CHAOSFAB.COM

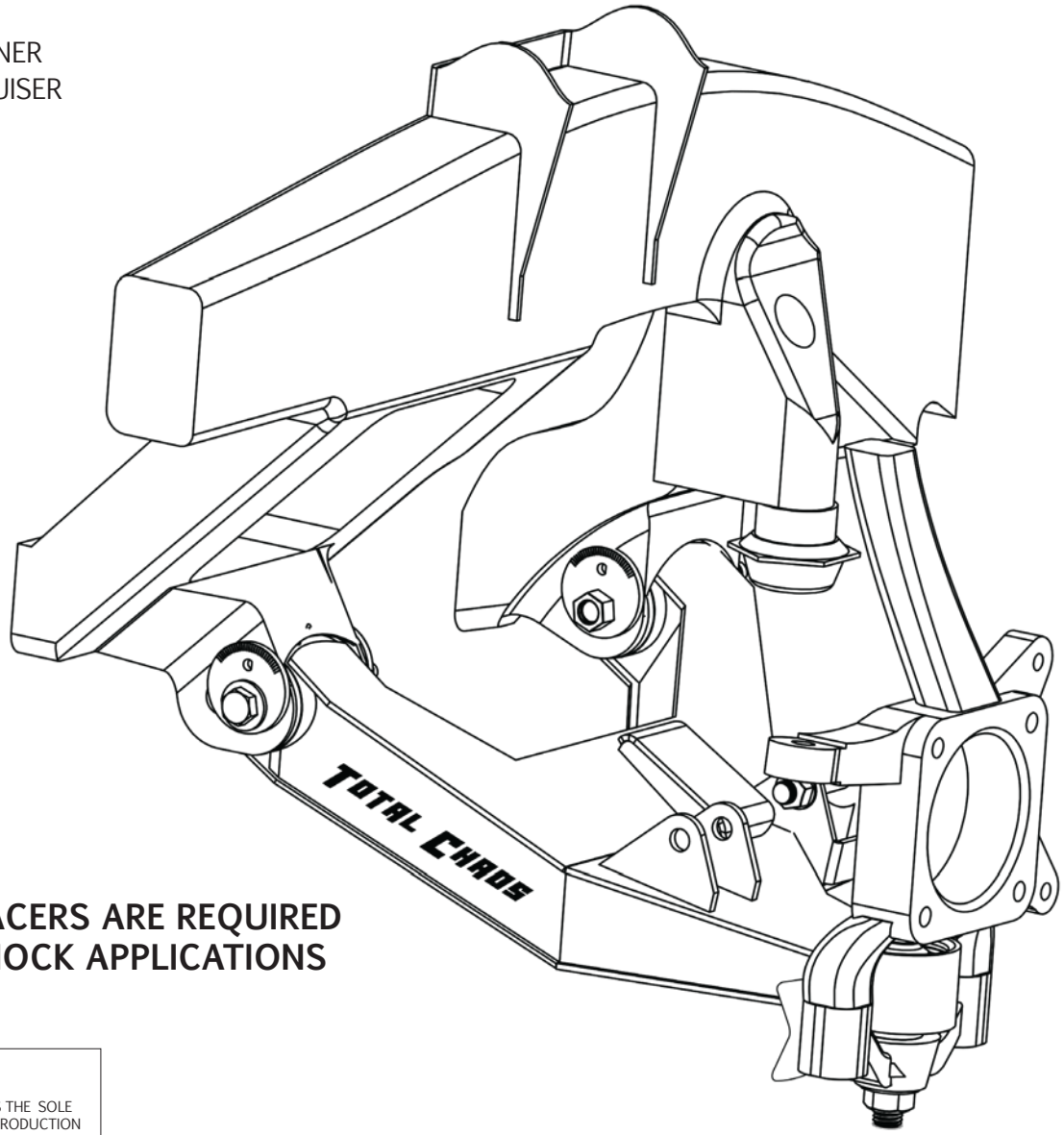
INSTALLATION INSTRUCTIONS
EXPEDITION SERIES LOWER CONTROL ARMS

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

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

DESIGNED TO FIT:

2010-2024 TOYOTA 4RUNNER
2010-2014 TOYOTA FJ CRUISER



1.25" WHEEL SPACERS ARE REQUIRED FOR DUAL SHOCK APPLICATIONS

PROPRIETARY AND CONFIDENTIAL

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TOTAL CHAOS FABRICATION. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TOTAL CHAOS FABRICATION IS PROHIBITED.

