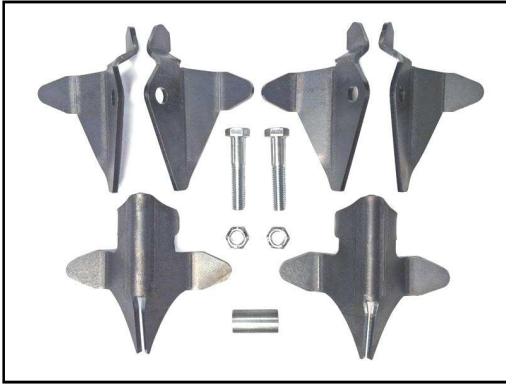


Heavy Duty Knuckle Gusset Kit Install Guide



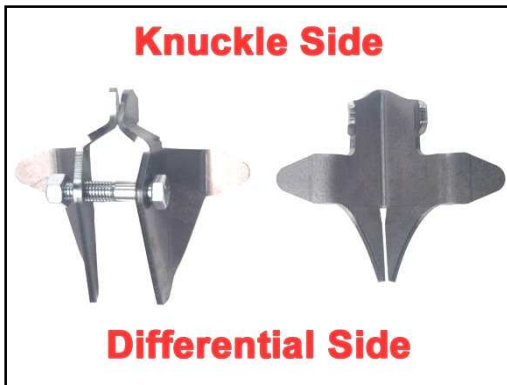
Thank you for purchasing our Heavy Duty Knuckle Gusset Kit! Due to variances in the Toyota axle housing, grinding may be required for proper fitment. **Before** performing any grinding/welding, please familiarize yourself with the placement of the top and bottom gussets.

If you have any questions, visit <http://www.MarlinCrawler.com> or call us at (559) 25-CRAWL



The kit is comprised of the following components:

- (2) Top gusset front plates
- (2) Top gusset rear plates
- (2) Lower gusset braces
- (2) Shock bolts
- (2) Shock bolt nuts
- (1) Alignment spacer



The top and bottom gussets are oriented as shown to the left.

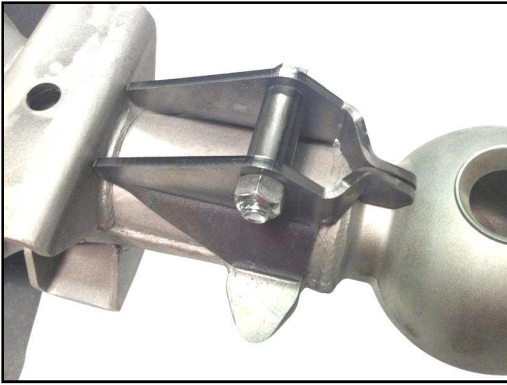


The top gussets assemble as shown to the left.



To begin, install a bolt, nut, and **alignment spacer** with a front and a rear top gusset plate.

Tighten the bolt and nut to a snug fit, being sure to keep the plates level with one another.

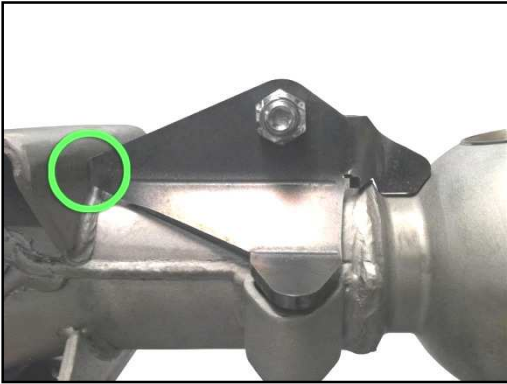


Unbolt your front shock from your front axle and grind off your factory lower shock mount.

Place the assembly atop your axle housing as shown to the left.

There are two variances in the Toyota housings: The **vertical** and **horizontal** placement of the factory steering stops.

We designed our kit to be in the middle range of these variances.

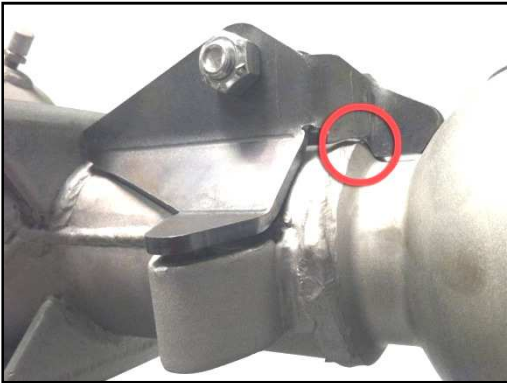


Alignment: Position the assembly against the spring perch, **circled in green**.

Horizontal Positioning: If your steering stop is positioned to the left or right of our gusset, ignore it: Use this gap for an improved weld penetration.

Vertical Positioning: It is important that our gusset assembly rests flush atop your factory steering stops.

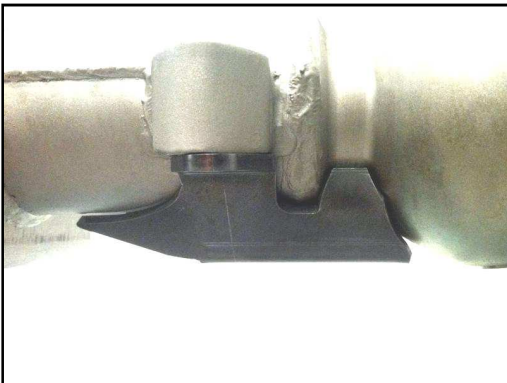
The housing used in the images to the left has a small gap between our assembly and the factory steering stop. This varies from housing-to-housing.



Grind the area of your axle housing **circled in red** as needed to eliminate any gaps above both steering stops. It is easier to grind the welds on your **housing** rather than trying to grind the gussets. Continually check both steering stops until a flush fit is made.

Once proper fitment is made, proceed to weld the gusset assemblies in place. If you use special shocks, please see closing note #1 at the bottom of this page.

IMPORTANT: Keep the **alignment spacer** in place until the welds have cooled. This will prevent any distortion from the expanding hot welds.



The lower gusset brace is installed to the bottom of the axle as shown.

Grinding may be required to eliminate any gaps between the steering stops. The axle used in this image aligned with our gusset without any grinding.

Ensure there are no vertical gaps between the gusset brace and the steering stops, and then weld the gusset brace in place.

After cooled, remove alignment spacer and repeat on the other side!

Closing notes:

1) If you are using air or coilover shocks, check for fitment before you weld the top gusset assembly in place. The width of our alignment spacer is designed for a stock Toyota shock bushing. Add washers for extra spacing as needed.

2) Double check that your knuckle is able to fully pivot without interference to the oil seal retainer and/or felt gasket. Grind as needed for proper clearance.