INSTALLATION INSTRUCTIONS

COMPONENT: REAR LINKS

2022-CURRENT TOYOTA TUNDRA

2023-CURRENT TOYOTA SEQUOIA

2024-CURRENT TOYOTA TACOMA

PART #: 88450

PART #	DESCRIPTION	QUANTITY
88451	UPPER LINK	2
88452	LOWER LINK	2
88453	PANHARD	1
68605	INNER SLEEVE: LONG	2
69708	INNER SLEEVE: REAR UPPER LINK	2
60684	URETHANE BUSHING UNIVERSAL - HALF	6
60292	URETHANE BUSHING UNIVERSAL - FULL	2
99875	HEIM SPACER: UPPER LINK	4
100916	HI-MISALIGNMENT SPACER: 1"- 9/16"	4
99877	HEIM SPACER: PANHARD	4
JMX14T770	HEIM: RHT 7/8" x 7/8"	2
11378	NUT: 7/8"-14 RHT JAM (ZINC)	2
WSSX16T-1	1" UNIBALL STAINLESS w/ PTFE LINER	4
30604	SNAP RING: 1" UNIBALL	4
10005	ZERK FITTING - 1/4"-28 90 DEGREE	5

REQUIRED TOOLS

- 19mm wrench or socket
- 19mm socket
- Ratchet strap
- Dead blow hammer

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.

- Pay attention to the hardware during removal/installation. Certain OEM Toyota nuts are staked, meaning you will tighten the bolt instead of the nut.

- Be sure to grease the bushings via the zerk fittings before tightening down the bolts to their final torque spec.

LINK SPACER GUIDE

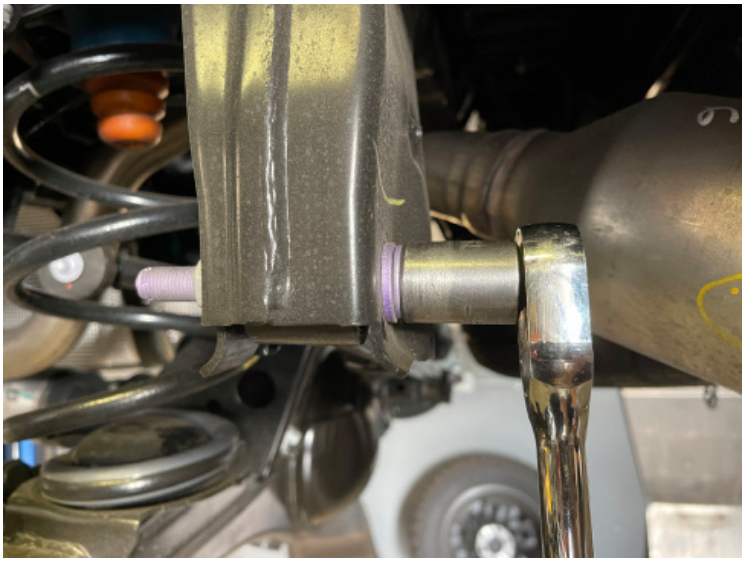
LOWER LINK MISALIGNMENT SPACERS

UPPER LINK UNIBALL SPACERS

PANHARD BAR HEIM SPACESR

STEP 1

Loosen both (19mm head) Panhard bar bolts and remove the Panhard bar.



STEP 2

With the spacers installed into the Panhard, install the new Panhard onto the vehicle. NOTE: If the holes do not line up, DO NOT adjust the Heim joints. Us a ratchet strap to pull the rear end in the desired direction to line up the holes.

