

## How to replace the upper control arms on a 1991 Lexus LS400

1. Raise front of car and put on jack stands
2. Remove wheels
3. Remove the three nuts on top of each strut



4. Remove castle nut from ball joint



5. Remove ball joint from knuckle assembly (usually requires just a few well placed taps from a ball peen hammer. I would suggest supporting the knuckle to prevent undue stress on the brake line.



6. Push down on the rotor assembly to allow the top of the strut to be pulled out of the way for access to the two bushing bolts.

7. Remove the two bolts then remove arm assembly. They may be very tight in which case interlocking two wrenches will provide extra leverage



8. Install new control arm but **DO NOT** tighten the two bushing bolts at this time.

9. After everything has been reassembled and the ball joint tightened to recommended torque, place a floor jack under the lower control arm so that the full vehicle weight loads the suspension. Now you can tighten the two bolts. Failure to do this will create undue stress on the bushings and will cause premature failure.



10. Double check that all fasteners are tight and the cotter pin installed on the castle nut, remove the jack, install wheel and lower the car off of the jack stands. Be sure to torque the lug nuts using a torque wrench.

I suggest a quality four wheel alignment as soon as possible.

This is what the Chinese import looks like compared to the factory assembly. The bushing area is notably smaller but for the price difference (\$275.00 pair vs. \$550.00 ea) I can live with that.



These are the tools that are needed: 17mm wrench, 14, 17 and 18mm sockets, side cutters, hammer, bungee strap and small pry bar.



The whole process took less than an hour for both sides.