INSTALLATION INSTRUCTIONS

UCA119A

PRO FORGE UPPER CONTROL ARMS TO SUIT TOYOTA 4RUNNER (6th Gen 2025+), LAND CRUISER (250 Series) and TOYOTA TACOMA (4th Gen 2024+)



Recommended for lifted vehicles above 2 inches (50mm)

1 Hour
Approximately

SAFETY WARNING

IRONMAN 4X4 requires you read and understand the safety and pre-install directions on page 2 and 3 before commencing installation of this product.

Document No: UCA119A/201025

Occupational health and safety procedures must be observed at all times

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IMPORTANT WARNINGS

BEFORE COMMENCING INSTALLATION OF THIS KIT
IT IS MANDATORY THAT YOU READ THE BELOW WARNINGS.

SAFETY WARNING

- Read and understand instructions fully.
- Check the hardware supplied against the contents list on the following pages.
- This suspension kit can only be fitted to the vehicles Original Equipment Manufacturer (OEM) suspension components.

  Do not combine suspension lifts kits, body lifts, or other lifting devices.
- Do not use this product for any vehicle make or model other than specified in these instructions.
- It is highly recommended that this kit be installed by a certified professional mechanic. IRONMAN 4X4 CANNOT BE HELD RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.
- While working on this vehicle, always use appropriate safety equipment.
- This product and or hardware must not be modified in any way. Do not remove labels from this product.
- Some images contained in these instructions are generic and are a representation of the actual model and/or parts used. Some steps may show parts out of sequence to the instructional steps.
- Fitting instructions are correct at the time of publication date and IRONMAN 4X4 cannot be held responsible for any vehicle changes from the manufacturer. It is the responsibility of the installer to ensure correct fitment.
- IRONMAN 4X4 recommends consulting a vehicle specific OEM Service Manual for proper disassembly and reassembly.

  Tighten all bolts and fasteners to the torque specifications in the OEM Service Manual unless specified otherwise.
- Generally, altering your suspension system may change the way your vehicle handles. Take care when driving both on and off the road.
- Laws in regards to suspension modification vary from state, retailer and installers must inform end users about local laws and any breaches prior to installation.
- The vehicle must be in optimal operating condition prior to fitting this suspension kit. Repair or replace any worn or damaged components before proceeding.
- After installation of this product, a wheel alignment MUST be performed
- Read SAEJ2492 warning below.

SAEJ2492 WARNING

By installing this product, you acknowledge the suspension of this vehicle has been modified. As a result, this vehicle may handle differently than that of factory equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers.

Always wear seat belts and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions.

Some modifications (and combinations of modifications) are not recommended and may not be permitted in your State. Consult your owner's manual, the instructions accompanying this product and State laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

CUSTOMER INFORMATION

Customer Name: _____ Date: _____

Contact: _____

Part Number: _____ Batch Number: _____

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PRE-INSTALLATION PROCEDURES

Prior to starting the installation it is mandatory to measure vehicle heights and head light positions.

With the vehicle on a level surface, measure the vertical distance from hub center to fender on each of the four corners and recording the measurements in the below table.

Once the installation is finished, roll the vehicle forward and back to settle the suspension and then remeasure the vehicles hub center to fender values.

After installation, readjust the headlights close as possible to factory heights to prevent safety hazards.

VEHICLE HEIGHT MEASUREMENTS

	Left-hand Side Before	Left-hand Side After	Right-hand Side Before	Right-hand Side After
Front				
Rear				

Measurement is to be performed from the center of the hub to fender edge, straight up from the hub.

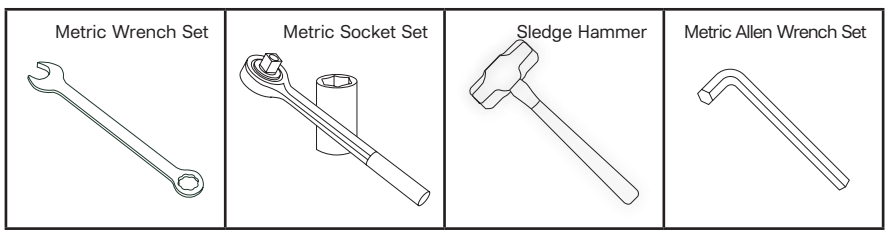
HEADLIGHT MEASUREMENTS

Left-hand Side Before	Left-hand Side After	Right-hand Side Before	Right-hand Side After

We strongly recommend using a Factory Service Manual for the specific Year / Make / Model as reference while installing.

