MARLIN CRAWLER ARB AIR COMPRESSOR BRACKET KIT, 1995-2004 TACOMA/4RUNNER

FOREWORD

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This guide shows how to install our Air Compressor Bracket Kit to mount an ARB CFMA12 High Output Air Compressor to the engine compartment of a Tacoma or 4Runner with 3.4L V6 engine.

This installer can be used in the following two ways:

- The **experienced technician** can refer to the photos and major headings for fast and accurate step-by-step instructions.
- The **new technician** will find the details of how to perform each step particularly helpful. By studying the photos and carefully following the instructions, a new technician can readily install or service this Marlin Crawler product.

Installer version: **v1.02** (11/14/2025)

HOW TO USE THIS INSTALLER

The procedures are presented in a step-by-step format:

- The task heading tells *what* to do.
- The photo or illustration shows *what* and *where* to do it.

The detailed text tells *how* to perform the task and gives other information such as specifications, tips, and warnings.

GENERAL REPAIR INSTRUCTIONS

1. Use fender, seat, and floor covers to keep vehicle clean and prevent damage.
2. During disassembly, keep parts in order to facilitate reassembly.
3. Disconnect Battery and/or take proper caution working with electrical components and connections.
4. Carefully observe all specifications for bolt tightening torques. Always use an accurate torque wrench.

TOOLS REQUIRED

- 1/4” drive Ratchet, Sockets, and 6”+ Extension (3/8” drive OK but more difficult to get into tight spaces)
- Torque wrench (ideally inch-pound)
- Sockets: 8mm (for 1997+ applications), 10mm & 12mm
- 4mm Allen Hand Wrench or Socket
- Medium-sized Phillips Screw Driver

The installation process is divided into the following sections:

SECTION 1: Mount Compressor To Main Tray
SECTION 2: Relocate Cruise Control Actuator (if applicable)
SECTION 3: Install Main Tray + Compressor Assembly
APPENDIX: Trouble Shooting

Ensure you have all proper parts and equipment before proceeding

Estimated Installation Time: 10 to 20 minutes depending on application

SECTION 1: MOUNT COMPRESSOR TO MAIN TRAY

This section installs the CFMA12 Air Compressor to our Main Tray, which will be installed into the engine compartment.

PARTS REFERENCE

- 1x Compressor Bracket Main Tray
- 4x M6x1.00x16 Bolt, Carriage
- 3x M6x1.00x16 Bolt
- 1x M6x1.00x18 Bolt
- 4x M6 Washer, Flat
- 4x M6 Washer, Split-lock

Fig 1

1. INSTALL SHORTER CARRIAGE BOLTS

ARB's original carriage bolts are too long and interfere with the EFI igniter. To swap them out, the lower bracket must be half-disassembled.

Using a 4mm Allen hand wrench or socket, remove only two of ARB's horizontal compressor-to-lower bracket silver bolts as shown in Figure 1.

Slightly loosen the other two so that the lower bracket pivots away from the compressor body.

Insert all four new shorter carriage bolts, then reconnect bracket to compressor and hand-tighten all four Allen head bolts.

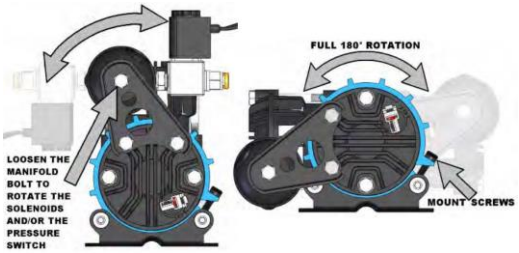

Fig 2

2. ATTACH COMPRESSOR TO MAIN TRAY

Determine compressor's best mounting position and orientation, providing sufficient access to ports for air solenoids and wiring. The compressor may be mounted *front-to-rear* or *rear-to-front*. The compressor is self-lubricated and works equally well vertical or horizontal. In addition to rotation, the compressor may be shifted forward or rearward within the lower bracket itself.

