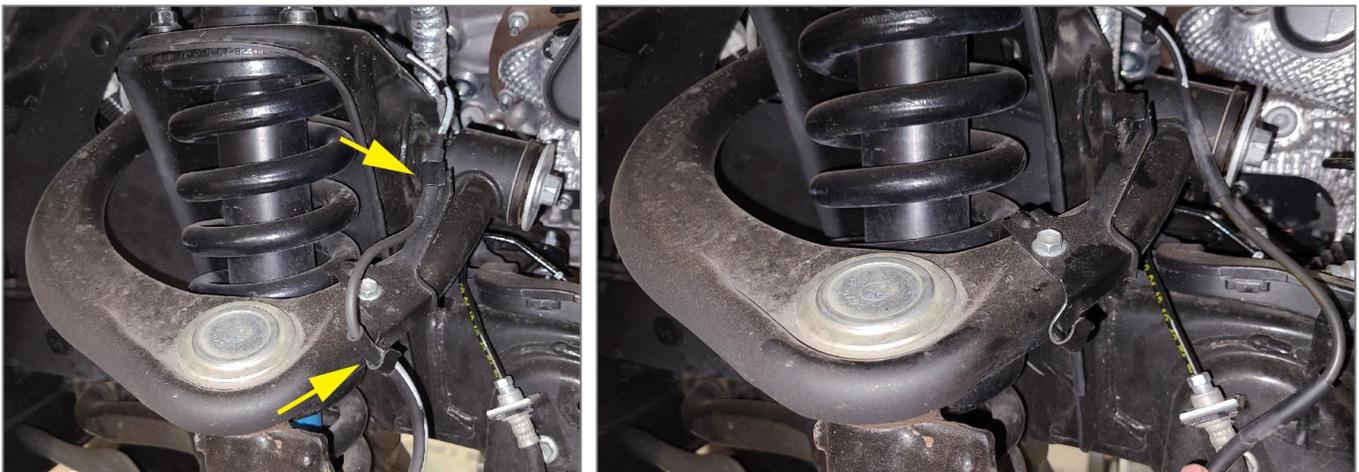


- 1 Raise the truck with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points. Remove the front wheels.



- 2 Pop out the ABS line from the factory upper control arm retention clips.



- 3 Remove the factory cotter pin using a pick. Loosen but do not remove the castle nut. Leave about a 1/4" of gap between the upright mount and nut.

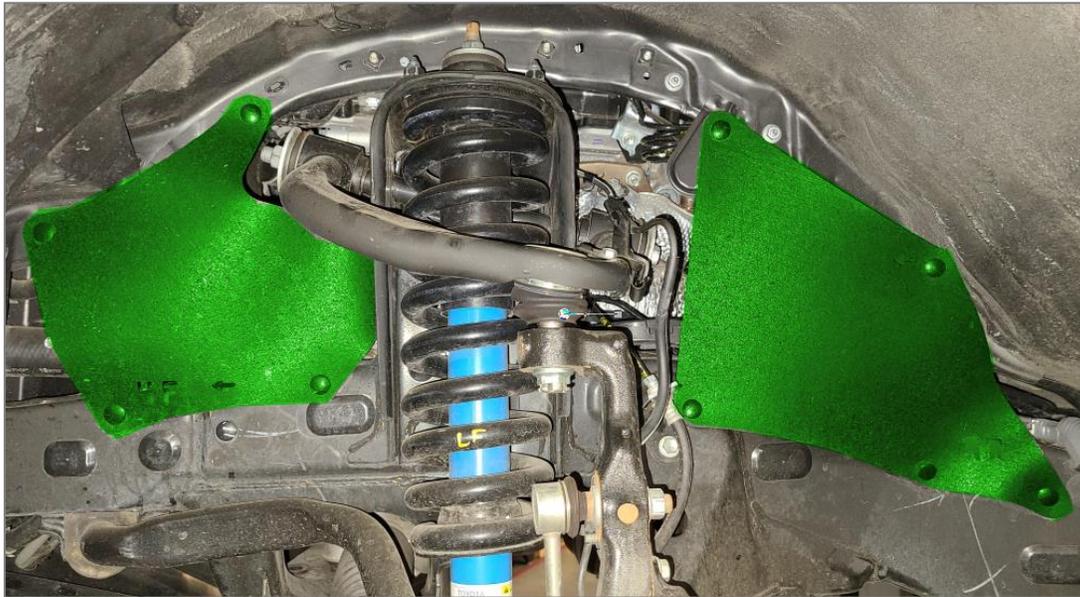


- 4 Use a hammer and hit the upright as shown below. The ball joint tapered stud should pop loose after 4-5 hits. If the stud is being stubborn and does not want to break loose, you can use a ball joint puller tool. Using the puller in conjunction with a couple of smacks with the hammer should pop it loose.

