



INSTALLATION INSTRUCTIONS



**COMPONENT: LOWER CONTROL ARMS
2022-CURRENT TOYOTA TUNDRA**

PART #: 87525-E

PART #	DESCRIPTION	QUANTITY
87526-L	LEFT LOWER CONTROL ARM	1
87526 -R	RIGHT LOWER CONTROL ARM	1
*FK-WSSX16T-1	1" UNIBALL (STAINLESS) W/ PTFE LINER	2
*30604	SNAP RING / 1" UNIBALL	2
10058-C	SPACER - 5/8" - 1" CUSTOM HI-MISALIGNMENT	2
10058-TUN22	SPACER - 5/8" - 1" TAPERED ADAPTER MISALIGNMENT	2
10143	BOLT - 5/8" x 5" 12-POINT	2
12103	WASHER - 5/8" AN	2
12105	WASHER - 5/8" USS	2
11102	NUT - 5/8" - 18 C-LOCK	2
10621	BOLT - M14-1.5 x 25MM GRADE 8.8	2
12014	WASHER - 14MM	2
60892	BUSHING - SHORT	6
60893	BUSHING - LONG	2
69722	INNER SLEEVE - SHORT	2
69704	INNER SLEEVE - LONG	2
10005	ZERK FITTING - 1/4"-28 90 DEGREE	4
*THESE PARTS ARE PRE-INSTALLED IN THE LCA		

REQUIRED TOOLS

- 19mm wrench
- 22mm wrench
- Hammer
- Needle nose pliers
- Dead blow hammer
- Grease gun
- Super Lube Synthetic Grease PN: 41150
- Paint pen

IMPORTANT

- Before starting install, make sure the vehicle is supported securely on jack stands.
- The factory manual is recommended for removal and re-installation of all factory components.

STEP 1

Remove the bolt that secures the sway bar to the lower control arm with a 19mm wrench and slide the sway bar link off the lower control arm.

**STEP 2**

Using a 22mm socket, loosen and remove the two bolts that secure the ball joint cradle to the bottom of the steering knuckle.

**STEP 3**

Loosen the lower shock bolt but do not fully remove it yet.



STEP 4

Loosen the front and rear cam bolts but do not fully remove them.

**STEP 5**

Remove the lower shock bolt.

IMPORTANT: Remember to hold the lower control arm with one arm as you remove the bolt since it is the only thing holding the arm up (bottom photo).



STEP 6

Once the arm is hanging down, remove the LCA cam bolts and remove the stock LCA from the vehicle.



STEP 7

With the arm off the truck, remove the cotter pin and castle nut.



STEP 7 CONTINUED

Once they are removed, use a hammer to strike the ball joint cradle until the ball joint cradle separates itself from the ball joint.

**STEP 8**

When installing the new misalignment spacers, put some anti-seize on the spacers to make sure the spacers never become stuck in the uniball bore.

**STEP 9**

Insert the short spacer in the top of the uniball.



STEP 10

Insert the tall spacer in the bottom of the uniball with the tapered section facing down.

NOTE: The lower control arm is upside down in the picture.

**STEP 11 (CONTINUED ON NEXT PAGE)**

Insert the tapered section into the ball joint cradle and use the new 5/8" hardware to hold the uniball and ball joint cradle together.



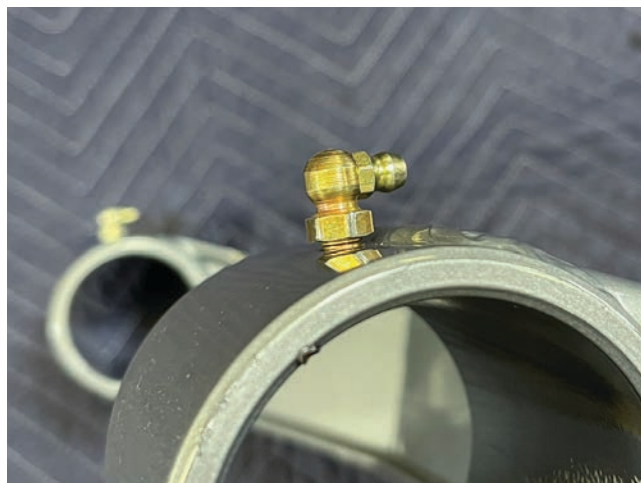
STEP 11 CONTINUED

Make sure the small 5/8" AN washer sits in the recess on the ball joint cradle and is covered by the large 5/8" USS washer and finally the c-lock nut.



STEP 12

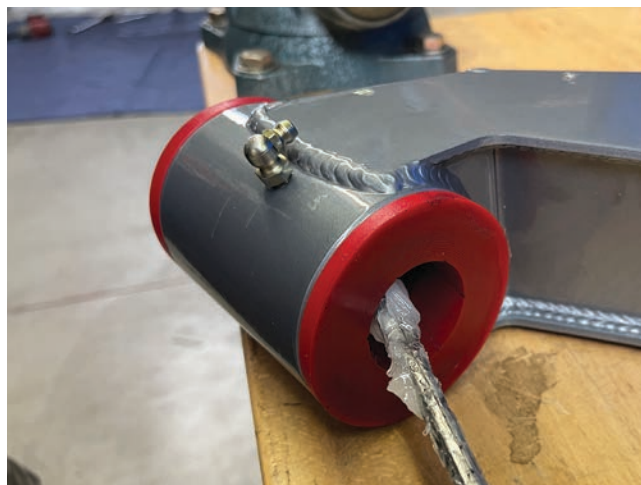
When installing the zerk fittings, it may be necessary to use a knife or sharp object to clean out the top of the threaded hole so the 1/4"-28 NTP threads will catch. When tightening the zerk, DO NOT try and tighten the zerk to the bottom of the thread. It is only necessary to turn the zerk until it gets snug. Then rotate as far as necessary to make the fitting accessible for a grease gun.



