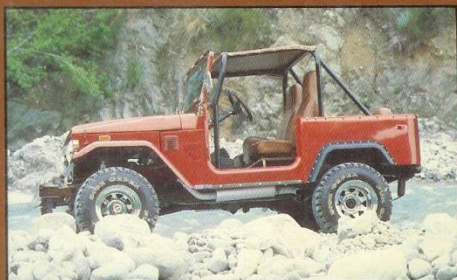


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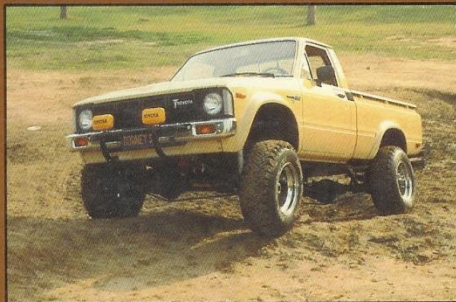


TOYOTA

ACCESSORIES BY

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OFF ROAD MANUFACTURING



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BUILDING A LEGEND . . .

To create a vehicle, the ultimate performance Toyota, built to handle the rugged challenges off road or on, it takes products built specifically for that vehicle. And for the job to be done. Accessories that work together, to compliment each other and the outstanding design of the truck.

WITH DOWNEY

For over a decade, DOWNEY has offered the most complete line of suspension, engine, and accessory modifications designed strictly for Toyota trucks. Whether for the time-tested Landcruiser or dynamic new pick-ups, only DOWNEY has specialized in designing, building, and selling a complete line of top-quality accessories for these vehicles.

The following pages are an array of the finest accessories available for Toyota trucks . . . designed, built and carefully executed to allow you to make the most of your vehicle. Why are we so sure they're the best? Because we know Toyota trucks. And if there's a better product to build or a better way to build it for your Toyota truck, we'll be the ones to make it happen.

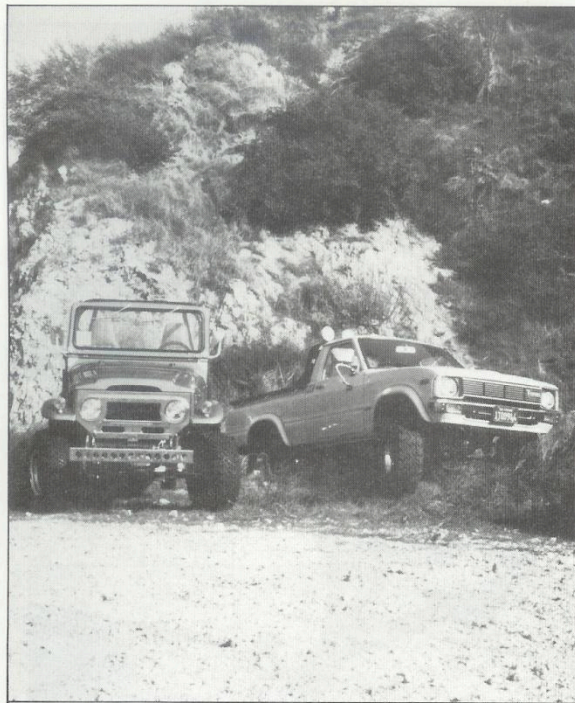
Build your Toyota into a Legend . . . with DOWNEY.

downey

OFF ROAD
MANUFACTURING

10023 So. Pioneer Blvd., Santa Fe Springs, CA 90670 ©1982

INDEX



**"PRE-SALE NOTIFICATION"
LIMITED WARRANTY**
Ref: Magnuson-Moss Warranty Act, Section 2004
Federal Minimum Standards for Warranty

Sickles Enterprises, Inc., dba DOWNEY Off Road Mfg., will repair or, at its option replace any DOWNEY manufactured product only for the original retail purchaser and/or original user only if upon examination of the product by DOWNEY Off Road Mfg., the product is found to be defective in materials or workmanship. This limited and exclusive right to obtain repair or replacement of a DOWNEY manufactured product upon the conditions and terms expressed herein is in lieu of all other rights and warranties expressed or implied.

The original purchasers and/or users' right to exercise this Limited Warranty is limited to ninety (90) days from the date of sale of the product to the original retail purchaser and/or user.

To obtain performance of your right to repair or replacement, the DOWNEY manufactured product must be returned freight pre-paid to DOWNEY Off Road Manufacturing, 10023 S. Pioneer Blvd., Santa Fe Springs, Calif. 90670, along with proof of date of purchase.

This Limited Warranty shall not apply and shall become null and void in the event of damage to the product resulting from any of the following:

1. Unauthorized repairs
2. Breakage due to dropping or misapplication
3. Repair, alteration, or modification to the product by anyone other than DOWNEY Off Road Mfg.
4. Abuse or misuse of the product in any manner whatsoever, as determined by DOWNEY's Engineering Staff

5. Damage caused by incorrect or improper installation
6. Damage caused by accident, collision, or other forces

No implied warranty or merchantability of fitness for purpose is made or given by DOWNEY Off Road Mfg. to anyone in regard to DOWNEY products. Products under warranty or Limited Warranty by other manufacturers are warranted by and to the extent offered by such manufacturers and/or distributors.

DOWNEY Off Road Mfg. shall not be liable for nor honor any claim, especially including labor cost, for damages of any kind allegedly arising out of the sale or use of DOWNEY manufactured products. DOWNEY Off Road Mfg. shall not be liable for nor honor any claim for incidental or consequential damages arising from the sale or use of DOWNEY manufactured products. The sole remedy of the retail purchaser and/or user being limited to obtaining repair or replacement as provided above. Some states do not allow the exclusion or limitation of incidental damages, so the above limitations or exclusions may not apply to you, though it is intended to do so if allowed under your State laws.

This Limited Warranty gives you, the original retail purchaser and/or user specific rights and you may also have other rights which may vary from State to State.

This statement of Limited Warranty supersedes all previously published Warranty or Limited Warranty statements.

WARNING: Do not purchase from DOWNEY Off Road Mfg. until you have read the terms of our limited warranty.

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dOWNEY

GUARDS

STANDARD GRILLE GUARD

The Downey Standard Grille Guard for the 4 x 4 pickup is carefully constructed of 2" diameter steel tubing and $\frac{3}{8}$ " steel plate, then finished in high gloss black. The outstanding features of this Grille Guard are light weight, good looks, and a very reasonable price. Although this guard is not designed for winching or as a full-on boulder protector, it is the most rational choice for full front-end and paint protection against heavy brush when used with optional R-0128 Brush Extensions.

R-0052-4

WINCH MOUNT/ GRILLE GUARD

This super heavy duty guard for the Toyota 4 x 4 pickup was made to handle the truck literally being dragged by the guard. Incorporated into its rugged all-steel construction is a center horizontal panel for mounting off road lights or any of the popular mini winches on the market. Along with grille and radiator protection you get a tough winch mount that attaches to the frame for pulling confidence.

Finished in black, ships UPS.

R-0051-4

BRUSH EXTENSIONS

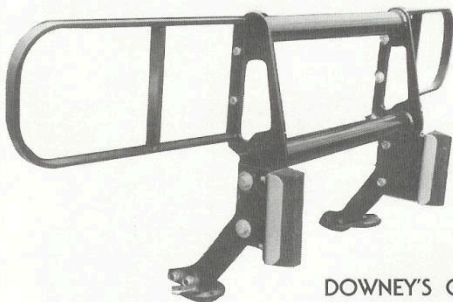
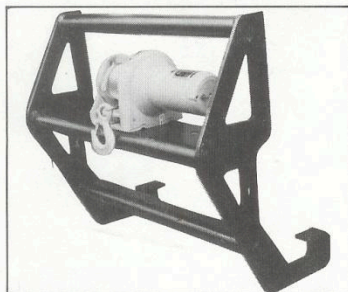
Designed to mount to the sides of either of DOWNEY's R-0051-4 or R-0052-4 Grille Guards, these extensions are constructed of tough 1" wide by $\frac{3}{8}$ " thick steel strap, and finished in black. The outstanding fit makes installation a breeze, and the extensions angle rearward from the grille guard for a snug fit around head lamps and running lights — the perfect protection for the complete front end of your 4x4 truck.

R-0128

NEW! PUSH PADS

The perfect accessory for anyone who uses their truck for pushing, these pads have been newly designed specifically for the DOWNEY mini truck Grille Guards.

R-0105

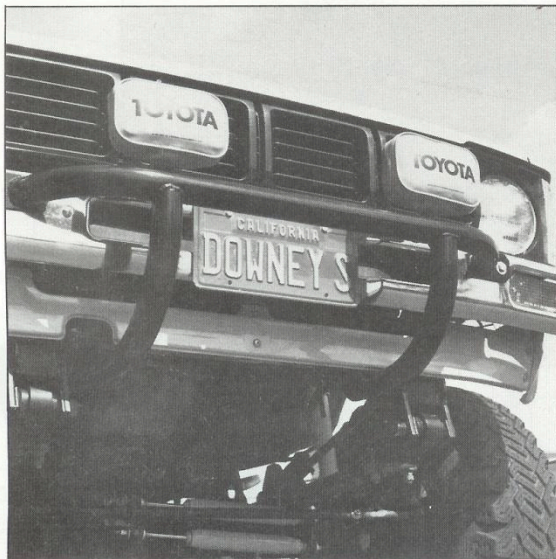
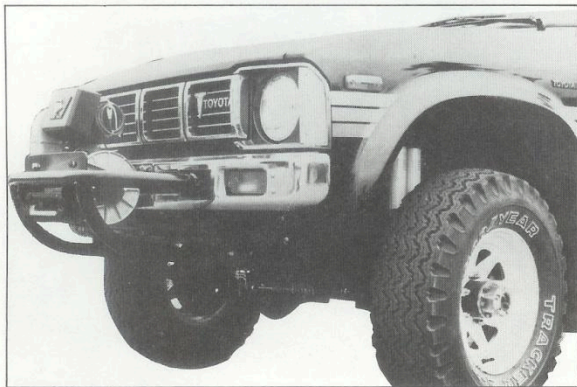


DOWNEY'S GRILLE GUARDS

Off roading encompasses different types of terrain, different situations, different needs. Some off roaders encounter heavy brush more frequently, while others find themselves surrounded by boulders and dirt mounds. Or mud and winching situations may be the call for your area. In every case, Downey offers the right Grille Guard for you, built to exactly fit your needs.

downey

GUARDS



WARN WINCH MOUNT

Here is the Downey-designed Warn 8000 lb. Winch Mount for the Toyota 4WD pickup. For use with the popular Warn #8274 winch available at many discount warehouses, its beefy construction includes 1 3/4" roll bar tubing and 1/4" thick mounting plate. The winch mount bolts through the stock bumper and into the bumper brackets going directly to the frame. The lower mounting brackets attach directly to the frame at the stock tow hook locations. Installation is quick and simple, and very secure. The front end overhang is only the depth of the winch, plus the 1 3/4", but you may wish to support the extra weight with a Downey front suspension kit. (See page 25-33.) Do you really need that much winch? We've all seen the Warn 8000 lb. winch mounted on lighter vehicles (CJ-5's), and we've found many "mini" winches to be inadequate when you need a winch most. And we are sure you'll find this the very best combination for your winching needs. Finished in black, ships UPS.

R-0125

NEW! 4x4 PICKUP TUBE GUARD

Running in the open desert or rocky creek beds? This new guard provides outstanding front bumper, stone deflector and spring hanger protection. DOWNEY uses tough 1 3/4" roll bar tubing to take the impact of dirt mounds and rocks that normally cause expensive damage. This is the style used on all the off road racing vehicles.

Finished in black, ships UPS.

R-0124

DOWNEY

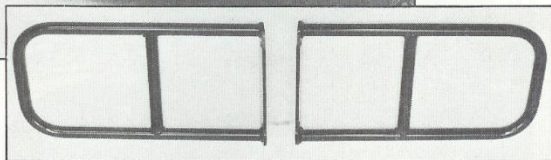
GUARDS

GIANT FRONT TUBE BUMPERS FROM GARVIN

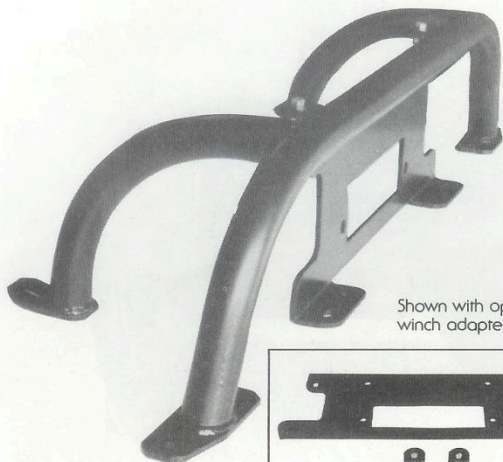
For all Toyota pickups, this is the original oversize front tube bumper from Garvin. The massive 4½" diameter bumper is combined with a complete grille guard and heavy duty cross tubes with light tabs, all fully welded in place. The bumper ends are capped with ¼" steel plate, carefully welded and polished for a clean, professional finish. It easily bolts to the existing holes in the frame of your 4 x 4 pickup, and is beautifully finished with a rust preventative primer, then coated with a high gloss black enamel. TRUCK SHIPMENT
R-0129

TUBULAR STEEL BRUSH GUARD

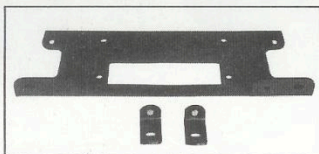
Specifically designed for the Bumper Grille Guard unit above, these Brush Guards add the finishing touch to the bold, tough look of the Garvin front end. Also finished in high gloss black enamel, these all-tubular guards bolt on with ease in just minutes.
R-0129-E



GUARDS



Shown with optional winch adapter attached.



TUBULAR GRILLE GUARD/WINCH MOUNT

For the Toyota Landcruiser, the traditional design of this attractive Grille Guard/Winch Mount is simple, lightweight, yet roll bar tough. It protects the grille, radiator and/or winch from heavy brush and includes pre-welded lamp mounting brackets for auxiliary lights, or for use with the optional winch mounting adapter plate. Available in black, this very popular guard installs easily and ships UPS.

F-0125

WARN WINCH ADAPTER

The winch mount adapter is designed for the popular Warn 8000 lb. Winch, available at many discount warehouses. Combined with the Grille Guard, this winch Mount makes the perfect winch and grille guard combination for any Landcruiser.

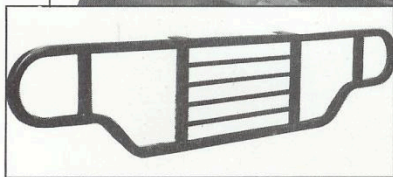
F-0018



FORMED STEEL GRILLE GUARD

This Landcruiser guard is our toughest choice in terms of vehicle versus terrain. Each unit is precision formed and solidly welded with heavy duty steel plate to easily handle off road brush, and bravely defend the FJ-40 or FJ-55 bumper, frame and body. Slight modifications may be required when used with some winches. Comes in black finish, ships UPS.

F-0095



FJ-40 BRUSH BAR

This stylish brush bar for the Landcruiser is designed to mount close to the radiator, lamps and paint job where it will give the best protection. It is our lightest weight guard, featuring one piece bolt-on construction with tough 1" x 1" square steel tubing. Mounting requires only two new holes drilled in a hidden, but easy to reach location. This guard is ideal for body protection, and can also be used in conjunction with our F-0095 or F-0125 Grille Guards for complete front end protection. Will not fit with Warn #8274 winch.

F-0128

DOVAC

BUMPERS

BUMPERS

DOWNEY has expanded our already extensive Toyota Tubular Bumper line for 1982. Round tubing is not only structurally tougher than rectangular or channel shapes, but it's less vulnerable to off road damage and hanging-up on blunt or flat edges. Round tubing has much greater ability to glance-off rough rocky terrain while allowing a snugger fit to the body to reduce front and rear-end overhang. It is simply the best design available.

DOUBLE FRONT BUMPER

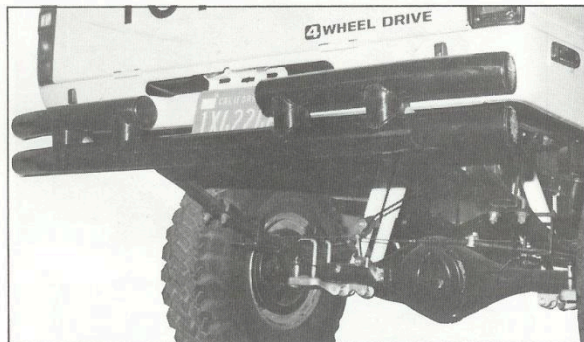
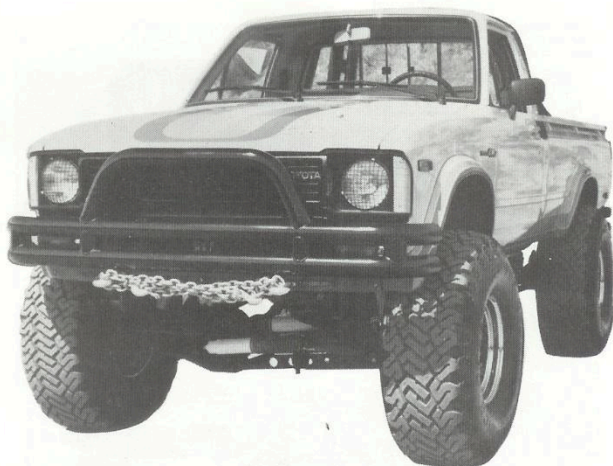
This massive unit was designed to scare the pants off anything in its way! Its unique design and tough 3" double tube protection make it one of the most popular choices on the market today. Beautifully finished in gloss black, this is the design that sets you apart from the rest. TRUCK SHIPMENT.

R-0131

DOUBLE REAR BUMPER

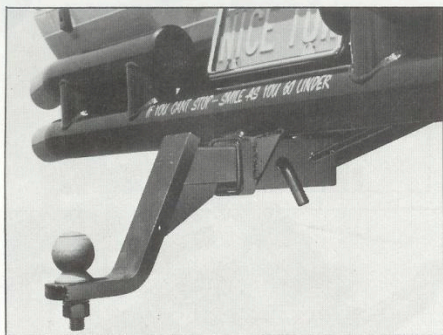
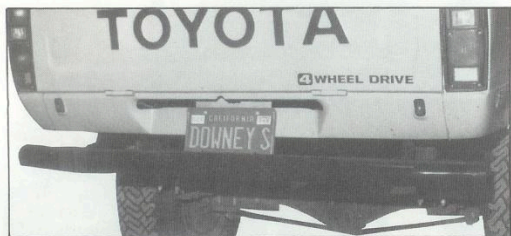
Super protection and outstanding good looks are yours with our most impressive double tube rear bumper. This one combines deluxe modern styling with the rugged good looks of two 3" tubes and a black enamel finish that brings on a lasting shine. Add to it the optional new Tube Bumper Ball Mount and you've got double tube styling with trailering convenience. (See G-0155, page 10 for details.)

R-0151



downey

BUMPERS



NEW! SINGLE TUBE REAR BUMPER

This NEW 3" rear tubular bumper for all Toyota pickups was designed with simplicity and economy in mind . . . singular tube . . . bold good looks. Yet its low price still provides a durable black finish and sturdy $\frac{3}{8}$ " thick steel mounting brackets for easy, solid installation. Towing capabilities are also available with optional G-0155 Tube Bumper Ball Mount . . . see page 10 for details. Ships UPS. R-0150

NEW! DOUBLE TUBE REAR BUMPER WITH RECEIVER

This bumper is identical to R-0150 with the addition of a hitch receiver. The receiver is welded solidly to the lower tube, with additional stiffening struts welded from the rear of the receiver up to the frame mounting brackets for complete towing confidence. Custom removable hitch head (as shown) is not included. (See G-0210, page 10.) TRUCK SHIPMENT. R-0151-H

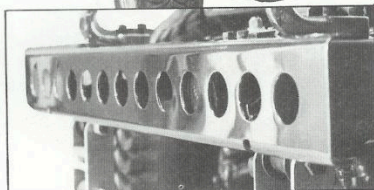
downey

BUMPERS

LANDCRUISER FRONT BUMPERS

Our most popular flat faced bumpers for the Landcruiser are similar in appearance, but not purpose. The heavy duty version bolts onto the stock bumper mounting brackets, and has been designed for twice the strength of the stock bumper without twice the weight. Constructed of heavy duty steel plate, its length has been shaved to 48" to reduce bumper-end damage. And the round holes are not only stylish but reduce weight while having little effect on the structural strength of the bumpers. The dynamic styling of the chrome version is enhanced by its light weight, making it a perfect light duty, racing bumper. The chrome racing bumper requires removal of the stock bumper mounting brackets, bolting directly to the frame ends.

F-0130 Heavy Duty Painted Bumper
F-0135 Light Weight Chrome Bumper

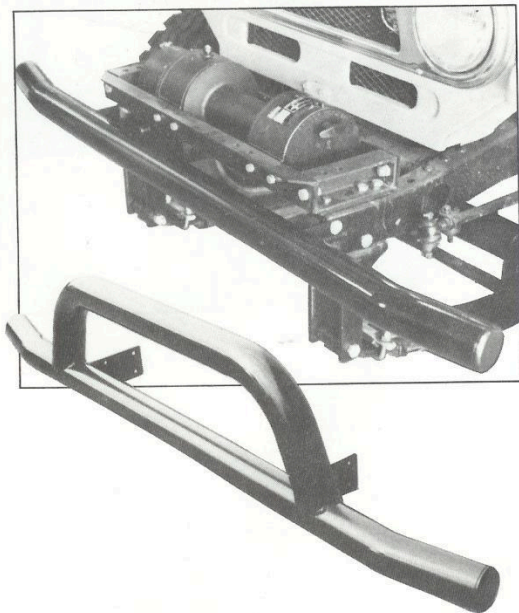


NEW! SINGLE TUBE FRONT BUMPER

With or Without Overrider

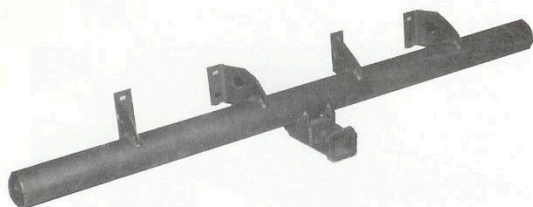
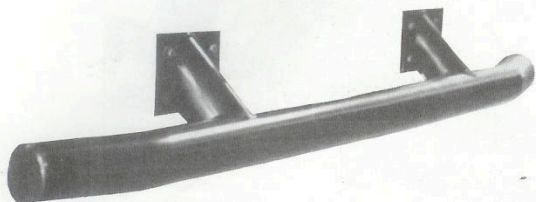
For the Landcruiser, it's tough to beat the strength, appearance and price of DOWNEY'S Single Tube Front Bumper, especially when compared to the price of a stock bumper . . . there is no contest! There's also the Overrider version of this tough 3" tube bumper with a unique character all its own — combination priced to save. These bumpers require removal of the stock bumper brackets, as they bolt directly to the frame rails. Finished in durable black, you can use Toyota part #75111-12011 for centering and remounting the license plate to the lower portion of the grille panel.

