



PRODUCT: 706840 - 4" LIFT SPINDLES
05-12 TACOMA 2WD, 06-12 FJ CRUISER 2WD

PARTS LIST

QTY

SPINDLE, TACOMA 4" LIFT, DRIVER	1
SPINDLE, TACOMA 4" LIFT, PASSENGER	1
5/8-11 X 3-1/4 HEX BOLT, GRD 8	4
5/8-11 STOVER LOCKNUT, GRD 8	4
5/8 FLAT WASHER, SAE, GRD 8	8
1/4" ADEL/LOOP CLAMP	4
5/16" ADEL/LOOP CLAMP	2
1/4-20 X 1-1/4 HEX BOLT, GRD 5, ZINC	4
1/4-20 NYLON LOCKNUT, ZINC	4
1/4 SAE FLAT WASHER, ZINC	8

PLEASE DOUBLE CHECK THE PARTS LIST BEFORE BEGINNING INSTALLATION, TO ENSURE ALL PARTS ARE PRESENT

READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.

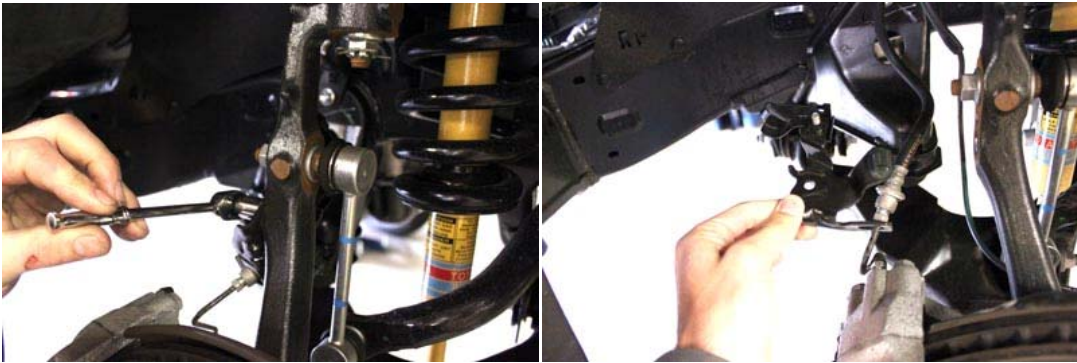
PRIOR TO INSTALLATION:

1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation
3. Always wear safety glasses when using power tools or working under the vehicle
4. Modifications to any part will void the warranty associated with that product.
5. Jack up front of vehicle, place jack stands under frame, behind front suspension.

After removing parts from vehicle, save hardware for reinstallation

IT IS RECOMMENDED THAT YOU HAVE YOUR VEHICLE'S ALIGNMENT CHECKED WHEN INSTALLING NEW SUSPENSION. IT IS ALSO RECOMMENDED THAT YOU ADJUST YOUR HEADLIGHTS WHENEVER YOUR VEHICLE'S RIDE HEIGHT IS ALTERED.

1. On level ground, using a floor jack, raise the front end of your Tacoma and place jack stands under frame behind the front suspension.
2. Remove the brake line bracket that is attached to the spindle, and move out of the way.



3. Remove brake caliper, then support it, do not allow it to hang from the brake hose.



4. Remove brake rotor.
5. Remove the sway bar end link from the spindle.



6. Remove the unit bearing, then discard backing plate & dust shield.



7. Remove the cotter pins from the tie rod and upper ball joint.
8. Remove the nut from the tie-rod end, and then break loose the tie rod by hitting the steering arm side, but do not hit the threads or tie rod/ball joint as this will cause damage!



9. Remove the ABS Sensor, then upper ball joint nut.



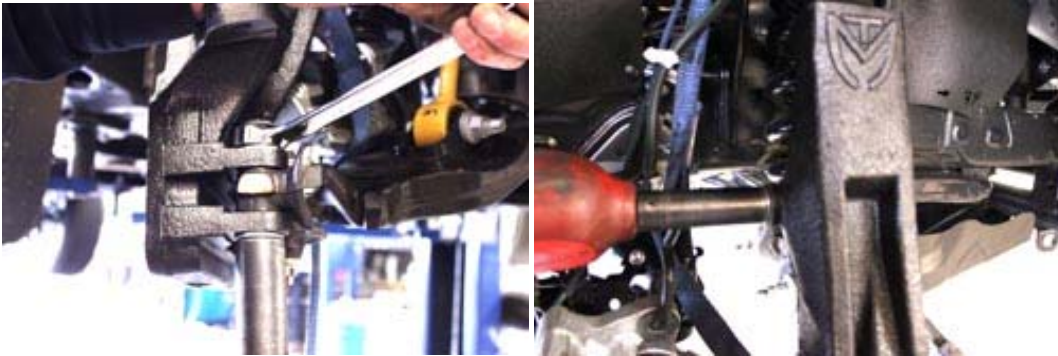
10. Remove bolts from lower ball joint / steering stop plate, then break upper ball joint loose by hitting the side of the spindle, do not hit the thread, remove stock spindle.