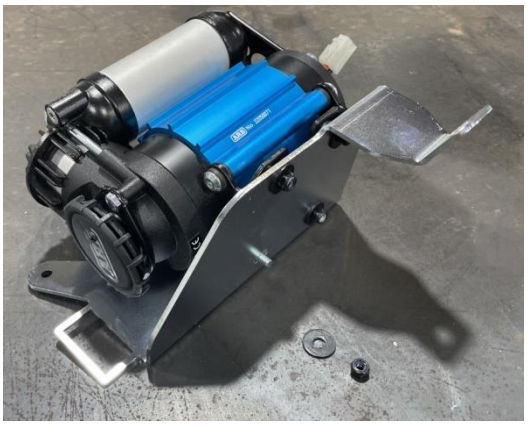

Fig 3

Carefully position compressor with new carriage bolts extending down through the four slotted holes of Main Tray.

Using ARB's original black M6 washers and nyloc nuts, tighten compressor to Main Tray.

TIP: Apply downward pressure atop each carriage bolt to keep it seated to prevent rotation during tightening.

NOTE: Ensure Compressor is parallel to the Main Tray before fully tightening as shown in Figure 4 on the next page.

Torque: 48 lb-in (4 lb-ft)

Fig 4

Fig 5

3. (OPTIONAL) INSTALL CARLING TOGGLE SWITCH

Install a standard Carling toggle or similar style switch which may be used as the main or secondary switch to manually operate the compressor on-demand right from the engine bay.

Simply push and fully seat the switch into the slot.

The assembly is now ready to be installed into the vehicle.

If your vehicle is a Drive-By-Wire (DBW), does not have Cruise Control, or the Cruise Control Actuator is located on the driver side of the engine compartment, then **skip to SECTION 3 (Page 9)**.

SECTION 2: RELOCATE CRUISE CONTROL ACTUATOR

For non-Drive-By-Wire (DBW) models with Cruise Control on the passenger side of the engine compartment, our Compressor Mount Kit is compatible with the 1995-1996 Made In Japan black plastic Actuator as well as the 1997-2000 Made In Mexico silver aluminum Actuator.

— For 1995-1996 “Made In Japan” Plastic Actuators

PARTS REFERENCE

- 1x Actuator Relocation Bracket
- 1x M8x1.25x20 Bolt
- 1x M8 Washer, Flat
- 1x M8 Washer, Split-lock
- 8x High Temp Rubber Washer
- 8x M10 Washer, Flat

Fig 6

1. UNBOLT ACTUATOR FROM VEHICLE BODY

Using a 10mm socket, remove the three bolts of the Actuator bracket.

NOTE: Do NOT disconnect Throttle Cable or Wiring Harness.

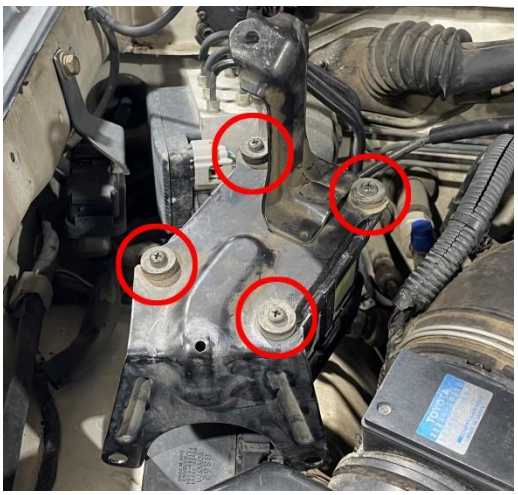

Fig 7

2. REMOVE STOCK BRACKET FROM ACTUATOR

Flip the actuator upside-down and remove the four Phillips head screws circled in Figure 7. Discard stock bracket and stock rubber isolators.

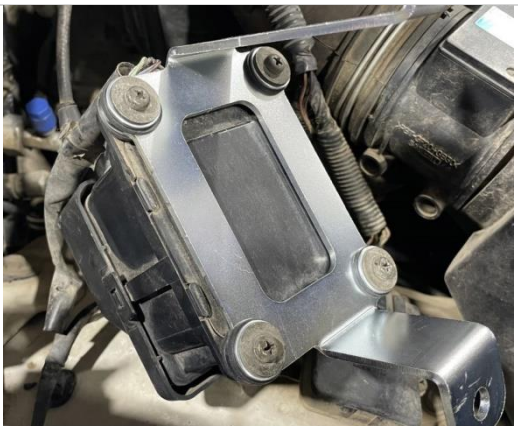
Fig 8


Fig 9

3. MOUNT ACTUATOR TO NEW BRACKET

Mount the Actuator to our new bracket with the longer-leg on the Throttle Cable end as follows:

Actuator Plastic Housing
—
New Flat Metal Washer
—
New Rubber Washer
—
NEW BRACKET
—
New Rubber Washer
—
New Flat Metal Washer
—
Original Phillips Screw

Center all hardware and hand-tighten screws.

