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4x4 / Off-Road Tech This section contains all discussion related to taking the FJ Cruiser in Off-Road situations, 4x4 applications and any armor modifications.

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02-03-2009, 02:24 PM

[!Cruzer!](#) [\[OP\]](#)

Forum Veteran



Join Date: Nov 2007
Member Number: 15780
Location: Agoura Hills
California
Posts: 799

Body Lift Install W/Pics

Hey All!

Ok First up - I am not your father, your lawyer, your teacher or your doctor. If you attempt to follow in my footsteps and it, damaging your vehicle, yourself, or someone else in the process, well, tough luck, maybe you shouldnt have been re have the mechanical knowledge, tools or time to take care and do everything properly... DONT DO IT!

People who want to say "body lifts are bad blah blah blah, i had a friends friends dogs owners brother have one that we his chevy truck etc" please go start your own thread. I have done many body lifts and the only one i ever had issues wi poly body lift mounts after I rolled my SOA HJ60 3 times down a sand dune at Fraser Island. After that though, i wasnt my broken body mounts.

So, lets get to it...

[SIZE="5"]FJ Cruiser Body Lift...[/SIZE]

Why a body lift? I needed a little more clearance - my tires catch on my flares/body instead of moving into my wheel w

Aesthetics Anyhting attached to the frame - bumpers, sliders, etc will be seperated from the body. Some of these can be drilling or new mounts, some cant. There will be a gape between the body and the frame the same as the body blocks y be hidden with gap guards and inner well liners.

Manual and xfer gear sticks will be lowered the respective heit of the lift. Auto sticks are OK.
The radiator needs to be lowerd (or you can cut the shroud, but lowering the radiator is easier)
The steering shaft needs to be extended.

You may have diffrent accessories etc that could become pulled tight or broke. As you lift the body - keep an eye out for tight and STOP if necessary - however never stick your hand between the body and frame unless it is safe to do so (duf

Stuff needed The body lift kit, tools (sockets, wrenches and a hammer) and at least one friend.

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I did some research through [FJ Cruiser Forums](#), and [Toyota120.com](#) and the same name kept coming up time and time [4Crawler Off Road](#). A few emails exchanged and I had ordered a 1.25" UHMW body lift kit for myself, and a 1.5" UHMW friend.



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Both Kits included -

8 x Ultimate Body Lift Blocks
Heavy duty hardware
Steering shaft spacer
Radiator drop brackets

We recieved the kit from Roger in perfect condition and everything was there, so I highly recommend 4Crawler for your

[SIZE="5"]The Install[/SIZE]

We put Glens truck in the garage.
It looked like this to start with

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The first step was to find all the body mount loactions, and loosen all the bolts. There is 8 in total, the front ones are lo headlight support, inside little recesses in fornt of the front wheel wells. The photos are of the drivers side ones, the pa mirrored.

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The second is inside the vehicle, close to the firewall. Remove the door sills, foot rest (drivers side) plastic nut and the floor covering up and you will expose a rubber grommet about 2in diameter. pul it out and it will expose the top of the b

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The 3rd one is next to the rear seat. Fold the base of the seat up against the front seats, and from where the child rest floor covering out from under the plastic side trim. The grommet and bolt hole will be exposed in the corner of the floor.

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The last one is accessible from behind the cargo area trim. Remove your jack/tools cover and you will see the grommet passenger side is as easy as removing the inverter trim and it is behind that.

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Loosen all the nuts, dont take them off at this stage.

Next take the radiator trim and shroud off the radiator. The trim is removed by the 7 clips.

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Also take the shroud off, by 5 10mm bolts (3 on the overflow bottle, 2 on the radiator shroud.) The shroud is held in th
it up to dislodge it and lay it against the motor

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At this stage you will also need to remove the front bumper and grille.
Stock bumper removal instructions are here
For aftermarket bumpers, consult your user manual 😊

For stock bumper-ees, you will need to remove the steel brace behind the front bumper (4 14mm nuts on both sides of re-install this 1 set of holes up to align the bumper with the body on your lift.