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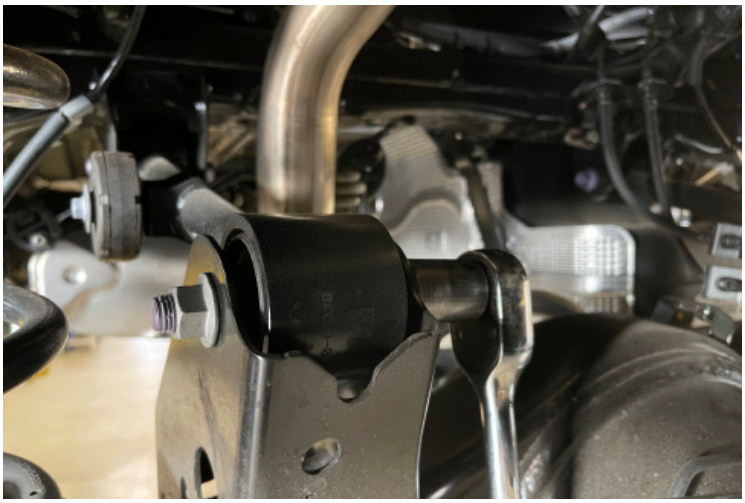
With all the bolt holes lined up, install the bolts and tighten to 100 ft/lb.

Ratchet strap shown connected to exhaust hanger.

Ratchet strap shown connected to lower panhard mount.

STEP 3

Next move to the upper links. Loosen the front and rear bolts (19mm head) and remove the stock upper link.



STEP 4

Prepare the links for installation by installing dry bushings into the pivot. Once installed, lube the inner diameter of the bushings and insert the provided inner sleeve. A dead blow hammer will probably be necessary for installation of the inner sleeves.

STEP 4 CONTINUED

Lastly, install the zerk fittings and face them towards the back of the vehicle to make greasing easier.

Note: When installing the zerk fittings take care not to over tighten them as they are hollow and can snap off. When fully installed they will not sit all the way flush with the pivot, just insert them two or three rotations until they are snug.

If excess powder coat is in the zerk holes, re-tap using a 1/4"-28 tap to clean up the threads.

STEP 5

With the pivot bushings greased, installed and spacers inserted in the uniballs, put the upper links into place and install the front and rear bolts.

If the holes do not line up, use a ratchet strap hooked on one side to the axle and the other to a sturdy point on the frame to pull the rear end in the desired direction to make the holes line up and install the bolts.

Grease the bushings via the zerk fittings then torque the upper link bolts to 100 ft/lb.

STEP 6

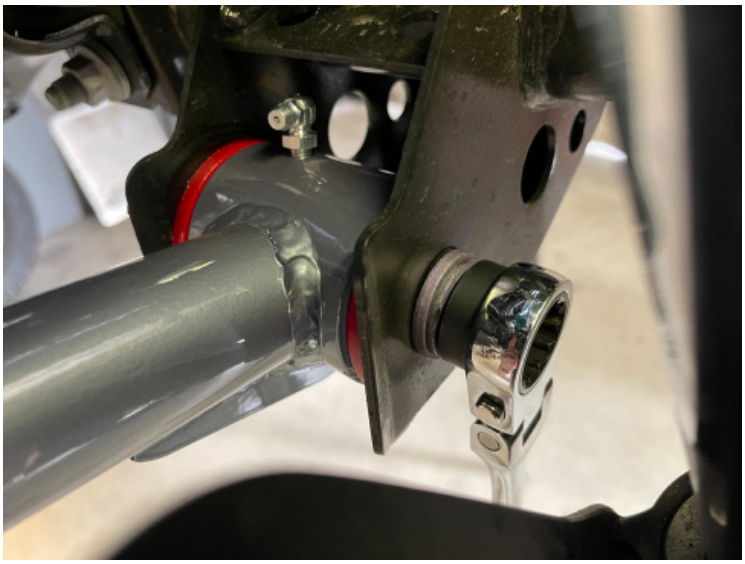
Next move to the lower links. Loosen the front and rear bolts (19mm head) and remove the stock lower links.

STEP 7

With the bushings greased and installed as well as the spacers installed into the uniballs, install the front and rear bolts.

Just like the upper links, if the holes do not line up, use a ratchet strap hooked on one side to the axle and the other to a sturdy point on the frame to pull the rear end in the desired direction to make the holes line up and install the bolts.

Grease the bushings via the zerk fittings then torque the lower link bolts to 100 ft/lb.



CONGRATS! YOUR LINKS ARE READY TO GO!

- 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