

AU Upper Arm Adaptor Install Guide

This guide outlines the process of installing the AU Upper Arm Adaptors to your EA, EB, ED, EF, or EL Falcon (along with XG and XH Utes).

Please read this guide completely and follow all steps.

Use of these adaptors with AU arms in an E-series Falcon on the road may require a modification plate or inspection by an engineer in your state. You may need to alert your insurance company to ensure that your insurance will not be voided by the fitment of these adaptors.

Every effort has been made to ensure that these adaptors are manufactured to high standards and when fitted in accordance with these instructions you should have no problems. Usual story with any modification - All care and no responsibility taken. If you have problems for any reason please contact us.

Special thanks to [Dan](#) the original author of these instructions & the inventor of these adaptors.

Getting Started



You will need various hand tools to fit the adaptors, including a jack, sockets, spanners, bearing retaining compound, a press or vice with tools, a freezer, a jug to boil water, bowl for said water, a pair of AU upper control arms and adaptors, and of course an E-series Falcon!

The adaptors have been made with a very slightly larger diameter than the AU ball joints which will make them a slightly tighter fit in the arm - this is on purpose to ensure that they cannot work their way out in service. Because they are an interference fit, it will be difficult to fit them to the AU arms. How hard depends on the manufacturing tolerances of the AU upper arms. For use under extreme vibration (eg. Off road or cars hitting bump stops), you may want to use an additional fixing method eg. Grub screw or spot weld.

Fitting Instructions

First off, put the adaptors in the freezer for a couple of hours to shrink them. While the adaptors are cooling down, jack the car up and remove the E-series upper control arms from it. If there are shims fitted between the arms and the body, keep them in order so you can refit them back where they came from when you are putting the AU arms in their place.



If the AU upper arms have a ball joint fitted to them, press the ball joint out and discard.



Clean the bore of the hole with some sandpaper to remove any loose rust/dirt etc.



Boil the jug and pour the boiling water into the bowl, and sit the hole in the AU arm into the boiling water for a few minutes to heat it up.



Take the arm out of the water and dry it off. Get the adaptors out of the freezer and wipe the frost off them.

Apply some bearing retaining compound (eg. Loctite 609) to the arm bore.

Press the adaptors into the AU arms, ensuring that you press them in in the correct orientation - the larger end of the adaptor should be pressed flush against the flat machined section of the AU arm. DO NOT HAMMER THEM IN.



Fit the AU control arm into the vehicle and refit any wheel alignment shims that you removed when you removed the E-series upper arms.



Ensure you've refitted and re-tightened anything you removed or loosened during the above processes and put the car back on the ground.

You are finished and ready to take the car for a wheel alignment!

Extra Tips

You will need a wheel alignment to obtain the most benefit from the fitment of the adaptors, as you will have too much toe-in due to the changes in the angle of the upright. The static camber won't have changed drastically, but you may wish to reduce the amount of static camber you use to reduce inner tyre wear. The extra caster available from the use of AU upper control arms means you will gain more dynamic camber on turns, where it is needed, allowing you to run less static camber.

If you need to remove (or partially remove) the upright or upper control arm from the vehicle, you will need to purchase a small 3-jaw puller to remove the tapered section of the ball joint from the upper arm. Bashing the AU arm with a hammer to 'break' the taper in the same way you could do with E-series upper arms is undesirable and doesn't really work. Using a small puller pops the taper out with minimal effort and zero damage.

