

Optional Hardware Kit(s) Include

Rear Lower Hardware

- (4) 9/16" x 4.5" bolts
- (8) 9/16" washers
- (4) 9/16" Top-Lock nuts

Upper Rear Hardware

- (4) 9/16" x 4.5" bolts
- (8) 9/16" washers
- (4) 9/16" Top-Lock nuts

Rear Track Bar Hardware

- (2) 9/16" x 2.75" bolts
- (4) 9/16" washers
- (2) 9/16" Top-Lock nuts

Required Tools

- Basic hand tools
- Torque Wrench
- Tools to torque down jam nuts can be an adjustable wrench or appropriate-sized crow foots adapters.

Torque Specs

- 9/16": 125 ft-lbs
- 1-5/8" jam nuts: 250 ft-lbs
- 1-1/2" jam nuts: 225 ft-lbs

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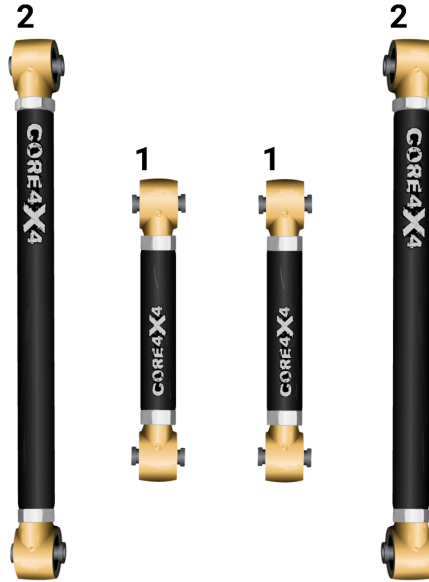
Installation Notes:

- We leave the grease fittings out of our control arm when we assemble them so that they do not break off during shipping. They are tapered fittings and may not sit flush with the sleeve on the control arm. Do not force the grease fitting to be flush as it might break the fitting off in the sleeve resulting in needing to extract the broken part or to send it back in to us to repair the threads.
- We use reducer sleeves in the Johnny Joints to reduce the ball center from a .75" bolt to the factory 14mm bolt size. These sleeves will slide right into the ball center and does not require a press or hammer to install them.

Control Arm and Track Bar Identification:

**1. Adjustable Rear
Upper Control
Arms.**

**2. Adjustable Rear
Lower Control
Arms.**



**1. Adjustable Rear
Trackbar/ Panhard**



Installation Video:



Toyota Tacoma Rear Lower Control Arms Installation

REMOVAL

Raise and support the rear of the vehicle. Remove the bolt securing the brake lines to the driver side arm. Remove and install only one arm at a time, then proceed to the next arm.

Step 1: Remove the axle side bolt and nut.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the control arm.

Installation

Unscrew the new arms (adjustable arms only) and apply anti-seize to the threads. Set the new arms to the correct length for your application. Length varies based on lift height, desired axle position, and desired pinion angle. (Some research may be required to determine the correct length for your application)

Step 4: Slide the control arm into the axle end bracket, insert bolt and tighten only finger tight.

*Note: on Camp Series, the Johnny Joint end of the control arm must go to the axle of the truck.

Step 5: Slide the bushing end of the control arm into the frame side bracket, insert bolt and tighten only finger tight. *Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary.

Step 6: Repeat steps 1-5 for the other rear lower control arm. Set the truck on the ground under its own weight.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nuts on the adjusting end to the tube of the control arms. *Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty.

Step 9: Grease all joints and bushings, grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter.

Toyota Tacoma Rear Upper Control Arms Installation

Removal

Raise and support the rear of the vehicle. Remove and install only one arm at a time, then proceed to the next arm.

Step 1: Remove the axle side bolt and nut.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the control arm.

Installation

Unscrew the new arms (adjustable arms only) and apply anti-seize to the threads. Set the new arms to the correct length for your application. Length varies based on lift height, desired axle position, and desired pinion angle. (Some research may be required to determine the correct length for your application)

Step 4: Slide the control arm into the axle end bracket, insert bolt and tighten only finger tight. *Note: on Tier 3 and fixed length arms, the Johnny Joint end of the control arm must go to the axle of the truck.

Step 5: Slide the bushing end of the control arm into the frame side bracket, insert bolt and tighten only finger tight. *Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary.

Step 6: Repeat steps 1-5 for the other rear upper control arm. Set the truck on the ground under its own weight.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nuts on the adjusting end to the tube of the control arms. *Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty.

Step 9: Grease all joints and bushings, grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter.

Toyota Tacoma Rear Track Bar Installation

REMOVAL

Raise and support the rear of the vehicle.

Step 1: Remove the axle side bolt and nut.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the old track bar.

Installation

Unscrew the new track bar and apply anti-seize to the threads. Set the new adjustable bar to length. New length varies based on lift height, bumper, spare tire, etc. For lifts 3" and higher you want to start at about 3/8" to 1/2" longer than the factory track bar.

Step 4: Slide the adjusting end of the bar into the frame side bracket, insert bolt and tighten only finger tight.

Step 5: Slide the other end the bar into the axle mounting bracket, insert bolt and tighten only finger tight. *Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary.

Step 6: Set the vehicle on the ground under its own weight.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nut to the shaft of the track bar. *Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty.

Step 9: Grease all joints and bushings (where applicable) grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter.