

# Madock Engineering - Y62 Patrol Lower Control Arm Lift

## Installation Guide

We offer fitting in Bayswater Victoria, any DIY fitments are at installers' risk

The Madock Engineering Lift kit lifts the car approx 50mm allowing the fitment of larger tyres.

### Step 1 – Rear Lift

- Lift car onto 2 post hoist and position pole jack under outside spring mount arm bolt
- Undo outside spring mount arm bolt Fig 1, 2
- Lower Arm, and remove Spring

### Step 2

- Fit New spring, airbag etc
- Using pole jack lift arm into place. **TIP** use podger bar or drift to align hole, raise and lower to assist
- Use liberal amounts of anti-seize on camber bolts
- Repeat for the other side. Wheel alignment required.

### Step 3 – Front Lift

- Lift car onto 2 post hoist
- Remove wheel, undo axle nut
- Loosen camber bolts on lower control arm.
- Remove tie rod end from knuckle
- Remove shock bottom bolt to lower arm
- Manipulate Knuckle forward to pull the cv shaft out the back Fig 4

#### Step 4

- Release lower arm ball joint from lower control arm
- Cut, using 1mm cutting disc, the nut retainer from the lower shock mount Fig 5
- Grind flat Fig 6, and test fit Lift Bracket – it will be snug, plastic hammer may be required
- Paint over ground edges and final fit Lift bracket.
- If removal of lower control arm is required Fig 8 shows the rear camber bolt that is tight against the HBMC hydraulic lines. – this can be removed by loosening hydraulic hose mount bolts across the chassis (under small factory bash plate) to get enough slack in hydraulic lines
- Use short studs from the inside of the lift bracket towards the outside and tighten Fig 7
- Apply Loctite 263 to all bolts and tighten

#### Step 6

- Bump stop extension to be fitted over factory bumpstop striker pad on chassis
- Thin layer of Sikaflex across interface required to stop ingress over time Fig 9, 10
- If being fitted with aftermarket UCA ensure clearance between Axle and bump stop extension.
  - o With variations in castor added and differences in chassis some cars need a small amount of the MDK bump stop extension to be removed for clearance.

#### Step 7

- Reassemble front end in reverse order Fig 11 shows the last step
- Push lower shock home and fit bolt
- Refit tierod end
- Tighten axle nut

## Step 8

- Car **NEEDS** need a wheel alignment after fitment immediately.
- If fitted with front diff drop, remove single diff drop plate (drivers side) and leave long bolt supporting diff.
- Test drive and jump on the brakes hard to check axle/bump stop clearance.
- Check on wheel alignment 4 post hoist

\*IF IN DOUBT **ASK** BEFORE UNDERTAKING ANY WORKS. LOCTITE TO BE APPLIED TO ALL BOLTS



Fig 1



Fig 2



Fig 3



Fig 4

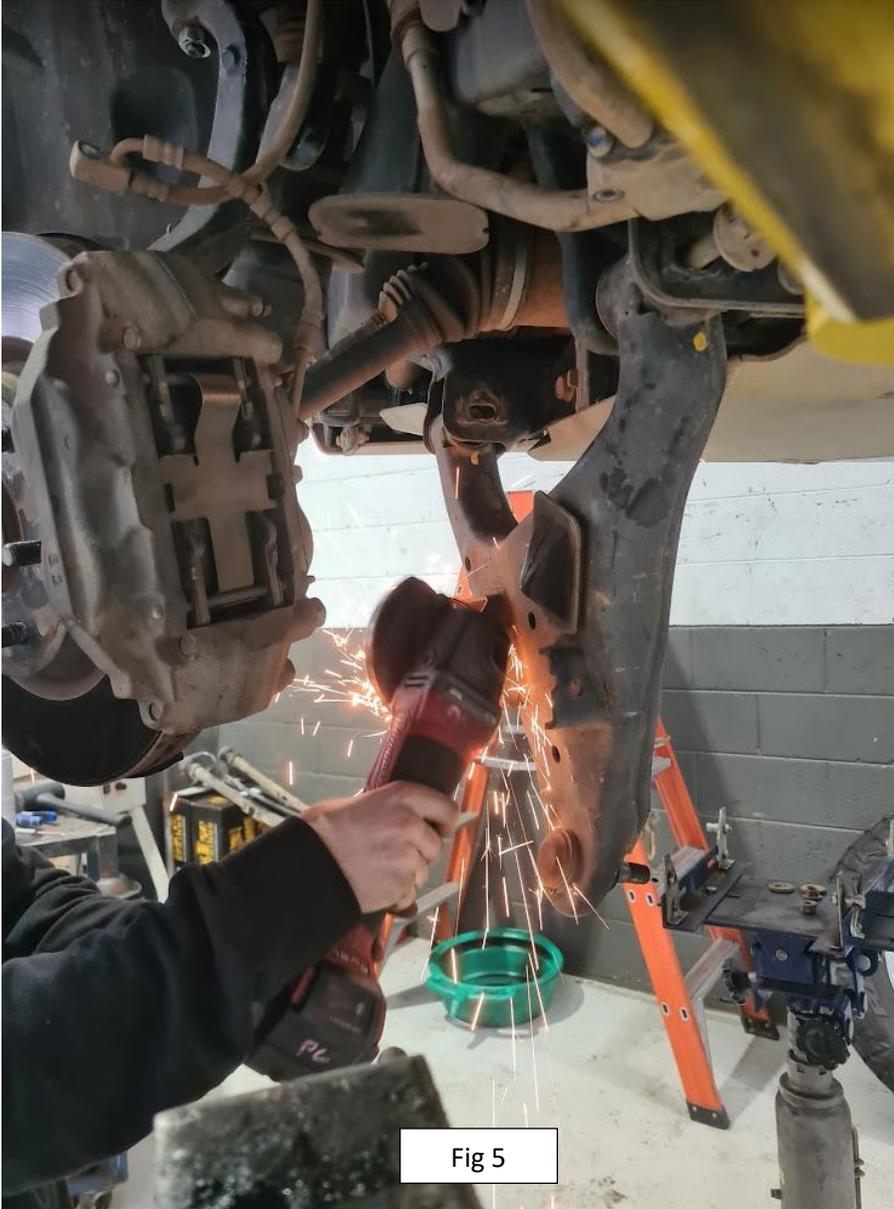


Fig 5



Fig 6



Fig 7



Fig 8



Fig 9



Fig 10



Fig 11



Fig 12

