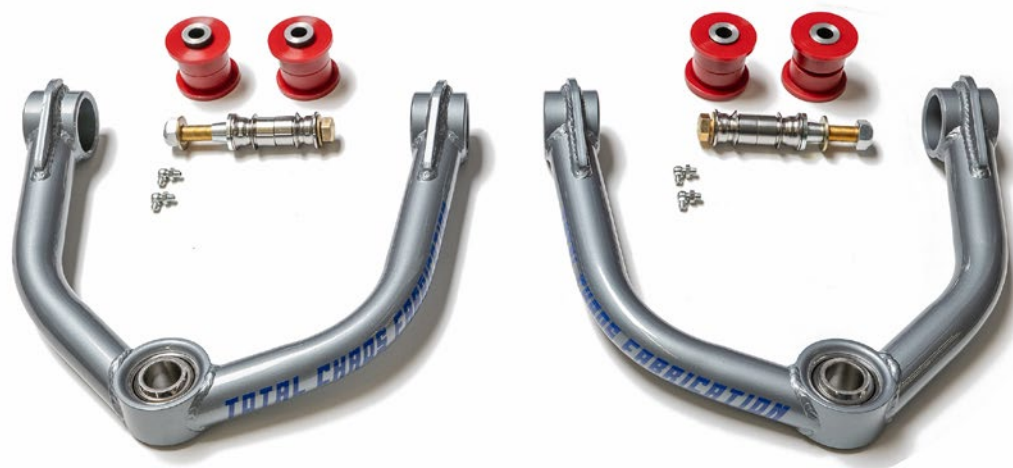




# INSTALLATION INSTRUCTIONS

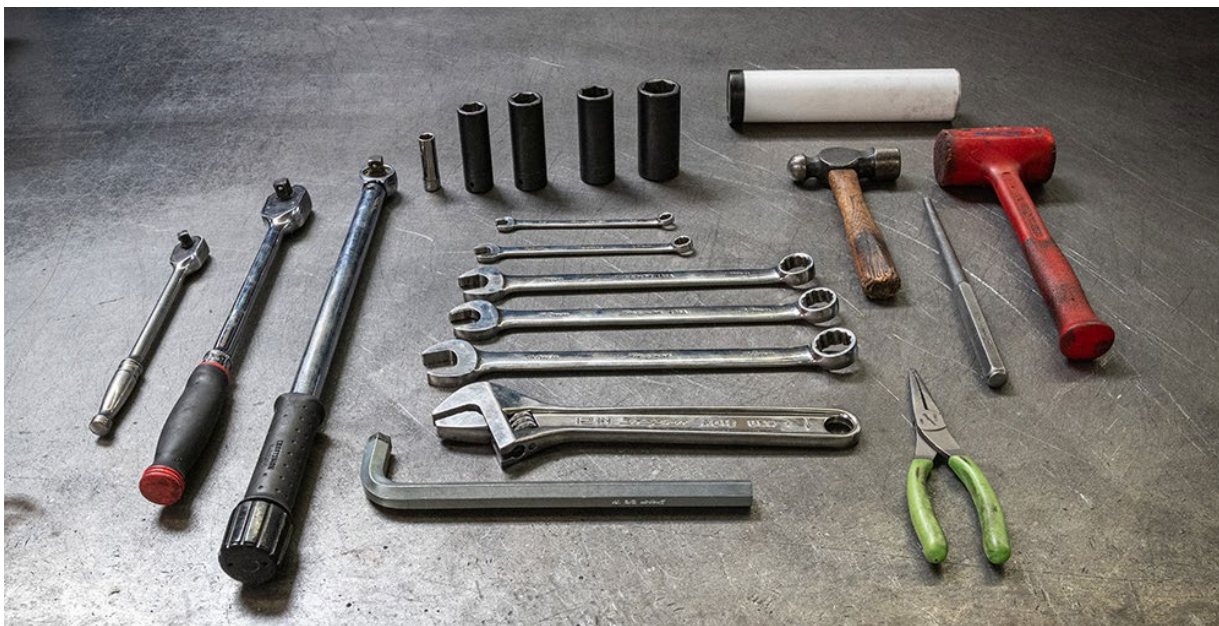


**PART #: 90525**

**COMPONENT: UPPER CONTROL ARM**

**2025+ NISSAN PATROL Y63**

PART #	DESCRIPTION	QUANTITY
99052-L	Upper A-Arm: Left -   2025+ Patrol	1
99052-R	Upper A-Arm: Right   2025+ Patrol	1
WSSX16T-1	1" Uniball Stainless w/ PTFE Liner	2
30604	Snap Ring: 1" Uniball	2
100916	Hi-misalignment Spacer: 1"- 9/16"	2
10034-TCF	Hi-misalignment Spacer: 1"- 3/4" - TCF	2
B-40510	Bushings & Inner Sleeves Kit	1
30009	Tapered Spindle Adapter 9/16" ID	2
10251	Bolt: 9/16" - 18 x5" Grade 8 (Zinc)	2
12203	Washer: 9/16" AN (Gold Zinc)	2
12204	Washer: 9/16" SAE (Gold Zinc)	2
11202	Nut: 9/16"-18 C-Lock (Zinc)	2
10005	Zerk Fitting: 1/4" - 28 90 Degree	5



