

Part# 86090

Sway Bar for TOTAL CHAOS 2" long travel

Note: This sway bar is ONLY to be used with a TOTAL CHAOS 2" wide long travel suspension system. It may be necessary to re-mount your shock reservoir depending on the reservoir location. The supplied 1" sway bar drop spacers **AND** 10mm x 50mm flange head bolts must be used on **ALL** 4-Runner models, 2010+ FJ models and all GX 470 models. Once the sway bar is completely installed, inspect and make sure it is not contacting the reservoir can or lower radiator hose. **Re-torque all hardware after 100 miles.**

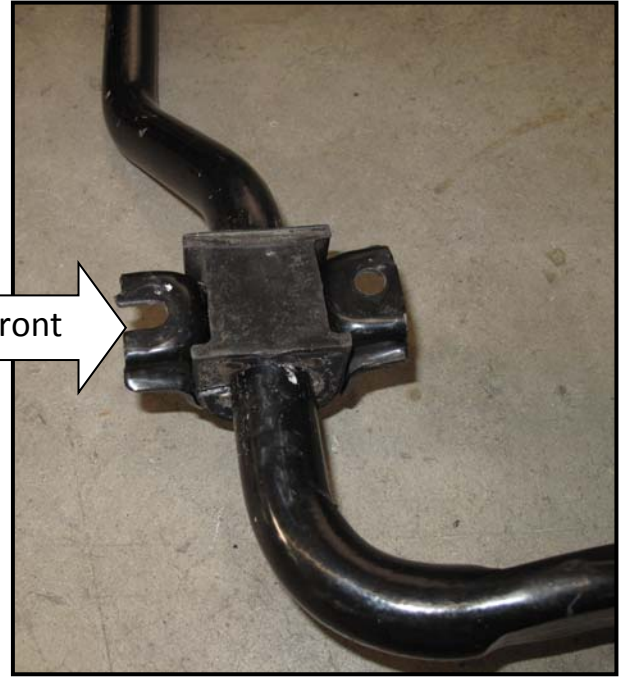


Before installing: Be sure that you have the OEM Toyota sway bar parts (end links with nuts, bushings, bushing brackets, and bolts for bushing brackets) as they are necessary for the sway bar installation.

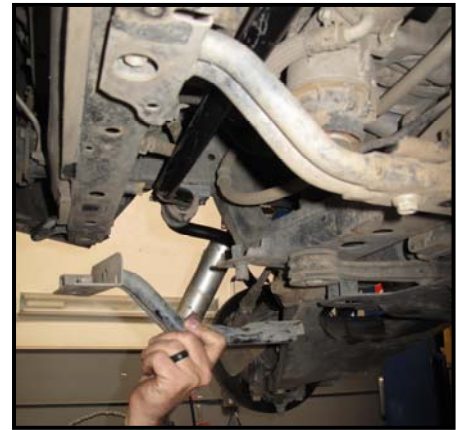
Tools Required:

- 14mm Wrench
- 17mm wrench
- Grinder and welder (if the reservoir tabs need to be moved)
- Dead Blow Hammer
- 3/16" Allen Wrench

1. Install the bushings onto the sway bar, then slide the bushing bracket's (right and left) over the bushings making sure the slotted hole is facing forward.



2. Remove the skid plate from the vehicle (some models have additional sub frame struts that will also need to be removed in order to be able to install the sway bar).



3. Thread the front sway bar bracket bolt into the bottom of the frame about 4 threads (Image 1. has Fox reservoir brackets which utilize the sway bar mounting holes. Images 2, 3, and 4 are all 4-Runner, 2010 + FJ and Lexus GX 470's that use the supplied 1" spacers AND 10mm x 50mm bolts between the frame and sway bar bracket).

