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PT# 80504

2011+ Ford Ranger T6 Upper Control Arms

Tools list:

- 8mm wrench
- 15mm wrench
- 18mm wrench
- 21mm wrench
- 3/8" wrench
- 13/16" wrench
- 7/8" wrench & 7/8" socket
- Phillips head screw driver
- Needle nose pliers
- Wire cutters (dykes)
- Hammer
- 3/8" ratchet

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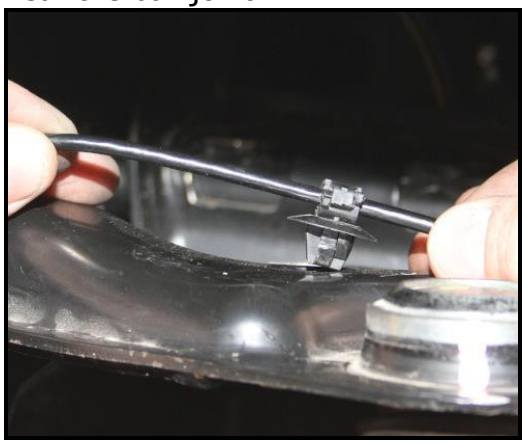
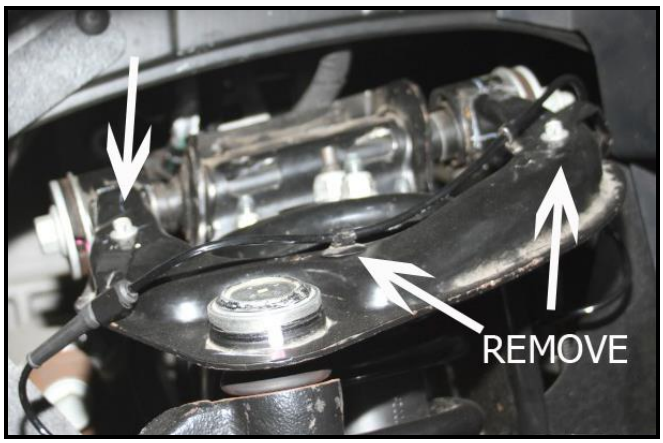
1. Use a phillips head screw driver to remove the grommets that hold the fender well apron in place and remove the apron.
2. Using a pair of needle nose pliers, remove the cotter pin from the upper ball joint.
3. Use a 21mm wrench to loosen the upper ball joint nut. Loosen the nut but do not remove it completely. Then use a hammer to repeatedly strike the upper part of the spindle where the ball joint is located until the ball joint breaks free from the spindle. Once it has broken loose, remove the nut and separate the stock upper control arm from the spindle (if the ball joint will not break loose, you can use a "Pickle Fork" but using this tool may rip the rubber ball joint boot in the process).

4. Use an 8mm wrench to remove the two bolts that secure the ABS wire brackets to the stock upper control arm. Then use a pair of needle nose pliers to remove the wire from the plastic clip near the ball joint.

