Fitting Instructions #TRC6715IS

Toyota LC300 / Prado 250 / 4 Runner 25+ / Tacoma 24+ & Lexus GX 550 / LX 600/500d

Fixed Offset Front Upper Control Arms

Components Included:

- 1x RH UCA complete with bushings, crush tubes, ball joint, castle nut and split-pin.
- 1x LH UCA complete with bushings, crush tubes, ball joint, castle nut and split-pin.
- 2x ABS cable spacer brackets with additional bolts and nuts.
- 2x 3mm Washers
- 1x Grease packet

Tools Required:

- Jack and Jack Stands/Hoist
- Torque Wrench
- 10mm Socket / Spanner
- 12mm Socket / Spanner
- 13mm Socket / Spanner
- 19mm Socket / Spanner
- 2x 22mm Socket / Spanners
- 6mm Hex Socket / Key
- Needle Nose Pliers
- Hammer

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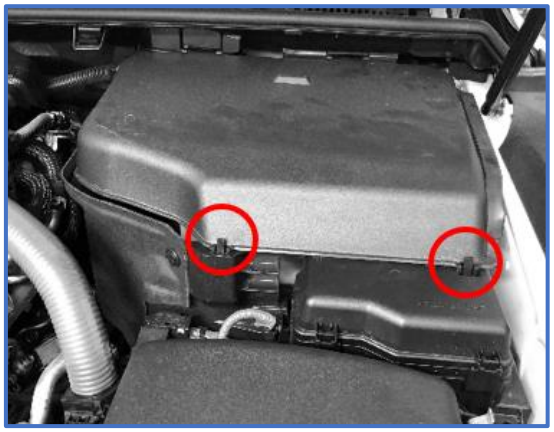
NOTE: These components must be fitted to factory specifications, as per the factory service manual. Photos are an indication and may vary slightly in appearance from the actual product.

For Toyota Prado 250, 4 Runner 25+ & Tacoma 24+, continue to Step 1 on Page 4.

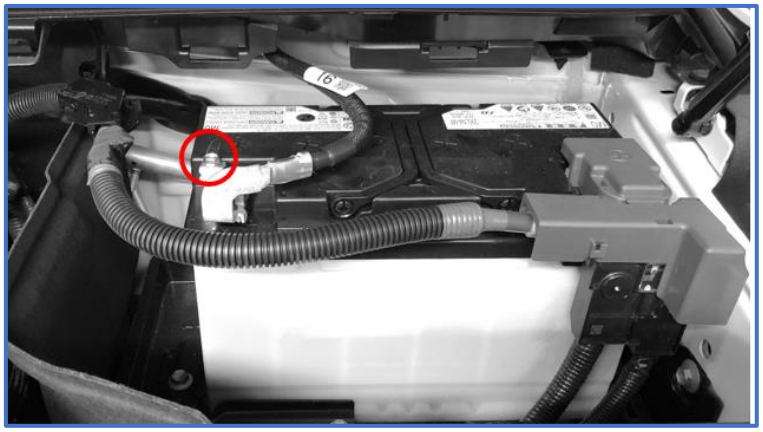
For Toyota LC300, Lexus GX550 and Lexus LX600/500d start the installation at step i.

Note: Details for removing the ECU may differ based on which engine is in your vehicle.

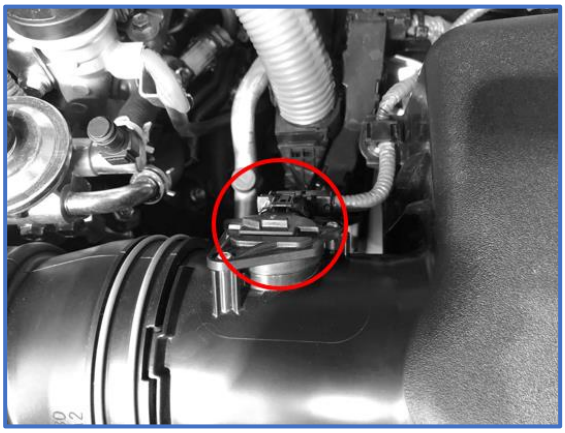
i. Start by opening up the front hood/bonnet and remove the batter cover.

