



PN: 852400

2009-UP RAM 1500 2WD/4WD

FORGED ALUMINUM UPPER CONTROL ARM

Qty	Description	Qty	Description
1	Drive side control arm	2	Shank Topper
1	Pass side control arm	2	Alum Max Trac cap
2	"O" Ring	6	M4-.7 x 8MM button Allen bolt
2	M10-1.5 x 25 Allen head bolts	2	M14-2.0 NN
2	Tapered shank	2	M14 Flat Washer



Approximate install time 2hrs.

NOTE

Please double check the parts list before beginning installation, to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension immediately (844) 535-1668

PRIOR TO INSTALLATION:

1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation
3. Always wear safety glasses when using power tools or working under the vehicle
4. Modifications to any part will void the warranty associated with that product.

⚠ AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION.



STEP 1: Install the tapered shank and the shank topper into the control arm bearing.

NOTE: THE TOP WILL BE INSTALLED ON THE SIDE WITH THE 3 THREADED HOLES

READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.



STEP 2: Thread in the M10 Allen head bolt and torque to 30 ft/lbs.



STEP 3: Apply a little bit of grease to the supplied "O" ring and place it in the machined groove on the control arm.



STEP 4: Align the "MT" aluminum dust cap and attach using the supplied M4 button Allen bolts.



STEP 5: Jack up the truck and support under the frame rails with jack stands. Keep an adjustable jack under the control arm for height adjustment.

STEP 6: Adjust the jack up so that the suspension compresses and load is taken off of the upper control arm.

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STEP 7: Loosen the tie rod nut, then break loose with a hammer and separate.

NOTE: NEVER HIT THE BALL JOINT ON THE THREADS



STEP 8: Unbolt the ABS guide clamp and move the line out of the way so that you can access the upper ball joint nut.



STEP 9: Loosen the upper ball joint nut, but do not remove. Break the nut loose by hitting the side of the spindle with a hammer. The nut will catch the spindle, then remove the nut and separate the upper control arm from the spindle.

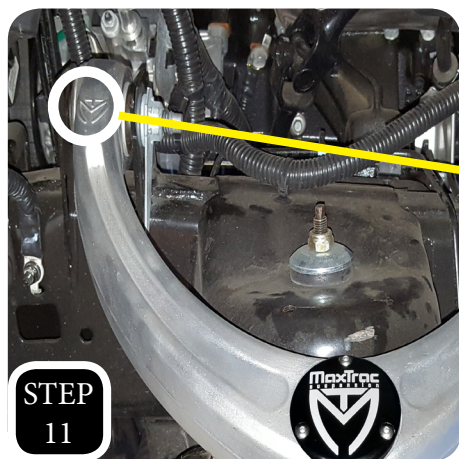
NOTE: NEVER HIT THE BALL JOINT ON THE THREADS.



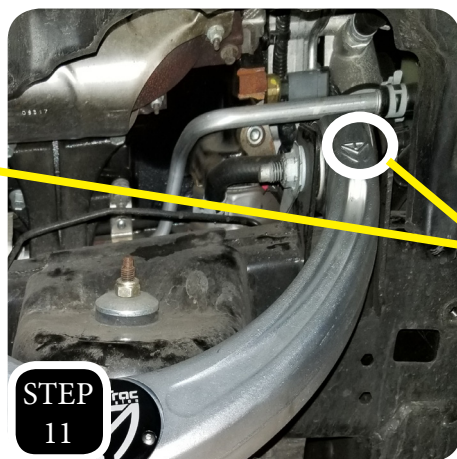
STEP 10: Unbolt both control arm mounting bolts and remove the arm.

READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.

DRIVER SIDE



PASSENGER SIDE



STEP 11: Attach the new control arm to the frame using the factory hardware. Only loosely tighten the hardware, do not fully tighten until the truck is on the ground and the suspension has settled.

NOTE: DRIVERS SIDE AND PASSENGERS SIDE ARE DETERMINED BY THE "MT LOGO" THAT IS NEAR THE PIVOT BUSHING. THE LOGO NEEDS TO BE ATTACHED TOWARDS THE FRONT OF THE TRUCK.



STEP 12: Attach the control arm to the spindle using the provided M14 nut and washer, then tighten.



STEP 13: Re-attach and tighten the tie rod then attach the ABS guide clip.



STEP 14: Once both arms are installed, and the truck is back on the ground, tighten down both control arms.

NOTE: TIGHTENING THE BUSHINGS WITH THE SUSPENSION AT FULL DROOP WILL RESULT IN PREMATURE BUSHING FAILURE.