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59698-SB WELD ON SPINDLE GUSSETS

05+ TACOMA PRERUNNER / 4WD

03+ 4RUNNER 2WD / 4WD - 07+ FJ CRUISER 2WD / 4WD

05+ HILUX VIGO (PT#59698-V)

**THESE SPINDLE GUSSETS RETAIN THE USE OF THE ANTI-SWAYBAR

**FACTORY OFFSET WHEELS WILL NOT FIT WITHOUT WHEEL SPACERS

THE FACTORY TOYOTA MANUAL IS REQUIRED FOR REMOVAL AND RE-INSTALLATION OF ALL FACTORY COMPONENTS.

BEFORE YOU START DISASSEMBLY MAKE SURE THE VEHICLE IS SECURE AND SAFE TO WORK ON.

(Before you start disassembly)

- Make sure the vehicle is secure and ready to work on.
- The vehicle suspension should be at max extension.
- Disconnect the negative (-) battery terminal at the battery.

Disassembly:

Step 1: Remove front caliper and rotor.

Step 2: Remove all wheel speed sensors and related wiring from knuckle.

Step 3: Remove metal dust cap which will expose the axle nut.

Step 4: Remove cotter pin and remove axle nut (36mm socket).

Step 5: Brake loose the four bolts (17mm) that hold the bearing assembly into the knuckle, just brake them loose, do not remove them.

Step 6: Remove the cotter pin from the upper ball joint and loosen the upper ball joint nut.

Step 7: Remove the cotter pin and loosen the tie rod nut.

Step 8: Separate both the upper ball joint and the tie rod from the knuckle.

Step 9: Remove the two 19mm bolts that attach the lower ball joint cradle to the knuckle.

Step 10: Support the Knuckle in one arm as you use a dead blow hammer to knock the axle out of the hub assembly. At this point the knuckle should be free from the vehicle remove it and set it on the bench.

THESE STEPS BEGIN WITH THE SPINDLES REMOVED FROM THE VEHICLE.

STEP 1: Remove bearing housing and dust shield by unbolting the (4) 17mm head hub bolts.



STEP 2: Unbolt and remove the ABS Sensor from the Spindle.



STEP 3: Remove the rear seal with a thin chisel or scraper. Replace if damaged (4wd models only).



STEP 4: Remove paint (sandblaster, wire wheel, etc) where the gussets will contact and be welded.



STEP 5: To tack the gusset parts in place, bolt the top piece to the bottom side of the upper ball joint area using a 9/16" or 14mm bolt. Due to variances in the thickness of the upper ball joint area on the spindle, we have supplied two different thickness top plates. Test fit both and use the correct thickness plate for your application. Put a 12mm bolt through the gusset body and sway bar hole to hold the gussets in place for welding.



STEP 6: Start by welding the 10 gauge gusset pieces to each other, and then weld the gusset to the factory spindle. MIG welding is preferred but TIG can also be used.



STEP 7: Paint after spindle has cooled. Mask off the bearing area and all threaded holes prior to painting.



STEP 8: Re-install dust shield and hub, torque bolts to 59 ft/lbs.

STEP 9: Re- install the spindle onto the vehicle.

STEP 10: The dust shield will contact the newly installed gusset and can cause interference with the rotor. To prevent this you will need to “form” the dust shield around the gusset. With the rotor off, strike the dust shield with a dead blow hammer where the shield contacts the gusset. Install the rotor and spin by hand to check for any interference. Repeat this step until clearance is achieved.

STEP 11: On newer model year vehicles, you will have to trim down the ABS wire mounting bracket before re-attaching it to the spindle.

