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# INSTALLATION INSTRUCTIONS

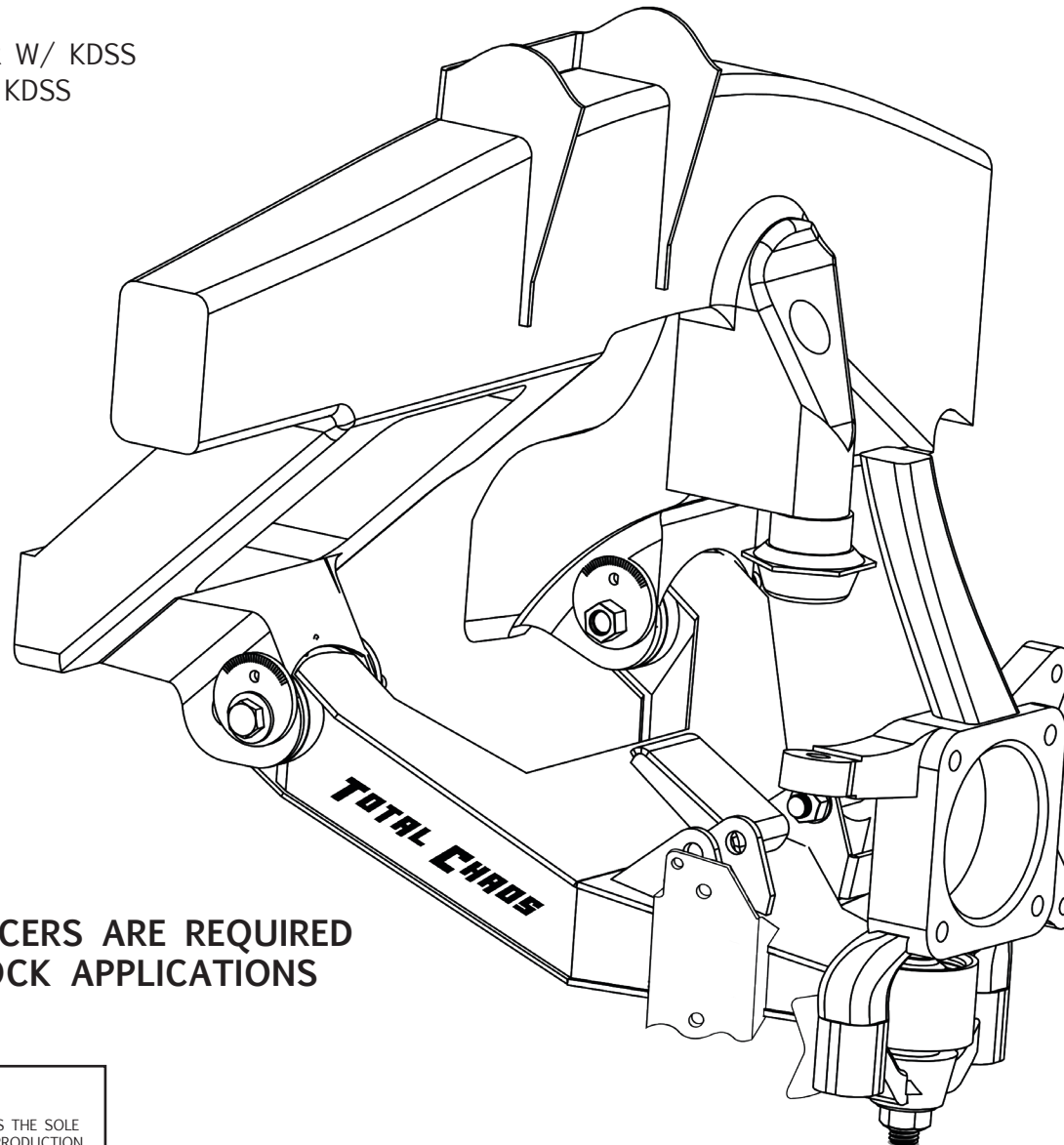
## EXPEDITION SERIES LOWER CONTROL ARMS

86555-E-10FJ-KDSS  
86555-E-10FJ-KDSS-NSS

DATE: 4.24.19  
REV: 01  
SCALE: N.T.S.  
PAGE: 1 OF 4  
DRAWN: CM

### DESIGNED TO FIT:

2010+ TOYOTA 4RUNNER W/ KDSS  
