



**1964-1980 FJ40 LandCruiser 4WD
Installation Instructions
Part # L20KS & L40KS**

REQUIRED TOOL LIST:

- * Metric and Standard wrenches and sockets
- * Floor Jack
- * Jack Stands
- * Measuring Tape
- * Torque Wrench



Before beginning the installation, read these instructions and the enclosed driver's WARNING NOTICE thoroughly and completely. Also affix the WARNING decal in passenger compartment in clear view of all occupants.

Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is un level (side-to-side) from the factory, but usually not noticed until a lift kit has been installed which makes the difference more visible. Using a measuring tape, measure the front and rear (both sides) from the ground up to the center of the fender opening above the axle. Record below for future reference.

Driver Side Front: _____ Passenger Side Front: _____

Driver Side Rear: _____ Passenger Side Rear: _____

IMPORTANT NOTES:

- Please refer to Parts List to insure that all parts and hardware are received prior to disassembly of vehicle. If any parts are found to be missing, contact your dealer as soon as possible.
- After installation occurs, a qualified alignment facility is required to align the vehicle to factory specs.

Note: 2" Lifts require 2 Front springs Part # L20FS, 2 Rear Springs Part # L20RS

Note: 4" Lifts require 2 Front springs Part # L40FS, 2 Rear Springs Part # L40RS

Contents: Box Kit Part # L24S

Part #	Description	Qty
916X314X712U	9/16 X 3 1/4 X 7 1/2 U-BOLT	7
916X314X912U	9/16 X 3 1/4 X 9 1/2 U-BOLT	1
SP2032	TOY LANDCRUISER SPRING BUSHING	16
916FTN	9/16-18 NYLON INSERT LOCKNUT	16

TO INSTALL FRONT:

1. Apply a thin coat of grease to the polyurethane bushings and insert into each eye of new front springs. Now apply a thin coat of grease on outside of bushings.
2. Raise front of vehicle and support securely with jack stands under the frame behind front springs and block the rear wheels. Remove the tires, shocks, and u-bolts and loosen the sway bar bolts. (CAUTION: THE FRONT AXLE WILL NOW BE FREE TO MOVE, SO SUPPORT SECURELY ON FLOOR JACK.)
3. With a floor jack supporting the front axle, unbolt each end of leaf springs and remove from both sides. (Note: If new shackle bushings were purchased, grease and install them in the frame at this time.) Install new springs-Notice the tie bolt in the new front leaf springs is not in the center of the leaf spring, but there is a long end and a short end. Install the springs with the short end towards the rear and longer end towards the front bumper. (NOTE: Do NOT tighten spring eye bolts at this time.)
4. Using the floor jack, lower the front axle down to leaf springs. Be sure tie bolts align and fit into the tie bolt holes in the axle housing. Install and tighten new u-bolts.
5. Install new shocks and tires then lower vehicle to ground. Tighten spring eye bolts at this time. NOTE: The drag link that goes along side of the frame from the gearbox to the bell crank may require slight bending for clearance of the new shock. Bending this drag link will not affect it, but do not kink the bar.

TO INSTALL REAR:

6. Raise rear, support securely with jack stands and block the front wheels. Remove the tires, shocks and u-bolts. (CAUTION: the rear axle will now be free to move, so support securely on floor jack.)
7. Apply a thin coat of grease to the polyurethane bushings and insert into each eye of new rear springs. Now apply a thin coat of grease on outside of bushings.
8. With a floor jack supporting the rear axle, unbolt each end of rear leaf springs and remove from both sides. (Note: If new shackle bushings were purchased, grease and install them in the frame at this time.) Install new springs-Notice the tie bolt in the rear leaf springs is not in the center of the leaf spring, but there is a long end and a short end. Install the springs with the short end towards the front and longer end towards the rear bumper. (NOTE: Do NOT tighten spring eye bolts at this time.)
9. Using the floor jack, lower the rear axle down to leaf springs. Be sure tie bolts align and fit into the tie bolt holes in the axle housing. Install and tighten new u-bolts, shocks and tires then lower vehicle to ground. Tighten spring eye bolts at this time.

Installation is now complete. Check brake line length, and if they seem too short, longer stainless steel lines are available from Skyjacker.

To readjust steering before driving: The steering wheel can be adjusted by adjusting the drag link. Adjust each end of the drag link out making the link longer being sure that the drag link ends do not come past the clamps.

NOTICE: Retorque ALL nuts, bolts and especially u-bolts after first 100 miles, again after another 100 miles, and check periodically thereafter.

If the vehicle sits unlevel the following can be checked: 1) be sure all of the polyurethane bushings were greased well so that they will not restrict spring movement; 2) check the condition of the shackle bushings in the frame (if not replaced with new ones) to be sure they are not worn, and if so, they should be replaced with new poly bushings, available from Skyjacker; 3) check the body bushings between frame and body to be sure they are not worn; 4) to be sure that the poly bushings are not restricting the spring from being at the correct ride height, loosen (do not remove) the spring eye and shackle eye bolts, then stand on the bumpers and bounce the vehicle up and down vigorously to free up the bushings and then retighten spring eye and shackle eye bolts. If the vehicle sat unlevel before, then it will most likely continue to sit unlevel now.