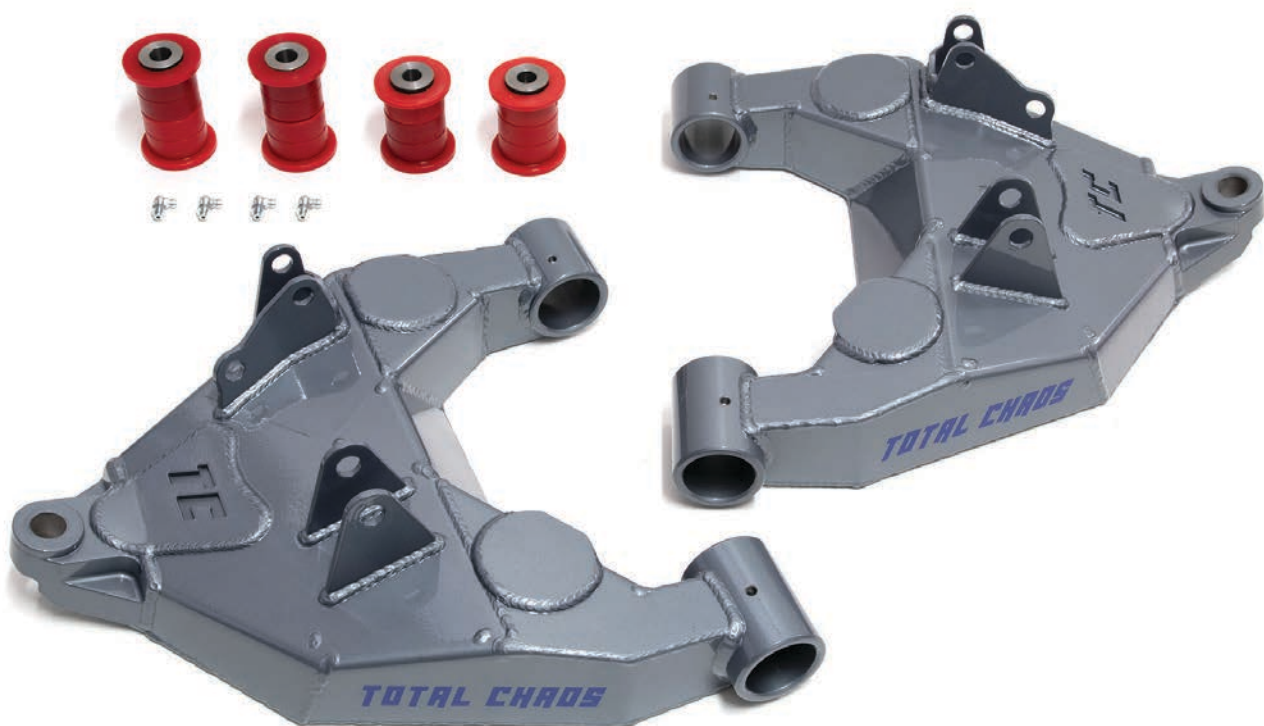




INSTALLATION INSTRUCTIONS



**COMPONENT:
STOCK LENGTH LOWER CONTROL ARMS**

**2000-2003 TOYOTA TUNDRA
2000-2003 TOYOTA SEQUOIA**

PART #: 97555-E

PART #	DESCRIPTION	QUANTITY
99753-L	LOWER CONTROL ARM - LEFT	1
99753-R	LOWER CONTROL ARM - RIGHT	1
60685	BUSHING UNIVERSAL - HALF	2
60293	BUSHING UNIVERSAL - FULL	6
69715	INNER SLEEVE - SHORT	2
69714	INNER SLEEVE - LONG	2
10025	BOLT - 1/2"-20 X 2.50" GRADE 8 (ZINC)	2
12003	WASHER - 1/2" AN (GOLD ZINC)	4
11001	NUT - 1/2"-20 NYLOCK (ZINC)	2
10005	ZERK FITTING - 1/4"-28 90 DEGREE	5

REQUIRED TOOLS

- 10mm socket
- 14mm socket
- 19mm socket
- 22mm wrench
- 24mm socket
- 9/16" wrench
- Hammer
- Adjustable Pliers
- Grease gun
- Super Lube Synthetic Grease PN: 41150
- Paint pen to mark bolts

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.
- These lower control arms are not compatible with 4"-7" spindle/drop bracket lifts.
- **Total Chaos mandates when installing the 97555-E the lower ball joint be replaced with either a genuine Factory Toyota lower ball joint OR Total Chaos Uniball conversion (PT# 97140 (2000-2003 model years), or 96140-H. Do not reinstall a used ball joint - they are prone to failure.**

STEP 1

Use a 22mm wrench to loosen and remove the nut from the steering rack through bolt. Tap the bolt forward so that it no longer goes through the steering rack.



STEP 2

Use a 19mm socket to loosen and remove the “D” bracket that secures the steering rack to the frame.

TIP: While you’re there go ahead and install a TC steering rack bushing kit (PT# 96701) to eliminate sloppy steering feel due to worn out rubber bushings.



STEP 2 CONTINUED**STEP 3**

Use a 19mm socket to remove the final rack bolt that is under the bellhousing and faces downward.



STEP 4

With the rack hardware removed, pull the rack back and out of the way of the lower control arm hardware.



STEP 5

Start to remove the factory tie-rod by pulling out the cotter pin.