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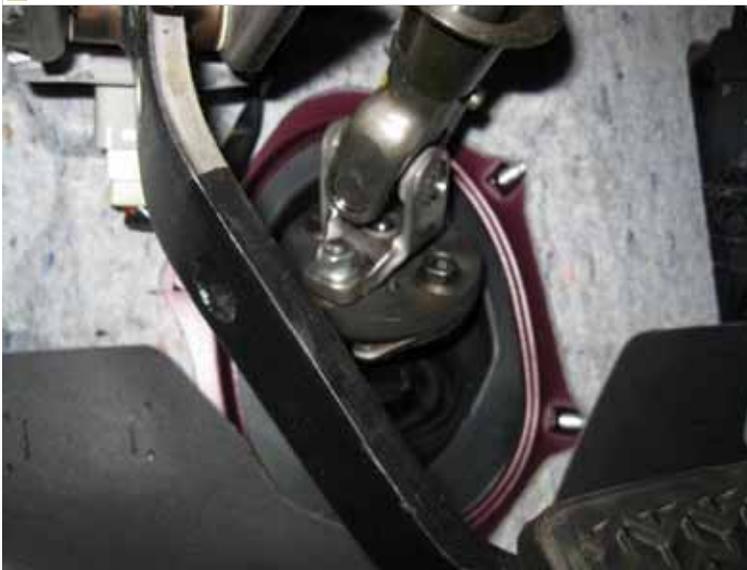
Next loosen the steering column slip joint located in the engine bay underneath the brake master cyl, accessible via the drivers side front wheel well. Loosen both bolts located here.

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Climb inside the drivers foot well, and pull the black plastic steering column shroud of as well (4 plastic nuts). This will allow the steering joint to separate as you lift the vehicle v wheel coming of center.

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If you have a Man-A-Fre auxillary tank, you will need to pull the filler neck inspection cover off (Rr drivers side wheel w hose clamps that hold the fill neck rubber hosing to the fill neck. This will allow it to slide as you jack the body up.

Now your ready to start lifting the body. One side at a time to avoid anything shifting, take the nuts completely off the

Theres a few ways you can do this part, but the most easy and successful i have done is by using a scissor style jack on block off wood to spread the weight over the wheel well.

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Each wheel you lift from gives you access to 2 body mounts eg. Front Drivers side you can get the front ds mount and the rear one. Back drivers side you can access the 3rd ds mount and the rear one.

Crank the jack until you can slide a block in between the vehicle body and the existing factory rubber mounts. Pop the block in, then drop the new bolt (w/ new washer on top side) through and with the existing washer and a new bolt tight

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Not the best pic but it should look like

T <- New Bolt
 O <- New washer
 ----- <- Floor
 I <- Body lift block
 8 <- existing top rubber body mount
 ----- <- frame mount
 8 <- existing bottom rubber body mount
 O <- existing washer
 Q <- new lock nut

The front two mounts have shorter bolts then the back 6 - dont get them mixed up (i did!)

Now carry out this same procedure for the remaining 3 mounts per side.. Jack up, slide new blocks in, jack down, jack u

Once you have completed one side, finger tightn the nuts you just installed, and head over to the other side where you thing you just did.

Once both sides are completed, torque all nuts to 50ft-lb and you have just installed your new body lift!

Now its time to re-install everything.

The Steering column should have spereated and you will be able to slide the steering column spacer between the rag jo

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Tighten it good and then proceed to the steering slip joint at the firewall which you loosened earlier and tighten it back

You can now reinstall all your interior.

The radiator drop brackets are installed by removing the 4 12mm bolts that support the radiator from the front with the TOP

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BOTTOM

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Slide the drop brackets in so the hex bolt goes through the rubber mount and the stud through the original support holes. If you do, you may have interference issues with a nut located on the front bib panel. If you do, you can cut it off or install a stop to prevent your plastic radiator from hitting the nut.

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Tighten these support brackets and reinstall your fan shroud and overflow bottle, and double check to make sure your radiator, or shroud.

