

**INSTALLATION NOTES**

Please review the product instructions prior to attempting installation to ensure installer is equipped with all tools and capabilities necessary to complete the product installation. We recommend thoroughly reading the instructions at least twice prior to attempting installation.

We recommend all fasteners that do not utilize a locking nut (Crimp-Lock or Nyloc), or reuse a lock nut (as these are technically one-time use), use a medium-strength thread-locker to ensure a good, mechanical connection. We use Loctite 243 in-shop. Further, all torqued bolts should be torque-striped/paint-marked for future inspections confirming hardware has not loosened.

Recheck all torque after the first 500 miles.

**LIFETIME WARRANTY**

Carli Suspension provides a limited lifetime product warranty against defects in workmanship and materials from date of purchase to the original purchaser for all products produced by Carli Suspension.

For full Warranty details, see: <https://www.carlisuspension.com/warranty/>

**PARTS CHECKLIST**

Before beginning disassembly of the vehicle, check to ensure you've received all parts necessary to complete installation to avoid potential down-time in correcting discrepancies. Any discrepancies will be handled by Carli Suspension and the correcting products will be shipped UPS Ground.

- (QTY 1) - Bronco Front Control Arm, Assembled, Driver Upper
  - INSTALLED** — (QTY 4) AP-RAM15UCA-BUSHING — Upper Control Arm Bushing
  - INSTALLED** — (QTY 2) MP-BRUCA-CRUSHSPCR — Bronco UCA Frame Crush Sleeve/Spacer
  - INSTALLED** — (QTY 1) FK-COMH20T — FK 1.25" Uniball
  - INSTALLED** — (QTY 1) P-BRUCA-SNAPRING — Bronco Upper Control Bearing Arm Snap Ring
  - INSTALLED** — (QTY 2) AP-ZERK-1/4-90 — Zerk Fitting, 1/4", 90°
  
- (QTY 1) - Bronco Front Control Arm, Assembled, Passenger Upper
  - INSTALLED** — (QTY 4) AP-RAM15UCA-BUSHING — Upper Control Arm Bushing
  - INSTALLED** — (QTY 2) MP-BRUCA-CRUSHSPCR — Bronco UCA Frame Crush Sleeve/Spacer
  - INSTALLED** — (QTY 1) FK-COMH20T — FK 1.25" Uniball
  - INSTALLED** — (QTY 1) P-BRUCA-SNAPRING — Bronco Upper Control Bearing Arm Snap Ring
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- Hardware:
  - (QTY 2) MP-BRUCA-21-BTMSPCR — Bronco UCA Uniball Bottom Spacer
  - (QTY 2) MP-BRUCA-21-TOPSPCR — Bronco UCA Uniball Top Spacer
  - (QTY 2) 5/8-11 x 4 12-pt Bolt
  - (QTY 2) 5/8-11 Top-Lock Flange-nut
  - (QTY 2) MP-BRUCA-21-CAP — Bronco UCA Bearing Cap
  - (QTY 2) AP-BRUCA-ORING — Bronco UCA Bearing Cap O-Ring
  - (QTY 4) 10-24 Button Head Stainless Screw

1. Jack the Bronco up in the air and support the frame rails with suitable jack stands.
2. Remove the front wheels/tires.
3. Support the lower control arm/lower ball joint with the Jack.
4. **18MM** — Loosen the factory nut securing the factory ball joint of the UCA to the knuckle connection. Leave it engaged a couple threads to ensure there's a safety "catch" when the taper dislodges.
5. Use a Ball-Joint Separator to break the taper free to the knuckle is resting on the nut.