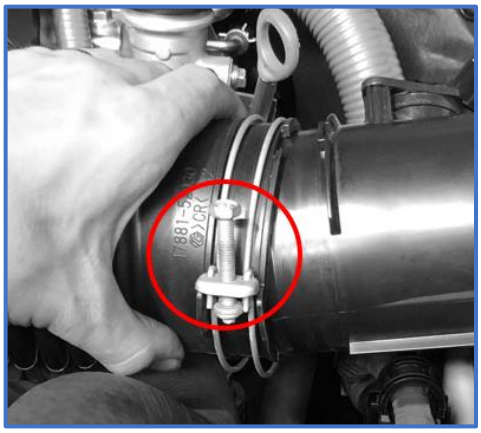


ii. Using the 10mm spanner, remove the negative terminal from the battery.



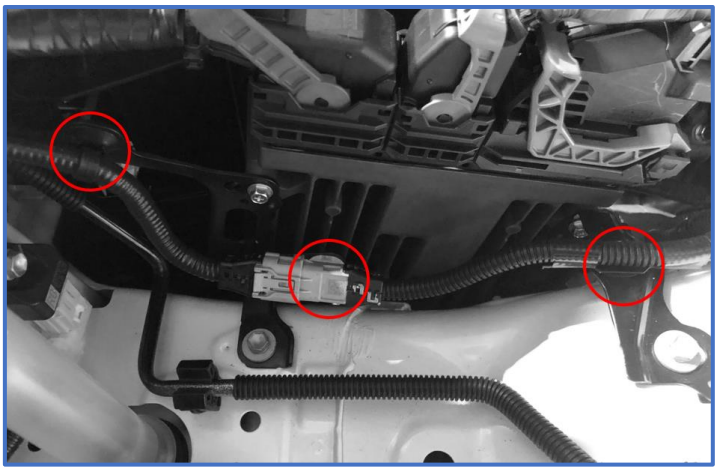
iii. Remove the plug from the MAF sensor on the airbox before loosening the hose clap.



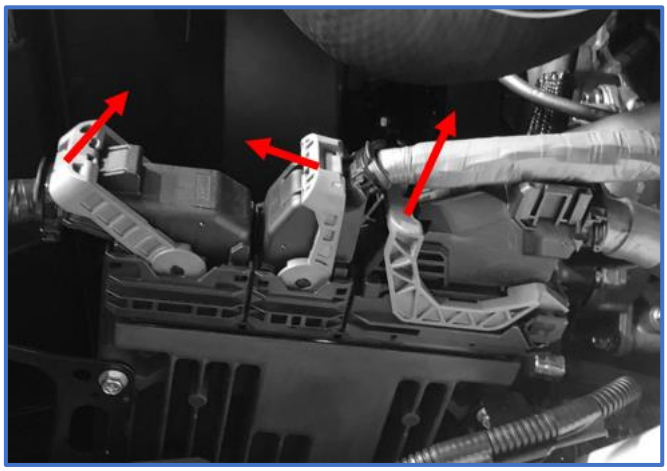


iv. Firmly pull up on the airbox and it should pop off its mounts. Remove the airbox box from the vehicle.