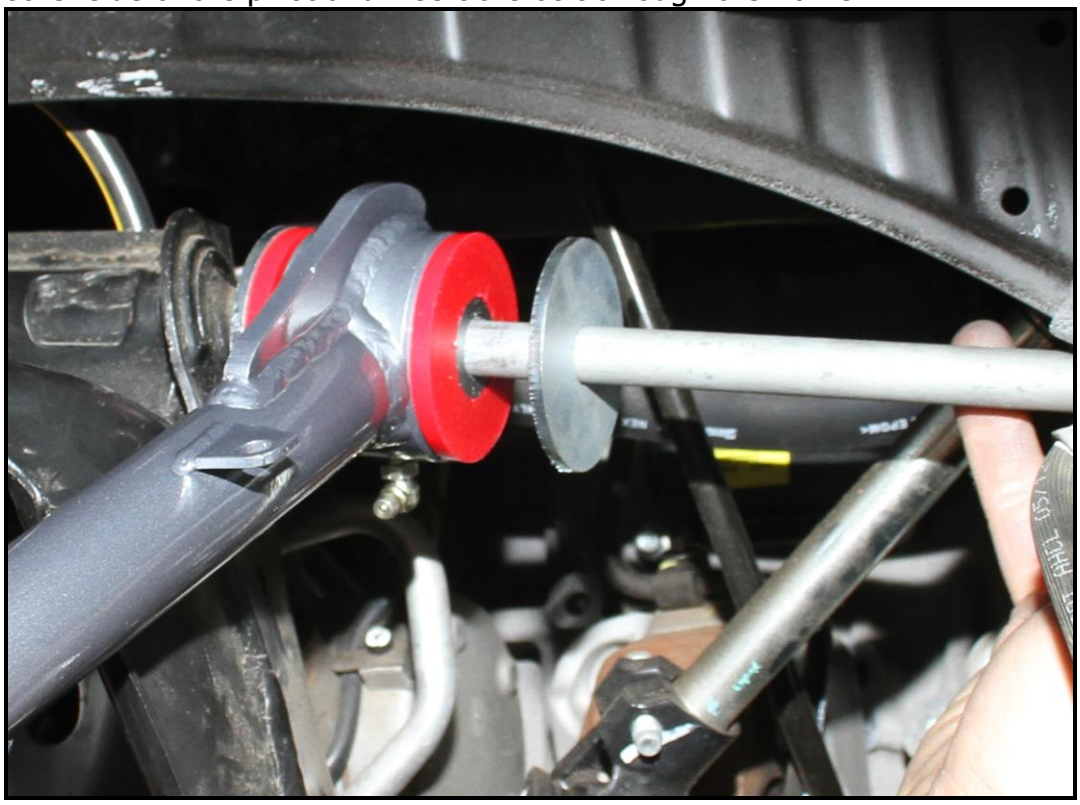




5. Use an 18mm wrench to hold the upper control arm bolt while using a 21mm wrench to loosen the nut. Remove the through bolt and the stock upper control arm from the vehicle.

6. Preinstall the TOTAL CHAOS upper control arm bushings and inner sleeves. Insert the urethane bushings into the pivots and generously lube the inner sleeves with a synthetic grease. Next install the zerk fittings. (The zerk fittings that are supplied with our arms are ¼”-28 in size. Should you have a tapped hole that has an excess amount of powder coat in it, use a ¼”-28 tap to clean it up. When installing the zerk fittings DO NOT over tighten them.They are hollow and can snap off. When fully installed they will not sit all of the way flush with the pivot, just insert them two or three rotations until they are snug. Don’t forget to have them pointing in the right direction so you can get a grease gun onto them once the arms are installed onto the vehicle.) You are now ready to install the arms onto the vehicle.

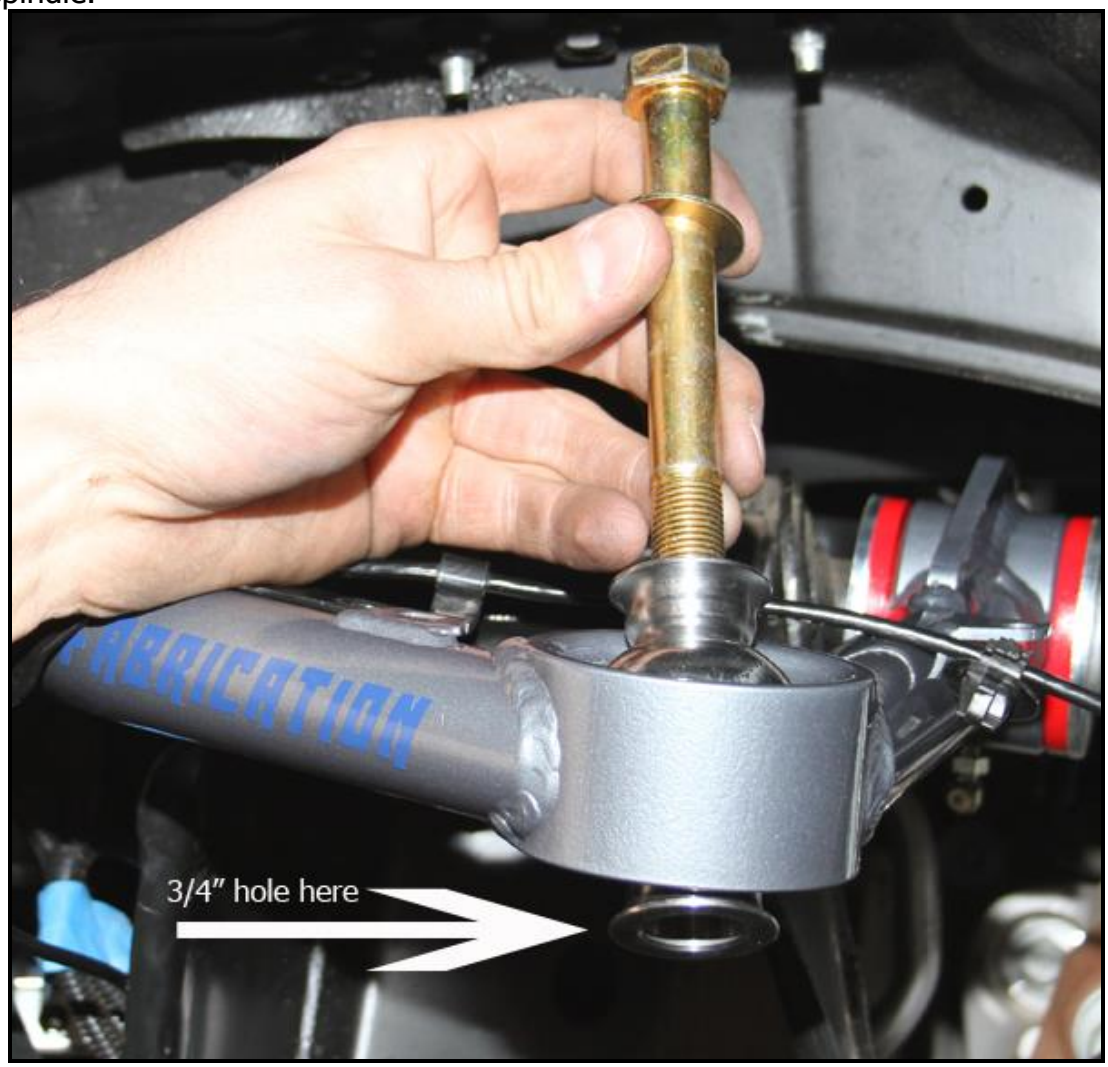
7. Insert one of the TOTAL CHAOS supplied zinc plated end washers onto the factory through bolt. Slide the bolt through the rear upper control arm pivot. Now insert the second washer on the other side of the pivot and insert the bolt through the frame.