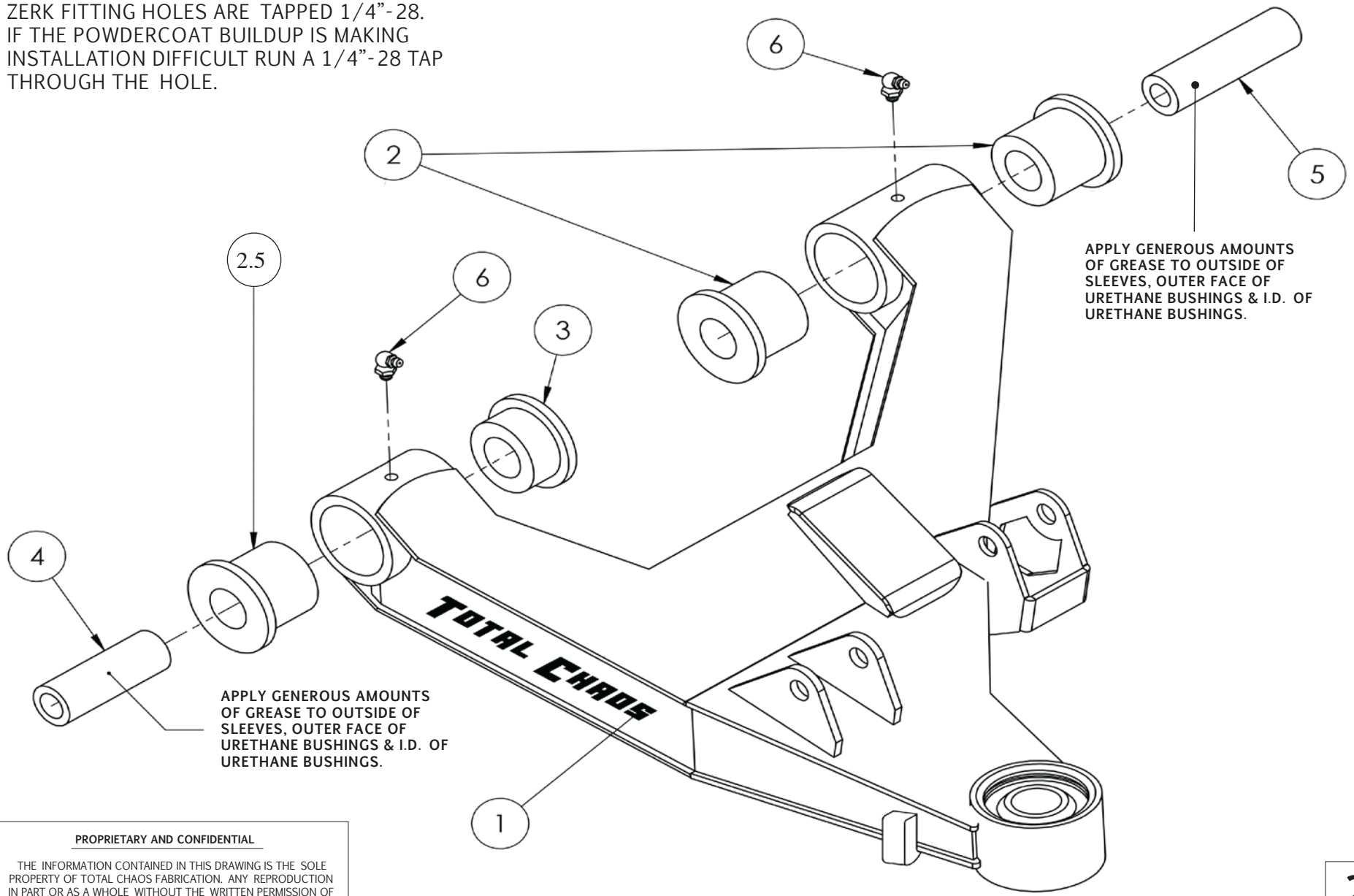
CHAOSFAB.COM

INSTALLATION INSTRUCTIONS
EXPEDITION SERIES LOWER CONTROL ARMS

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

DATE: 4.24.19
REV: 01
SCALE: N.T.S.
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.