- Before proceeding with this installation, the vehicle should be in optimal operating condition, and any worn or damaged components replaced first.
- All lifted vehicles may require additional driveline modifications and / or balancing.
- After installation of this product, a wheel alignment MUST be performed.
- If changing +/- 10% from OEM tire diameter, a Speedometer / Computer recalibration is required.

TOOLS REQUIRED



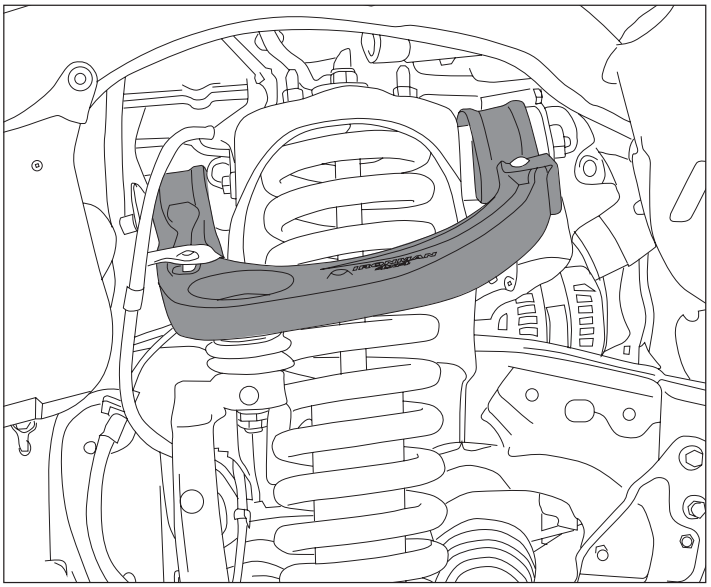
Any damage or losses caused by improper installation and application, goes beyond our quality warranty.

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UCA119A PARTS LIST

TO SUIT OEM SHOCK ABSORBERS

No.	Description	Qty
1.	Upper Control Arm - LHS	1
2.	Upper Control Arm - RHS	1
3.	Castellated Nuts	2
4.	Split Pins	2
5.	ESC Harness Screws	2



Generic image for reference only.

PRE-INSTALLATION

1. Before installing, ensure UCA application is compatible with the vehicle.

   Unwrap all components taking care not to damage or scratch in the process. Inspect for any damage.



NOTE

Retain all factory (OE) hardware and components unless advised to discard.

TIP

It is good practice to lay out all parts to cross-reference against the parts list and record Batch Numbers.

2. Disconnect 12V battery.

WARNING

Please check owner's manual for vehicle specific requirements, as some models may require battery back up.

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3. Set the vehicle on a clean, level area and block the rear wheels for safety.

Engage parking brake.

Lift the front of the vehicle and support it with jack stands under each frame rail.

Remove the front wheels.

TIP

We suggest using a two (2) post vehicle lift if available, to lift and support the vehicle while completing the installation.



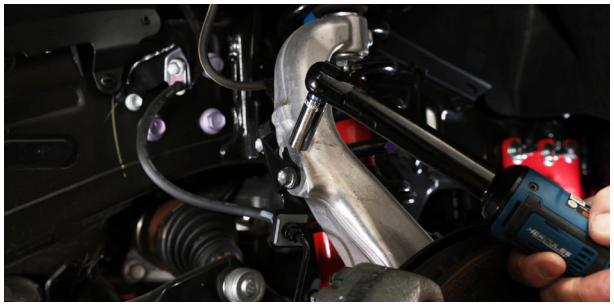


4. Using a 12mm socket to remove Anti-lock Brake System (ABS), wire bracket bolts from UCA, spindle, and behind the tierod.

TIP

Perform this task on both sides at the same time.







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5. Remove upper ball joint castle nut cotter pin, then use 19mm socket and loosen castle nut.

