



PRO COMP SUSPENSION

Suspension Systems that Work!

**PN# 65210K
2006-2011 Toyota
FJ Cruiser
2WD/4WD
3" Front and
2" Rear Spacer 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.

Part #	Description	Qty.
94-8080m	STRUT SPACER	2
90-6317m	HARDWARE PACK: Spacer Mount 10mm-1.25 FLANGE NUT	1 6
90-6739	HARDWARE PACK: Diff/ Skid Plate Spacers	1
.80C400HCS1Z	M8-1.25 X 40mm HEX BOLT GR. 10.9	3
31NWUSZ	5/16" USS FLAT WASHER	3
.140F1500HCS1Y	M14-1.5 X 150mm HEX BOLT GR. 10.9	2
.140NWHDY	M14 FLAT WASHER	4
.140FNNEZ	M14-1.5 NYLOCK NUT	2
90-6743	HARDWARE PACK: Diff/ Skid Plate Spacers	1
90-2840	DIFF MOUNT SPACER	2
90-8076	SKID PLATE SPACER	3
90-4299	REAR COIL SPACER	2
90-6749	HARDWARE PACK: Differential Skid Plate	1
.80C400HCS1Z	M8-1.25 X 40 HEX BOLT GR. 10.9	3
31NWUSZ	5/16" USS FLAT WASHER	3
90-6750	HARDWARE PACK: Differential Skid Plate	1
90-8076	SPACER	3

NOTE: All part images may vary from catalog and instructions.

RECOMMENDED PRO COMP SHOCKS

2006-2011 Toyota FJ 4WD

Front Strut: 922053

ES9000 (rear): 922553

MX-6 (rear): MX6148

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

4WD & 2WD Toyota FJ Suspension Lift Kit: 57007/57007MX
Toyota FJ Coil Over Upgrade Kit: 57008MX

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: _____

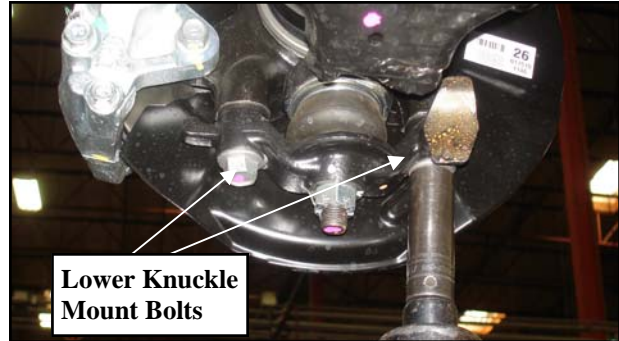
2. Be sure you are working on a level surface. Block the rear tires and raise the front of the vehicle. Support the frame with jack stands.
3. Remove the front wheels.
4. Unbolt and remove the skid plate from the vehicle. Save for reinstallation.
5. If the vehicle is equipped with a secondary differential skid plate, remove it from the vehicle.
6. Starting on the driver's side, remove the lower strut bolt from the lower control arm.

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

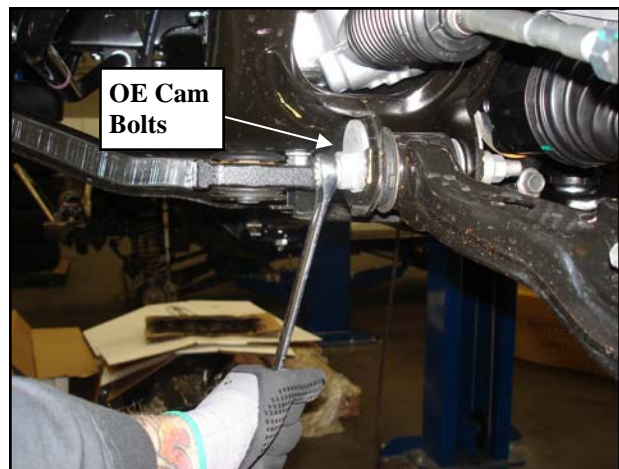


7. Support the lower control arm with a floor jack and remove the (2)

lower knuckle mounting bolts.