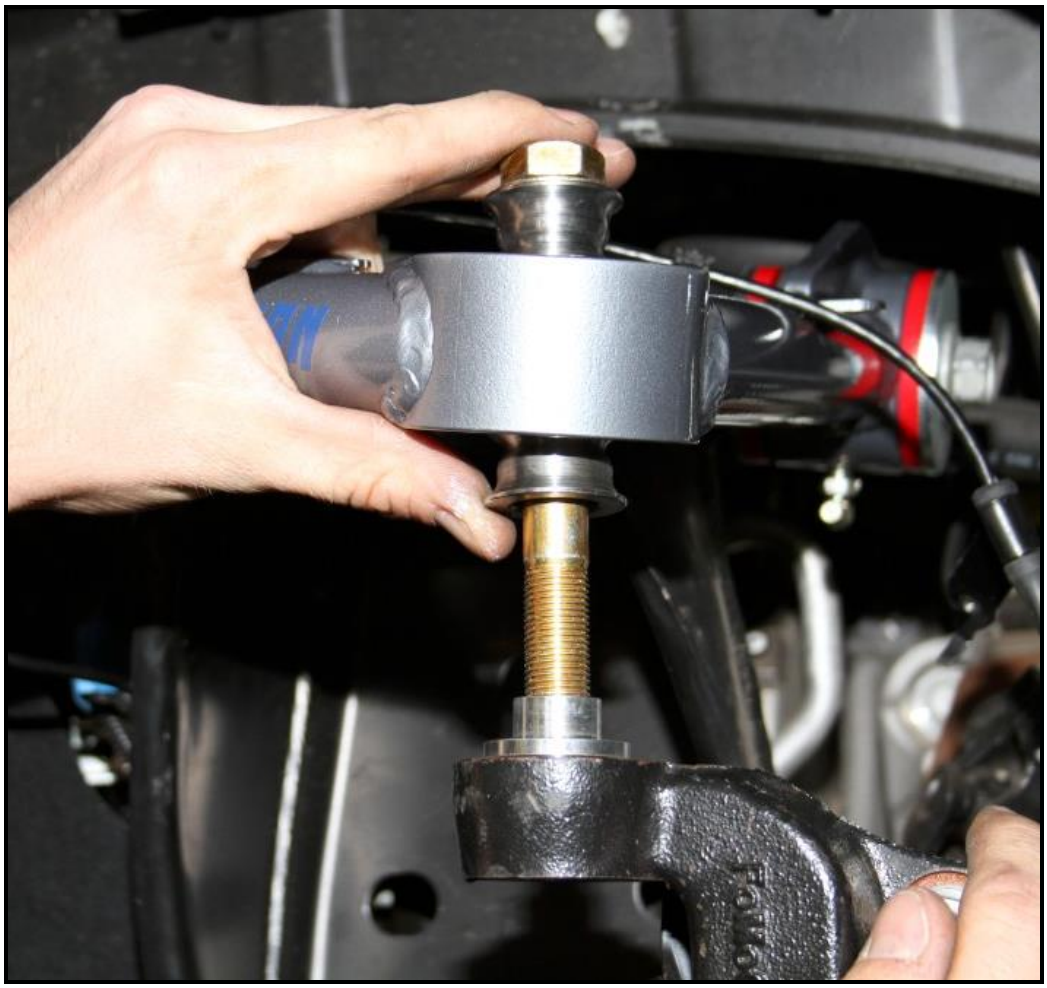


8. Insert the third washer on the front pivot, then slide the bolt through the front upper control arm pivot then through the fourth and final washer near the nut. Install and tighten the factory nut using the 21mm and 18mm wrenches. (Torque hardware to factory specifications).

