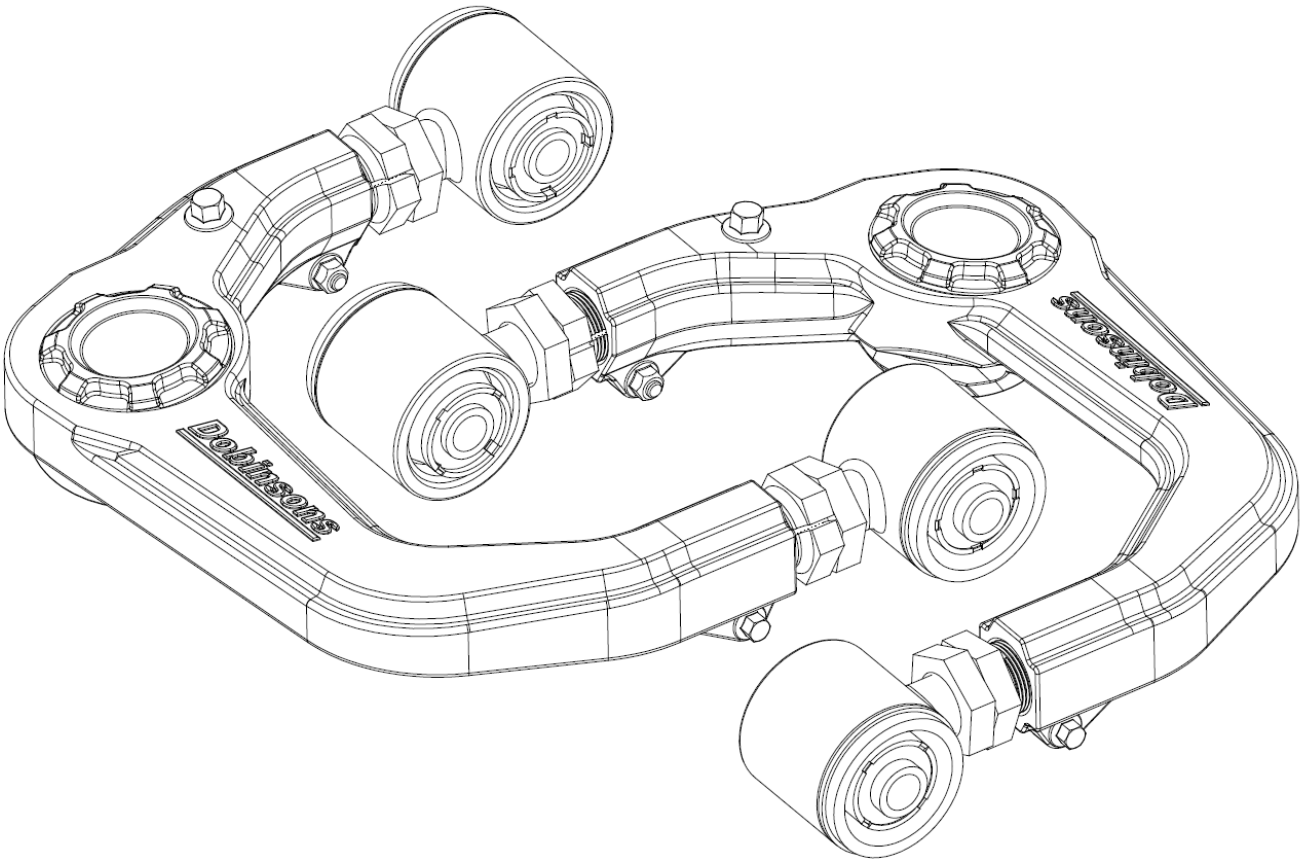
Fitment	Part Number
Toyota LC200	UCA59-201K

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.

COMPONENTS	
1X UCA59-201K-RH OR UCA59-201K-RH (UCA)	4X M22 x 1.5 OCK NUT
1X UCA59-201K-LH OR UCA59-201-LH (UCA)	4X M26 x 65mm x 1.5 ADJUSTMENT SLEEVE
4X UCA59-EYE201 (EYE)	2X 25 x 16 x 7mm SPACER
4X RB59-6074 (BUSHES)	4X 58 x 16 x 3 WASHER
2X UCA59-BJC201 (BALL JOINT COVER)	2X M8 x 12 DOMED HEAD BOLT
2X BJ59-001 (BALL JOINT FOR UCA59-201K)	4X M6 x 30 x FLANGE HEAD BOLT
	4X M6 FLANGE HEAD NYLOC NUT
	2X ADJUSTMENT SPANNER



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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	135	96

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.

