

Upper Control Arms(ck-293059)

Adaptable vehicle :TOYOTA TACOMA`04+,

TACOMA HILUX`04+

Installation Instructions



Warning: The mounting zerk does not need to be too tight and does not need to be in a vertical position; Lubricating oil has been added when producing ball Joint, so no need to add lubricant. The convex object on the tube is used to fix the ABS cable.

Support the Spindle

1. Position a floor jack under the lower ball joint or control arm to relieve downward pressure on the suspension components.



4. While holding pressure on the ball joint strike the spindle bulkhead with a hammer. You will hear a pop meaning the taper fit stud has been released from the spindle.



5. Once the taper fit has been released finish removing the ball joint nut.



Undo the Upper Ball Joint

2. After removing the cotter pin (if equipped) use a 18mm wrench to loosen the ball joint nut about 3 turns. Do not remove the nut completely because it will protect the upper ball joint threads during removal



3. Insert and wedge a large pry bar between the upper control arm and spindle while pushing downward to apply pressure to the upper ball joint taper fitted stud.

6. Lift the arm from the spindle. Use caution if any rubber brake lines are involved when the spindle comes loose and remove the line mounts if needed.



Remove the Upper Bushing Bolts

7. Mark the alignment adjusters using a felt pen and reference these marks when reassembling. Other designs will use a shim or a series of shims which must be reinstalled as they were removed. These bushing bolts can be facing the engine or inline with the frame.



8. Use a 18mm wrench or socket to loosen and remove the nut on either side of the arm.



Remove the Upper Control Arm

9. After both nuts have been removed slide the bolts from the control arm mounts while keeping the adjusters in order. To remove the control arm use an upward motion on the arm while pulling outward.



Match the New Control Arm

10. Once the control arm has been removed match it against the old part to ensure a proper installation

Install the New Upper Control Arm

11. Install the new control arm into the frame mounts. This might take some doing while moving the arm up and down while pushing inward to line up the mounting bolts.



12. While aligning the bolt holes install both mounting bolts in the same position as they were removed.



13. Use a wrench or socket to tighten the both mounting bolts while keeping the alignment adjusters or shims in place. These bolts might be difficult to get a torque wrench on but you want to tighten these bolts to manufacturer's specifications which are usually between 65 and 75 foot pounds.

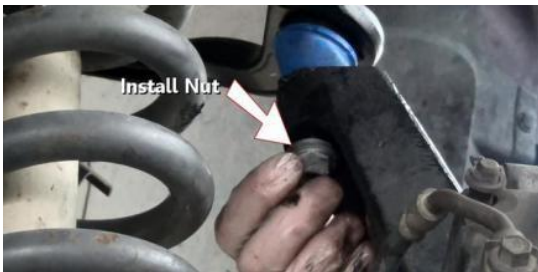


Reconnect the Upper Ball Joint

14. Insert the upper ball joint into the upper spindle bulk head. Use a hammer to gently tap the taper fit stud into place which will keep it from turning while installing the nut.



15. Install the upper ball joint nut by hand to avoid cross threading. If the taper does not hold push down on the control arm which will help hold the ball joint stud from turning.



16. Use a wrench to tighten the upper ball joint mounting bolt. Use a socket and a torque wrench to tighten the nut to manufacturer's specification which is usually between 65 and 75 foot pounds. Install a new cotter pin (if needed)



17. Reattach any brake line or wiring holders or clips removed in the repair.

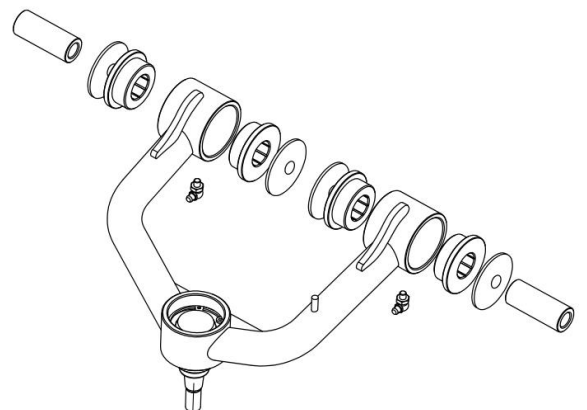


Release the Supporting Jack

18. Lower the hydraulic jack and reinstall the wheel. Torque lug nuts to factory specifications (between 95 to 110 foot pounds). When driving the car for the first time listen for strange noises indicating the job will need to be rechecked. It is strongly suggested to have the car aligned when the suspension work is done.



Get the Control Arm Ready for Installation



- (1) Lubricate the PU bushings and put them onto the shaft hole.
- (2) Lubricate the axle sleeve and install the axle sleeve into the PU bushing.
- (3) Install the zerk.

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