

TOYOTA

LANDCRUISER 70, 73 & 74 SERIES

Refer Section 1: General - General Fitting Hints & Procedures, and

CARRY OUT:

- Removal of old suspension
- Suspension component prefitment check
- Installation OME suspension

INSTALLATION HINTS AND SPECIAL NOTES:

TAIL SHAFT SLIP YOKE: Ensure grease nipple used for lubricating sliding sleeve yoke of tail shaft is removed to allow any excess grease to escape. This will prevent hydraulic lock up of the slip yoke. Replace nipple before test drive.

MILITARY WRAP: This end of the spring must be installed at the fixed end.

DIFFERENTIAL BREATHER: Check that breather remains attached on full suspension droop, fix if required.

Turbo diesel models have a greater, permanent weight on the front right hand side, therefore the addition of an XL leaf on the right side, or the removal of a leaf on the left side may be required for trimming purposes.

BRAKE PROPORTIONING VALVE: May need adjusting in line with vehicle manufacturer workshop manual (see Section 5: Problem Solving for further information).

STABILISER BAR: Ensure when new suspension is at full droop the connecting links and stabiliser bar arms do not form a straight line because this will cause stabiliser bar inversion (see pages 2 & 3).

SHACKLE ANTI-INVERSION - FK08 Kit Front & Rear: It is mandatory to fit an FK08 kit (or greasable shackles), to OME long travel suspension to prevent shackle inversion (see page 4 for fitting instructions).

GREASABLE SHACKLES: Feature shackle anti-inversion design (see page 5 for fitting instructions).

TORQUE FIGURES

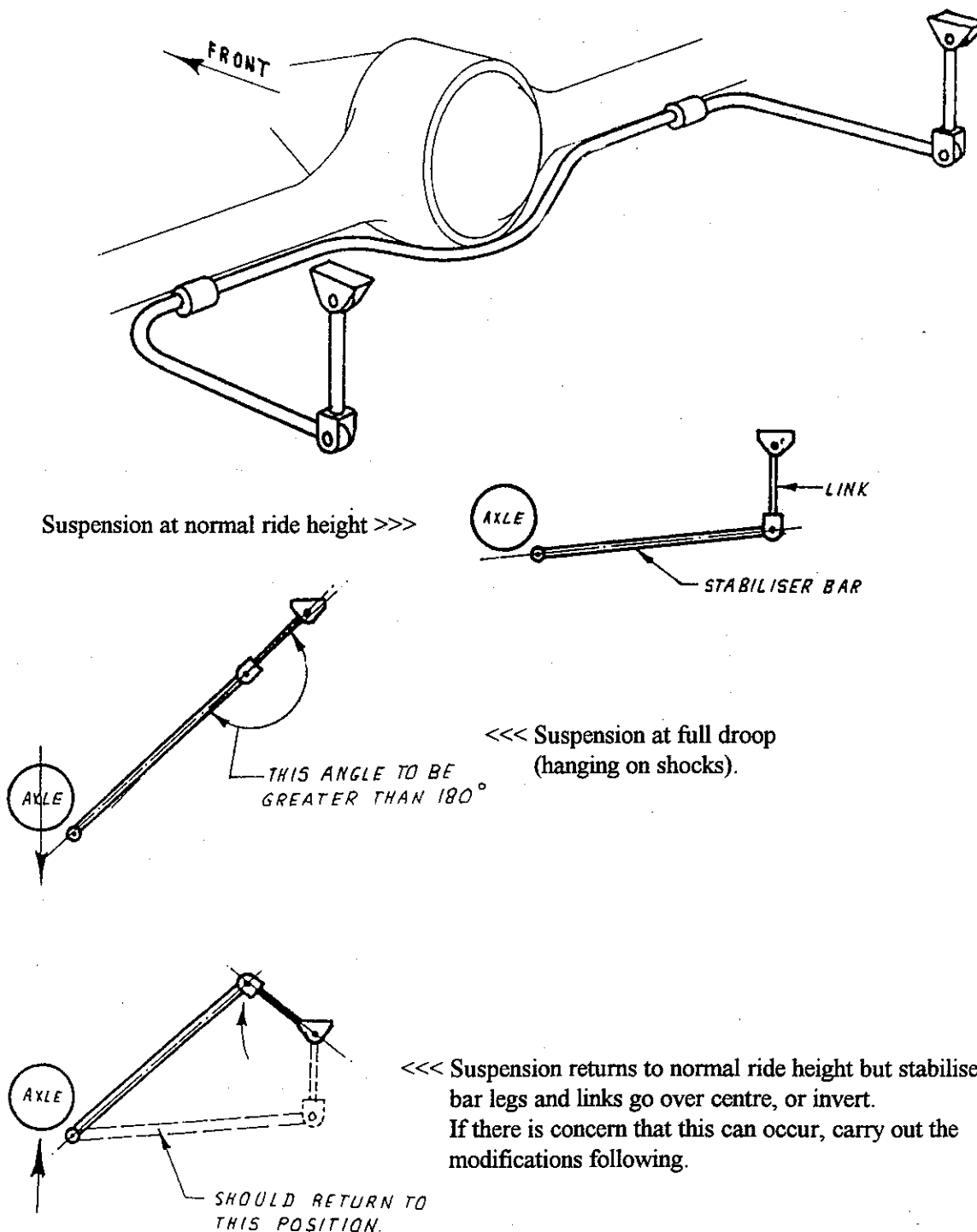
Item	lbs Torque	Nm Torque
U bolts	90	123
Shackle & hanger pin	67	91
Fixed end pin locating bolts	9	13

When fitment of new suspension has been carried out complete 'Final Suspension Check Before Delivery' (see Section 1: General).