*Special Service Tool 204-592*

*Alternate: OTC 6655*



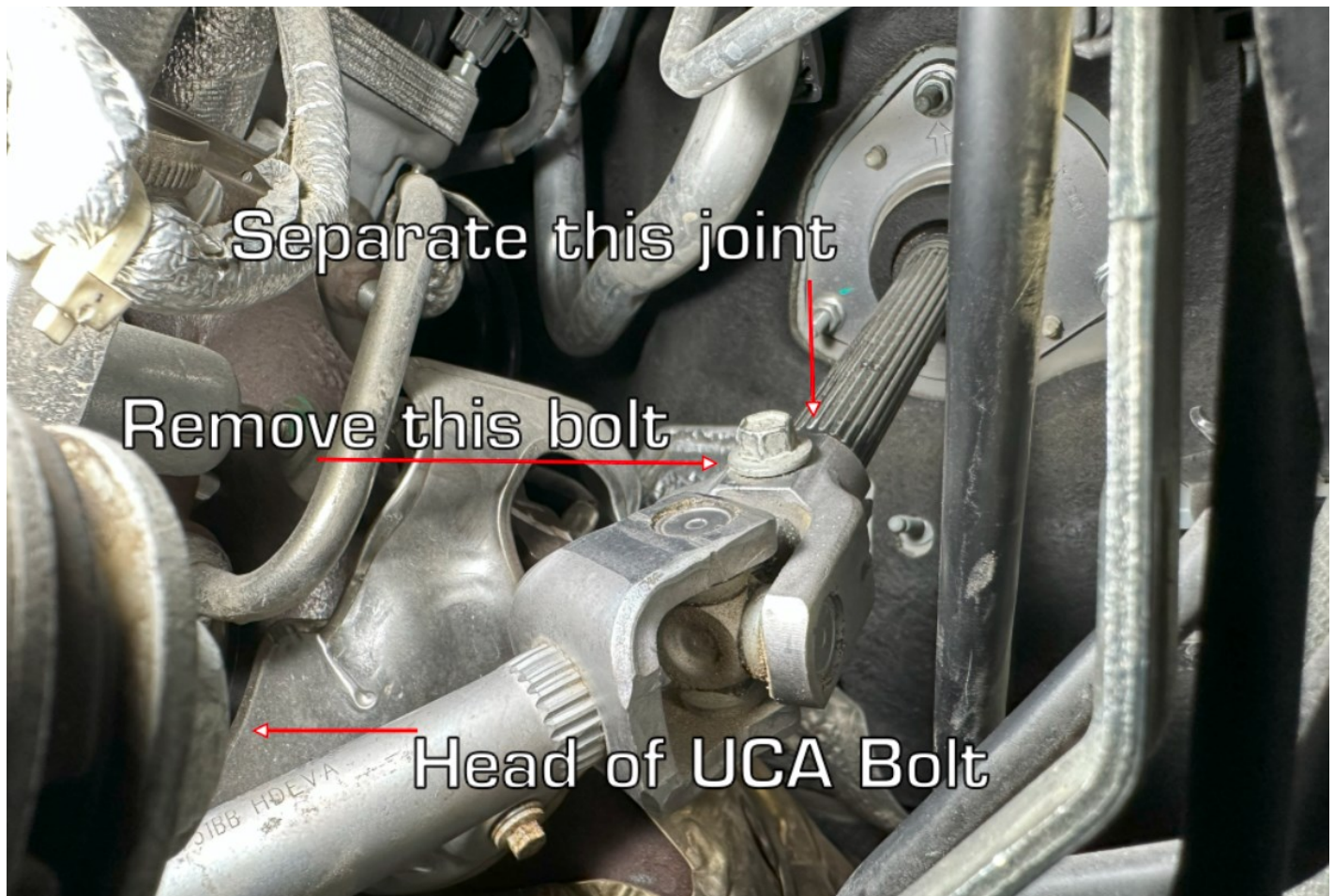
6. Remove the nut and support the knuckle assembly with mechanic's wire to a hole in the frame.



7. **21MM & 24MM Wrenches** — Remove the nut from the UCA bolt at the frame. And slide the bolt out.



8. **10MM** — The steering column lower shaft blocks the removal of this bolt on the Driver side. It's easiest to unlock the steering wheel (key the ignition on), turn the steering shaft until you have clear access to the 10MM head of the bolt securing the coupler, remove the bolt, then gently separate the coupler. **BE SURE TO MARK the steering shaft before separating so you can reassemble exactly as it came apart! Do not allow the steering wheel to rotate while the steering column shaft is disconnected or damage to the clock spring may result!**