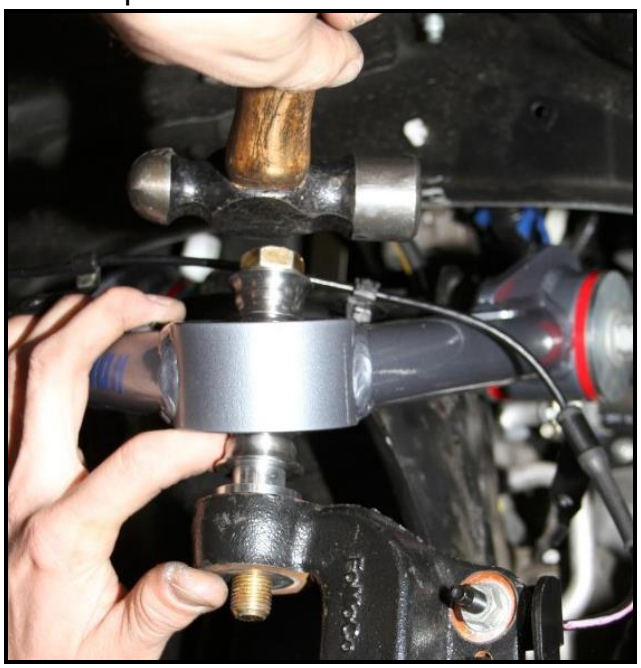
9. Place the TOTAL CHAOS tapered adapter into the upper ball joint hole in the spindle tapered end down.

10. Insert the 9/16" bolt through the misalignment spacers and align the lower misalignment spacer with the tapered spindle adapter sliding them all together. Tap the bolt through the spindle.



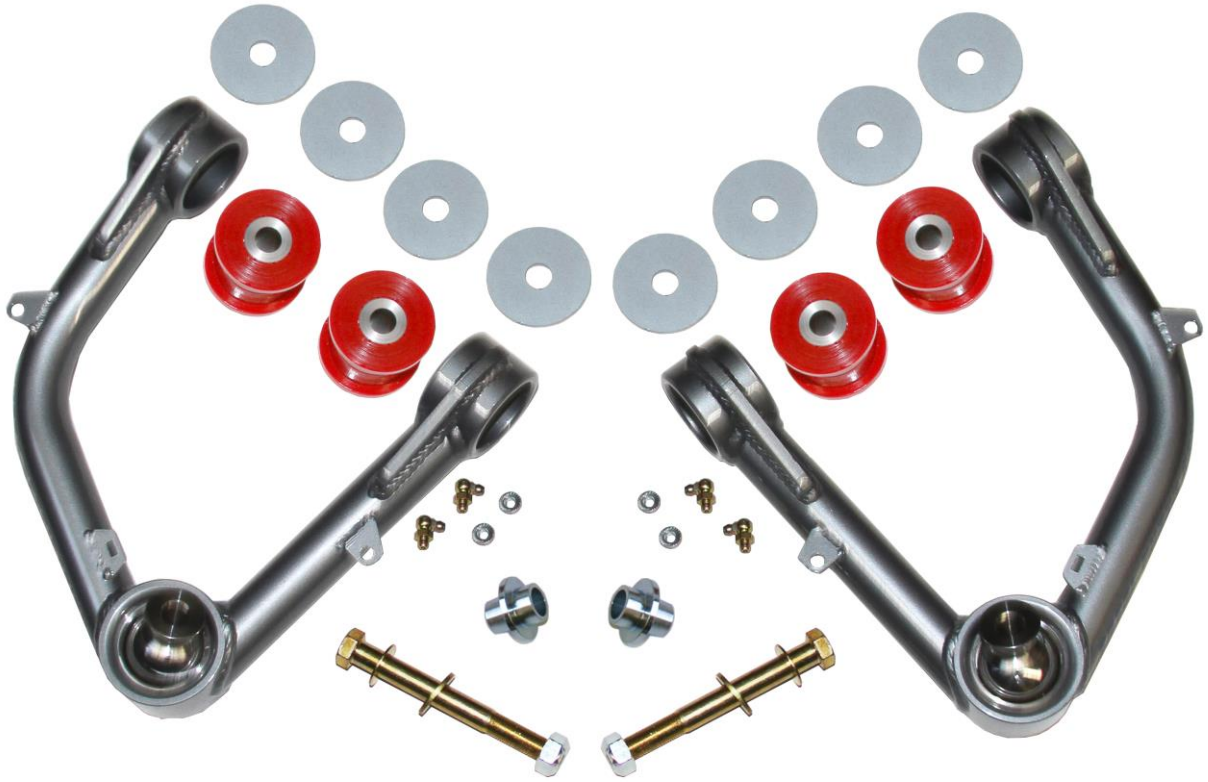


11. Install the 9/16" washer and c-lock nut, then use a 13/16" and 7/8" wrench to tighten the bolt to 95 foot pounds.



12. Using the factory 6mm ABS wire bolts and the supplied 6mm flange nuts, secure the abs mounts to the TOTAL CHAOS upper control arm. Use the supplied zip ties to secure the ABS wire to the zip tie tab on the TOTAL CHAOS upper control arm.

