

Stock Replacement Lower Control Arm for 2007+ Toyota Tundra Part # 87555-R

Before you start disassembly

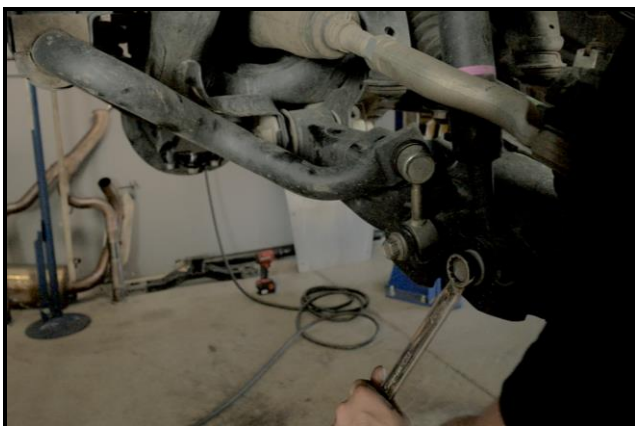
- Make sure the vehicle is secure on jack stands and ready to work on.
- The vehicle suspension should be at max extension.

Tools:

- 18mm Wrench
- 19mm Wrench
- 21mm Wrench
- 22mm Wrench
- 24mm Wrench
- 12mm Allen Wrench
- 5/8" Allen Wrench
- 1 1/8" Wrench
- 3/8" Wrench
- Dead Blow Hammer
- Ball Peen Hammer
- Crescent Wrench

Disassembly:

- 1.Remove the front wheels
- 2.Remove the lower shock bolts using a 22mm wrench or socket.



- 3.** Remove the bolt that connects the sway bar link to the stock lower control arm as well as the nut that secures the link to the sway bar using a 19mm wrench or socket.



- 4.** Loosen (do not remove) the two cam bolts that connect the lower control arm to the vehicle using a 24mm wrench or socket.



5. Remove the two bolts that hold the ball joint cradle to the steering knuckle using a 22mm wrench or socket.

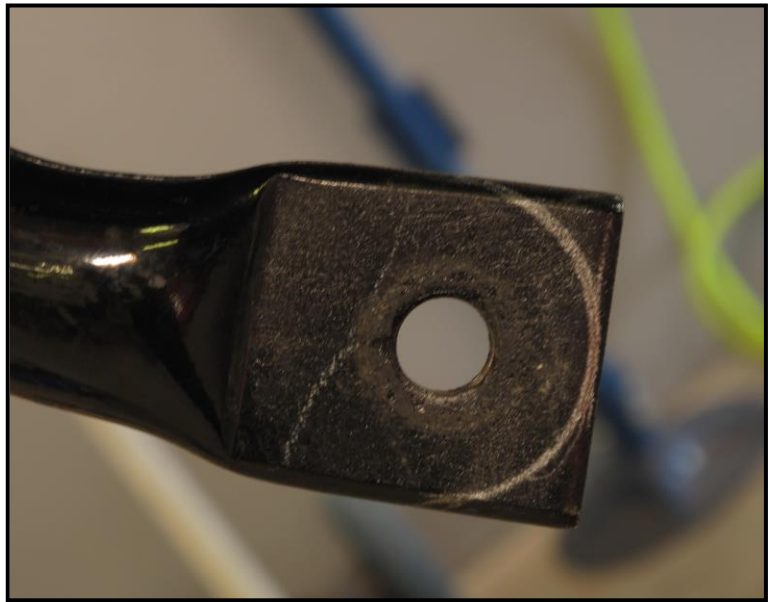


6. Let the lower control arm pivot down into a vertical position, then remove the two bolts that hold the control arm to the frame, and remove the stock lower control arm from the vehicle.



7. After removing the lower control arm, remove the cotter pin and ball joint nut using a 24mm wrench or socket, then use a hammer to shock the stock ball joint cradle and separate it from the ball joint. If this does not work, you can use a pickle fork to remove the cradle.

8.With the stock sway bar installed on the vehicle but not connected to the lower control arm, mark the sway bar ends using a piece of tubing or a large diameter socket.



9.Once marked, use a disk cutter to cut off the corners, then use a sander to round the end of the sway bar.



10.Install the supplied bushings, inner sleeves, and zerk fittings into the new lower control arm, then install the new arm on the vehicle (it may take the use of a dead blow hammer to get the arm into the frame pockets).