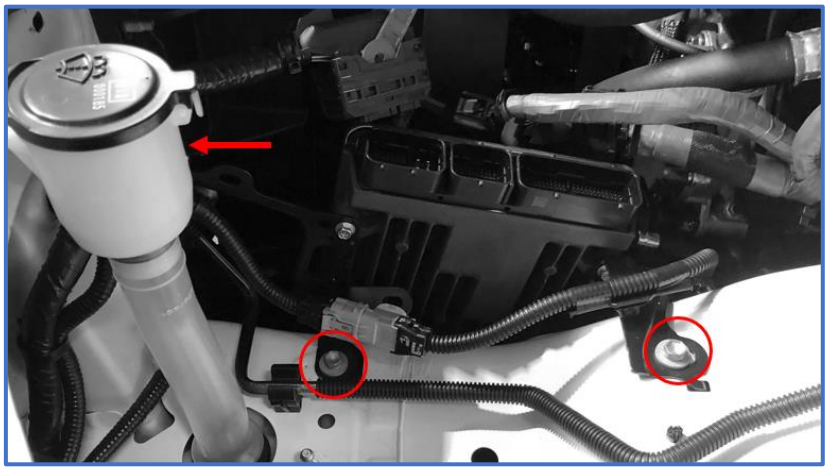
v. Once the airbox is out of the way, carefully remove the wiring loop from the ECU bracket.



vi. Disconnect the ECU connectors from the ECU.



vii. Remove the 3x M8 bolts holding the ECU in, then remove the ECU from the vehicle.



viii. Continue the installation from step 1.

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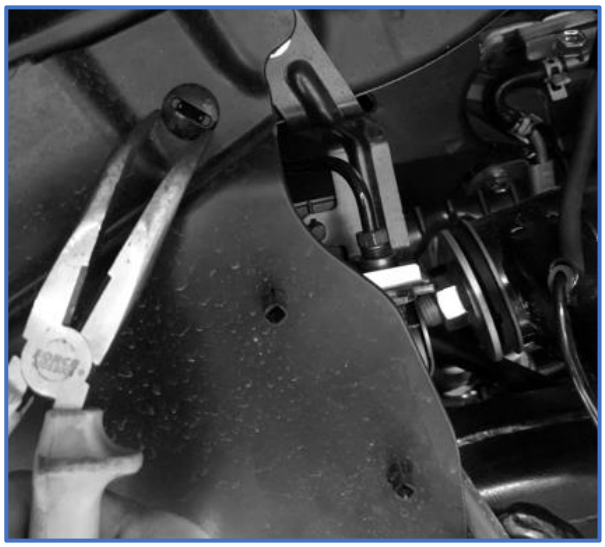
Toyota LC300 / Prado 250 / 4 Runner 25+ / Tacoma 24+ & Lexus GX 550 / LX 600/500d

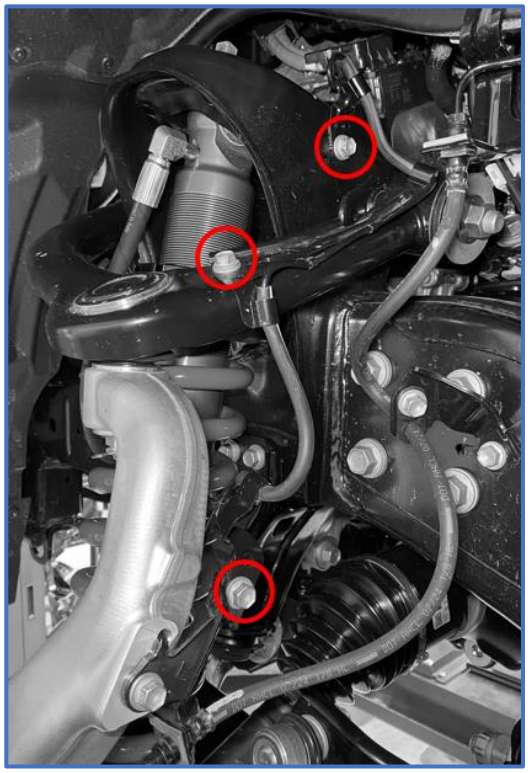
Fixed Offset Front Upper Control Arms

Install Instructions:

1. Raise the vehicle by the chassis and support on a hoist or on jack stands.
2. Remove the front wheels.
3. Remove the clips holding the inner guard liners using the needle nose pliers to gain access to the UCA Bolt.



