JBA-7.0 & JBA-7.5HD
Installation & Maintenance

Toyota Tacoma 2005-Current Year

4Runner 2003-Current Year
FJ Cruisers 2007-Current Year

Lexus GX470 2003-2009
Lexus GX460 2010-Current Year
Hilux/Vigo 2005-2015

PLEASE READ, INSTALLATION IS DIFFERENT THAN FACTORY ARMS.

What will void your JBA WARRANTY

•Adding ball joint spacers to the JBA upper control arms.

•Adding bump stops that hit the JBA upper control arms.

•Adding limiting straps attached to the JBA upper control arms.

•Cutting, grinding, welding, or modifying the JBA upper control arms.

•Using the JBA arms on a vehicle, and/or a lift kit they were not designed for.

•JBA upper control arms are not designed to be used when stacking two lift kits together.

NO EXCEPTIONS

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We take pride in our work at JBA Offroad, but we are human and sometimes make mistakes. Please check our work and ensure we shipped the part number you ordered and that they are a matching set. If there is a mistake on our part, we will correct it **as soon as possible**. However, if you disassemble your vehicle before you check the parts you received with your order, JBA Offroad is not responsible for any inconvenience this may cause you. Our responsibility is to make sure you received the parts you ordered.

Product Number, High Caster Passenger Side for USA vehicles.

No bump stops can contact the JBA upper control arms, or it voids our warranty!

Upper Control Arm Removal

1. Prior to installation, verify your part number ordered with the part number received, **D**river **S**ide and **P**assenger **S**ide stamped in the arm by the ball joint.

2. Jack up vehicle and place a jack stand under the frame rail behind the front wheel. Remove wheel.

3. Remove the nut from the ball joint stud.

4. Separate the ball joint from the steering knuckle. You may need a puller tool to separate the ball joint stud from the spindle, OEM/Pitman arm puller (27016) or Pitman Arm Puller from AutoZone.com

5. Use jack stands to support the loose spindle. Make sure the brake lines aren't being stretched.

6. Remove the bolt holding the ABS wire to the top of the UCA.

7. Remove rubber mud guards from wheel well.

8. Remove the nut/washer on the end of the long shear bolt. (You may have to unbolt the brake line bracket from the frame).

9. Begin pulling out the shear bolt. On the passenger side, you may have to pull the AC line out of its clip-in holder. You may also have to remove the bolt holding the AC line bracket. This will allow the AC line to move out of the way so you can pull the bolt all the way out. If this does not make sense, begin pulling the bolt out to see what needs to be removed. Do not remove the nuts connected to the AC line or it will bleed freon. The driver's side is not obstructed, so it can pull straight out.

Note: you may need to bend the sheet metal out of the way for the shear bolt to slide past the inner wheel well.

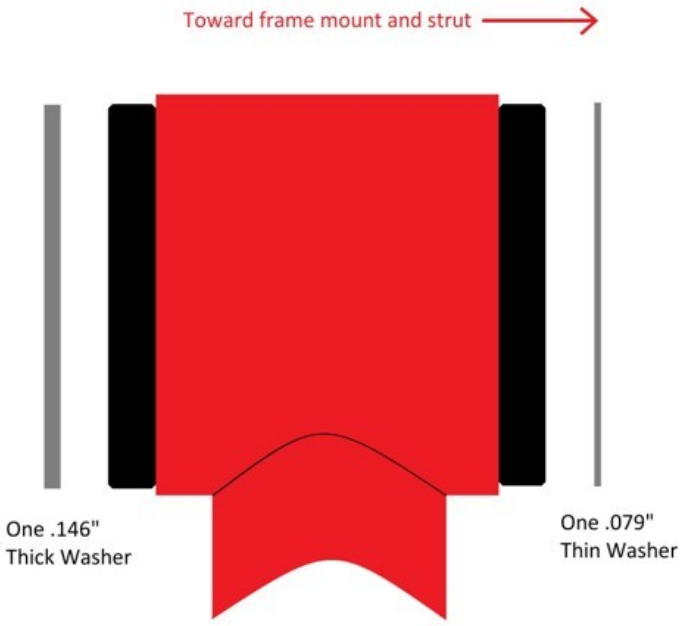
9. Remove the UCA from the vehicle.

Upper Control Arm Installation

1. Lubricate bushings before installation.
2. Hold UCA in place and insert long sheer bolt from the front of the vehicle towards the back.
(You may need to get one side of the arm in place, then use the thin washer on the other side at an angle to slide the bushing into place).

The proper orientation:
Shear bolt head, 0.156” (thick) washer, black bushing, Red bushing sleeve, Black bushing, 0.074” (thin) washer, UCA tube mounted to the chassis,
Other side 0.074” (thin) washer, black bushing, red bushing sleeve, black bushing, 0.156” (thick) washer, and nut.