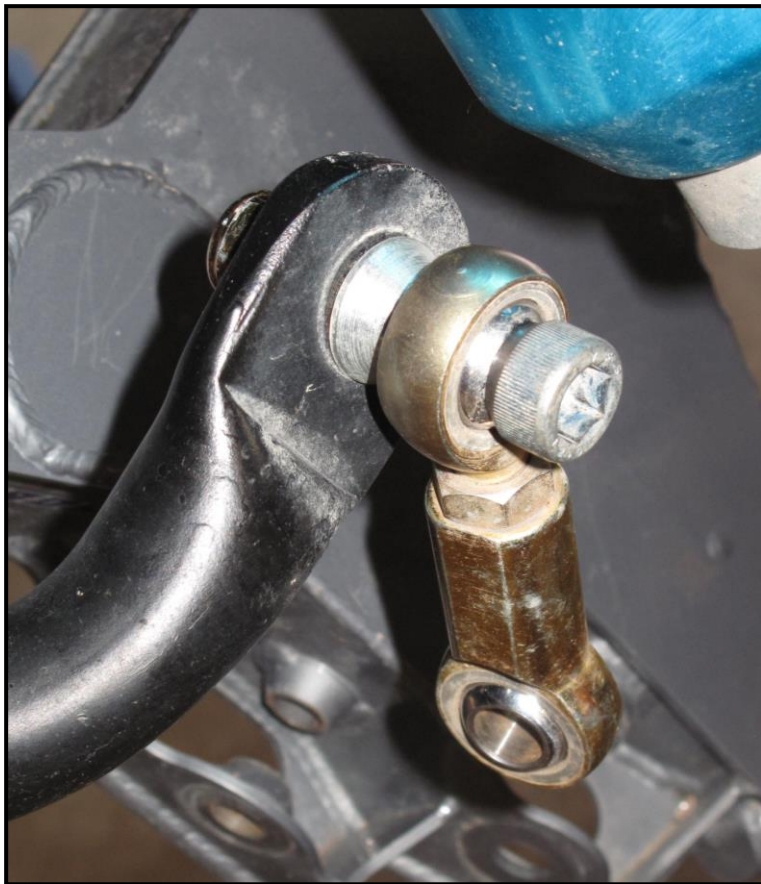
11.Install the alignment cam bolts that connect the lower control arms to the frame.



12.Install the short misalignment in the top of the uniball, the large misalignment into the bottom of the uniball (tapered side down), slide the ball joint cradle onto the tapered misalignment, then slide the bolt from the top through all of the pieces then install the washer and tighten the nut using a 5/8" Allen wrench and 1 1/8" wrench or socket (110ft/lbs).



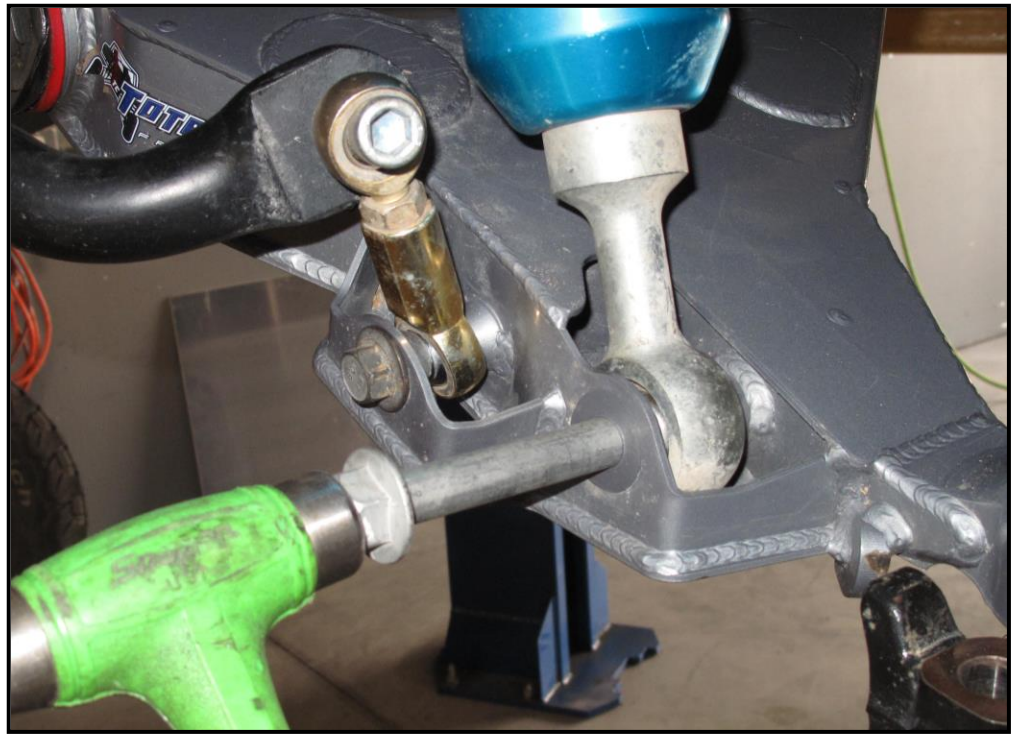
- 13.** Install the pre-set sway bar heim links onto the modified sway bar using the chamfered bolt, heim spacer, and 14mm flange nut.



