TOTAL CHAOS FABRICATION
www.chaosfab.com

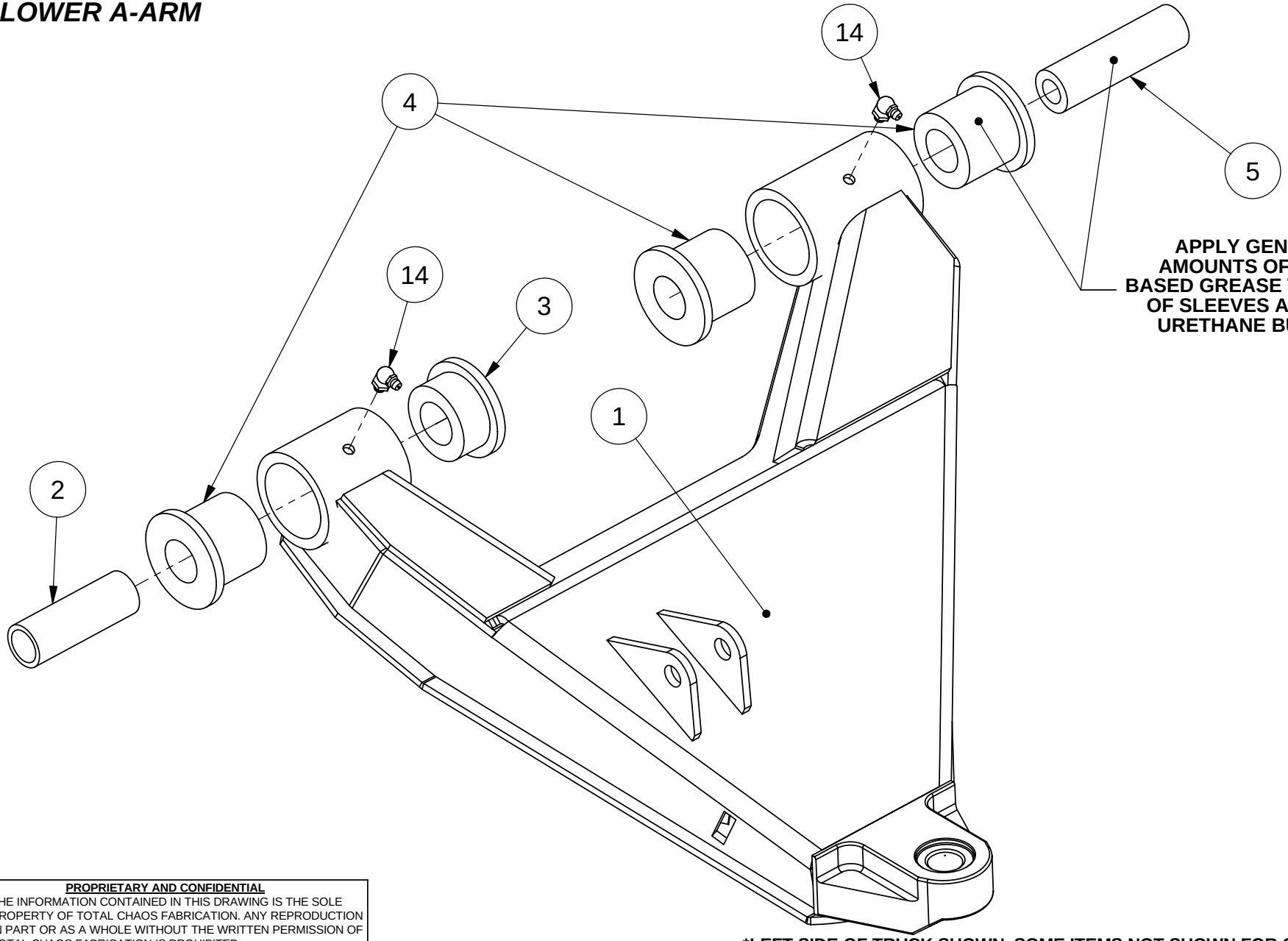
INSTALLATION INSTRUCTIONS

07+ FJ/05+ TACOMA STOCK LENGTH LOWER ARMS

TC-86500

DATE: 6/24/2009
REV.: 01
SCALE: N.T.S.
PAGE: 1 OF 4
DRAWN: SW

LOWER A-ARM



