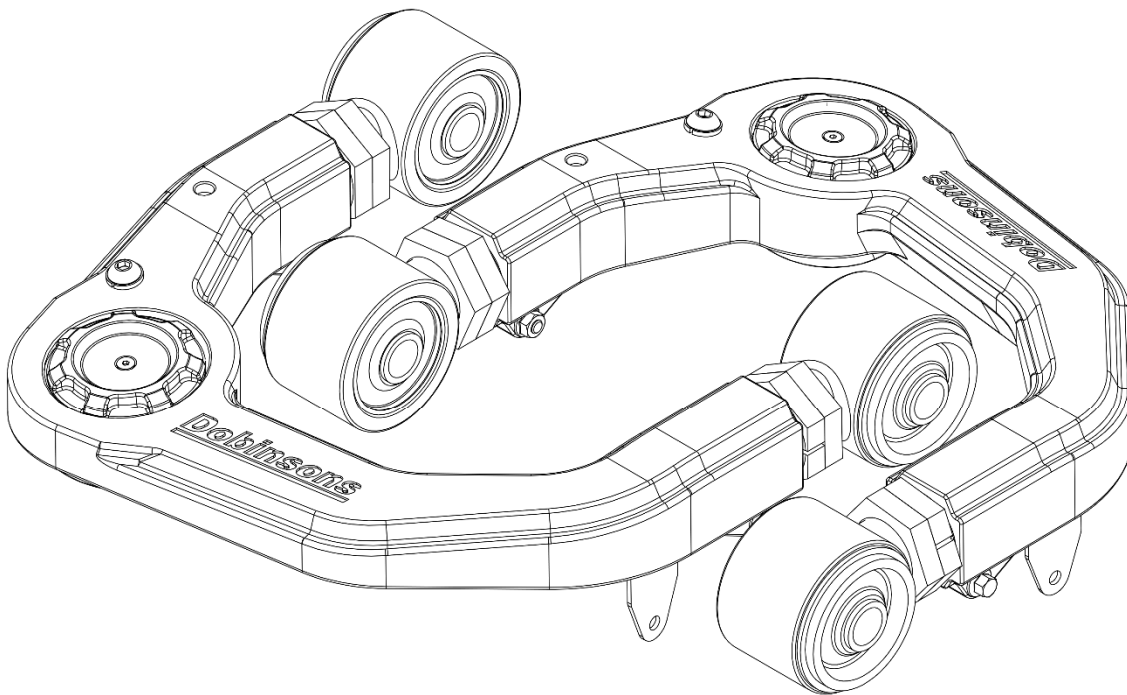




Fitment	Part Number
Toyota Landcruiser 300 Series	UCA59-212K

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.



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, if the Ball Joints supplied is not pressed in, it ***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.*

This UCA requires re-use of the OEM ball joint

OEM BALL JOINT REMOVAL:

1. Take off rubber boot circlip and boot.
2. Remove circlip under boot



3. Use press tools as shown below. **DO NOT PRESS ON THE END OF THE THREAD UNDER ANY CIRCUMSTANCES.** Ensuring you press from the housing to prevent damage.



BALL JOINT INSTALLATION:

1. Orientate the supplied press tools as shown below. Align the balljoint so it is parallel



2. Press in the balljoint a little at a time, stopping to check it is pushing parallel.

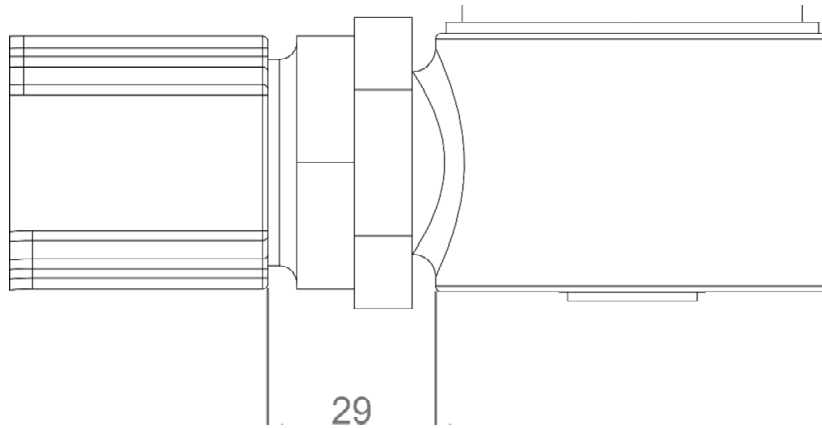
3. Once in place, put the circlip on the bottom side. A flat blade screw driver may help to install the circlip by levering it and moving around it as it clicks into the groove in a circular pattern. Put the circlip into place on one end in the groove, then move the screwdriver about 10mm around and 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.