PROPRIETARY AND CONFIDENTIAL

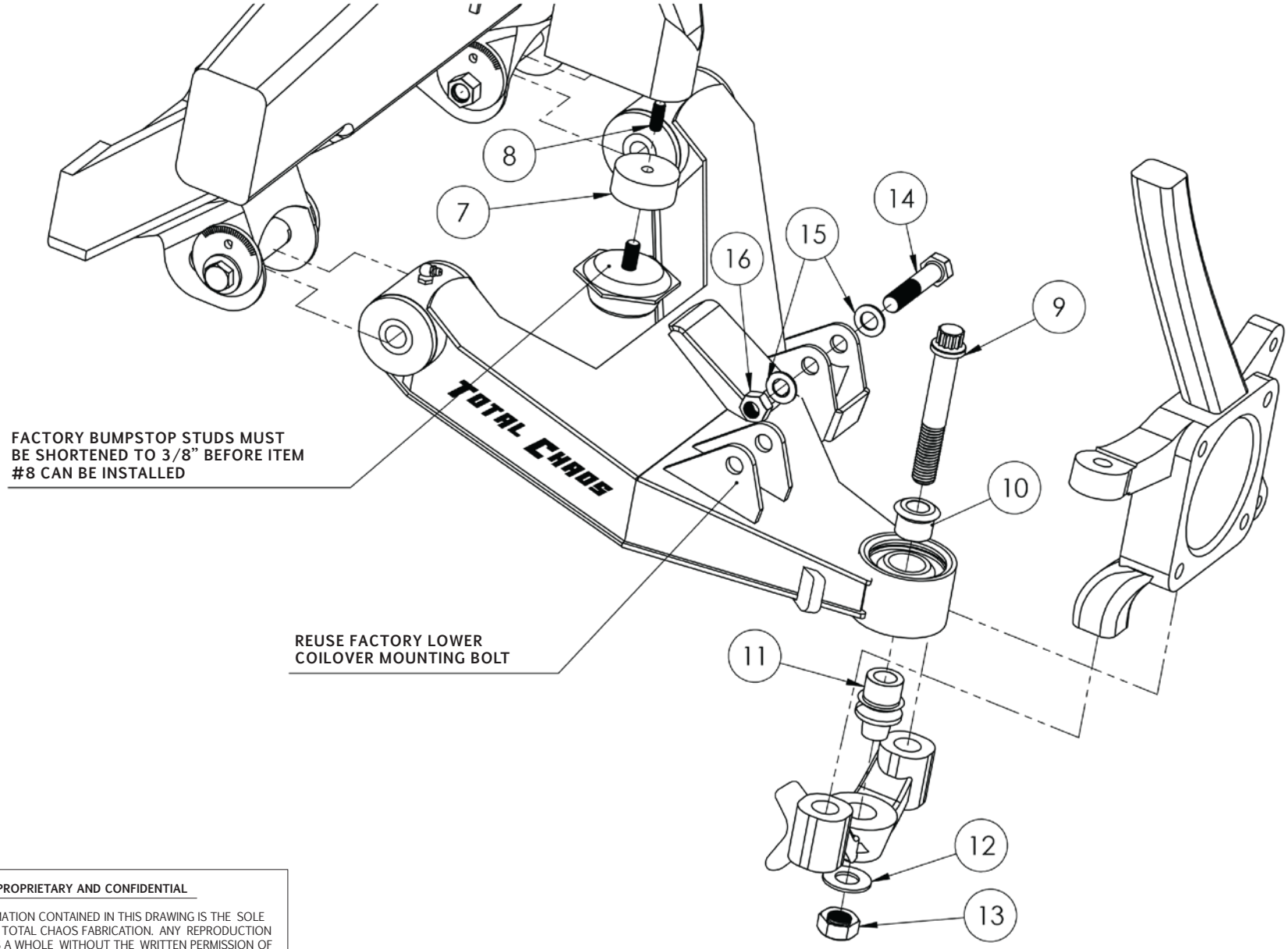
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TOTAL CHAOS FABRICATION. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TOTAL CHAOS FABRICATION IS PROHIBITED.