APPLY GENEROUS AMOUNTS OF TEFLON BASED GREASE TO OUTSIDE OF SLEEVES AND I.D. OF URETHANE BUSHINGS

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***LEFT SIDE OF TRUCK SHOWN. SOME ITEMS NOT SHOWN FOR CLARITY.**

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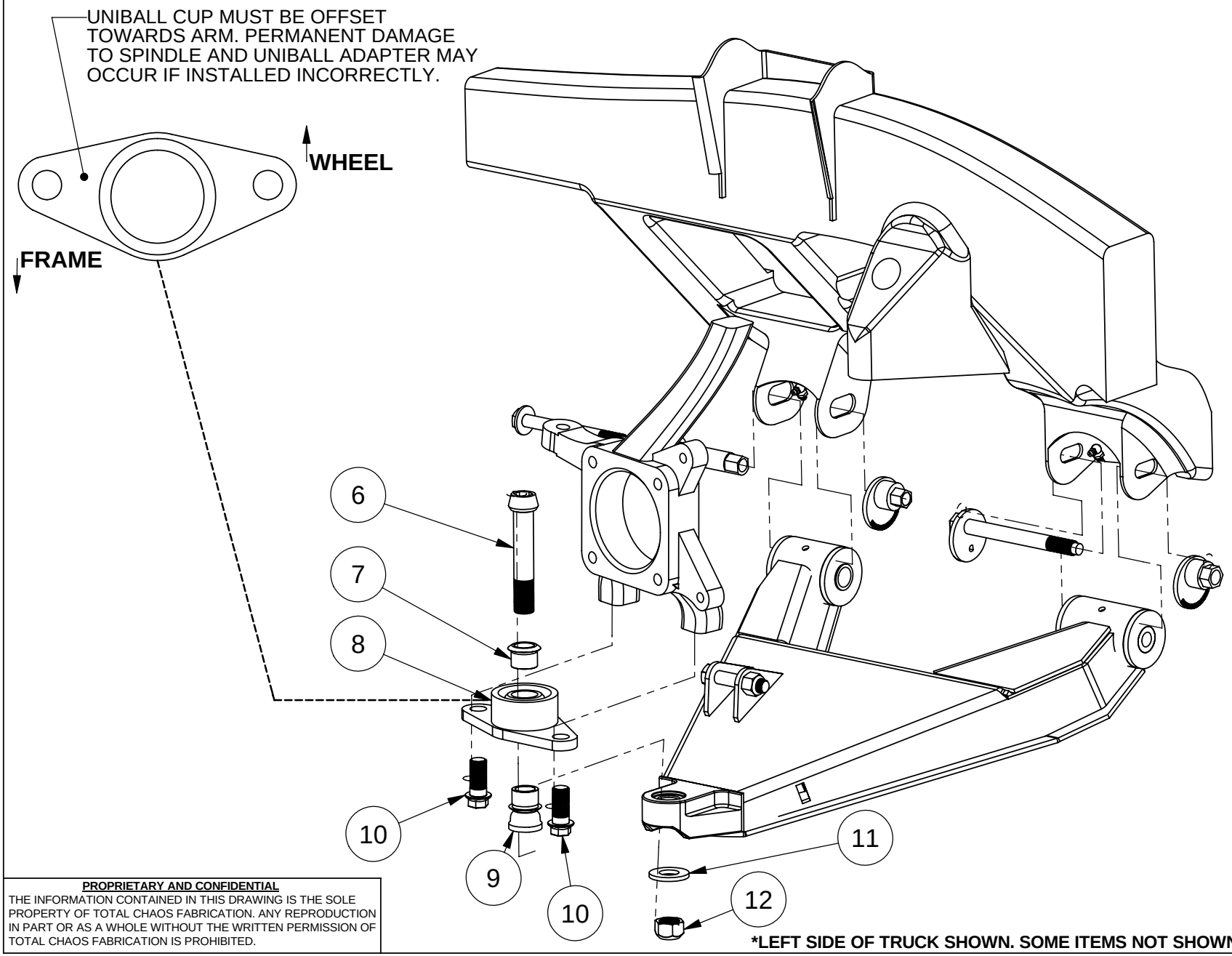

