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**Latest Revision**

**Date:**  
**7.20.15**



**off-road driven!™**

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**PRO COMP SUSPENSION**

**57001B**

**2007-2014 Toyota Tundra 2wd/4wd A-Arm Kit**

This document contains very important information that includes warranty information and instructions for resolving problems you may encounter. Please keep it in the vehicle as a permanent record.

<b>Part #</b>	<b>Description</b>	<b>Qty.</b>
94-8327	UPPER A-ARM: Drvr	1
94-8330	UPPER A-ARM: Pass	1
90-6968	<b>HARDWARE PACK: A-arm</b>	<b>1</b>
15-11329	BUSHING	8
90-6969	<b>HARDWARE PACK: Grease</b>	<b>1</b>
90-8331	SLEEVE	4
90-4603	SPACER: Top	2
90-4604	SPACER: Bottom	2
90-4605	UNIBALL CUP CAP	2
70-0564001823	9/16" X 4" 12pt. BOLT	2
72-056200512	9/16" Gr. 5 NYLOCK NUT	2
73-05600034	9/16" SAE FLAT WASHER Gr. 8	2
90-4433	<b>GREASE PACK</b>	<b>2</b>
72-01615008812	16mm-1.5 NYLOCK NUT	2
90-9607	WASHER: 2.250 OD x .635 ID X .125"	8
90-4613	1/4"-28 ZERK: Self Tapping	4
90-3240	<b>#6 ADEL CLAMP</b>	<b>2</b>
90-6902	<b>HARDWARE PACK: ABS Line</b>	<b>1</b>
25C75HC8I/IMP	1/4"-20 X 3/4" HEX BOLT Gr. 8	2
25RWHDI/IMP	1/4" HARDENED FLAT WASHER	4
25CNNLI/GR-C	1/4"-20 NYLOCK NUT Gr. C	2
90-6454	<b>HARDWARE PACK; Steering Stop</b>	<b>1</b>
96-3399	<b>STEERING STOP EXTENSION PLATE- Pass</b>	<b>1</b>
96-3400	<b>STEERING STOP EXTENSION PLATE- Drvr</b>	<b>1</b>
90-6743	<b>HARDWARE PACK: diff spacers</b>	<b>1</b>
90-2840	DIFF MOUNT SPACER	2
90-8076	SKID PLATE SPACER	3
90-6739	<b>HARDWARE PACK: diff spacers</b>	<b>1</b>
.80C400HCS1Z	8mm-1.25 X 40mm HEX BOLT Gr. 10.9	3
31NWUSZ	5/16" USS FLAT WASHER	3
.140F1500HCS1Y	14mm-1.5 X 150mm HEX BOLT Gr. 10.9	2
.140NWHDY	14mm FLAT WASHER	4

**Optional Equipment Available from your Pro Comp Distributor!**

**4WD Suspension Lift Kit: 57047/57047MX**

**Coil Over Add On Kit: 57057/57057MX**

**Traction Bars: 72500**

**Mounting kit: 72077**

**Skid Plate: 57197**

Also, Check out our outstanding selection of Pro Comp tires to compliment your new installation!

## Introduction:

- ◆ This installation requires a professional mechanic!
- ◆ We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- ◆ Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, ball joints, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- ◆ Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
- ◆ Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- ◆ Check the special equipment list and ensure the availability of these tools.
- ◆ Secure and properly block vehicle prior to beginning installation.
- ◆ ALWAYS wear safety glasses when using power tools or working under the vehicle!
- ◆ Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
- ◆ Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread lock retaining compound where specified.
- ◆ **Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.**

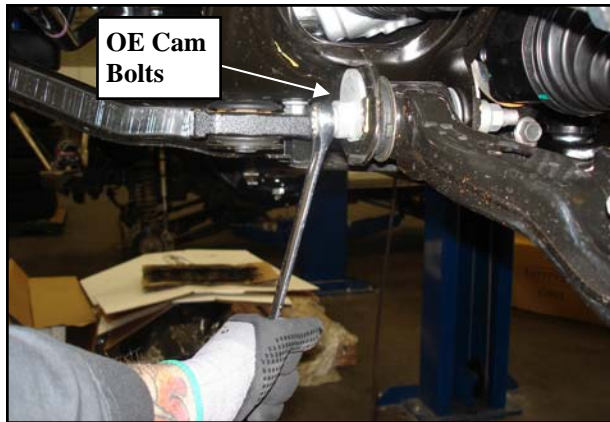
## FRONT INSTALLATION:

1. Measure the vehicle from the center of the hub to the fender lip and record this measurement below.

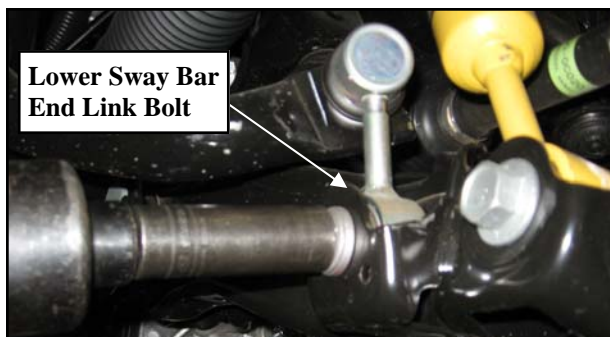
LF: \_\_\_\_\_ RF: \_\_\_\_\_

LR: \_\_\_\_\_ RR: \_\_\_\_\_

2. Be sure you are working on a level surface. Block the rear tires and raise the front of the vehicle. Support the frame with jack stands.
3. Remove the front wheels.
4. Remove the skid plate from the vehicle. Save for reinstallation.
5. Loosen, but **DO NOT** remove, the lower A-arm cam bolts.  
**IMPORTANT! DO NOT remove the alignment cams.**

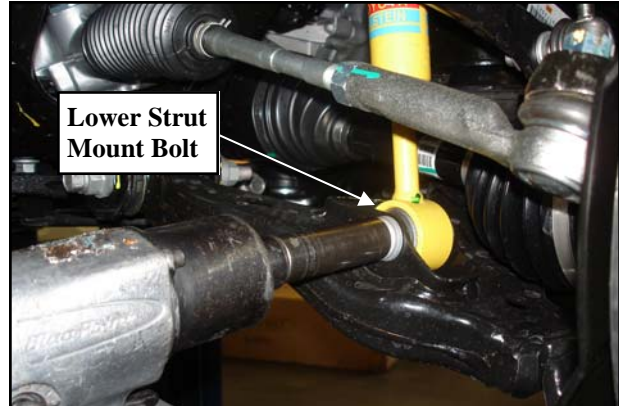


6. Unbolt the sway bar end links from the lower A-arm. Save the hardware for reuse.

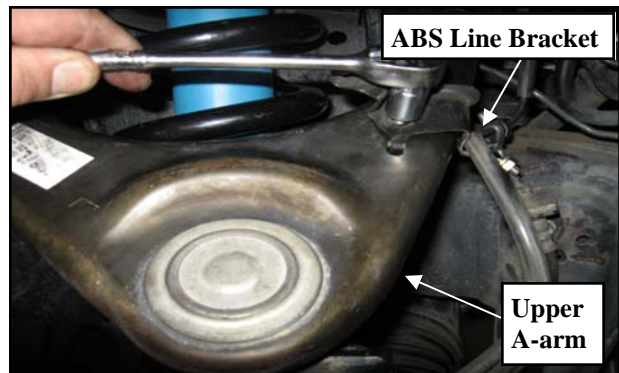


7. Starting on the driver's side, support the lower A-arm and remove the lower strut bolt from the lower A-arm.

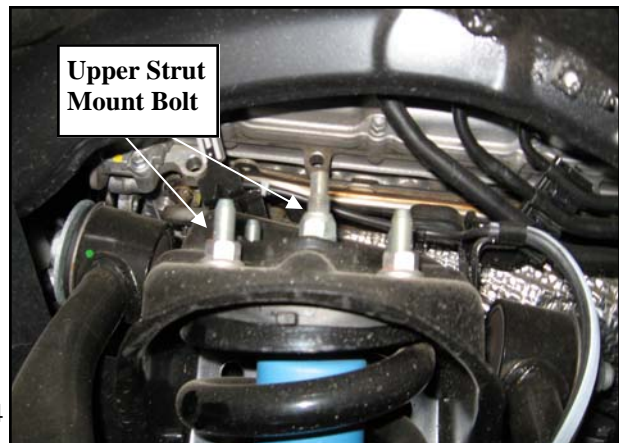
**NOTE: The direction of the bolt for reinstallation.**