The Actuator is now mounted.

— For 1997-2000 “Made In Mexico” Aluminum Actuators

PARTS REFERENCE

- 1x Actuator Relocation Bracket
- 1x M8x1.25x20 Bolt
- 1x M8 Washer, Flat
- 1x M8 Washer, Split-lock
- 8x High Temp Rubber Washer

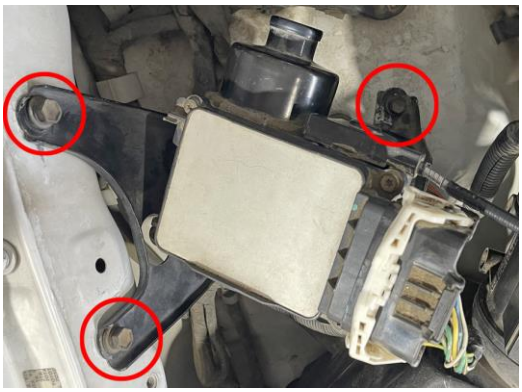

Fig 10

1. UNBOLT ACTUATOR FROM VEHICLE BODY

Using a 10mm socket, remove the three bolts of the Actuator bracket.

NOTE: Do NOT disconnect Throttle Cable or Wiring Harness.

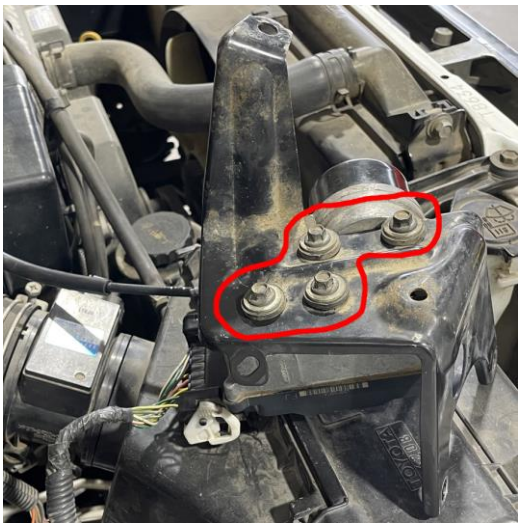

Fig 11

2. REMOVE STOCK BRACKET FROM ACTUATOR

Flip the actuator upside-down and remove the four bolts of the Actuator bracket using an 8mm socket.

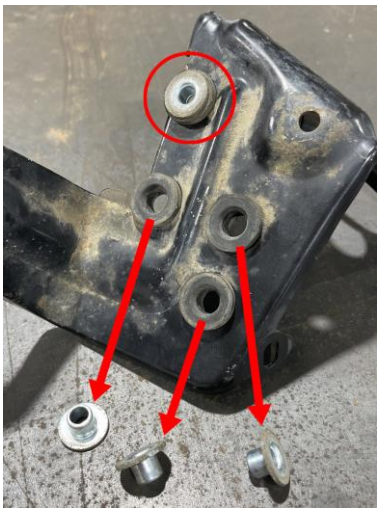

Fig 12

3. REMOVE CRUSH SLEEVES

Remove the four factory steel Crush Sleeves from the four holes of the one-piece rubber grommet.


Fig 13

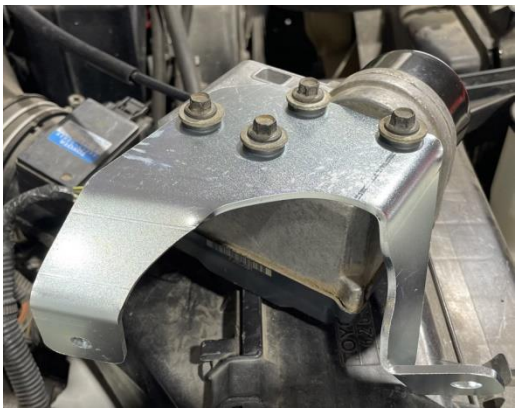
Fig 14

4. MOUNT ACTUATOR TO NEW BRACKET

Mount the Actuator to our New Bracket as follows:

Original Actuator Bolt
—
Compression Sleeve
—
New Rubber Washer
—
NEW BRACKET
—
New Rubber Washer
—
Aluminum Actuator Housing

Center bracket about the four bolts and tighten hardware.