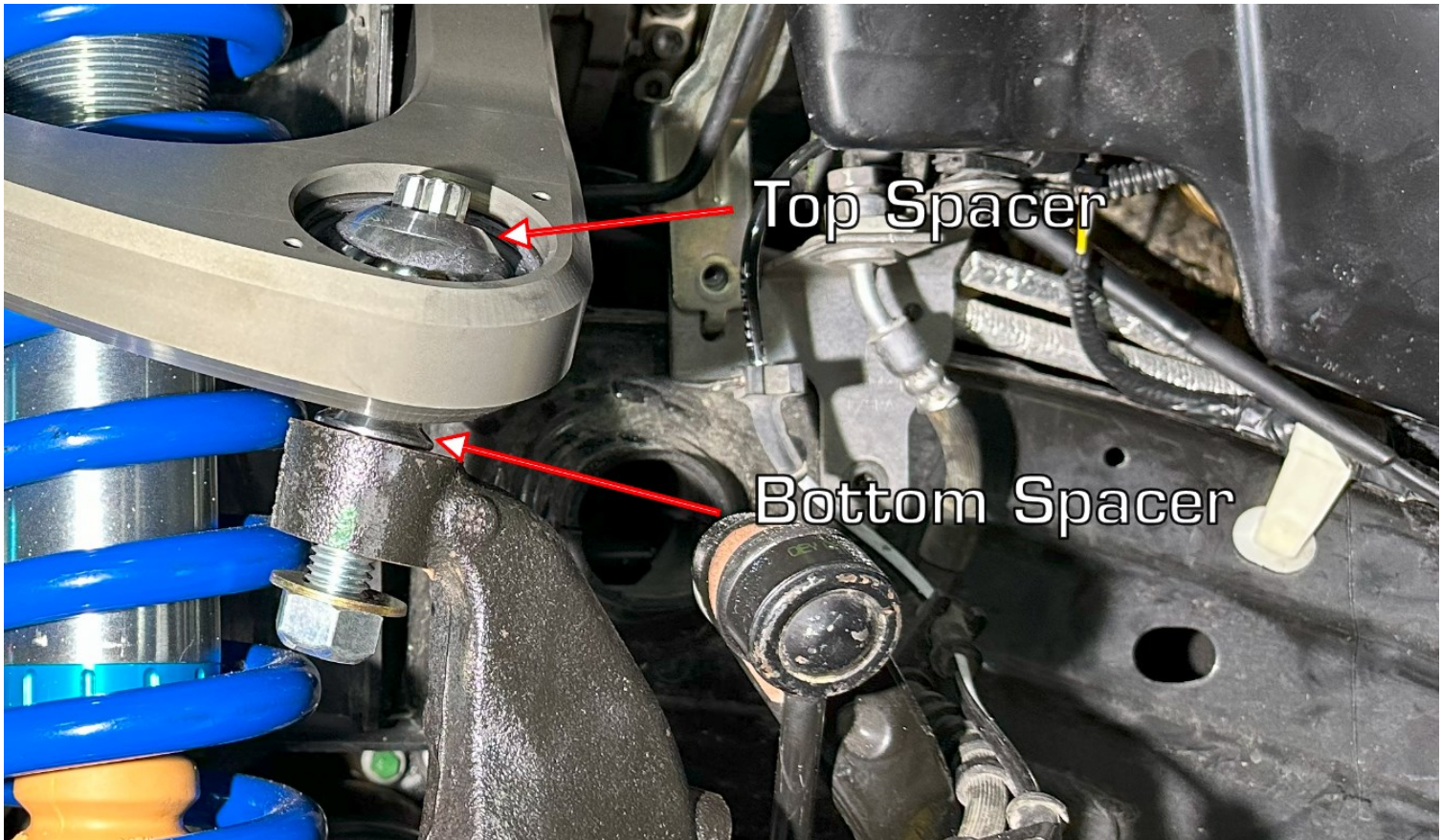
9. With the steering shaft clear, remove the bolt securing the UCA and remove the UCA.



10. Slide the Carli Control arm over the factory strut tower and assemble with the factory hardware; hand-tight for now. This will be a tight fit; we slide the assembled spacers over the top of the bucket, then slide the arm into place.



11. **1/8" Hex Key** — Remove the stainless bolts securing the Carli Uniball cap to the arm.
12. Insert the Top and bottom uniball spacers into the uniball, then insert the 12-point bolt. Pull the arm down and seat the lower spacer's taper into the knuckle and thread on the provided Flange Nut (pictured is a C-locknut/washer combo but production units will come with a flanged nyloc nut).



13. **5/8" 12-PT Socket and 15/16"** - Tighten the assembly to remove the slack ensuring the spacers remain seated in the uniball and knuckle. Hold the 12-point head and torque the nut to 60lb/ft.
14. **1/8" Hex Key** — Coat the threads of the 10-24 Button Head Stainless Screws with blue Loctite, use a small amount of grease to lubricate the O-Ring and reinstall the Uniball cap. Torque to 20in-lbs.
15. The main arm pivot bolt at the frame should still be loose — Use a grease gun to grease the frame joints until you see grease between the bushings and bolt washers. Any synthetic chassis grease will do (we use Redline CV2)





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16. With the arms greased, torque the frame pivot bolt to 122lb/ft.
  17. **10MM** — Resecure the steering shaft (ensuring you realign your index) and reinstall the bolt (use blue Loctite) to secure the coupler. Torque to 18lb/ft.
  18. Take Bronco for a front end alignment. As the Carli Arms are Caster and Camber corrected for a mild lift, the factory alignment **WILL NOT** apply even if the suspension/height of the Bronco was not altered during installation of the arms. We recommend only driving a short distance and avoiding highway speeds until the alignment has been completed.