STEP 13

Grease and install the new bushings and inner sleeves.



STEP 13 CONTINUED**STEP 14**

Grease the control arm pockets where the bushings will pivot.



STEP 15

Install the lower control arm onto the vehicle and insert the LCA cam bolt hardware.



STEP 16

Swing the LCA up to the shock rod end and insert the lower shock bolt. Tighten nut to factory spec.

**STEP 17**

Now the arm will be hanging in place and you can set the steering knuckle down onto the ball joint cradle. Line up and reinstall the two bolts that connect the ball joint cradle to the steering knuckle.

NOTE: Start these by hand. The threads in the knuckle are aluminum making them more prone to galling. Once started, tighten bolts to factory spec.

**STEP 18**

Push the sway bar link back onto the control arm and install the provided 14mm washer and bolt. With everything in place, go back and make sure all bolts are tightened to factory specs.



CONGRATS! YOUR LCA'S ARE READY TO GO!

- An alignment will be required after installation is complete.
- Re-torque all hardware after the first 500 miles.
- Re-greasing is required every 3,000-5,000 miles to maximize bushing life and keep noise down.



FOR INSTALL QUESTIONS OR CUSTOMER SERVICE INQUIRIES:

Call 951.737.9682 or email info@chaosfab.com

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

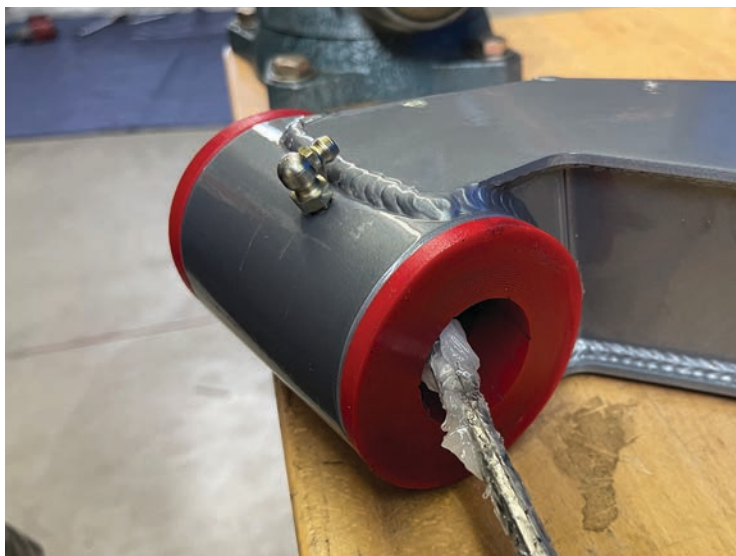
Apply generous amounts of grease to the inside of the lower control arm pivots. Then install the bushings using a dead blow hammer.

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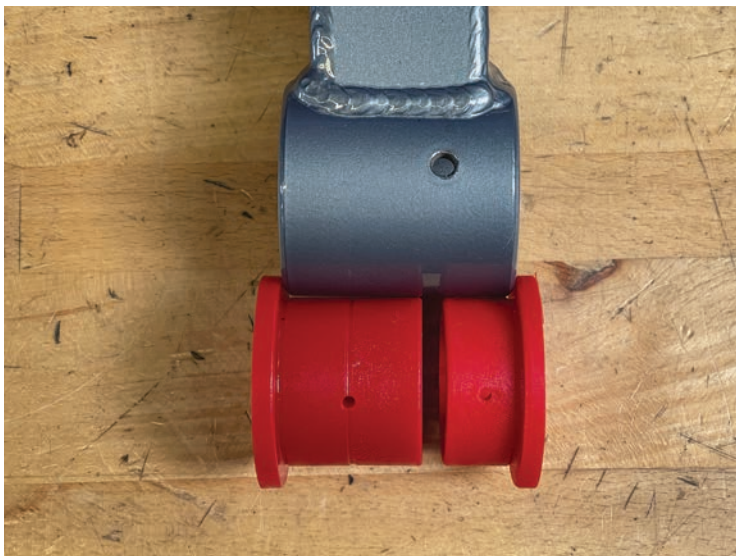
BUSHING PREP AND INSTALLATION

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



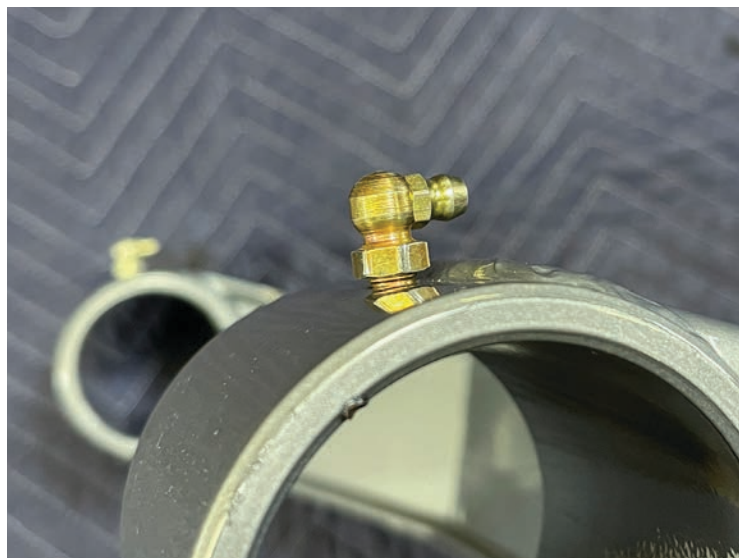
BUSHING ALIGNMENT

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.



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