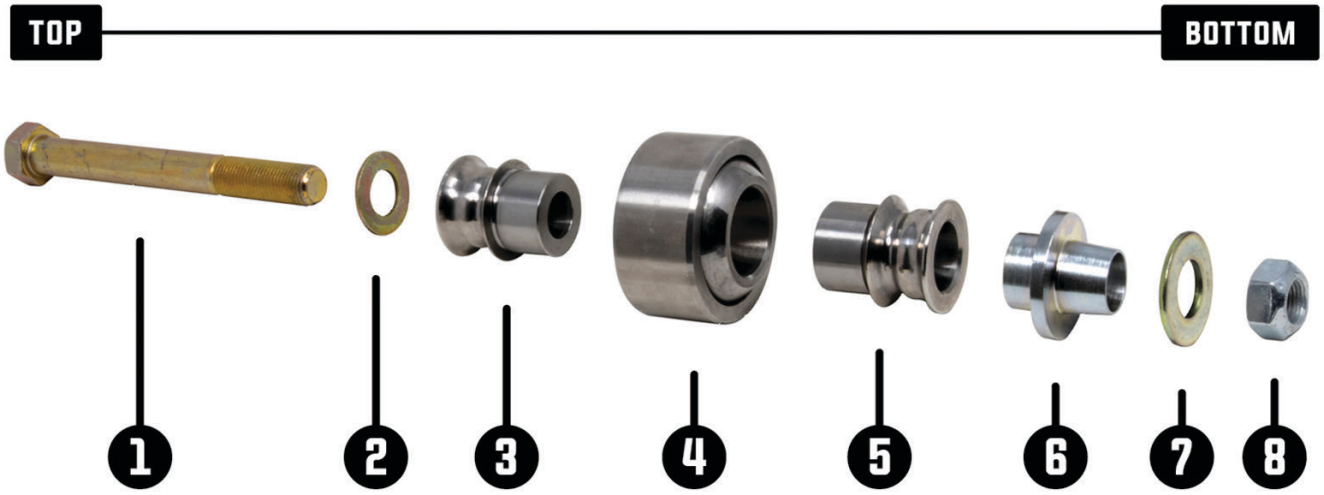
13. Installation is complete. Have the vehicle aligned by a qualified alignment technician.



Parts List for 80504 Ford Ranger UCA's

Part #	Description	Quantity
99854L	Upper A-Arm Left, 2011+ Ford Ranger T6	1
99854R	Upper A-Arm Right, 2011+ Ford Ranger T6	1
FK-WSSX16T-1	1" Uniball(Stainless) w/PTFE Liner*	2
30604	Snap Ring/1" Uniball*	2
100916	1"-9/16" Hi-misalignment Spacer*	2
10034TCF	1"-3/4" Hi-misalignment Spacer TCF*	2
10251	Bolt, 9/16"-18 x 5" Grade 8	2
12203	Washer, 9/16" AN	2
30004	9/16" ID Tapered Spindle Adapter	2
12204	Washer, 9/16" SAE	2
11202	Nut, 9/16"-18 C-lock	2
1061	Nut, 6mm x 1.0 Hex Head, Flange	4
10005	Zerk Fitting, 1/4"-28 90 degree	4
69624	Washer, Upper Arm 2 1/4" x 10 Ga x 9/16" ID	8
60684	Bushing Universal Half-Urethane, Red	8
69601	Inner Sleeve, Upper A-Arm	4
	* These parts are already installed into the UCA	

UPPER CONTROL ARM HARDWARE ASSEMBLY ORDER



PRIOR TO ASSEMBLY, PLEASE NOTE:

- Items 3, 4 and 5 are pre-installed in the UCA.
- Items 1-6 go above the spindle.
- Item 3 has a 9/16" inner diameter (ID) and item 5 has a 3/4" ID. It is critical the 3/4" ID goes on the bottom so the straight side of the tapered spindle adapter #6 properly registers inside it.
- The tapered spindle adapter #6 goes into the top of the spindle with the tapered side down to ensure proper fitment.
- A spare zerk fitting is supplied with this kit.
- Complete installation instructions available at www.chaosfab.com/install.