2010+ LEXUS GX460 W/ KDSS



**1.25" WHEEL SPACERS ARE REQUIRED  
FOR DUAL SHOCK APPLICATIONS**

### PROPRIETARY AND CONFIDENTIAL

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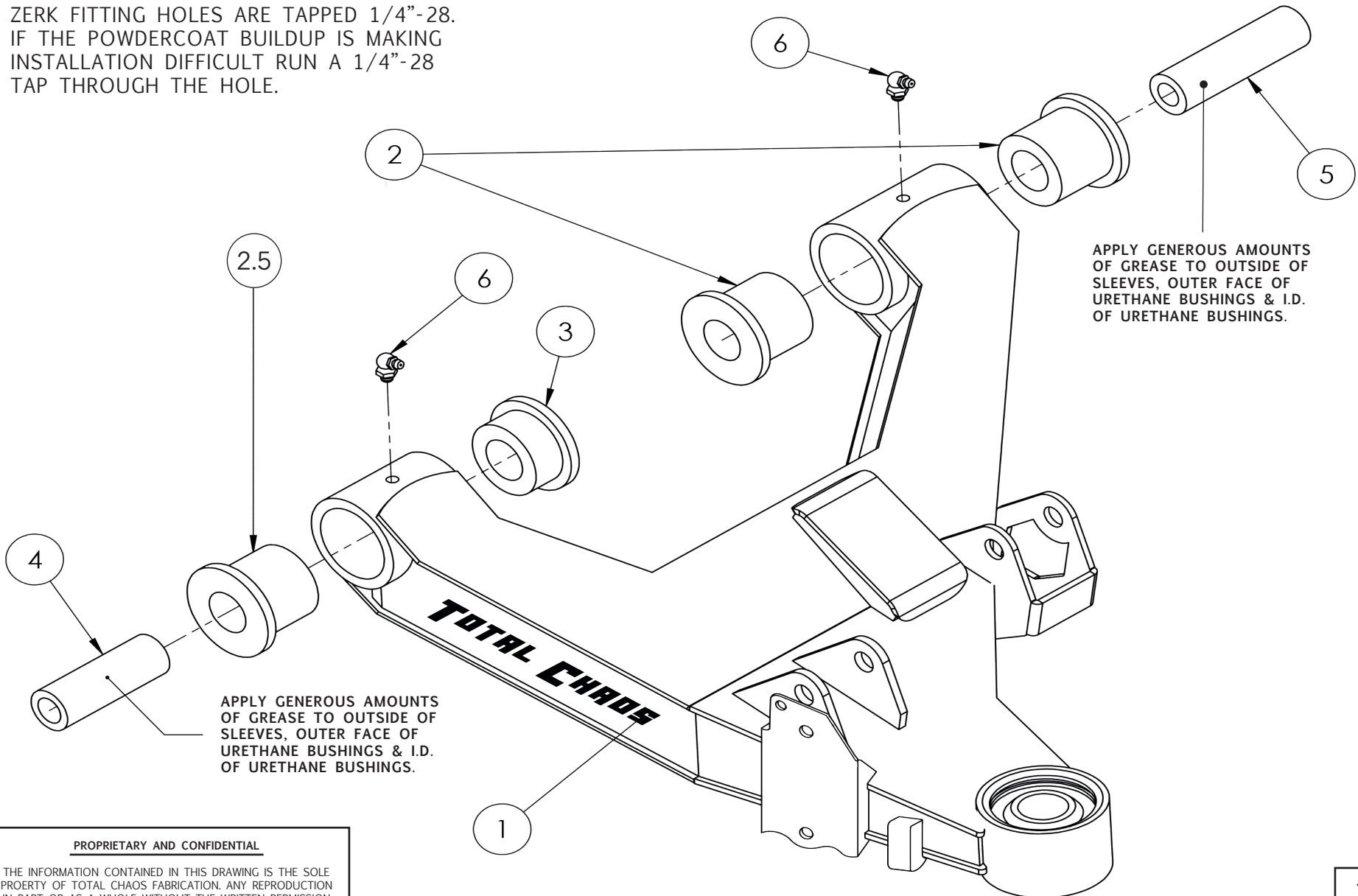
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## EXPEDITION SERIES LOWER CONTROL ARMS