CHAOSFAB.COM

INSTALLATION INSTRUCTIONS
EXPEDITION SERIES LOWER CONTROL ARMS

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

DATE: 4.24.19
REV: 01
SCALE: N.T.S.
PAGE: 3 OF 4
DRAWN: CM



PROPRIETARY AND CONFIDENTIAL

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TOTAL CHAOS FABRICATION. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TOTAL CHAOS FABRICATION IS PROHIBITED.

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.

PARTS LIST

ITEM #	PART #	QTY	ITEM DESCRIPTION
1	86525-E-L	1	LOWER LEFT CONTROL ARM
	86525-E-R	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	12104	2	WASHER - 5/8" SAE (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

PROPRIETARY AND CONFIDENTIAL

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TOTAL CHAOS FABRICATION. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TOTAL CHAOS FABRICATION IS PROHIBITED.

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

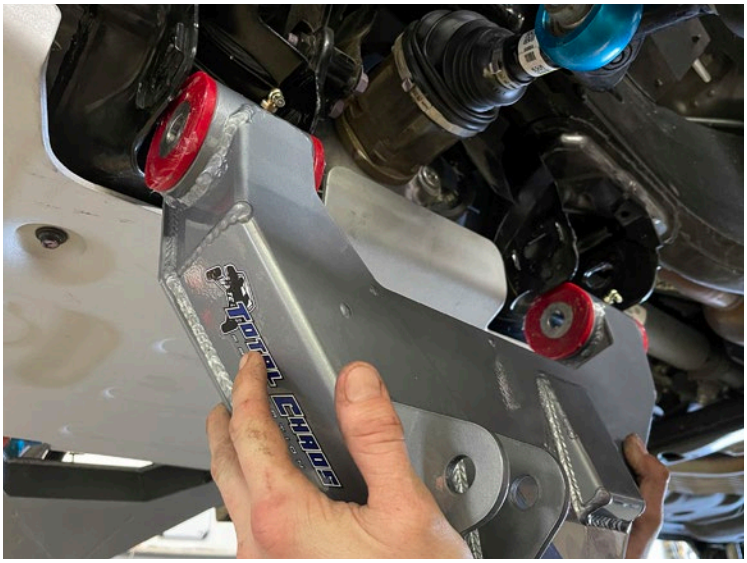
If the LCA pivots are not aligning - use a large crescent wrench or rubber mallet to open-up the frame pockets where the lower control arm will mount. Vehicle chassis LCA pockets can vary in measurement - tight pockets can be caused from being torqued and clamped to the curved factory rubber LCA bushing assembly. Tight pockets will require you to spread the tabs wider.