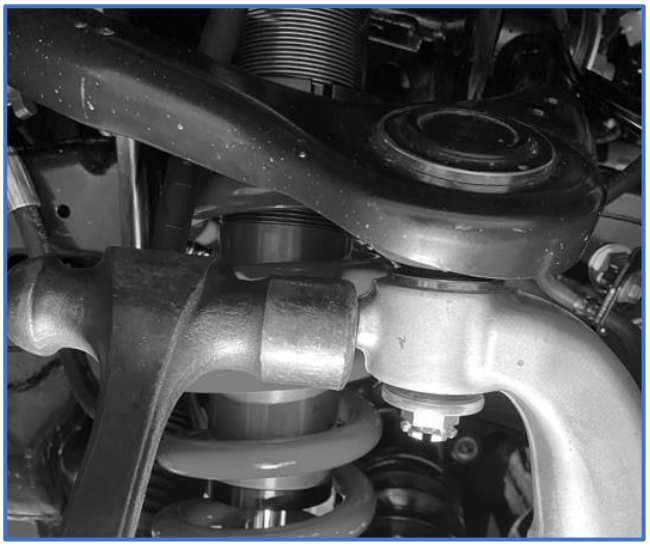
4. Using the 12mm Spanner, remove the ABS sensor from the chassis, UCA and knuckle by removing the 3x M8 bolts highlighted below.



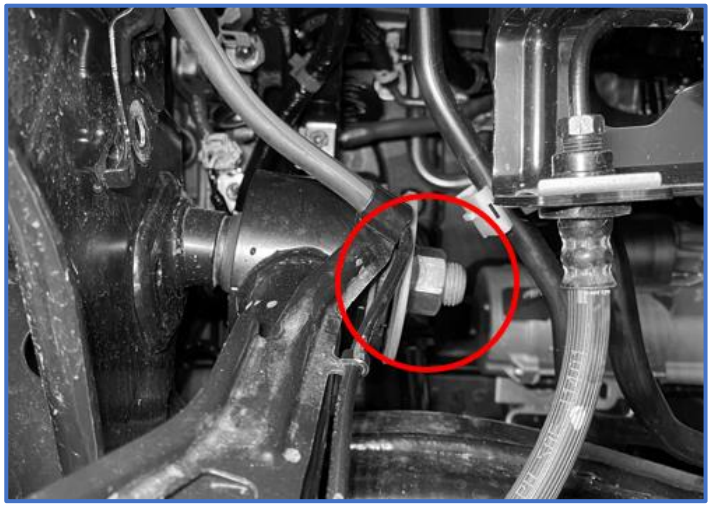
5. Next remove the “R” clip from the upper ball joint using the pliers.

6. With the 19mm socket, loosen the nut holding the ball joint to the upright, but not all the way.

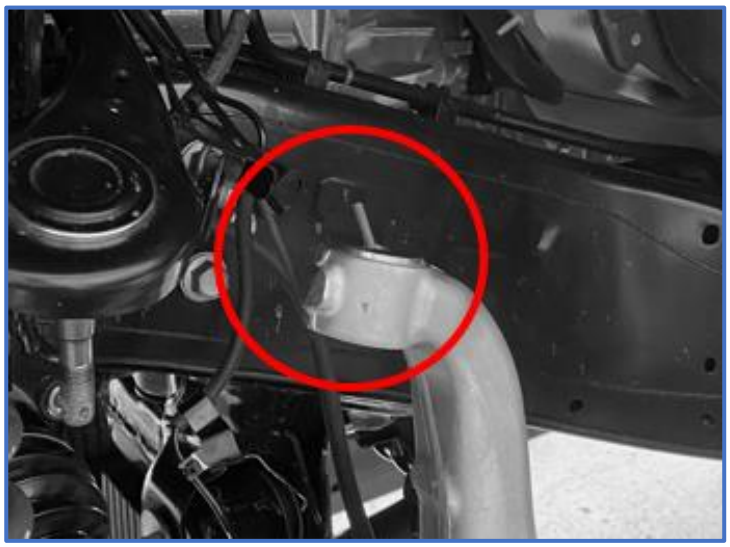
7. Using the hammer, strike the knuckle to release the ball joint taper. The ball joint will pop out once free.