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REAR SUSPENSION STABILISER BAR MODIFICATION RE INVERSION

Note: The procedure below is applicable only to Original Equipment stabiliser bars and links.



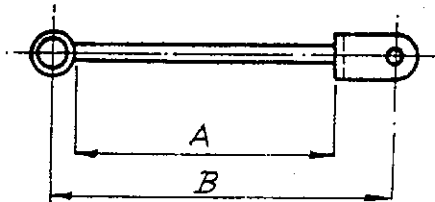
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REAR SUSPENSION STABILISER BAR MODIFICATION RE INVERSION

1. Remove links and dismantle any rubber bushes that may be fitted to them.

2.



Measure dimensions A & B

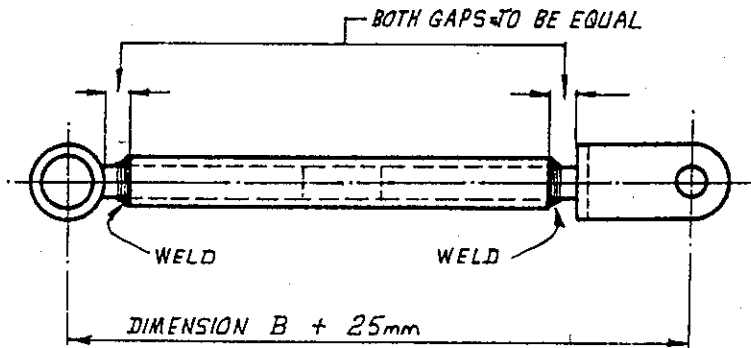
3. Cut 2 pieces of thick walled tube (approximately 3mm) to the length of dimension A. The tube inside diameter is to be a neat fit over the link shank.

4.



After noting angular relationship between the link clevis and link eye, cut link midway along shank.

5.



Assemble both halves of link and tube, set correct angular relationship between eye and clevis as noted in step 4. and weld together.

6. Refit rubber bushes and reassemble links on vehicle.

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SHACKLE ANTI-INVERSION KIT PART NO. FK08

FRONT & REAR INSTALLATION

It is mandatory to fit an anti-inversion kit (or greasable shackles) to OME long travel suspension to prevent shackle inversion.

FITTING INSTRUCTIONS:

IMPORTANT: Before installing ensure suspension is at full droop.

1. Check shackle angle is no less than $5^{\circ}+$ see diagram II. Should shackle angle be less than 5° lower vehicle until the correct angle is achieved.
2. Position FK08 plate with tapered end butting up to chassis while ensuring the plate covers the spring hanger bracket and both side plates, see diagram I. A 2mm gap between FK08 plate and shackle must be obtained, see diagram II. This may require the FK08 plate to be trimmed to the required length.
3. When shackle angle and 2mm gap are achieved tack weld both side plates. Check plate is correctly positioned before completing full welds both sides of plate to hanger bracket.
4. Clean welds & paint black.

diagram I - front view

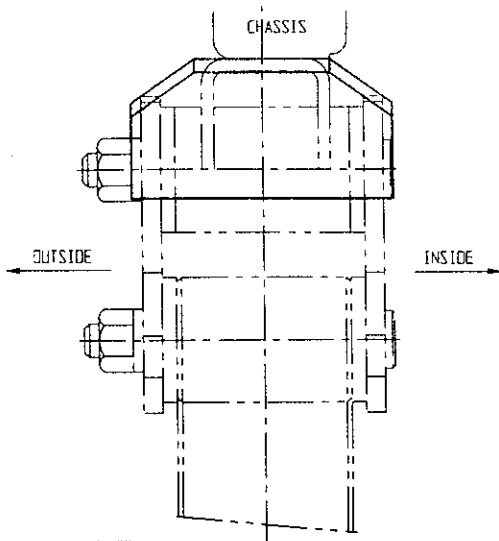
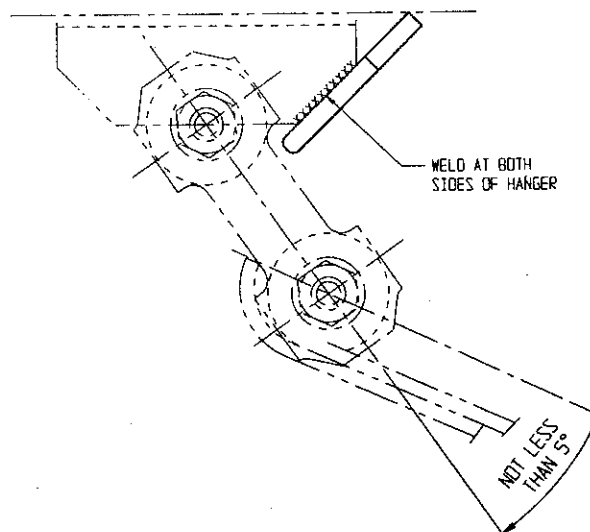


