



# PPM-8054 JK REAR UPPER CONTROL ARMS

## Instructions

### GENERAL NOTES

- These instructions are also available on our website: [www.polyperformance.com](http://www.polyperformance.com). Check the website before you begin for any updated instructions and additional photos for your reference.
- The installation of these control arms will allow you to correctly align the rear axle and pinion angle after a suspension lift kit is installed.
- These control arms feature a double adjuster sleeve which allows you to adjust the length of the arm without removing the arm from the vehicle.

1. The control arms are pre-assembled to the shortest length. Make any length adjustments by only turning the adjuster sleeve so there is equal thread on the flex joint and adjuster sleeve. Make sure the grease zerk on the flex joint is aligned with the pinch bolt on the control arm.

2. We recommend that you preset the length of the upper control arms before installation. We assume you are also using adjustable lower control arms and are installing these upper control arms to point the pinion up for the installation of a CV style rear driveline. We recommend that the lower control arms be set to a length of 20.25" center to center of the bushings. The length of the uppers will depend on the desired pinion angle; the following table will give you a good starting point to set the length of the upper control arms. Pinion angle adjustment should be made with the upper control arms, keep the lower at 20.25".

UCA LENGTH WHEN USING 20.25" LCA LENGTH, & 3-4.5" LIFT		
VEHICLE TYPE	PINION ANGLE	UPPER CONTROL ARM LENGTH
4 DR WITH CV	10 DEG	18.25"
2 DR WITH CV	15 DEG	18.75"

3. Remove the existing upper control arms.

4. Install the new control arms with the bushing at the frame end and the flex joint at the axle end. Position the arm with the pinch bolt and the grease zerks on the bottom of the control arm. Reuse the factory mounting bolts.

5. Tighten the factory control arm bolts to 125 ft-lbs, once final length adjustments are made, tighten the pinch bolt to 80 ft-lbs.



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6. Grease the flex joints using extreme pressure moly grease.
7. We recommend that you over fill the rear differential oil when increasing the pinion angle. The front bearing will not be submersed in oil and damage may result. You can use an aftermarket differential cover with a higher fill plug or just add additional oil through the vent tube fitting in the passenger side axle tube. Adding an additional 1-2 qts of gear lube should be sufficient.