F-0131 . . . Single Tube Front Bumper
F-0132* . . . Single Tube With Overrider
* TRUCK SHIPMENT



downey

BUMPERS



REAR TUBULAR BUMPER

If you've 4-wheeled much, you've already damaged your stock rear step and bumpers. If not, you will. This DOWNEY Rear Tube Bumper for the FJ-40 Landcruiser is the perfect replacement for strength, appearance, and 4-wheeling confidence. No flat surfaces to hang up on, and with outstanding tail lamp, vehicle and passenger protection. Plus, with our optional G-0155 Ball Mount (see page 10), it's plenty strong enough for towing. F-0150

REAR BUMPER WITH RECEIVER

This rugged bumper puts a firm grip on the rear crossmember with four mounting brackets to handle your heavy duty towing needs. This receiver hitch unit can be used with our G-0210 Removable Hitch Head (not included) for heavy duty towing, or any brand equalizer hitch unit since they are all standardized. This bumper will satisfy all your travel trailer, double axle boat trailer, or other demanding trailering needs.*

TRUCK SHIPMENT
F-0150-H

*Although this bumper mounts into stock mounting locations, we recommend you replace your stock mounting bolts (8mm) with hardened or over-sized bolts for trailers or loads in excess of 2000 lbs.

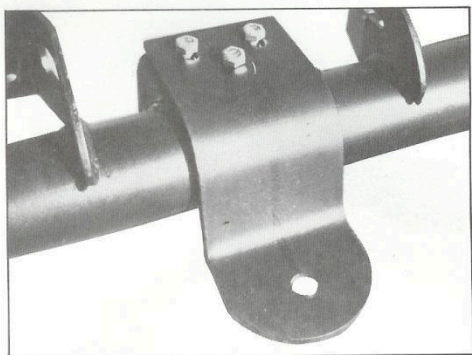
DOWNEY

TOWING ACCESSORIES

TUBULAR BUMPER BALL MOUNT KIT

After numerous requests for a rear bumper hitch from owners of almost every brand of tubular bumper on the market, Downey has the perfect solution. This kit includes a $\frac{1}{2}$ " thick steel ball mount and hardened mounting bolts, plus a special weld-on mounting plate designed to fit virtually every tube bumper made. The mounting plate must be welded to the inside (hidden side) of your tubular bumper, but the result is a mount cleanly attached to your bumper. This hitch is available in a standard length for 2WD and stock 4WD trucks, plus an extra long (3" lower than std.) version for the 4WD trucks with a suspension lift kit and/or large tires. NOTE: If you are purchasing any DOWNEY Tube Bumper (R-0150, R-0151, or F-0150) and the G-0155 at the same time, we will do the welding FREE!

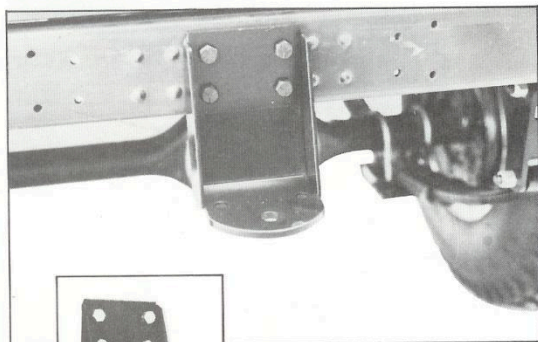
G-0155 Std. Hitch
G-0156 Extra Long



4" DROP HITCH

This is our most popular FJ-40 trailer hitch, low enough to tow your trailer properly, yet high enough to allow very good ground clearance. Bolting directly to existing holes in the rear crossmember of the FJ-40, this hitch attaches easily with hardened mounting bolts included. (Rear step removal or modification is necessary on FJ-40; not recommended for loads in excess of 2,000 lbs.)

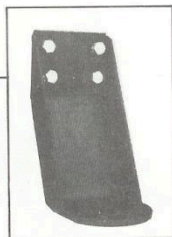
F-0195



7" DROP HITCH

This is our most ideal FJ-40 hitch in terms of level trailer towing, especially where ground clearance is not a problem. Mounting is the same as F-0195 above, with hardened mounting bolts included. (FJ-40 rear step must be removed; not recommended for trailers or loads in excess of 2,000 lbs.)

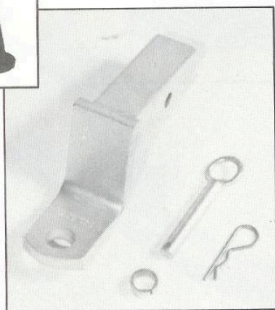
F-0200



REMOVABLE HITCH HEAD

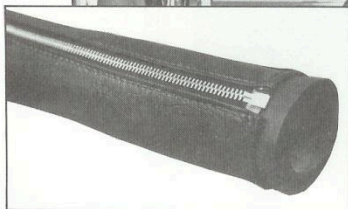
We carry this 3" drop hitch head for use with any hitch receiver. It is recommended for Class I and II loads (350 lbs. tongue weight, 3,500 lbs. gross weight) maximum. The hitch head includes an adapter ring for $\frac{3}{4}$ " or 1" ball shank, a hardened locking pin, and removable retainer clip; ball not included.

G-0210



DOWNEY

ROLL BARS



CHOOSING A ROLL BAR

When selecting a roll bar, it's easy to become bewildered by the number and types of roll bars in the product jungle. No one can tell you exactly what bar is best for you — that is a personal decision based on cost, weight and styling. Here, we offer you the best looking, best fitting bars for Toyota trucks available. Constructed of tough .125 wall steel tubing, all are solidly welded, one-piece bars, and have a durable gloss black finish. (R-0427 is bolt together.)

IN-CAB CAGE KIT

This in-cab cage kit does an excellent job of providing just the right level of protection without sacrificing passenger area. Built with 1½" x .125 wall steel tubing, it is perfectly shaped to your cab with strong mandrel bends. This bolt-in kit installs easily inside the cab of your 1979 or newer 4x4 pickup. TRUCK SHIPMENT. R-0427

OPTIONAL PADDING KIT

How unfortunate that your roll bar could prevent your cab from being crushed, yet fracture your head during an unexpected roll. For increased protection, and to really soften your interior, add this special padding kit made specifically for the top 4-bar section of the R-0427 Cab Cage Kit. The top-quality vinyl covers are pre-cut to the proper length and zips on over the foam padding in seconds. Your choice of black or tan.

R-0485-B Black
R-0485-T Tan

DOWNEY

ROLL BARS

3" SINGLE BAR

Simple, economical, and very functional, this best-seller for the pickup comes with 2 light tabs already in place for mounting your KC's. And with a durable black finish on this heavy duty 3" bar, it installs quickly and easily without taking a big bite out of your cargo space. It's the finest fully welded, one-piece unit available. TRUCK SHIPMENT.

R-0426-1

3" DOUBLE BAR

Grace the outdoors with your presence when sporting this attractive double version of the single bar above. Just the styling for that rough steel appearance. Light tabs are welded in place for mounting 4 off road lights. Fully welded, ready to bolt into your pickup, it is finished in durable black. TRUCK SHIPMENT.

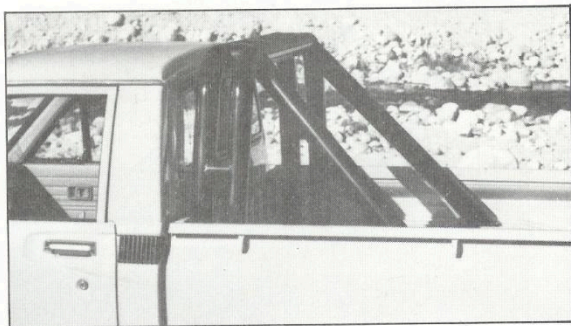
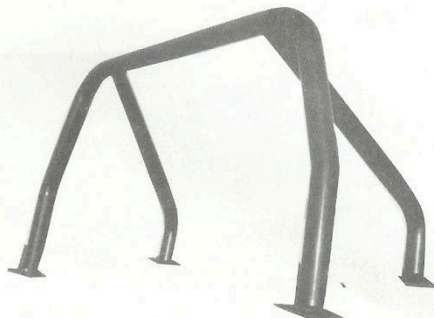
R-0426-2

3" DOUBLE-DOUBLE

New for '82, this is the ultimate in full-on high styled roll bars. With 2 main loops, plus 2 kickers on each side, it's everything you'll ever need in a high powered bar. The Double-Double is fully welded together, finished in durable black. TRUCK SHIPMENT.

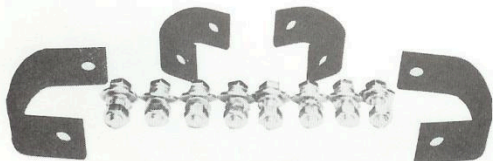
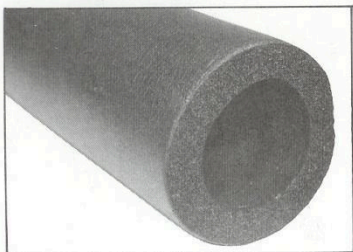
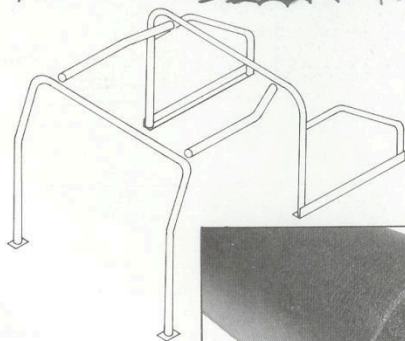
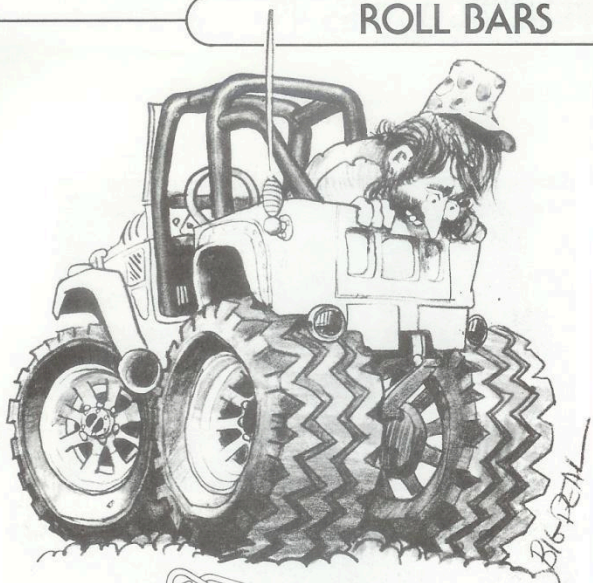
R-0426-4

NOTE: DOWNEY Roll Bars are all carefully finished before leaving our plant; however, truck shipment may cause minor scratches, easily repaired with touch-up paint upon arrival.



DOWNEY

ROLL BARS



FJ-40 ROLL BARS

Years of building high quality and confidence into our Landcruiser roll bars has made DOWNEY the traditional standard of excellence among Landcruiser owners worldwide. Our FJ-40 Rear Roll Bar is almost twice the thickness of the stock featherweight factory versions. DOWNEY'S measures 2" in diameter by .125 wall with solidly welded "no slip" joints. It bolts in easily with hardened mounting bolts and comes in durable gloss black.

DOWNEY'S front cages are also 2" diameter x .125 wall, but arrive unpainted allowing our superior weld-in design to fully become an integral part of your Landcruiser. This is not a "universal fit" front cage, but specifically made for your year model. Through our years of experience, we've found no better combination of good looks and design strength built specifically for your Landcruiser. NOTE: The front cage horizontal connector bars are supplied extra long so that your welder can trim them to perfectly mate with DOWNEY'S solid steel rear bar, or your stock featherweight bar, regardless of exact front to rear position. Also, rear seat must be moved to accommodate rear Bar. See F-0470 below. TRUCK SHIPMENT

F-0440 FJ-40 Front Cage, thru 1974

F-0445 FJ-40 Front Cage 1975 & newer

F-0450 FJ-40 Rear Bar

PADDING KIT

Complete your Front Cage and Roll Bar Kit with this easy to install foam rubber padding kit. This is the best way we've found to soften the normally unforgiving features of the Roll Bar when you're thrown into it by an unexpected bump. Sold in lengths of 6 feet.

F-0485

REAR SEAT KIT

The Landcruiser rear roll bars require the stock rear seats be spaced inward, toward the center. This is the kit that gets the job done. One kit includes brackets and bolts for both rear seats ... a real necessity when ordering our rear roll bar F-0450 (unless F-0930 Rear Seat is being used; see page 21.)

F-0470

DOWNEY

FENDER FLARES

PICKUP FLARES

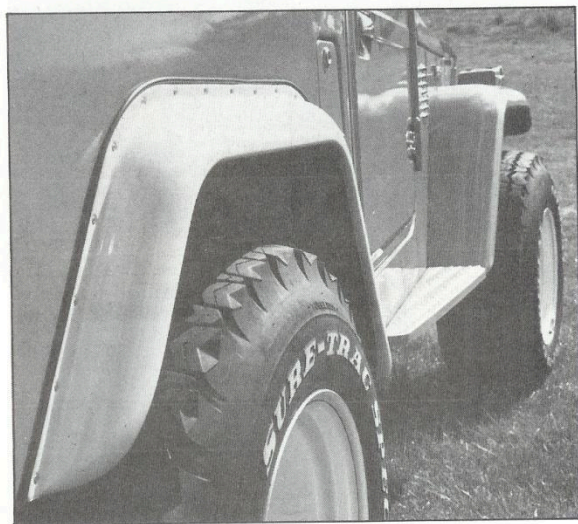
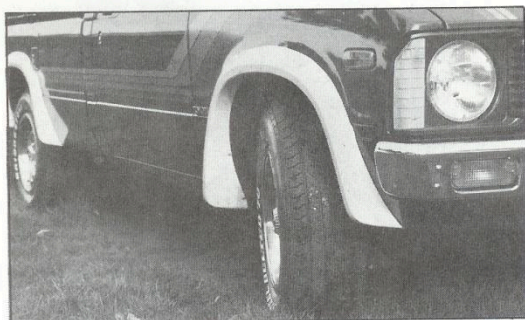
Build in 4WD styling with these Fender Flares mounted to your 1979-82 2WD pickup, and you not only increase the coverage over the tires, but add a new dimension to your vehicle. They are designed to perfectly fit your stock fender opening, with hidden rivets for super-clean appearance. Installation is easy and their ABS construction is flexible yet durable, and easily painted. Sold in pairs, left & right.

R-0517 Front, White
R-0522 Rear, White

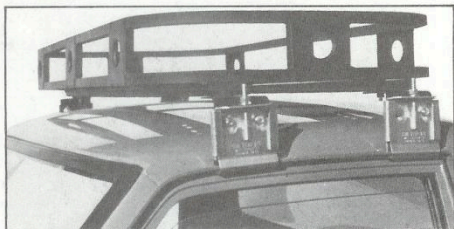
LANDCRUISER FLARES

We call them cut-outs because they allow you to cut-out approximately 2" of upper wheel well for additional tire travel clearance. For the rear only, they are a must when tires larger than-stock are being used. They go a long way to keep those big meats legal on the street, as well as helping to keep mud, sand and slush down to a tolerable level. Rear only, available in black or white.

F-0535 FJ-40 Cut-outs, White
F-0540 FJ-40 Cut-outs, Black



PICK-UP ACCESSORIES



ROOF RACK

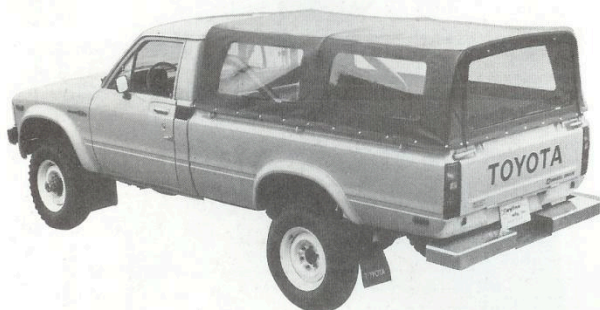
Designed for all Toyota pickups, now you can stuff spare camping gear over the cab instead of using valuable bed or in-cab space. Great for mounting lights or C.B. antennas, too! This rack, featuring the same tough design as our famous Landcruiser Baja racks (see page 22), is 22" x 48" wide, with 4" tall side rails. The rack has two heavy-duty formed steel cross rails welded into place and is predrilled for mounting a plywood floor (not included). Rack comes with 4 zinc-plated mounting clamps and hardware, and is finished in durable black. TRUCK SHIPMENT.

R-0345

NEW! CONVERTIBLE CAMPER SHELL

Finally! An answer to the high cost of producing and shipping expensive fiberglass and plastic camper shells... it's a convertible! Constructed of heavy-duty vinyl with tough clear plastic windows for outstanding visibility, it's lightweight for better fuel economy and easy installation or removal. Packaged for UPS shipping, it'll go straight to your door at minimal shipping cost. All snaps, bows and hardware included for complete installation. For all 1979-newer 2 and 4WD pickups.

R-0820-W White Short Bed
R-0820-B Black Short Bed
R-0821-W White Long Bed
R-0821-B Black Long Bed



DOWNEY

DOWNEY ½ CABS

Half-Cabs are ideal for the commercially or industrially used vehicle as well as for sport, since they neatly convert your rig into a 4WD Mini Pickup. Near for those folks without kids, too. Many convenient details were incorporated into the design offering the following advantages:

1. Holds passenger compartment hear much better than full tops.
2. Converts the vehicle into a Mini Pickup — ideal for hauling or commercial use.
3. The replacement ½ cab rear curtain is removable without removing the entire top — for enjoying those unusually warm days.
4. The rear curtain can easily be modified to fit front cage sections since it is snap-in rather than zip-in design.
5. Includes a metal rear lower wall to complete your pickup bed.
6. Less flapping at highway speeds since there is less surface to flap — makes for a quieter ride.

DOWNEY now offers two half-cab styles. The "Replacement" style includes the vinyl sport top, rear lower metal wall, short bow adapter brackets, and an excellent instruction sheet, using factory hard or soft-top doors and factory frames, not included. The "Convertible" style is NEW for 1982, and is the same as the Replacement, but includes both front doors, and a complete set of frames. Its main feature is that it is a complete conversion (including doors, frames, and a convertible top,) that allows the complete top to fold down without removal from the vehicle. TRUCK SHIPMENT.

F-0750-R Replacement ½ Cab, White

F-0755-R Replacement ½ Cab, Black

F-0750-C Convertible ½ Cab, White

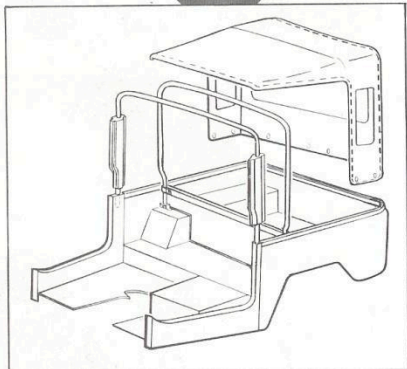
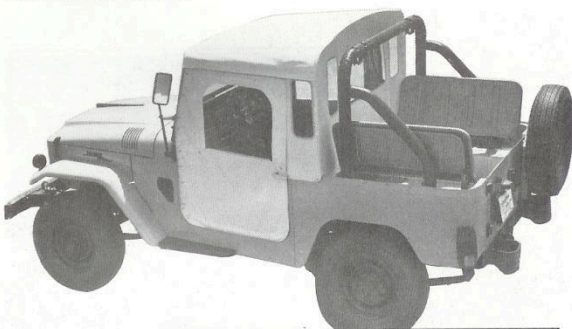
F-0755-C Convertible ½ Cab, Black

HALF DOORS

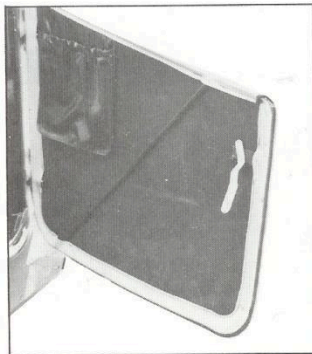
This set of doors adds a new dimension to your rig... lightweight with a taste for 4-wheeling. They let you enjoy the spirit of open air while keeping water, sand and the like down to a tolerable level. They're constructed of heavy duty vinyl sewed onto metal frames. The doors include latches, inner storage pockets and handles, and quickly mount onto the stock door hinges (not included).

F-0771 White
F-0772 Black

Full Convertible Half-Cab

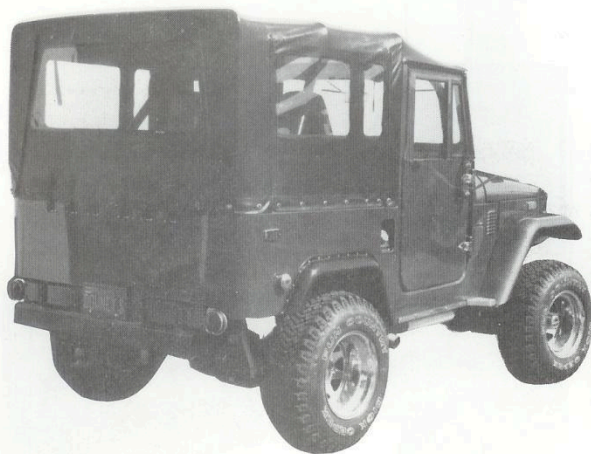


Replacement Half-Cab



DOWNEY

TOPS



TOYOTA TOPS

For years, we've tried and trusted Kayline for all our soft top needs, and have never been disappointed. All tops are not created equal, and without a doubt, these are the top of the line in tops. All seams and windows are specially welded (heat bonded) and sealed to guard against leaking, and tops are constructed of vinyl-coated, preshrunk, Scotch-guarded sports topping. Plus, Kayline uses double laminated plastic windows to prevent premature window yellowing (common with other brands).

REPLACEMENT TOPS

This is the most luxurious, yet inexpensive way to replace your worn out factory top. Designed to fit genuine factory bows, and hard or soft-top doors (not included), the material is elastic enough to compensate for shrinkage. The side and back windows roll up and tie but this top does not fold down like a convertible.

F-0730 White
F-0740 Black

COMPLETE TOPS

This top provides all of the advantages that built Kayline's reputation. It's a full fold-down convertible top, the natural choice when switching from a hard top to soft top because it includes its own bows and doors. 1975 and newer Landcruiser owners must purchase the special rear body panel (F-0801, Page 19) necessary for use with the convertible top. TRUCK SHIPMENT.

