



INSTALLATION INSTRUCTIONS



COMPONENT:
COIL BUCKET TOWER GUSSET
1996-2004 TACOMA
1996-2002 4RUNNER
1996-2002 PRADO 90

PART #: 59650

REQUIRED TOOLS

- Welder
- Grinder

IMPORTANT

- **FIT CHECK:** These items will require you to grind and sand each gusset to ensure proper fitment. Factory weld placements can vary and may interfere on some vehicles.
- Before starting install, make sure the vehicle is supported securely on jack stands.
- The factory manual is recommended for removal and re-installation of all factory components.
- This process will require the removal of the upper control arms. A fresh prep and replacing any worn or damaged urethane bushings at this time is optimal.

NOTE: If installing on a 4-Runner/Prado 90 you will use the rear tower gusset tab with the dog ear cut on the top edge, if you are installing on a Tacoma you will use the NON dog eared tower gusset tab.



4RUNNER / PRADO 90



TACOMA

These weld on tower gussets are ONLY FOR USE WITH TC UCA's or Long Travel Systems. They do not fit 96-04 models with 4cyl engines.

UPPER CONTROL ARM REMOVAL

With front suspension at full extension (max droop), loosen and remove the upper control arm through bolt.

Note: When using TC UCA control arm the 2 outside bushing washers **WILL NOT** be reinstalled. The washers are 3/16" thick, and you will only retain the 2 pivot washers closest to the coil bucket. If installing with heim-pivot UCA's, you will have to shorten the outer-most heim spacers

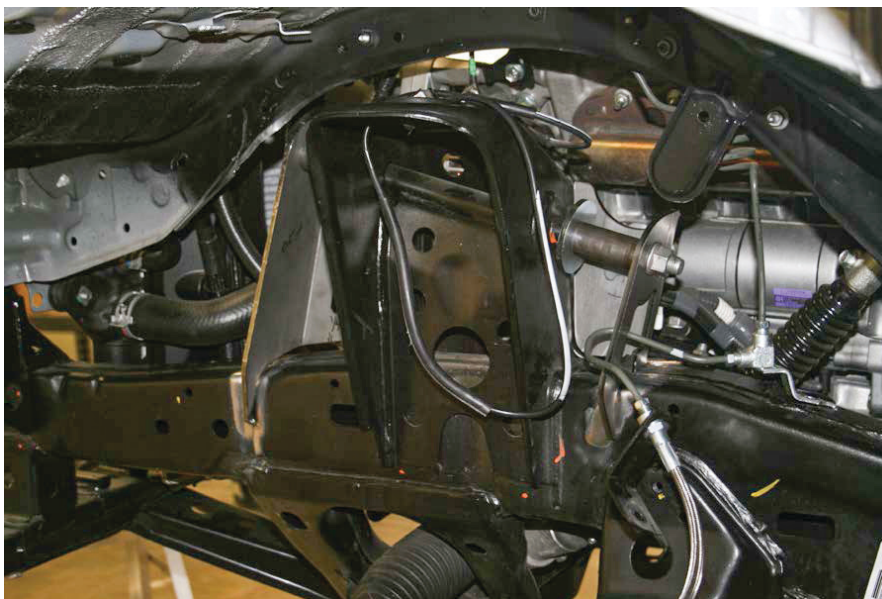
GUSSET CONFIGURATION (SEE PHOTOS BELOW):

1. Slide control arm bolt through new TC bracket, making sure the bracket sits flush against the bushing area. The bolt runs from the front of the vehicle towards the firewall
2. Make sure the 3/16" washer is inserted between the coil bucket & bushing area of control arm when fitting both front and rear gussets. Note: rear brackets have a window & notch in them for brake line clearance.
3. Make sure rear bracket is not coming in contact with the brake line.
4. Bend for clearance if necessary.
5. With front and rear brackets in place snug down upper control arm bolt & nut. Pay close attention that the 2 brackets that **replace** the outer washers sit as flush against the bushings as possible.
6. Mark along outside and inside of tabs with a marking pen.
7. With marks made, remove upper control arm and brackets. Clean & remove all paint and grease and prep surface area to weld. (Left over paint and grease can cause porosity in the weld)



TACK AND WELD BRACKETS:

1. With the frame free of paint and grease reassemble brackets and upper control arm.
2. Be sure to put bolt in from top/inside engine compartment. Tighten the upper control arm bolt snug.
3. Tack front and rear brackets into place.
4. Remove upper control arm again. Urethane bushings will melt under heat. TC highly recommends removing the upper control arm inner sleeve, reinstalling the 3/16" washer and through bolt to hold the spacing correct before completely welding the brackets to the frame. (See image below)

**GREASE AND REASSEMBLE:**

1. Re-assemble upper control arms with new replacement bushing if applicable. Grease inside of brackets and both faces of control arm bushings. Generously grease inner sleeves before reinserting them into the urethane bushings.
2. Place upper control arm between brackets and install through bolt from front to rear.
3. Tighten to factory torque spec - 87 ft/lb
4. Reinstall wheels and tires.
5. Lower vehicle to ground.
6. Torque all lug nuts.
7. Test drive vehicle.

CONGRATS! YOUR COIL BUCKETS ARE SECURE!

- Re-torque all hardware after the first 500 miles.



FOR INSTALL QUESTIONS OR CUSTOMER SERVICE INQUIRIES:

Call 951.737.9682 or email info@chaosfab.com