

Fitting Instructions #TRC6485IS

Toyota Landcruiser 200 Series

Front Upper Control Arms



Note: This is a suggested method of replacing the front upper control arms using the suggested tools. It is recommended that a skilled mechanic or technician carries out the replacement.

1. Before beginning any alignment work, always check for loose or worn parts, correct tyre pressures, and odd tyre wear patterns. Replace any loose or worn parts before setting alignment. Also note current camber/castor settings.
2. Raise vehicle by the chassis and support with jack stands. Remove front wheel assemblies.
3. Loosen the nut on the upper arm-to-frame mounting bolt and remove bolt holding ABS wiring from upper arm. **Note on the right hand side you will have to loosen the Turbo plumbing to gain clearance for bolt removal**
4. Remove split pin and nut holding OEM ball joint. (Figure 1.) Break the taper between the ball joint stud and the steering knuckle detach the ball joint. Support the steering knuckle so no strain is applied to the ABS wiring or brake lines.
5. Remove the nut, washers, mounting bolt and set aside as these will be needed for reinstallation
6. Remove the arm from vehicle and discard.
7. Using supplied grease, lightly coat the ends of the bushing.
8. Offer the control arm to the vehicle insert the bolt through the arm taking care to insert the supplied washers between the inside of the bushings and the spring tower.
9. Reuse the OE washer and nut thread onto bolt and Torque to 190 Nm. (See Figure 2)

SuperPro bushings pivot freely and so can be torqued without applying vehicle weight.

10. Insert the ball joint stud into the steering knuckle, install the supplied castle nut and torque to 110Nm. Tighten further until the supplied split pin can be installed.
11. Re-attach the ABS wiring bracket to the arm using factory bolt. Check length of ABS cable, ensure cable isn't too tight and adjust if necessary.
12. Re-install wheel assembly. Lower vehicle check for clearance and wheel align.
13. **Note this kit is designed to improve bump steer and with 30-70mm lift you should achieve additional castor of 2.5 - 3.5 degrees and 1.5 degrees negative camber.**

Note: Re-tension all fasteners after travelling 100kms.

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Figure 1 – Ball Joint to Knuckle Location



Insert supplied washers inside bushing face

Figure 2 – Installed Arm