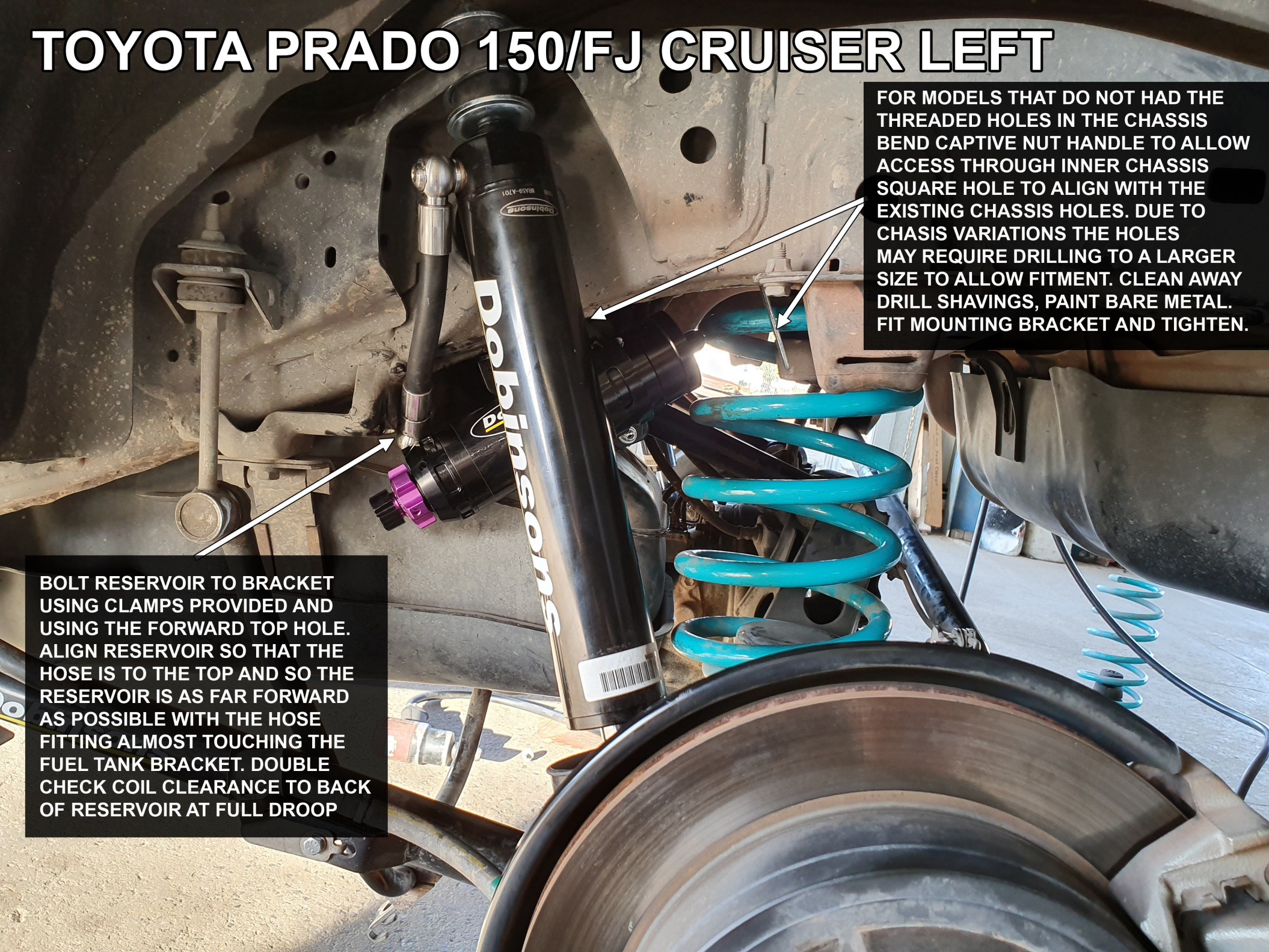


TOYOTA PRADO 150/FJ CRUISER LEFT

FOR MODELS THAT DO NOT HAD THE THREADED HOLES IN THE CHASSIS BEND CAPTIVE NUT HANDLE TO ALLOW ACCESS THROUGH INNER CHASSIS SQUARE HOLE TO ALIGN WITH THE EXISTING CHASSIS HOLES. DUE TO CHASSIS VARIATIONS THE HOLES MAY REQUIRE DRILLING TO A LARGER SIZE TO ALLOW FITMENT. CLEAN AWAY DRILL SHAVINGS, PAINT BARE METAL. FIT MOUNTING BRACKET AND TIGHTEN.

BOLT RESERVOIR TO BRACKET USING CLAMPS PROVIDED AND USING THE FORWARD TOP HOLE. ALIGN RESERVOIR SO THAT THE HOSE IS TO THE TOP AND SO THE RESERVOIR IS AS FAR FORWARD AS POSSIBLE WITH THE HOSE FITTING ALMOST TOUCHING THE FUEL TANK BRACKET. DOUBLE CHECK COIL CLEARANCE TO BACK OF RESERVOIR AT FULL DROOP



TOYOTA PRADO 150/FJ CRUISER RIGHT

FOR MODELS THAT DO NOT HAD THE THREADED HOLES IN THE CHASSIS BEND CAPTIVE NUT HANDLE TO ALLOW ACCESS THROUGH INNER CHASSIS SQUARE HOLE TO ALIGN WITH THE EXISTING CHASSIS HOLES. DUE TO CHASIS VARIATIONS THE HOLES MAY REQUIRE DRILLING TO A LARGER SIZE TO ALLOW FITMENT. FIT MOUNTING BRACKET AND TIGHTEN.

BOLT RESERVOIR TO BRACKET USING CLAMPS PROVIDED AND USING THE FORWARD TOP HOLE. ALIGN RESERVOIR SO THAT THE HOSE IS TO THE TOP AND SO THE RESERVOIR IS FORWARD OF THE COIL AROUND 10 -20MM. THE FRONT OF THE RESERVOIR SHOULD GO DOWN INSIDE THE SWAY BAR ON FULL BUMP