F-0710 White
F-0720 Black

UMBRELLA TOPS

This famous Kayline umbrella top is not the cheap version that requires additional parts. Everything is included for a complete installation between your windshield top and roll bar top. The umbrella is manufactured from the same preshrunk vinyl sport material used to make all of the Kayline products. If you've ever been caught in a sudden rain or baked in the sun at a red light, you already know the value of this beautifully simple top.

F-0774-W White
F-0774-B Black

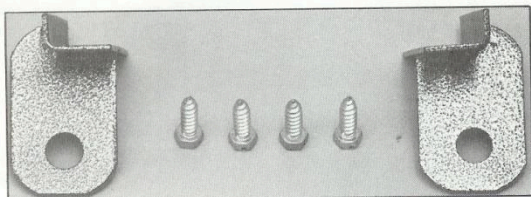
DOWNEY

LANDCRUISER ACCESSORIES

LAMP MOUNTING BRACKETS

Designed for auxiliary lamp mounting on the windshield frame of your FJ-40 Landcruiser, these brackets enable the lamps to stay with the vehicle when the roof is removed. Plus, they eliminate the need to drill holes in your hard top. Available in pairs with standard $\frac{3}{8}$ " hole for most lamps, or 1" hole for mounting Daylighters.

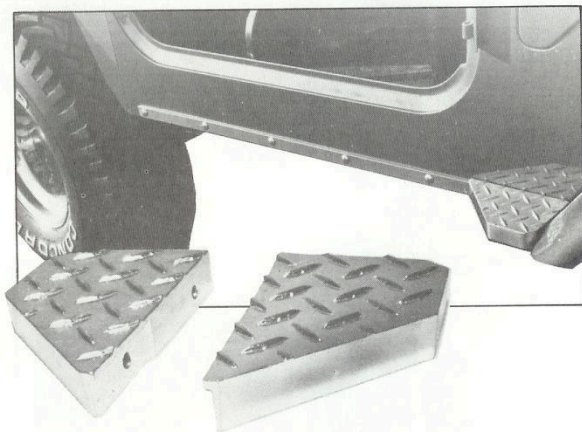
F-0620 $\frac{3}{8}$ " Hole
F-0621 1" Hole



REDESIGNED! MINI BOARDS

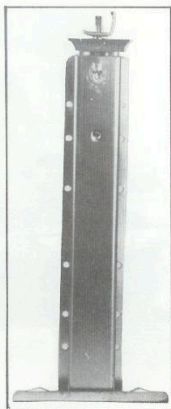
Now more affordable than ever before, most customers do not buy our Rocker Panel Mini Boards before they damage the stock running boards... they wait until they accidentally destroy them. But here's affordable protection you can install before you go full-on 4-wheelin'. DOWNEY's mini boards are designed to toughen the rocker panel with 3/16" steel strap, support the rear edge of the fender, provide a step for windshield washing, and cover the body holes when the stock boards are removed. Now sporting an attractive silver zinc-plated finish, the complete kit includes R & L side aluminum steps, both body straps, and all carriage bolts for mounting... and don't forget to check our new lower price!

F-0775



downey

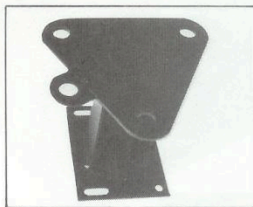
LANDCRUISER ACCESSORIES



CAN CARRIER

This zinc plated can carrier is the roughest we can find on the market. It is spring loaded for easy usage, designed specifically for the 5 gallon G.I.-type can available at any surplus supply store. It can be bolted behind the spare tire of the FJ-40 with optional adapter (not included), or to any other flat surface.

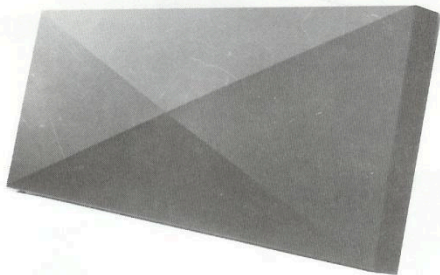
G-0260



CAN CARRIER ADAPTERS

These adapters are necessary for mounting the G-0260 Can Carrier to the spare tire mount on a Landcruiser. They are available for use with standard, 8" or 10" wide rims, and come in a durable black finish.

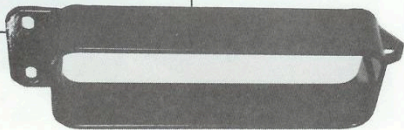
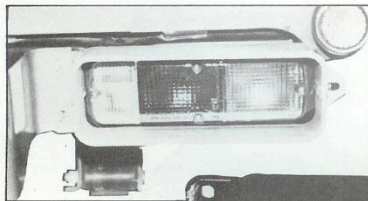
F-0265 Std. Adapter, Pre 1976
F-0266 Std. Adapter, 76-Newer
F-0270 8" Adapter, Pre 1976
F-0271 8" Adapter, 76-Newer
F-0275 10" Adapter, Pre 1976
F-0276 10" Adapter, 76-Newer



REAR BODY PANELS

DOWNEY now offers two different panels for different purposes on different year models. Our heavy duty panel fits all FJ-40's up to 1975, and is designed to be a custom rear body filler only. It is ideal for bolting-in or permanently filling-in and works exceptionally well with the DOWNEY half-cab or other customizing ideas. The lighter weight panel fits the 1975 and newer FJ-40's and is made specifically for use with the convertible tops. It is the right way to fill in your rear body area when using DOWNEY convertible tops on a 1975 or newer hard top FJ-40 when the rear doors have been removed.

F-0800 Heavy Duty 58-74
F-0801 Light Weight 75-81



TAIL LAMP PROTECTORS

These very popular Tail Lamp Protectors are designed for 1974 and newer FJ-40 models, and bolt into existing holes to prevent tail lamp or lens damage. With no bumper protection near the tail lamps on newer FJ-40's, they could save your replacement problems AND "fix-it" tickets. Sold in pairs; not necessary (and will not fit) when using DOWNEY rear tubular bumper. Durable black finish, sold in pairs.

F-0815

DOWNEY

LANDCRUISER ACCESSORIES

INTERIOR ACCESSORIES

DOWNEY may not offer water beds and the bathroom sink, but we have assembled a fine collection of interior equipment to enhance the comfort and convenience of your Landcruiser.

CENTER CONSOLE

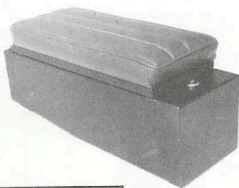
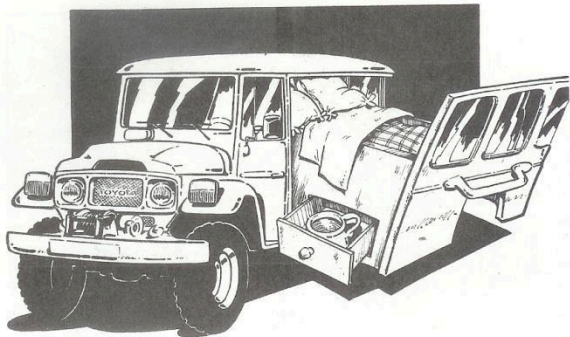
Storage for valuables is always a problem for four wheelers, especially with bob-tailed or open rigs. Our console provides a secure storage place, plus an arm rest that doubles as a center seat for small fry. The Landcruiser console mounts atop the stock center tray using the tray as a mounting platform. Landcruiser consoles are furnished with rolled and pleated vinyl trim pads and key locks ... the metal console box has a high gloss black baked on enamel finish. F-0420

GRAB BAR

This is one of the nicest and most useful accessories you may ever buy for your vehicle. It not only gives your passenger something to hold onto, but helps anyone, large or small, climb comfortably into your rig. F-0965

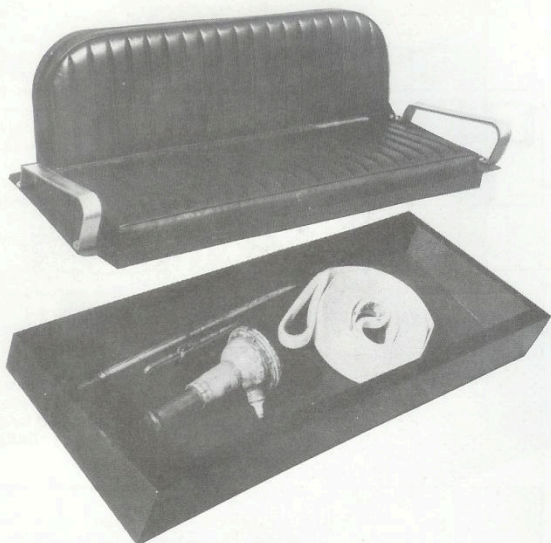
OVERHEAD PACKAGE TRAY

Have you bought map lights, speakers, C.B., or gauges only to find your dash board already too full? This equipment mounting tray has been formed for strength, yet is lightweight and offers easy installation of your favorite accessories, while also providing a handy storage area above. The tray has a gloss white baked on finish, but can easily be painted your favorite color. Now you can mount your equipment where it's handiest for you. This tray cannot be used with a front cage roll bar. F-0960



downey

LANDCRUISER ACCESSORIES



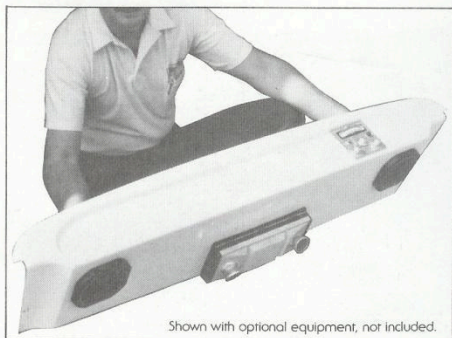
REAR BENCH SEAT

Here is the answer to carrying passengers more comfortably in the back of your FJ-40 because no effort or expense has been spared to make this seat the top of the line. It is constructed of heavy duty welded steel to take the pounding it has to in off-road use, while maintaining a rolled and pleated custom appearance with durable vinyl. The seat mounts to the wheel wells with sturdy arm rests. TRUCK SHIPMENT.

F-0930 Grey
F-0940 Black

UNDER SEAT COMPARTMENT

This optional storage compartment mounts directly below our custom rear seat (F-0930, F-0940). It utilizes the entire space between seat and floor, wheel well to wheel well. The lower cushion of the rear seat is the lid ... simply pull the cushion upward for entry into the compartment (not lockable). This compartment is ideal for jack, tools, straps, spare parts, etc. F-0935



Shown with optional equipment, not included.

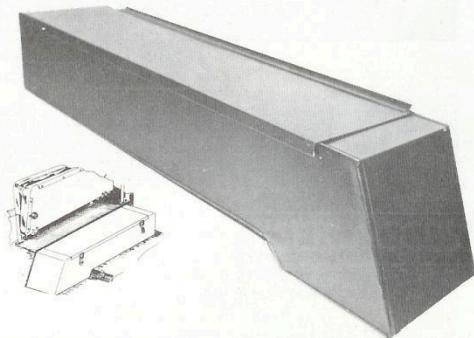
NEW! OVERHEAD FIBERGLASS CONSOLE

This new DOWNEY fiberglass console is ideal for mounting equipment, gauges, radios, speakers, map lights, whatever. It has a beautiful high gloss white gel finish with a smooth flat surface. NO HOLES HAVE BEEN PRE-CUT allowing you to custom mount to your needs. Mounting is entirely above eye level, and totally enclosed against roof panel and windshield frame. Cannot be used with front cage roll bar. F-0962

DELUXE STORAGE COMPARTMENT

Custom fitted to lay under the rear side seats of the FJ-40, these boxes offer the maximum amount of concealed interior storage space with lock and key security. They are available for left or right side floor mounting and measure 7½" high by 10" wide, 42" long. These boxes fit the rear floor of 1958-1978 models ONLY. Sold each.

F-0410 L.H. Box
F-0415 R.H. Box



DOWNEY

ROOF RACKS

MINI RACK

This roof rack measures 5' wide by 3' long, and is best suited for the weekender. Its easy installation and removal, and minimal storage space required, make this size rack convenient and highly practical.

TRUCK SHIPMENT.
F-0360

STANDARD RACK

This roof rack measures 5' wide by 5½' long, and is our most popular rack. It's best suited for long trips and/or constant use because of its abundant size. Customers who see it at our warehouse normally claim they had no idea it was that large ... It should handle most of your needs.

TRUCK SHIPMENT.
F-0365

BAJA RACK

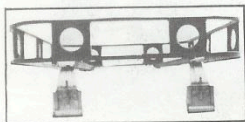
Our Baja Roof Rack measures 5' wide by 7' long, and it's the granddaddy. This size is normally sold to FJ-55/60 wagon owners, and is very popular with van owners. TRUCK SHIPMENT.
F-0370

NOTE: We are frequently asked about the weight capacity of our Landcruiser Roof Racks. They will all hold approximately 1,000 pounds (½ Ton!) of **EVENLY DISTRIBUTED WEIGHT**.

UNIVERSAL CLAMPS

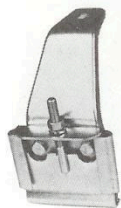
These clamps are for the do-it-yourselfer who is going to build his own rack. There are cheaper clamps available but they just don't bite the rain gutter as positively as these clamps do. These have proven time and again to be worth the little extra cost.

G-0375 Clamps (Each)

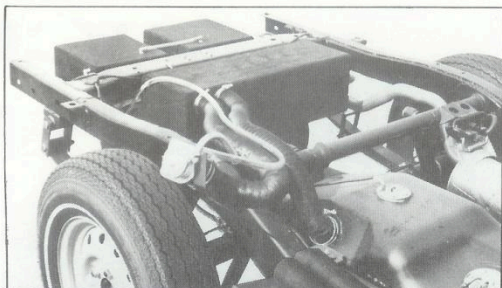


ROOF RACKS

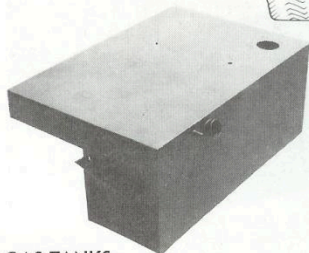
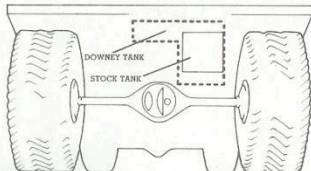
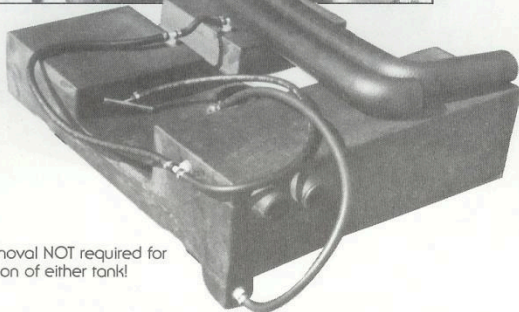
Back country travel is a lot different than highway travel — and many top racks on the market are adequate for street or freeway use, but they are not designed to take the bouncing and jarring encountered in Baja, the High Sierras or serious off-roading. We've heard of other brands where the straps and clamps come loose and/or break, bend or collapse under these conditions. But our racks are especially designed for back country, off road use and abuse, with all heliarc welded construction — no assembly required. For any vehicle with rain gutters, each clamp is 4" wide for more bearing surface on the rain gutter, and the bolts are ¾" as compared to ¼" used by most all other racks. All mounting hardware is zinc plated and attaches to 4" wide cross braces that are pre-drilled for a plywood floor (not included). TRUCK SHIPMENT.



GAS TANKS



Bed removal NOT required for installation of either tank!



GAS TANKS

Auxiliary gas tanks have always been one of the most popular off road accessories. Recent years have dictated this and if fuel shortages and/or higher prices return, an extra tank will be a necessity for anyone who seriously wants to go exploring. One thing is becoming increasingly certain — off road trips in the future may well be governed by fuel capacity, especially as there may not be any gas to buy in remote areas.

And traditionally, when gas is available 50 miles from nowhere, it is sold at a premium. With DOWNEY'S tank choices, you can drive right by those high priced stations and on into the wilderness! With many customers reporting they have already saved the cost of the tank by not having to buy high priced gas in remote areas, this may well be one of the best buys for your Landcruiser or Pickup.

NEW! 15 GALLON AUXILIARY TANK

This tank has become Downey's most popular choice for the pickups since it can be used with either stock or replacement tanks. This is a light weight, high impact plastic, 15 gallon auxiliary tank that behaves as if you had only one large tank. When you pump gas into the stock filler neck, both tanks fill simultaneously. When full, your stock dash gauge is reading the total capacity of both tanks ... when empty, your gauge indicates that both tanks are empty. The nicest advantage is the miles between a full and empty gauge reading are twice as many. The new 15 gallon tank mounts into the area immediately above the spare tire, with the spare acting as an effective skid plate. The spare tire will mount identically (chain & crank), suspended just 3" lower than before installation, with no serious loss of ground clearance. R-0339

REPLACEMENT FUEL TANKS

Add a full 10 gallons of fuel capacity to your Toyota pickup by replacing your stock tank with the right DOWNEY Replacement Tank for your truck. All stock equipment, including pump and sending unit, simply transfers to these tanks, then they mount back into the stock location. With more miles between fillups and the ability to buy where and when you want to, these tanks are really worthwhile. TRUCK SHIPMENT.

R-0325	.....	1975-78 Short Bed
R-0335	.....	1975-78 Long Bed
R-0326	.....	1979 Short Bed
R-0336	.....	1979 Long Bed
R-0327	.....	1980-82 Short Bed
R-0337	.....	1980-82 Long Bed

downey

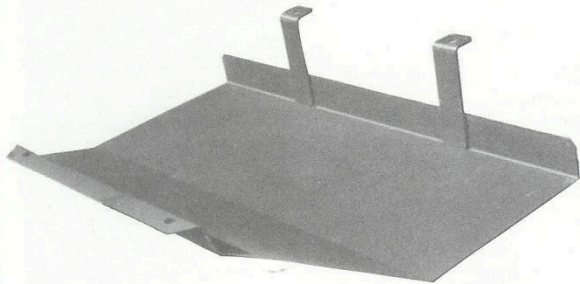
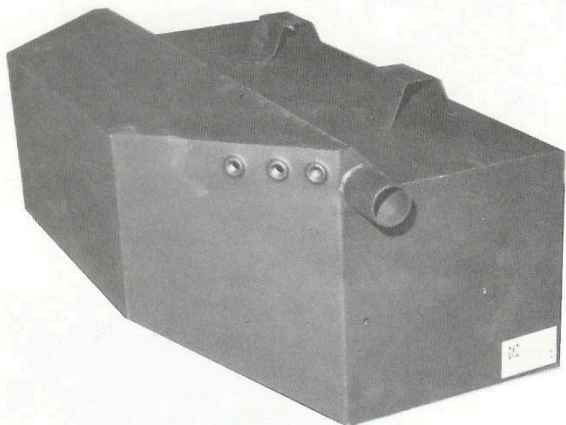
GAS TANKS

LANDCRUISER TANK

There are two Auxiliary Tank choices on the market for the FJ-40 Landcruiser, each mounting an additional 22 gallons of gas onto the vehicle. The competitor's model uses two bolts going through the sheet metal floor. DOWNEY'S mounts solidly to the vehicle frame with four bolts. Our problem is the other tank sells for less, so we checked into using the cheaper type mounting. The answer . . . absolutely not. The heads of the two mounting bolts will probably hold the weight, but the sheet metal around the heads will ultimately crack, proven over many years of use. So we will persist with the quality of solidly strapping our tank to the frame, regardless of price. Constructed of heavy 16 gauge steel, it is strictly sold as a complete kit, including tank, all mounting and plumbing components, electric switching valve, and complete instructions for a smog legal installation. A toggle switch and wire is not included, and an optional 14 gauge skid plate (see below) is also available. The stock tail pipe and muffler must be relocated on 1975 and newer models.
F-0286

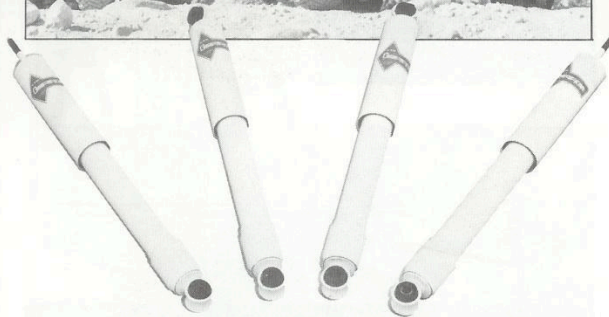
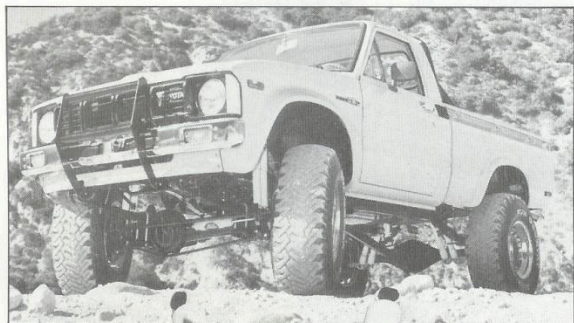
OPTIONAL SKID PLATE

We offer a 14 gauge skid plate to protect your FJ-40 Auxiliary Tank. You, your Toyota, and your tank are all valuable investments — keep 'em protected!
F-0295



SUSPENSION

KYB®



CHOOSING & USING YOUR KYB SHOCKS

Everyday, trucks pull into our parking lot with inadequate and poorly thought out suspension modifications. Air shocks and coil-types on off road vehicles . . . unbelievable! You don't use your shocks to lift or carry a heavy load. If they do they are not working like they are supposed to. If you need load capacity, add springs. If you want tire clearance, add longer shackles or trim the body. But by all means, let the shock do its job!

Below is the list of KYB shocks that work best for Toyota vehicles. Please note that the numbers on the shock boxes you receive may differ from our chart. This does NOT mean you have the wrong shock. KYB sometimes substitutes equivalent numbers to assure you constant availability of shocks with the proper valving, length and mounting for your exacting application.

Application	Srd.	Srd. w/Lift	H.D.	H.D. w/Lift
All 2 WD P.U. Front	4611A	4611A	N/A	N/A
All 2 WD P.U. Rear	5504	N/A	5419	N/A
All 4 WD P.U. Front	5520	5522	5437	5431
All 4 WD P.U. Rear	5507	5425	5425	5407
58-74 FJ-40 Front	5504	5507	5419	5425
58-74 FJ-40 Rear	5504	5507	5419	5425
75-82 FJ-40 Front	5504	5507	5419	5425
75-82 FJ-40 Rear	5507	5508	5425	5407
All FJ-55/60 Front	5521	N/A	N/A	N/A
All FJ-55/60 Rear	5507	N/A	5425	N/A

KYB SHOCKS

Why do we believe in KYB Shocks? Because they work . . . they're the most responsive street and off road performance shock. In our 10 years of selling them, KYB shock absorbers have proven themselves time and again to be the most durable, consistent shocks on the market.

