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2007 Toyota FJ Cruiser 2" Value Kit Installation Instructions Part # FJ20MS



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. If any of these items are missing from this instruction packet, do not proceed with installation, but call SKYJACKER® to obtain needed items. If you have any questions or reservations about installing this lift kit, call SKYJACKER® at 318-388-0816 for Technical Assistance or Customer Service departments.

Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is uneven (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.
- If larger tires (10% more than stock diameter) are installed, speedometer recalibration is necessary (see Toyota dealer or Tire Store).
- After installation, a qualified alignment facility is required to align the vehicle to factory specs.

Kit Box Breakdown:

FJ20MS:

Main Component Box

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
TC520MS-S	TOYOTA 2" ALUM FRONT SPACER	2
FJPS15	FJ CRUISER REAR POLY SPACER	2
HB-716X2DES	HARDWARE BAG/ALUM SPACER KITS	1

Hardware Bag Breakdown:

HB-716X2DES

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
716X2DES	7/16 X 2" DOUBLE ENDED STUD	6
716SAEW	7/16 SAE WASHER	6
716FTN	7/16-20 FINE N/I LOCK NUT	6
LT100	NUTS N' BOLTS 427 1 ML TUBE	1

Front Installation:

1. Secure and properly block the tires of vehicle on a level concrete or asphalt surface.
2. Raise the vehicle from the front center cross member and remove tires and wheels. (See Photo #1)
3. Disconnect outer tie rod from steering knuckle. Remove cotter pin. (See Photo #2), It may be necessary to strike the side of the knuckle to dislodge the tie rod end. Be careful not to damage the tie rod end itself.
4. Disconnect the ABS line from the upper A-ARM..
5. Disconnect the sway bar end link from the frame and the side of the steering knuckle (See Photo #3). Disconnect the upper ball joint from the top of the steering knuckle.
6. Remove the upper three strut mounting bolts from the upper frame. (See Photo #4). Remove strut assembly from vehicle.
7. Locate supplied 7/16" studs and new front Aluminum Spacers. Apply thread locking compound to the coarse thread portion of the studs. Thread in studs by hand until tight. (See Photo #5)
8. With studs installed, attach aluminum spacer to the top of the factory strut using the factory studs and nuts. (See Photo #6) Torque to 45 Ft. Lbs.
9. Install new strut assembly. Attach with new upper 7/16" retaining nuts and washers. (See Photo #7) Only start the nuts at this time.
10. With upper nuts started, install lower shock retaining bolt @ the A-Arm.
11. Using a floor jack to raise the lower A-Arm, Re-Attach upper ball joint to steering knuckle.



