



FITTING INSTRUCTIONS

VEHICLE Toyota Hilux, Prado 120 series
PRODUCT Upper Control Arms
PN# UCA3841P

UPPER CONTROL ARMS TO SUIT TOYOTA HILUX / PRADO

IMPORTANT NOTE BEFORE INSTALLATION

Please ensure that prior to fitting, rotate the ball stud at the same time grease is pumped through the grease nipple. This is imperative to circulate the grease around the ball joint.



TOOLS REQUIRED

- 3/8 ratchet
- 22mm Socket
- 19mm socket
- 12mm socket/spanner
- Pry bar
- Mallet

TOYOTA PRADO 120 FITMENT

1. Have the vehicle securely raised on a hoist or jack stands. Remove front wheels.
2. Using a 12mm socket/spanner remove the ABS lines from the OE UCA mounting points.
3. Remove sway bar link from spindle.
4. Remove the split pin from the upper ball joint, loosen the ball joint nut using a 19mm socket to the end of the thread—but do not remove the nut, now strike the side of the spindle to loosen the ball joint taper.
5. Support the Lower arm so it does not over extend the Driveshaft's when disassembled.
6. Using a 19mm spanner to remove the large UCA pivot bolt from the chassis mount as per the vehicle ser-vice manual, taking note of the order of components, keep the OE fitting hardware for re-fitment.
7. *Prado 120 Dual battery may need to be removed to remove the single long pivot bolt

Only suitably qualified and accredited mechanics, with specialist 4WD Suspension knowledge should attempt fitment of these upper control arms. Alignment will be required by a reputable wheel aligner.



blackhawk4x4.com

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TOYOTA HILUX / PRADO I20 FITMENT

1. Fit the Blackhawk UCA into the chassis mount, (There may be up to a 2-3mm gap between the arm and the chassis, use the Shim kit supplied to take up the gap as required between the arm and the strut mount) taking note of the orientation of the arm, the ball joint should be towards the back of the vehicle—reuse the OE pivot bolts. (TIP: lube the bolt for fitment) , bush washers & nut. Leave bolt loose until the vehicle is back on the ground then tighten to factory specs (115Nm)
2. Guide the ball joint taper into the spindle and tighten to factory specifications. (110Nm)
3. Refit the ABS lines to the tabs welded to the Blackhawk UCA with supplied fitting hardware.
4. Refit Sway bar link to spindle.
5. Repeat R&R on the opposite side.
6. Cycle the suspension to ensure clearance of all components, ensure ABS lines are clear of pinching and not over extended at full droop.
7. Ensure Ball joints are greased before driving—remove Blackhawk 4x4 Dust cap apply quality bearing grease and reinstall dust cap.
8. Check all components have been refitted and tightened to factory specs, ensure a new split pin has been installed into the upper Ball joint if required. Re-check tensions after 1000klms of driving.
9. Wheel align the vehicle with a qualified wheel aligner.



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