After you have completed the radiator drop you can re-install your bumper. The stock bumper will align perfectly if you crossmember as mentioned above.

Double check EVERYTHING!!! I had 1.25 on my truck and everything was ok, except the main tank fill hose and come up neck. For some reason the clamp wasn't tight.

Glenn's PS line from the reservoir was getting tight with his 1.5in lift so we replaced it. The gas tank skid also has a groove too stretched with a body lift and will need to be modified.

We left our rear bumpers at stock height which left a gap in the plastic corner piece, but both of us don't really care about something out for it further down the road.

Both of us were also happy with the slider gap, means we can use our MAF sliders as steps and bring them off the body.

Front bumpers are both stock for now, and the body lifts will be accommodated when we get front bars.

The xfer gear lever is low, and my TT gear knob hits the plastic center console in 4L, but Glenn's doesn't (he has the stance).

We did these lifts on Saturday and have been driving the trucks with no problems since.

The finished product

Glenn's Before

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Glenns After (1.5in)

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Mine Before

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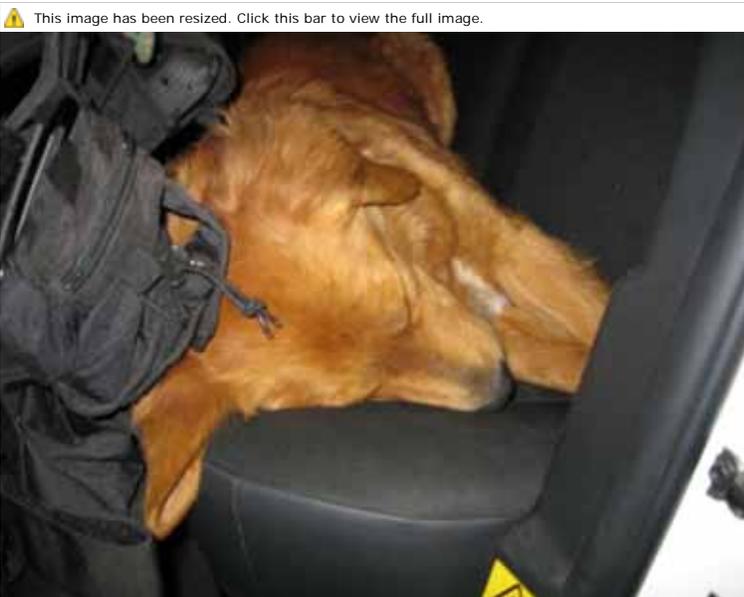
Mine After (1.25in)



Sorry if my instructions are a bit confusing or vague, i didnt realise this write up would take so long and i'm supposed to hurry through it!

If you have any questions just shoot me a pm.

Oh - and doing the body lift may be boring for some!



Ben

Its a TOYOTA thing - shove your jeep up your A..

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DominicG
Forum Superstar



Join Date: Apr 2006
Member Number: 1647
Location: Afghanistan
Posts: 7,990
Blog Entries: 1



Re: Body Lift Install W/Pics
Cool!

Demello-Offroad
951-735-4417
SoCal FJs

The Original Airborne Motorhome



02-03-2009, 02:37 PM

mattmainster
Forum Superstar



Join Date: May 2007
Member Number: 11822
Location: Upland, CA
Posts: 1,689



Re: Body Lift Install W/Pics
Wow....nice.



[SoCal FJ Cruiser Forums](#)



02-03-2009, 02:38 PM

MudLovingFJ
Forum Superstar



Join Date: Jan 2007
Member Number: 8945
Location: Somewhere where I don't know where I am. Actually, the OC
Posts: 3,763



Re: Body Lift Install W/Pics
Very interesting

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MIKESCRUISER
Forum Superstar



Join Date: Dec 2007
Member Number: 16266
Location: SoCal
Posts: 1,880



Re: Body Lift Install W/Pics
looks great

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02-03-2009, 02:46 PM

rockland
Forum Master



Join Date: Jun 2008
Member Number: 20180

Re: Body Lift Install W/Pics
those tall FJ's look so cool

Check out my build.
[The Warlord](#)