

Install Guide

Front Upper Control Arms

- Live Adjustable Camber and Caster



Application - Toyota Landcruiser 200 series
 - Lexus LX 200 series
 - 2009-2020

(Always refer current catalogue listing)

Contents - 2x complete upper A arms
 - with adjustable ball joints
 - 4x flat washers

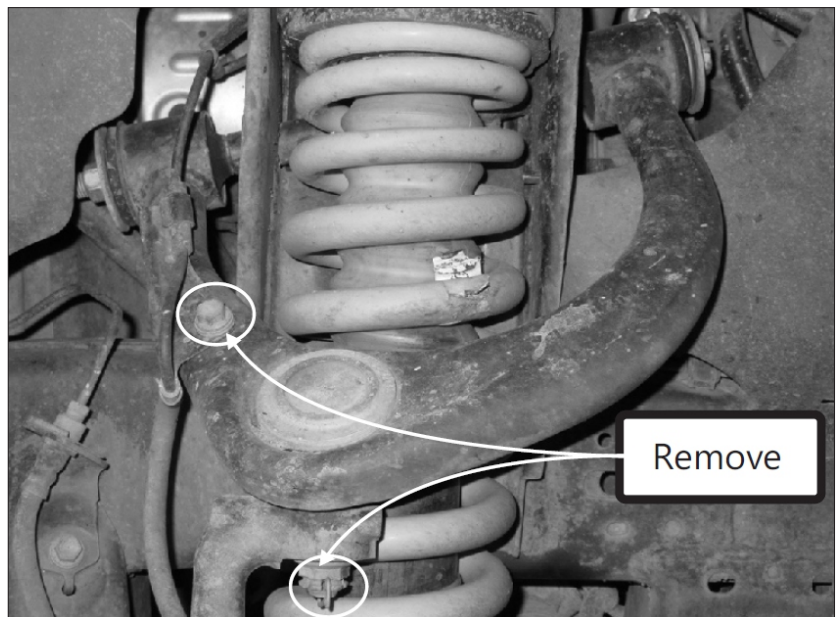


WHITELINE recommends checking current tyre wear patterns in addition to noting current wheel alignment settings prior to dismantling.

- Raise vehicle evenly and safely support. Never rely on a jack only.
- Start by removing front wheels.
- Locate the ABS wire. Un-bolt from top side of control arm.
- Next, remove the “R” clip from the ball joint pin.

Refer RH image.

Refer page 2 -



It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

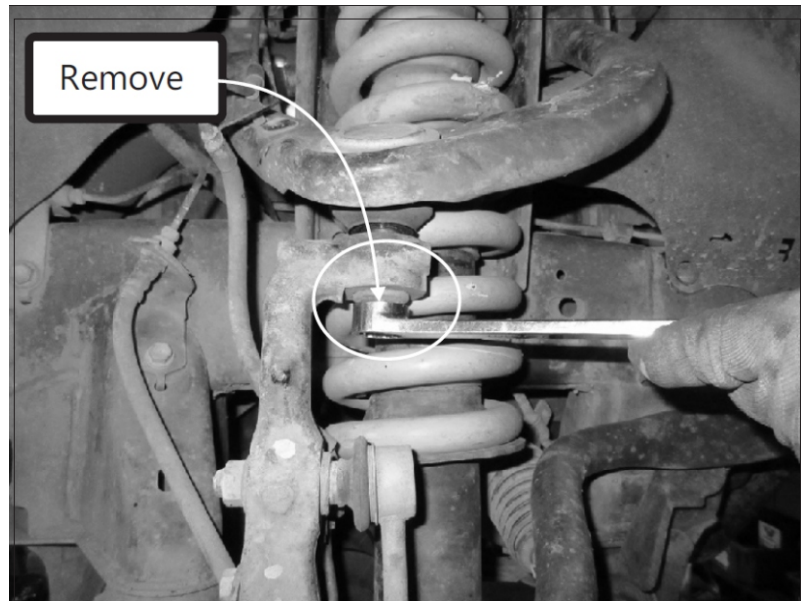
Install Guide

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- Next, loosen ball joint nut - but don't remove just yet.
- Strike hub/up-right with hammer to break taper.
- Remove nut and lift arm up.

Refer RH image.



Note - the RH control arm may be challenging to remove without loosening intake pipe.



- Note the hose clamp behind the front RH bushing.
- Loosen clamp, then remove the 12mm bolts holding the aluminium pipe to engine block.

This will help with sliding the large bolt out.

Refer LH image.

Refer page 3 -

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- Proceed to bolt up new control arms.

Note - grease bushings with supplied grease only.