Photo #1

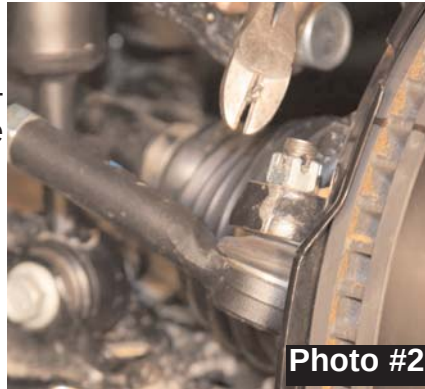


Photo #2

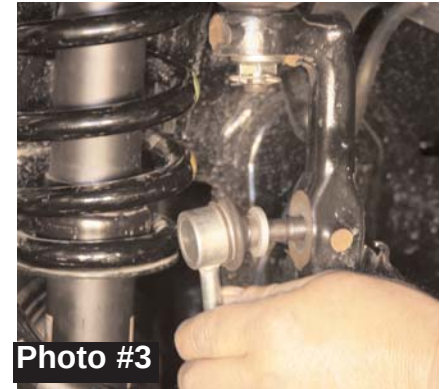


Photo #3

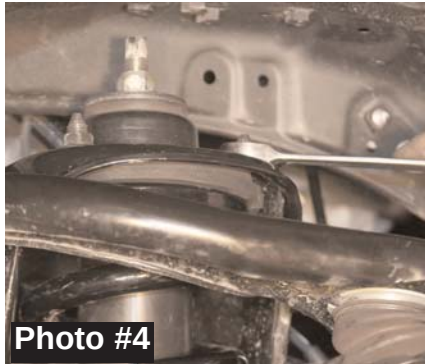


Photo #4

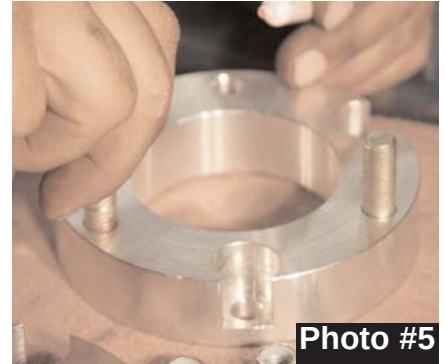


Photo #5

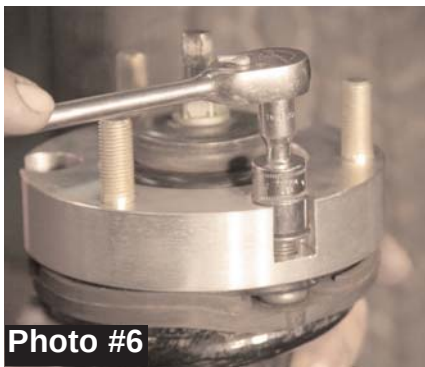


Photo #6

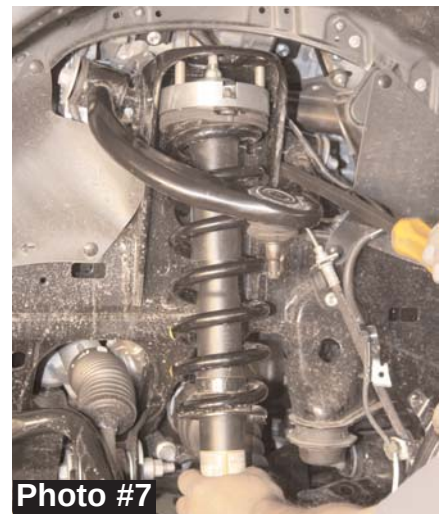


Photo #7

11. Re-Attach outer tie rod end. Torque retaining nut to factory specs.
12. Tighten upper 7/16" nuts. Torque to 50 Ft. Lbs.
13. After both sides are completed re-attach sway bar and factory end links and ABS lines. (See Photo #8).
14. Install tires and wheels. Lower vehicle to the ground.

Rear Installation:

15. Raise the rear of the vehicle and properly support frame rails using jack stands.
16. Remove tires and wheels. (See Photo #9). Remove rear shocks.
17. It will be necessary to disconnect the brakeline brackets and sway bar end link from the axle to allow for installation of the new rear spacer. Disconnect the track bar from the frame. (See Photo #10).
18. Install new rear spacer on top of factory bump stop pad and factory coil spring. (See Photo #11)
19. Install coil spring assembly.
20. Re-Attach track bar, brakelines and sway bar end links.
21. Install new rear shocks. Be sure to install the aluminum spacer supplied with the shock between the oe mount and the shock. This will allow for proper clearance between shock body and axle. (See Arrow in Photo #12)
22. Install tires/wheel and lower vehicle to the ground.

FINAL NOTES:

- * After installation is complete, double check that all nuts and bolts are tight. Do Not tighten nuts/bolts where thread locking compound was applied.
- * Check to ensure there is adequate clearance between All rotating, mobile and fixed members. Check clearance between inner side wall of tires.
- * Ensure there is adequate clearance between exhaust and brake lines, fuel lines, fuel tank, floor board, and wiring harnesses. Check steering gear for interference and proper working order. Inspect brake lines for damage and adequate clearance. Test brake system.
- * With the vehicle on the floor, cycle steering lock to lock and inspect steering, suspension, drive line and brake line systems for proper operation, tightness and adequate clearance.
- * Front end realignment is necessary so have a qualified alignment center realign front end to factory specifications.

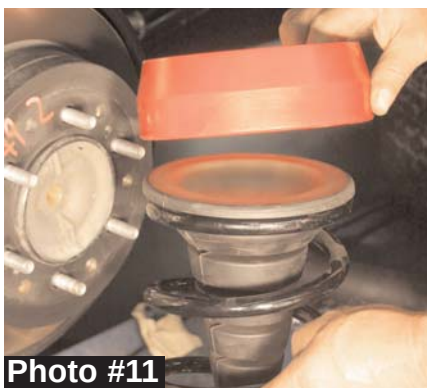
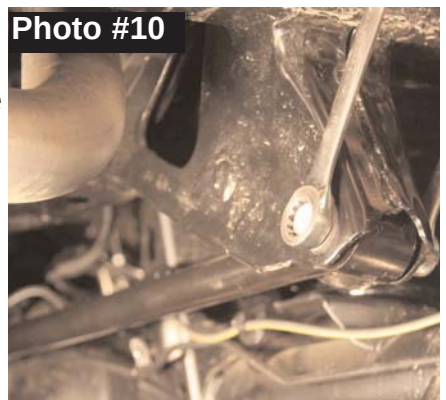


Photo #11
I-FJ20MS

Photo #12
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