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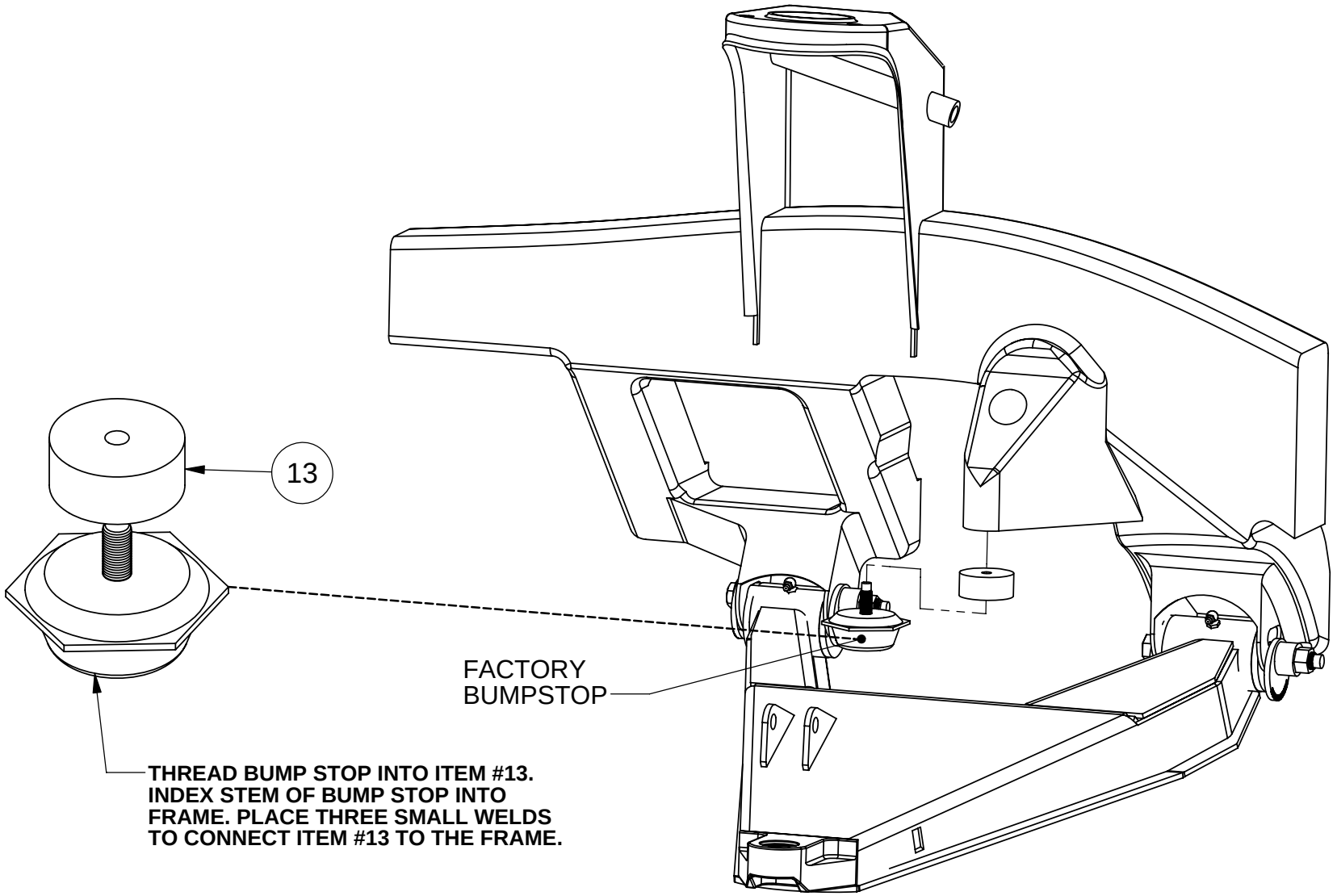

THREAD BUMP STOP INTO ITEM #13. INDEX STEM OF BUMP STOP INTO FRAME. PLACE THREE SMALL WELDS TO CONNECT ITEM #13 TO THE FRAME.

