



1995.5-2004 TOYOTA TACOMA 2WD
FTS4130-7 3" [LIFT SPINDLES](#)

PARTS LIST:

1 EA. LIFT SPINDLE PASS. SIDE FT4130-7P
1 EA. LIFT SPINDLE DRIV. SIDE FT4130-7D
4 EA. STEERING ARM INSERTS. FT4130-7-2
4 EA. COTTER PIN
1 EA. LOCK TITE FTLOCK
2 EA. 1/4" SPLIT WASHER
2 EA. 1/4" FLAT WASHER
2 EA. 1/4" X 3/4" BOLT
2 EA. ADEL CLAMP

TOOL LIST: (NOT INCLUDED)

FLOOR JACK AND JACK STANDS
ASSORTED METRIC AND S.A.E SOCKETS, & ALLEN WRENCHES

READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, SUSPENSION AND TIRE DAMAGE MAY RESULT TO THE VEHICLE.

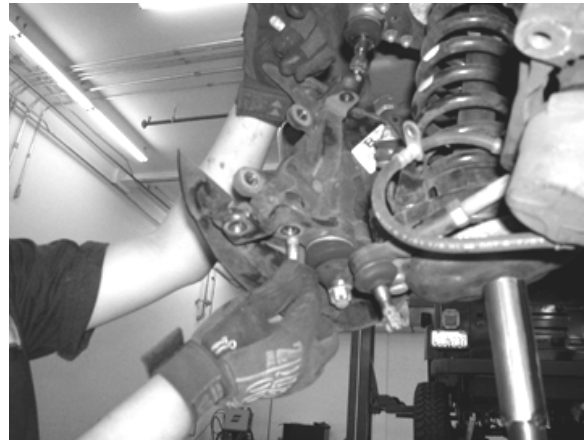
VEHICLES THAT WILL RECEIVE OVERSIZED TIRES SHOULD CHECK BALL JOINTS, TIE RODS ENDS AND IDLER ARM EVERY 2500-5000 MILES FOR WEAR AND REPLACE AS NEEDED.

INSTRUCTIONS:

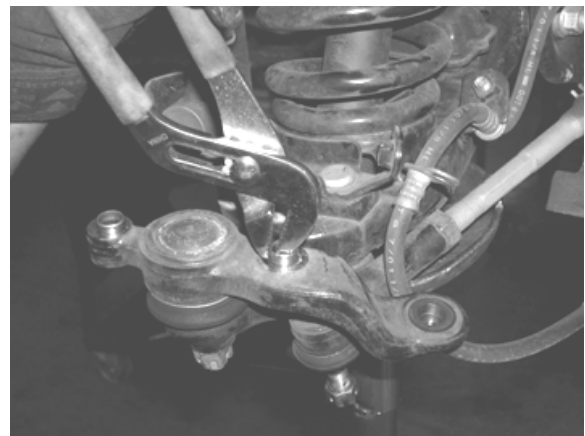
1. Disconnect the negative terminal on the battery. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!**
2. Starting on the driver side, remove the front tire. Remove the 2 bolts securing the brake caliper assembly to the spindle, save hardware. Tie the brake caliper to the frame. **DO NOT ALLOW THE BRAKE CALIPER HANG FROM THE RUBBER HOSE!** If equipped with ABS remove the ABS sensor from the factory spindle and save hardware.
3. Remove the cotter pin and castle nut securing the tie rod end to the spindle, save castle nut. With a large hammer strike the tie rod end housing to break the tie rod end loose. **USE CARE NOT TO HIT THE THREADS ON THE TIE ROD END.**
4. Remove the dust cap, cotter pin and spindle nut from the axel, and remove rotor. Save the dust cap and spindle nut. Slide the rotor off of the spindle. Keep the inner and outer bearing inside the rotor.
5. Remove the factory dust shield and discard. The dust shield will not be reinstalled.
6. Support the lower control arm (LCA) with a floor jack. Raise the lower control arm enough to relieve some of the tension on the shock absorber. Remove the cotter pins from the upper ball joints. Loosen the castle nuts securing the upper ball joints to the spindle. With a large hammer strike the spindle casting to break the ball joint loose. Remove nut from upper ball joints and save. **USE CARE NOT TO HIT THE THREADS ON THE BALL JOINTS.** SEE PHOTO BELOW.



