

## Blackhawk UCA's to suit 200" Land Cruiser —All models

Part Number—  
**UCA3841T**

### TOOLS REQUIRED

- 3/8 ratchet
- 21mm Socket
- 19mm socket
- 10mm socket/spanner
- Mallet



### IMPORTANT NOTE—

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

1. Unwrap your Blackhawk UCA's and ensure they are a matching left & right pair, complete with OE Rubber spec bushings and HD greasable ball joints pre fitted.
2. Have the vehicle securely raised on a hoist or jack stands. Remove front wheels.
3. Using a 10mm socket/spanner remove the ABS lines from the OE UCA mounting points.
4. Remove sway bar link from spindle.
5. 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.
6. Support the Lower arm so it does not over extend the Driveshaft's when disassembled.
7. Using a 21mm spanner to remove the large UCA pivot bolt from the chassis mount as per the vehicle service manual, taking note of the order of components, keep the OE fitting hardware for re-fitment.
8. \*\* You may need to slide the Air conditioning bracket out of the clip on the inner guard to assist in getting the pivot bolt out easily. The other side will benefit from unbolting the Alloy intake pipe behind the Cylinder head to allow it to be moved aside to give clearance for the pivot bolt.



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1. Fit the Blackhawk UCA into the chassis mount, taking note of the orientation of the arm, the ball joint should be towards the back of the vehicle—reuse the OE pivot bolt, 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 1000kms of driving.**
9. Wheel align the vehicle with a qualified wheel aligner.

