

Blackhawk UCA's suit— VW Amarok—all models

Part Number—
UCA4070

TOOLS REQUIRED

- 5MM Allen Key
- 3/8 ratchet
- 18mm Socket
- 19mm socket
- 16mm Ring Ratchet
- Mallet

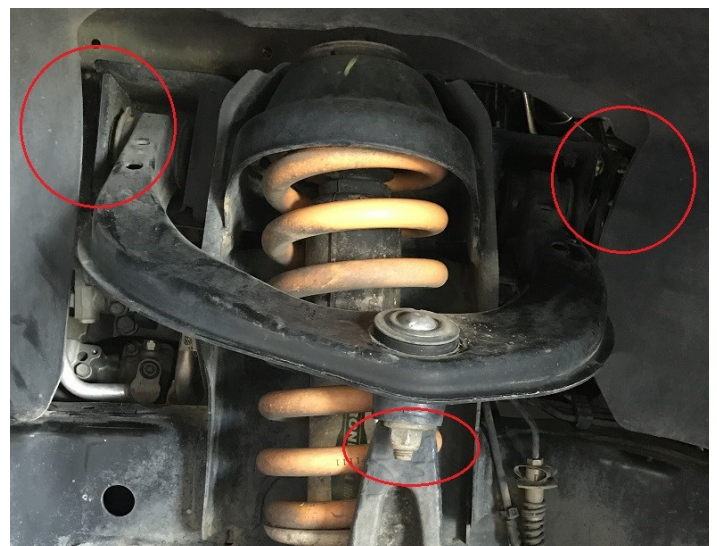
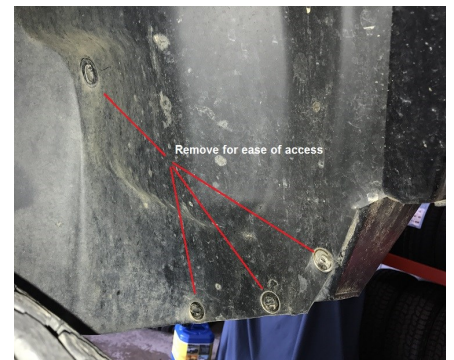


IMPORTANT NOTE—

The H/D Ball joints fitted to Blackhawk UCA's have been manufactured in the Hard to hard style and require regular greasing, PLEASE ENSURE YOU GREASE THE BALLJOINTS AT FITMENT & AT REGULAR SERVICE INTERVALS

Fitting guide for UCA4070 to suit VW Amarok

1. Unwrap your Blackhawk UCA's and ensure they are a matching left & right pair, complete with OE Rubber spec bushings and HD greasable ball joints pre fitted.
2. Have the vehicle securely raised on a hoist or jack stands. Remove front wheels.
3. Remove the 4 inner guard mounting clips for ease of access to the Chassis pivot bolt—retain for fitment when finished.
4. Using a 16mm ring ratchet spanner remove the 2 bolts mounting the arm to the chassis mount, (Retain for fitment)
5. Using a 5mm Allen key and a 18mm spanner loosen OE ball joint nut,
6. If the ball joint stud is firm in the idler, you will need to strike the side of the idler with a hammer to break the bond, once completed you can remove the arm from the vehicle.



Blackhawk UCA's to suit VW Amarok—cont.

1. Fit the Blackhawk UCA into the chassis mount, taking note of the orientation of the arm, the ball joint should be towards the back of the vehicle—reuse the OE pivot bolt, bush washers & nut. Leave bolt loose until the vehicle is back on the ground then tighten to factory specs (115Nm)
2. Guide the ball joint taper into the spindle and tighten to factory specifications. (110Nm)
3. Replace the bolts that mount the inner guard to the bull bar (leave the 2 inner guard clips out until Pivot bolt tight on ground.)
4. Cycle the suspension to ensure clearance of all components, ensure ABS lines are clear of pinching and not over extended at full droop.
5. Ensure Ball joints are greased before driving—remove Blackhawk 4x4 Dust cap apply quality bearing grease and reinstall dust cap.
6. Repeat R&R on the opposite side.
7. **Check all components have been refitted and tightened to factory specs, ensure a new split pin has been installed into the upper Ball joint if required. Re-check tensions after 1000klms of driving.**
8. Wheel align the vehicle with a qualified wheel aligner.