8. Loosen, but **DO NOT** remove, the lower control arm cam bolts.



9. Remove the upper strut nut on the strut tower (3) on each side of the vehicle that holds the strut assembly to the strut tower.



10. Remove the strut assembly from the vehicle and install securely in a bench vise.

11. Now would be a good time to inspect the front struts for damage or fluid leakage. Replace if necessary.

NOTE: For improved performance Pro Comp struts/shocks are recommended. See the box on page 2 for applications.

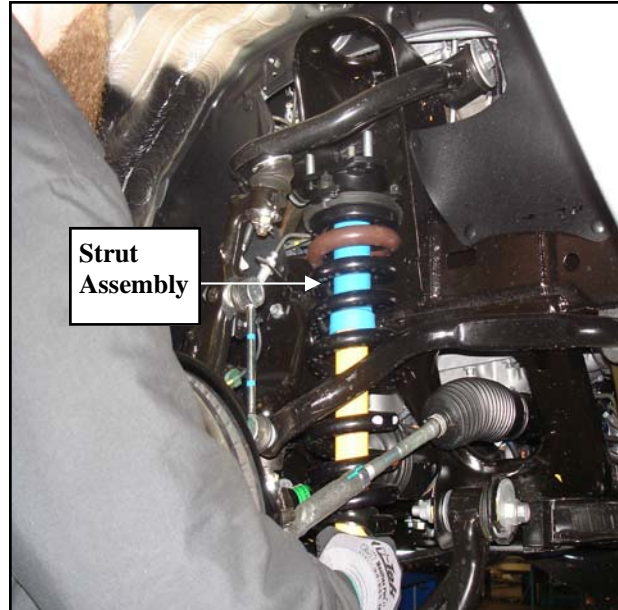
12. Install the strut spacer (94-8080m) onto the OE strut and secure using the previously removed OE hardware.



13. Install the strut assembly into the strut tower and secure using the upper (3) 10mm Flange nuts. (Make sure the bottom of the strut is aligned properly)

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

and a floor jack to raise the lower a-arm up in order to get the lower ball joint mount installed.



14. Install the lower strut bolt in the original position that it was removed.

15. Using the floor jack, raise the lower control arm and secure the lower ball joint mount to the knuckle using the previously removed (2) OE bolts. Torque per OE specifications.

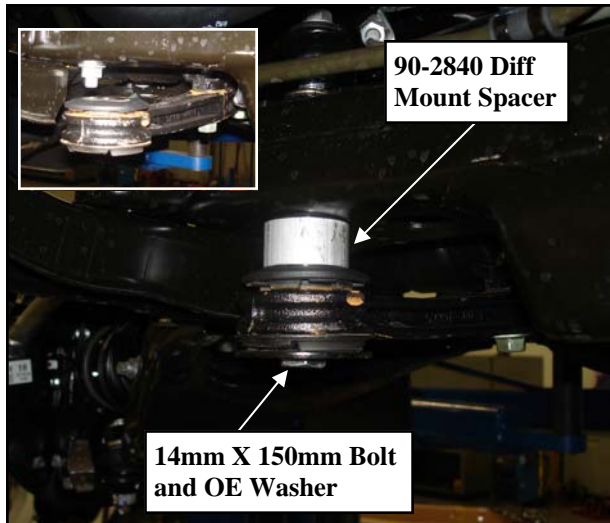
16. Repeat steps 4 through 13 on the remaining side of the vehicle.