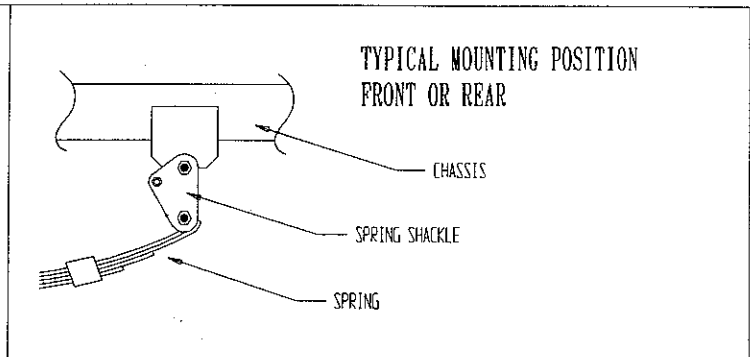
diagram II - side view



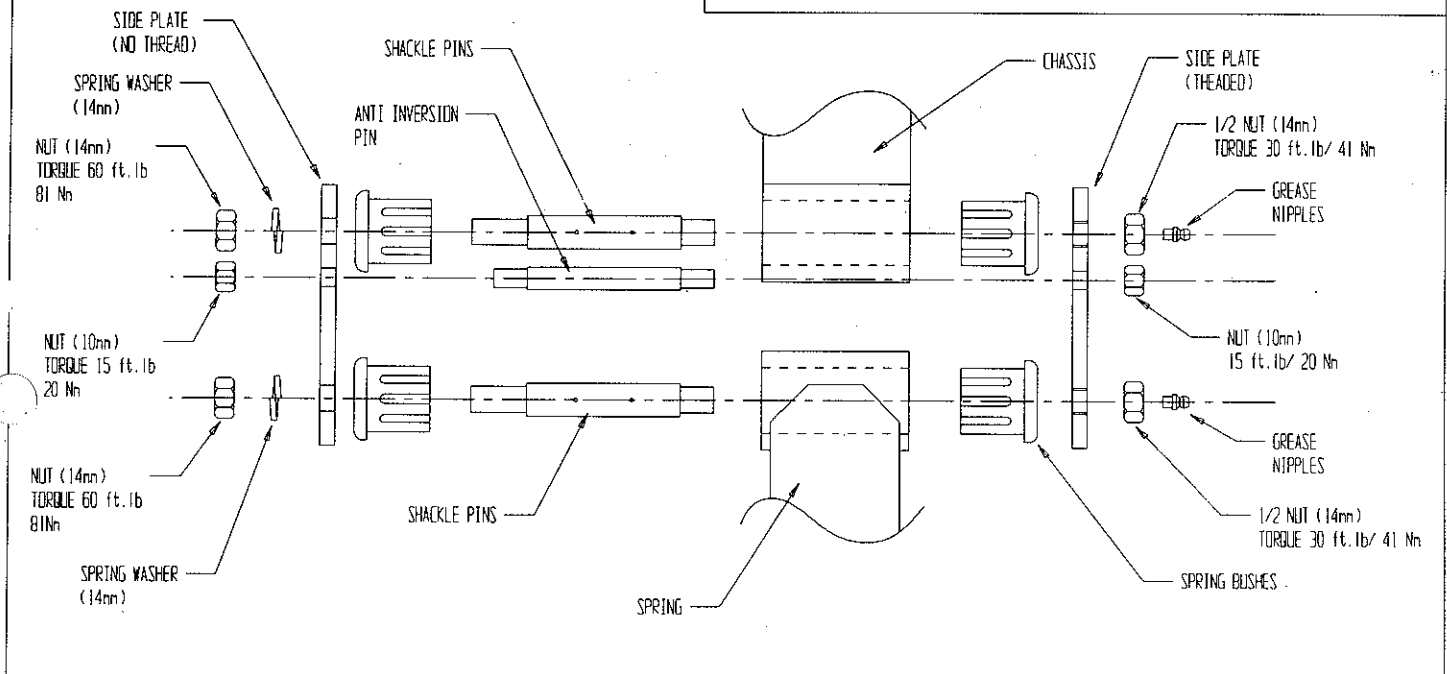
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GREASABLE SHACKLE INSTALLATION

GREASABLE SPRING SHACKLE
ASSEMBLY INSTRUCTIONS
PART NUMBERS: OMEGS1, OMEGS2.



GENERAL ASSEMBLY



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GREASABLE FIXED END PIN INSTALLATION

GREASABLE SPRING SHACKLE
ASSEMBLY INSTRUCTIONS FIXED END
PART NUMBERS: OMEGP1, OMEGP2,
OMEGP3, OMEGP4

