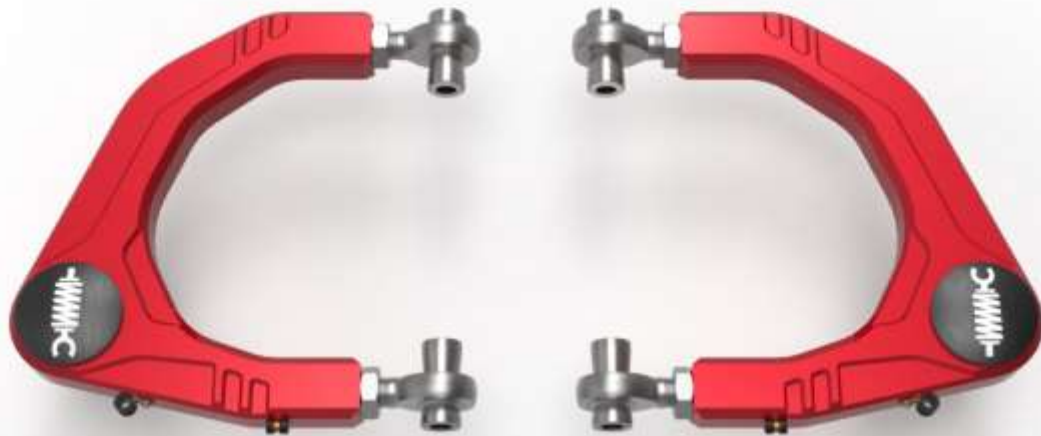


***Upper Control Arm Kit
4th Gen Toyota Tacoma (N400)
6th Gen Toyota 4Runner (N500)
Toyota Land Cruiser (J250)
P/N: 460-72T006-R***



Est. Install Time: 3 hrs.

Note: aFe Control UCA's will work with factory offset wheels and OE shocks. To take advantage of more useable travel and adjustable ride height, we suggest adding a Sway-A-Way Front Coilover kit P/N: 101-5600-21 (Tacoma), P/N: 101-5600-23 (Land Cruiser) with this UCA kit.

Tools & Supplies Required

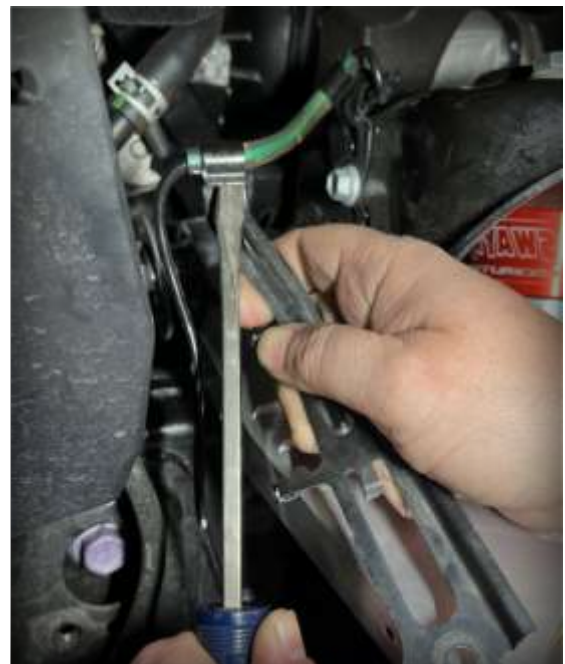
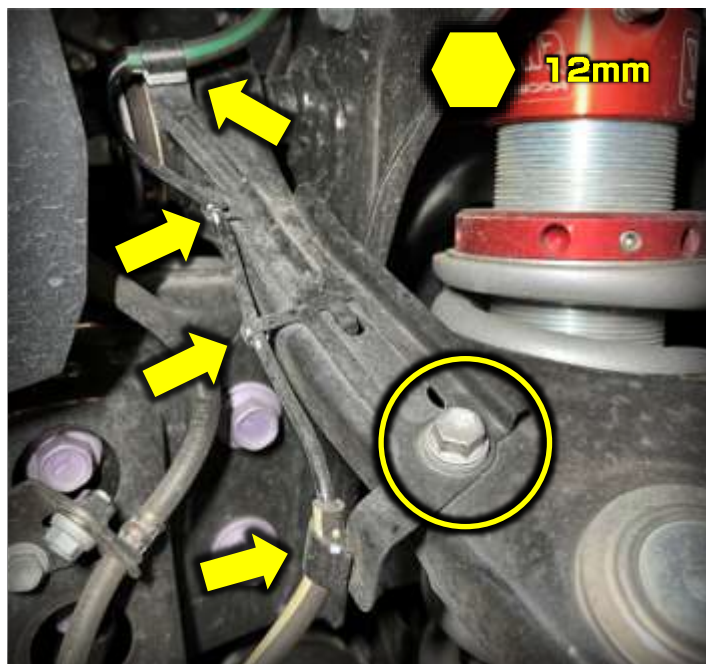
Jack, Jack Stands, Needle Nose Pliers, Hammer, ball joint puller (optional)
10mm, 12mm, 19mm, 21mm, 22mm Sockets & Wrenches, 12mm Allen Socket, 1/8" mm Allen, 1-5/16" Wrench for 7/8 jam nuts.

