

Fitting Instructions #TRC6480IS

Toyota Prado 120, 150 series /FJ Cruiser 2009 on Lexus GX 2009 on
Front Upper Control Arms



Note: This is a suggested method of replacing the front upper control arm with the suggested tools. It is recommended that a skilled mechanic or technician undertakes the procedure.

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.
2. Raise vehicle by the chassis and support lower control arms with jack stands. Remove front tyre and wheel assemblies. (Figure 1, 2.)



Figure 1- Recommended Chassis Support

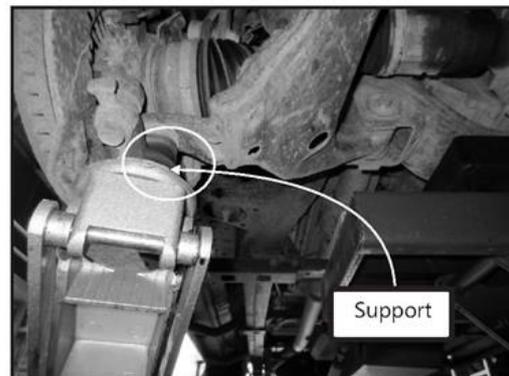


Figure 2- Recommended Lower Control Arm Support

3. Loosen the nut on the upper arm-to-frame mounting bolt and remove bolt holding ABS wiring from upper arm. (Figure 3.)
4. Remove split pin and nut holding OEM ball joint to spindle. Break the taper between the ball joint stud and spindle and remove the ball joint from the spindle. Ensure spindle is properly supported so that ABS and brake wiring are loose. Fig 5

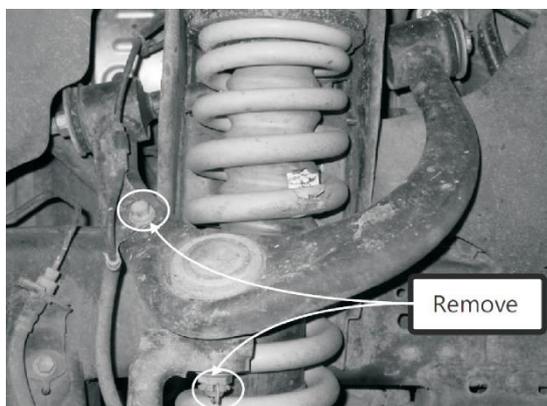


Figure 3 - Removal location of ABS wiring and split pin.

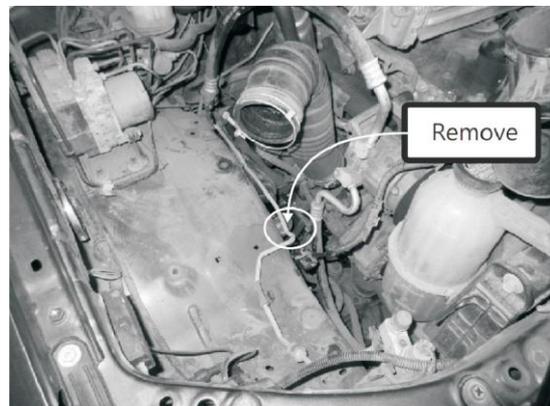


Figure 4 - Engine bay after component removal.

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Note: Depending on model you may need to provide clearance to gain access to remove the bolt, the following photos show what needs to be removed: air mass sensor clip, wiring harness clip, intake tube steel clip, air filter house and batteries (Figure 6-8)

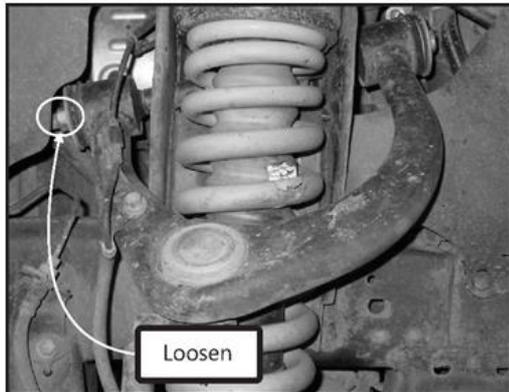


Figure 5 – Control arm bolt loosening.