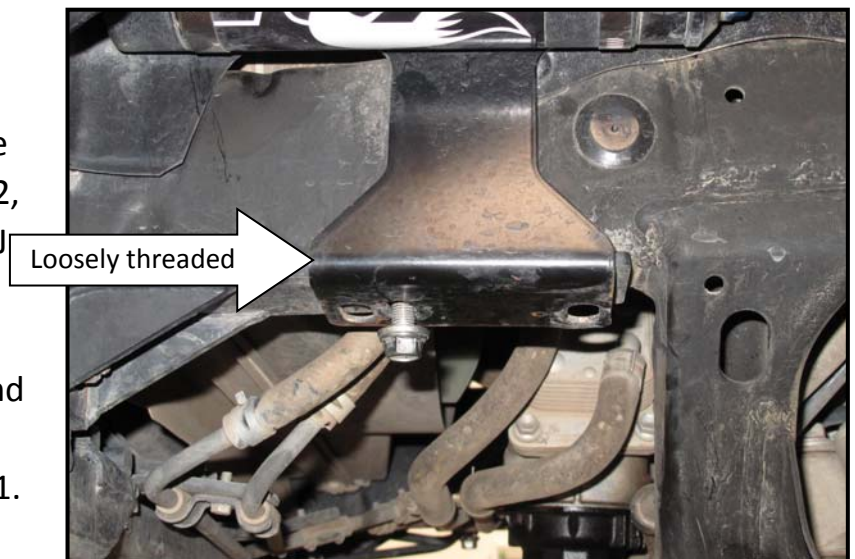


Image 1.

Note: Even if the Fox reservoir bracket is used on a 4-Runner 2010+ FJ or GX 470, it is still necessary to use the supplied spacers so the bar will clear the lower radiator hose.

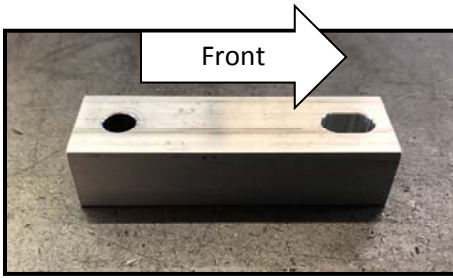


Image 2.
(Supplied Spacer)



Image 3.



Image 4.

4. Make sure the ends of the sway bar are **above the tie rods**, then slide the sway bar bushing bracket's slotted hole onto the partially threaded in bolt in the bottom of the frame. Once the slotted hole is on the bolt, start the rear bolt so the bracket will stay in place. Repeat this step on both sides. (This will be easier with a helper) Now the sway bar should be loosely mounted to the frame.



5. Using the sway bar links (left and right) insert the link studs first through the sway bar, then through the hole in the spindle and thread on the nuts. The longer stud goes through the spindle, and the shorter stud goes through the sway bar.



Image 1.1

6. **VEHICLES WITHOUT FENDERWELL WATER TANK.** Now that the sway bar is loosely mounted it is time to see if the sway bar will come into contact with your shock reservoir where it is currently mounted.

When looking at the sway bar from the side, if it looks as though the bar will travel upward and crash into the reservoir, you will need to use the provided reservoir mounting tabs, and move the reservoir higher on the side of the frame.

If the Reservoir is mounted like the first picture (Image 1.1), you will need to cut off the existing tabs, then use the new ones to mount it higher on the frame like the second picture (Image 1.2).