Upper Control Arm Installation:

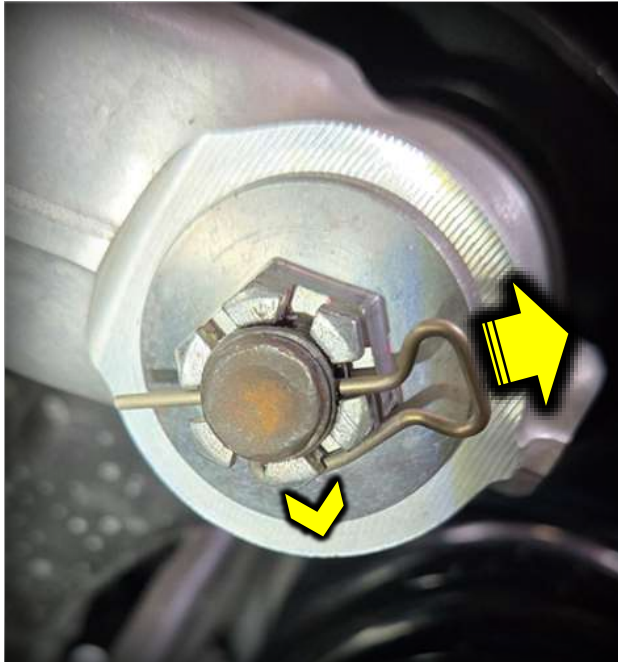
- 1 Raise the truck with a 2-post lift (preferable), or floor jack. If using a floor jack, place jack stands in the factory designated jack points. Remove the front wheels.



- 2 Disengage the ABS line from the factory upper control arm retention clips. Use a slotted screwdriver and carefully pry the clamps open.



- 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 knuckle mount and nut.



- 4 Use a hammer and hit the knuckle 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.



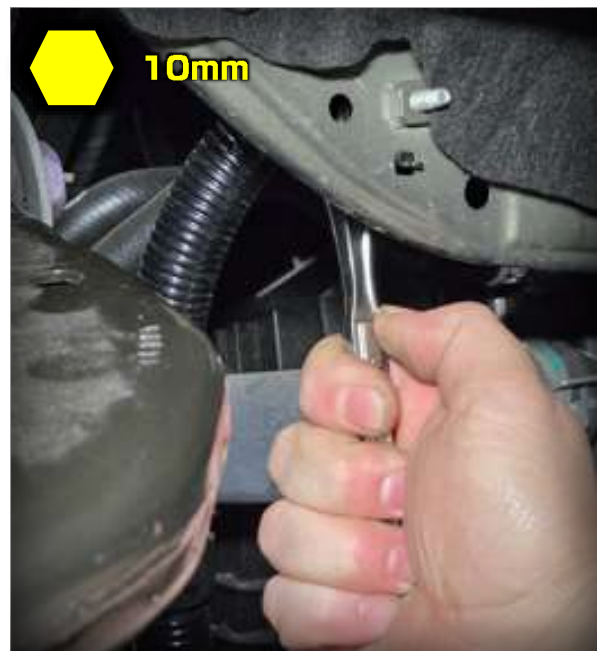
- 5 Undo the splash covers in the wheel well to gain access to the upper control arm cross bolt. Needle nose pliers work well to disengage the pop clips.



