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## INSTALLATION INSTRUCTIONS FOR 05+ TACOMA 1.25" UNIBALL CHROMOLY UCA AP-306706

	<b>NOTICE</b> Read instructions completely before installing this product. Refer back to the instructions frequently during installation.		<b>CAUTION</b> Flying Object Hazard. Fluid Splash Hazard. Wear safety glasses at all times when working on vehicle.
 <b>WARNING:</b> Cancer and Reproductive Harm - <a href="http://www.P65Warnings.ca.gov">www.P65Warnings.ca.gov</a>			



**AP-308962**

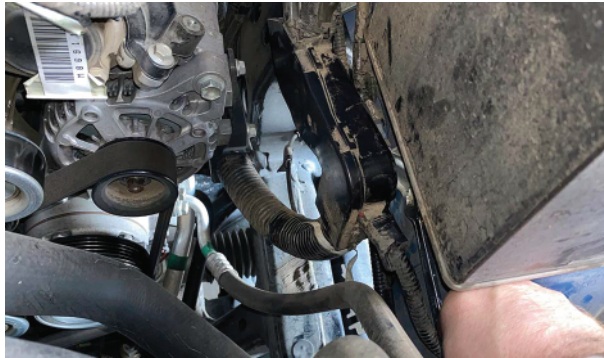
**1.** With the vehicle safely supported, remove the front wheel. Unclip the rubber fender covers from the inner fenders to allow better access to the UCA pivot bolt. Use a screw driver to open the ABS sensor clamps on the UCA so the ABS sensor wire is feely hanging.



**2.** Remove the UCA ball joint cotter pin and castle nut. Separate the UCA ball joint from the spindle using a pickle fork or by hitting the flat spot on the front of the spindle with a large hammer. It is a good idea to start the castle nut on the ball joint threads to prevent the UCA from flying up when the ball joint is removed from the spindle.



**3.** Remove the UCA pivot bolt nut and washer using a 19 mm wrench or socket. If necessary, gently bend the brake line away from the nut to allow easier access to the nut. Remove the UCA pivot bolt by sliding the bolt towards the front of the truck. It may be necessary to bend the inner fender out of the way to remove the bolt. Pay attention to all wires and hoses behind the inner fender when trying to bend the fender out of the way. On some models it may be necessary to unbolt or unclip electrical wires that are in the way of the pivot bolt. Once the pivot bolt is removed, remove the UCA.



**4.** Install the provided grease zerks into the UCA making sure to point the zerks toward the uniball side of the UCA. It is acceptable for the zerks to be tight before bottoming out on the UCA sleeves as long as they are pointed towards the uniball.







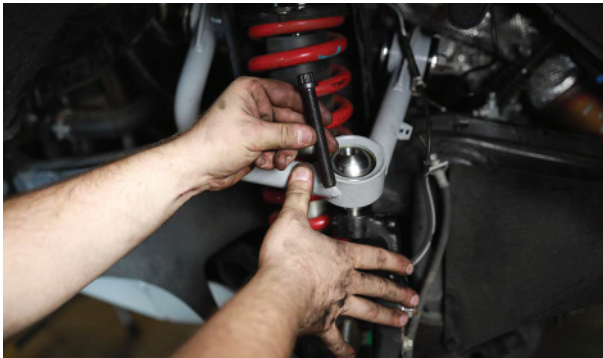
**5.** Install the new UCA using the factory pivot bolt and the provided washers on each side of the bushings. When installing the new UCA the straight tube should be towards the rear of the truck with the uniball cup oriented as shown. It may be necessary to use a pry bar to slightly spread the sides of the UCA to install the rear inner washer.



**6.** Once the pivot bolt is all the way through the UCA, put a new washer and the stock nut back on the pivot bolt and snug the nut. Before fully tightening the nut, grease the UCA bushings using a grease gun on the zerks already installed on the UCA until grease comes out between the bushings and the washers. Once the bushings are greased torque the pivot nut to 85 ft-lbs. Wipe any excess grease off the UCA.



**7.** Using the provided high misalignment spacers and hardware as shown, bolt the UCA to the spindle. The shorter misalignment spacer should be inserted in the top of the uniball and the longer one in the bottom of the uniball. Insert the provided 9/16" bolt through the top of the uniball and then tighten the provided washer and locking nut. Torque the 9/16" 12 point bolt to 81 ft-lbs.



**8.** Use a zip tie to secure the ABS wire to the tab on the rear of the UCA and apply the All-Pro decal to the outer side of the UCA. Secure the inner fender covers using the existing plastic snaps.



**9.** Repeat the same process on the opposite side of the vehicle.