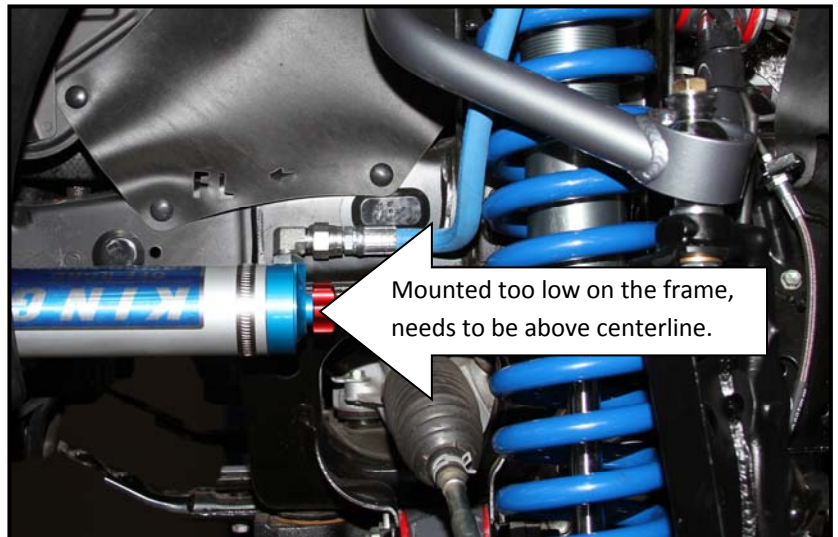


Image 1.2

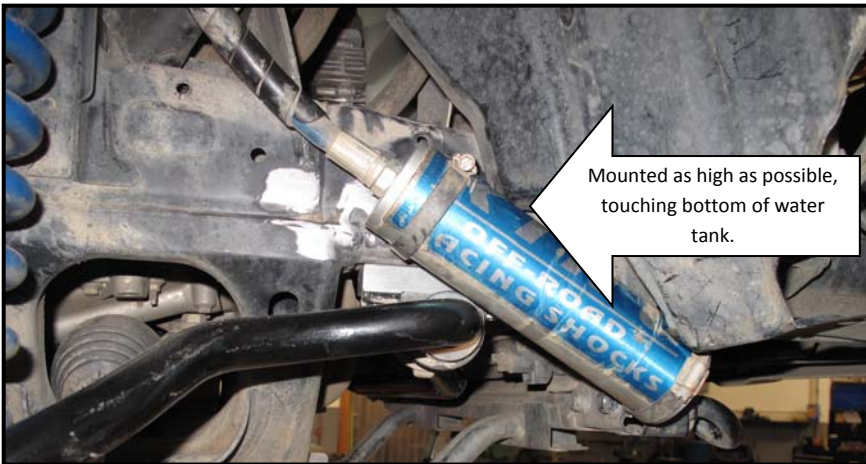


7. **VEHICLES WITH FENDERWELL WATER TANK.**

If your vehicle is a 4-Runner, 2010+ FJ, or GX 470 the windshield washer bottle is in the passenger fender well. The supplied spacers should already be installed. You must cut 1" off of the core support body mount stud. This is necessary because the shock reservoir is a very tight fit when installed. The body mounts flex and the stud may come down and strike the reservoir when off-roading if it is not trimmed.



8. **VEHICLES WITH FENDERWELL WATER TANK.** Once the body mount stud is cut down, start with the passenger side because this side has the water tank and is a tight fit. Hold the reservoir up and you will see where the tabs need to be welded to the frame. Mark the frame and remove the paint in the necessary areas. Mimic this process on the driver's side



9. **VEHICLES WITH FENDERWELL WATER TANK.**

Before tacking/welding the tabs, make sure that the top of the reservoir is touching the windshield washer and there is as large of gap as possible between the bottom of the reservoir and the top of the sway bar.



10. With the reservoir fully welded and clear of the sway bar, it is now time to center the bar and install the lock rings. Using a tape measure, measure from a fixed point on the frame to the side of the sway bar and use a dead blow hammer to tap the bar from side to side until the bar is centered. See image 10.1

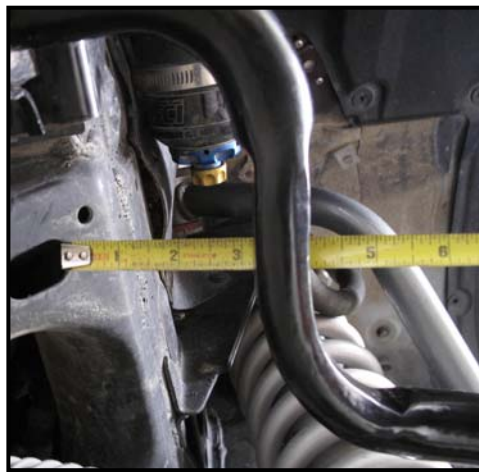


Image 10.1



11. Once the bar is centered between the brackets, tighten all the sway bar hardware so the bar will be held in place. Using the supplied clamps, tighten the Allen bolts on the clamps snug against the **outside** of the sway bar bushings.



Items list:

2380K28	1 1/8" 2 Piece Clamp	2
59204	Reservoir Tabs	4
10615	10mm - 1.25 x 50mm 10.9 Flange Head Bolt (All 4-Runner, 10+ FJ, All GX470)	4
68620	Sway Bar Spacer (All 4-Runner, 10+ FJ, All GX470)	2