

## **#99500 TOYOTA LANDCRUISER 100 SERIES UCA'S**

Place the vehicle securely on jack stands. Make sure the front wheels are not contacting the ground. Chock both rear wheels of the vehicle to secure it from rolling back. Proceed to remove the front wheels and tires.

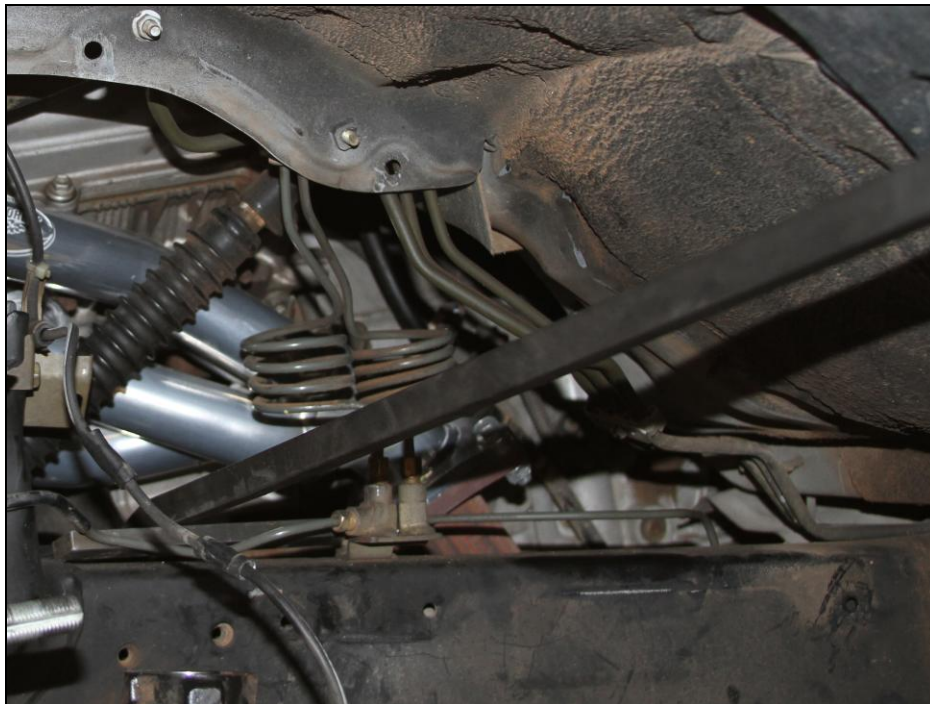
**The factory Toyota manual is recommended for removal and re-installation of all factory components.**

**Before you start disassembly-** Make sure the vehicle is secure and ready to work on.

**STEP 1:** Unhook ABS wire from clips on the stock upper control arm.

**STEP 2:** Remove nut from upper ball joint and pop joint loose.

**STEP 3:** Loosen upper control arm pivot bolt cams and remove. If the vehicle is equipped with aftermarket exhaust headers the driver's side rear cam will contact the header tube. To remove, place a pry bar under the driver's side engine mount and pry upwards. This will allow enough clearance to remove the cam.



**STEP 4:** Using a good synthetic grease (preferable containing PTFE, TC recommends Superlube) assemble the new UCA's. Press in the new polyurethane bushings dry, then apply grease to the ID of the bushings. Next, press in the supplied metal inner sleeves. Finally, thread in the supplied 1/4"-28 zerk fittings. Do not over tighten as they are hollow and can snap off. Position the zerk fittings so they can be reached with a grease gun once the arms are installed on the vehicle.

**STEP 5:** Install arm into the frame mounts first. A dead blow hammer may be needed to tap the arms into place.

**STEP 6:** Install cam hardware into pivots but do not tighten yet.

**STEP 7:** Install tapered adapter sleeve in the top of the spindle.



**STEP 8:** Pivot the upper control arm down until the lower hi-misalignment spacer in the uniball slides over the tapered spindle adapter sleeve. Coat the 9/16"-18 X 5" grade 8 bolt with a layer of anti-seize and insert through the assembly. Torque to 100 ft-lbs.



**STEP 9:** Set cams into position and tighten hardware (torque to 72 ft/lbs).



**STEP 10:** Zip-tie the ABS wire to the tab welded on the UCA.



**STEP 11:** Double check that all hardware is properly tightened, then re-install the tires.

**STEP 12:** Have a front-end alignment performed by a properly trained shop that understands modified suspensions.

