

Installation Instructions

www.core4x4.com
936 INDUSTRIAL PARK
RD, OREM UT. 84057

Toyota FJ Cruiser Installation Instructions

Optional Hardware Kit(s)

Lower Rear Control Arms:

- (4) 9/16"x4" bolts
- (8) 9/16" washers
- (4) 9/16" nuts

Upper Rear Control Arms:

- (4) 12mmx80mm bolts
- (8) 12mm washers
- (4) 12mm nuts

Torque Specs:

- 9/16" bolts: 120-125 ft-lbs
- 12mm bolts: 65 ft-lbs
- 1-5/8" jam nuts: 250 ft-lbs
- 1-1/2" jam nuts: 200 ft-lbs

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Installation Notes:

- If you are not using the optional cam bolt delete hardware, you retain the factory cam bolt and can use that or the control arms to set your alignment angles.
- There is a sensor that is bolted to the rear upper control arm. Our control arms do not come with an attachment point for that sensor to be re-attached to the control arm, for most daily driving applications the line can just sit next to the control arm with no issues. If you are doing driving or off-roading that is flexing out the rear of the vehicle, it is recommended to attach the line to the control arm with zip ties or a different attachment method to prevent the line from getting into the coil springs or other components during articulations.
- If you are using the double-adjustable control arms: When tightening the jam nuts on the tie rod and drag link, you need to torque them in a sequence. Trying to torque one jam nut to 250 ft-lbs will turn the body of the drag link or tie rod. If you torque them in a sequence, it will keep the body from turning and changing your alignment angles. For example: snug up both jam nuts, then torque one to 50 ft-lbs, the other side to 50 ft-lbs, then increase the torque and that sequence until you get to 250 ft-lbs.
- If you do not have access to a lift or a jack and jack stands, you can install the new control arms one at a time while the vehicle is on the ground. ONLY remove and install one control arm at a time to prevent the axle from rotating or the truck from collapsing.

Control Arm Identification

**1. Adjustable Rear
Upper Control
Arms.**

**2. Adjustable Rear
Lower Control
Arms.**



*Note: The Camp series is shown above.



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Length Chart

FJ Cruiser/4Runner Length Chart						
	Stock	2"	3"	4"	5"	6"
Rear Lowers	26.75"	26.875"	26.92"	27.1"	27.25"	27.45"
Rear Uppers	12.3"	12.46"	12.66"	12.9"	13.25"	13.7"
Rear Track Bar	40.13"	40.13"	40.25"	40.35"	40.45"	40.6"

Rear Lower Control Arms

REMOVAL

Raise and support the Rear of the vehicle. Remove and install only one arm at a time, then proceed to the next arm.

Step 1: Remove the axle side bolt and nut.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the control arm.

INSTALLATION

Unscrew new arms and apply anti-seize to the threads. Set the new adjustable control arms to length. Correct length depends on lift height, desired axle position, and pinion angle (some research may be required to determine what is best for your application.)

Step 4: Slide the control arm into the axle end bracket, insert bolt and tighten only finger tight.

Step 5: Slide the other end of the control arm into the frame side bracket, insert bolt and tighten only finger tight. *Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary.

Step 6: Repeat steps 1-5 for the other lower Rear control arm. Set the vehicle on the ground under its own weight.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nuts on the adjusting end to the tube of the control arms. *Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty.

Step 9: Grease all joints and bushings, re-grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter. *Note: Johnny Joints come pregreased, be careful not to over-grease them and internally damage the Johnny Joint.

Rear Upper Control Arms

REMOVAL

Raise and support the Rear of the vehicle. Remove and install only one arm at a time, then proceed to the next arm.

Step 1: Remove the axle side bolt and nut.

Step 2: Remove the frame side bolt and nut.

Step 3: Remove the control arm.

INSTALLATION

Unscrew new arms and apply anti-seize to the threads. Set the new adjustable control arms to length. Correct length depends on lift height, desired axle position, and pinion angle (some research may be required to determine what is best for your application.)

Step 4: Slide the control arm into the axle end bracket, insert bolt and tighten only finger tight.

Step 5: Slide the other end of the control arm into the frame side bracket, insert bolt and tighten only finger tight. *Note that in order to line up the holes, using something like a ratchet strap to pull the axle into place might be necessary.

Step 6: Repeat steps 1-5 for the other upper Rear control arm. Set the vehicle on the ground under its own weight.

Step 7: Tighten all bolts to factory torque specifications.

Step 8: Tighten the jam nuts on the adjusting end to the tube of the control arms. *Note: keeping the jam nuts tight is a part of regular maintenance and failure to do so will result in premature thread damage and will not be covered under warranty.

Step 9: Grease all joints and bushings, re-grease every 6 months. Re-torque all bolts and nuts after 300 miles and check suspension for tightness every 3,000 miles thereafter. *Note: Johnny Joints come pregreased, be careful not to over-grease them and internally damage the Johnny Joint.