11. Guide ABS line down between the new spindle and lower ball joint/ steering stop plate. Mount new spindle, and slide lower ball joint into the double shear mount. Attach upper ball joint to new spindle, tightening nut on ball joint, align cotter pin hole & install OEM cotter pin.



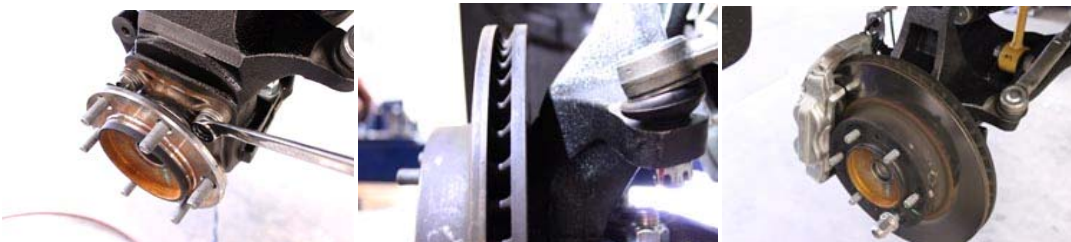
12. Attach lower ball joint / steering stop plate to the new spindle, tighten supplied 5/8"x3 1/4" bolts



13. Rotate outer tie rods 180 degrees, this will now allow you to install the tie rod ends from the top of the steering arm.



14. Reinstall Unit Bearing without the backing plate / dust shield, then install the rotor and caliper per earlier instructions. Make sure that your rotor has enough clearance on the back side near the spindle, we've manufactured the spindle to allow for all OEM, and some aftermarket rotors.



15. Remove the ABS line from the clip on the upper control arm, then remove the ABS line from the clip on the back of the shock tower.



16. Remove bracket from upper control arm and discard, then remove ABS bracket from brake line bracket and discard



17. Bend the tab on the brake line bracket, then attach brake line bracket to the new spindle using the supplied hardware.



18. Remove stock brake line at the frame & caliper, then install new one. We suggest installing on frame side first, to let fluid bleed through the new line, then attach on caliper side.

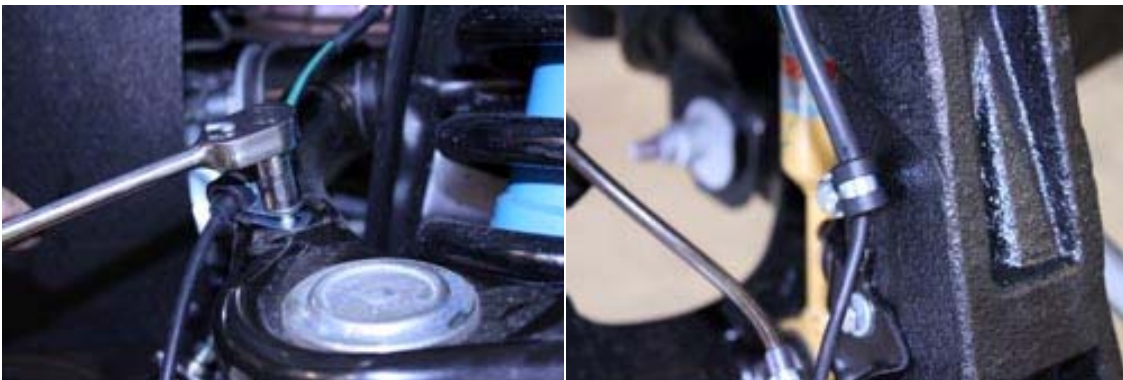


19. Tighten the new brake lines, per reversing the above steps.

20. Add more 'bend' to the brake line retainer clip to create more tension on the new brake line.



21. Remove the ABS line from behind the shock tower. Use supplied adell clamps to guide line across the Upper Control Arm, do the same with the clamps on the spindle using supplied bolts.



22. Tighten ABS sensor below the lower ball joint. Reinstall cotter pin to the upper ball joint and tie rod. See below for suggested brake line and ABS routing.

23. Manipulate the extra tab on the brake line bracket, either by bending it out of the way to prevent contact on the sway bar at full turn, or cutting it off.

