



EL SET-100-4

Land cruiser Wagon 1HD-FTE Motor (not 1hz) 4.2 TD 2002/07

CHECK YOUR PACK LIST

Once you have unpacked the system from the box make sure you have all parts that are listed on the packing list below.

Component	GASKET KIT	
HDJ100-1	3" 2-bolt gasket	3
HDJ100-2	Nuts	6
HDJ100-3	Bolts	4
HDJ100-4	Pyro Bolt	1



TOOLS REQUIRED:

- Socket ratchet and various length extension bars
- Sockets and ring spanners ranging from 10mm -19mm(to suit removal of your existing exhaust).
- 14mm socket and ring spanner for your new exhaust installation.
- Spray lube (e.g. WD40, Innox, Rust Off)
- Portable light

IMPORTANT

- Before installing your exhaust, park your vehicle on level ground ensuring it is in gear (or Park) and the handbrake is applied. **Never** use a jack to support the weight of the vehicle while working on it.
- Wear protective clothing including eye wear when installing the exhaust system.
- Wait until the vehicle's engine and exhaust system has completely cooled BEFORE you begin to remove the existing exhaust.

Removing Exhaust

1. Once the engine is cold, generously spray the turbo studs with WD40 (or other spray lube) and leave to penetrate for 30 minutes. Also spray all the factory exhaust mounting points on vehicle with spray lube. It's also a good idea to pre-soak the turbo studs the night before.
2. Starting with the tail pipe, undo all exhaust nuts and bolts working your way forward. Remove each part as it becomes separated from the exhaust. You may require some more spray lube to help dislodge from rubber mounts.
3. When removing the dump pipe be sure to not damage the standard turbo gasket as this will have to be re-used if in good condition. Keep the turbo nuts and gasket safely aside for re-install.
4. Ensure any damaged exhaust mounts are replaced at this time (or you may void your warranty) to prevent future problems (vibrations, rattling or breakage) once the new exhaust is fitted.

Installing Your New Exhaust

- A. If you ARE installing a pyrometer it is easiest to install it into the dump pipe BEFORE the dump is fitted to the vehicle.
- B. If you ARE NOT installing a pyrometer, then install the ¼ tapered thread plug into the threaded boss in the dump pipe. We recommend using anti-seize on the pyro plug thread.

CAUTION: Because the thread is tapered over-tightening may damage the thread.

1. Using the original turbo dump pipe gasket, nuts and/or bolts install the dump pipe and finger tighten the nuts and/or bolts. **DO NOT TIGHTEN YET.**
2. Using the nuts, bolts and gaskets supplied continue installing the exhaust from the front working towards the rear of vehicle using the factory mounting points (some more spray lube maybe required). All nuts and bolts should be finger tight at this stage. **DO NOT TIGHTEN YET.**
3. Because the nuts are not tightened you will have a small amount of rotation available in the exhaust. Use this to line up the location of the factory mounting points with the exhaust mounts while also leaving the most amount of clearance around the exhaust system. If all mounting points are not used this product may not be covered by the warranty.
4. Your new exhaust is now fitted finger tight to your vehicle. If you are happy with where the system is sitting, go ahead and tighten all the nuts and bolts **starting at the dump pipe and working towards the rear of the vehicle.**

Final checks once system is fitted

Now that your exhaust system is fitted to the vehicle do a final check over of the system:

- Make sure all the factory mounts are used and all heat shields have been replaced where applicable.
- Double check all nuts and bolts are tight.
- You may now start the vehicle and run at idle for a couple of minutes.
- Now the vehicle is ready for a test drive. Once returning from test drive and vehicle has cooled check all nuts bolts, some may need re- tightening, and gaskets can be inspected.
- Also re-check tightness of the bolts after 20-50km

Now get out there and enjoy your new exhaust.



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