8. Remove the ABS bracket from the A-arm.

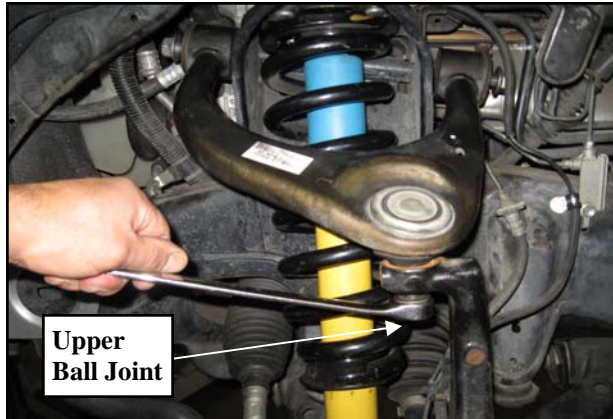


9. Loosen, and remove the upper strut nut on the strut tower (4) on each side of the vehicle that holds the strut assembly to the strut tower.

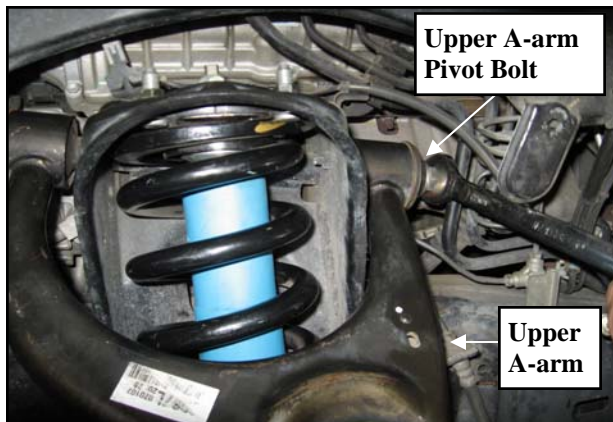




10. Remove the **OE** cotter pin and loosen the upper ball joint nut. Support the knuckle and remove the upper ball joint nut from the knuckle. Separate using the appropriate tool.



11. Remove the **OE** upper A-Arm pivot bolt.



12. Remove the upper A-arm from the vehicle. Save the **OE** hardware for reinstallation.



13. Remove the **OE** strut assembly from the vehicle.



14. Install the (**4 per arm**) bushings (**15-11329**) into the Pro Comp upper A-arm (**94-8327 Drvr** and **94-8330 Pass**).



15. Insert the sleeve (**90-8331**) into the upper A-arm bushings.

**IMPORTANT!:** Be sure to apply grease from the supplied grease pack (**90-4423**) to the sleeve before installation.



16. Install the supplied Zerk fitting (**90-4613**) into the Pro Comp A-arm (**94-8327 Drvr** and **94-8330**).



17. Install the coil over strut into the strut tower and secure using the previously removed **OE** hardware.

**NOTE:** *It may be necessary to push the lower A-arm down to aid in the re-installation of the strut assembly.*



18. Install the **OE** lower strut bolt in the original position that it was removed.

19. Install the Pro Comp upper A-arm (**94-8327 Drvr** and **94-8330**) into the original mounting location using the (**2 per side**) load washer (**90-9607**), **OE** pivot bolt and supplied **16mm** nylock nuts. Torque according to the chart on page **10**.

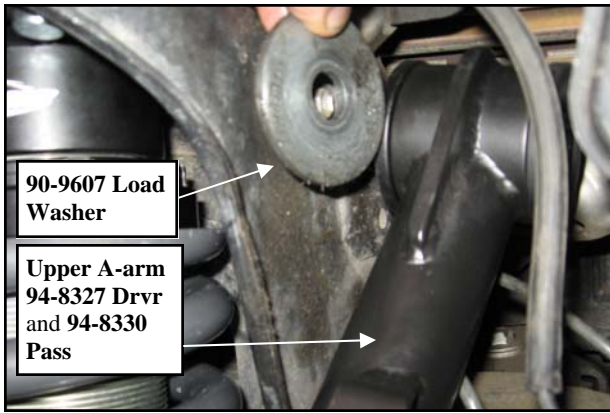




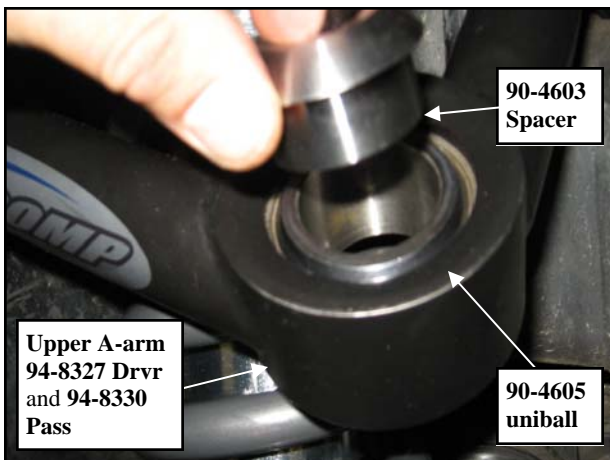
page 10.

