



# FITTING INSTRUCTIONS

**VEHICLE** Toyota Hilux Rogue Widebody 2022+  
**PRODUCT** Upper Control Arms  
**PN#** UCA3881W

## UPPER CONTROL ARMS TO SUIT TOYOTA HILUX ROGUE WIDEBODY 2022+

### IMPORTANT NOTE BEFORE INSTALLATION

The H/D Ball joints fitted to Blackhawk UCA's have been manufactured in the Hard-to-hard style and require regular greasing, PLEASE ENSURE YOU GREASE THE BALLJOINTS AT FITMENT & AT REGULAR SERVICE INTERVALS



### TOOLS REQUIRED

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

1. Unwrap your Blackhawk UCA's and ensure they are a matching left and right pair, complete with OE rubber-spec bushings and HD greaseable ball joints pre-fitted.
2. Securely raise the vehicle on a hoist or jack stands. Remove the front wheels.
3. Using a 12mm socket/spanner, remove the ABS lines from the OE UCA mounting points.
4. Remove the sway bar link from the spindle.
5. Remove the split pin from the upper ball joint, then loosen the ball joint nut using a 19mm socket to the end of the thread—but do not fully remove the nut. Now, strike the side of the spindle to loosen the ball joint taper.
6. Support the lower arm to ensure the driveshafts do not over-extend during disassembly.
7. To remove the pivot bolt, first remove the front bash plate, then manipulate the AC line to clear the bolt.



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

Roadsafe - A Division of Specialist Wholesalers Pty. Ltd.

ABN 64 163 280 279

VIC Phone: 03 8687 1700 QLD Phone: 07 3737 7420

Email [sales@roadsafe.com.au](mailto:sales@roadsafe.com.au)

## FITTING INSTRUCTIONS

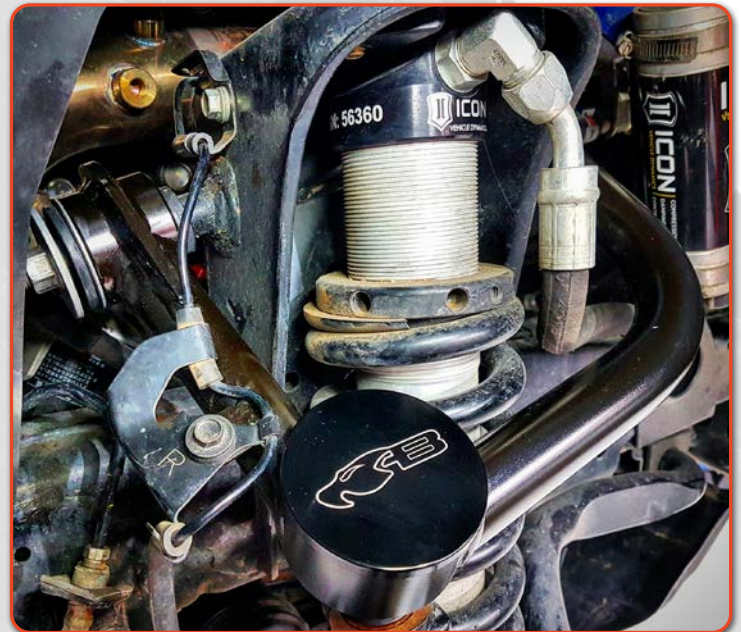
**VEHICLE** Toyota Hilux Rogue Widebody 2022+  
**PRODUCT** Upper Control Arms  
**PN#** UCA3881W

### UPPER CONTROL ARMS TO SUIT TOYOTA HILUX ROGUE WIDEBODY 2022+

#### 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.

8. Using a 19mm spanner, remove the large UCA pivot bolt from the chassis mount as per the vehicle service manual. Take note of the order of components and keep the OE fitting hardware for reinstallation.
9. Fit the Blackhawk UCA into the chassis mount, ensuring the arm's orientation is correct with the ball joint positioned towards the rear of the vehicle. Reuse the OE pivot bolts (*TIP: lubricate the bolt for fitment*), bush washers, and nut. Leave the pivot bolt loose until the vehicle is back on the ground, then tighten it to factory specifications (115Nm).
10. There may be 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.
11. Guide the ball joint taper into the spindle and tighten it to factory specifications (110Nm).
12. Reattach the ABS lines to the tabs welded to the Blackhawk UCA using the supplied fitting hardware.
13. Refit the sway bar link to the spindle.
14. Repeat the procedure on the opposite side.
15. Cycle the suspension to ensure clearance of all components. Ensure the ABS lines are clear of pinching and are not over-extended at full droop.
16. Grease the ball joints before driving. To do this, remove the Blackhawk 4x4 dust cap, apply quality bearing grease, and reinstall the dust cap.
17. **Check that all components have been refitted and tightened to factory specifications. Ensure that a new split pin has been installed in the upper ball joint if required. Recheck all tensions after 1000km of driving.**
18. Wheel align the vehicle with a qualified wheel aligner.



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