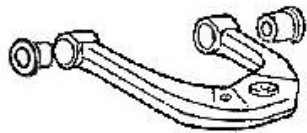


# Fitting Instructions #2845IS

Toyota 4x4 Prado, Hilux, Surf, FJ Cruiser / Lexus GX470

## Front Upper Control Arm Inner Bushing

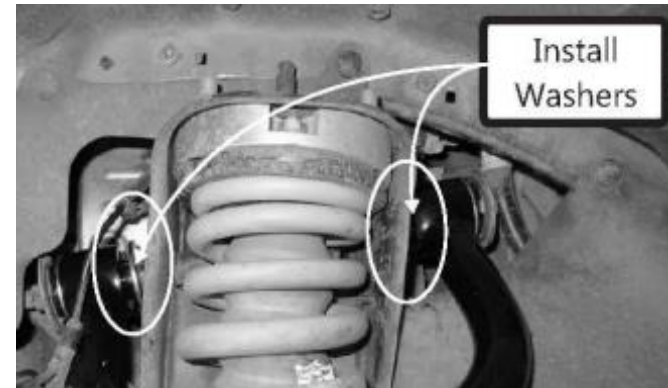


Depending on which kit you have purchased camber may can be adjusted, check the before wheel alignment to see what settings you require.

**Note:** Polyurethane bushings must be fitted to both sides of the vehicle.

- Wheel-align the vehicle before the job is started and note settings;
- With the vehicle on jack stands and the wheels removed, proceed to remove the upper control arms.
- Refer to your workshop manual for detailed instructions of how to remove the upper control arm from the vehicle;
- Remove the original bushes including the steel shell;
- Ensure all mating steel surfaces are greased up during assembly;
- Install bushings so that the metal washer under the bush flange is in the same position as the original shell part flange i.e. at the front of the front mount and at the rear of the rear mount;

- Apply the white grease supplied to the bore of the bush and the steel crush tubes. Push in the crush tubes (Note - If you are installing #3230K (Camber decrease kit) ensure that the offset hole of the inner tubes are positioned in the direction of the outer ball-joint (effectively making the upper control arm shorter) Refer table 1 beside;
- Refit the control arms to the car, making sure that you install the supplied steel washer on the inside of the arm (Refer image below). Tighten the bolts with the arm held at approximate ride height to ensure that maximum camber offset is obtained;



<b>View from Rear of RHS</b>	
SPF2845K – standard replacement kit	SPF3230K – decrease camber both sides, approx. 0.6 degree change

**Table 1:** Alignment settings

- Ensure that all bolts are tightened to the manufactures specifications then proceed to have the vehicle wheel-aligned;
- The “#3230K Offset Kit” should provide a camber decrease of approx. 0.6 degrees, however during the wheel-alignment, some of the this camber improvement may be sacrificed in favour of obtaining a better caster split, as this will now be possible via the lower control arm eccentric adjusters.