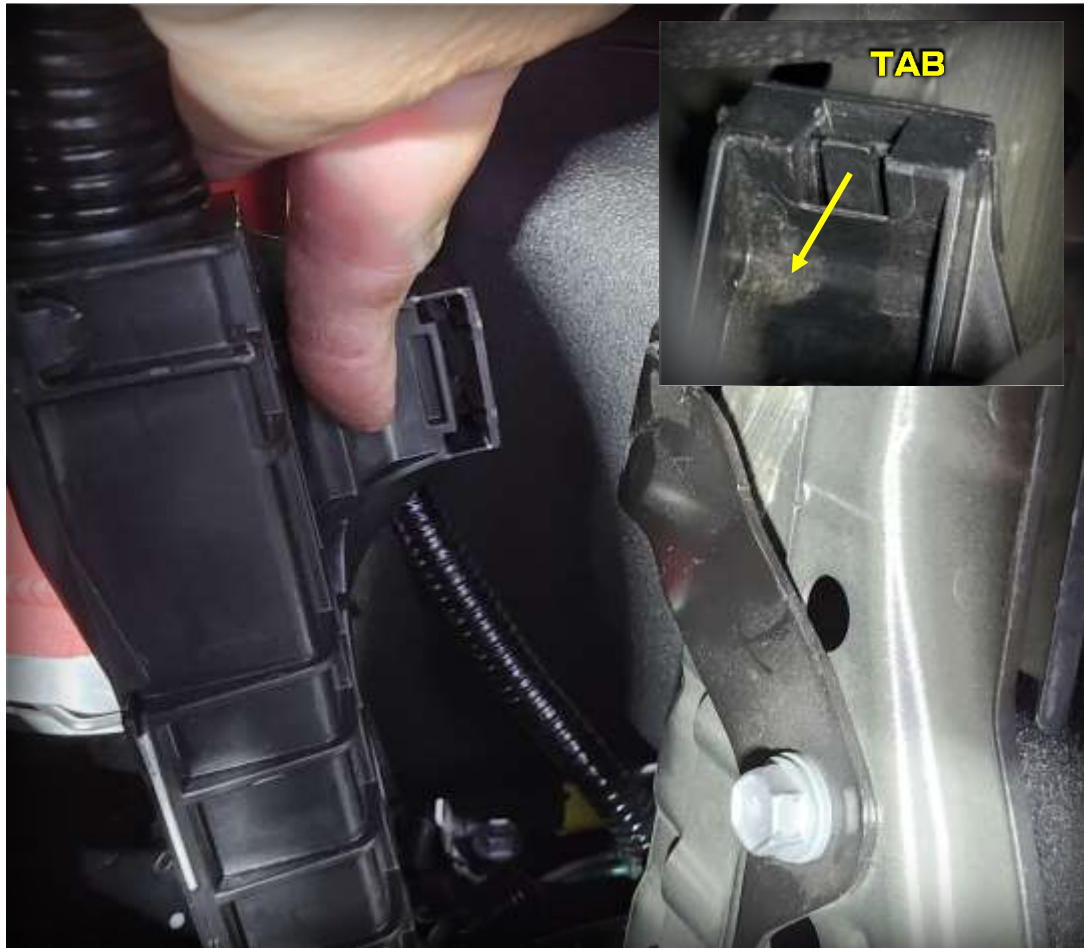
- 6 Passenger Side: The cross bolt will need a few things moved out of the way before it can be removed from the frame mount.



First, unbolt the harness bracket facing the engine bay.



Next, we will need to unclip a plastic harness bracket. Reach in the engine bay from the front access opening again and unclip the bracket. Toggle the small tab toward the engine and lift the plastic bracket up.