Unlike some standard shocks that have been converted to gas, KYB's started from the blueprint as a nitrogen gas shock. Its design keeps the "all weather fluid" under constant pressure to prevent fluid foaming which makes a shock useless after a few hard bumps.

Its superior design also allows the same shock to be an outstanding off road shock and still offer a pleasant ride on the street. This is because in town, you will probably never get past the first mild stage in its 3-stage valving. That first stage is where most shocks end, but KYB's still have 2 more. The faster the shock is compressed, the sooner the 2nd, then 3rd stages are reached. The 3rd stage virtually prevents the shock from ever being totally compressed.

KYB LIMITED LIFE TIME WARRANTY

Available Only From DOWNEY:

DOWNEY believes so strongly in KYB Shocks, that we offer the following limited warranty, new for 1982:

- Any KYB Gas Shock purchased from Downey Off Road Mfg. is warranted to function properly for the lifetime of the vehicle when used on a vehicle with no other suspension modifications; OR
- Any KYB Gas Shock purchased from Downey Off Road Mfg. is warranted to function properly for the lifetime of the vehicle when used with any DOWNEY manufactured suspension system or component.

DOWNEY cannot warrant any shocks used with a non-DOWNEY suspension system, or any mixture of DOWNEY and non-DOWNEY components. We have experienced several combinations which prove to be devastating to any shock absorbers. So dial in your suspension carefully . . . and remember, our advice on how to best set up your truck is FREE!

DOWNEY

SUSPENSION

FRONT DOUBLE SHOCK KIT

Being copied is a compliment, like being intentionally walked in baseball . . . they know you're good! But this Double Shock Kit has not been duplicated to properly fit every truck, regardless of the variances between frames, as now, only DOWNEY does. If you buy an imitation, you run the risk that your kit may not fit just right. Downey's bolt-on kit is designed to double 'em up over the front differential of the 1979-82 4WD pickup. The front differential receives 9 times the force the rear is subjected to, yet stock or single KYB shocks don't always prepare the front end for this punishment. DOWNEY offers the ideal remedy. Our Double Shocking Kit includes an upper shock mounting tower that bolts both to the stock tower and through the frame with 1/2" hardened bolts. The lower bracket routes both shocks back to a relatively stock location for parallel vertical action . . . far and away the most effective. Detailed instructions are included; shocks not included. Requires same length shocks as stock.

R-1016

REAR DOUBLE SHOCK KIT

Here is the bolt-on Rear Double Shock Kit for the 4WD pickups that shares the strength, good fit, and state-of-the-art quality of our time-tested front double shock kits. This one mounts both shocks parallel for an equal sharing of the work load, while maintaining Toyota's ideal shock mounting position.

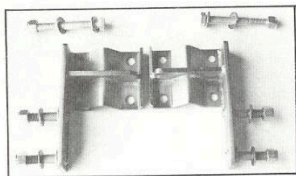
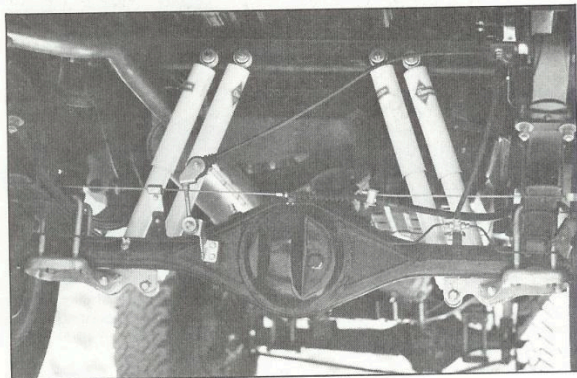
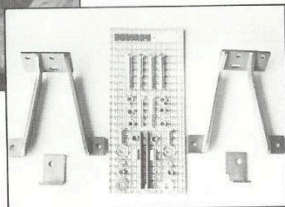
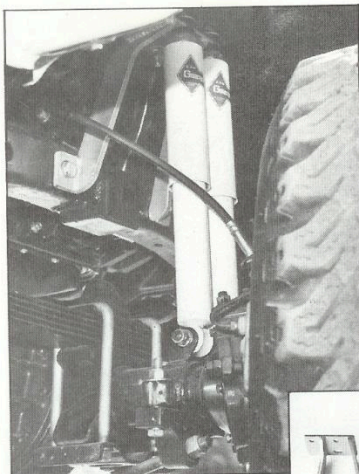
We have welded truss mounting brackets to the bottom of our rear double shocking u-bolt plates. This new bracket not only houses our NEW rear truss, it tremendously strengthens the entire assembly. When you buy the double shocking kit without truss, it can be added anytime in the future with the Rear Truss Rod only. Shocks not included, requires same length shocks as stock.

R-1025 . . . Rear Double Shock Kit Only

R-1025-T Rear Double Shock Kit & Truss Kit

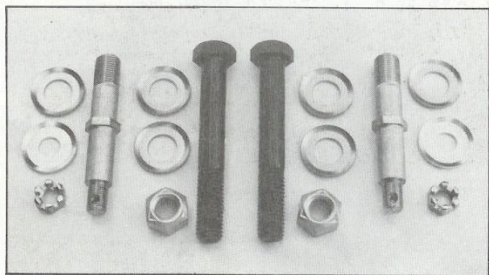
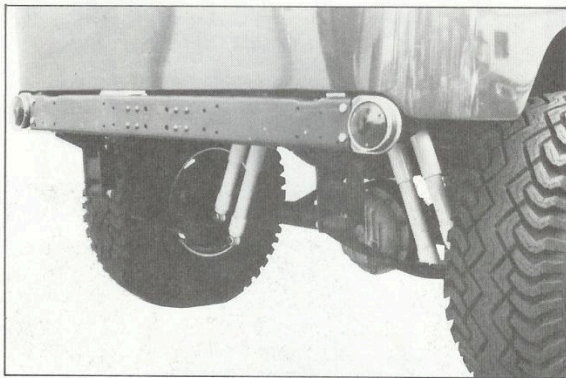
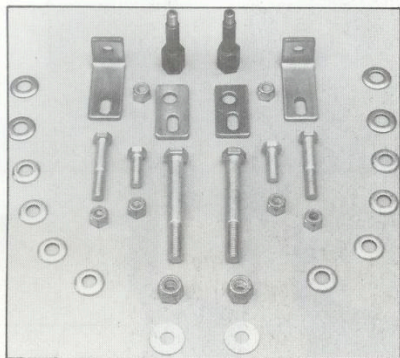
R-1043 Rear Truss Kit Complete

R-1043-R Rear Truss Rod Only



DOWNEY

SUSPENSION



FJ-40 FRONT DOUBLE SHOCKING KIT

This is DOWNEY's tremendously popular bolt-on Landraiser front double shocking kit. Its beauty is its simplicity . . . and at a drastically reduced price from the weld-on kits. This new shock mounting hardware comes ready to adapt both shocks to the stock upper shock mounting towers. One front shock mounts onto the stock lower shock mounting pin, while a special machined pin and bracket attach the second shock onto the differential housing at the knuckle stops. Both shocks mount perfectly parallel and receive the same work load. Detailed instructions are included; shocks are not included.

F-1020

FJ-40 REAR DOUBLE SHOCKING KITS

We have designed our rear kits to mount both shocks inside the frame rails and positioned parallel so that each shock accepts the same work load. The pre-1975 rear kit includes upper pins and new U-bolt plates with pin welded on, and is completely bolt-on. The 1975-78 rear kit is a simple upper and lower pin kit with the new lower pins requiring welding to the axle perches. Detailed instructions are included with either kit; shocks not included.

F-1025 thru 1974

F-1030 1975-78

DOWNEY

SUSPENSION

2WD PICK-UP SHACKLES

For the rear of all Toyota 2WD pickups, we offer our standard spring shackles 2" longer than stock (2" easily bolt on in minutes. (These also fit Couriers, Datsuns and some Luvs.) Sold in pairs with all hardware included.

R-1090

4WD PICK-UP SHACKLES

New for '82, Downey now manufactures longer spring shackles for the Toyota 4WD pickups. Our front shackles are 3" longer than stock (2" front lift) and the rear shackles are 2" longer than stock (1 1/2" rear lift) designed to level the tail high pickup. They are entirely bolt-on with all hardware included and provide the least expensive way to gain additional tire clearance. NOTE: When the front shackles are being used on a vehicle that has a suspension lift kit, a front driveshaft spacer MUST be used.

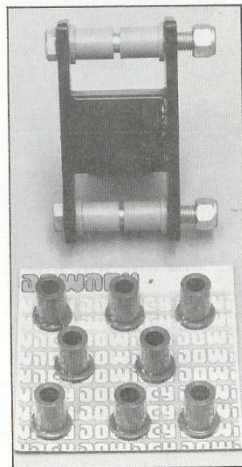
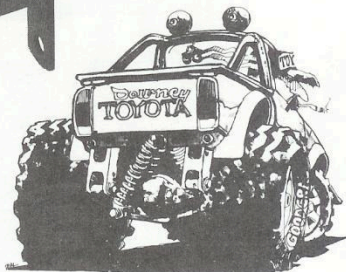
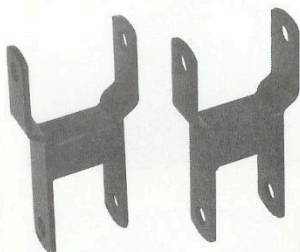
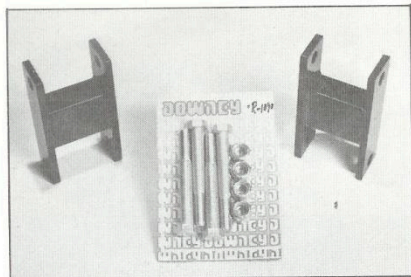
R-1100-F Front Shackles
R-1100-R Rear Shackles
R-1100-FS Front Shackles
w/Driveshaft Spacer

NEW! POLY BUSHINGS

We've added the quality of Polyurethane Spring Shackle Bushings to our product line because the cost of the stock Toyota rubber bushings has crept up beyond reason. Now you get indestructible quality at only slightly higher prices. These will be the last set of bushings your Toyota tries to destroy. Sold each, 8 is enough for two spring shackles, front or rear.

F-1116 1964-80 FJ-40
R-1116 1979-82 4WD Pickup

SEE WARNING, PAGE 29.

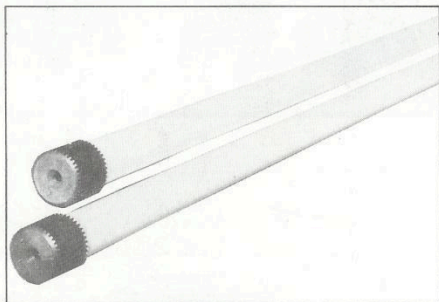
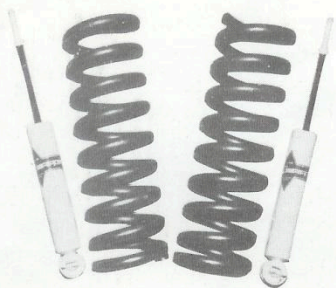


SHACKLES

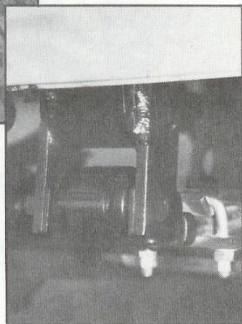
NOBODY has duplicated the quality of our ever-popular spring shackles, though many have tried. DOWNEY shackles are constructed with 2" wide by 3/8" thick steel vertical side plates, tough enough to withstand torturous off roading, with our center horizontal gusset made from heavy wall square tubing equally as strong. And DOWNEY'S Shackles have been laboratory tested 9 times stronger than stock Toyota shackles. The length of our shackles have been designed for specific reasons, not just created at a random size. We've even adopted a special welding technique for maximum confidence under conditions of off road flexing and abuse.

DOWNEY

SUSPENSION



REAR



FRONT

WARNING

If DOWNEY Spring Shackles and/or Spring Hangers for either Landcruisers or pick-ups are used with any other suspension modifications, DOWNEY can in no way accept ANY liability or responsibility for the resulting safety or driveability of your vehicle. There are combinations that will work safely, but we recommend you contact DOWNEY before mixing suspension products.

HEAVY DUTY FRONT SUSPENSION

1972-78 2WD owners, keep your front tires off the fender without converting your pickup into an all-off road monster with this heavy duty coil spring/KYB shock combination. The springs have been perfectly matched to the KYB shocks (included) for optimum control, and the springs raise the front end approximately 1½" for a firmer, more controlled ride. Ideal for cab-over campers, large tires, and extra heavy loads.

R-1130 Coils & Shocks
R-1131 Coils Only*
*Also fits all Ford Couriers!

Late model 2WD owners (1979-82), beef up the front suspension on your truck, the weakest link in your suspension system, with a pair of these heavy duty Sway-Away torsion bars. These bars are 15% stronger than stock for those who require the extra capacity, yet want to maintain a relatively pleasant highway ride. We have tried adding a couple inches of lift using stock torsion bars, but it always fails within 2-3 weeks, normally causing tire damage. These heavy duty bars have always proven the right answer. Sway-Away also manufactures torsion bars 30% stronger than stock, but they are much too stiff, and are best suited for hard core off road racing, so we don't normally recommend them. Torsion bars sold in pairs.

R-1132 Torsion Bars, Pr.

TOYOTA 4x4 SPRING HANGER KIT

DOWNEY developed this weld-on kit for the Toyota 4x4 Pick-up owner who does not choose a spring lift kit to gain additional travel or tire clearance. These hangers are supplied in complete kit form with the weld-on hangers, bolt-on shackles (R-1100-FGR), a rear brake line spacer, and front drive shaft spacer. (Drive shaft spacer included, but not required unless vehicle already has a suspension lift kit). The front hangers are 3" longer than stock, the rears are 2" longer than stock. Longer shock absorbers will be required (not included). Detailed instructions included.

R-1125

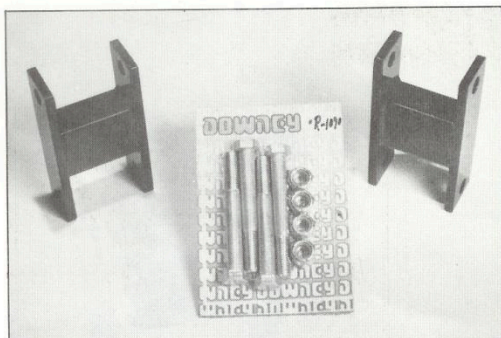
DOWNEY

SUSPENSION

LANDCRUISER SHACKLES

For all FJ-40 Landcruisers, DOWNEY manufactures shackles 1" longer than stock for the front, 2" longer than stock for the rear. This not only helps level the nose-high characteristics of the vehicle, but are the longest shackles that will maintain the proper front knuckle angle. SEE WARNING PG. 29.

F-1100-1	1958-80 Front
F-1100-2	1958-80 Rear
F-1101-81	1981-82 Front
F-1102-81	1981-82 Rear

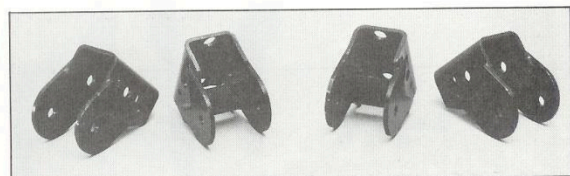


LANDCRUISER SPRING HANGER KIT

You are familiar with longer spring shackles... they're actually a spring hinge that offers greater tire clearance when longer than stock. The spring hangers solidly mount the opposite end of the spring to the frame. Spring shackles and spring hangers 2" longer than stock yield a full 2" lift to the frame and body above the tires. The longer "shackles-hangers combination" gives the advantage of gaining clearance without resorting to stiffer springs or mocho lift kits.

This new kit for the Landcruiser not only gives a 2" lift and smooth ride when using stock springs, but can be used with a heavy duty "lift" suspension kit for even greater clearances. The kit consists of four new stationary frame hangers. Installation is entirely bolt-on with no welding. Note that shock and drive shaft lengths will change depending upon your choice of other equipment being used with this kit. Hangers only (F-1124) are available, or get the complete hanger and shackle kit (F-1125) that includes front and rear spring shackles to fully lift and level your Landcruiser. SEE WARNING PG. 29.

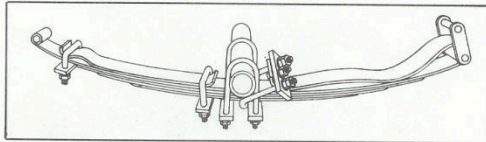
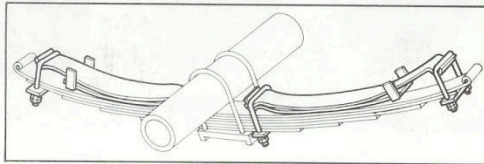
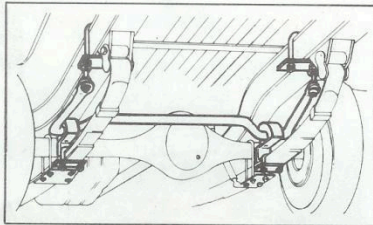
F-1124	Hangers Only
F-1125	Hangers & Shackles



SEE WARNING, PAGE 29.

DOWNEY

SUSPENSION



REAR SWAY BAR

The Hellwig rear sway bars for the 2WD and 4WD pickups are the ideal solution to highway sway caused by heavy or bulky loads. They stabilize without the need for heavy duty suspension and the stiffer ride that comes with it. The design is ideal as it does not affect the suspension except when you need it most.

R-1135-2 72-82 2WD
R-1135-4 79-82 4WD

NEW! LOAD CARRYING LEAFS

Hellwig manufactures this load carrying spring set for the sometimes loaded - sometimes empty Toyota pickup, 2 or 4WD, 1969-newer. The new leafs are never active unless the load capacity of the stock springs is exceeded. This allows the needed extra capacity but a smooth ride when the truck is empty. These leafs are easily installed, and are backed by the exceptional dependability of Hellwig Products.
R-1138

2WD ADJUSTABLE REAR LEAFS

For all 2WD pickups 1969-newer, Hellwig manufactures this adjustable extra rear leaf spring set to strengthen and lift the rear of your truck. The easy clamp-on set beefs up capacity approximately 500 lbs. with the new leafs. The set is adjustable for the lift or height desired by simply pulling more arch into the stock springs. Ideal for trucks that have a constant load (campers, service bodies, etc.), they do give a stiffer ride when there is no load in back.
R-1140

HELLWIG

SUSPENSION

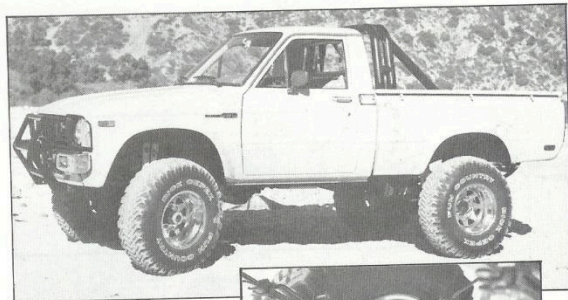
DOWNEY'S "ADD-A-LEAF" SUSPENSION LIFT KITS

Why has DOWNEY taken the "Add-A-Leaf" approach towards improving suspension, while most other companies are offering whole new replacement springs? Quality and price. It's easy to send overseas for stiff springs that lift 2 or 3 inches. But they are usually constructed with inferior metals that have a history of fatiguing at an early age. We have used various brands on our own vehicles, but have never been happy with the results. Nor with the price they sold for. Plus, most were hard to install, with a poor fit, a much too stiff ride, and ultimately fatigued, losing most of their "lift" characteristics.

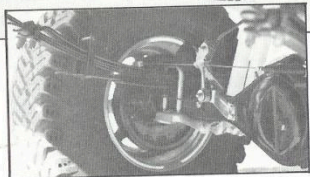
So DOWNEY set out to create a spring that compliments your stock springs, priced right, and constructed of high-grade American spring steel. And these are the design qualities we had our Master Engineer and a Spring Engineering Specialist build into all of the DOWNEY Suspension Lift Kits:

- A 2-3 inch lift
- Maintain an almost stock or pleasant ride
- Priced well below the cost of a whole new spring
- Built with American metals and skills for an add-a-leaf that will not fatigue abnormally or prematurely
- Fast, simple installation

Our engineering staff was successful at putting all of these qualities into one complete kit, and with its introduction for the 4WD pickups, this kit quickly became one of the most popular DOWNEY products. When used with matching KYB Shocks, it offers one of the most controlled rides available from any suspension product for the Toyota trucks, and at a very attractive price. With the lowest fatigue rate of any of the kits on the market, the confidence of these kits is available for all Toyota 4WD pickups, and now for the Landcruiser, as well.

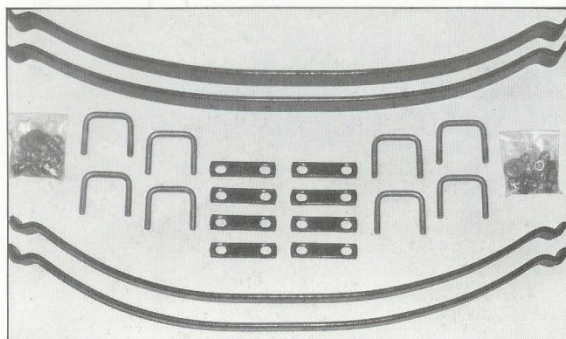


Shown here with
33" tall tires!

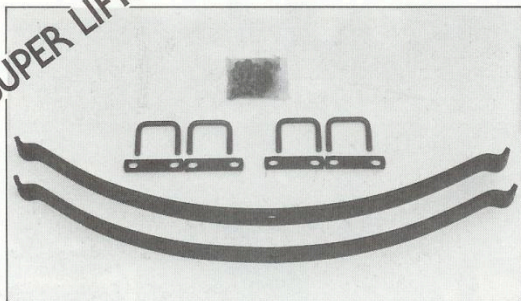


DOWNEY

SUSPENSION



SUPER LIFT!



4x4 PICKUP SUSPENSION LIFT KIT

Price and performance combine to make this the best buy on the market for installing a moderate lift with improved control for off road performance. Rather than discarding your stock springs, install the DOWNEY "add-a-leaf" springs and you get:

- 2 $\frac{3}{4}$ " Lift Front, 1 $\frac{1}{2}$ " Lift Rear
- Levels truck
- Complete instructions for quick and easy installation
- Top quality at a competitive DOWNEY price

R-1141-F	.....	Front
R-1141-R	.....	Rear
R-1142	.....	Complete

NEW! SUPER LIFT SPRINGS

New for the 4WD Pickup are these Super Lift Springs adding a full 3 $\frac{1}{2}$ " of front end lift. Available only for the front end to cure the nose-low character of this truck, the kit includes all the mounting hardware, plus the quality of our standard Suspension Lift Kit with enough added lift to handle 33" tall tires. If the standard kit won't get you high enough, this is the kit for you! Sold front kit only, or complete front and rear with 1 $\frac{1}{2}$ " rear springs. Shocks NOT included.

R-1141-3	.....	3 $\frac{1}{2}$ " front only
R-1143	.....	Complete Super Lift Front & Rear

DOWNEY

SUSPENSION

NEW! LANDCRUISER SUSPENSION LIFT KIT

Why throw away good stock springs when you can improve them simply by adding a leaf? New for '82, this is the Landcruiser version of our very popular 4x4 Pickup Suspension Lift Kit. Its outstanding new design includes easy installation of one new leaf spring to your stock Landcruiser springs for an added lift and progressively more strength as the springs are compressed. All hardware and instructions included. Available front or rear or complete. Shocks NOT included. Features include:

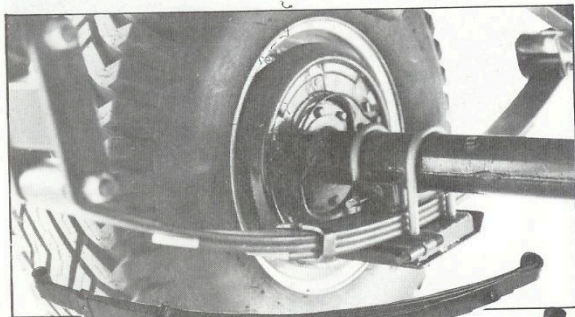
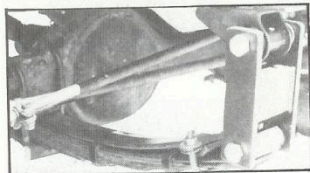
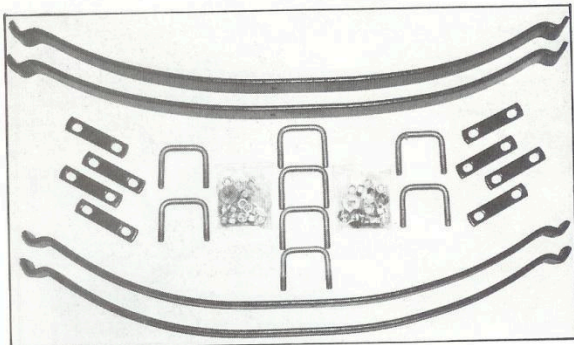
- 2½" Lift Front, 2½" Lift Rear
- Firmer but very pleasant ride
- Constructed of American spring steel
- Complete instructions for easy installation (usually in less than 3 hours)
- Top quality at a competitive DOWNEY price

F-1141-F Front, Pr.
F-1141-R Rear, Pr.
F-1142 Complete Set

HEAVY DUTY LEAF SPRING ASSEMBLIES

Most of you have seen the springs included with "super-suspension" kits installed on Blazers, Broncos, and 4WD pickups. They allow "super-abuse" with plenty of wheel well clearance. DOWNEY offers similar spring assemblies for the Landcruiser. These 3 leaf springs provide a 2" lift with the strength of approximately 10 stock leaves. Much stiffer shocks will be required for use with these springs (stock shocks will have no shocking effect.) **WARNING** - Do not purchase these springs if you are not prepared for a firm ride!

F-1140-F Front, Ea.
F-1140-R Rear, Ea.

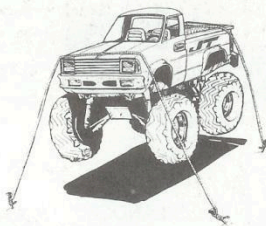
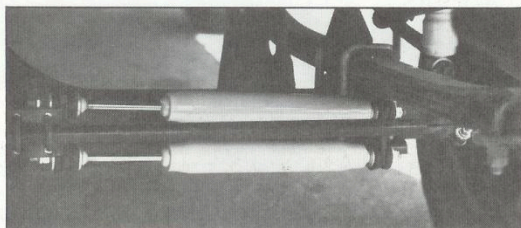


Stock Landcruiser Springs

New Heavy Duty Springs

DOWNEY

SUSPENSION



'Give your body a lift' . . . and that's exactly what the original body lift kit from JT does. Unlike other companies, however, who feel this kit should be used in place of suspension modifications, we feel it should be used in conjunction with a good suspension. Imagine a 1 or 2 inch lift with the beefier suspension, plus 2 or 3 additional inches between body and frame!



HECO STEERING STABILIZER

Those wide babies walkin' all over the road? A HECO steering stabilizer is the answer to prevent unwanted tire tracking and steering wheel shimmy when you're running tires wider than stock. They're also great for driving down those old, heavily rutted roads where you want to keep your rig high and dry.

We offer the HECO Stabilizer because over the years, this one's proven the best time and again. And that's over thousands of miles on and off the road. This is the famous 'Big Yellow', so popular, it's the only single stabilizer model we offer. Optional Dust Boot also available.

87435	Landcruiser
87350	4x4 Pickup
87149	Dust Boot

NEW! DOUBLE BIG YELLOW

For years, customers have been asking for the extra control of two HECO's working side by side . . . well, here you have it! This is the ideal solution, designed by and available only from DOWNEY, to keeping those super extra-large tires under control at all times. The kit is designed specifically for the Toyota 4x4 pickup and installs in just minutes with all hardware, gold zinc plated mounting brackets and two bright yellow H.D. HECO's included. Optional dust boots also available — sold each, 2 required.

87350-2	Double HECO
87149	Dust Boot

JT BODY LIFT KIT

This kit is the original, the one everyone else has copied, but not really duplicated . . . it installs easily and comes with all the hardware and complete installation instructions.

2" LIFT KITS

7002	2WD, 1979
7004	2WD, 1980
7005	2WD, 1981-82
70079	4WD, 1979
70041	4WD, 1980-82

3" LIFT KITS

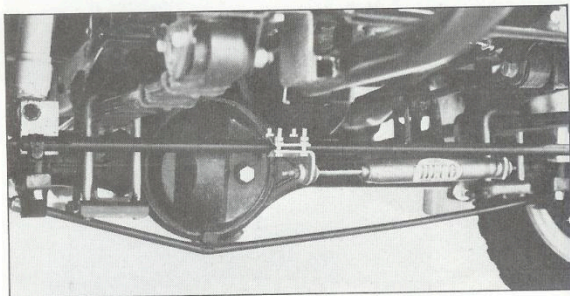
7002-3	2WD, 1979
7004-3	2WD, 1980
7005-3	2WD, 1981-82
70079-3	4WD, 1979
70041-3	4WD, 1980-82

DOWNEY

TRUSSES

4WD FRONT AXLE TRUSS

High speed four-wheelin', especially where the wheels would be subjected to harsh vertical blows, is the place a truss can be considered indispensable. And we offer the most reliable trusses around. They're constructed of 5/8" hardened rod steel and include high grade polished aluminum axle housing dampers for mounting. We've tested this truss designed specifically for all Toyota 4WD pickups and found it will withstand 10 times the force needed to damage the axle housing with no measurable deformation! The truss is now gold zinc plated, a very attractive bolt-on item that ships UPS. R-1042



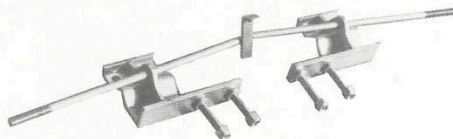
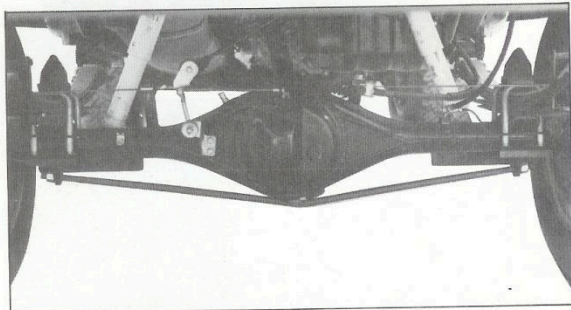
NEW 4WD REAR TRUSS

Finally, a complete rear truss kit for the 4WD pickups designed to really do the job. This is not a "make pretend" truss, like others on the market, but the real thing, fully engineered and tested by DOWNEY.

The new rear truss is a simple bolt-on item that arrives at your door attractively gold zinc plated. Understanding the design of the kit and how to purchase it requires an explanation.

The rear Truss kit includes new rear lower U-bolt plates used to anchor the ends of the truss rod. The same plate is included in the Rear Double Shocking Kit since it also includes both lower shock mounting pins (see diagram). If you purchase the Rear Truss Kit, the extra shock pins are ignored. If you purchase the Rear Double Shocking Kit, the truss mounts are ignored. If you elect to purchase either kit now, adding the other at a later date is simple, inexpensive, and easy to install. By part number, here's how we sell it:

- R-1043 Rear Truss Kit
- R-1043-R Rear Truss Rod Only
- R-1025 Rear Double Shock Kit Only
- R-1025-T Rear Double Shock Kit and Truss Kit (Shocks NOT included)



PICKUP SKID PLATES?

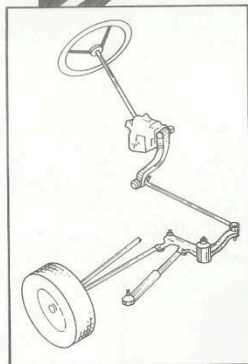
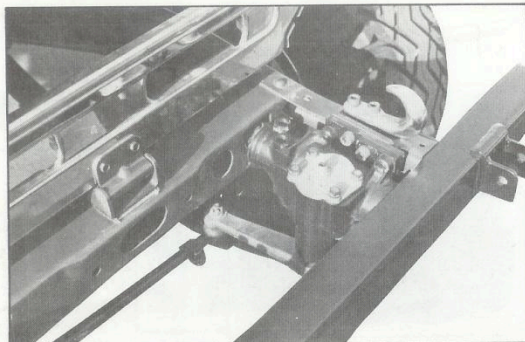
DOWNEY does NOT offer a bolt-on differential protector and/or combination truss-skid plate, and here's why. Anything that simply rests against or damps onto the housing will not offer sufficient pressure to prevent the differential from bending. As with the Landcruiser truss, no downward preload pressure means no real protection. All they really offer is less ground clearance, more weight, and separation of you from your paycheck.

LANDCRUISER TRUSS?

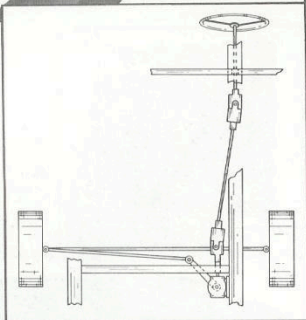
DOWNEY does NOT offer an Axle Truss for a Landcruiser. Any axle truss must place a downward preload pressure on the ends of the differential housing, the bottom of the center carrier assembly, for leverage. We are constantly asked about the availability of a Landcruiser Truss, and we don't make them. Landcruiser springs are mounted LOWER than the bottom of the carrier, so there is no center point against which to lever a preload.

downey

SAGINAW STEERING



BEFORE



AFTER

Included with each Saginaw Steering Conversion we sell is a complete instruction book. It contains detailed diagrams of how to mount each part of your conversion, as well as helpful hints on the overall installation generated from our many years of experience with this dependable setup. This book is yours FREE... just call or write and we'll get it out the same day.

NOTE: The following chart indicates the part numbers for the complete Saginaw steering conversions, manual or power, for various year models. The x's in each column indicate which items, cataloged on the following pages, are included in the complete conversion kits. Also, "thru 8-72" means all FJ-40 models manufactured before September, 1972 regardless of year model. The production date for your vehicle is stamped into a metal plate located on the left door pillar post.

COMPLETE SAGINAW CONVERSION KITS

INCLUDES THESE	MANUAL STEERING		POWER STEERING	
	FJ-40 Thru 8-72 F-1145-M	FJ-40 From 9-72 F-1146-M	FJ-40 Thru 8-72 F-1145-P	FJ-40 From 9-72 F-1146-P
G-1145			X	X
G-1146	X	X		
G-1150	X	X		
G-1151			X	X
F-1155	X	X	X	X
G-1160	X	X	X	X
F-1175	X		X	
F-1170		X		X
F-1180	X	X	X	X

WHY CONVERT TO SAGINAW STEERING

Until the September, 1972 production date, Toyota Landcruisers suffered a couple of problems with their stock steering apparatus. The Steering System was designed with too many middle men (6 tie rod ends), and seldom withstood the combined abuse of larger tires and rough terrain. As of the September, 1972 production date, Toyota improved the Steering Gear Box, but there are still 6 tie rod ends used to connect the various steering rods, with each tie rod end permitting some degree of slop in the steering system. Saginaw conversions use only 4 tie rod ends, thus eliminating 2 "middle men", improving your steering system for years of responsive driving. Without it, big tires on rough terrain will take their toll on all stock Landcruiser steering systems.

Saginaw steering, manual or power, has for years been the best answer. The conversion can be easily performed by any backyard mechanic, but does require some welding. It offers a very positive means of controlling the car without the normal backlash and can be made more direct with the right choice of pitman arms. The conversion components are offered for the FJ-40 only; power steering pump mounting brackets are not offered for any models.

CHOOSING MANUAL OR POWER

A few years ago, DOWNEY did not offer power steering components for various reasons:

- Properly engineered components for a power steering conversion were not available.
- Hard rock four wheeling sometimes puts excessive strain on the steering components, which is hidden in the power components.
- Manual gear boxes were much more abundant at wrecking yards.

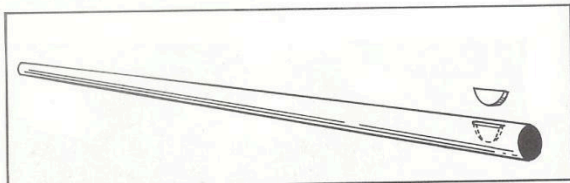
But a power steering conversion was always most desirable. Today, power steering has been standard for many years, making them abundant at the wrecking yards. So the choice is yours, and may be based on which is more available or affordable to you.

DOWNEY

SAGINAW STEERING

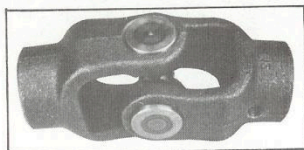
DRIVE SHAFT

This ¾" hardened steel shaft is the drive shaft needed between upper and lower U-joints. It is required for manual or power steering conversions, and is milled on one end for a woodruff key (woodruff key included.) Our Saginaw steering instructions explain the technique used when keyed on one end only.
F-1155



U-JOINTS

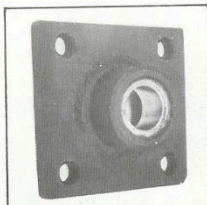
These extremely heavy duty (PTO type) U-joints are required for Saginaw manual or power steering conversions. Either requires two U-joints, one of which is included with the spud shaft.
G-1160



LATE ANCHOR

This anchor was developed in September, 1972 to compensate for the steering changes made at that production date. It centers and anchors the stock Toyota drive shaft at the firewall, and is required for manual or power steering conversions on all models, September, 1972 or newer.

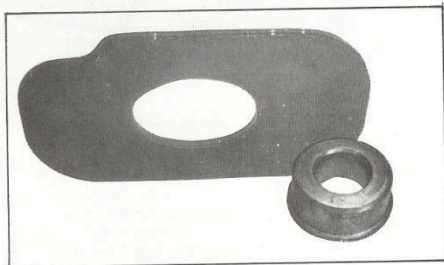
F-1170 Late Anchor Bushing



ANCHOR PLATE AND BUSHING

This plate is used to anchor the stock column to the firewall on August, 1972 and older FJ-40 models. The plate is not pre-drilled since bolt patterns vary from model to model. The plate is used for power or manual steering, with the brass bushing used to center the drive shaft in the column once they are cut free from the stock steering gear box. It is required on August, 1972 and older FJ-40's, power or manual steering.

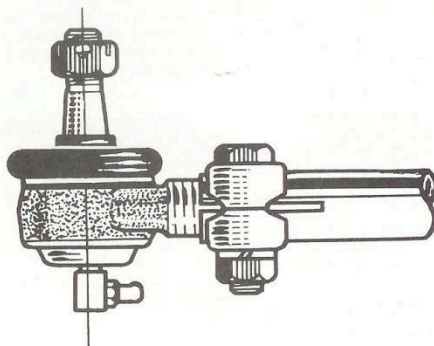
F-1175 FJ-40 Bushing and Anchor



TIE ROD

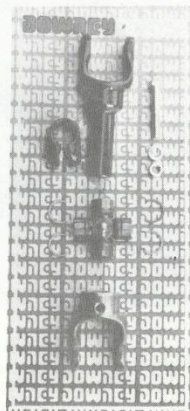
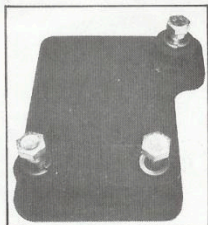
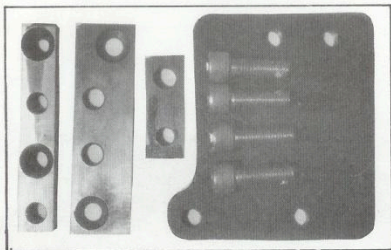
The FJ-40 tie rod is left hand metric thread on one end and right hand American thread on the other to connect our special tie rod end to the Saginaw pitman arm. It provides a safe and sanitary method of connecting the American thread tie rod end to the stock metric tie rod end. Necessary for manual or power steering conversions, the tie rod is machined to the exact length required. Included is a right hand thread American tie rod end.

F-1180 FJ-40 Tie Rod and End



DOVAC

SAGINAW STEERING



NOTE:

1. DOWNEY does not offer power steering pump mounting brackets or matching pulley combinations. Thus, the power conversion is best suited to a Chevy V-8 conversion using all Chevy parts, or do-it-yourself for the stock 6.
2. DOWNEY does not offer a pitman arm. The exact pitman arm you will need must be obtained from the wrecking yard. The ratio, or full turns from stop to stop, will dictate which pitman arm length will be necessary, a choice we cannot make for you.
3. The steering conversion will not fit any FJ-55 or 60 models.

POWER STEERING MOUNTING PLATE

This sophisticated adapter is used for mounting a Saginaw power steering gear box to the inside of the FJ-40 left frame rail. The three spacers act as shims to allow for the uneven mounting surfaces of the Saginaw gear box mounting legs. The mounting plate is supplied with the necessary hardened allen and flat head cap screws. The plate requires welding to the frame.

F-1145

MANUAL STEERING MOUNTING PLATE

This is a relatively simple means of attaching a Saginaw steering gear box to the inside of the FJ-40 left frame rail. This plate is supplied with the necessary hardened mounting bolts, and requires welding to the frame.

F-1146

POWER STEERING SPUD SHAFT

This is the part that adapts a U-joint to the gear box. This shaft has the necessary female splines to fit onto the input shaft of a Saginaw power steering gear box. It clamps onto the gear box, protrudes through the double walled front crossmember and accepts our Borg-Warner U-joint. It is supplied with the necessary clamp assembly and one G-1160 U-joint welded in place.

F-1151

MANUAL STEERING SPUD SHAFT

This spud shaft performs the same function as the power steering spud shaft except this one has the smaller diameter female splines with different tooth pitch for use on a Saginaw manual steering gear box. This shaft is designed to use a genuine Chevy clamp and bolt, not supplied since they will probably be on your gear box. One G-1160 U-joint is included and welded in place.

F-1150

DOWNEY

PERFORMANCE

PERFORMANCE

Some performance accessory catalogs we've seen have omitted items of information required by law. There are also many instances of unclear statements, lack of complete descriptions or hazy explanations. At DOWNEY, we want to be sure that guesses, hunches or unproven beliefs are not confused with facts.

That's why we maintain a technical assistance department staffed by experienced people who are well versed in all aspects of Toyota products, and DOWNEY accessories, their performance and installation. When you deal with these professionals, you can be sure you'll get a straight answer every time.

If, at times, we seem firm in our convictions and opinions about a particular part or application, it's because we have, at our own expense, systematically and accurately proven, or disproven, a product or theory through actual testing. It would be a disservice to our customers to argue points based on opinion or misinformation obtained from other manufacturers or suppliers. Our information is ALWAYS based upon factual data.

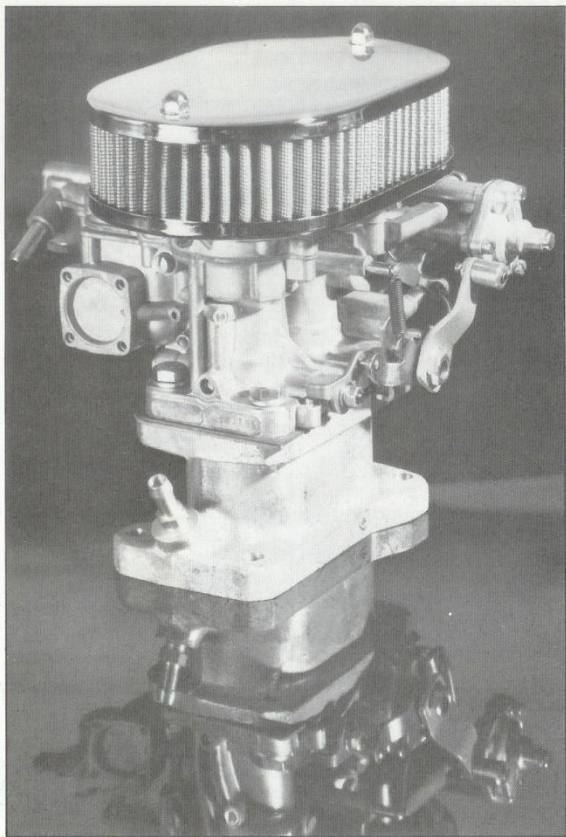
We try to explain our selection of products as completely as possible, however we suggest you do your home work and consider your application carefully before purchasing anything from anybody.

DOWNEY'S selection of proven products does not include 'gadgets' such as Hydrocatalysts, Miracle Ignition Systems, Fuel Vaporizers or other 'must have' items that can never measure up to the manufacturer's claims. We deal only in proven concepts with carburetors, headers, distributors, and power train components which produce the highest ultimate H.P. with smooth off-road bottom end, and efficient highway operation. The sport of off-roading has little in common with drag strip performance and low E.T.s, so our primary concern is highway H.P., which means higher M.P.G., and bottom end torque. That's the prime difference between just any 'better-than-stock' piece of equipment and DOWNEY'S selection of fully tested accessories.



downey

PICK-UP PERFORMANCE



20/22R CARBURETOR CONVERSIONS ★

Added to DOWNEY'S line of carburetion products for the Toyota pickup are many new pieces and changes, necessary because Toyota changes its vehicles and carburetor manufacturers keep improving their products. DOWNEY researched these changes to ensure that Toyota pickup owners receive the full advantage of these developments in easy-to-install complete kits. In addition to several new or improved linkage pieces, we've added the NEW Weber Carburetors.

