



Install Instructions

Moosehead Spherical Upper Control Arm Bearings





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From all of the asses at Angry Ass, thank you for purchasing Moosehead Spherical Upper Control Arm Bearings!

Please read this entire installation manual prior to attempting to install or use the Moosehead Spherical Upper Control Arm Bearings to ensure proper installation and safe use.

The Moosehead Spherical Upper Control Arm Bearings should only be installed by persons skilled in vehicle component installation and performance. Angry Ass Limited shall not be held liable for any damage or personal injury (including direct, indirect, or consequential damage) sustained as a result of improper installation of the Moosehead Spherical Upper Control Arm Bearings or its use and maintenance contrary to the instructions and warnings contained herein.

If you have any questions regarding the installation and/or proper use of the Moosehead Spherical Upper Control Arm Bearings, or this manual, please contact Angry Ass via our official website at: www.Angry-Ass.com .

All statements made are made in respect to the Moosehead Spherical Upper Control Arm Bearings being used “as is”. Any modifications to the Moosehead Spherical Upper Control Arm Bearings or its improper installation, use or maintenance that is not in accordance with this installation manual, may result in severe damage to the vehicle, as well as personal injury. Angry Ass Limited reminds you to be responsible and stay safe!!



PARTS LIST E24 & E28 OPTION 1

1. 2X Moosehead Engineering Spherical Upper Control Arm Bearings
2. 1X Loctite 243

PARTS LIST E31, E32 & E34 OPTION 1

1. 2X Moosehead Engineering Spherical Upper Control Arm Bearings
2. 1X Loctite 243
3. 4X Spacer washers

TOOLS & SHOP SUPPLIES

You will need to provide the following:

1. 3/32" Allen wrench
2. Small ruler or calipers
3. Hydraulic press or screw press with proper press tool
4. Paper towel or shop rag
5. Degreaser or cleaner



1. Installing the Moosehead Spherical Upper Control Arm Bearings requires a hydraulic press or a really good threaded rod type press but overall, it's a very simple process. Begin by unpacking your Moosehead Spherical Upper Control Arm Bearings and verify all components are accounted for according to the option you ordered.

2. You will need a press tool that fits the outer edge of the bearing, is hollow in the middle and ideally is smaller than the arm recess. This is to protect the inner race and ball from damage during pressing. Typically, a large socket will work but if needed we sell a specialized tool, see Figure 1 for tool fitment and Figure 2 if a direct link via QR code is needed to buy the tool.



Figure 1



Figure 2

3. Press the old bushing out of the arm and proceed to clean the arm with your degreaser and towel/rag to ensure the Moosehead Spherical Upper Control Arm Bearing goes into a clean recess.

4. Remove the set screw (See Figure 3) and set aside using your 3/32" Allen wrench and orient the new bearing on the arm so that the set screw end of the bearing is the first to enter the arm. You'll notice this side of the bearing is a smaller diameter to help align things when pressing. We also orient the bearing so that when installed on the car the lock plate (See Figure 3) faces the center of the car and the set screw faces down, this is not necessary but is our preferred method to allow easier maintenance in the future.



Figure 3

5. Using your press and tool, press the bearing into the arm ensuring that it is centered in the arm (verify with ruler or calipers) and that there is clearance to remove and install the set screw. **ATTENTION: If the bearing presses into the arm too easily, as in there is too much clearance, STOP and contact us immediately.**

6. Repeat steps 3, 4 and 5 for the other arm.



7. With the Moosehead Spherical Upper Control Arm Bearings pressed in its now time to set the play of the joint, this is not possible with the bearings loose as the clearances change slightly after pressing into the arm. The end goal is to be able to pivot the bearing by hand without it rattling around.

8. With the set screw still removed use the lock plate to press the races in until the ball can just be moved by hand without having to use a prying device. Ensure that a recess on the lock plate aligns with the set screw and reinstall the set screw with your 3/32" Allen wrench, optionally apply a small amount of Loctite 243. **ATTENTION: Its critical that you set the play correctly, this is because as the bearing heats up, the ball expands, so if you don't leave enough play the bearing will bind. If you have any concerns or questions, please get in contact with us.**

9. If you need further assistance with anything at all please feel free to contact us at Info@angry-ass.com .

10. Be sure to take pictures, and post to your favorite social media platform(s) and mention us at Angry Ass! Thanks again from all of us at Angry Ass!



TROUBLE SHOOTING

PROBLEM	POSSIBLE CAUSE	SOLUTION
Bearing rattling	Lock plate loose	Tighten lock plate until bearing is just able to be moved by hand.
	Race dislodged	Tighten lock plate until bearing is just able to be moved by hand
Bearing too tight and cant turn by hand	Lock plate over tightened	Loosen lock plate until bearing is just able to be moved by hand



NOTES