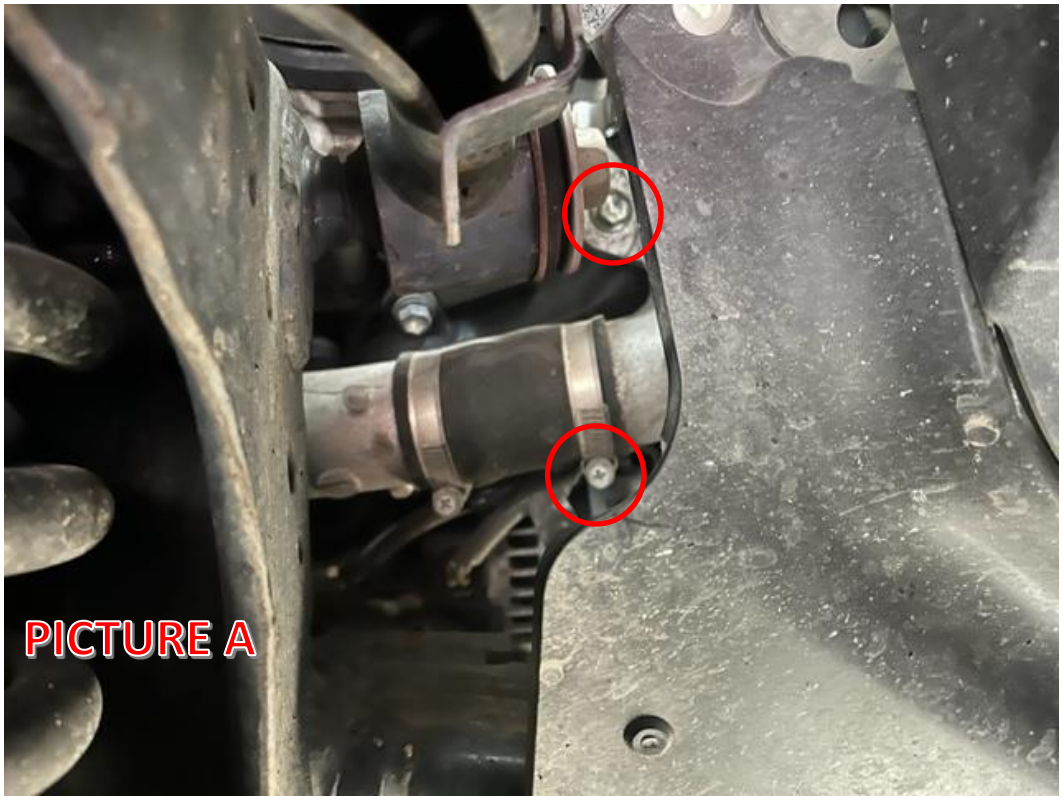
4. Install rubber boot back onto the ball joint on the bottom side. Place the spring clip on the rubber boot to stop it moving.