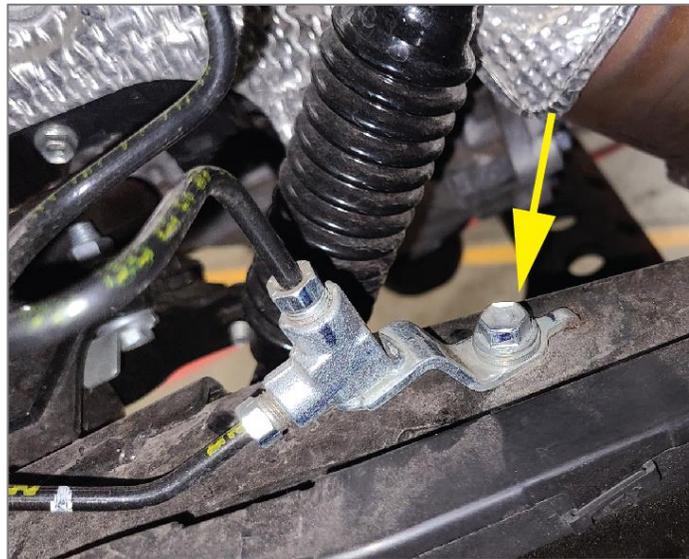


Once loose, leave the castle nut on for the time being. We will get back to this later.

- 5 Undo the rubber splash covers in the wheel well to expose the brake line junctions/fuel lines and to gain access to the upper control arm cross bolt.



Unbolt the brake line brackets from the inner fender with a 10mm socket and the junction on the rail with a 12mm socket. This will give room for the cross bolt to be removed/installed.



- 6 Now on to the difficult upper control arm bolt. From factory, this long cross bolt is installed from front to back making it difficult to remove in the field. There are ways of getting this bolt out by using channel locks and bending your inner fenders out of the way, but it becomes much more difficult on later year Tacoma's where the sheet metal is completely in the way, so we opt to just using the cutting method.

The cutting method requires you to purchase (2) new OEM bolts (Toyota Part Number: **90105A0095**) separately. And you will need a Reciprocating saw. So, prepare yourself with the bolts and saw to make this install as seamless as possible.

Loosen the cross bolt with 19mm socket & wrench.

