



95-04 Tacoma Front A-Arm Installation Instructions

Important notices:

These instructions are intended only as a general guide for installing All-Pro products. For some items, specialized mechanical skills, metal fabrication and/or welding skills may be needed for proper installation. If you have any doubts or questions about installing these or other parts please call us at the shop 951-658-7077 or contact a competent mechanic, fabricator, welder or other appropriate professional.

Aftermarket accessories are intended to modify and/or prepare a vehicle for uses that exceed conditions anticipated by the vehicle manufacturer. These uses may include high performance demands and negotiation of rough terrain. These conditions have extreme variance and cannot be controlled by the vehicle manufacturer or aftermarket accessory manufacturer. Therefore, the safe control of your vehicle is entirely your responsibility. Do not purchase parts from All-Pro Off-Road unless you are willing to accept this responsibility. Do not install any All-Pro part that you do not feel competent at installing without causing present or future injury to yourself or others; consult a professional installer .

All parts sold by All-Pro Off-Road are for off road racing use only and are not intended for use on the street. Modification of your vehicle to enhance performance with the parts sold by All-Pro Off-Road can result in dangerous situations that may result in bodily harm. The buyer hereby assumes all risks associated with any such modifications. All-Pro Off-Road will not accept responsibility for personal injury or property damage arising from the failure of any parts manufactured or sold by All-Pro Off-Road.

In an effort to provide both durability and safety, All Pro Off-Road recommends you carefully read the entire installation procedure before beginning, then rigidly follow these instructions during installation. Also, it is extremely important that you abide by proper safety procedures including the use of jack stands, setting the parking brake, wearing eye protection, etc.

Thank you for purchasing the All Pro front upper control arms. This instruction guide will provide a basic outline on the installation of these parts. Please unpack and take inventory of your parts before beginning disassembly of your vehicle. If you are missing any parts listed STOP and phone us immediately so that we can send the missing parts to you. All-Pro will not be responsible for express shipping missing parts because a vehicle is disassembled without all parts being present before beginning. Please read all instructions before beginning, if you have any questions call us for assistance. Our number at the shop is 406-961-0126.

Bill of Materials

- 1ea - Left & Right upper a-arm
- 4 - steel bushing sleeves
- 8 - Red urethane a-arm bushings
- 8 - Large a-arm washers
- 4 - Grease "Zerk" fittings
- 2 - Machined ball joint adapters
- 2 - outer snap rings
- 2 - upper & lower misalignment spacers
- 2 - 1" Uni-balls
- 2 - Bolts
- 2 - Locknuts
- 2 - Flat washers

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1. Place the truck on a flat surface. Engage the emergency brake. Take a hydraulic jack and wheel it underneath the front cross member (refer to owner's manual for jack points). If you need to, loosen the lug nuts on both wheels but do not remove them. Jack the truck up as high as you can. Try to leave 3-4" underneath the wheel. Place the tallest/biggest jack stands available underneath the frame on both sides. Slowly lower the hydraulic jack and let the truck rest on the jack stands. Once the frame is securely resting on the jack stands, remove the hydraulic jack.
2. Remove wheels and disconnect sway bar. You'll need a 6mm hex head / Allen wrench to hold the stud and a 17mm open-end wrench to remove the nut.
3. Remove cotter key and ball joint nut. Separate the ball joint from the upper a-arm.



4. Remove brake line bracket to avoid hyper extending the brake line when the ball joint disconnects. On 98+ models the abs/ wheel speed wire harness also needs to be removed to avoid breakage when the ball joint disconnects.
5. Disconnect ball joint from upper a-arm.
6. Remove retaining clip from ball joint.



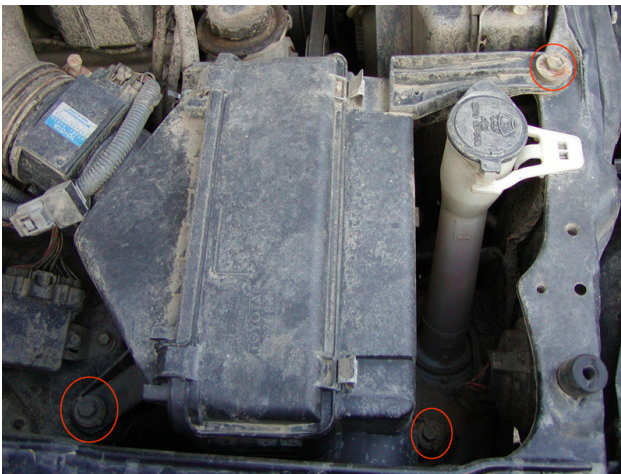
7. Using a universal puller, remove the ball joint from the spindle. It is possible to remove the ball joints using a mallet, but we do

not recommend this as you may damage the spindle in the process.

8. Insert ball joint adapter with shoulder on the bottom side into the spindle. Install the snap ring.



9. To access the upper a-arm you will need to remove the factory air box. This is easily done by removing 3 bolts. On 98+ models, you also must remove the relays attached to the inner fender panel.



10. Remove the stock a-arm pivot bolt once the air box is out of the way and remove the stock upper a-arm.



11. Install the All-Pro chromoly upper a-arm using the stock pivot bolt. This is easier with two people. One person holds the a-arm and a-arm washers in place while the other pushes the pivot bolt through the assembly via the engine compartment. The arm is installed with the gussets on top, and the long part of the arm to the front, the short part of the arm to the rear. The large a-arm washers go on each side of the bushings, every red bushing should have a large washer next to it. It may be necessary to spread the a-arm away slightly from the mount with a small flat screwdriver or pry bar to insert the inner washers as pictured below.



12. Attach the chromoly a-arm to the spindle. Install $\frac{3}{4}$ "x 5" bolt and torque to 90 ft. lbs.



13. Reconnect sway bar. Double-check all fasteners to make sure everything is properly tightened.

14. Replace air box.

15. Reinstall wheels & tires, torque lug nuts and test drive. Have vehicle professionally aligned to prevent tire wear problems. Re-torque lugs after 100 miles.