**IMPORTANT!:** When the 9/16" upper ball joint bolt is properly tightened there will be a 1/16" gap between the OE knuckle and the bottom spacer (90-4604).

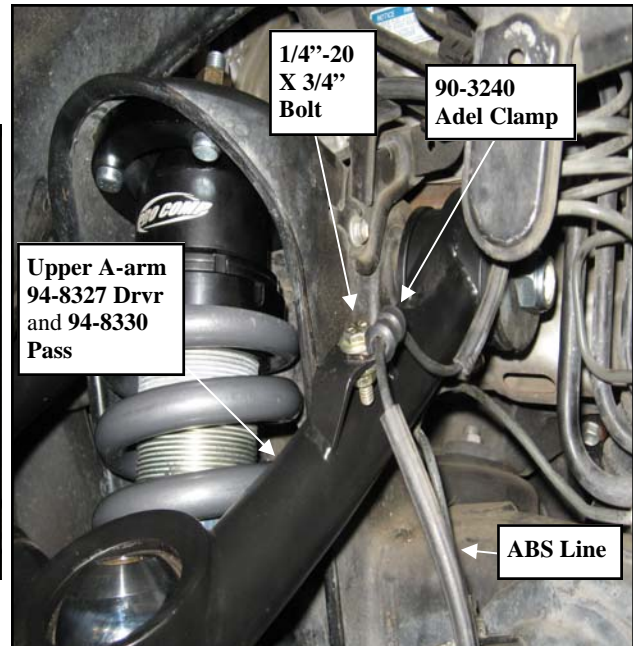
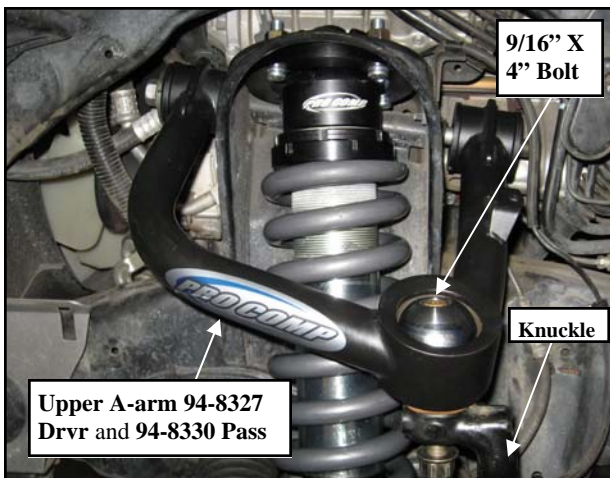
22. Install the supplied Adel clamp (90-3240) onto the ABS line. Secure the ABS line to the upper A-arm using the supplied 1/4"-20 X 3/4"



20. Insert spacer (90-4603 top and 90-4604 bottom) into the uniball ) on the Pro Comp upper A-arm.



21. Using a floor jack, raise the lower A-arm and knuckle and secure the upper ball joint mount to the knuckle using the supplied 9/16" X 4" and hardware. Torque 9/16" hardware according to chart on



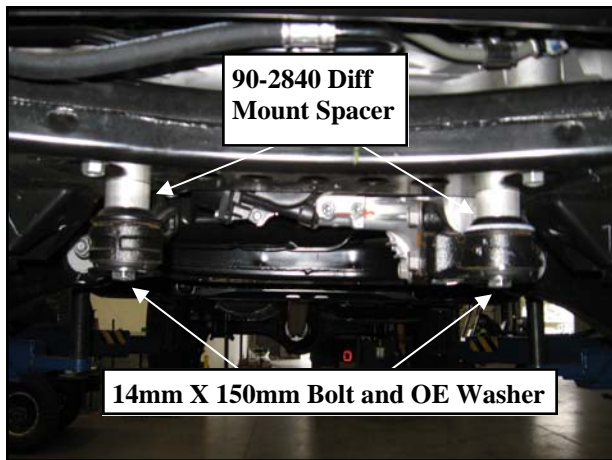
bolts and hardware.