HOW TO GREASE TOTAL CHAOS POLYURETHANE BUSHINGS

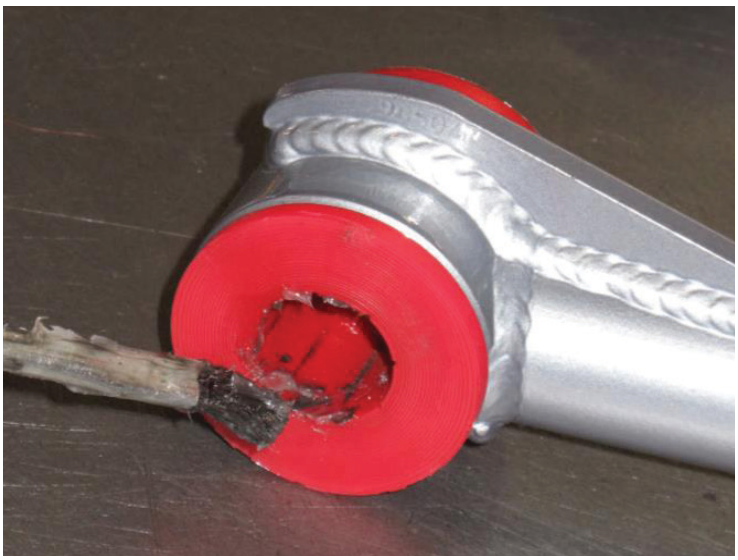
Polyurethane bushings are prone to squeaking and have the potential of making slight noise even if maintained properly. The reason TOTAL CHAOS uses polyurethane is that it is far stronger and has much less flex than stock rubber bushings. TOTAL CHAOS recommends using Super Lube® Part Number 41150 (or an equivalent PTFE marine grade water proof grease). Avoid using lubricants such as white lithium, any type of penetrant, or spray style lubricant.

STEP 1

Using a mallet, install the dry bushings into the control arm pivots.

STEP 2

With the bushings installed in the control arm, generously apply grease to the inner diameter of the bushings trying to fill the bushing grooves completely with grease.



STEP 3

Generously grease the outer diameter of the supplied TC metal inner sleeves.

STEP 4

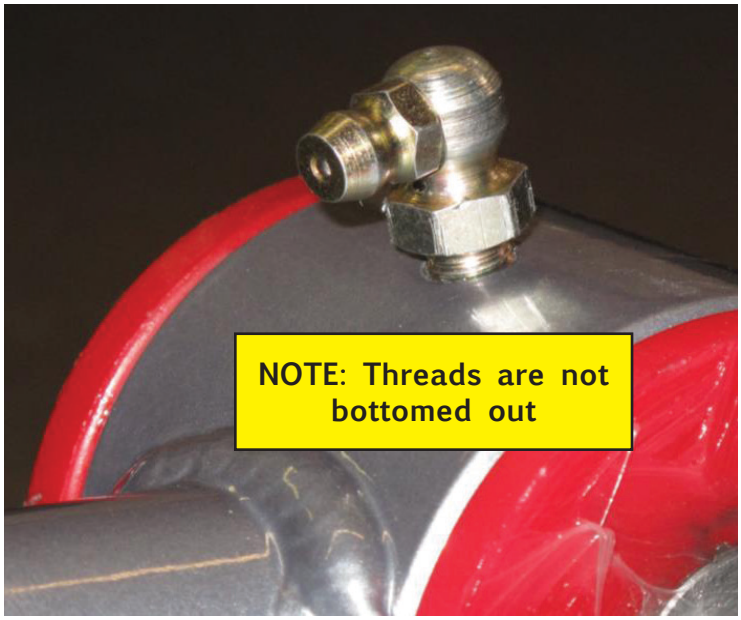
Using a mallet, arbor press, or smooth jawed vise, install the metal inner sleeve into the bushing.

STEP 5

Using the excess grease, use your finger or a small brush to lubricate the outsides or “hats” of the bushings where they make contact with the plated end washers or control arm pocket.

STEP 6

When installing the zerk fittings, it may be necessary to use a knife or sharp object to clean out the top of the threaded hole so the ¼”-28 NTP threads will catch. When tightening the zerk, DO NOT try and tighten the zerk to the bottom of the thread. It is only necessary to turn the zerk until it gets snug. Then rotate as far as necessary to make the fitting accessible for a grease gun.



ONGOING BUSHING MAINTENANCE

NOTE: The following procedure is applicable to most modern Toyotas and vehicles that utilize our zinc plated end washers on both sides of the pivot bushings. This procedure DOES NOT apply to the following:

- 1998-2007 Land Cruiser 100 Series
- Mitsubishi Montero
- All Ford F150s and Raptors
- All Chevrolet/GMC models
- All Dodge models
- All Nissan models

If you are unsure of the correct procedure to properly grease your bushings, please contact us by calling 951-737-9682 or emailing info@chaosfab.com.

To maximize performance and the lifespan of your polyurethane bushings, some maintenance is required. TOTAL CHAOS recommends greasing your bushings every 5,000 miles (similar to an oil change interval). Greasing more frequently may be required if the vehicle sees dirt and adverse conditions on a regular basis.

STEP 1

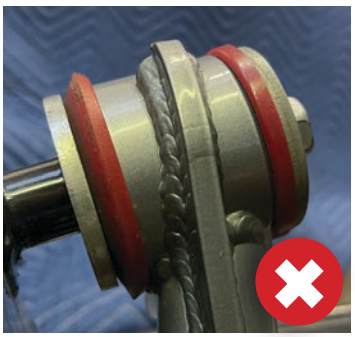
To grease TOTAL CHAOS control arms on the vehicle, it is not mandatory to have the vehicle jacked up with the wheel off, although it will make the process much easier.