86555-E-10FJ-KDSS  
86555-E-10FJ-KDSS-NSS

DATE: 4.24.19  
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PAGE: 2 OF 4  
DRAWN: CM

ZERK FITTING HOLES ARE TAPPED 1/4"-28.  
IF THE POWDERCOAT BUILDUP IS MAKING  
INSTALLATION DIFFICULT RUN A 1/4"-28  
TAP THROUGH THE HOLE.



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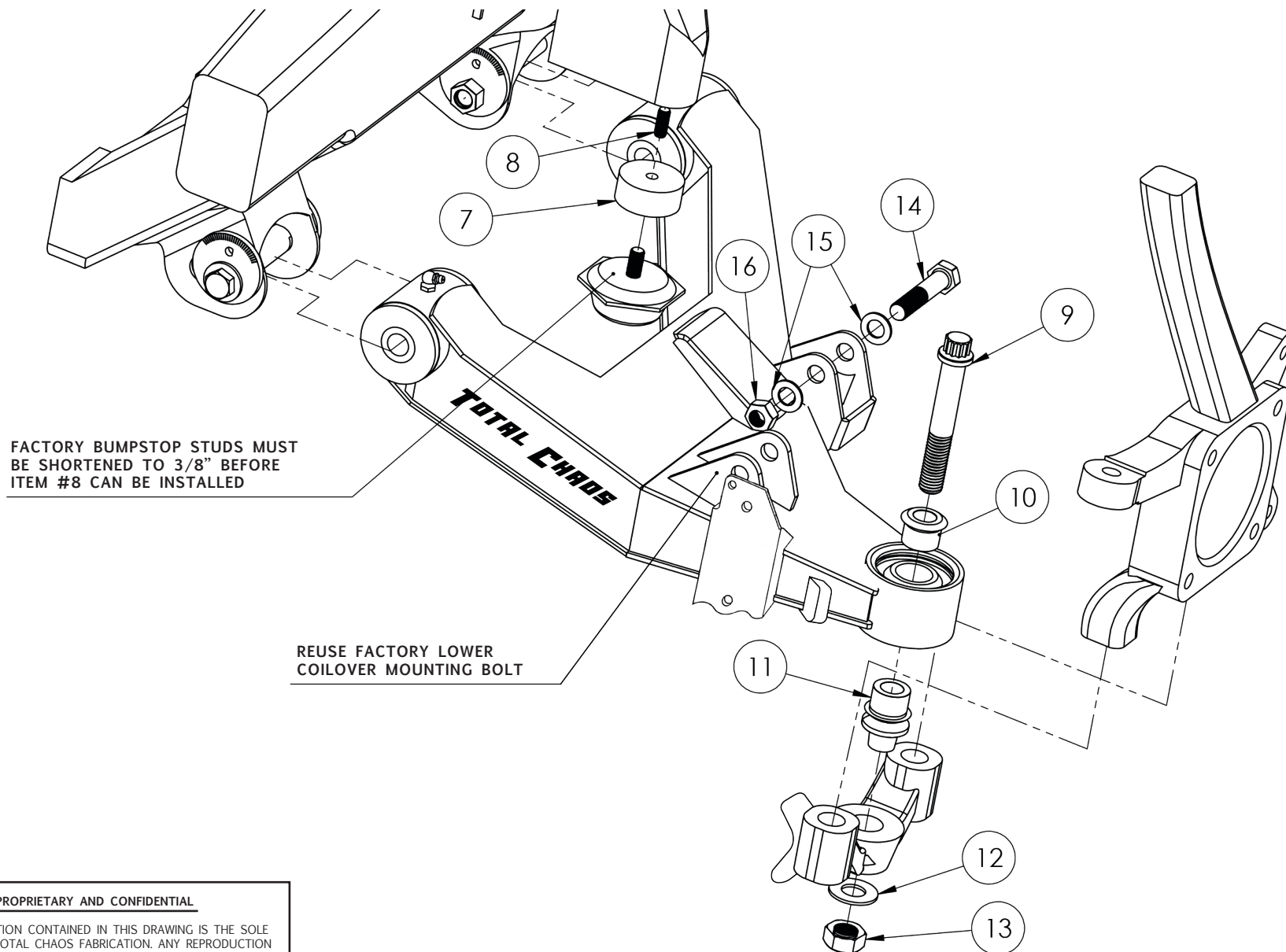
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# INSTALLATION INSTRUCTIONS