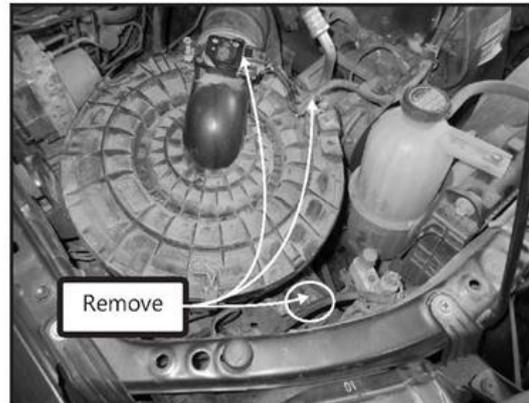


Figure 6 – Air mass sensor and wiring harness clip

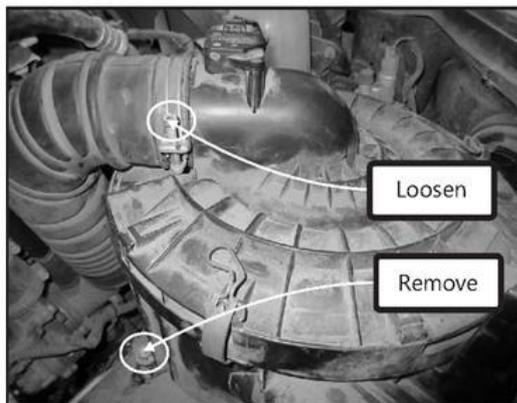


Figure 7 – Air intake clamp and lower mounting bolt

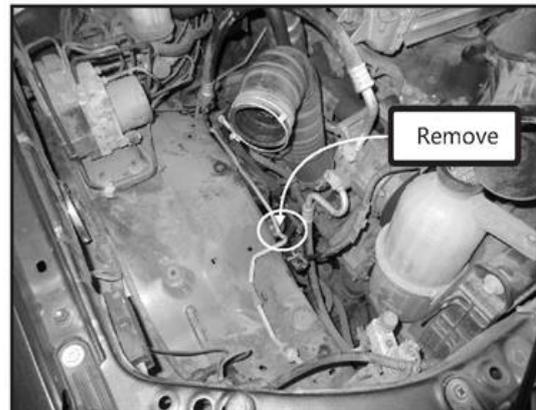


Figure 8 – Final mounting bolt.

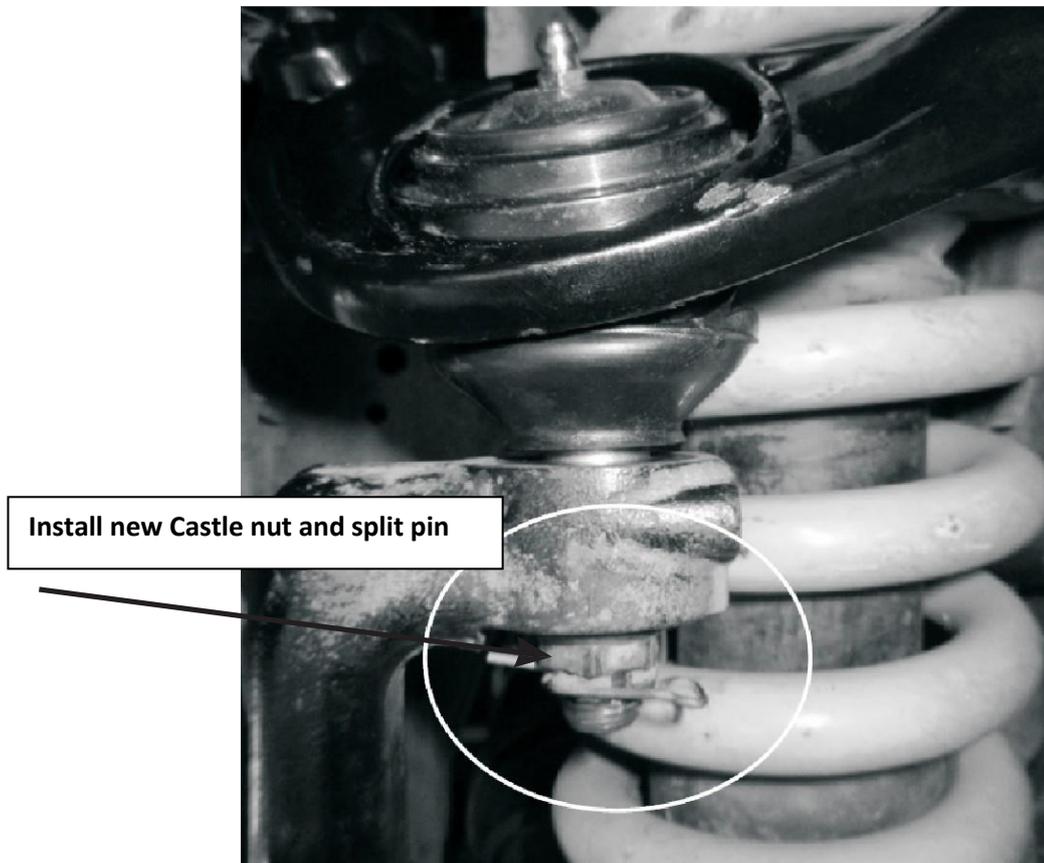


Fig 9

5. Remove bolt retaining arm
6. Remove arm from vehicle and discard
7. Using supplied grease, lightly coat the ends of the bushing.
8. Install the control arm to the vehicle see Fig 9 **Torque bolt-nut to 115 Nm**
9. Insert the ball joint stud into the spindle, install the new Castle nut and **torque to 110Nm**. Tighten further until the new split pin can be installed. Fig 9
10. Re-attach ABS cable bracket to the arm
11. Check the length of ABS cable, **ensuring the cable isn't overly taugt and adjust if necessary,**
12. Re-install the tyre and wheel assembly. Lower vehicle and check for clearance and wheel align.
13. **Note these arms will improve bump steer and are intended to be used in vehicles with a lift of 30-70mm you should achieve a castor increase of 2.5 -3.5 degrees and 1.5 degrees negative camber.**

Note: All torque specifications are to be checked after 100km of travel.