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



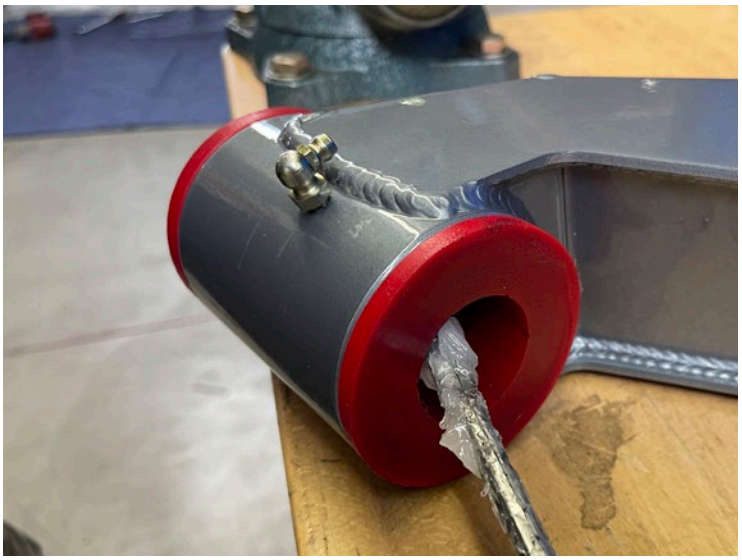
BUSHING PREP AND INSTALLATION

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...)

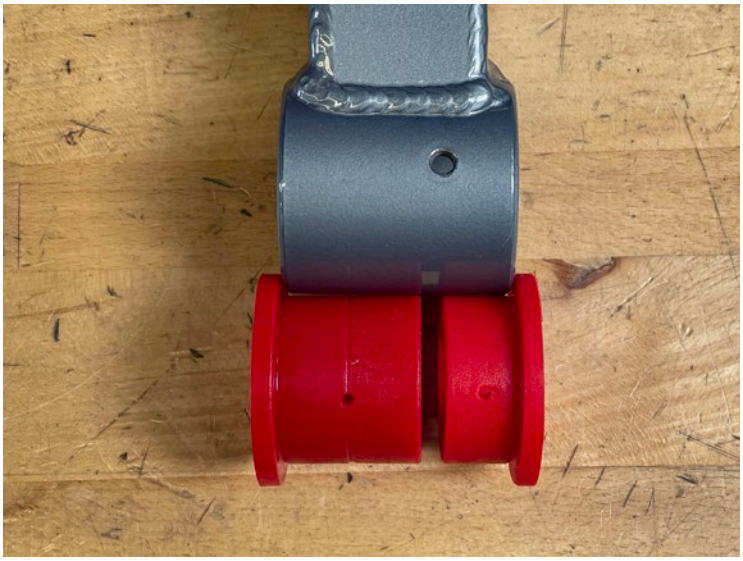
BUSHING PREP AND INSTALLATION

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



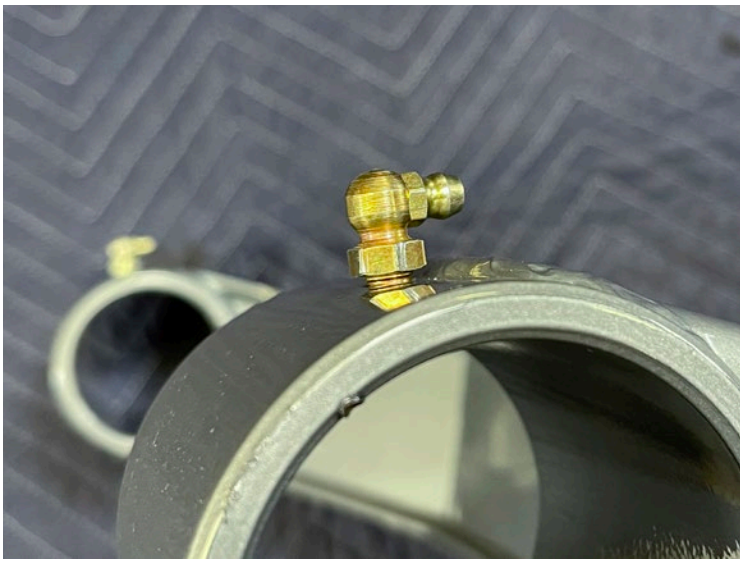
BUSHING ALIGNMENT

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