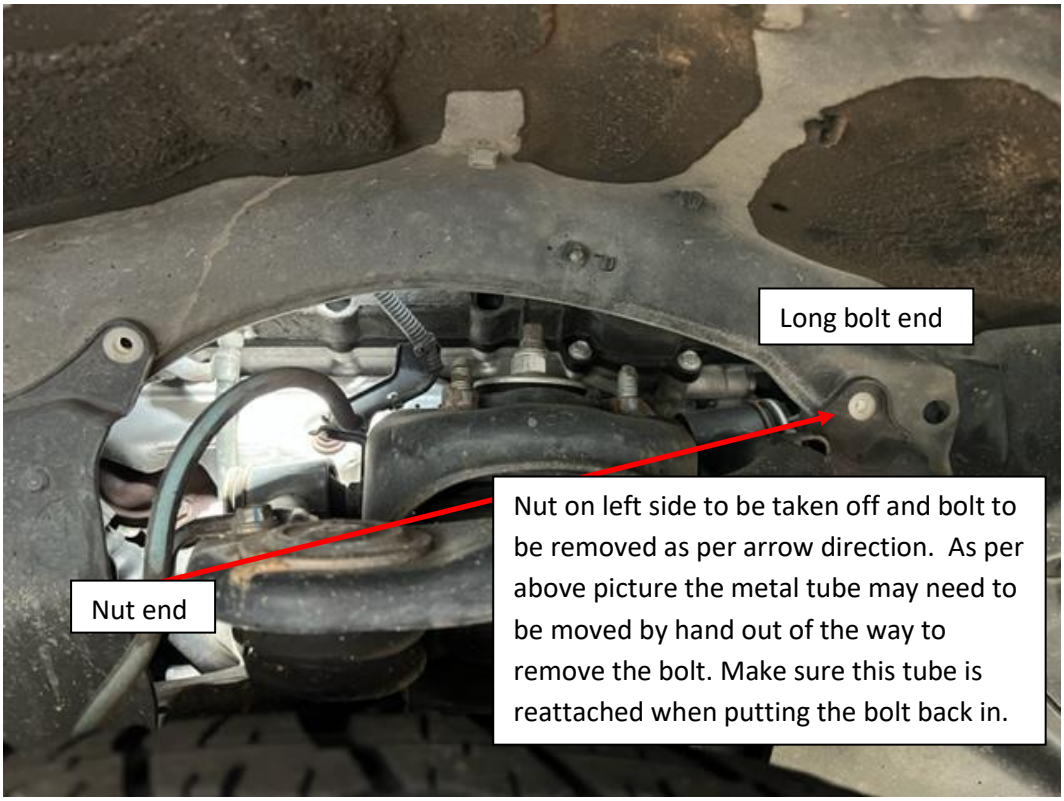
NOTE: IT IS CRITIAL TO ENSURE THE BOOT AND THE CLIP IS INSTALLED CORRECTLY. FAILURE TO DO SO WILL RESULT IN PREMATURE FAILURE.

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, a replacement must be sourced from the dealership. ON DIESEL MODELS you may need to remove the bolt and hose clamp to move the tube out of the way to allow the bolt going through the arm to be removed. As per below picture.**

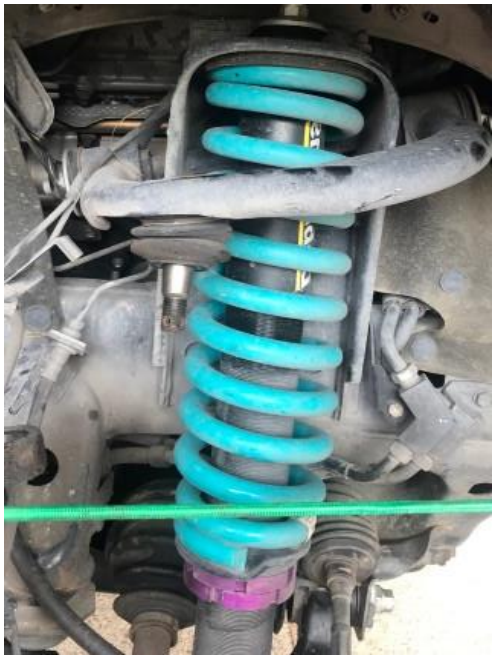




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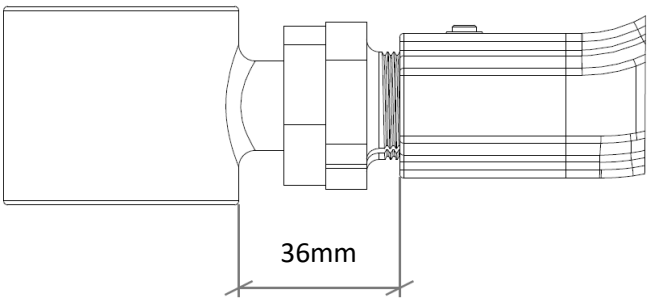
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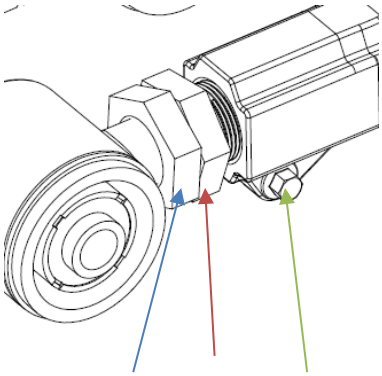


3. Set up new Dobinsons arm as per below picture for installation. This is a good general starting point for normal alignment. Set the base of UCA to the base of eye at 36mm for LC200. Lock off the arm nuts against each other and tighten the locking bolt in second picture. With this setting it will give you the ability to set the alignment with the bottom lower control arm.

36mm for Toyota Landcruiser LC200



If you need to adjust camber you can wind the arm in or our more to give you more or less camber.