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

18. Remove the OE differential mounting nuts and bolts.

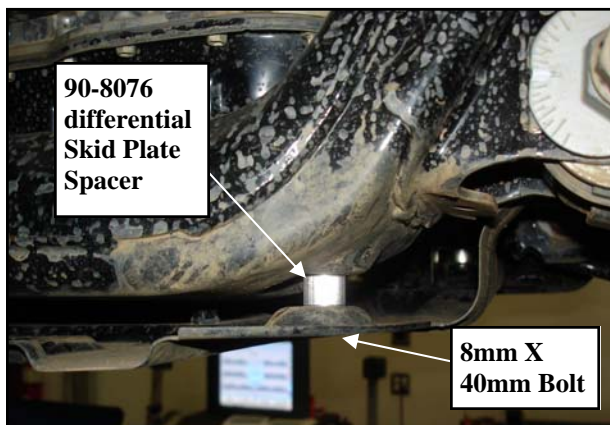
NOTE: The large OE washer will be reused.

19. 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.



20. Reinstall the front skid plate using the (**2**) **OE** bolts to the front skid plate mounts. Torque per **OE** specifications.

21. 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.



22. Reinstall the differential skid plate if previously removed from the vehicle, using the supplied **8mm X 40mm** bolts, **5/16"** washers and spacers (**90-8076**).

23. Install the front tires/wheels and lower the vehicle onto the ground.

24. Torque the lower control arm cam bolts per **OE** specifications.

25. 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!

REAR INSTALLATION:

1. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.
2. Remove the rear wheels.
3. Remove the shocks on both sides of the vehicle. It may be necessary to slightly raise the axle to unload the shocks for removal.



4. Now would be a good time to inspect the rear shocks for damage or fluid leakage. Replace if necessary.
NOTE: For improved performance Pro Comp struts/shocks are recommended. See the box on page 2 for applications.
5. Unbolt the track bar from the rear axle mount and secure up and out of the work area. Save the hardware for reinstallation.
6. Lower the rear axle enough to remove the coil springs from the front spring pockets. Save the factory isolators for re-use.

NOTE: Be sure to support the axle while the springs and shocks are removed.

7. Unbolt the sway bar end links from

the frame. Save the hardware for reuse.



8. Carefully lower the rear end to ease in the new coil spring installation. Reinstall the **OE** coil springs and coil spacer (**90-4299**) into the spring buckets. Raise the rear axle into place making sure the coil spring seats properly on the lower spring perch.

NOTE: The nipple on the spacer will fit into the recessed area in the bump stop.



9. Reattach the rear shock to the **OE** lower mount on the axle using the previously removed hardware.

Torque the **OE** hardware to manufacturers specifications.

10. Reconnect the sway bar end links to the sway bar using the previously removed **OE** hardware. Torque the **OE** hardware to manufacturers specifications.
11. Repeat the installation on the other side of the vehicle.
12. Check all hardware at this time to ensure that everything is tight.
13. Reinstall the wheels and lower the vehicle to the ground. Torque the lug nuts according to the wheel manufacturers recommendations.

14. With the vehicle on the ground reinstall the track bar to the rear axle using the previously removed **OE** hardware. Torque the **OE** hardware to manufacturers specifications.

15. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.



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

Bolt Torque and ID						
Decimal System			Metric System			
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 **Grade 5** **Grade 8**
(No. of Marks + 2)

D T L X

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

M12-1.25x50 HHCS

D T L X

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

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 your Dealer/Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product.

Application listings in this catalog have been carefully fit checked for each model and year denoted. However, Pro Comp reserves the right to update as necessary, without notice, and will not be held responsible for misprints, changes or variations made by vehicle manufacturers. Please call when in question regarding new model year, vehicles not listed by specific body or chassis styles or vehicles not originally distributed in the USA.

Please note that certain mechanical aspects of any suspension lift product may accelerate ordinary wear of original equipment components. Further, installation of certain Pro Comp products may void the vehicle's factory warranty as it pertains to certain covered parts; it is the consumer's responsibility to check with their local dealer for warranty coverage before installation of the lift.