- 14.** Next swing the control arm into the horizontal position and install the other end of the heim into the lower control arm using the flange head bolt and a 21mm wrench to hold the nut inside the arm.



15. Move the control arm up slightly and install and tighten the shock bolt.



16. Lower the spindle onto the ball-joint cradle and install the stock bolts.



17. Once all steps have been completed, go back through every bolt that was loosened and make sure that it has been re tightened and/or torqued to proper spec.

Items List:

Part Number	Description	Quantity
87552L	Lower Arm 2007-2015 Tundra Stock Length (RACE) Left	1
87552R	Lower Arm 2007-2015 Tundra Stock Length (RACE) Right	1
10342	Bolt 3/4"-16x4.25" Custom Misalignment	2
10034C	1"-3/4" Hi Misalignment Spacer Custom	2
10034TUN	07 Tundra Lower Tapered Adapter	2
12304	Washer 3/4" SAE	2
11302	Nut 3/4"-16 C-Lock	2
10005	Zerk Fitting 1/4"-28 90 Degree	4
60893	07+ Tundra Bushing (Long)	2
60892	07+ Tundra Bushing (Short)	6
69705	Inner Sleeve 07 Tundra Lower Short	2
69704	Inner Sleeve 07 Tundra Lower Long	2
FK-WSSX16T-1	1" Stainless Uniball	2
30604	Snap Ring 1" Uniball	2
10146	14MM-2.0 x 60MM Bolt With Chamfer	2
30016	2007+ Tundra Sway Bar Heim Spacer	2
JM14MT	RHT 14MM Heim	2
JF 14MT	RHT 14MM Female Heim	2
SJNR14M	14MM RHT Jam	2
10147	14MM-2.0 x 70MM Flange Head	2
11141	14MM-2.0 Flange Nylock	4

LOWER CONTROL ARM INSTALL TIPS

The following tips are intended to make installation of your TOTAL CHAOS Fabrication lower control arms smoother. We try to answer some of the frequently asked questions that we get during an LCA installation.

PIVOT POCKET ADJUSTMENT

If the LCA pivots are not aligning you may need to use a large crescent wrench or rubber mallet to open up the frame pockets where the lower control arm will mount.

CAUTION: Only a small adjustment may be necessary. You will not need to bend it very much.



GREASE THE PIVOT POCKETS

Greasing the control arm pockets where the bushings pivot on the frame will help when installing the LCA. This will also provide a layer of grease on the flat shoulder side of the bushing.



GREASE THE PIVOT POCKETS CONTINUED



BUSHING PREP AND INSTALLATION

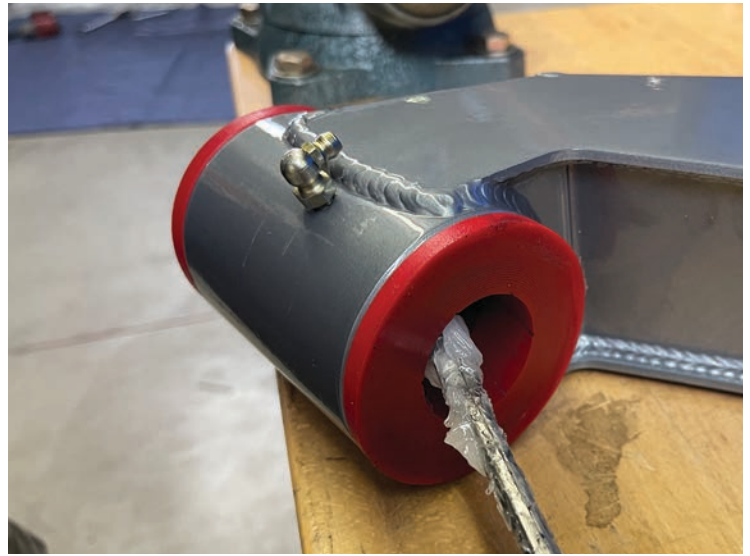
Apply generous amounts of grease to the inside of the lower control arm pivots. Then install the bushings using a dead blow hammer.