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INSTALLATION NOTES

The factory manual is required for torque specifications on all hardware. This procedure will involve the removal and re-installation of many parts. Always use factory replacements for worn or damaged parts.

Some items are not shown for clarity.

Page 1

Apply generous amounts of teflon based grease to outside of sleeves and I.D. of urethane bushings. (Teflon based grease is available from Total Chaos. Part # - Superlube)

Torque the uniball nut (Item #12) to 125 ft/lbs.

Check and re-torque all lower control arm hardware after initial 500 miles and after every off road excursion.

PARTS LIST: 07+ FJ/05+ TACOMA STOCK LOWER CONTROL ARMS			
ITEM #	PART #	QTY.	ITEM DESCRIPTION
1	86501L	1	CONTROL ARM, STOCK LOWER LEFT
	86501R	1	CONTROL ARM, STOCK LOWER RIGHT
2	69702	2	SLEEVE, LOWER ARM FRONT INNER
3	60684	2	BUSHING, URETHANE SHORT HALF
4	60292	6	BUSHING, URETHANE LONG HALF
5	68603	2	SLEEVE, LOWER ARM REAR INNER
6	10342	2	BOLT, 3/4" x 4.25L SOCKET HEAD
7	10034C	2	SPACER, TOP LOWER ARM MISALIGNMENT
8	68614	2	ADAPTER, LOWER UNIBALL 2-BOLT FLANGE
9	10034T	2	SPACER, BOTTOM LOWER ARM MISALIGNMENT
10	10616	4	BOLT, 16MM X 45MM FLANGE HEAD
11	12304	2	WASHER, 3/4" SAE
12	11302	2	NUT, 3/4" GRADE C LOCK
13	68610	2	THREADED SPACER, BUMPSTOP
14	10005	4	FITTING, GREASE (ZERK)

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LOWER CONTROL ARM INSTALL TIPS

The following tips are intended to make installation of your TOTAL CHAOS Fabrication lower control arms smoother. We try to answer some of the frequently asked questions that we get during an LCA installation.

PIVOT POCKET ADJUSTMENT

If the LCA pivots are not aligning you may need to use a large crescent wrench or rubber mallet to open up the frame pockets where the lower control arm will mount.

CAUTION: Only a small adjustment may be necessary. You will not need to bend it very much.

GREASE THE PIVOT POCKETS

Greasing the control arm pockets where the bushings pivot on the frame will help when installing the LCA. This will also provide a layer of grease on the flat shoulder side of the bushing.

GREASE THE PIVOT POCKETS CONTINUED

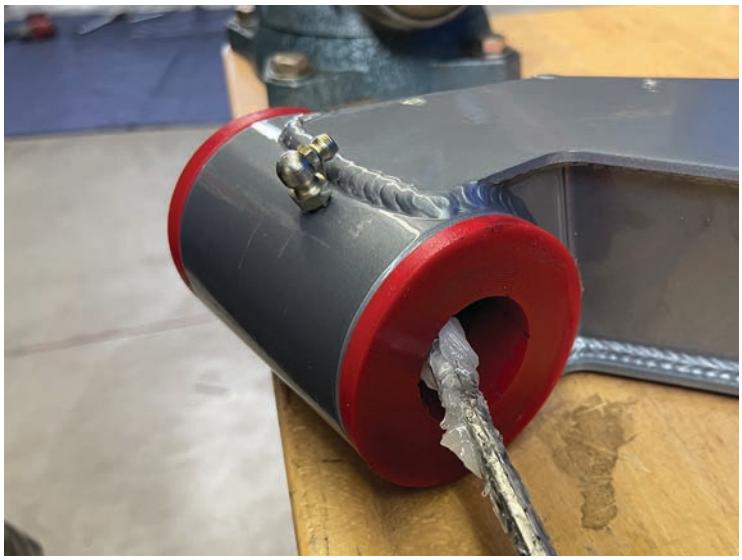
BUSHING PREP AND INSTALLATION

Apply generous amounts of grease to the inside of the lower control arm pivots. Then install the bushings using a dead blow hammer.