Tighten this nut (blue arrow) against other adjuster (red arrow). Tighten Locking bolt (green arrow)

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



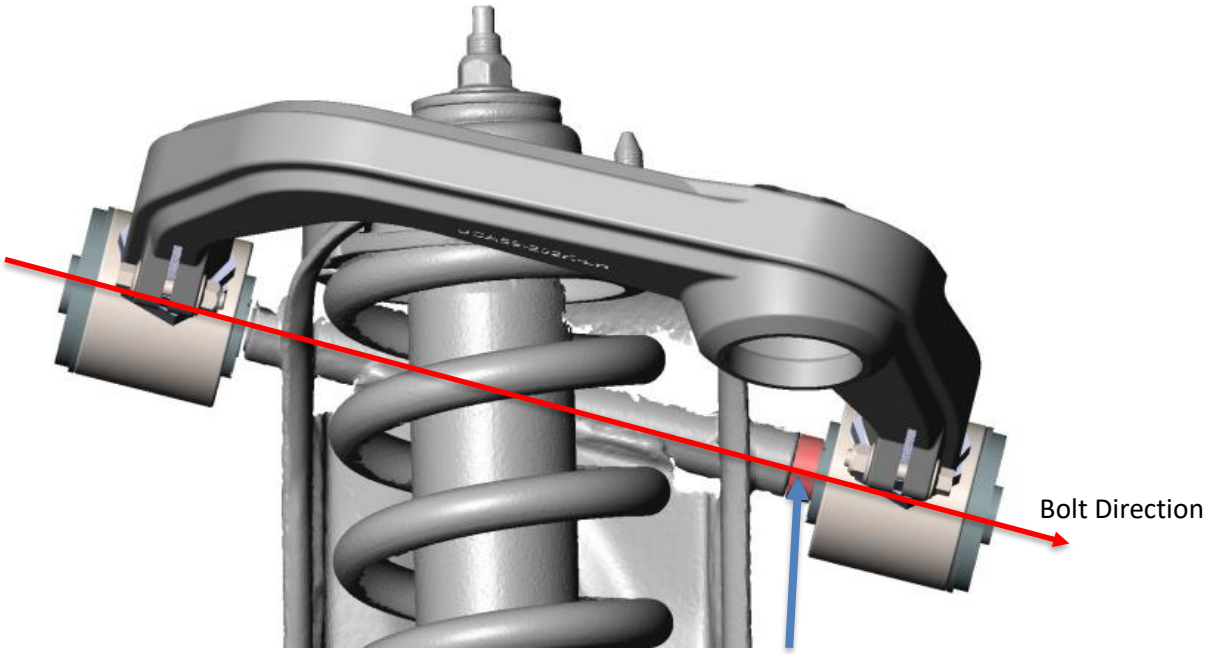
Washer on outside of arms on each end.

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

4. Using OE bolts and OE bush washers loosely bolt the Dobinsons UCA into the OE chassis mounts, using the Left and Right arms. Fit the OE washers to the outside of the arms (outsides of either end bushes). This should look like the OE fitment. Fit the tube from "PICTURE A" only after you have checked the UCA clears everything on full articulation.

For alignment purposes there are 2 spacers per side. These spaces will give approx. more or less degrees of castor. If you install the spacers on the rear side of the car, between the strut tower and the UCA bush, it will give you more castor. If you install the spacer on the front side of the car, between the strut tower and the UCA bush it will give you less castor. One spacer either side of the uca or tower will split the difference between more and less castor. This will allow you to move your wheel forward or backwards for desired alignment or clearance.

Picture 1 – Red is the spacer which is on the rear end of the vehicle. This adds more castor.