23. Carefully position a floor jack under the front differential and raise the pad to contact the differential.

24. Remove the (2) OE front differential mounting nuts and bolts.

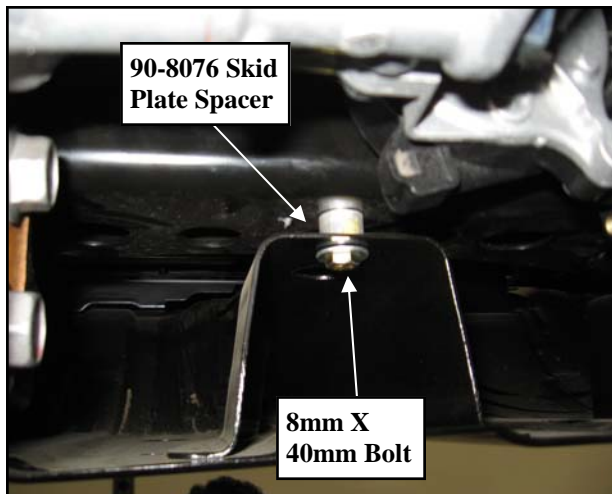
**NOTE:** The large OE washer will be reused.

25. Install the differential mount spacers (90-2840) between the diff mounts and the front crossmember. Secure the diff mount using the supplied 14mm X 150mm bolts, large OE washer and 14mm hardware.



Torque per **OE** specifications.

26. Reinstall the front skid plate using the (2) **OE** bolts to the front skid plate mounts. Torque per **OE** specifications.
27. Secure the rear of the skid plate to the rear skid plate frame mounts using the supplied **8mm X 40mm** bolt, skid plate spacer (**90-8076**)



and **5/16"** washer.

28. Install the uniball cup cap (**90-4606**) onto the upper A-arm uniball. Tap lightly into place using a dead blow hammer.
29. Install the front tires/wheels and lower the vehicle onto the ground.

30. Torque the lower A-arm cam bolts per **OE** specifications.
31. Reinstall the sway bar end links to the lower A-arm using the previously removed **OE** hardware.
32. Torque lower A-arm cam bolts according to factory specifications.
33. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.

***IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!***

#### **Modifications to Clear 35" Tires:**

1. With the wheel mounted to the vehicle, turn the wheel full lock in both directions and mark the contact points of the tires on both sides. Remove the skid plate and cut off the previously marked areas using a cut-off wheel or other suitable tool. De-burr all the edges, reinstall and







check for any clearance issues.

2. Remove the front flap. Push the inner fender forward to create additional clearance. The mounting location on the inner fender will need to be trimmed to create the additional clearance. The inner mount-



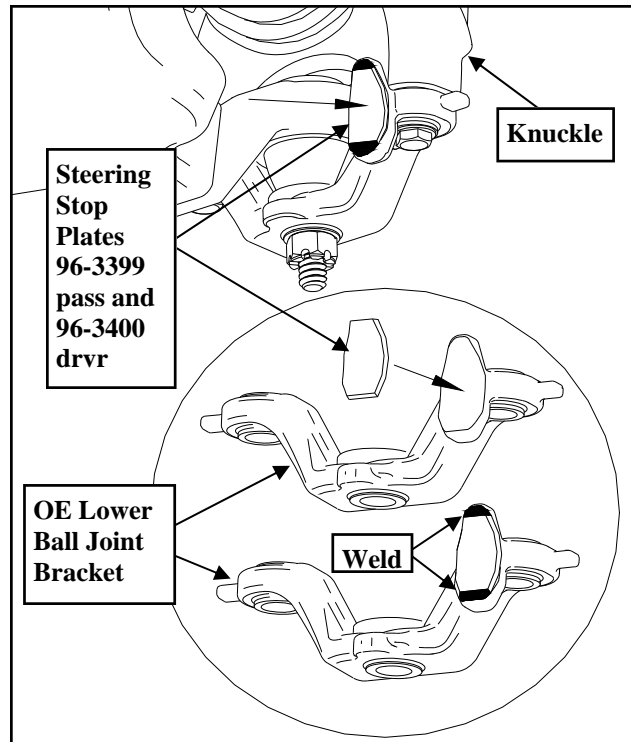
ing hole will also have to be re-drilled in it's new position.

3. Depending on wheel and tire combination steps 4 through 6 may be necessary.
4. Clean and grind the paint off of the upper and lower lip of the steering stop on the lower ball joint bracket. Clamp the steering stop extension plates (96-3399 pass and 96-3400

drvr) into place on the OE steering stop with the stamped numbers up. Be sure that the back edge of the new steering stop is flush with the OE steering stop. Place wet rags over the lower ball joint to protect from welding sparks.