Use "Loctite" on the threads of the nut and bolt.



3. Unbolt and push the hard line out of the way to allow the torque wrench to fit if you have not already done so. (Torque the nut to 85ft-lbs.)

Install Video:

4. Put the ball joint stud through the spindle. Install the nut finger tight, then torque to 60ft-lbs. You may need to use a 3/8” wrench to keep the stud from spinning until the nut is seated.

Upper Control Arm Installation

5. Check the torque of ball joint bolts. (Torque to 13ft-lbs.)

6. Re-attach the ABS wire on top of UCA.

*Hole underneath the tape is for the ABS bracket.

7. Re-attach the brake line bolt to frame.

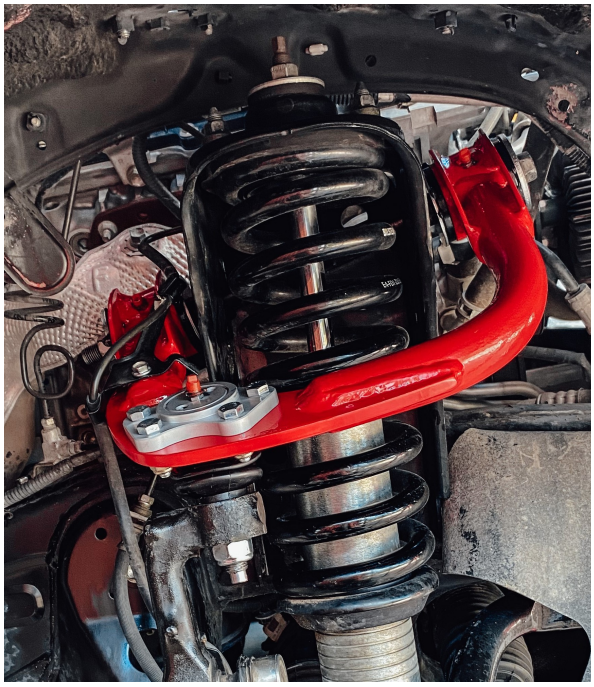
8. Re-attach the mud guard clips.

9. Mount the wheel and torque the lug nuts in a star pattern. Finally, lower vehicle off of the jack stands.

10. Grease the ball joint with 4-5 pumps of grease or until boot begins to swell. Grease the bushings until you see grease pushing out from the bushing's EZ lube ports. (See next page for proper maintenance procedures.)

11. Repeat for other side of vehicle.

Maintenance Procedure



Every 3,000-5,000 miles:
(at the interval of every oil change)

-Grease the ball joint with 3-4 pumps of lithium complex grease fortified with moly (molybdenum disulfide).

-Grease the upper control arms with lithium complex grease fortified with moly (molybdenum disulfide), until you see grease consistently pushing out from the bushing's EZ lube ports.

-Perform a visual inspection of the ball joint boots. Ensure there are no large tears or damage to the rubber. If you see significant damage, we recommend replacing the boot with a new one. Replacement boots can be purchased through our website at:

https://jbaoffroad.com/ball-joint-boots.html

Ball Joint Replacement Video:

Bushing Replacement

Replacement instructions for bushing kit #JBA-TC-69000-EZ-7.0

1. Press in the inner bushings first.

2. Open the grease packet, squeeze grease in the surface of the ¾” hole of all 8 bushings.

3. Put a thin coat of grease on the steel sleeves.

4. Squeeze the excess grease from the tube in on the center of the bong filling the gap between the black bushings with grease.

5. Press in the outside bushings.

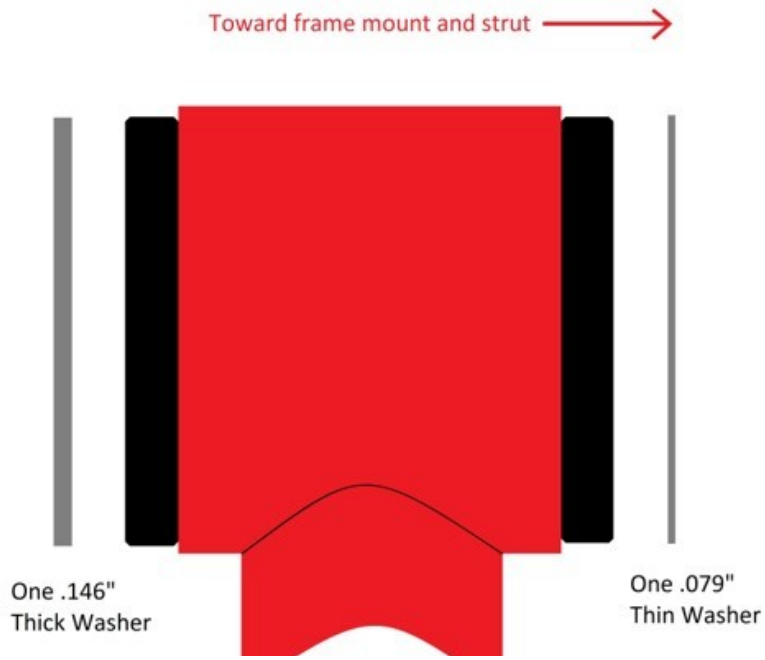
6. Press in the steel sleeves.