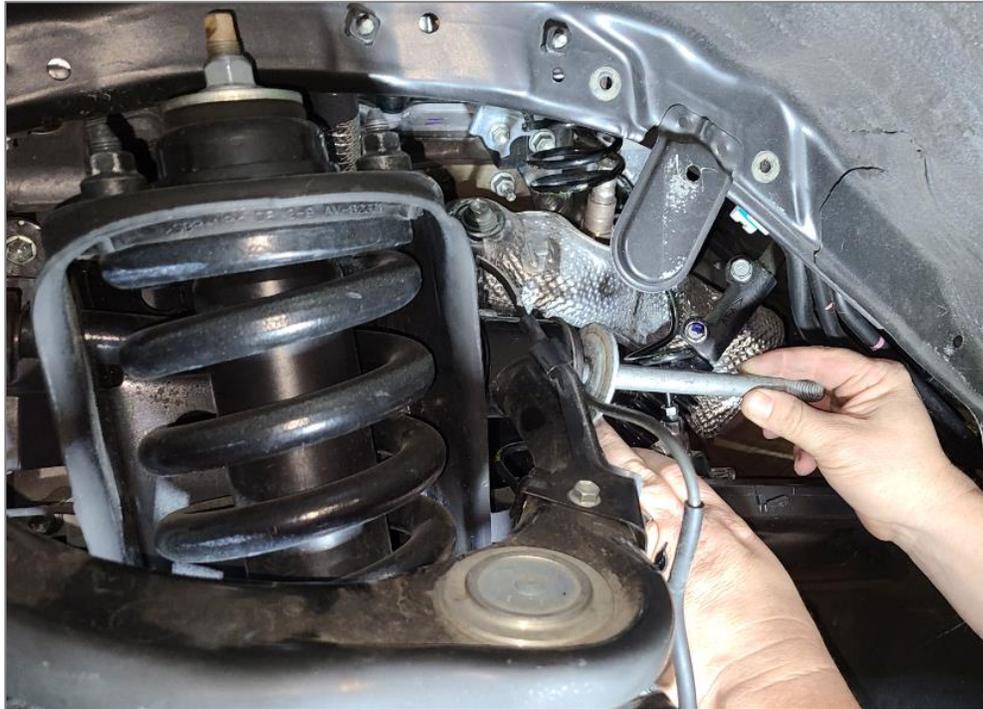


Pull the bolt forward so you are in a good position to use the saw on the bolt. Note: Inner corrosion may make this difficult to slide.



Cut the bolt head off and slide the bolt towards the back to remove.

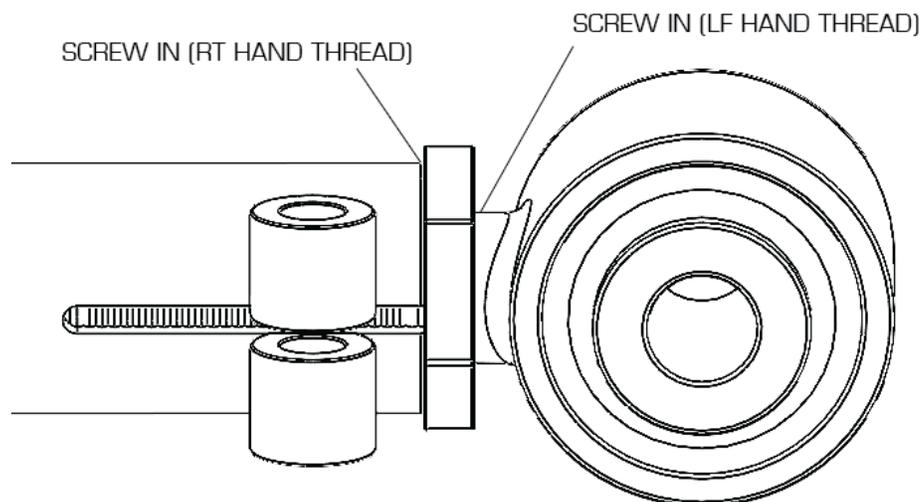




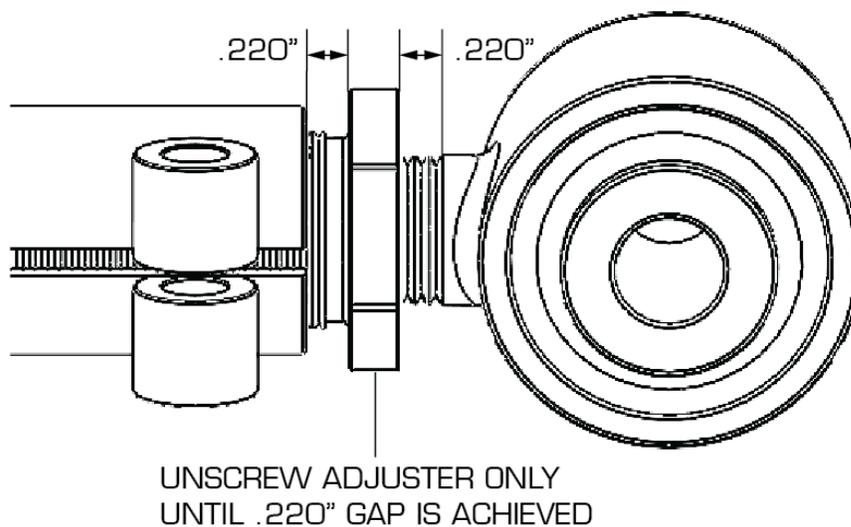
Finally, remove the loose castle nut and control arm should be free to remove from the vehicle.



- 7 The aFe Control UCA's are neutrally adjusted from our factory. However, if the bushing ends look like they are not even or have been mistakenly unscrewed, you can zero-base the arms to get back to neutral adjustment. First step is to screw-in both the adjuster and bushing end into arm making them as short as possible.

