

Blackhawk UCA's to suit -

- Toyota Hilux KUN 2005+
- Toyota Hilux GUN 2016+
- Toyota Prado 120 series

Part Number—

UCA3881H



TOOLS REQUIRED

- 3/8 ratchet
- 22mm Socket
- 19mm socket
- 12mm socket/spanner
- Pry bar
- 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 12mm 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 19mm 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. **GUN HILUX RHS—To remove the Pivot bolt, remove front bash plate, manipulate the AC line up out of the way to clear the bolt.
9. **Prado 120 Dual battery may need to be removed.



Blackhawk UCA's to suit Hilux/Prado 120

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 bolts (TIP: lube the bolt for fitment) , bush washers & nut. Leave bolt loose until the vehicle is back on the ground then tighten to factory specs (115Nm)
2. There may be up to a 2-3mm gap between the arm and the chassis, use the Shim kit supplied to take up the gap as required between the arm and the strut mount.
3. Guide the ball joint taper into the spindle and tighten to factory specifications. (110Nm)
4. Refit the ABS lines to the tabs welded to the Blackhawk UCA with supplied fitting hardware.
5. Refit Sway bar link to spindle.
6. Repeat R&R on the opposite side.
7. Cycle the suspension to ensure clearance of all components, ensure ABS lines are clear of pinching and not over extended at full droop.
8. Ensure Ball joints are greased before driving—remove Blackhawk 4x4 Dust cap apply quality bearing grease and reinstall dust cap.
9. **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 1000klms of driving.**
10. Wheel align the vehicle with a qualified wheel aligner.