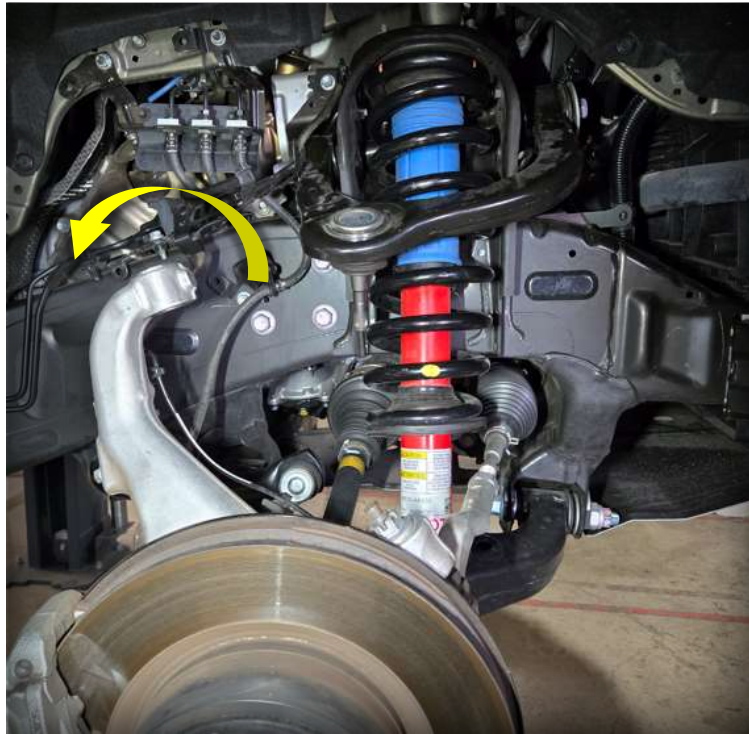
With the harnesses out of the way, loosen the cross bolt.



Fully remove the castle nut and disengage the upper control arm from the knuckle.



Push the knuckle towards the rear of the car but do not pull outward to avoid pulling the CV joint out of its cage.



Slide the cross bolt toward the front and remove the passenger side arm.



- 7 Driver Side: The cross bolt requires the charge pipe to be disconnect from the intercooler side before it can be removed from the frame mount.

Cross bolt



Open the hood and locate the LH side charge pipe (cold side). Can also be accessed from the wheel well area.



Unclip the retaining clip and disconnect the charge pipe. (View from underneath)



**Pull off and
Move to the side**

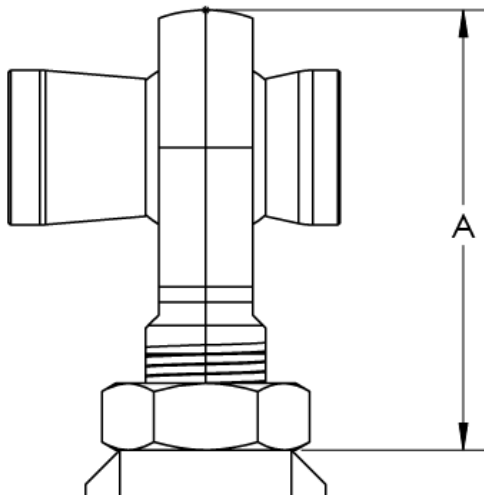
Unbolt the ball joint from the knuckle in the same manner as the passenger side.

Unbolt the cross bolt. Slide it toward the front. When you get to the intercooler port, slightly push the intercooler up to get the bolt head passed the port flange.