## EXPEDITION SERIES LOWER CONTROL ARMS

86555-E-10FJ-KDSS  
86555-E-10FJ-KDSS-NSS

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PAGE: 3 OF 4  
DRAWN: CM



FACTORY BUMSTOP STUDS MUST  
BE SHORTENED TO 3/8" BEFORE  
ITEM #8 CAN BE INSTALLED

REUSE FACTORY LOWER  
COILOVER MOUNTING BOLT

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## EXPEDITION SERIES LOWER CONTROL ARMS

86555-E-10FJ-KDSS  
86555-E-10FJ-KDSS-NSS

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DRAWN: CM

### 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. ALWAYS USE NEW COTTER KEYS DURING RE-INSTALLATION.
- SOME ITEMS ARE NOT SHOWN FOR CLARITY
- PAGE 2  
APPLY GENEROUS AMOUNTS OF GREASE TO OUTSIDE OF SLEEVES, OUTER FACE OF URETHANE BUSHINGS & I.D. OF URETHANE BUSHINGS
- PAGE 3  
TORQUE ITEM #9 TO 100 FT/LBS
- FACTORY BUMPSTOPS STUDS MUST BE SHORTENED TO 3/8" BEFORE ITEM #8 CAN BE INSTALLED.

**TOTAL CHAOS FABRICATION**  
159 N. MAPLE ST. UNIT J  
CORONA, CA 92880  
951.737.9682

### PARTS LIST

ITEM #	PART #	QTY	ITEM DESCRIPTION
1	86525-E-L-KDSS	1	LOWER LEFT CONTROL ARM
	86525-E-R-KDSS	1	LOWER RIGHT CONTROL ARM
2	60292	4	BUSHING - URETHANE LONG HALF 1" ID
2.5	60293	2	BUSHING - URETHANE LONG HALF 1.25" ID
3	60685	2	BUSHING - URETHANE SHORT HALF 1.25" ID
4	68606	2	INNER SLEEVE - LOWER ARM FRONT
5	68607	2	INNER SLEEVE - LOWER ARM REAR
6	10005	4	FITTING - GREASE (ZERK)
7	68610	2	SPACER - BUMP STOP
8	10611	2	STUD - 10MM X 1.00"
9	10141	2	BOLT - 5/8"-18 X 4.00" 12-POINT
10	10058-C	2	HIGH MISALIGNMENT SPACER: 1-5/8" CUSTOM
11	10058-4RN	2	TAPERED ADAPTER: LOWER A-ARM
12	12103	2	WASHER - 5/8" AN (GOLD ZINC)
13	11102	2	NUT - 5/8"-18 GRADE C-LOCK
14*	10025	2	BOLT - 1/2"-20 X 2.50" GRADE 8 (ZINC)
15*	12003	4	WASHER - 1/2" AN
16*	11001	2	NUT - 1/2"-20 NYLOCK (ZINC)
Pre-Installed	FK-WSSX16T-1	2	1" UNIBALL STAINLESS W/ PTFE LINER
Pre-Installed	30604	2	SNAP RING: 1" UNIBALL

\* DUAL SHOCK APPLICATIONS ONLY

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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**

