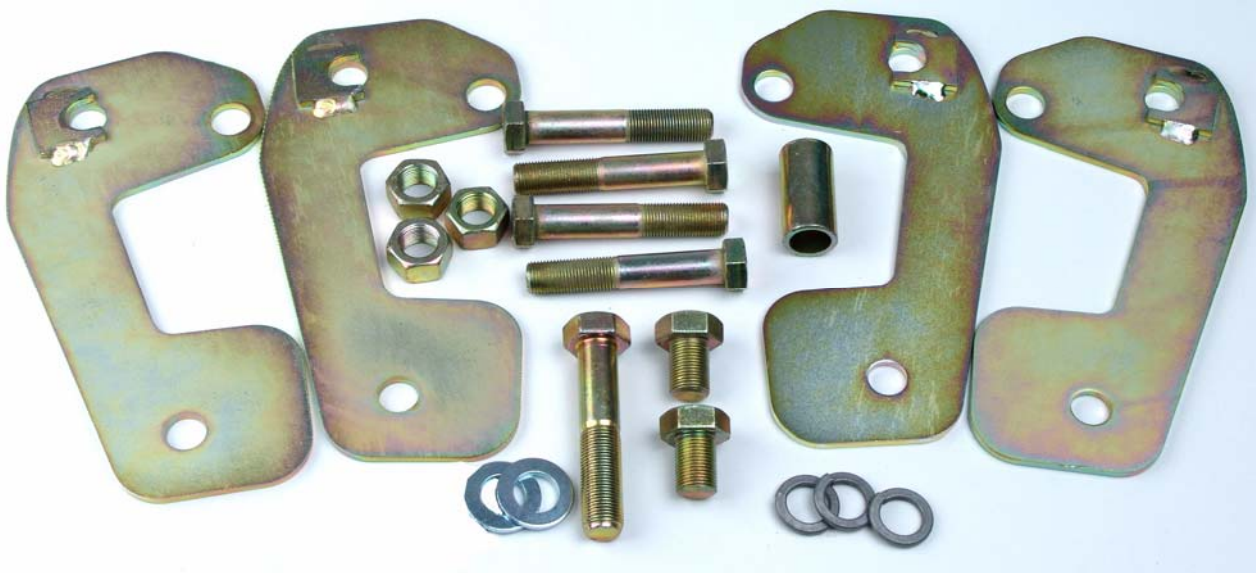


**Land Cruiser FZJ80 Caster Plates**

Fits 1991-1197 100 Series Land Cruiser and Lexus LX450



These caster plates are designed for a FJ80/FZJ80 Land Cruiser. The caster plates will adjust the caster back to stock specifications for a 4" to 5" lift.

**Parts Included**

Qty	Part Description	Qty	Part Description
1	Set of Caster Plates	3	18mm Lock Washer
4	16mm x 90mm x 1.5 bolt	3	18mm Nuts
2	18mm x 25 mm x 1.5 bolt	1	18mm x 90 mm x 1.5 bolt
2	18mm Washers	1	Tube

Thank you for purchasing a Slee Off-Road Caster Plate Kit for your Land Cruiser. All attempts have been made to supply the bracket and related parts in perfect condition with complete installation hardware. However should you have any problems with the condition of the parts or find any parts missing, please do not hesitate to contact us at **1888 4X4 SLEE** or [sales@sleeoffroad.com](mailto:sales@sleeoffroad.com)

**Your Slee Off-Road parts are guaranteed free of defect in material and workmanship for a period of one year from date of purchase. Should you experience any problems, please contact us directly to resolve any issues.**

We have attempted to provide complete installation instructions provided below. However from time to time changes might be made to parts and associated hardware and you might notice small inconsistencies with the instructions. Please notify us of such occurrences so we can correct them.



Reference picture of installed caster plates.

**Step 1.**

Secure vehicle with wheel locks and jack the front of the vehicle up. Place the front frame rails on jack stands. It is not necessary to remove the front wheels but the frame should be supported on jack stands.