**NOTE: The front of the steering stop will not sit flush.**

5. Weld a bead along the top and bottom of the extension plates to se-



cure it to the lower ball joint bracket.

6. After welding on the steering stop extension plates, clean the area thoroughly and paint the exposed metal with a good quality paint.

**NOTE: If you do not have access to a welder at this time the extension plates can be welded on at the completion of this installation**

Use this only as a guide for hardware without a called out torque specification in the instruction manual.

<b>Bolt Torque and ID</b>						
<b>Decimal System</b>			<b>Metric System</b>			
All Torques in Ft. Lbs. Maximums						
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15	20	M6	5	9	12
3/8	30	45	M8	18	23	27
7/16	45	60	M10	32	45	50
1/2	65	90	M12	55	75	90
9/16	95	130	M14	85	120	145
5/8	135	175	M16	130	165	210
3/4	185	280	M18	170	240	290

1/2-13x1.75 HHCS  
D T L X

**Grade 5    Grade 8**  
 (No. of Marks + 2)

M12-1.25x50 HHCS  
D T L X

**P**

G = Grade (Bolt Strength)  
 D = Nominal Diameter (Inches)  
 T = Thread Count (Threads per Inch)  
 L = Length (Inches)  
 X = Description (Hex Head Cap Screw)

P = Property Class (Bolt Strength)  
 D = Nominal Diameter (Millimeters)  
 T = Thread Pitch (Thread Width, mm)  
 L = Length (Millimeters)  
 X = Description (Hex Head Cap Screw)

### **Revision Page:**

**3.6.14:** Added step 28 for installation of uniball cup cap to upper A-arm.

**9.16.14:** Added note after step 21.

**7.20.15:** Changed zerk fitting part number on pg. 6 to 90-4613.





## The PRO COMP PROMISE WARRANTY

At Pro Comp, we know you have many choices when selecting products to personalize your vehicle. You should demand nothing but the highest quality available and have total confidence that the products you selected are the best in the industry. It is for these reasons that Pro Comp Suspension products are backed by the best warranty in the industry...the Pro Comp Promise!

Pro Comp promises that its products will last a lifetime or we will replace it free of charge. It's that simple! Because of our commitment to quality and manufacturing excellence, we are able to stand behind our products. FOREVER.

It is Pro Comp's Promise that if one of our suspension products breaks not due to misuse, neglect or vandalism, we will replace it. Whether you are the original purchaser or not, you can be assured that we will make it right. The Pro Comp Promise covers all suspension products including shocks and steering stabilizers. Buy Pro Comp Suspension today and enjoy it for the rest of your life!

That's our Pro Comp Promise!

## Notice to Owner, Operator, Dealer and Installer:

Vehicles that have been enhanced for off-road performance often have unique handling characteristics due to the higher center of gravity and larger tires. This vehicle may handle, react and stop differently than many passenger cars or unmodified vehicles, both on and off-road. You must drive your vehicle safely! Extreme care should always be taken to prevent vehicle rollover or loss of control, which can result in serious injury or even death. Always avoid sudden sharp turns or abrupt maneuvers and allow more time and distance for braking! Pro Comp reminds you to fasten your seat belts at all times and reduce speed! We will gladly answer any questions concerning the design, function, maintenance and correct use of our products.

Please make sure that the Dealer / Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product.

Warranty and Return Policy:

Pro Comp warrants its full line of products to be free from defects in workmanship and materials for the life of the product. Pro Comp's obligation under this warranty is limited to repair or replacement, at Pro Comp's option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. Pro Comp is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of Pro Comp product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with Pro Comp or at any factory authorized Pro Comp dealer.

IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

Claims not covered under warranty

\* Parts subject to normal wear; this includes bushings, bump stops, ball joints, tie rod ends and heim joints.

\* Finish after 90 days.

\* Damage caused as a result of not following recommendations or requirements called out in the installation manuals.

Pro Comp MX Series coil-over shocks are considered a serviceable shock with a one-year warranty against leakage only. Rebuild service and replacement parts will be available and sold separately by Pro Comp. Contact Pro Comp for specific service charges. Pro Comp accepts no responsibility for any altered product, improper installation, lack of or improper maintenance or improper use of our products.

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**PLACE**  
**WARRANTY REGISTRATION**  
**NUMBER**  
**HERE: \_\_\_\_\_**