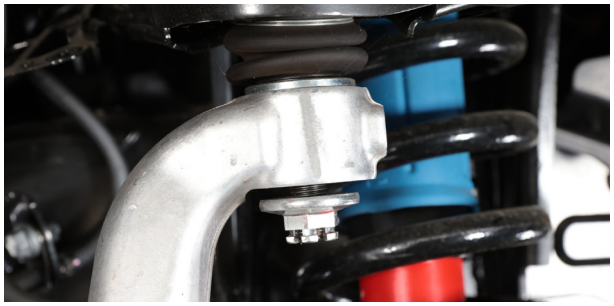
Use a hand sledge and strike the spindle to loosen ball joint.

TIP

Leave nut loose when you strike the ball joint, preventing UCA from popping out.





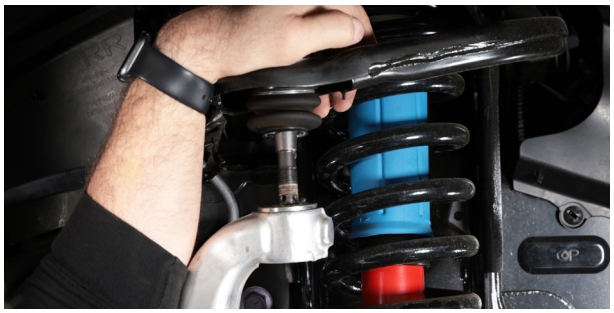


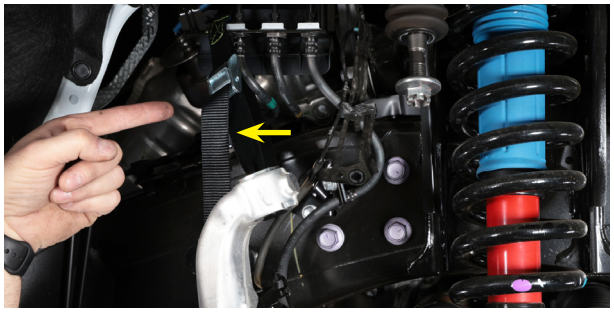


6. Remove castle nut and separate UCA from spindle.

TIP

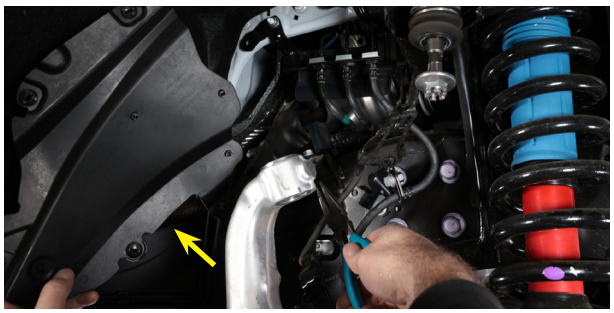
Carefully rock back spindle and hold in place with a bungee or strap. This prevents excessive strain on ABS wires and CV axle and gives you room to work.





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7. Remove fender liners to get better access to UCA through bolt.

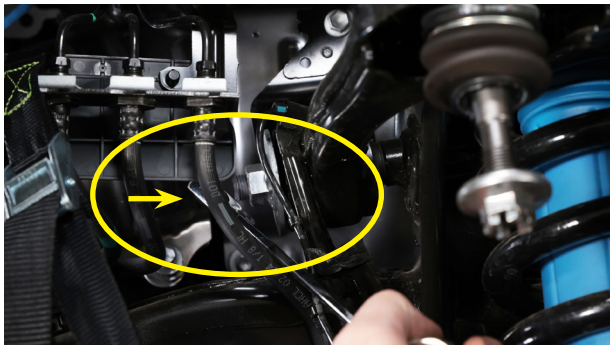


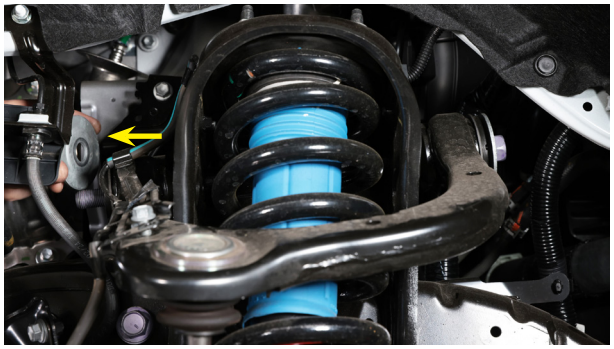


8. Use 22mm ratcheting wrench to loosen UCA through bolt nut and remove, taking note of position of washer.

TIP

Use second 22mm wrench to hold bolt in place when loosening nut.