STEP 6

Loosen the castle nut but do not fully remove it.

**STEP 7**

Strike the lower ball joint to knock the tie-rod taper loose. Once it pops free, remove the castle nut and separate the tie-rod from the lower ball joint.



STEP 8

If a sway bar is on the vehicle, remove the hardware that connects it to the lower control arm.

**STEP 9**

Remove the (4) 14mm head bolts holding the old ball joint to the steering knuckle.

It is unnecessary to fully remove the old ball joint from the factory lower control arm since you'll be replacing them with new ones.

**STEP 10**

Use a tie-down strap routed under the hub to raise the steering knuckle and brake assembly up and out of the way. This will make removing the lower ball joint much easier.

(Image shows a TC lower arm but the process is the same with the factory LCA on the vehicle.)



STEP 11

Use a 19mm to loosen and remove the lower shock bolt.



STEP 12

Supporting the arm in one hand, loosen the lower control arm eccentric cam bolts, and lower the arm letting it hang.



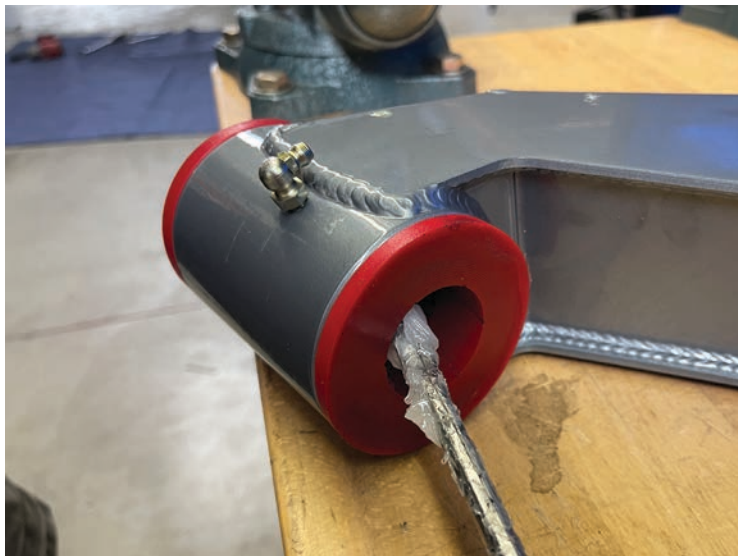
STEP 13

Support the control arm as you remove the cam bolts to completely remove the arm from the vehicle.



STEP 14

Grease and install the new bushings and inner sleeves.



STEP 14 (CONTINUED)



STEP 15

Grease the frame pocket where the LCA bushings will ride on the frame.

NOTE: It may be necessary to use a rubber mallet to slightly open up the frame pockets to ease the installation of the new lower control arm.



STEP 16

Slide the new control arm into the frame and reinstall the alignment cam hardware.

Then reverse steps 1-4 to reinstall the steering rack.



STEP 16 CONTINUED



STEP 17

Swing the new LCA up and reinstall the lower shock bolt so the arm will be held in place.



STEP 18

If the sway bar is being retained or a secondary shock is being installed, reference the photos below to ensure the component is mounted in the correct holes.



Factory Sway Bar



Secondary Shock

STEP 19

Trimming the new factory lower ball joint steering stop is necessary for clearance purposes.

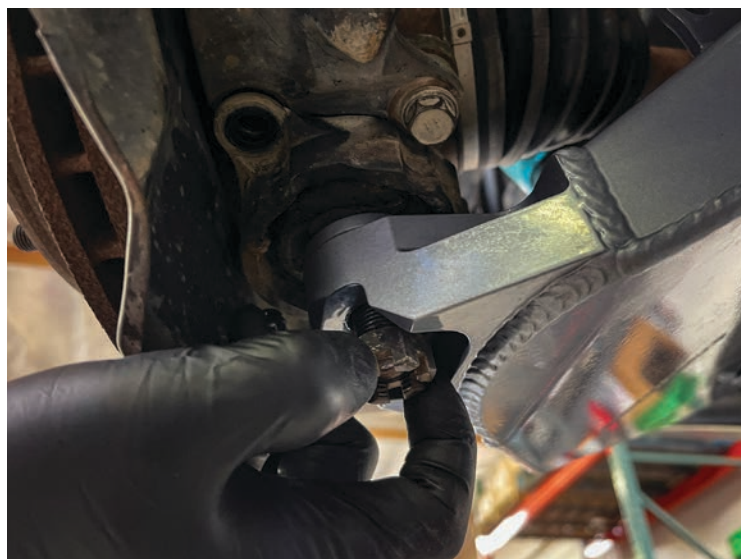
The nub to trim down is marked with a sharpie. A band saw and a belt sander will work best.

Once trimming the sanding is complete, use black spray paint to coat the exposed area.



STEP 20

Insert the new ball joint into the lower arm and torque the castle nut to 103 ft/lbs. Once torqued, install a new cotter pin.



STEP 21

Using Red Loc-Tite, reinstall the (4) lower ball joint bolts into the knuckle and torque to 45 ft/lbs.

**STEP 24**

Reinstall the tie-rod into the factory lower ball joint and torque the tie rod nut ball joint to factory spec (67ft/lb).

Then install a new cotter pin through the tie rod castle nut.





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 reduce noise.



FOR INSTALL QUESTIONS OR CUSTOMER SERVICE INQUIRIES:

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