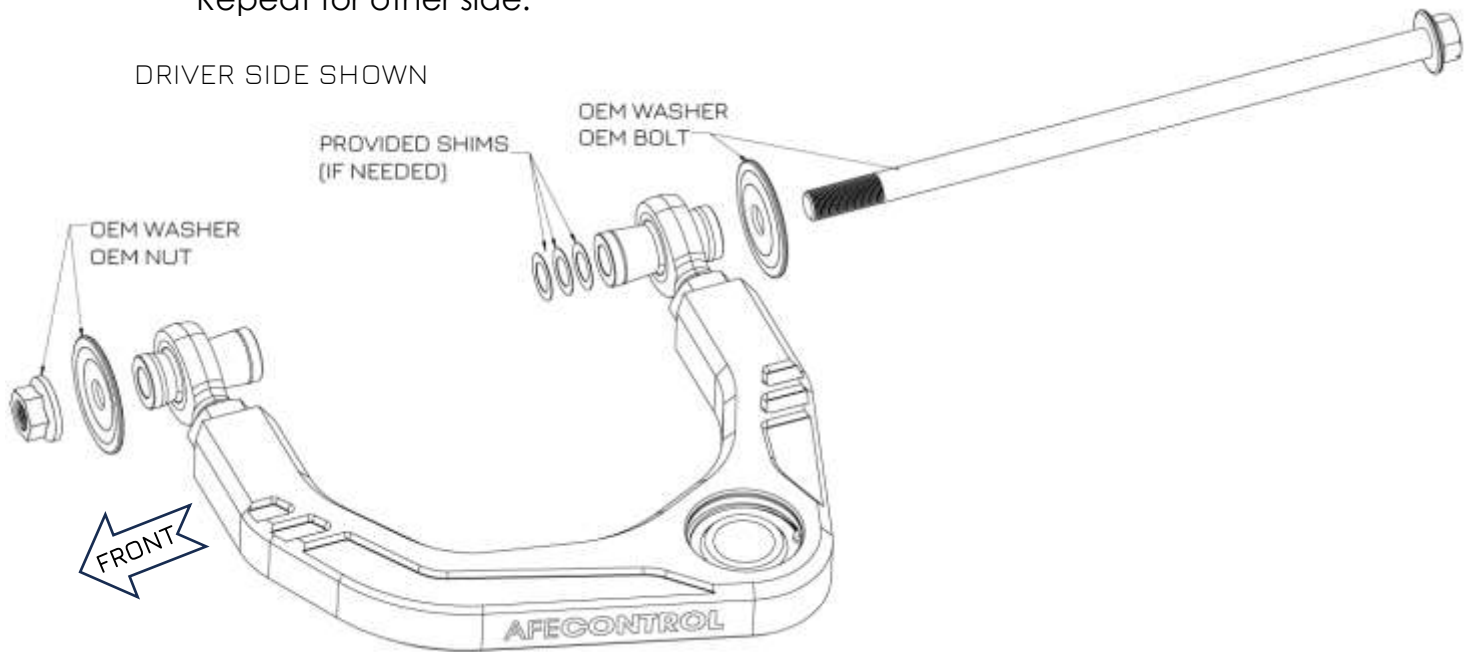
Slide the bolt the rest of the way forward and remove the arm.

- 8 Set heim joints to the following positions for the situation that applies to you.

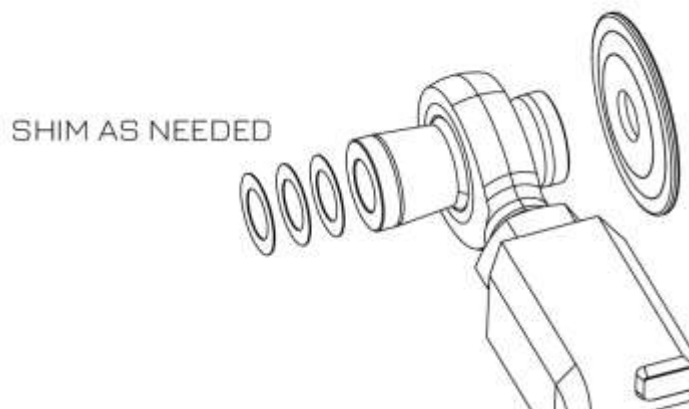


Dimension A
3.200" For aFe Lift Kit
3.000" For OE Height (no lift kit)
2.875"(min) - 3.500"(max) Custom Setup Adjust at own Risk

