

BOX KIT # 17200

64-80 TOYOTA LAND CRUISER



INTRODUCTION

Installation requires two professional mechanics. Prior to beginning, carefully inspect the vehicles steering, brake, and driveline systems, paying close attention to the tie rod/drag link ends, ball joints, and wheel bearing preload. Also check the steering sector-to-frame, and all suspension to frame, and all suspension-to-frame points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace all worn parts. Read instructions several times before starting.

NOTES:

- Front coil springs, rear kit(s) or rear leaf springs, and shock absorbers are purchased separately and are also required for proper installation of this system.
- () denotes foot pound torque readings after each appropriate fastener.
- Prior to attaching components, be sure mating surfaces are free of grit, grease, under coating, etc.
- After installation is complete, the vehicle will require a front end alignment.

IMPORTANT

Prior to disassembly, identify each part and place the appropriate mounting hardware with it. Contact your Dick Cepek Race Series Suspension dealer if any components are missing before beginning any work on the vehicle.

PARTS LIST (p/n)

QTY.	DESCRIPTION	ITEM NUMBER	ILLUS. / FIGURE#
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INSTALLATION (FRONT)

- 1) Put transmission in neutral. Position a floor jack under the front axle and raise vehicle. Place jack stands under the frame rails, a few inches behind the front springs rear shackles. Ease down the jack until frame is resting on stands. Put vehicle in gear or park, set emergency brake, and chock rear wheels to prevent any possibility of movement. Remove the tires and shock absorbers.
- 2) Remove U-bolts. Raise jack/axle to allow spring removal. Remove the spring's shackle and stationary eye bolts and discard springs.
- 3) Clean the spring-to-axle mounting pads of dirt and other foreign matter. Install the replacement springs, but only loosely tighten the spring eye bolts. They will be torqued again after the vehicle is lowered to the floor and the suspension is supporting the vehicle's weight.
- 4) Lower jack/axle onto the springs. Be sure that the center bolt heads align and seat properly onto the axle spring pad holds.
- 5) Position U-bolt plates and install U-bolts, washers, and nuts. Torque the ½" nuts (64 ft. lbs.) using an "x" tightening pattern.
- 6) Install shocks. If shock eye bushings have no metal sleeves, tighten until rubber swells tightly. Install tires/wheels.
- 7) With suspension unloaded and hanging, cycle steering lock-to-lock, while manually spinning the tires, and inspect steering, Suspension, and driveline, for proper operation and adequate clearance/lengths. Pay close attention to brake and axle vent hoses.
- 8) Remove jack stands and lower vehicle to floor. Tighten shackle bolts and stationary eye bolts (67 ft. lbs.) Over tightening will causes accelerated bushing wear and hinder spring travel.
- 9) Most models have turning radius stop bolts located on the front axle knuckles. In full lock turning situations these stops limit turning before the tires make contact with the leaf springs or the steering sector itself is "bottomed out". Adjust each stop bolt to where it limits turning at least ½" before tire-to-spring contact or end of sector radius. The

amount of adjustment may differ slightly from side to side and, with wider tires, longer grade 8 bolts may be required. Tire-to-spring contact may cause tire damage and in extreme cases, increase the possibility of vehicle rollover. If the steering sector receives a blow (rut, curb, etc.) while at full lock, sector damage and/ or failure may occur.

INSTALLATION (REAR)

- 1) Raise rear of vehicle with jack positioned under rear axle. Place jack stands under frame rails, a few inches in front of the rear springs stationary eyes. Lower vehicle onto jack stands and chock front wheels to prevent any possibilities of movement. Remove tires and shocks.
- 2) The remaining procedures are the same as the front.

FINAL PROCEDURES

- 1) With vehicle on the floor, cycle steering lock-to-lock, and inspect steering, suspension, and driveline systems for tightness and adequate clearance. Retorque all fasteners.
- 2) With the front tires pointing straight ahead, the steering wheel crossbars will be misaligned. The center the steering wheel position is achieved. Then tighten the clamp bolts.
- 3) Cycle steering all of the way to the right and to the left inspecting steering, suspension and driveline systems for proper operation, tightness and adequate clearance. If brake hose fittings are touched, recheck lines for leaks. Be sure all hoses/wiring are of adequate length. Repeat this inspection with the suspension unloaded and hanging.
- 4) INSTALL "WARNING" DECAL (metallic sticker) TO THE INSIDE OF THE DRIVER SIDE DOOR JAM NEXT TO THE V.I.N. PLATE.
- 5) HANG MIRROR TAG WITH WARNING AND WARRANTY REGISTRATION CARD FROM REAR VIEW MIRROR!
- 6) Readjust headlights to proper setting.
- 7) Check the vehicle for proper alignment.

NOTE – FRONT DRIVESHAFT LENGTH- Generally, with this much lift, driveshaft length is OK. If a stub shaft has ever been replaced, which can result in losing some tube length, the shaft may be short.

To determine the correct length, check the running length with the stub shaft (male end) centered in the slip yoke (female end). For most vehicles, the minimum amount of allowable spine contact is 1 3/4" at full suspension extension travel. Incorrect length can lead to damage. Also, be sure the driveshaft ends are "timed" which means the yoke "ears" (the heaviest points at each end) are positioned so that they are in line with each other. An out of time shaft will vibrate similar to an unbalanced shaft.

CAUTION AND WARNING INFORMATION

Installation of these parts will modify the height of the vehicle and may raise the center of gravity. Altered height modification and off-road operation may increase your vehicle's susceptibility to roll over conditions and may cause serious injury or death. Many states regulate the height modification to each vehicle. Check the laws in your state for exact specifications. Height modifications may effect the reaction, ride, handling and wear factor of your vehicle's components. Height modifications may require other adjustments to the vehicle. All Dick Cepek Race Series suspension components should be installed by a professional mechanic. All vehicles must be aligned within 100 miles after installation of these parts. Always use extreme caution when operating your vehicle in conditions which may cause loss of balance or control. Avoid sharp turns and abrupt maneuvers which may cause a vehicle to roll over or have an accident.

**ALWAYS WEAR A SEAT BELT! NEVER DRINK, USE DRUGS AND DRIVE!
DRIVE RESPONSIBLY!!**