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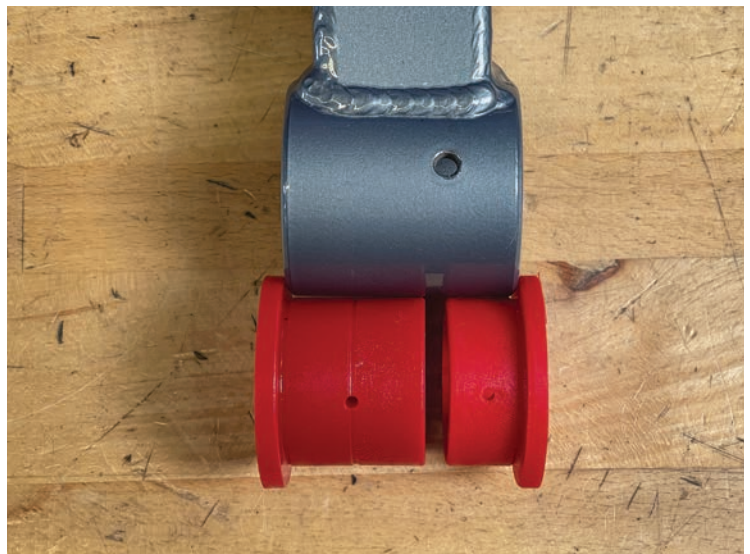
BUSHING PREP AND INSTALLATION

Apply grease to the inner bushing and insert the inner sleeve. It will be a tight fit so a deadblow hammer will be necessary.



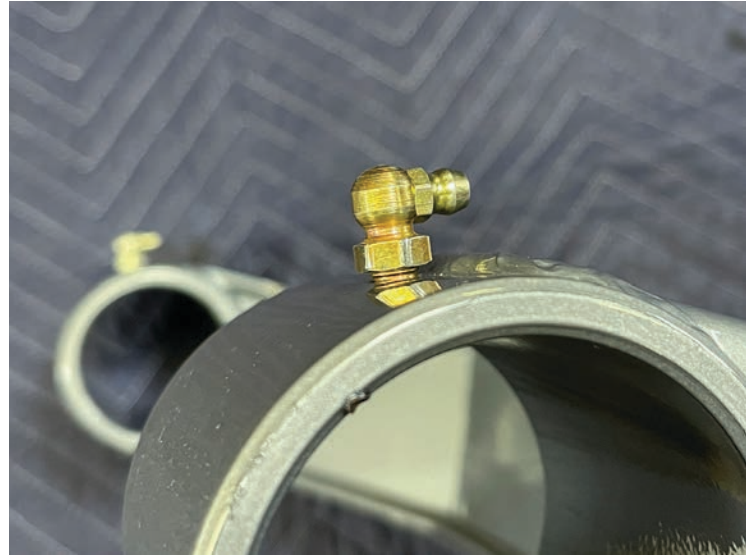
BUSHING ALIGNMENT

Some lower control arm pivots have an offset zerk fitting hole. Be sure to install the bushings in the correct orientation where the gap lines up with the zerk hole.



ZERK FITTINGS

Powder coat can build up in the threaded holes – run a ¼”-28 tap through it to chase it when needed. When tightening the zerk, **DO NOT** tighten the zerk to the bottom of the thread. Stop when it gets snug. Then rotate as needed to make the fitting accessible for a grease gun.



UNIBALLS

Brand new uniballs are designed to be much tighter to rotate than a ball joint. Rotating the uniball will not be as easy as the ball joint you just removed. You may also notice this when driving the vehicle, especially at low speeds – a heavier steering wheel feel and it may not return to center as fast. If you are replacing a set of worn out ball joints, a new uniball might feel tighter than you were anticipating. There is a break in period associated with these new parts. They will begin to loosen up as break in occurs. Mileage of break in can vary.