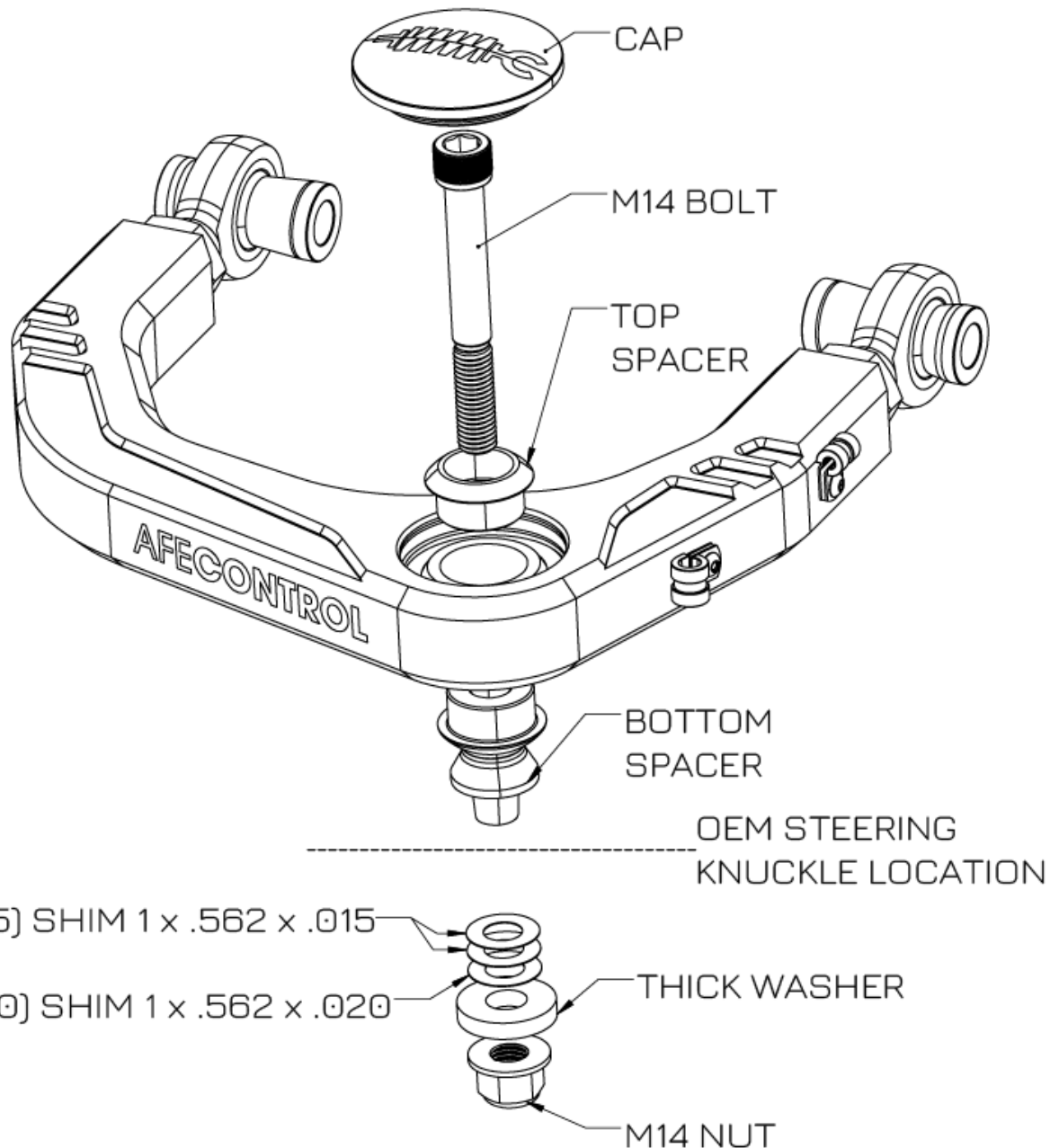
- 9 Install the aFe Control UCA in the same manner as factory removal. You may need to use the provided spacers and shims as shown in the diagram below. (**See Shim note**) Reuse the OEM M16 bolt and tighten to **130 ft · lbs**. Repeat for other side.