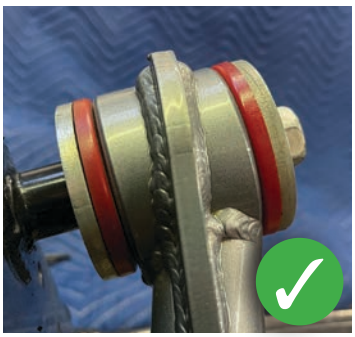
STEP 2

First you MUST loosen the through-bolt holding the bushings together. This opens an area for the grease to expand when being pumped into the zerk fittings. Loosen, but do not fully remove the nut from the bolt.

STEP 4

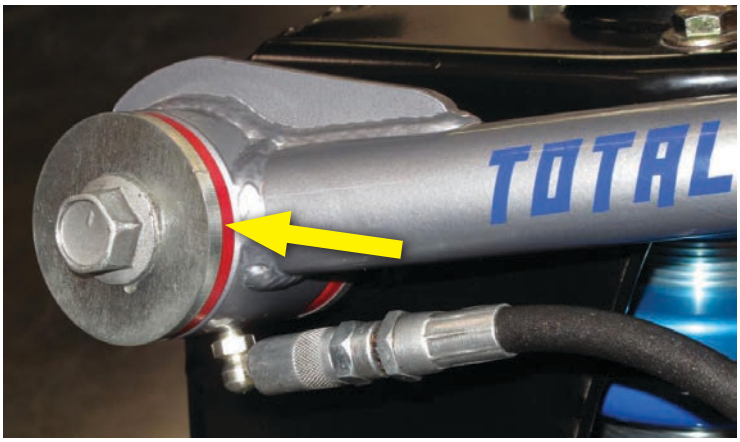
If you do not loosen the bolt, the grease being pumped into the bushing has nowhere to go. The pressure will cause the bushing to mushroom and be destroyed. If you see the bushing start to deform, immediately stop pumping in grease, grab a small pick, and push in the ball on the zerk fitting to release the excess pressure.





STEP 3

With the bolt loose, pump grease into the zerk fitting until you can see the excess grease bleed out from between the bushing “hat” and the plated end washer (yellow arrow).



STEP 4

Torque the nut to factory spec and wipe away any excess grease from around the bushings.

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RECOMMENDED ALIGNMENT PROCEDURE

All vehicles equipped with TOTAL CHAOS suspension systems should be taken to an alignment shop that is familiar with off-road suspension systems.

There is increased caster angle built into most TOTAL CHAOS suspension systems. When setting alignment, camber and toe should be set as close to factory spec as possible. Caster will usually be higher than factory specifications. Attempting to bring caster to factory spec will likely result in camber and toe being out of factory specifications, which will result in poor drivability and uneven tire wear. The caster that is built into TOTAL CHAOS suspension systems is sufficient, attempting to add excessive caster into the alignment may result in the inability to adjust camber and toe.

Alignment specifications will vary depending upon:

- Vehicle model
- Suspension kit purchased
- Prior vehicle modifications
- Desired coilover spring pre-load and or ride height

TOTAL CHAOS' suspension products are designed to align with aftermarket shocks that are set to the recommended amount of lift. Some vehicles may not correctly align if the ride height is altered from the recommended settings. If you have followed all of the instructions and the vehicle still won't align correctly, it's likely that there is something installed wrong, or the frame mounting points and/or knuckles may be bent or damaged.

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Frequently Asked Questions & Important Things To Read About TC Equipment and Parts

UNIBALLS

TC uses a 100% stainless steel uniball and race for maximum corrosion resistance in all our equipment. The uniballs feature a military grade PTFE Liner that makes much less noise than the standard lined uniballs used in competing brands. This military grade PTFE liner is self-lubricating and does not require any additional lubrication or grease. If you have a ball that is making some noise apply either a layer of Tri-Flow Superior Dry Lubricant (No. TF21013) or CRC Dry PTFE Lube (No. 03044). Uniballs are a consumable item and will need to be replaced when the military grade PTFE Liner wears away. Grabbing your wheel and applying force to see if the ball is moving in the race will determine their maintenance schedule. Each uniball is retained in the uniball cup at the end of the arm with a large snap ring. . Wiping the uniballs down with a damp cloth to remove any built up dirt and debris will help extend the life of these parts Replacement parts are available directly from TOTAL CHAOS Fabrication Inc.

