



PART# 856800

2005+ TOYOTA TACOMA 2WD/4WD

FRONT UPPER CONTROL ARMS



2 HOUR INSTALL TIME

Components
(1) DRIVER'S SIDE CONTROL ARM
(1) PASSENGER SIDE CONTROL ARM

Please double check the parts list before beginning installation to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension (714) 630-0363. Please have the boxes present if parts are missing or damaged

PRIOR TO INSTALLATION:

- 1. Factory service manual is recommended to have on hand.**
- 2. Secure and properly block vehicle prior to beginning installation.**
- 3. Always wear safety glasses when using power tools or working under the vehicle**
- 4 Modification to any part will void the warranty associated with that product**

AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION

NOTE: THESE MAX TRAC CONTROL ARMS WILL ADD 3 DEGREES OF CASTER ONLY. NO CAMBER IS ADDED.



Step 1 Jack up the front of the truck and support under the frame rail with a jack stand. Keep the floor jack under the lower control arm with pressure so that load is taken off of the upper control arm during the install.



Step 2 Gently pry to remove all of the clips attaching the rubber skirts on both sides of the control arm and remove the rubber skirts.



Step 3 Unbolt the sway bar end link from the neck of the spindle and separate.



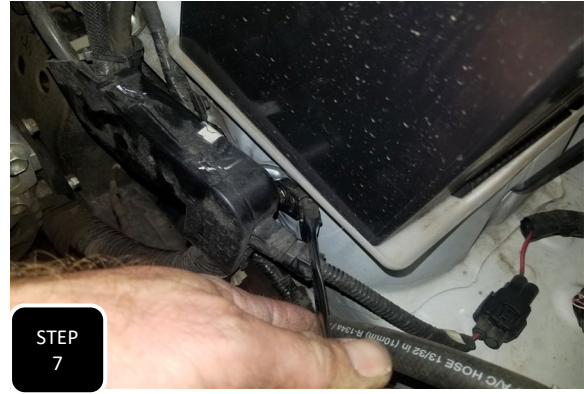
Step 4 Open up the clamp attaching the ABS line to the upper control arm and then unbolt the bracket. This will allow for slack in the line while the spindle is separated from the upper control arm.



Step 5 Loosen the nut attaching the upper ball joint to the spindle then hit the side of the spindle, right at the ball joint, with a hammer to break it loose. The nut will catch the spindle, then remove the nut. **NOTE: NEVER HIT THE BALL JOINT DIRECTLY ON THE THREADS.**



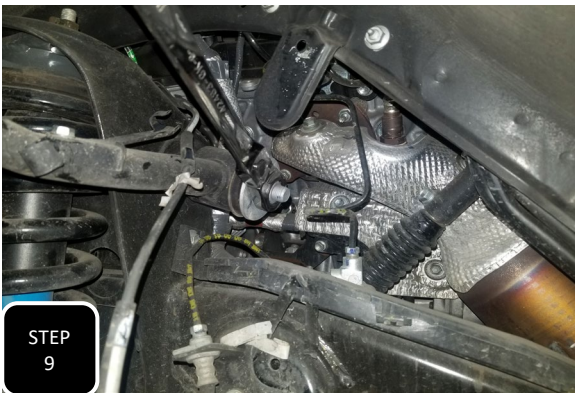
Step 6 Once separated, use a strap to keep the spindle close to the frame. This will help prevent the brake line and ABS line from getting over stretched.



Step 7 Unclip and or unbolt any wiring that is on the engine side of the fender lip near the front of the upper control arm so that it does not interfere with the removal of the upper control arm mounting bolt.



Step 8 Using a large pair of pliers, bend the lip of the fender well outward to make room for the upper control arm mounting bolt to push out and past it. **NOTE: BE CAUTIOUS TO NOT PINCH OR DAMAGE ANY WIRING WHILE PERFORMING THIS STEP.**



Step 9 Unbolt the upper control arm and remove the nut.



Step 10 Remove the long bolt that attaches the upper control arm to the frame and remove the control arm. **NOTE: THIS WILL BE DIFFICULT TO REMOVE AS THE HEAD OF THE BOLT PASSES AND CONTACTS THE WHEEL WELL. USING A SCREW DRIVER ON THE BACK SIDE TO TAP IT THROUGH AND OR PLIARS TO GRAB AND SLIDE THE BOLT WILL BOTH HELP WITH THE REMOVAL.**



Step 11 Locate the new control arm that is shaped like the one you just took off and loosely install it with the more rounded tube facing the front of the truck and the straighter tube facing the rear of the truck. **NOTE: DO NOT TIGHTEN THIS BOLT UNTIL THE TRUCK IS AT RIDE HEIGHT.**



Step 12 Connect the upper ball joint to the spindle and tighten to factory specs.



Step 13 Attach the ABS guide bracket to the threaded post on the control arm using the provided nylock nut and then crimp the ABS line back into the guide clip.



Step 14 Re-attach the sway bar end link to the neck of the spindle and then re-attach both of the rubber skirts back into their original location.



Step 15 Lower the truck back to ride height, move the truck forward and back a few feet to settle the suspension, and then tighten the upper control arm mounting bolt and torque to factory specs.