8. Loosen the UCA bolts using the 22mm spanners to remove the tension from the bushings.



9. If your vehicle is fitted with a ride height sensor, remove it from the factory control arm now.
10. Completely remove the upper ball joint from the knuckle and support the knuckle using a strap/wire cable to protect the CV and brake lines.



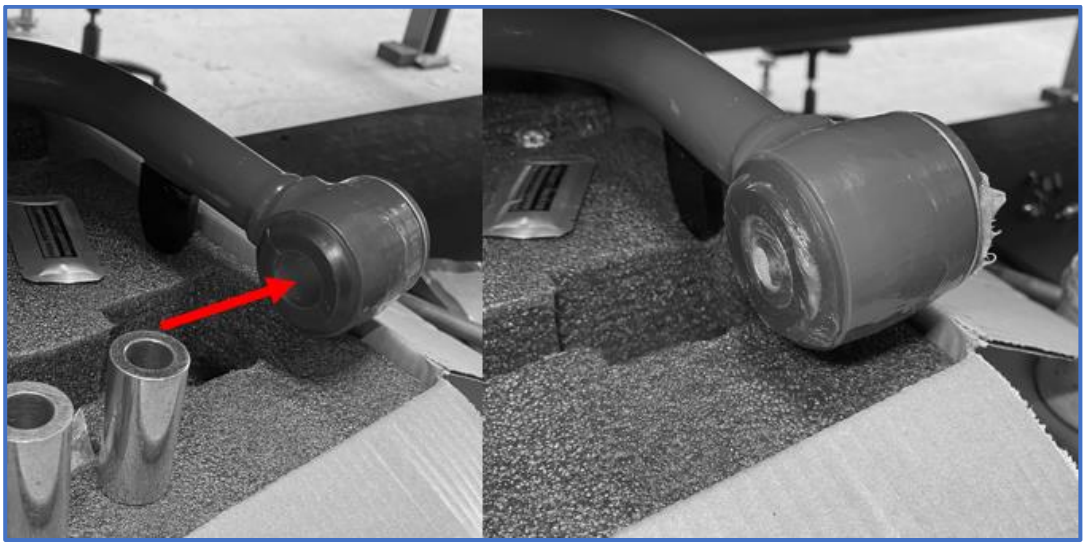
11. Remove the UCA bolt and the UCA from the vehicle. See the notes below for special details on removing the UCA bolt from your specific vehicle.

2.8L Turbo Diesel models (Prado 250): On the LH side, the AC line will need to be pushed slightly down out of the way for the bolt to slide past. On the RH side, the rubber intercooler pipe can be pushed out of the way with your hand to make room for the bolt.

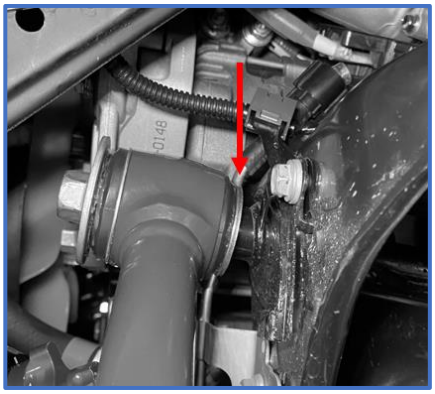
2.4L Turbo Petrol (Tacoma, Prado 250 & 4 Runner): On the LH side, the intercooler pipe will need to be disconnected from the intercooler by prying open the circlips on the connector. Once disconnected, lift the pipe up and out of the way to remove the UCA bolt. The RH side should be able to slide out without issue.