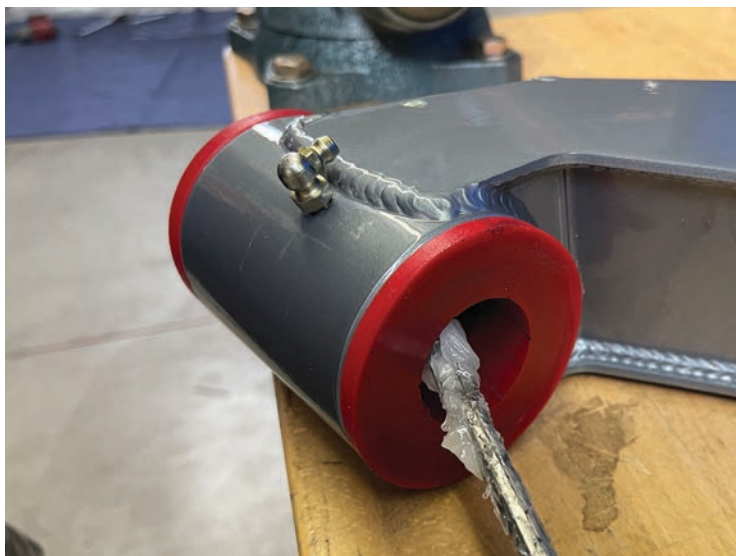
Apply generous amounts of grease to the inside of the lower control arm pivots. Then install the bushings using a dead blow hammer.

(Continued on next page...)



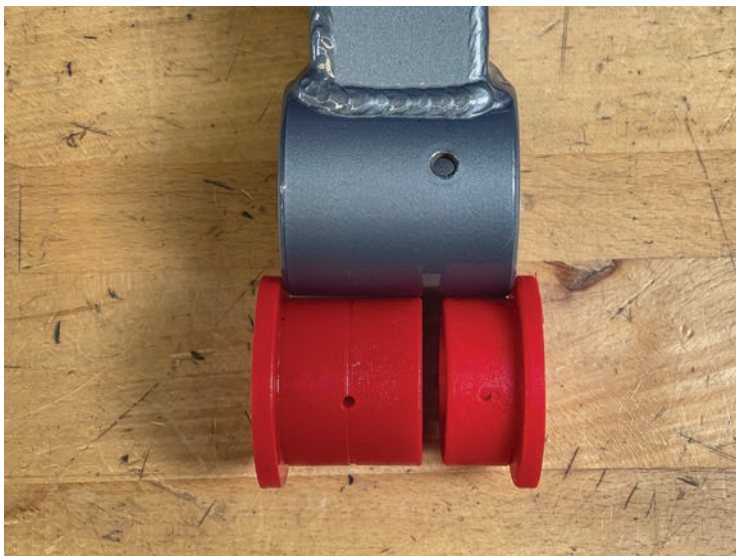
### **BUSHING PREP AND INSTALLATION**

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**

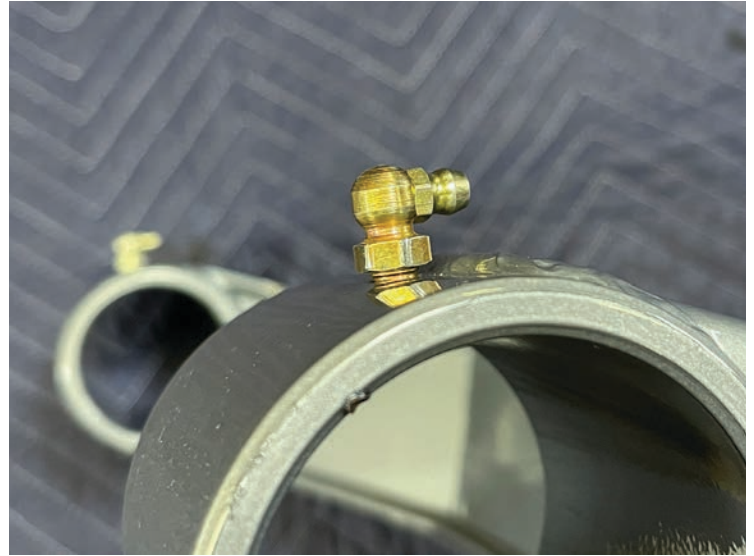
Some lower control arm pivots have an offset zerk fitting hole. Be sure to install the bushings in the correct orientation where the gap lines up with the zerk hole.





### **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](mailto:info@chaosfab.com)