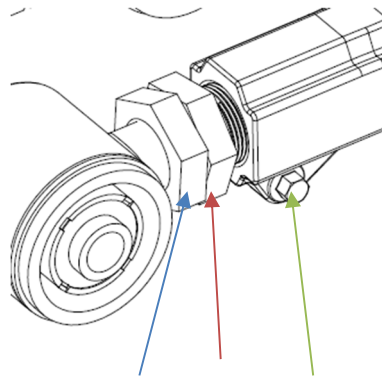


INSTALLATION PROCEDURE:

1. Start with the vehicle on a hoist and safely supported. Remove the wheels.
2. Support the lower control arm with a jack, remove the balljoint cilrclip and nut, pop the ball joint with a hammer. **RETAIN THE OE NUT**
3. Remove the abs line fixing bracket from the upper control arm.
4. Loosen and remove the nut and washer on the UCA inner bolt.
5. Left side –
 - A). Unclip the airbox lid, rotate and sit towards the rear of the engine bay. Unclip the airbox from the rubber locking studs on the base.
 - B). Remove the 3 bolts holding the computer module in place
 - C). Remove the wire clips on the computer module
 - D). Have another person hold the computer module inward, then from inside the wheel arch carefully slide the UCA mounting bolt forward in behind the computer, as it nears the end you will have to push the back of the arm inward to allow the bolt to clear the air conditioning lines at the front
6. Right Side – from inside the wheel arch carefully slide the UCA mounting bolt forward taking care that you do not stretch or damage any components in the engine bay. This will require moving the UCA around to allow the bolt to come free.
7. Set the arm to the required dimensions as seen below – 29mm. Both the eye and the threaded sleeve should be first threaded completely in, and then hold the eye still whilst rotating the sleeve – there is a left and right hand thread so this ensures the threads unscrew evenly.



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



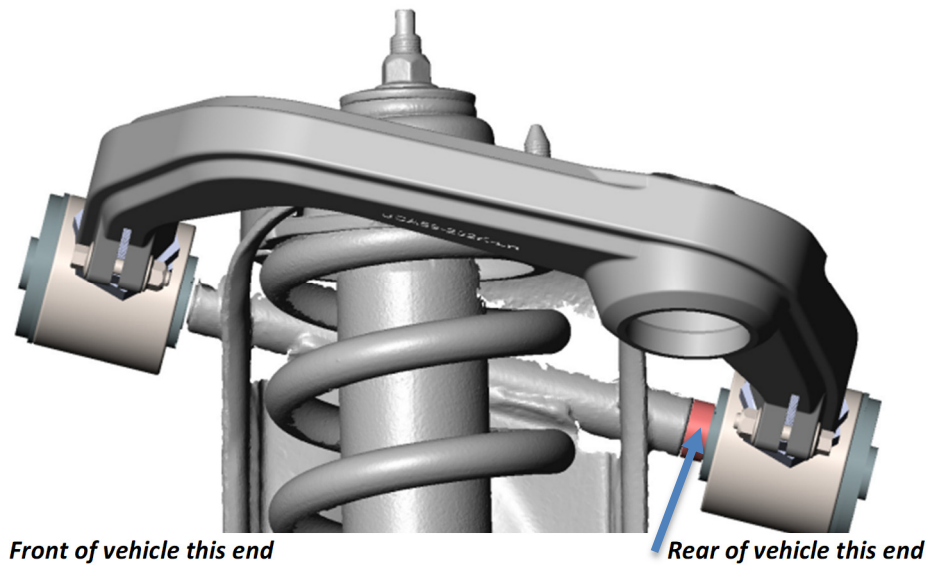
Tighten this nut (blue arrow) against other adjuster (red arrow). Tighten Locking bolt (green arrow)

8. Ensure the eye lets are parallel and are at the correct measurement and lock off the large locking nut and then the small pinch bolt.

9. Install the arms, leaving the nut loose. Dobinsons UCA's are also Castor adjustable and are provided with 2 x sleeves each side – both of these sleeves MUST be used. The position of these sleeves will alter the amount of castor.

For 2" lifts put one sleeve either side of the coil tower

For 3" Lifts put both sleeves to the rear of the coil tower as seen in the picture below



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

11. 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.

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

13. Mount ABS line to the UCA with bolts and washers supplied. Mount the headlight sensor bracket to the supplied bracket (if fitted to vehicle)

14. Mount the ball joint to the spindle, install the thick washer and nut supplied, or use the OEM nut with built in washer. Tighten and re-install circlip – **NOTE: it is very important that the washer is installed if using the supplied nut**

15. Tighten the inner UCA long bolt up at ride height. **NOTE: It is important to tighten this up at ride height to prevent immediate bush failure.**



16. Re-install computer, airbox and all other removed components.

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