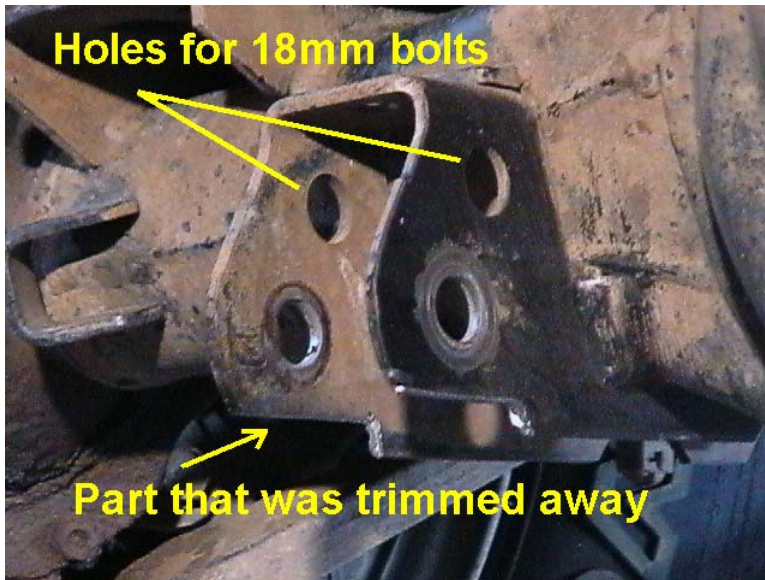
**Step 2.**

Loosen the four bolts that attach the control arms to the axle housing.

**The bolts should be loosened and not the nuts. The nuts are locked with serrations on the face of the nut.** If you use an air impact wrench to do this, it will help to turn the wheels to either side to gain access to the bolts.

Do not remove the front bolts at this time. Loosen bolt on the rear of the arm, by loosening the nut. **In this case the bolt is locked in place with serrations. Do not remove the bolt.**

Remove the front bolts being careful to not drop the arms on you. Note the direction of the bolts. They should be re-installed from the same side of the bracket. Both arms should be removed from the axle side.



**Step 3.**

Attach masking tape to the outsides of the front portion axle brackets. We will temporarily install the caster plates to mark the masking tape to determine the cut points.

Install the caster plates using the supplied 16mm x 90mm bolt in the rear, and re-use the old nut. The welded U shape metal pieces go towards the axle brackets.

On the DS use the 18mm x 90mm bolt through the top front holes of the plate and the bracket.

On the PS use the two 18mm x 25mm bolts on the same holes. Tighten until the U shaped pieces mark the masking tape. This is the line where the axle brackets need to be trimmed.

Remove the brackets and trim with grinder or cutoff wheel. Test fit until the U shaped piece of the caster plates fit under the axle bracket with all the bolts installed.



**Driver Side Assembly showing sleeve in place and suggested welding.**



**Passenger Side Assembly**

#### **Step 4.**

The arms can now be re-installed. Use the supplied 16mm x 90 mm bolts with original oem Toyota nuts for the holes where the bushings are.

On the DS the 18mmx90mm bolt is used on the top hole. Use the supplied metal sleeve between the axle bracket plates to prevent compressing the bracket.

On the PS use the 18mmx25mm bolts, one for each side.

Torque all bolts to specs.

**WE RECOMMEND RUNNING A WELD BEAD ALONG THE FRONT EDGE OF THE BRACKET AND THE CASTER PLATES.**

#### **IMPORTANT NOTES:**

**1) DUE TO DIFFERENCES IN VEHICLE TOLLERANCES THE RELAY ROD (TIE ROD) BEHIND THE FRONT AXLE MIGHT CONTACT THE CONTROL ARMS AFTER THE PLATES ARE INSTALLED. TURN YOUR WHEELS FROM LOCK TO LOCK AND CHECK CLEARANCES. IN SOME CASES IT MIGHT BE NECESSARY TO GRIND THE CONTROL ARMS TO PROVIDE ADEQUATE CLEARANCE FOR THE RELAY ROD.**

**2) IF THE VEHICLE HAS NOT BEEN FITTED WITH FRONT SWAYBAR DROP BLOCKS, IT SHOULD BE DONE. THE FRONT DRIVE SHAFT WILL COME INTO CONTACT WITH THE FRONT SWAYBAR AND THE DRIVESHAFT WILL BE DAMAGED.**

#### **Disclaimer:**

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