

Upper Control Arms Installation Instructions

Fit For : TOYOTA TRUCK & SUV

3C293064 & 3C293066



Attention: Professional tools are required to remove the stock ball joint during this installation.

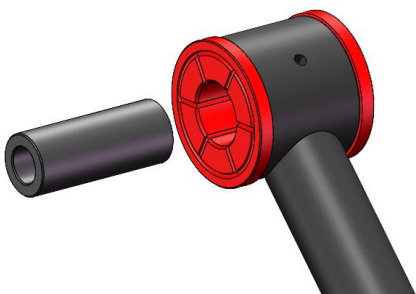


PU Bushing Install

1. Apply **Silicone-based Lubricant** at the installation site and press the PU bushing in.



2. Apply **Silicone Based Lubricant** to the tube and press it into the inner hole of the PU bushing.



3. Pay attention to the position of the zerk fitting. After installing the kit, screw on the zerk fitting and use a Lever-Action Manual Grease Gun to lubricate it.



Upper Control Arm install

1. Park the vehicle on a flat, level surface. Ensure the car is in park or gear and the parking brake is set. Raise the front of the vehicle and support the frame with jackstands.

2. Remove front wheels.

3. Disconnect ABS and brake line mounting brackets from upper control arms and spindles.



4. Remove the cotter pin from the upper ball joint. Take off the castle nut from the top of the upper control arms.



5. Disengage the ball joint from the upper control arms.

6. Loosen the upper control arm nuts on both sides. Remove old upper control arms.



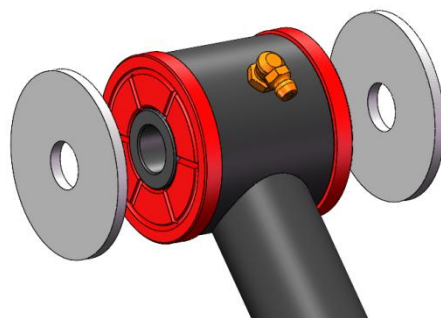
7. Remove the ball joint from the the knuckle.



Don't forget to remove the circlip.



8. Remove the original upper control arm and replace it with a new arm.

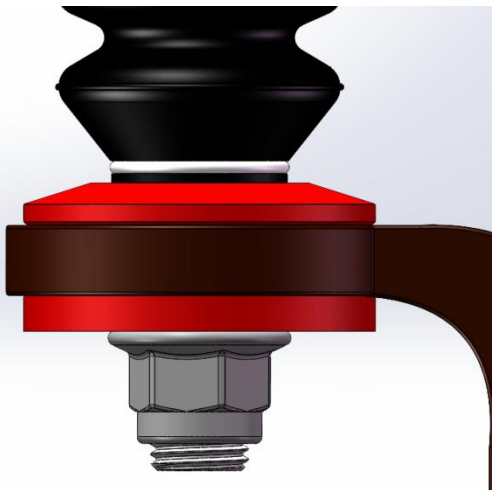
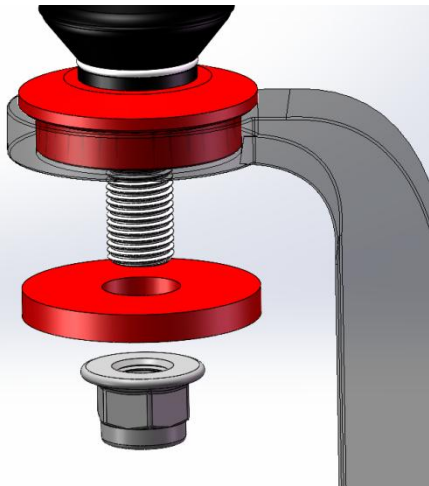


NOTE: Make sure that a washer is placed on each side of the bushings. Then, carefully

feed the pivot bolt through the arm's pivots and through the pivot tube in the chassis, loosely securing the nut and washer.



9. Secure the ball joint to the steering knuckle with the nut provided and tighten. Install the upper control arm's ball joint to the knuckle. The function of the spacer is shown in the picture.



10. Refit ABS wiring. Attach the OE ABS brake wire bracket to the new upper control arm with M6x1 nut.

11. Torque upper control arm nut to 95 ft lbs. Torque ball joint nut to 90 ft-lbs

12. Refit Wheels and lower Vehicle.

13. Once installation is complete, a wheel alignment will be required.

Alignment Suggestions: For lift vehicle, suggest to keep the caster between 3 and 5 degrees, bring the vehicle a superior handling when on and off the road.



Suggestions:

- Re-check all bolt torques after the first 100 miles and after every trip offroad.
- Grease the control arm bushings periodically, especially after wet or dusty trips.
- When regreasing the upper control arm bushings, the upper control arm bolt must first be loosened. After regreasing and purging the old grease, the upper control arm bolt can be retorqued.

IMPORTANT NOTE:

1: Contact us for a video if you can't assemble these parts. (an easy work)

2: Important Tips on zerk: Refrain from overtightening the zerk, or it may break.

Zerk can fill in grease after some use. (It is pre-greased when you get it).

3: When adding grease to the ball joint, pay attention to the condition of the dust cover. Overgreasing can cause the dust cover to burst.



4: If you hear the bushing squeak, you need to add grease. When adding grease to the bushing, be aware that excessive pressure can cause irreversible deformation of the polyurethane bushing. The picture shows the deformed and failed polyurethane bushing.



Tips: What Grease Should I Use For Polyurethane Bushings?

It is recommended to use a **Silicone Based Lubricant**. A common additive to Silicone Based Lubricant base is PTFE (Polytetrafluoroethylene) since it lowers friction and is completely waterproof, both things you want in a lubricant.

If you can't find Silicone Based Lubricant, Marine Grease and Heavy Duty Grease also can be used.



Not So Suitable Lubricants: Motor Oil, Spray Lubricant



5: Warranty of the ball joints and bushings: We support one chance to exchange parts for free within 1 year if the control arms go wrong.

Thank you for the purchases!

It is our honor to help you. So please write us about what you think and what you need.

We will reply you ASAP and try our overwhelming best to help you solve the problem.

E-mail: speed@nbgoldenlion.com

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