FITTING INSTRUCTIONS

UCA0021

SUITS TACOMA MY24+ / PRADO 250



WARNING

- This product must be installed exactly as per these instructions using only the hardware supplied.
- In the event of damage to any suspension component, contact your nearest authorised ARB stockist. Repairs or modifications to the suspension system components must not be attempted.
- Do not use this product for any vehicle make or model, other than those specified by ARB.
- This product or its fixing must not be modified in any way.
- The installation of this product may require the use of specialized tools and/or techniques
- It is recommended that this product is only installed by trained personnel
- These instructions are correct as at the publication date. ARB Corporation Ltd. cannot be held responsible for the impact of any changes subsequently made by the vehicle manufacturer
- During installation, it is the duty of the installer to check correct operation/clearances of all components
- Work safely at all times

Note: These fitting instructions should be read in conjunction with the vehicle workshop manual.

FITTING KIT CONTENTS – UCA0021

Item	Description	Qty.
1	UPPER CONTROL ARM LH	1
2	UPPER CONTROL ARM RH	1
3	ABS CABLE SPACER PLATE	2

TOOLS REQUIRED

SOCKET SET - METRIC
RING SPANNERS - METRIC
TORQUE WRENCH
IMPERIAL HEX KEY (3/16)
BALL JOINT PULLER
NEEDLE NOSE PLIERS

Wheel Alignment Specification

	TARGET	TOLERANCE
Camber	-0°05’	+/-0°45’
Caster	4°00’	+/-1°00’
Toe	1mm	+/-1mm

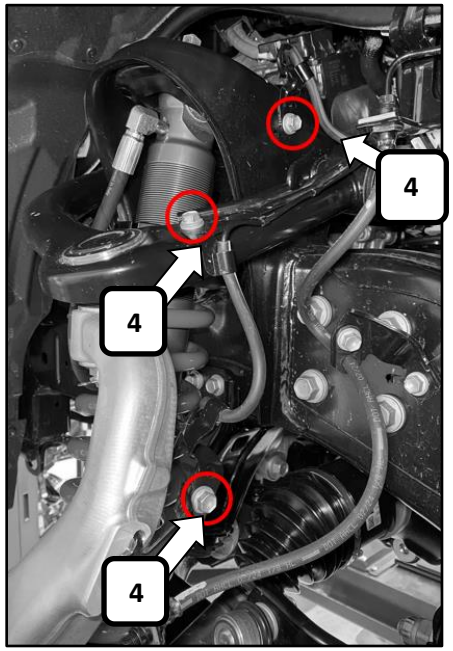
NOTE: If vehicle is fitted with aftermarket tyres/rims, the above figures may not provide sufficient clearance from vehicle body. If contact is made, additional caster may be required.





UPPER CONTROL ARM INSTALLATION SEQUENCE

1. Raise vehicle and support on suitable chassis stands. ***NEVER RELY ON JACK ONLY.***
2. Remove the wheels
3. Remove the clips holding the inner guard liners to gain access to the UCA bolt.
4. Remove the 3 x M8 bolts holding the ABS sensor wiring loom in place.
5. Remove the "R" clip from the upper ball joint and loosen the nut, leaving it on the Ball Joint to protect the thread.
6. Break the Ball Joint taper from the upright using either a Ball Joint separation tool or by striking the upright with a hammer.
7. Disconnect upright from control arm and move to one side ensuring it does not over-extend the driveshaft. Use of a strap can assist to restrict movement.
8. Disconnect headlight level sensor where fitted.
9. Loosen and remove the upper control arm bolt and nut. **Refer <u>Sub notes</u>.** Remove control arm.



<u>Sub notes</u>

2.8L Turbo Diesel Models. On the RH side the A/C line will need to be pushed down slightly for the bolt to slide past. On the LH side, the intercooler pipe will need to be pushed out of the way.

2.4L Turbo Petrol Models. On the LH side, the intercooler pipe will need to be disconnected by prying open the circlips on the connector. Once disconnected, lift up and out of the way.

10. Install the new control arm with the bolt and nut removed in Step 9. Fit supplied washers between UCA and strut tower. **Torque bolts to 115Nm.**
11. Bolt up Ball Joint to upright and tighten. Fit split pin through castle nut. (**No grease required for ball joint, maintenance free**)
12. Re-attach ABS cable bracket and attach the supplied cable spacer to the knuckle using the OE bolt.
13. Connect headlight level sensor if required and re-install guard liners.
14. Refit wheels and lower vehicle.
15. Once installation is complete, a wheel alignment will be required.