POLYURETHANE BUSHINGS

Poly bushings can and will make some noise. They offer many benefits vs. a factory style rubber bushing. To reduce as much noise as possible, TC uses a synthetic grease that contains PTFE called Superlube (No. 41150). If Superlube is not readily available use a good synthetic grease (Mobil 1, Valvoline, etc.).When greasing your pivot bushings on the vehicle it is very important not to force too much grease into the zerk fittings. This will cause excess pressure to become trapped in the pivot and will result in mushrooming the bushing shoulders out of the pivots. To prevent this, first loosen the factory bolt that holds the arms to the frame and separate the washers from the face of the bushings when applicable. This will allow any excess pressure and grease to escape. Don't forget to re-torque the factory bolt when you are finished to a factory torque specification!

ZERK FITTINGS

The grease nipples or zerk fittings that are supplied with our arms are ¼"-28 in size. Should you have a tapped hole that has an excess amount of powder coat in it, use a ¼"-28 tap to clean it up. When installing the zerk fittings take care not to over tighten them as they are hollow and can snap off. When fully installed they will not sit all of the way flush with the pivot, just insert them two or three rotations until they are snug. Don't forget to have them pointing in the right direction so you can get a grease gun onto them once the arms are installed onto the vehicle.

ANTI-SIEZE

To aid in future disassembly of components, we recommend that you liberally apply an anti-seize to all metal on metal contact surfaces such as the ID of the uniball, hi-mis spacers, and inner sleeves. Also, apply it to the threads on any C-lock or Stover nut. This will prevent the C-lock portion of the nut from galling onto the bolt.

BLACK OXIDE COATED PARTS

Some components (such as 4340 axle shafts and lower uniball conversion cups) are coated with Black Oxide. While this will help to prevent rust, depending on your climate you may want to further coat these parts. For axle shafts we wrap a layer of electrical tape the length of the shaft (excluding the splines). For lower uniball conversion cups you can use black spray paint, just be sure to mask of the uniball before painting.

HARDWARE TORQUE

All hardware should be re-torqued after an initial break in period of 50 miles and again at 500 miles. Periodically after that you should inspect your suspension to ensure that nothing is loose, worn, or damaged.

UNIBALL CAPS

We do not use any sort of cap or cover over our uniballs as these actually lead to premature wear and corrosion. With a cap installed moisture and containments work their way up through the underside of the uniball and then become trapped. With no cover this moisture can evaporate and you have easy access to wipe down the uniball periodically.

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WARNING

TOTAL CHAOS FABRICATION's aftermarket suspension products and accessories modify a vehicle for uses which exceed conditions anticipated by the vehicle manufacturer. The uses include the high-performance demands required during off-road. These conditions vary in the degree of severity and cannot be controlled by the vehicle or product manufacturer. If the components within the suspension system or accessories become worn due to frequent on-road and/or extreme off-road use, the safety and reliability of the vehicle is at risk. The maintenance of aftermarket equipment to ensure the vehicle occupants safety is entirely your responsibility. Do not purchase TOTAL CHAOS manufactured products or components unless you are willing to accept this responsibility. Do not install any TOTAL CHAOS suspension products or accessories unless you are certified and/or competent at installing the product without causing present or future injury to yourself or other vehicle occupants, other vehicles and their occupants, pedestrians and motorcyclists; seek an authorized installation center.

TOTAL CHAOS FABRICATION long travel suspension systems were designed for off-road use only. This suspension system is not to be modified from its original design in any way. TOTAL CHAOS is not liable nor held responsible for any injury's or death that can occur from off-road use or as the result of product failure. Customer/driver assumes all liability in assuring that the suspension system is properly installed, maintained, and operating in safe conditions. The following are guidelines for maintaining a safe operating vehicle. Safety and reliability are our number one concern.

Visually inspect all equipment for clearance and unusual wear.

Regularly clean and inspect equipment such as suspension components, heim joints, polyurethane bushings and all hardware. Replace items as necessary. All suspension components are available for individual replacement direct from TOTAL CHAOS. We strongly recommend the suspension system be installed by an authorized installation center. TOTAL CHAOS FABRICATION reserves the right to warranty any components that we have determined to be product or material defective. Off-road abuse can damage suspension components.

BREAK IN PERIOD. After every installation we recommend checking the torque of all nuts and bolts to assure that the torque has taken after driving 500 miles. Some minor adjustments may need to be made.

The customer assumes all responsibility for the use of all equipment and the proper maintenance of said equipment. This equipment will alter the center of gravity of your vehicle and also the handling characteristics that you may be accustomed to. Even though your vehicle may have a wider track width it is capable of rolling over. Please wear your seat belt and demand that all passengers do so as well.

Please remember that no matter how well your vehicle is built it is only as safe as you drive it. This equipment is designed to improve the performance of your vehicle. **INCREASING PERFORMANCE ALSO INCREASES YOUR RISK WHILE OPERATING THIS VEHICLE**. The operator must know and understand the vehicles handling characteristics. None of this equipment is guaranteed to be free of defect or to protect the driver or occupants from death or injury in the event of a collision. Please drive in a safe and sane manner.