We didn't invent the fact that you can't get good mileage with a sluggish, straining engine. The old adage that H.P. = M.P.G. is especially true for Toyota truck applications, and we've been very successful with Holley/Weber conversions on 20/22R engines since 1975. DOWNEY has probably conducted more Toyota carburetion tests than all other companies combined, consistently showing that Holleys or Webers, combined with our headers, provide an increase of 20 H.P. at the rear tires. And our own mileage tests have shown a minimum increase of 4 mpg and a maximum of 7 mpg, with customer reports ranging from "no gain" to a 10 mpg increase.

This past year we took a serious look at the new Weber carburetors. They deliver a slightly higher c.f.m. (Webers not rated by c.f.m.) than their Holley counterparts, and show a definite edge in precision and craftsmanship at very competitive prices. Now DOWNEY offers you a choice of either Holley or Weber carbs. We conducted several tests, the results of which indicated both carburetors are practically identical in terms of performance and mileage; the Webers are of slightly higher quality, but the Holley's are more popular at a lower price.

*Not legal for use or sale in California on pollution controlled motor vehicles.

DOWNEY

PICK-UP PERFORMANCE

We receive many requests for optional intake manifolds. We do not sell them because they offer no practical gain for an off road vehicle. To prove our point on accessory manifolds, we performed a structured test of intake manifold performance. Test results can be deceptive unless care is taken to assure that all variables such as tune, tire size, testing apparatus/operator, and atmospheric conditions, etc., remain constant. We decided to run the ultimate test to prove, with all variables absolutely equal, whether there was any advantage in changing from a stock intake manifold. The test data tells it all.

20/22R CARBURETOR CONVERSIONS ★

With your choice of either a Holley or a Weber carburetor, DOWNEY offers the complete conversion kit with the carb, air cleaner, adapter and linkage all specifically designed to work together to provide the best possible performance from your stock engine.

THE ADAPTERS ★

The greatest satisfaction in the design of our carburetor adapters comes from the performance they provide when mated with Toyota's superbly designed stock intake manifold. This combination simply has not been improved upon, regardless of horsepower improvements, air cleaner clearance, or other claimed advantages from many of the other adapters we've seen.

DOWNEY DYNO COMPARISON

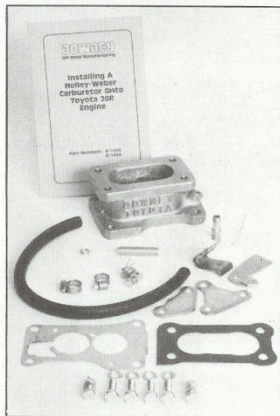
Vehicle: 1979 Toyota 4WD pickup	Dyno: Clayton 400 (@ Rear Wheel)
Tires: 10.50x15 on 8" rims	Time: Conducted within 1 hour
Operator: Same both tests	
Engine: 20R with 19,000 Miles	
Stock: 60 rear wheel H.P. from 90H.P. (maximum) SAE net @ the crankshaft.	

Test #1

Offenhauser intake manifold
DOWNEY 20R header
Holley/Weber
K&N air filter
Results: 65 H.P. @ 4,000 RPM

Test #2

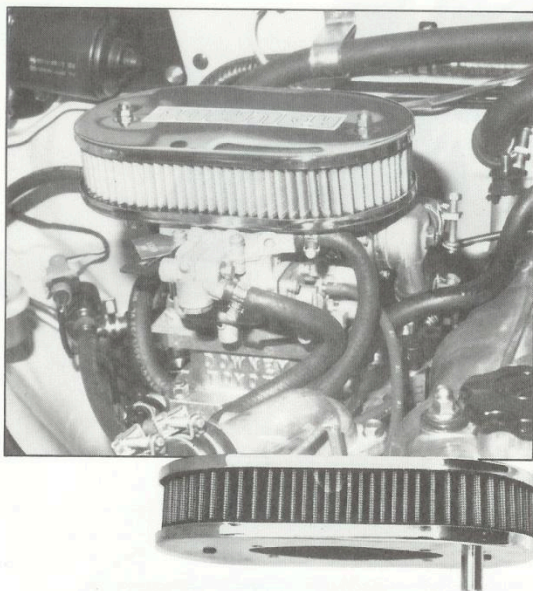
Stock manifold w/DOWNEY adapter
DOWNEY 20R header
Holley/Weber
K&N air filter
Results: 85 H.P. @ 4,000 RPM



*Not legal for use or sale in California on pollution controlled motor vehicles.

DOWNEY

PICK-UP PERFORMANCE



PART NUMBER	YEAR	ENGINE	INCLUDES CARBURETOR	INCLUDES ADAPTER	INCLUDES AIR CLEANER	INCLUDES LINKAGE
R-1445-H	75-78	20R	Holley	A	K&N	Cable
R-1445-W	75-78	20R	Weber	A	K&N	Cable
R-1446-H	79-80	20R	Holley	B	K&N	Bracket
R-1446-W	79-80	20R	Weber	B	K&N	Bracket
R-1446-22H	81-82	22R	Holley	C	K&N	Bracket
R-1446-22W	81-82	22R	Weber	C	K&N	Bracket

DOWNEY offers three complete adapter kits with all the right parts for your Holley or Weber conversion. Each includes the correct adapter, gaskets, mounting bolts, air cleaner bolts, fuel hose and clamps, EGR block-off plates, linkage brackets & fittings, linkage return spring, and an illustrated installation manual. In addition, all the correct linkage pieces have been installed onto your carburetor by the technicians at DOWNEY (you won't get that from your local speed shop!).

The 3 complete adapter kits are as follows:

A — for 1975-78 20R Engines*

B — for 1979-80 20R Engines

C — for 1981-82 22R Engines

* A Cable Linkage conversion kit is required with the 1975-78 carburetor conversions. It is a simple and complete kit that is included in the complete conversion kits R-1445-H and R-1445-W.

AIR CLEANER ★

Our complete carburetor conversion includes the K&N Competition Air Cleaner. Using a thin oil film to trap dust and dirt, this is the famous "Filtercharger" Lifetime air cleaner that improves your air flow into the throat of the carb. It can be cleaned with detergent and water, then re-oiled... it never needs replacing. These are not the lowest priced air cleaners on the market, but the small extra expense to provide you with the undisputed best is well worth it.

It has become increasingly complicated to sell the "complete" carburetor conversion because of linkage and smog device changes from one year model to the next. But when you buy a DOWNEY Complete Carburetor Conversion Kit, you'll never need to make a trip to the hardware store. Everything you need is included, along with an instruction book packed with helpful hints and illustrations.

Holley
EQUIPPED

W
WEBER
CARBURETORS

*Not legal for use of sale in California on pollution controlled motor vehicles.

DOWNEY

PICK-UP PERFORMANCE

HEADERS

When selecting a header system look for quality fabrication, use 14 or 16 gauge tubing, and proper plating for durability.

At DOWNEY we consistently offer the best. All of our headers are crafted from 14 or 16 gauge tube, scrupulously fit-checked, then TRIPLE plated for outstanding durability. Chrome plating is not a guarantee of shiny brilliance forever, but does eliminate premature rusting of the headers.

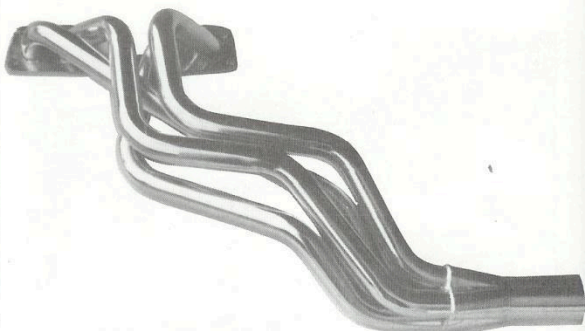
DOWNEY is one of the largest header manufacturers in the off-road industry. And for good reason. We've been the leader in Toyota headers for years, building quality and performance as a matter of livelihood. Because we concentrate on Toyota headers only, we are able to keep them state-of-the-art . . . as various changes in header technology arise, you can count on DOWNEY to have it first for Toyota trucks.

20/22R HEADERS ★

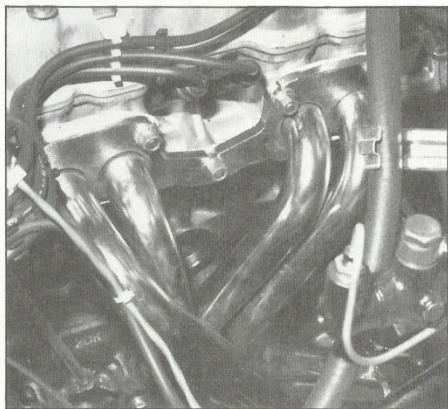
Nearly three years have passed since Toyota introduced the 4WD pick-up, enough time for premature suspension fatigue to show up. The result of this fatigue is reduced clearance between the header and differential. To solve this problem, our header department designed 4WD headers long enough to deliver strong bottom-end, yet short enough to maintain good highway H.P. and MPG performance, with abundant clearance between header and front differential housing.

The original "short" R-1585-2 header is still the best choice for 2WD pick-ups, and the new "long" R-1585-4 header is specifically for 4WDs. The 2WD header is constructed of 16 gauge steel while the new 4WD unit uses 14 gauge. Both are triple plated with DOWNEY quality and craftsmanship through out.

R-1585-2 2WD Header
R-1585-4 4WD Header



4WD Header

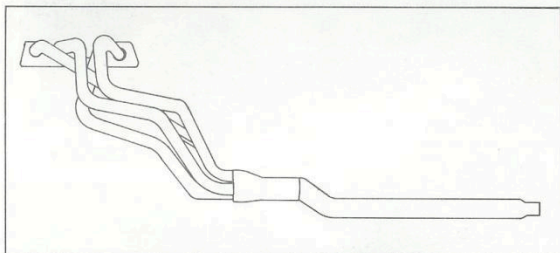
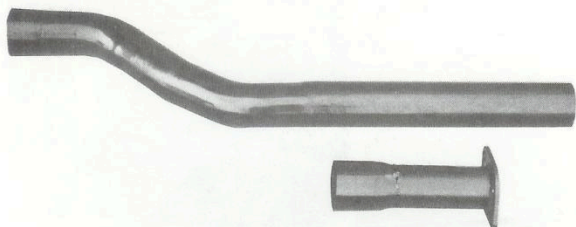


2WD Header, Installed

★ Not legal for use or sale in California on pollution controlled motor vehicles.

downey

PICK-UP PERFORMANCE

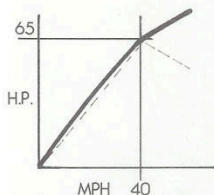


4WD PICK-UP STINGER ★

DOWNEY's 2½" diameter exhaust stinger was designed to perfectly tune the exhaust system of your 4WD pick-up, and it does just that. Made to mate with the DOWNEY 4WD Header and back end of your stock exhaust system, it offers ideal performance for off road torque and highway MPG. At low RPM, it provides the extra breathing necessary to allow bottom end torque to really build. But then as RPM's begin to climb, backpressure is created where the 2½" stinger reduces down to the stock 1¾" exhaust pipe. This allows the crossflow Toyota head to go to work for maximum highway efficiency . . . which equals better MPG. Best of all, it makes the DOWNEY 20/22R header fully bolt-on with no welding required whatsoever!

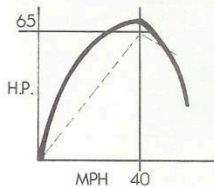
R-1615 4WD Stinger

The three graphs tell the whole story. These tests were conducted using an absolutely stock 4WD pick-up with the addition of headers only.



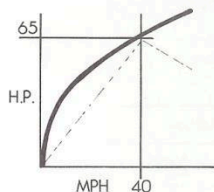
HEADER INTO STOCK EXHAUST:

Without header, 20/22R engine achieves peak H.P. at 40 MPH, and loses 1 H.P. for each additional 5 MPH. With header, there is a gain of 1 H.P. for each additional 5 MPH.



HEADER INTO FULL LENGTH 2½" SYSTEM:

Bottom-end torque greatly improved, but too little back pressure at top end causes power to fall way off at higher speeds.



HEADER INTO STINGER/INTO STOCK SYSTEM:

With Stinger, a much stronger bottom-end is achieved with snappier acceleration, while maintaining smooth top end performance.

--- STOCK
— MODIFIED

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DOWNEY

PICK-UP PERFORMANCE

V-6 CONVERSIONS

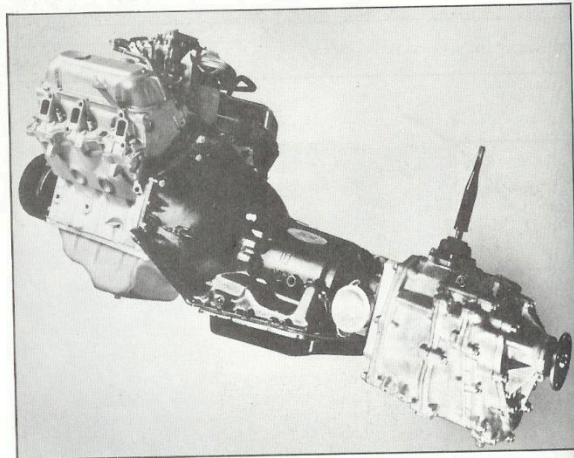
We began development work on V-6 conversions for Toyota 4WD pick-ups almost one year before the first kit was sold in 1981. Using the engineering know-how that made our Landcruiser V-8 Conversions renowned for almost a decade, we took our time and put together the best, easiest to install Toyota 4WD V-6 conversion available. We didn't rush it and the result is a perfect project for the true back yard mechanic. Like all DOWNEY kits, our V-6 conversion for Toyota pick-ups, using a Turbo 350 automatic transmission, is complete. Every nut, bolt, spacer and adapter is included. All you need to supply is the Buick 231 c.i.d. engine, Turbo 350 transmission, some GM parts, and services available in your home town. It's all spelled out in detail in the complete instruction book, which is FREE upon request.

Features:

- Uses popular late model GM 231 CID, Buick V-6 Engine (not Chevy)
- Adapts to M-33 or M-38 Turbo 350 automatic transmission
- Uses bolt-in front motor mounts, NO WELDING REQUIRED
- Transfer case stays in stock position on stock mount
- Drive shafts DO NOT require modification
- Power steering and air conditioner brackets are available
- No frame or body modifications are required.

The complete V-6 conversion kit for the 4WD pick-up includes everything you will need to perform the conversion on a standard vehicle. Those with power steering and/or air conditioning will also need those optional brackets. Except for these options, the parts described on the following pages are all included in the kit, along with the thorough instruction manual.

R-1190-4 4WD V-6 Kit



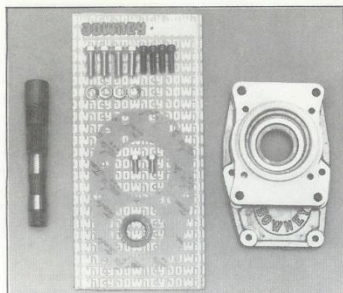
To give you an idea of the performance gain you can expect, here are some dyno test results measured at the rear wheel of a DOWNEY truck with the conversion:

DOWNEY DYNO RESULTS

Engine:	H.P.	Torque:
Stock 20R Engine	65 H.P.	122 lbs. @ 2400 RPM
V-6 Conversion	145 H.P.	195 lbs. 4 1600 RPM

DOWNEY

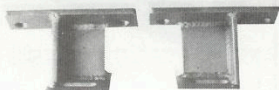
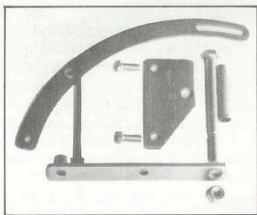
PICK-UP PERFORMANCE



V-6/T-350 ADAPTER

The heart of the V-6 conversion, this adapter mates an M-33 or M-38 T-350 automatic transmission to the stock 4WD transfer case. The adapter 'machine aligns and locates' to prevent oil leaks, protect against bearing wear and provide the maximum degree of reliability. The DOWNEY output shaft must be installed into the T-350, but this eliminates the cost of rear motor mounting and drive shaft modification.

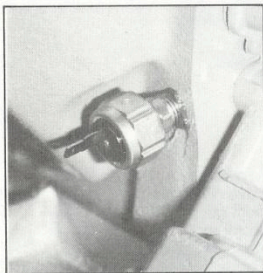
R-1303



FRONT MOTOR MOUNTS

Allows you to bolt your Buick V-6 block right onto your present cushions, in their stock position . . . very simple.

R-1225



V-6 ALTERNATOR BRACKET

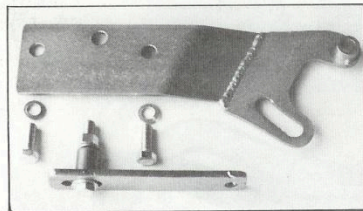
This allows you to mount the stock Toyota alternator onto the V-6. The mount is rigid, and includes additional brackets for stiffening and fan belt adjustment.

R-1235

TEMPERATURE ADAPTER

Adapts the stock sending unit to stock (or custom) intake manifold for accurate reading on stock gauge.

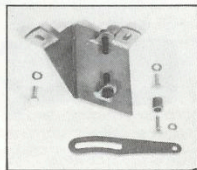
R-1255



OIL ADAPTER

Adapts the stock pressure switch to the V-6 block for accurate reading on stock gauge. Thread sealant is included.

R-1260



POWER STEERING BRACKETS

These optional brackets (must be ordered separately) permit mounting the stock Toyota power steering pump onto the V-6 engine. Used in conjunction with alternator bracket, a fuel pump block-off plate is included. NOTE: An electric fuel pump is required when the V-6 conversion is used with Toyota power steering.

R-1360 1979-80

R-1361 1981-82

AIR CONDITIONING BRACKET SET

These optional brackets (must be ordered separately) allow mounting the stock Toyota air conditioning compressor onto the V-6 engine.

R-1370

DOWNEY

PICK-UP PERFORMANCE

V-6 CONVERSION FOR 2WD PICK-UPS, 1975-78

Completed just in time for this catalog, this new kit, (like the 4WD conversion we've just described), allows installation of a late model Buick 231 C.I.D. with T-350 automatic. Front motor mounting is identical to the 4WD conversion. A transfer case adapter is not required, but special rear motor mounting and drive shaft companion adapters are necessary and included.

R-1190-2 2WD V-6 Conversion Kit

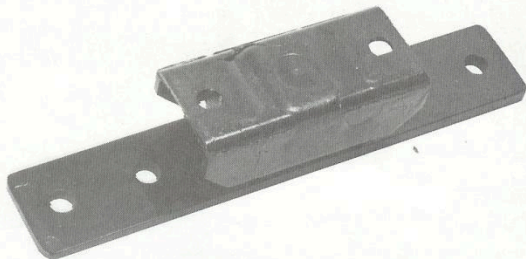
The Kit includes:

- R-1225 Bolt-on front side mounts (Same as 4WD Kit)
- R-1230 New Bolt-on rear motor mount. Utilizes the stock transmission cross member in its stock position; includes new cushion, mounting plate and all hardened bolts.
- R-1265 New Companion Flange. Connects stock drive shaft to splined transmission output shaft. U-joint is included — driveshaft modification is required.
- R-1235 Alternator Mounting Bracket (Same as 4WD).
- R-1260 Oil sender adapter (Same as 4WD)
- R-1260 Temperature sending unit adapter (Same as 4WD)

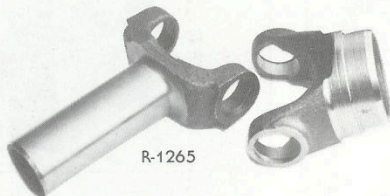
V-6 HEADERS 4WD *

Compatible with R-1190-4 V-6 conversions, these headers provide even stronger performance from your new V-6 swap. They're designed to fit inside the frame of your pick-up to put the finishing touches on this very sanitary performance package. All gaskets, flanges and hardware are included with these 16 gauge triple plated chrome headers.

R-1364



R-1230

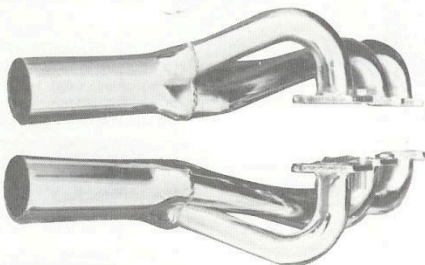


R-1265

V-8 CONVERSIONS?

V-8 conversions for 4WD pickups? We have good reasons not to create them. Several discontented owners running V-8's can't keep their drivetrains intact. Our only considerations are that it be Safe, Rational, and Off-Roadable. A V-8 in a Toyota pickup just doesn't make it; HOWEVER . . . DOWNEY does not wish

to make that decision for you. We have had customers successfully use both our F-1225 Landcruiser V-8 Side Motor mounts with the R-1303 V-6 Adapter Plate to create their own Chevy V-8 4WD Pickup conversion. No instructions are available, but it can be done.



* Not legal for use or sale in California on pollution controlled vehicles.

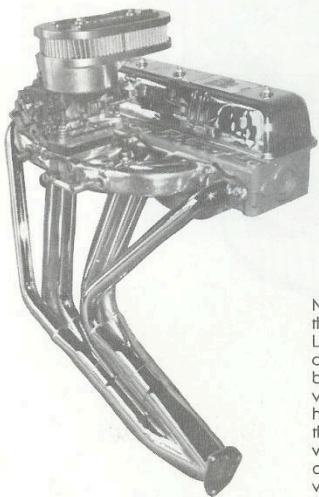
downey

LANDCRUISER PERFORMANCE

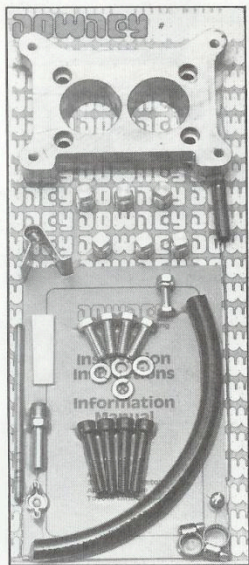
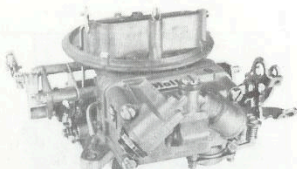
CARBURETION

We can offer any automotive performance device we choose, but you shouldn't buy just anything that may fit your rig. So we make it our job to provide you with the best quality and performance we can develop for your dollars. And we test everything as it comes onto the market. When we find a better choice, it will be in our catalog.