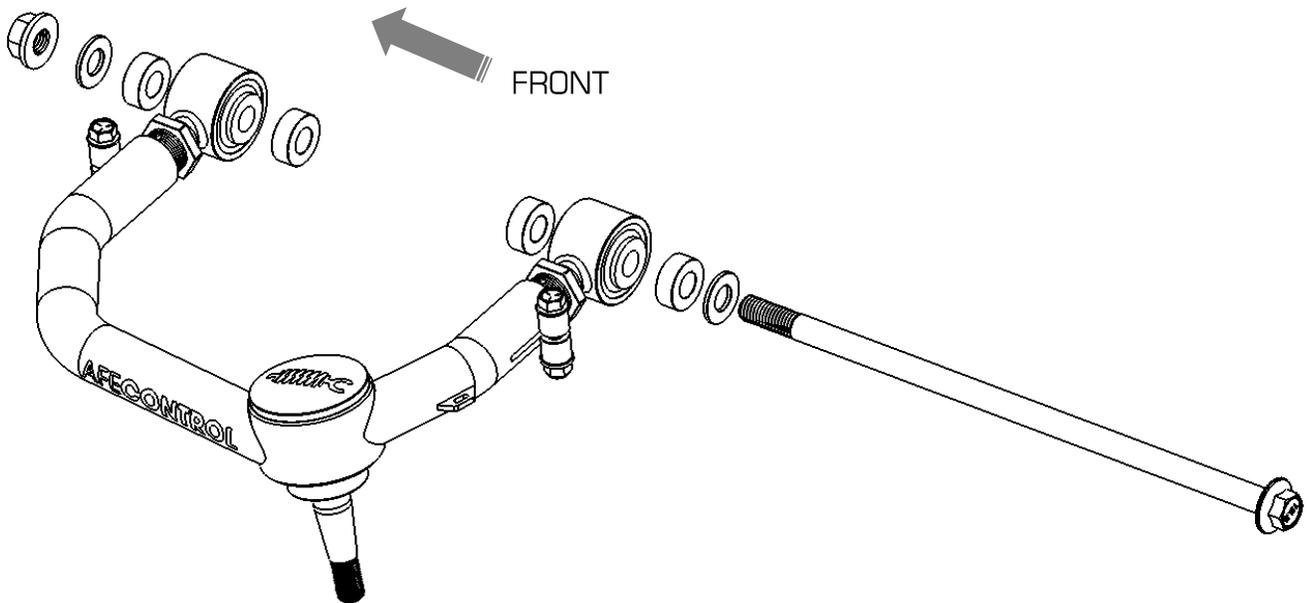


Next adjust just the double adjuster out until the gap between the control arm and the adjuster is approximately 0.220" - 0.250".



It is not critical that you get this perfect since you will need to get a full alignment afterwards anyways, but this will get the truck drivable to take to the alignment shop.

- 8 Install the aFe Control UCA in the same manner as factory removal. You will need to use the provided spacers and washers as shown in the diagram below. Tighten to 85 ft·lbs



- 9 Insert the ball joint stud into the upright and install the castle nut using a 26mm socket. Tighten to 80 ft · lbs and continue to tighten until the castle slots lines up with the next cotter pin hole.

Insert the cotter pin and bend as shown below.



- 10 Slide the OE rubber sleeve on the ABS line so it lines up with the tab on the UCA and use the provided zip tie to secure the ABS line to the arm.



- 11 Reattach the brake line brackets back onto the frame rail. Reinstall the rubber inner fender covers.
- 12 Pop the UCA ball joint cap off and use a grease gun to lube the ball joint. Pump grease until you just begin to see the boot start to bulge. We recommend using Lucas X-tra HD or any grease rated GC-LB.



- 13 Tighten all 4 pinch bolts before driving on the road. If you are performing an alignment, you can wait to tighten these until you have aligned the front wheels.



TIGHTEN PINCH BOLTS
BEFORE DRIVING ON THE
ROAD

- 14 Reinstall wheels and torque to factory specs. You're finished with the installation. It is imperative to get a front wheel alignment as soon as possible.