## **REQUIRED TOOLS**

- SAE/METRIC Socket & Wrench Set
- Pickle Fork

## **IMPORTANT**

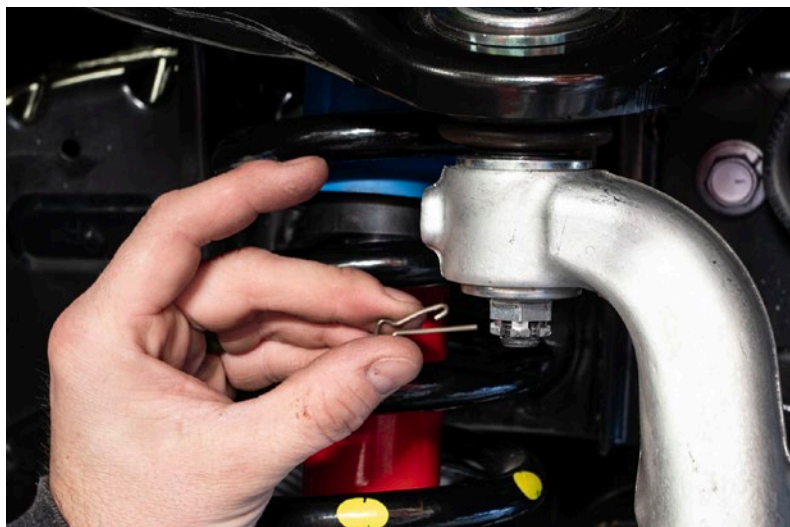
- Before starting install, make sure the vehicle is supported securely on jack stands.
- The factory manual is recommended for removal and reinstallation of all factory components.

## **STEP 1**

Start with the vehicle on jack stands and the wheel removed.

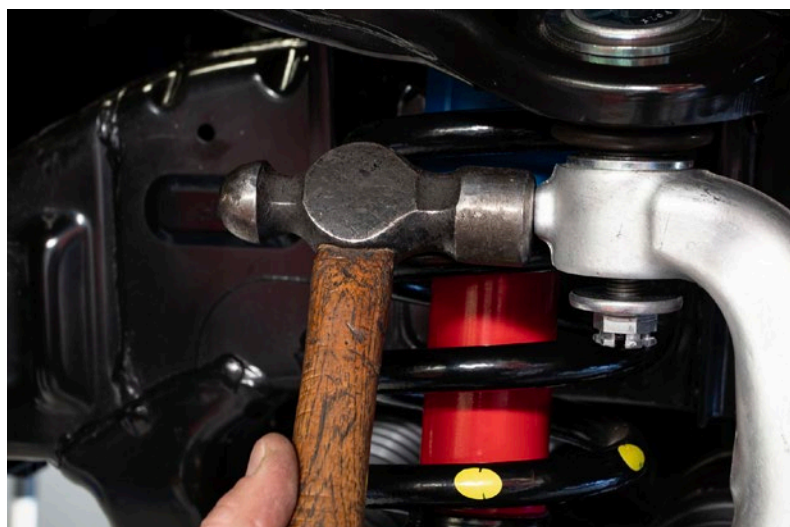
## **STEP 2**

Remove the cotter pin from the upper ball joint and loosen (but do not remove) the upper ball joint castle nut.



## **STEP 3**

To free the upper ball joint taper from the steering knuckle you can use a pickle fork or repeatedly strike the steering knuckle near the ball joint with a hammer until the ball joint frees itself from the tapered hole.