With a little research, you'll find the best way to get a performance gain from your stock engine is to improve your engine's breathing. That's the reason DOWNEY offers the simplicity and quality of the Holley 350 carburetor. With an air flow of 350 cubic feet per minute (and increase of 60 c.f.m. over your stock 290 c.f.m. carb), less throttle is required to achieve the same performance. And less throttle equals better gas mileage . . . simple! If you don't believe it, check out your rig with stock carburetor and challenge the mileage of someone running our Holley.



* Not legal for use or sale in California on pollution controlled vehicles.



NOTE: DOWNEY has never offered the Rochester Carburetor for use on Landcruisers. We do not believe it is acceptably designed for off road use because the Rochester float bowl vent is not filtered whatsoever . . . we have watched dirt and sand fall right through the external vent hole! And we are not impressed with its lower c.f.m. and performance characteristics when mated with the high torque, low RPM, 6 cylinder engine.

HOLLEY 350 ★

We avoid trumpeting exceptional test results, but hundreds of our customers have come back to share their performance and mileage improvements, so we'll pass along their results. Landcruisers with DOWNEY Headers, DOWNEY Advance Distributor, and Holley 350 are claiming increases averaging from 5-6 MPG when tuned to DOWNEY specs spelled out in our complete instruction book. Plus, you'll find an average 25 H.P. increase from the stock 120 H.P. to 145 H.P.

With the 350, you can expect smooth performance without hesitation or cutting out. A vent tube can be installed to prevent starving or flooding on hillsides, (an advantage not available with other non-stock carbs), and the Holley can be jetted for stronger performance or increased economy. A High Altitude Power Valve is also available (see page 50). Before installing the Holley 350 c.f.m. with increased air flow, your engine should be fitted with headers and an advance distributor to realize optimum performance.

F-1460Holley 350

HOLLEY 350 ADAPTER KIT ★

Where others offer a piece of aluminum only, DOWNEY'S approach to installing the Holley 350 is a complete installation kit including ALL the parts needed and an illustrated instruction book. We've eliminated those unwelcome trips to the hardware or parts store . . . the kit includes the adapter plate, all mounting bolts, hoses, clamps, plugs, linkage return spring, air cleaner mounting stud and wing nut, float bowl baffle, and linkage mounting hardware. Mechanical linkage models (1974-newer) must be converted to cable, see F-1525. And, we offer two choices for attaching the cable linkage to the carburetor. Step by step installation, adjustment, tuning, and trouble-shooting are all covered in the installation manual.

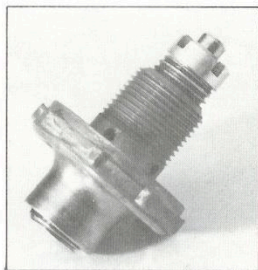
F-1480Adapter Kit

downey

HOLLEY 350 HIGH ALTITUDE POWER VALVE

You can install smaller jets or power valves in your Holley for high altitude/ mountain 4-wheelin', but then you'll have a problem where you live. We've always said "set up your vehicle for where you live, not where you visit", but here's the perfect solution. With this new High Altitude Dual Stage Power Valve, you can have the best performance at all altitudes and leave the jets alone, as the valve automatically compensates for thinner air to lean the fuel mixture. We've put them on all our company vehicles, and have been very pleased with their performance.

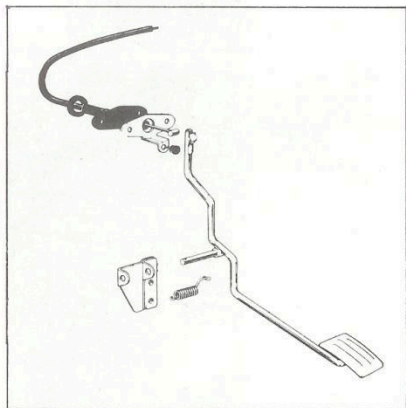
F-1485



CABLE LINKAGE KIT

This kit solves all those mechanical linkage problems you find when converting to Holley carburetors or installing V-8 engines. It will compensate for changes in location or type of actuating mechanism, allowing responsive performance in a universal base that can be mounted to any flat surface. Instructions included for use in 1974-newer Landcruisers.

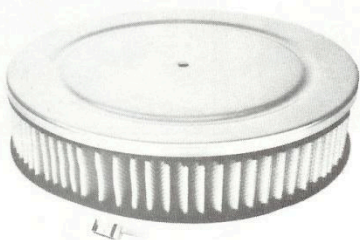
F-1525



K&N COMPETITION AIR CLEANER★

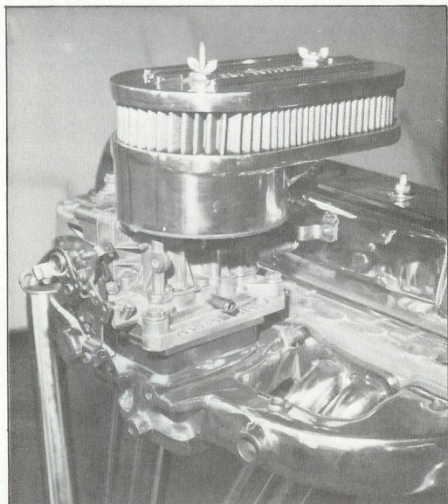
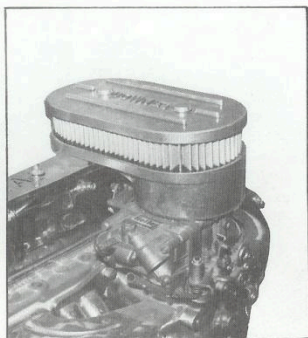
This top-of-the-line filter assembly designed specifically for 1975 & older Landcruisers with the Holley 350 has a canister constructed of heavy gauge chromed steel, and the bottom lid forms a velocity stack as well as a vent hose provision. K&N filter elements are hard fiber, using oil to trap dust particles... they're washable, non-deteriorating, lifetime units. At Baja races, they are the only ones in sight.

F-1510



★Not legal for use or sale in California on pollution controlled motor vehicles.

LANDCRUISER PERFORMANCE



DOWNEY AIR CLEANER ★

The lack of a proper air cleaner for Holleys forced DOWNEY into the air cleaner business, and this superbly designed unit is the result. It's constructed of cast aluminum and includes all necessary mounting studs, smog hose fitting, and a special K&N lifetime element. Expensive? Yes... but we refuse to compromise on quality or use cheaper elements. It's the only air cleaner made that will fit 1976 & newer Landcruisers with the Holley 350. Many owners of 1975 and older rigs also order this filter because of its superior quality and burnished aluminum appearance. F-1515

COMPLETE HOLLEY 350 CONVERSIONS ★

DOWNEY now offers the complete Holley 350 conversion by combining the carburetor, the adapter kit, and the air cleaner into one complete package. This is the best way to get all the right parts to build power and performance into your Landcruiser. (Models with mechanical linkage will require the separate purchase of Cable Kit F-1525; See Page 50.)

F-1446-75	.....	1969-1975 models
F-1446-76	.....	1976-1982 models

★ Not legal for use or sale in California on pollution controlled vehicles.

DOWNEY

LANDCRUISER PERFORMANCE

SIX CYLINDER HEADERS *

Our header is a 6 into 2 into 1, "positive interference" to offer optimum breathing for your 6-cylinder engine (this configuration has long been known to be the very best design). It's not as easy to build as some headers on the market but the results are well worth the extra effort, making a smooth performance, easy-to-install header we know you'll appreciate.

With this header, flange thickness has nothing to do with quality. It must match intake manifold thickness, which varies slightly from car to car. Exhaust technology improves, Toyota makes changes, and this past year was no exception. DOWNEY's new one piece header now fits with or without a PTO winch, and fits FJ55 or 60 wagons as well as the FJ-40, 1969-82 models. These triple plated chrome headers include all necessary gaskets and reducers.

F-1595

2½" EXHAUST KIT (1969-1978) *

Redesigned to match the Landcruiser Header, this system has undergone other improvements as well. We've changed portions that caused problems in the past due to variations between vehicles, and owners choice of other equipment. A Turbo muffler is included which handles a higher volume exhaust flow than the stock unit, producing a custom, mellow sound - not radical. The entire system routes above the skid plate to prevent rock damage, and requires no welding or trips to the muffler shop. All necessary clamps, hangers, and instructions are included. Fits 1969-78 FJ-40 only. F-1615

2½" EXHAUST KIT (1979-NEWER) *

This system for 1979-newer Landcruisers was designed with the same bolt-on, no welding philosophy as our 69-78 system. Above the skid plate routing was not possible due to Toyota changes in gas tank mounting on the newer models. This new system positions the Turbo muffler with improved exhaust flow outside the frame, in front of the rear tire on the driver's side. An elbow pipe is included to effectively dump the exhaust to the side. Fits 1979-82 FJ-40 only.

F-1616

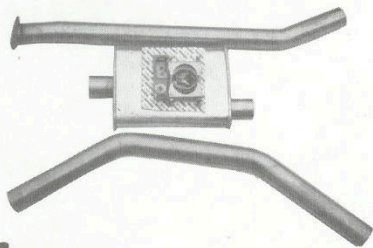
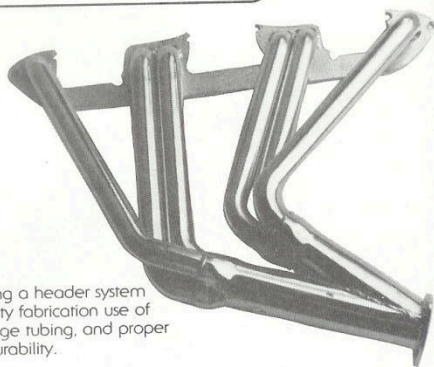
HEADERS

When selecting a header system look for quality fabrication use of 14 or 16 gauge tubing, and proper plating for durability.

At DOWNEY we consistently offer the best. All of our headers are crafted from 14 or 16 gauge tubing scrupulously fit-checked, then TRIPLE plated for outstanding durability. Chrome plating is not a guarantee of shiny brilliance forever, but does eliminate premature rusting of the headers.

NOTE: With the 6 cylinder header, a floor shift (F-1330, page 61) is required for 1969-72 year models. The floor shift requirement can be avoided with an inferior 6 into 1 header, but we can't recommend it.

DOWNEY is one of the largest header manufacturers in the off-road industry. And for good reason. We've been the leader in Toyota headers for years, building quality and performance as a matter of livelihood. Because we concentrate on Toyota headers, we are able to keep them state-of-the-art ... as various changes in header technology, you can count on DOWNEY to have it first for Toyota trucks.

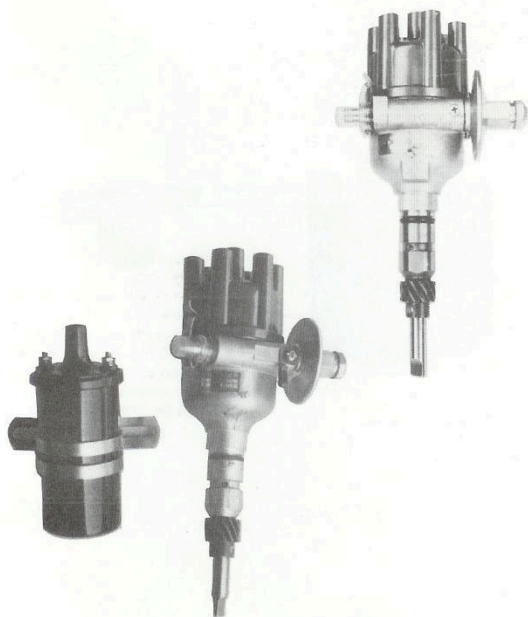


NOTE: Both 2½" Exhaust Kits include a baffled muffler, legal on U.S. Forest Lands.

* Not legal for use or sale in California on pollution controlled vehicles.

DOWNEY

LANDCRUISER PERFORMANCE



ADVANCE DISTRIBUTOR ★

The Vacuum Advance Distributor offered by DOWNEY is a perfect mechanical and dynamic match for the 6 cylinder Landcruiser engine. Aftermarket mechanical advance distributors are not recommended and we don't offer them. Consider the following facts:

- a) Landcruiser engines demand 40 deg. spark advanced when accelerating.
- b) Delco delivers 26 deg. maximum mechanical advance, requiring a static timing to be set at 14 deg. (40-26=14).
- c) DOWNEY's Advance Distributor delivers 32 deg. mechanical advance, so static timing can be set at 8 deg. (40-32=8). When you're idling up a rocky creek bed, it's at 14° advance with the Delco distributor since the static timing (your timing adjustment) never goes away. With DOWNEY's distributor you can challenge the same terrain at only 8° advanced...you won't need to ride the brake pedal.
- d) The Delco advance curve starts at 1200 RPM and delivers full advance at 2400 RPM. . . . a very quick rev. (It all happened in 1200 RPM.)
- e) DOWNEY's Distributor starts to advance at 600 RPM and continues to advance to 4000 RPM and beyond on demand, governed by engine load. The DOWNEY distributor is more responsive off the line since the spark begins to advance right from idle, rather than 1200 RPM. Plus, it continues to advance on demand in highway passing situations, long after the Delco has peaked out.

This distributor is a vast improvement over your stock Toyota Vacuum Retard Distributor, which can work against itself. When your engine requires 40 deg. of spark advance, the stock centrifugal mechanism attempts to deliver 20 to 30 deg. mechanical advance, but is overpowered by the load sensitive vacuum RETARD. The result is high fuel consumption, inefficient power delivery, and a sluggish engine . . . the Vacuum Advance Distributor is the best cure. 1976-newer models require new coil, included with F-1421.

F-1420 1969-1977
F-1421 1978-1982

★ Not legal for use or sale in California on pollution controlled vehicles.

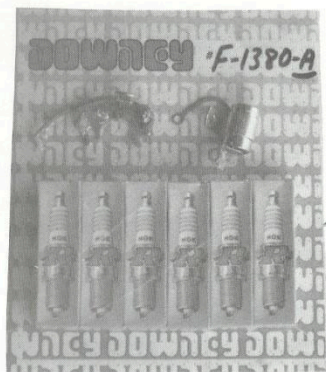
DOWNEY

LANDCRUISER PERFORMANCE

TUNE UP KITS

Designed to give you the right tune up parts to mate with your conversion to the DOWNEY Vacuum Advance Distributor, these kits provide you with all the right parts to tune up your Landcruiser for smooth running. Each kit matches correctly with the right distributor (F-1420 or F-1421) for the year models listed. (The 1978 & newer models use the F-1421 Distributor with Coil, and the stock electronic ignition must be discarded.) The kits include points, condenser (not included in Kit B), and the superior wide range spark plugs yielding 30-40% longer life.

F-1380-A 1969-73 & 1978-newer
F-1380-B 1974-77



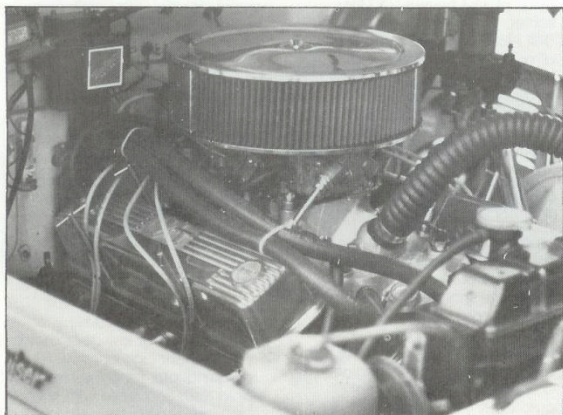
CAPS-ROTOR

These are the replacement parts you'll need to keep your F-1420 or F-1421 distributor in good working order. Although the distributor isn't "Smog Legal", many replacement parts are available since they are identical to parts used on other Toyota distributors. If your dealer is unable to supply the correct parts, look no further ... Here they are! They will provide the best voltage capacity through your ignition for a clean, smooth spark.

F-1420-C Distributor Cap
F-1420-R Rotor



LANDCRUISER PERFORMANCE



Here is a brief comparison of Landcruiser 6-cylinder vs. V-8 performance tests:

Engine	H.P. (SAE-Crank)	Torque:
Stock 2F Engine	120	240 lbs. at 2200 RPM
2F w/DOWNEY Performance	145-150	N/A
307 C.I.D. Chevy V-8	185-250	240 lbs. at 2000 RPM
350 C.I.D. Chevy V-8	170-260	300 lbs. at 2000 RPM

NOTE: These are figures from engines we have tested, but there may be variances in your performance improvements, depending on the engine and equipment

you select. (Chevy has 5 different 350 C.I.D. engines alone. Differences include heads, compression ratios, stroke, etc.)

CHEVOTA V-8 CONVERSIONS

These are the famous Chevy V-8 to Landcruiser conversions that have been successfully installed in thousands of vehicles over the past decade. The complete kits include everything you'll need, except your choice of Chevy small block V-8, other G.M. parts, and services from your hometown you'll want to select to fully customize the conversion of your rig.

We invite your piece by piece comparison of our kit to some of the others on the market, because the term "kit" can be deceiving. We've found some companies including useless items, while others may omit one or more critical pieces . . . poor planning with such a major investment. When you consider quality and price, we know you'll find DOWNEY your best choice.

Over the next several pages, we've tried to give you as much information as possible to help you select the best kit or components for your V-8 swap. If you have any questions about any part of this hot engine conversion, feel free to ask . . . we're used to it. Better yet, send for our FREE V-8 Installation Instruction Manual, the book that should answer all your questions before you start.

V-8: BOLT-IN Versus WELD-IN

Listing a kit as "Bolt-in" can be deceptive. Although it is physically possible to do a complete conversion without welding, you should add about a week to your installation time. Bolt-in or Weld-in refers to the design of the front motor mounts only, (F-1220 or F-1225). The remaining kit parts are identical in all respects. A Bolt-in Kit is best for FJ-40s when the stock transmission is used and a Power Steering conversion is not contemplated. A Weld-in Kit should be used on all FJ-55 models, and FJ-40s when the stock transmission is used and a Power Steering conversion is contemplated. A Weld-in Kit must be used on all FJ-55 models, and FJ-40s when anticipating a power steering conversion.

DOWNEY

LANDCRUISER PERFORMANCE

QUESTIONS MOST OFTEN ASKED

1. Do I need a heavier front suspension with the V-8? No, the small block Chevy is 250 lbs. lighter.
2. Will I lose Low RPM torque? NO, almost every small block Chevy has comparable or higher low-end torque, and the 350 C.I.D. delivers a great deal more low RPM torque.
3. Is drive shaft modification required? YES, or end up doing it all wrong just to save some drive shaft bucks. The engine must be positioned well ahead of the firewall for proper cooling, front end traction, and clearance needed for exhaust manifolds or headers. This means new drive shaft lengths, or the time and expense doing it all over again.
4. Does the DOWNEY Kit contain everything except the engine? NO, a Chevota consists of three purchases: (a) Engine; (b) V-8 Kit and optional components from DOWNEY; (c) Services and G.M. parts not available from DOWNEY such as: belts, hoses, flywheel, drive shaft modifications. It's all spelled out in our free instruction book.
5. How will a V-8 affect mileage? Only very few cases, we've heard of, reported no mileage increase. The Chevy needs less throttle to do equivalent work at comparable speeds.
6. Will my drive train hold up to V-8 power? YES, because a Landcruiser drive train is comparable to truck equipment and, in most cases, you'll be installing a passenger car engine.
7. Which Chevy engine should I choose? 283's offer no gain; 305-307's offer very slight torque increase but excellent horsepower and mileage (usually 18 MPG.); 327's are 13 to 20 years old and are probably very tired; 350's deliver excellent torque and H.P. gains, but usually do not exceed 14 mpg.
8. Does DOWNEY build conversions for Ford engines? NO, only Chevys.
- *9. Does DOWNEY manufacture a Muncie adapter? NO, for good reasons. The Muncie 4-speed has very poor off-road ratios (2.20 1st.), and the transfer-cases historically have not held up behind them. They're just not compatible.
- *10. What about G.M. truck 4-speed adapters? NOT RECOMMENDED because you already have a broad range of low gear choices in your present high and low range combinations, (and they're already paid for!), and those with a Chevy "granny" report they seldom find a use for it.
11. What about the differences between the various V-8 Kits on the market? ANYTHING can be produced to sell cheaply, and there are differences between V-8 kits. The DOWNEY V-8 kit has been thoroughly engineered to last long past the life of your vehicle... we haven't cut corners to save a few bucks. And the fact that we continue to outsell all other Landcruiser/V-8 conversions combined proves what we have been sure of for a long time... DOWNEY is the best.

COMPLETE V-8 CONVERSION KITS

(Does NOT include engine or other miscellaneous G.M. parts)

F-1190	3-Speed, Bolt-in
F-1195	4-Speed, Bolt-in
F-1200	3-Speed, Weld-in
F-1205	4-Speed, Weld-in

Also be sure to see our other accessories designed to mate with the V-8 conversions, pages 50 and 60-62.

*NOTE: It isn't that DOWNEY doesn't offer you a lot of choices. It's that we have used our decade of experience with the Chevota Conversion to build what works best for you.

The chart below indicates which items, described on following pages, are included in the complete V-8 conversion kits.

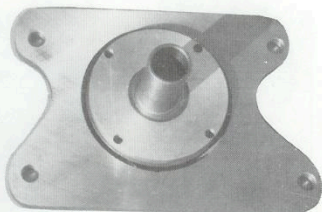
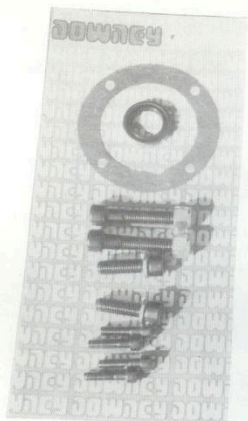
COMPLETE KITS

	F-1190	F-1195	F-1200	F-1205
F-1210	X		X	
F-1215		X		X
F-1220	X	X		
F-1225			X	X
F-1230	X	X	X	X
F-1235	X	X	X	X
F-1240	X	X	X	X
F-1245	X	X		
F-1250	X	X	X	X
F-1255	X	X	X	X
F-1260	X	X	X	X

Components included

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LANDCRUISER PERFORMANCE

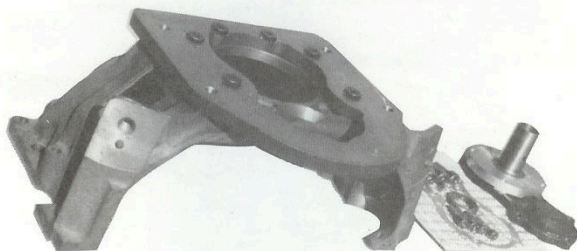


THREE SPEED ADAPTER

This adapter mates the stock Landcruiser 3-speed transmission to a Chevy bellhousing, (Chev. Part No. 3925507), and throw-out bearing. We weren't the first to manufacture a Toyota 3-speed adapter, but ours is the standard by which others must be measured, offering true machine alignment. Our adapters align the transmission with the engine to a tolerance of $\frac{1}{2}$ thousandth of an inch. This eliminates the possibility of oil leakage or bearing chatter. This kit includes all required bolts, cap screws, gasket and oil seal.