15 Alignment Notes

Suggested Street Alignment Specification:

Front Caster: +6 to +7°

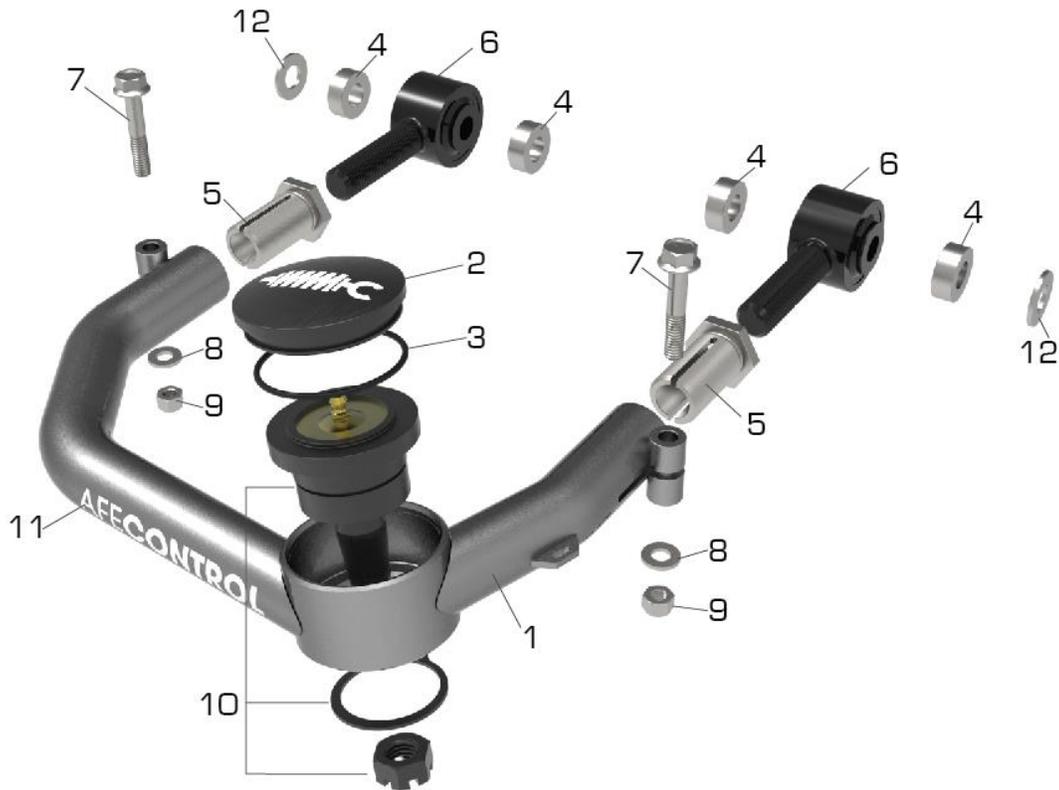
Front Camber: 0° to -0.5°

Front Toe: 0 to 1/16" Total Toe IN

To achieve our suggested target specs, you will need to adjust the lower control arm factory eccentric bolts to max positive caster. i.e. adjust front eccentric inboard (max) and rear eccentric outboard (max). This will give a good starting point.

Fine tune your camber and caster with the aFe Control UCA's. If you need large amounts of adjustment for caster, adjust the factory lower control arm. It is not recommended to have drastic front to rear opposing adjustment in the upper control arm adjusters (e.g. front bushing all the way in and rear bushing all the way out or vice versa.) Try to keep the difference in adjustment within 3/8" of each other.

Parts List



Kit Contents			
Item #	Part #	Description	Qty.
1	70110-01L-G	UCA, LEFT GREY (Shown)	1
1	70110-01R-G	UCA, RIGHT GREY	1
2	00P-0P2527-B	Cap, Ball Joint Black	2
3	00P-0C1711-A	O-Ring, 53mm ID x 2.5mm W	2
4	56702-007-01	Spacer, 1.125OD x 0.563ID x 0.415L	8
5	00P-0P2526-A	Double Adjuster: 1"-16 RH, 3/4"-16 LH	4
6	00P-0C1707-A	Bushing End, DDB M14, 3/4"-16 LH	4
7	00P-0C1702-A	Bolt, 5/16-18x1-3/4 Hex Flange Gr 5	4
8	00P-0C1703-A	Washer, .625" OD, .328" ID, SS	4
9	00P-0C1704-A	Nut, 5/16-18 Nylock	4
10	00P-0C1705-A	Ball Joint, K80811 Upper	2
Not shown	00P-0C1722-B	Ties, Nylon Cable: 7"L, 50lb. Black	2
11	00P-0P2539-W	Decal, Sway Bar: aFe Control 3.8" (Wht)	2
12	00P-0C1232-A	M14 Washer	4