



# KT03012 & KT03013 Toyota Control Arm Bushing Kit INSTALLATION INSTRUCTIONS

**Read complete instructions before beginning installation.**

The following tools are recommended: small propane/acetylene torch, floor jack, jack stands, and basic hand tools.

1. Raise the front of the vehicle and support the frame with jack stands.
2. Remove the front tires/wheels and disconnect the sway bar end links.
3. Separate the upper ball joint from the spindle. (Using pickle fork or a suitable tool.)
4. Unbolt the brake line from the control arm.
5. Remove the bolt from the upper control arm mount and note the position in which you removed it.
6. Remove the upper control arm from the vehicle.
7. In a well-ventilated area carefully heat the control arm where the bushings sit, do one bushing at a time. Once the rubber starts melting and oozing out of the end you can push the bushing out of the control arm with a suitable tool and discard. While the control arm is hot you might want to take a wire brush to the inside and remove any residual rubber. **CAUTION:** Do not damage outer shell.
8. Once the control arms have cooled take the corresponding bushings and liberally grease the inside and the outside of the bushings with Daystar Lubrathane and install into the control arm, you may have to tap them in with a hammer.
9. Liberally grease the corresponding steel sleeves with Daystar Lubrathane and install into the control arm bushings flush with the ends.
10. Install the control arm onto the vehicle and install the bolt/nut in the same direction in which it was removed and tighten accordingly.
11. Reconnect the spindle to the control arm and install the cotter pin. Bolt the brake line back onto the control arm.
12. Remove the rack and pinion bolt on the left side and remove rack and pinion clamp on the right side so that the rack and pinion is loose. Do not remove the center bolt.
13. Mark the degree cam positions (between the cam and the frame) on the lower control arm bolts so that when you reinstall the control arms you have an idea of its alignment.
14. Remove the four bolts that secure the spindle to the lower control arm.
15. Remove the lower control arm bolts and then the degree cams. Keep each degree cam and bolt separate so that it reinstalls into its original position.
16. Remove the lower control arm.
17. In a well-ventilated area carefully heat the control arm where the bushings sit, do one bushing at a time. Once the rubber starts melting and oozing out of the end you can push the bushing out of the control arm with a suitable tool and discard. While the control arm is hot you might want to take a wire brush to the inside and remove any residual rubber. **CAUTION:** Do not damage outer shell.
18. Once the control arms have cooled take the corresponding bushings and liberally grease the inside and the outside of the bushings with Daystar Lubrathane and install into the control arm, you may have to tap them in with a hammer.
19. Liberally grease the corresponding steel sleeves with Daystar Lubrathane and install into the control arm bushings flush with the ends.
20. Install the control arm onto the vehicle and install the degree cams in the same direction in which they were removed. Install the lower control arm bolts and set the degree cams back to their original position (see step 12) and tighten. Make sure that the degree cams/nuts are seated properly into the frame.
21. Reconnect the four bolts that secure the spindle to the lower control arm.
22. Reinstall the rack and pinion bolt on the left side and reinstall the rack and pinion clamp on the right side so that the rack and pinion is tight.
23. Reconnect the sway bar end links and the tires/wheels. This is a good time to replace the stock rubber sway bar bushings with Polyurethane.
24. Torque all bolts to factory specifications and check that they have their cotter pins. Re-torque all bolts after 1000 miles.
25. Have the front-end alignment checked.

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## WARNING

This vehicle has been modified to enhance its performance. The steering, braking and handling of this vehicle will differ from standard passenger cars and trucks, This vehicle handles differently from an ordinary vehicle in driving conditions which may occur on streets, highways and off road. Avoid unnecessary abrupt maneuvers, sudden stops, sharp turns and other driving conditions that could cause loss of control, possibly leading to a roll over or other accident that could result in serious injury or death to driver and passengers. If larger tires are installed the speedometer will read lower than the vehicles actual speed.

**DRIVE WITH CARE, REDUCE SPEED AND WEAR SEAT BELTS AT ALL TIMES.**

*This kit should be installed by a professional mechanic.*



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