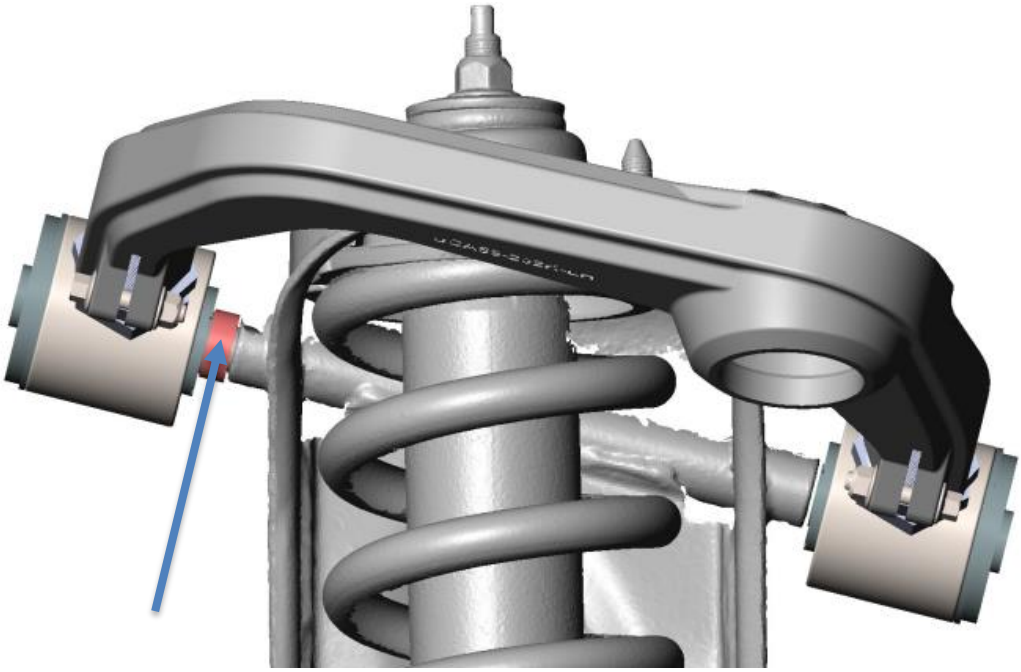


Front of vehicle this end ***2 spacers rear of vehicle this end***

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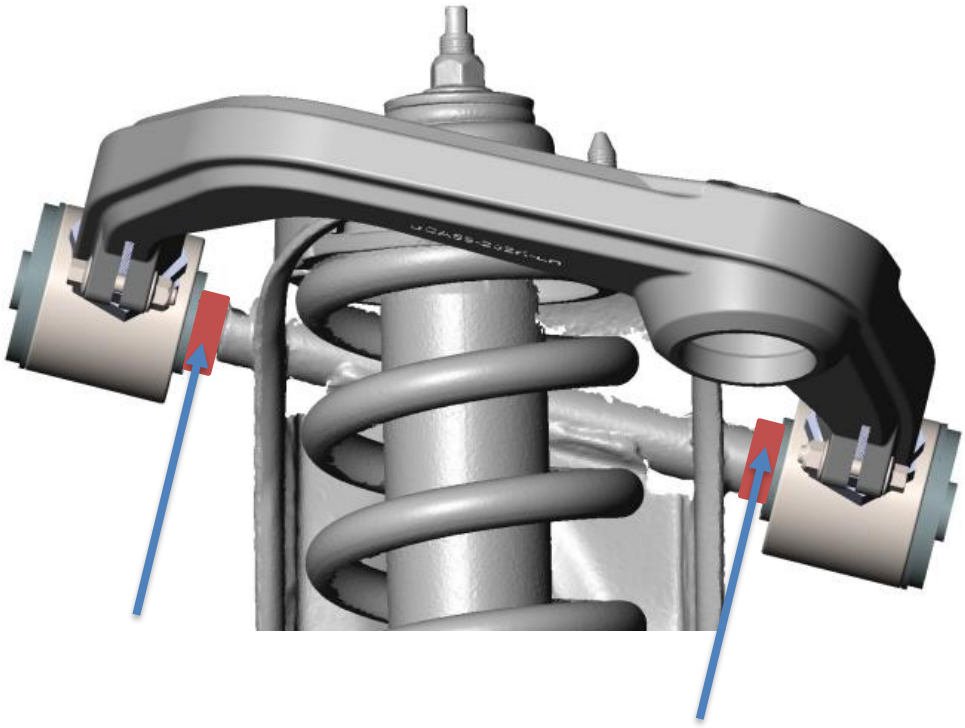
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Picture 2 – Red is the spacer which is at the front end of the vehicle. This will give less castor and move the wheel slightly more forward.



2 spacers front of vehicle this end ***Rear of vehicle this end***

Picture 3 – Red is the spacer which is at the front end of the vehicle and rear. This will give less castor than both spacers at the rear of the vehicle and more castor than both the spacers at the front of the vehicle.



Front of vehicle this end 1 spacer ***Rear of vehicle this end 1 spacer***

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

6. Move all the suspension components though the full range of travel, checking that all the componentry (ball joint and upper arm) can 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.

7. 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.

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

9. 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 overly tight through the full range of suspension movement.**



10. 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. Make sure your refit the hose clamp and bolt so tube from "PICTURE A" is back where it should be.**

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



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