7. Locate the bolts attaching the factory steering arm to the spindle. Remove bolts and save, remove spindle from truck. SEE PHOTO NEXT COLUM.



8. With the steering arm still attached to the lower control arm, remove the factory sleeve inserts from the steering arm with a large pair of pliers. SEE PHOTO BELOW.



9. Locate the new Fabtech lift spindle FT4130-7D. Attach the spindle to the factory steering arm using the factory hardware and two of the supplied FT4130-7-2 steering arm insert. The washer will be positioned between the bolt and the steering arm. **NOTE: THE STEERING ARM BOLT WILL NOW BE INSTALLED FROM THE TOP DOWN.** Torque to 55 FT Lbs. SEE PHOTO BELOW.

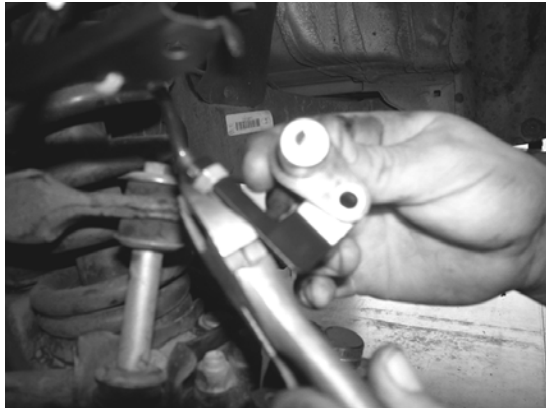


10. Install spindle onto upper ball joints. Reattach using the factory castle nuts and supplied cotter pin. Torque to 23 ft lbs.

ABS MODELS ONLY

Steps 11 and 12

11. Locate the ABS sensor assembly. You will need to remove the factory two lower brackets close to the sensor. The bracket on the sensor itself can be pulled off the sensor and the discarded, make sure not to lose the factory washer on the sensor. On the second bracket you will need to cut the zip tie and remove off the ABS wire. SEE PHOTO BELOW.



12. Attach the ABS sensor to the spindle using the factory bolt. Then using the supplied 1/4" bolt, flat washer, and split washer attach the ABS wire to the spindle with the supplied adel clamp. SEE PHOTO BELOW.



13. Lubricate the end of the axle with high temp disc brake grease and slide the rotor back onto the spindle end. If the front wheel bearings need to be repacked,

do so at this time. Reinstall the washer and spindle nut and torque to 12 ft lbs. Spin hub in a forward direction while tightening the axle nut to 20 ft lbs. To seat the bearing and remove any excessive bearing play. Loosen the nut 1/4 turn, than using your hand (NOT A WRENCH OF ANY KIND), tighten the nut until it is snug. The rotor should still rotate freely. Once you have set the proper tension, install the factory nut lock and one of the new cotter pins and reinstall the dust cap.

14. Reinstall caliper onto spindle using factory hardware. Use thread locking compound on caliper bolts. Torque to 80 FT Lbs.
15. Slide the tie rod end into the spindle and torque the castle nut to 53 ft lbs. Install a new cotter pin.
16. If you are replacing the front shock do so at this time.
17. Repeat steps two through fourteen on the passenger side of the truck.
18. With both sides of the truck completely finished and the truck still off the ground, cycle the steering left to right from stop to stop. Make sure there is plenty of clearance between the brake line lines and all other components.
19. Reinstall the tires onto the truck and torque the lugs to wheel manufactures specifications. Set the truck back on the ground and cycle the steering left to right from stop to stop. Make sure there is plenty of clearance between the brake lines and all other components.
20. Drive the truck for five miles and recheck all clearances. Also check for any play in the front wheel bearings.
21. Check front-end alignment and set to factory specifications. Re-adjust headlights.