

Installation Instructions

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Toyota Tacoma Front Upper A-arm Installation Instructions

Included Hardware:

- (2) castle nuts
- (2) washers for the ball joints
- (2) cotter pins
- (4) 90 degree grease fittings
- (1) Camber adjustment crush sleeve

Required Tools:

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

Torque Specs:

- 14mm": 130 ft-lbs
- Ball Joint: 40 ft-lbs + 200 degree turn.

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Installation Notes:

- When removing the factory a-arms, keep the hardware that is used on the frame mounts as they will be re-used in the new a-arms.
- We do not include any lengths for this control arm because it is difficult to give lengths that also work for your camber and caster measurements. Because of that. You set your lengths when the arms are installed to get your tires close enough to drive to an alignment shop where the final adjustments will be made.
- There is a "L" and "R" engraved onto the control arm bodies to help with knowing which side to install the arms on. The arms can be installed in either direction, but if they are installed on the wrong side, then it will be difficult or impossible to set the alignment on your truck.
- There is a sheet delivered with the control arms that give a quick set-up for the camber adjusting crush sleeve. If you are leveled or lifted, you want the camber adjusting crush sleeve towards the back of the control arm pointed towards the coil spring but if you leveled you want to move that crush sleeve to the front and have it pointed towards the coil spring. We do not ship the crush sleeves installed in the vehicle so you can install them to match your application.

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Installation Video:



Toyota Tacoma Upper Front A-arm Removal and Installation

Step 1: Safely and securely lift and support the front end of the truck by the frame. Once you remove the upper front control arms, the lower front control arms cannot safely support any weight.

Step 2: Remove the front wheels.

Step 3: Remove the rubber dust shields that run from the fender liner to the frame. This will help with accessing the control arm bolt and nut.

Step 4: Remove the castle nut from the ball joint and separate the ball joint from the steering knuckle. Also remove the brake line tab from the control arm.

Step 5: Once the ball joint is separated from the knuckle, remove the nut from the long bolt holding in the control arm. The control arm is attached to the frame with one long bolt that will slide out of the control arm towards the front of the vehicle.

Step 6: Install the grease fittings into the control arm before installation. Note: These have a tapered thread to them and may not screw all the way into the bushing sleeve. Once the tapered thread is fully seated, it will create a seal that will help keep grease inside the bushing and debris out. If you over-tighten the fitting, you run the risk of stripping the threads or breaking the zerk off in the control arm. If this happens, you can reach out to us and we can arrange shipping for us to fix it, or you can use drill bits or extractors to carefully remove the broken fitting.

Step 7: Install the control arm on the frame of the vehicle with the long bolt being installed in the front of the vehicle and the camber crush sleeve in the correct position for your application.

Step 8: Slip the ball joint into the steering knuckle and screw the castle nut onto the stud.

Step 9: Once all the hardware is installed, torque them to the specified torque specs. Install the cotter pin once the castle nut is torqued and turned to the proper spec.

Step 10: Grease the poly bushings (if equipped) and the ball joint. Do not over grease them and having too much grease pressure can damage the ball joint and cause premature wear to the ball joint and poly bushings.

Step 11: 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.