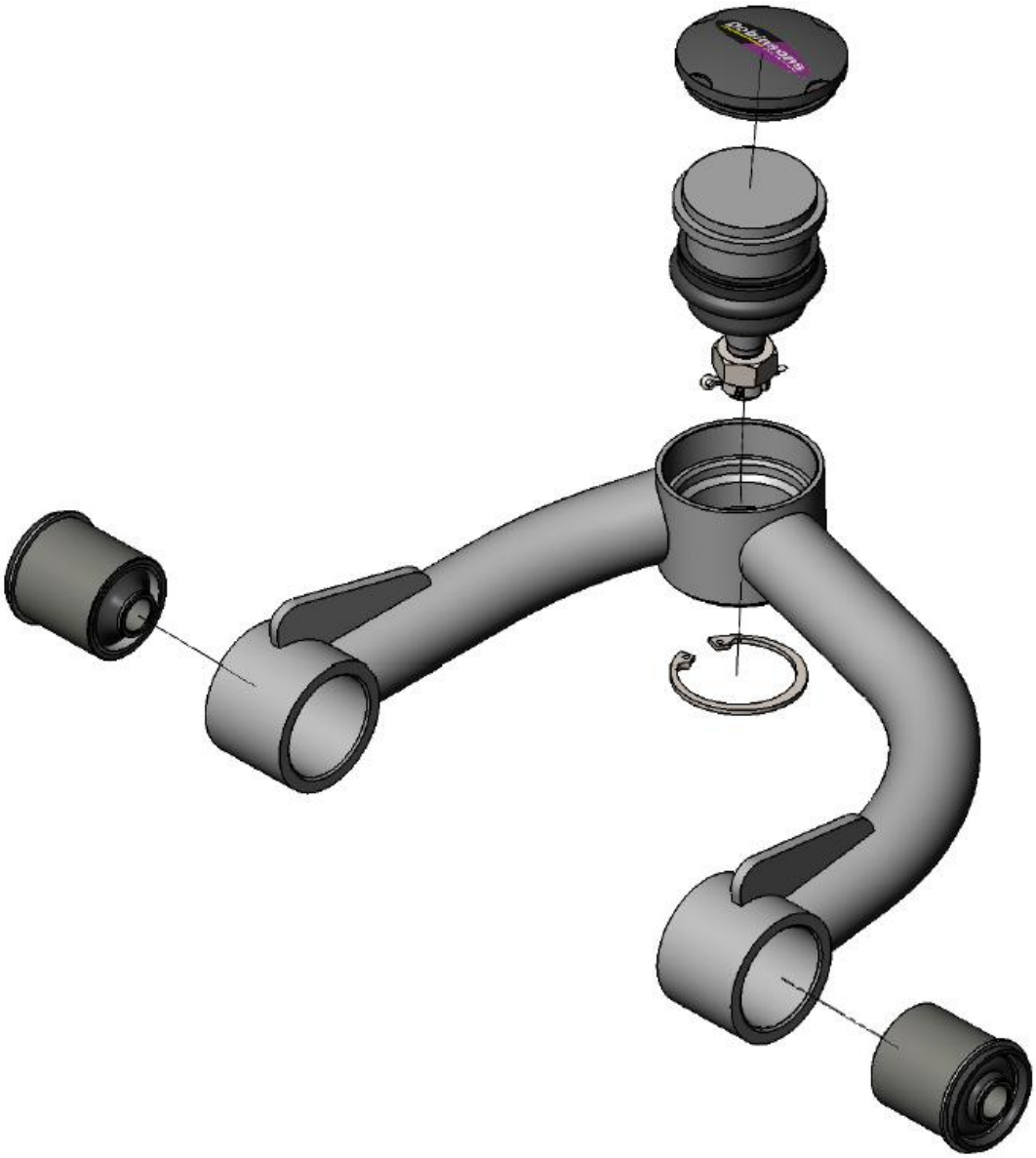
Fitment	Part Number
Toyota Prado 150/120, Toyota FJ Cruiser, Toyota 4 Runner 4th Gen/5th Gen,	UCA59-002K

Install Instructions

NOTE – Installation is always recommended by a competent technician. Failure to properly install may result in drive and steering issues and may damage other components. These arms have 3 degrees of caster built in, and they cannot be used on a vehicle lifted less than 1.5" for a proper wheel alignment.



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WARNING:

- **Full extension of the assembled strut MUST NOT cause excessive load or compression of the bump stops.**
- **Care must be taken to ensure non-OE strut lengths do not cause interference or excessive articulation of the ball joint and CV's. A Dobinsons Diff Drop Kit may be required if binding is found.**
- **The ball joint assembly must operate without binding throughout the full range of travel (including bump).**
- **Operation outside of the working range may cause damage to the arm and could result in component failure, Warranty may also be voided.**

Size	Torque (Nm)	Torque (ft-lb)
M10	49	36
M12	85	64
M14	115	85

NOTE: Before beginning, the Sankei 555 Ball Joints supplied with the kit ***must be pressed into the Dobinsons Control Arms by a professional***. A heavy load press and proper safety equipment are required to ensure the arm is not damaged and that the ball joint is pressed into the arm correctly and all the way down so that the snap ring can go into place. *These ball joints do not have any alignment requirements when being pressed into the arms.*

BALL JOINT INSTALLATION:

1. Take off rubber boot.

2. Press in joint using a press. Press on the outer section of the joint. Try not to press on the inner section of the joint.

3. Once in place, put the circlip on the bottom side. A flat blade screw driver may help to install the circlip by levering it and moving around it as it clicks into the grove in a circular pattern. Put the circlip into place on one end in the grove, then move the screwdriver about 10mm around and lever it down, then move it around another 20 – 30mm more and lever it into the groove etc till it is all in place.

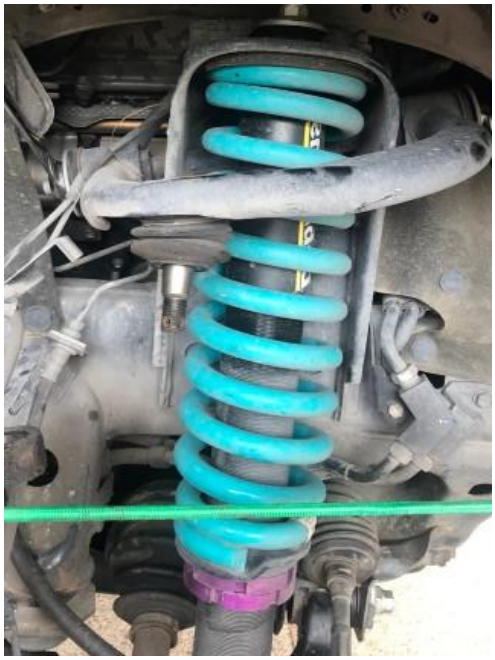
4. Install rubber boot back onto the ball joint on the bottom side. Place the spring clip on the rubber boot to stop it moving.

INSTALLATION PROCEDURE:

1. Start with the vehicle on a hoist and safely supported.

2. Remove the OE upper control arms as per the vehicle service manual, ensuring that the location of each washer and nut is kept in sequence for reassembly. **NOTE: Retain the OE fasteners that attach the UCA to the chassis as these will be reused. Any damage to the OE long bolt or nut must be sourced from the dealership.**





3. Using OE bolts and supplied bush washers loosely bolt the Dobinsons UCA into the OE chassis mounts, using the Left and Right arms. Fit the supplied washers to the outside of the arms (outsides of either end bushes). This should look like the OE fitment.

No washer is to go on the inside of the arms. Just the steel sleeve on the chassis.



Washer on outside of arms on each end.

NOTE: Must tighten up nut at ride height when car is on the ground.

4. By moving the UCA through the normal range of movement, check the arm does not foul on any components.

5. Move all the suspension components though the full range of travel, checking that all the componentry (ball joint and upper arm) to move freely without binding. Measure the Strut length and confirm that with the suspension in the extended position (as determined by the strut being used), that all components have 'working' clearance.

6. Ensure O-ring is correctly fitted to the ball joint cover plate. Do not roll the O-ring onto it, as it could stretch the O-ring.

7. Lightly grease the O-Ring, then with the Dobinsons logo facing up, insert it into the UCA and push down firmly by hand.

8. Mount ABS line to the welded bracket on the Upper control arm using original hardware onto the external bolt. **NOTE: Check to make sure ABS line clears all components and does not get tight though the full range of suspension movement.**

9. Tighten the long bolt up at ride height. **NOTE: It is important to tighten this up at ride height to give it full travel. Labeled in Red A in picture above.**

10. Have the vehicle wheel alignment completed by a qualified professional.