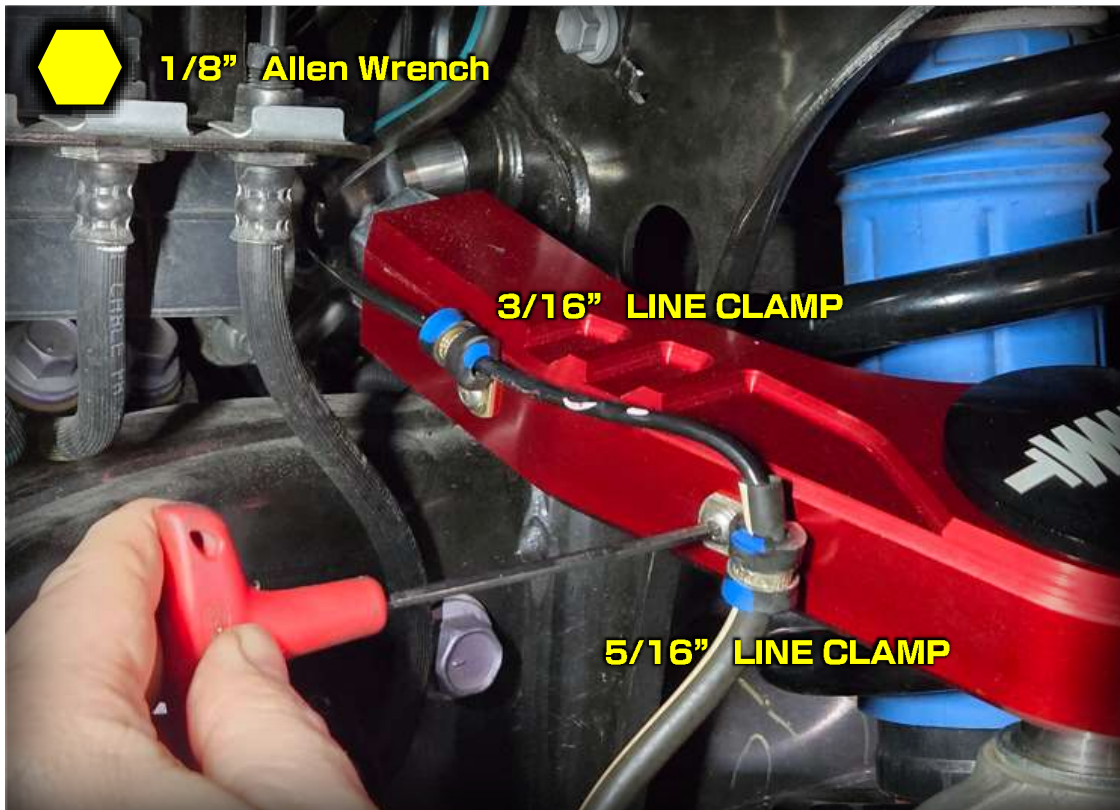
Important Shim Note: Due to variances between trucks we include (6) thin shims to make up any gap between the mounts and UCA bushings. (2) are .020" thick and (4) are .015" thick. If (2) shims fit, then install two. If you only have room to add (1) shim, then only add one shim. The goal is to make the fit as snug as possible. In some cases you may not need any shims. We do this avoid preloading the inner joints. If there is too much gap, when you tighten the cross bolt, the heim joints can be preloaded too much which will lead to excessive wear. Only add shims on the rearward side of the mount.



- 10 Once the inboard mounts are installed, we will assemble the outer joints. Install the top spacer and the M14 bolt. Insert the bottom spacer into the spherical bearing and guide the end of the bolt into the steering knuckle. Underneath the knuckle mount, add (2) 1.05"x.562 x.015" shims and (1) 1.05"x.562 x.020" shim followed by the thick washer and M14 nylock nut. Tighten to **100 ft lbs**. These shims are **required** and NOT optional. Cover the top of the bearing with the included cap. See Diagram



- 11 Attached the ABS line using the included line clamps and button heads screws. Inboard clamp is the smaller size. Note orientation.



- 12 Reinstall the charge pipe, harness mounts, and splash shields. Reinstall the front wheels and torque to **97 ft lbs**. You're finished with the installation. It is imperative to get an alignment as soon as possible.
- 13 Alignment Notes

Suggested Street Alignment Specification:

