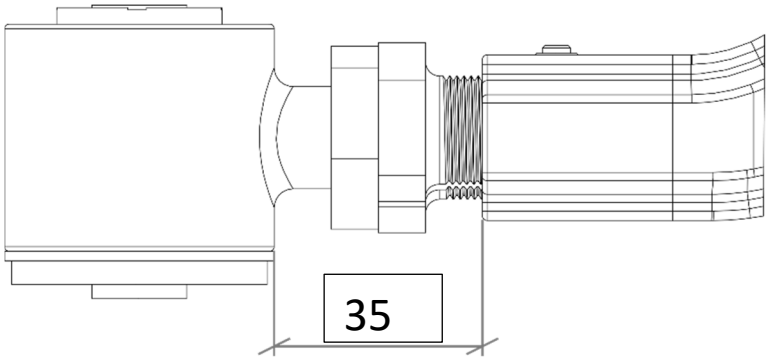
B). Mark the Steering wheel shaft yoke – this is the rear most one looking inside the wheel arch. It is a square locating section not a spline so this does not need to be perfectly accurate.
C). Remove the 10mm yoke bolt and carefully slide the steering wheel shaft backward just enough to allow the yoke to slide off. This can take some wriggling and some lubricant. DO NOT LET THE STEERING SHAFTER OR STEERING WHEEL ROTATE, so that the spline can be aligned exactly as it was



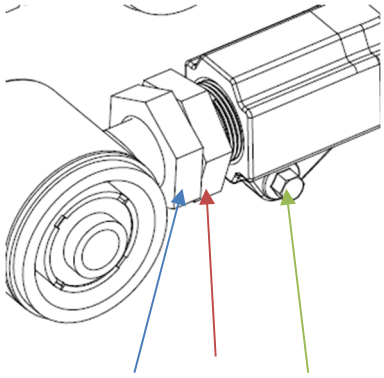
D). Remove the inner UCA nut and washer and slide the bolt out – on some models there is a small bracket that retains wires and lines – hold this outward so you can slide the bolt out fully and remove the arm.

NOTE: Retain the OE fasteners that attach the UCA to the chassis as these will be reused. Any damage to the OE long bolt or nut must be sourced from the dealership.

6. Set up arm as per below picture for installation. There is a left and right hand thread – wind both fully in and then whilst holding the bush eye and arm still wind out the adjustment sleeve. This will keep even amounts of threads protruding on each side. This is a good general starting point for normal alignment. Set the base of UCA to the base of eye at 35mm



If you need to adjust camber you can wind the arm in or out more to give you more or less camber.



Put the UCA bolt through both eyes to keep them parallel and on both sides Tighten this nut (blue arrow) against other adjuster (red arrow). Tighten Locking bolt (green arrow).



7. Using OE bolts and nuts, refit the arms to the vehicle. Leave these loose for now.

8. By moving the UCA through the normal range of movement, check the arm does not foul on any components.

9. Set the arms to the position recorded in step 1 – measuring from the inner plastic guard to the top of the ball joint and tighten the inner bolt. This sets the arms in the central position to allow droop and compression travel



10. Ensure O-ring is correctly fitted to the ball joint cover plate. Do not roll the O-ring onto it, as it could stretch the O-ring.

12. Lightly grease the O-Ring, then with the Dobinsons logo facing up, insert it into the UCA and push down firmly by hand.

13. Mount the headlight levelling sensor.

14. Reinstall the steering Yoke and Heat shield.

15. Attach the UCA ball joint to the spindle – NOTE: It is critical to use the OEM balljoint nut to protect the Aluminium spindle.

16. Refit the tires.

17. Have the vehicle wheel alignment completed by a qualified professional.