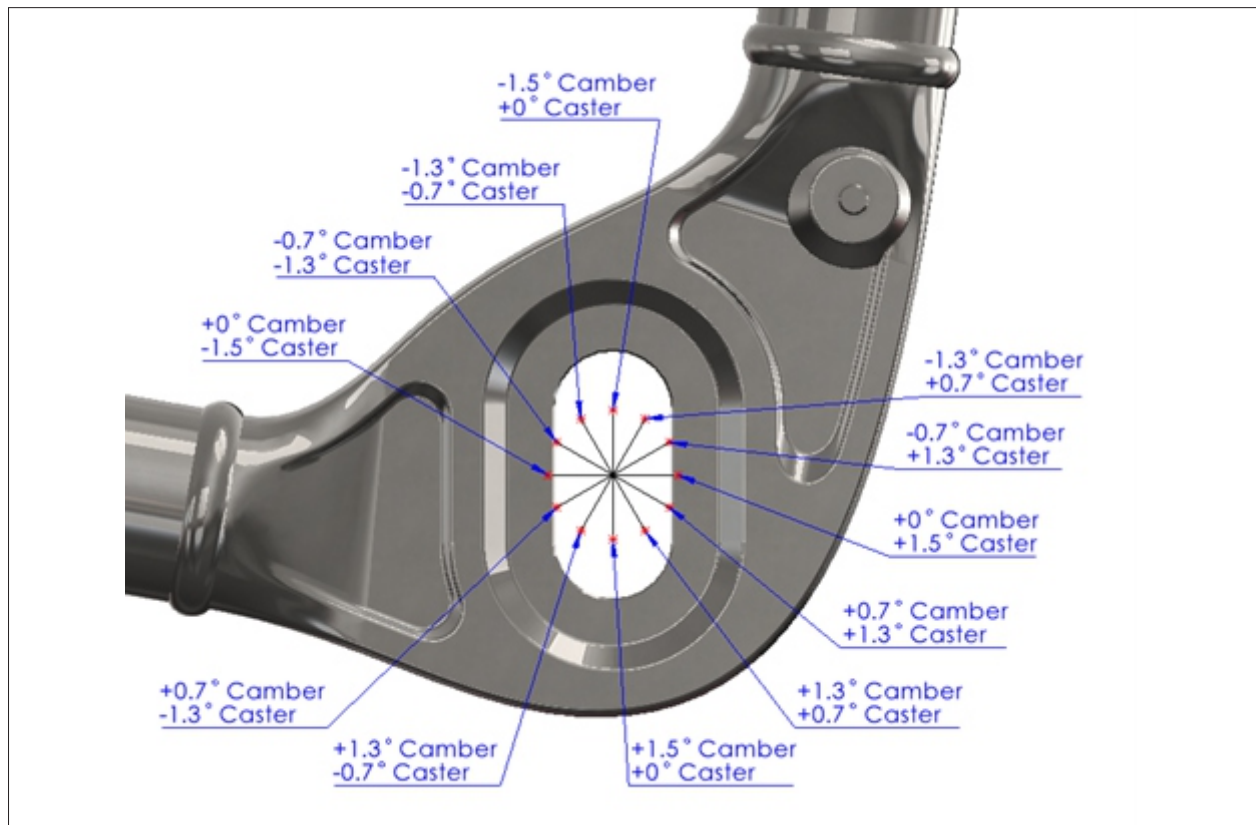
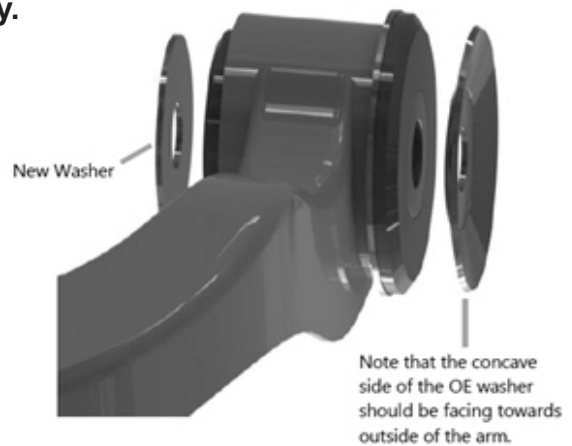
Also, place the original Toyota outer washer as per the RH image.

- Bolt up new ball joint with new supplied nut and split pin.

Note - the ball joint is pre-set for a desired camber/caster setting for a 40-50mm lift.

Please refer to below and next page for further adjustments.

Tip - the bushing supplied being free spinning offer the ability to tighten the long bolt while the wheels are hanging.



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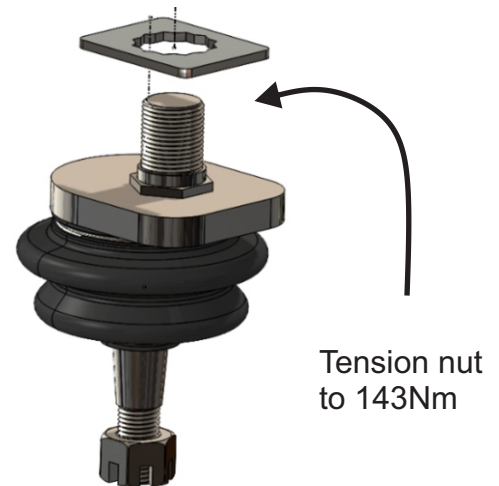
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WHITELINE adjustable arms offer the ability to fine the wheel alignment - to suit vehicles with large tyres, coils and/or if the vehicle is not quite square.

Tip - as a guide, for Toyota 8mm of ball joint movement will offer approx. 1 deg of camber or caster change.

IMPORTANT - the large upper nut must be tensioned to 143Nm.

- Test drive vehicle post wheel alignment.
- Re-check all bolts after 500kms.



Recommended settings for 50mm lift (2")	Recommended settings for 75mm lift (3")
<p>A diagram of the front upper control arm for a 50mm lift. A blue circle highlights the ball joint area, and a blue arrow indicates a 4.0mm adjustment from the outside.</p>	<p>A diagram of the front upper control arm for a 75mm lift. A blue circle highlights the ball joint area, and a blue arrow indicates a 7.5mm adjustment from the outside.</p>
Position the ball joint pointing straight inwards and slide the ball joint 4mm from the outside.	Position the ball joint to the first position angled rearward and slide the ball joint 7.5mm from the outside.
This configuration roughly equates to the following changes over the OE UCA: Camber: -0.5 deg Caster: +1.8 deg	This configuration roughly equates to the following changes over the OE UCA: Camber: -0.7 deg Caster: +2.6 deg

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