Bushing Replacement

7. With the excess grease that squeezes out, apply it to the outsides of the bushings

8. Hold UCA in place and insert long shear bolt from the front of the vehicle towards the back.

The proper orientation: Shear bolt head, 0.156” (thick) washer, black bushing, red bushing sleeve, black bushing, 0.074” (thin) washer, UCA tube mounted to the chassis, other side 0.074” (thin) washer, black bushing, red bushing sleeve, black bushing, 0.156” (thick) washer, and nut.



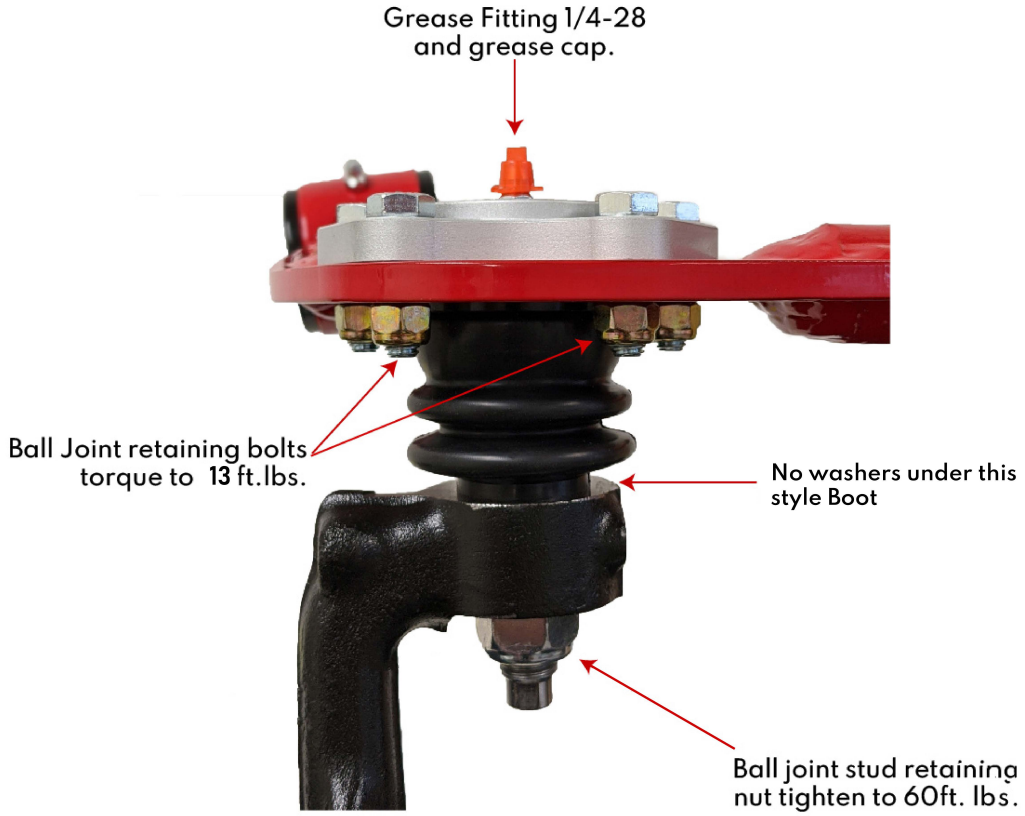
JBA EZ Lube Bushings

JBA has a patent on our control arm bushings. The EZ lube bushings have grease ports with a check valve. There is no need to loosen the mounting bolts to release the grease pressure.

The maintenance procedure is simple:
Attach grease gun to the bushing valve, pump lithium complex grease fortified with moly (molybdenum disulfide) until you see grease pushing out from the bushing face. It builds up pressure and flows all around the ports in the bushing. Attach grease gun to the ball joint grease fitting, add 3-4 pumps of lithium complex grease fortified with moly (molybdenum disulfide).

1 grease cartridge will be more than sufficient.