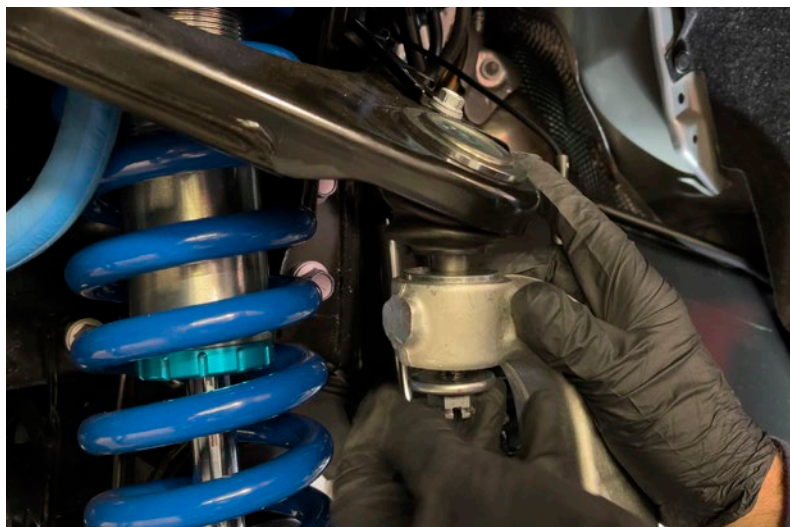


## **STEP 4**

Loosen the two bolts that attach the upper control arm to the chassis and remove the nuts but leave the bolts in place.

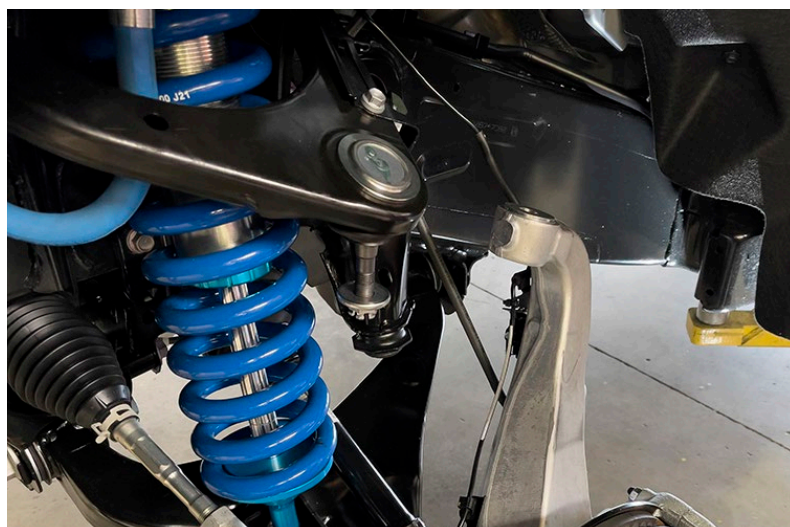
## **STEP 5**

Carefully remove the castle nut from the upper ball joint while supporting the steering knuckle with the other hand.



## **STEP 6**

With the steering knuckle secured you can now support the upper control arm and remove the bolts that mount the upper arm to the chassis.



**STEP 7**

Insert greased bushings into the TOTAL CHAOS upper control arm pivots.

**STEP 8**

Apply synthetic grease to the inside of the pivot bushings.

**STEP 9**

Use a deadblow hammer to install the inner sleeves into the bushing pivots. Wipe away any excess grease that is pushed out of the other side.





## STEP 10

Make sure that the outside of the bushing “hats” that contact the large washers have ample amount of grease.



## STEP 11

With grease on the hats of the bushings, slide the new Total Chaos UCA into the frame mounts and reinstall the factory bolts and threading the nuts onto the bolts.



## STEP 12

In the factory aluminum steering knuckle, there is a black, tapered steel sleeve that is in the top of the knuckle that the upper ball joint taper attaches to.

When freeing the upper ball joint taper from the steering knuckle, there is a chance that this steel sleeve may come out of the top of the steering knuckle.

If the sleeve comes out of the steering knuckle, it will need to be replaced back into the top of the knuckle as that is what the supplied Total Chaos tapered adapter registers into.



### STEP 13

Insert the tapered adapter into the tapered upper ball joint hole at the top of the steering knuckle.



### STEP 11

Rotate the UCA down and line up the lower misalignment spacer with the tapered adapter so that the adapter slides into the misalignment spacer.

Slide the AN washer onto the supplied 9/16" bolt, then insert the bolt down through the misalignment spacer, uniball and steering knuckle.

Apply a small amount of anti-seize onto the threads of the 9/16" bolt.

Install the SAE washer and C-lock nut onto the bolt. Torque the 9/16" bolt to 100 ft/lb.

Torque the chassis side bolts to factory specs.





## CONGRATS! YOUR UCA IS READY TO GO!

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- Re-torque all hardware after the first 500 miles.



### FOR INSTALL QUESTIONS OR CUSTOMER SERVICE INQUIRIES:

Call 951.737.9682 or email [info@chaosfab.com](mailto:info@chaosfab.com)