2024+ Toyota Tacoma Tubular Upper Control Arm Installation

Parts List:

- (2) Upper Control Arms
- (2) Misalignment spacers/Hardware

Tools Needed:

- 10mm socket/wrench
- 12mm socket/wrench
- 19mm socket/wrench
- 22mm socket/wrench
- ⅜ 12-PT
- Torque Wrench
- Needle Nose Pliers
- Small Flat Blade Screwdriver
- Body Clip Removal Tool
- #2 Phillips Screwdriver
- Jack Stands
- Jack

Approximate Installation Time: 2.5 hours depending on skill level

Note:

- Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation
- Uses of a house is highly recommended and will substantially reduce installation time
- Never work on or under a vehicle unless it properly support by safety stands and wheels are blocked
- Never use impact wrenches or impact drivers to install or remove shock absorber piston components, shafts or piston rod nuts

Installation:

1. Block the rear wheels, lift the front of the vehicle and place jack stands or use automotive lift
2. Remove front wheels
3. Remove the inner fender plastics using a needle nose pliers to pinch the clip and pull out

4. Remove the 12mm bolt from the top of the UCA that holds the ABS wiring

5. Remove the cotter pin from the factory ball joint using a small screwdriver, pick or pliers to move the safety clip and pull out the pin using needle nose pliers.

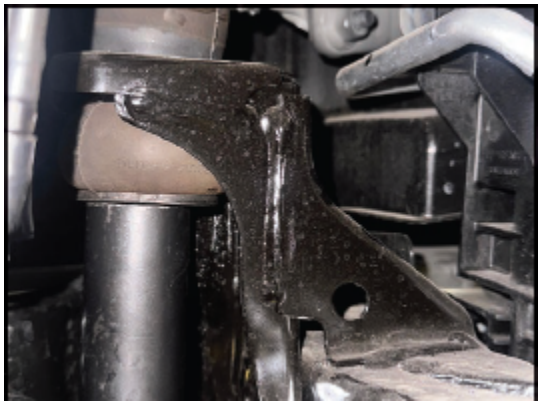
6. Loosen the 19mm nut on the ball joint

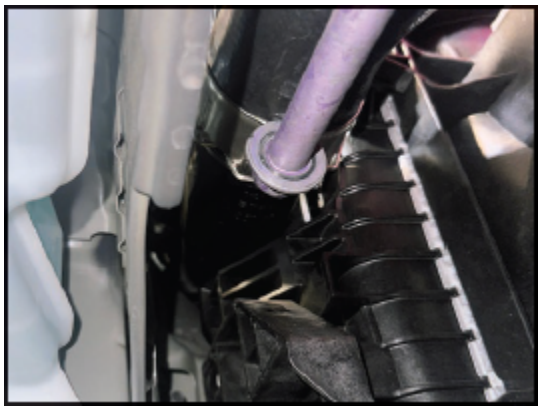
7. Use a hammer or ball joint puller to loosen the ball joint taper from the spindle

8. Loosen and remove the UCA pivot bolt from the frame using a 22mm

9. Locate the front driver side core support mount bushing

10. Using a jack, carefully apply pressure to the driver front core support bolt, this will lift the intercooler enough to remove the UCA bolt. Note, you may have to remove the turbo inlet hose to make it easier

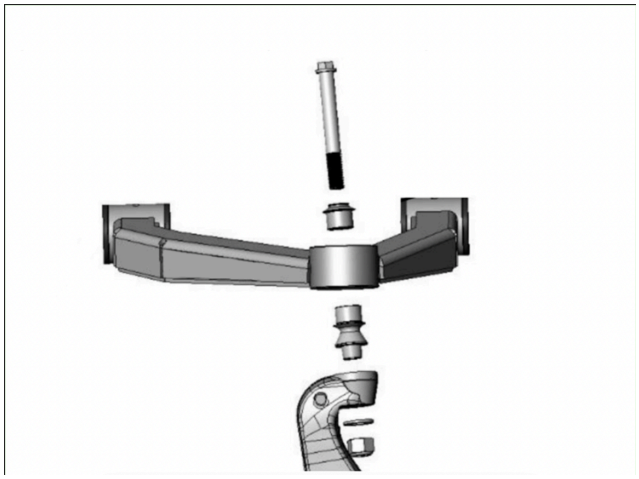




11. Remove the factory UCA

12. Install the new Peak UCA into position and side the factory mounting bolt through the bushing and frame. Torque to spec and apply thread locker as needed. Repeat on Pass side

13. Insert the misalignment spacers and taper as the diagram shows



14. Install the Peak UCA taper into the spindle, apply thread locker to the threads on the flange nut and thread the nut onto the taper with the washer

15. Reinstall the ABS lines using the factory tab and zip tie
16. Torque the factory long pivot bolt to OE spec
17. Repeat previous steps on the passenger side, jacking the core support will not be needed
18. Reinstall wheels and torque lug nuts to factory spec
19. Recheck all bolts are 100 miles of driving

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