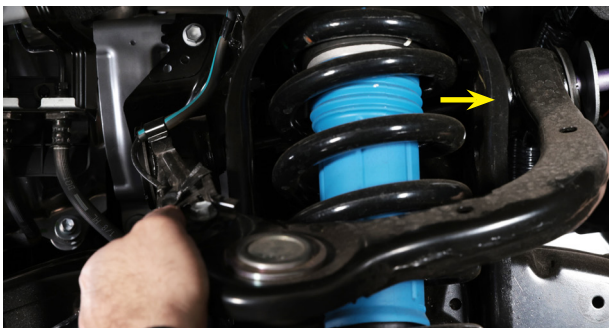


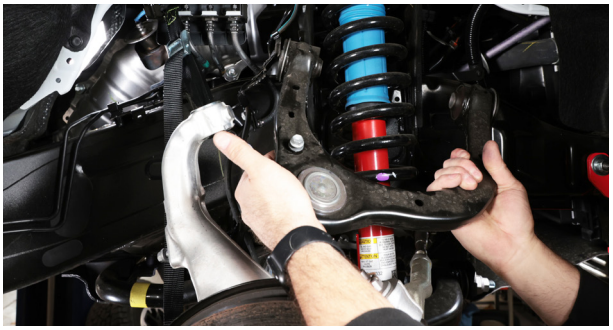
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9. Pull UCA through bolt forward to remove UCA.

TIP

Wiggle UCA to help bolt slide forward.





10. Use grease gun to add grease to new UCA ball joint.

Wipe off excess and install dust cap.





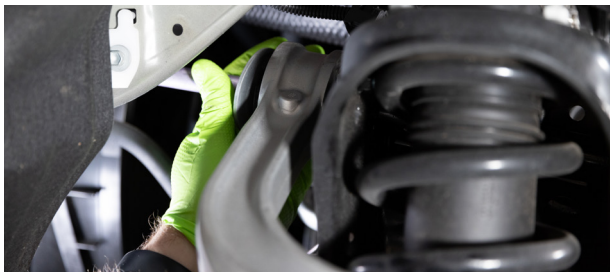
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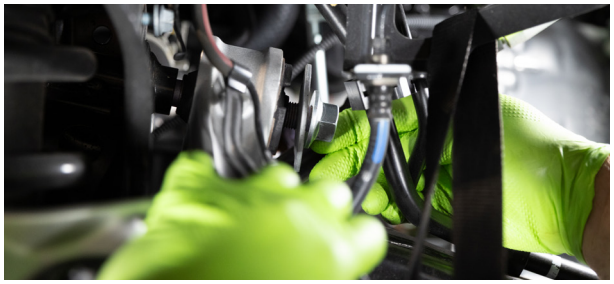
11. Install new UCA onto tower and push through bolt in.

Put on OEM washer oriented cup outward, and nut.

Hold UCA up in a neutral position, then tighten UCA bolt and nut with 22mm socket.









12. Push ball joint back into spindle and hand tighten castle nut to hold in place.



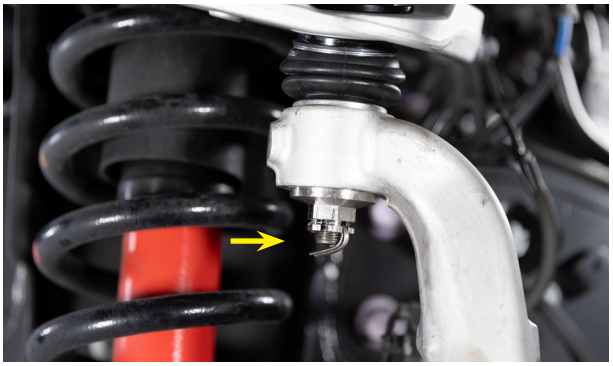


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13. Tighten castle nut, align castellation slot and install cotter pin.

Install the castle nut and torque to 81ft.lb (110Nm). Align the castellation slot then install the cotter pin.