(Continued on next page...)

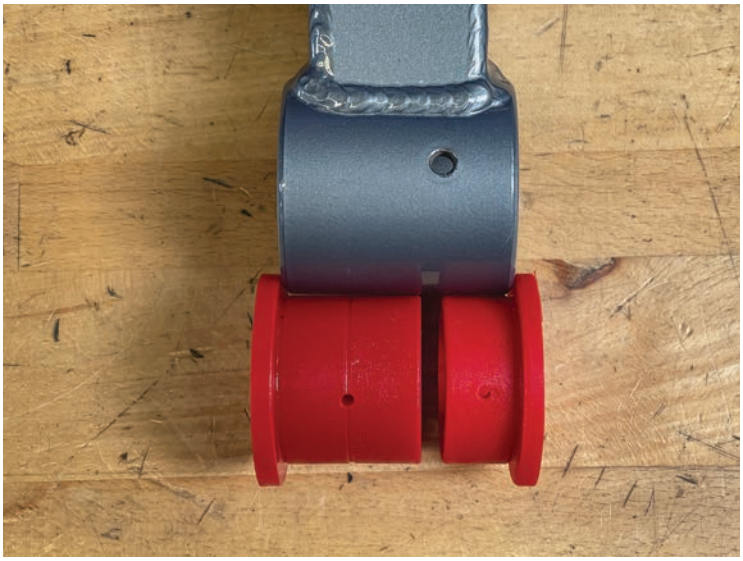
BUSHING PREP AND INSTALLATION

Apply grease to the inner bushing and insert the inner sleeve. It will be a tight fit so a deadblow hammer will be necessary.



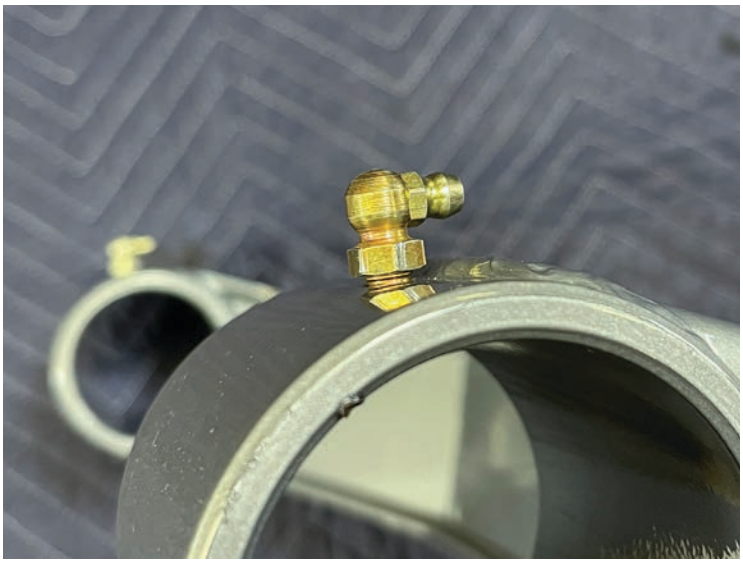
BUSHING ALIGNMENT

Some lower control arm pivots have an offset zerk fitting hole. Be sure to install the bushings in the correct orientation where the gap lines up with the zerk hole.



ZERK FITTINGS

Powder coat can build up in the threaded holes – run a ¼"-28 tap through it to chase it when needed. When tightening the zerk, DO NOT tighten the zerk to the bottom of the thread. Stop when it gets snug. Then rotate as needed to make the fitting accessible for a grease gun.



UNIBALLS

Brand new uniballs are designed to be much tighter to rotate than a ball joint. Rotating the uniball will not be as easy as the ball joint you just removed. You may also notice this when driving the vehicle, especially at low speeds – a heavier steering wheel feel and it may not return to center as fast. If you are replacing a set of worn out ball joints, a new uniball might feel tighter than you were anticipating. There is a break in period associated with these new parts. They will begin to loosen up as break in occurs. Mileage of break in can vary.

FOR INSTALL QUESTIONS OR CUSTOMER SERVICE INQUIRIES:

Call 951.737.9682 or email info@chaosfab.com