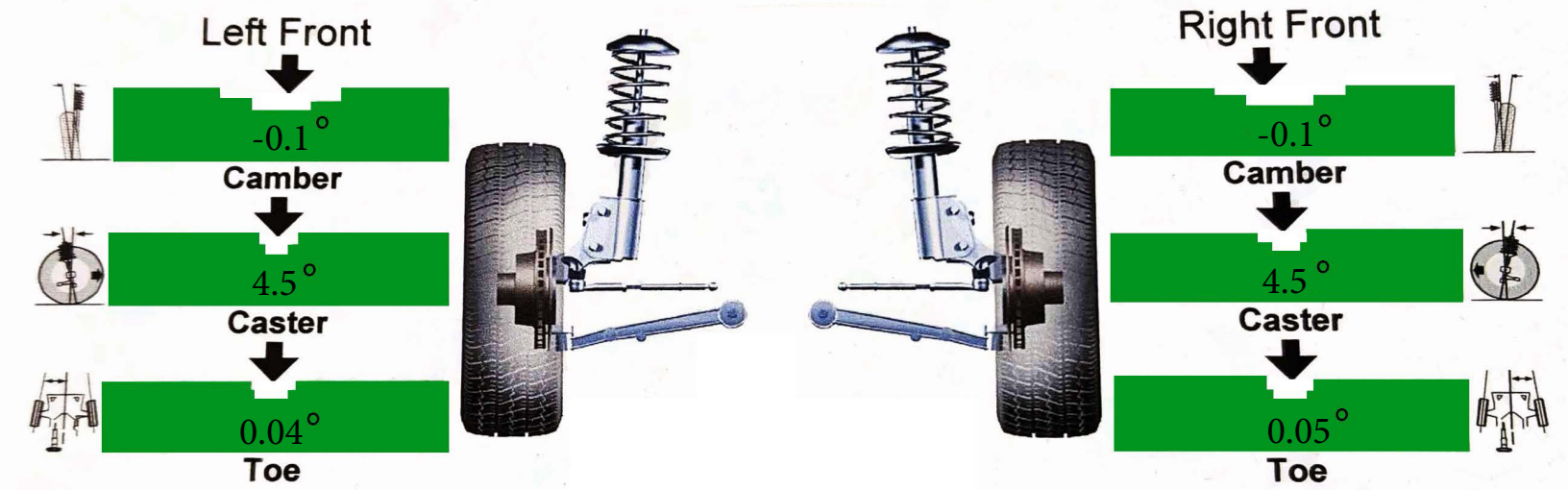
JBA Ball Joint



Grease joints with 3-5 pumps of quality wheel bearing grease, repeat every 3000-5000 miles.

We recommend using Mobilgrease XHP™ 222 Special lithium complex grease or lithium complex grease fortified with moly (molybdenum disulfide), it is intended for a wide variety of applications and severe operating conditions. These greases were designed to outperform conventional products by applying cutting edge, proprietary, lithium complex manufacturing technology. It is formulated to provide excellent high temperature performance with superb adhesion, structural stability, and resistance to water contamination. This grease has a high level of chemical stability and offer excellent protection against rust and corrosion. This grease feature high dropping points and maximum recommended operating temperature of 140º C (284°F). Mobilgrease XHP 222 Special grease available in NLGI grades 2 or 3 with an ISO VG 220 base oil viscosity. Mobilgrease XHP 222 Special grease is designed for a wide range of applications including the industrial, automotive, construction and marine sectors. Their performance features make them ideal choices for operating conditions including high temperature, water contamination, shock loading and extended re-lubrication operations. Mobilgrease XHP 222 Special is an extreme pressure grease fortified with 0.75% molybdenum disulfide that provides protection from wear under conditions pivoting and other conditions that lead to loss of oil film.

Front End Alignment



Alignment specs for lifted vehicle.

Factory alignment specs for basically all vehicles call for a certain degree of positive caster. This ensures good stability, helps maintain straight-ahead direction and promotes steering wheel self-centering. Camber is the inward or outward tilt of the front tires as viewed from the front. Toe-in is the amount the tires point in at each other from being parallel with each other.

The higher you lift an IFS vehicle the less caster you will have, the JBA upper control arms will help replace the caster lost from lifting your vehicle.

Installation Notes

Installation Date _____
Mileage on vehicle _____

Lift Kit Installation Notes:
Measure center of wheel to underside of fender flare.
List ride height **Before** and **After**:

Driver Side Front
B_____
A_____

Passenger Side Front
B_____
A_____

Driver Side Back
B_____
A_____

Passenger Side Back
B_____
A_____

Maintenance schedule grease every 3 Months or 3,000 to 5,000 Miles.

Mileage_____ Date_____

Mileage_____ Date_____

Mileage_____ Date_____

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Save your front end alignment sheet from your Tech with these notes.

Merchandise

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MADE IN THE USA