WARNING

Ball joints should only be tightened with hand tools. Battery or pneumatic tools MUST NOT be used.

Align nearest nut castellation slot with cotter pin hole by tightening direction, not loosening.

14. For left/driver's side UCA removal, disconnect intercooler pipe from intercooler to make room for UCA through bolt to slide out.

Remove OEM UCA and install new UCA as instructed above. Then reconnect the intercooler pipe.



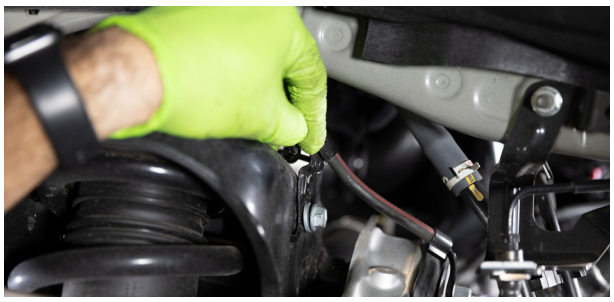




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15. Install ABS wire brackets back to their proper locations on spindle with 12mm socket.

Install ABS wire bracket onto UCA with 5mm allen wrench.







16. Install fender liners back into place.

Do the same process on other side.





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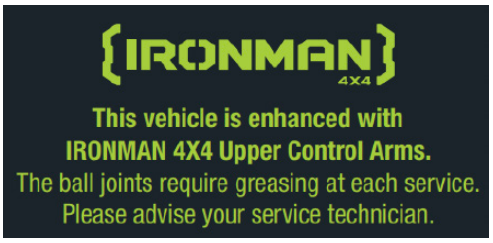
17. Reinstall wheels / tires, lower vehicle to the ground.

18. With the vehicle on flat level ground at final ride height, torque the upper control arm to chassis fastener (long mounting bolt) to 200Nm (145lb.ft).

19. Check all bolts and nuts are torqued, ensuring clearance around all components.

We advise paint marking all bolts and nuts once torqued.

Apply the service instruction decal to the front window on the driver side.



20. Ensure a mandatory wheel alignment is performed by a qualified technician and the alignment is set to the recommended specs following.

NOTE

On completion of the installation, have the suspension and headlights realigned.

After 310 miles (500km) recheck for proper torque on all newly installed hardware. Recheck all hardware for tightness after off road use.

Make sure to have any, and all electronic systems calibrated as indicated by the manufacturer for the features of your vehicle.

This includes but not limited to the steering wheel angle sensors, yaw sensors, cruise control, lane departure, etc.

WHEEL ALIGNMENT

NOTE

Professional wheel alignment is required.

A strong understanding of wheel alignment procedure is required. IRONMAN 4X4 recommends wheel alignment be carried out by a trained alignment professional only.

Adjustments to caster, toe and the centering of steering wheel will be required. This should be performed to **OEM specifications.**

Always set wheel alignment settings in relation to tire wear for each individual vehicle.

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ONCE INSTALLED...

POST-INSTALLATION WARNINGS

It is mandatory to perform post-installation checks after installing suspension components.

Failure to do so can lead to dangerous consequences, including vehicle damage, personal injury, or even death, therefore, post-installation safety checks are essential before driving the vehicle.

POST-INSTALL INSPECTION AND REFINEMENT

- Torque wheel lug nuts to manufacturer specifications.
- Inspect and test all steering, brake and suspension components for tightness and proper operation.
- Inspect wheels, brake lines/hoses and ABS lines, ensure adequate tire clearance and adequate looseness at full extension by turning the steering wheel completely to the left and then to the right.
- Inspect all rubber parts ensuring correct torque at ride height.
- Seat suspension components correctly by rocking the vehicle back and forth.
- A full professional wheel alignment to OEM specifications is mandatory and must be performed by a certified alignment technician.
- Inspect and adjust vehicle headlights to ensure correct aim and alignment.
- If vehicle is fitted with active or passive safety/collision monitoring and/or avoidance systems, these should be professionally checked and adjusted to ensure correct aim and function.
- Recheck all bolts and suspension components for correct torque values after two weeks or at 310 miles (500km).



Any damage or loss caused by improper installation, application or failure to observe and follow our recommendations, goes beyond our quality warranty.

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