Torque: 48 lb-in (4 lb-ft) (fasteners are Tri-Lobe thread lock)

The Actuator is now mounted.

Mount Cruise Control Assembly To Vehicle Body (if applicable)

Regardless of which style actuator you have, the mounting process is the same.

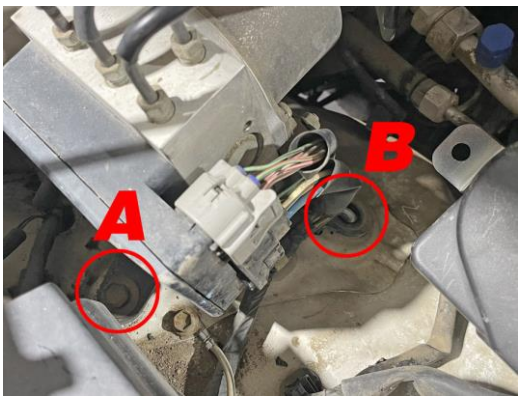

Fig 15

1. LOOSEN ABS MODULE (if applicable)

Use a 12mm socket to *slightly loosen* outer bolt A.

Use a 12mm socket to *remove* inner bolt B.

Fig 16

2. PREPARE REAR MOUNT

Slightly lift ABS inner flange and slide our Cruise Control Bracket Rear Leg <u>*under*</u> ABS bracket as shown in Figure 16.

Install M8x1.25x20 bolt with Flat Washer and Split-Lock Washer but *do not tighten* yet.

Fig 17

3. PREPARE TO INSTALL MAIN TRAY + COMPRESSOR

Pivot the Cruise Control Assembly towards the engine to make room for the Main Tray + Compressor.

The lower circled hole is the lower mount hole for the Main Tray. Leave this disconnected for now.

The Main Tray + Compressor Assembly is now ready to be installed.

SECTION 3: INSTALL MAIN TRAY + COMPRESSOR ASSEMBLY

This installer does not cover wiring. Test fit your routing and harness fitment as needed prior to tightening everything down.

Fig 18

Fig 19

Fig 20

1. LOWER INTO POSITION

Carefully lower Main Tray + Compressor Assembly into position.

Use the 3 shorter M6 bolts to mount to the inner fender wall, and the one longer M6 bolt for the lower inner wheel well mount.

If you have a Cruise Control module, install the Cruise Control Bracket Front Leg *above* the lower Leg of the Main Tray as indicated by the arrow in Figure 18.

Always assemble hardware in accordance to Japanese Industrial Standards (JIS) as follows:

Bolt Head → Split-Lock Washer → Flat Washer

Once everything looks good, tighten all hardware including the outer loosened M8 ABS bolt, if applicable.

Torque: M6 bolt: 48 lb-in (4 lb-ft), M8 bolt: 96 lb-in (8 lb-ft)

TIP: Ensure your wiring and Cruise Control Cable (if applicable) do not contact and rub on the hood when closed by either removing tension from cables or using cable ties to keep them in place.

There is sufficient space behind the switch mount to wire in your switch of choice.

With everything mounted and tight, there will be zero vibrations when the compressor is operating.

Enjoy your new Compressor Setup!

Appendix: Trouble Shooting

We designed our kit using a low mileage and visually straight 4Runner body. We have verified precise fitment across two separate 4Runners and one Tacoma.

Because these vehicles are now up to or exceeding 30 years old, there may be flex or distortion to body panels that cause differences in bolt center measurements. For this, we have slotted the lower bolt hole of the Main Tray to provide minor adjustability.

In one case involving a 4Runner with body damage to the front-right corner, the original factory Toyota inner fender well threaded hole (the lower mount to our Main Tray) is offset an entire inch inward towards the fender. In this case, a new hole was drilled through the inner fender well between the original factory hole and the engine, and a M6 nut and washers were used on the underside of the body to complete the install.