Front Caster: As much as possible

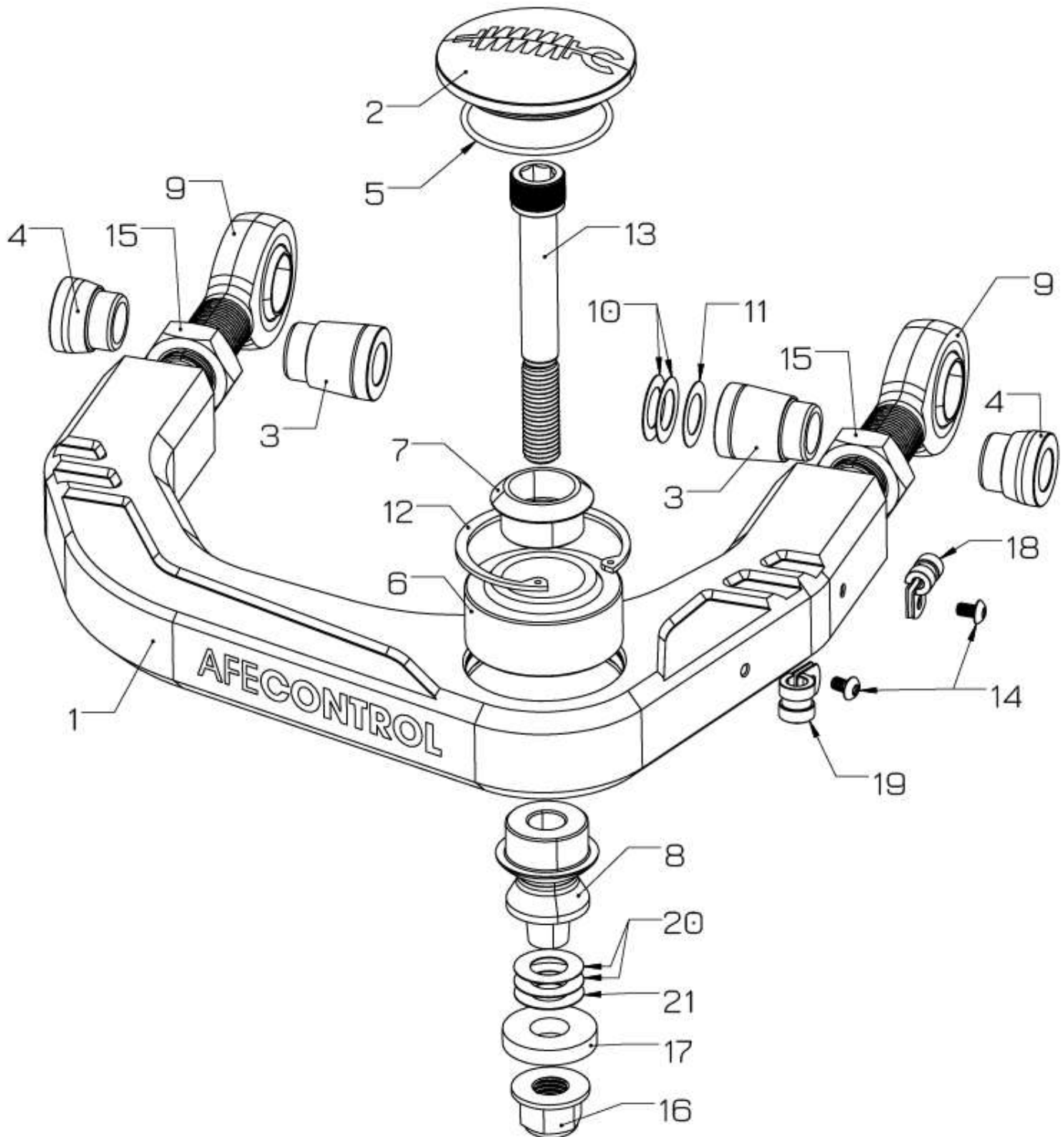
Front Camber: 0° to -0.5°

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 maximize positive caster. i.e. adjust front eccentric inboard and rear eccentric outboard. 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 Diagram



See List Next Page

Kit Contents			
Item #	Part #	Description	Qty.
1	00P-0P2713-R	UCA, Left Body (Shown	1
1*	00P-0P2714-R	UCA, Right Body	1
2	00P-0P2654-B	Cap, Ball Joint Black	2
3	00P-0P2652-B	Inner Misalignment Spacer	4
4	00P-0P2653-B	Outer Misalignment Spacer	4
5	00P-0C1711-A	O-Ring, 53mm ID x 2.5mm W	2
6	00P-0C1757-A	Bearing, Spherical COM-20T	2
7	00P-0P2655-A	Spacer, Top 1.25"	2
8	00P-0P2656-A	Spacer, Bottom 1.25"	2
9	00P-0C1754-A	Rod End, 7/8" Male RH Thread	4
10	51015-100	Shim, .015 X 1.00 X .629	4
11	51020-100	Shim, .020 X 1.00 X .629	2
12	00P-0C1755-A	Ring, Retainer 2-3/8"	2
13	00P-0C1756-B	Bolt, M14-2X110 SHCS 12.9 Blk Zinc	2
14	00P-0C1772-A	Bolt, 10-32x5/16" BHCS 18-8 SS	4
15	00P-0C1773-A	Nut, Jam 7/8"-14	4
16	00P-0C1764-A	Nut, M14-2 Nylock	2
17	00P-0C1774-A	Washer, 15 mm ID, 36 mm OD, 6.6 mm Thick	2
18	00P-0C1775-A	Clamp, Adel 3/16" ID	2
19	00P-0C1771-A	Clamp, Adel 5/16" ID	2
20	511105-015	Shim, 1.05 X .015 X .562	4
21	511105-020	Shim, 1.05 X .020 X .562	2