3.3L Turbo Diesel, 3.4L Turbo Petrol & 4.0L Petrol (LC300, LX500d, LX600 & GX550): Follow steps i-vii for instructions to remove the ECU. Once removed, the bolt should be able to be removed on both sides.

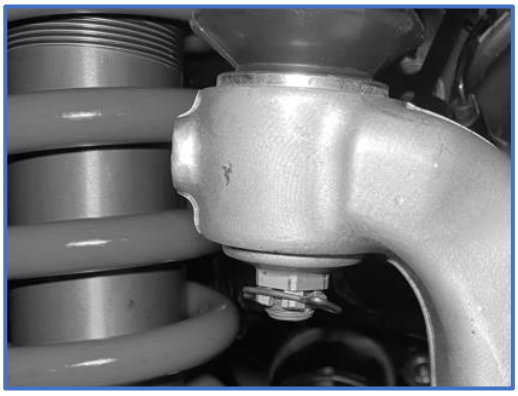
12. Installation is the reverse of removal with the new arm.
13. Before installing the arm, ensure to remove the crush tubes from the bushings and apply grease to the bore and faces of the bushings using the supplied grease.



14. Bolt the new arm into the frame with the supplied washers installed on the inside of the bushings and the factory washers on the outside. Torque the factory bolt and nut to factory settings.

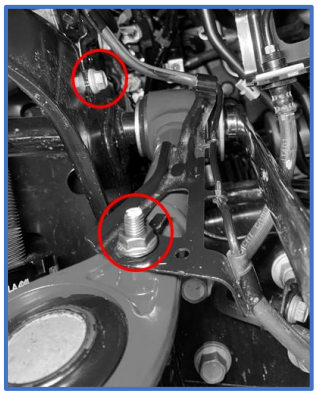


15. Install the stud of the ball joint into the knuckle.
16. Tighten the ball joint taper down using the new nut and 19mm spanner to factory settings and install the new split pin or reuse the factory “R” clip.

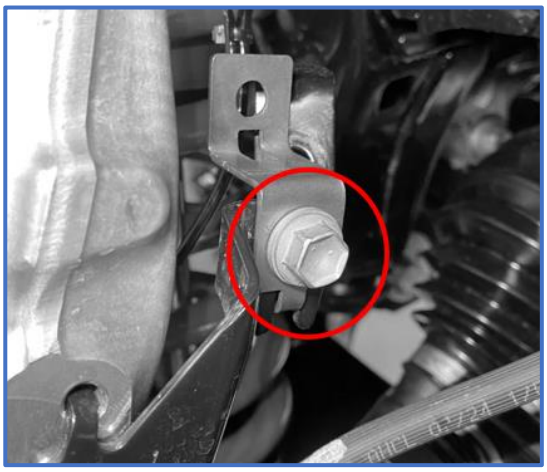


17. Re-install the Swaybar link using the factory hardware (Torque to factory spec).

18. If your vehicle is fitted with the headlight sensor, re-attach the sensor to the new UCA using the included bracket using the factory nut (Torque to factory spec).
19. Re-attach the ABS cable bracket to the chassis (Torque to factory spec) and then attach the bracket to the UCA using the included nut and 13mm spanner. Torque to 14Nm (10 ft. lbs).



20. Attach the supplied ABS cable spacer to the knuckle using the factory bolt (Torque to factory spec).



21. Using the included M8 bolt and nut, attach the factory ABS bracket to the bracket spacer. You will need the 13mm spanner and 6mm Hex.

22. Re-install the inner guard liners.
23. The process is now complete. Repeat this process for the other side.
24. For LC300 and LX600, reinstall the ECU by reversing the process from step i to viii.
25. Install wheel and lower vehicle to the ground. Check for any clearance issues.
26. Manufacture's torque setting must be used on all bolts.
27. The vehicle will now require a wheel alignment.
28. Recheck all bolts after 1000km (600 miles) or 1 month;