F-1210

NOTE: 1964-73 models using the stock 3-speed transmission must convert to floor shift (see F-1330, page 61).



FOUR SPEED ADAPTER

We are extremely proud of our 4-speed adapter, which mates a stock Landcruiser 4-speed transmission to a Chevy engine. It's a pioneering product which no one else has successfully improved upon, and is a concrete example of DOWNEY's engineering capabilities. Our adapter includes the necessary machine aligned spacer, fitted onto a Chevy bellhousing (included), and a new modified Toyota bearing retainer. When you consider the ease of installation, changing clutches, and quality of construction, the other types on the market just don't get it. THE BELLHOUSING IS INCLUDED with this adapter. We remachine them on our NCR mill and no additional machining is required. New for '82 is a slight design change that improves the transmission-to-engine alignment from very accurate to dead accurate.

F-1215

DOWNEY

THINKING AUTOMATICALLY?

Count the advantages . . .

1. Automatics offer superior off-road traction, since the torque converter allows some slippage to minimize unwanted wheelspin . . . they're much better hill climbers!
2. You have built in torque multiplication, with drive train cushioning.
3. T-400 transmissions? They are no longer produced, are extremely expensive if available at wrecking yards, and frame modifications are required if they are installed into a Landcruiser.
4. "Beef-up" kits are available that upgrade the T-350 into a tough unit, really well suited for hard off-road use.

TURBO 350 AUTOMATIC ADAPTER

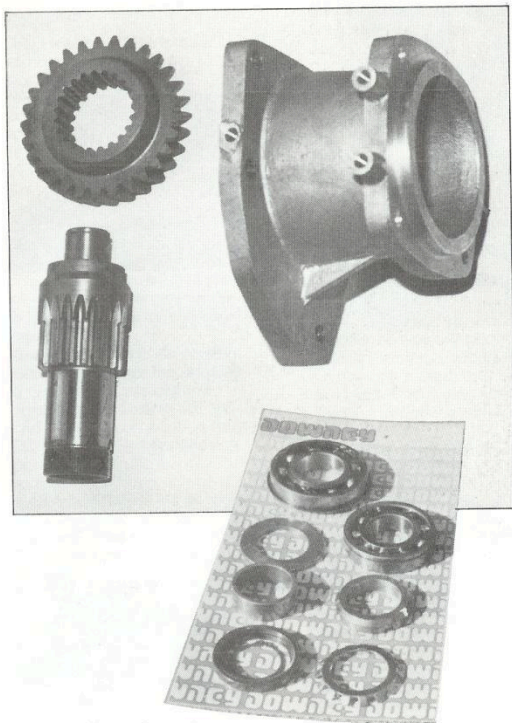
Half of the 4-wheeling population have discovered that automatic transmissions are far superior to stick shifts when 4-wheeling off-road . . . the other half are coming around. Our problem during 1981 was that Landcruiser owners doing V-8 conversions did not have the Automatic transmission choice available. A non-DOWNEY part was required for use with our adapter, and that part was discontinued by its manufacturer. As a result, DOWNEY's T-350 Adapter for the G.M. Turbo-350 Automatic Transmission required a total redesign. This new design is now second to none because there are NO transmission modifications needed. The entire adapter slides right into the transfer-case. Shimming and/or specific tolerances are not necessary as the adapter is a full floating design inside the case.

F-1303 Adapter to 3-speed

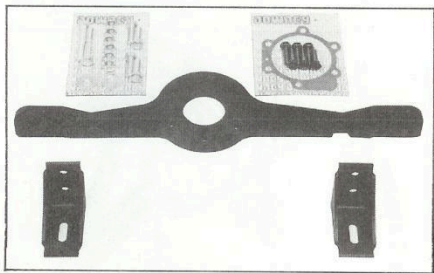
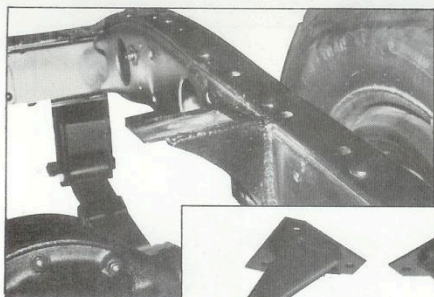
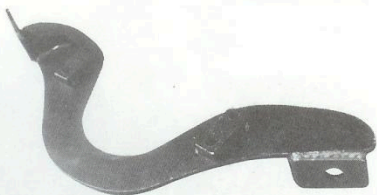
Transfer-Case

F-1304 Adapter to 4-Speed

Transfer-Case



LANDCRUISER PERFORMANCE



BOLT-ON FRONT MOTOR MOUNT

This front cradle is the mount we feel most comfortable with for easy installation. The mount bolts directly to the front of the small block Chevy, and then directly to the stock Toyota mounts for true engine alignment without guess work or measuring. Plus, we've redesigned the mount to position the engine $\frac{1}{2}$ " higher, with 1" additional clearance above the banjo housing. Optional weld-in mounts don't always position the engine correctly in the compartment for adequate header clearance and engine cooling . . . thus, if you choose weld-in mounts, we have to hope you position them properly.

F-1220

WELD-IN SIDE MOUNTS

We developed these weld-in front motor mounts for the customer who has a welder, or a customer with an FJ-55 and no choice except side weld-in mounts. They are designed to sleeve fit onto the stock Toyota front cushions which are repositioned onto our weld-in frame mounts. FJ-40 owners considering a power steering conversion should also use these mounts. Do not mount the engine too close to the firewall attempting to avoid drive shaft modification! This will cause constant over-heating and CHEVOTA headers will not fit. Precise measurements to establish mounting positions on the frame are included in the instructions.

F-1225

REAR MOTOR MOUNT

This mount has a machine-located bolt pattern that grabs the rear side of the transfer case, where torque loading is focused, and keeps the complete weight of the transmission, transfer-case, and drive shafts from hanging, unsupported from the bellhousing. It's unique design also reduces the possibility of bellhousing cracks. Remember, the stock Toyota bellhousing is $\frac{3}{8}$ " thick and the Chevy bellhousing is only $\frac{3}{16}$ " thick, and Chevy cars do not have a transfer case and extra drive shaft to support. Our mount is $\frac{1}{2}$ " steel (most others are $\frac{3}{8}$ " thick) and includes all necessary gaskets, longer metrics, and hardened mounting bolts. This mount requires use of the original stock rear cushions. (not included).

F-1230

HOWARD

LANDCRUISER PERFORMANCE

A. ALTERNATOR BRACKET

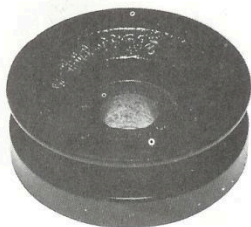
Adapts the stock Toyota alternator to the Chevy exhaust manifold or to the header bracket.
F-1235



B. ALTERNATOR PULLEY

This pulley fits the Toyota alternator and accepts the narrower Chevy fan belt. NOTE: If you use the Chevy alternator, you must also use the Chevy voltage regulator.
F-1240

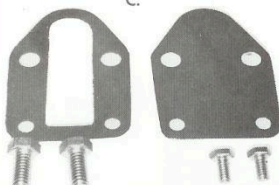
B.



C. FUEL PUMP BLOCK-OFF PLATE

This plate blocks off the Chevy fuel pump mounting surface. Conversions using the bolt-in front motor mount (F-1220), must convert to an electric fuel pump.
F-1245

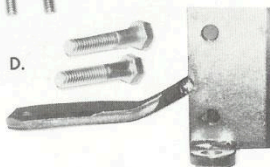
C.



D. SLAVE CYLINDER BRACKET

Adapts the stock Landcruiser clutch slave cylinder to the side of the Chevy bellhousing you will be using for your conversion.
F-1250

D.



E. TEMPERATURE ADAPTER

This fitting adapts the stock Toyota temperature sending unit to a Chevy intake manifold so that you can use your stock dash gauge.
F-1255

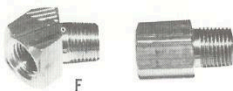
E.



F. OIL ADAPTER

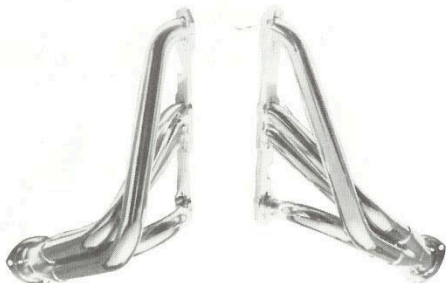
These fittings adapt the stock Toyota oil pressure sending unit to the back side of the Chevy block near the distributor. Fittings are angled to provide ample clearance between sender and distributor.
F-1260

F



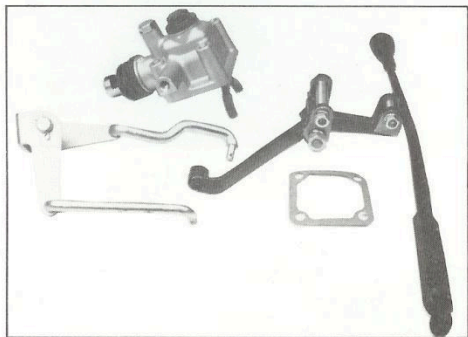
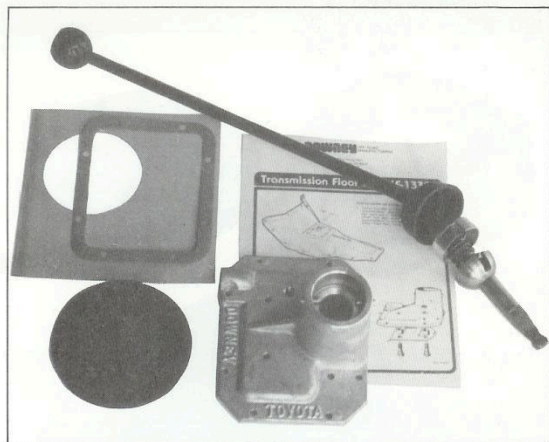
CHEVOTA V-8 HEADERS *

Our V-8 headers are designed to fit any small block Chevy engine installed with our kit, or any other kit that positions the engine similar to ours. These headers fit all FJ-40s and are brilliantly triple chrome plated. A header bracket is included to adapt the V-8 Kit Alternator Bracket to the head when the exhaust manifold is replaced. These headers dump outside the frame ahead of the firewall and include all gaskets, flanges, and necessary bolts.
F-1635



★ Not legal for use or sale in California on pollution controlled vehicles.

LANDCRUISER PERFORMANCE



TRANSMISSION FLOOR SHIFTS

This is one of the most popular Landcruiser conversions we sell. The early model shifter allows the owner of a 1963 or OLDER Landcruiser 3-speed transmission to convert from column shift to the floor. The change requires removal of the shift fork. (The early shifter's availability is sometimes a little spotty, so don't remove the column linkage before receiving this item).

The late model shifter is so popular, we've sold more than enough to put one in every '64 to '72 Landcruiser in this country, (where are they all going?). This kit transfers the column shift to the floor for much easier shifting. The Saginaw Steering and V-8 Conversions both require the floor shift. The kit includes very detailed instructions for removal of the column shift and relocating our apparatus to the floor.

F-1325 up to 1964
F-1330 1964-1972

4 W.D./TRANSFER FLOOR SHIFT KIT

This kit puts the 4WD and High/Low range control for your 1973 and earlier Landcruiser all on one floor lever. The lever pulls back for 4WD and pushes to the right for low range. This is really the way to go when the stock vacuum set-up becomes irregular and you can't trust it, or when converting to a V-8 if dash- and engine-mounted linkage relocation proves troublesome.

F-1340

downey

DRIVETRAIN PERFORMANCE

LANDCRUISER GOV-LOCK POSITRACTION

Recently made available again, DOWNEY has made special purchasing arrangements to keep a constant supply of these on hand. Carefully programmed to our deadly accurate milling specs, this unit is as dependable as you can find.

How do Gov-Locs work? When the right rear wheel spins slightly faster than the left, a built in governor detects the difference then actuates a lock that sends the power to the left wheel, also. The left wheel then stays locked until the wheels spin equally again and the mechanism shifts the power back to the right wheel.

These units function the same and fit either the front or rear differential on all 1970 thru 1982 Landcruisers. F-1575

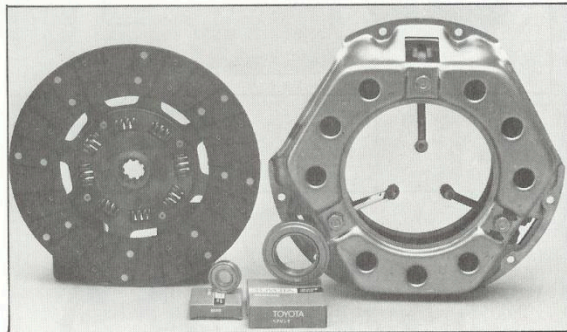
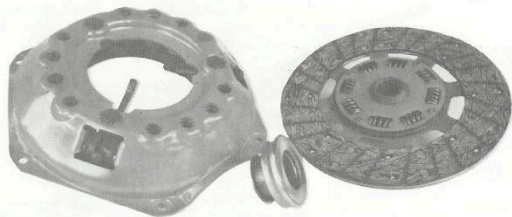
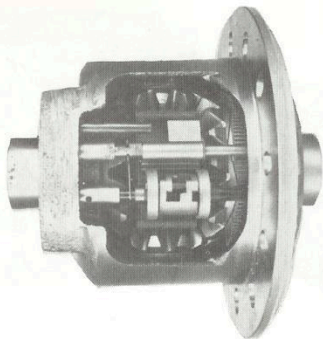
MCLEOD CHEVOTA CLUTCH ASSEMBLY

We felt the most popular drag strip clutches would make great off-road clutches, and our years of experience off road told us we were right. We've sold McLeod clutches to CHEVOTA owners for years with absolutely no returns or warranty claims. Strictly for the V-8 into a Landcruiser, these 2,200 lb. units are stronger than any factory equipment clutches, but at competitive prices. Includes Pressure Plate, Disc, and T.O. Bearing. F-1275

LANDCRUISER HEAVY DUTY CLUTCH

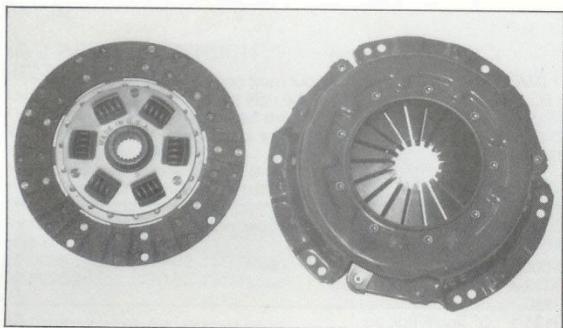
This is a brand new factory pressure plate for 1973-earlier Landcruisers with 6-cylinder engines. We've double sprung and rebalanced it, converting Toyota's 1,600 lb. heavy duty clutch (stock unit is only 1,400 lb.), into a 2,600 lb. beast, virtually eliminating any slippage, and prolonging disc life. Includes Pressure Plate, Disc, T.O. Bearing and Pilot Bearing.

1974-newer owners, NOTE: Diaphragm-type clutches cannot be made heavy duty (at least not Toyota's), and in 1974 the Landcruiser went to a diaphragm clutch. No doubt the clutch in your newer Landcruiser is going, and going fast. If you convert back to the early 3-speed style flywheel, which simply bolts on, you can then convert to our heavy duty clutch. To complete this conversion you will need Toyota Parts 13405-60011 and 31231-60010 which are available from your local dealer. F-1555



DOWNEY

DRIVETRAIN PERFORMANCE



TOYOTA PICK-UP CLUTCHES

We offer these McCleod pressure plates to solve stock clutch disc slippage, a problem magnified by stake beds, camper conversions, 4WD demands or extra heavy loads.

McCleod developed these units, based upon DOWNEY's research and specifications, with the heavy duty pressure plate developed expressly to fill the needs of the Toyota off-roader. Available for all Toyota pick-ups from 1975-on, you have your choice of the H.D. 1038 lb. clutch, or the Extra Heavy 2076 lb. unit (the stock unit is 882 lb.). Both now come with McCleod's new heavy duty disc, recently redesigned with less run-out to more properly mate with the McCleod Pressure Plate. Uses stock T.O. Bearing.

R-1274 H.D. Clutch

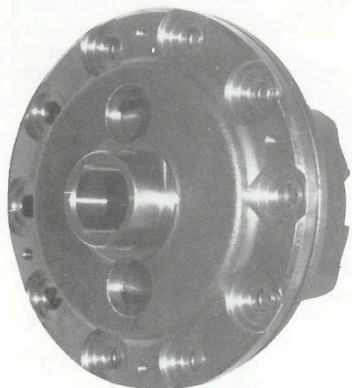
R-1275 Extra H.D. Clutch

NOTE: If you are looking to convert to the double diaphragm 2076 lb. clutch take note! The stock slave cylinder will work with this clutch only on 4WD pick-ups between production dates (found inside driver's door jamb) 1-79 and 8-80. Other 4WD and all 2WD pick-ups must convert to this slave cylinder, Toyota part 31470-26020, available from your local dealer.

NEW! TOYOTA 4x4 POSITRACTION

This is an all new limited-slip differential designed specifically for the Toyota 4x4 Pick-up. The stock differential in your 4x4 applies power only to your right rear wheel, but with this new unit, you get power to both wheels all the time to provide you with the ultimate in positive traction.

Similar to the old Tru-Trac units but far superior in design and workmanship, it utilizes a clutch pack that allows driving on hard surfaces without binding. We are totally impressed with the accuracy and exacting performance of this new unit, and are confident of the solid improvement you'll get from your truck's tracking in snow, mud, ice and off road. One unit fits your front or rear differential.
R-1575



dOWnEy

DOWNEY DEALS

DOWNEY DEALS

Here they are, our famous DOWNEY DEALS, where we put together our most popular Landcruiser and Toyota Pick-up products built to fit and work together . . . and at the right price. Our feeling is if you're willing to put out the bucks all at one time, why shouldn't you get a break in the price. So check 'em out . . . these deals all contain the highest quality products at the best possible prices. We're not unloading junk - just saving you money! NO SUBSTITUTES, PLEASE.

PICK-UP STEEL PACKAGE

Building your truck for off road? This is the best place to start with a fully coordinated set, including our Standard Grille Guard, Tube Rear Bumper, and 3" Single Roll Bar, all attractively painted in black to match any 4WD Pick-up.

DD-0005 1979-82 4WD Pick-Up

DD-0005 INCLUDES:

R-0052-4 Standard Grille Guard
R-0150 Rear Tube Bumper
R-0426-1 3" Single Roll Bar

PICK-UP DOUBLE STEEL

For the ultimate image, build your truck into a show-stopping winner with this complete double-bar steel kit. Double Front Bumper, Double Tube Rear Bumper and Double Roll Bar are all painted black, fits all Toyota 4WD Pick-ups.

DD-0010 1979-82 4WD Pick-up

DD-0010 INCLUDES:

R-0131 Double Front Bumper
R-0151 Double Tube Rear Bumper
R-0426-2 3" Double Roll Bar

2WD PICK-UP SUSPENSION BUILDERS

This is the complete set-up for building the suspension of your 2WD Toyota Pick-up with stronger springs or torsion bars (depending on the year), Rear Spring Shackles to lift it, and the right set of KYB shocks all the way around for optimum control.

DD-0015 1972-78 2WD Pick-up

DD-0020 1979-82 2WD Pick-up

DD-0015 INCLUDES:

R-1130 Coil Springs Set with Shocks
R-1090 Rear Spring Shackles
5504 KYB Shocks (2) Rear

DD-0020 INCLUDES:

R-1132 Torsion Bar Set
R-1090 Rear Shackles
4611-A KYB Shocks (2) Front
5504 KYB Shocks (2) Rear

DOWNEY DEALS

4WD PICK-UP SUSPENSION LIFT KIT w/SHOCKS

This is our famous Suspension Lift Kit matched with the right KYB Shocks for your Toyota 4WD Pick-up. The complete add-a-leaf spring set is available with either the original 2 3/4" front spring lift, or the new extra-tall 3 1/2" front spring lift . . . both come with the 1 1/2" rear spring lift and two pairs of KYB Shocks.

DD-0025 1979-82 4WD Pickup
DD-0025-3 1979-82 4WD Pickup

DD-0025 INCLUDES:

R-1142 Suspension Lift Kit (2 1/2" F,
1 1/2" R)
5522 KYB Shocks (2) Front
5508 KYB Shocks (2) Rear

DD-0025-3 INCLUDES:

R-1143 Suspension Lift Kit (3 1/2" F,
1 1/2" R)
5522 KYB Shocks (2) Front
5508 KYB Shocks (2) Rear

DOUBLE SHOCK/SUSPENSION LIFT

For your Toyota 4WD Pick-up, this is the same as our Suspension Lift Kit Deal with Shocks, but also includes the complete Double Shocking Kits and Shocks for the front and rear. This is the ultimate bolt-on kit for setting up your Pick-up for confident, controlled running over virtually any terrain. Also available with original (2 3/4") or extra-tall (3 1/2") front lifts.

DD-0030 1979-82 4WD Pick-up
DD-0030-3 1979-82 4WD Pick-up

DD-0030 INCLUDES:

R-1142 Suspension Lift Kit (2 3/4" F,
1 1/2" R)
R-1016 Front Double Shock Kit
R-1025 Rear Double Shock Kit
5522 KYB Shocks (4) Front
5508 KYB Shocks (4) Rear

DD-0030-3 INCLUDES:

R-1143 Suspension Lift Kit (3 1/2" F,
1 1/2" R)
R-1016 Front Double Shock Kit
R-1025 Rear Double Shock Kit
5522 KYB Shocks (4) Front
5508 KYB Shocks (4) Rear

COMPLETE 4WD PICK-UP SUSPENSION PACKAGE

This is the complete package for your 4WD Toyota Pick-up, with everything you'll need to lift and strengthen your truck for the rugged demands encountered off road. Included in the package is your choice of Suspension Lift Kit (2 3/4" original or 3 1/2" extra-tall front springs), Front and Rear Double Shock Kits, Shocks, and Front & Rear Trusses . . . everything's complete ready to bolt on. This is the top of the line to build your truck's suspension into something you'll be proud of.

DD-0035 1979-82 4WD Pick-up
DD-0035-3 1979-82 4WD Pick-up

DD-0035 INCLUDES:

R-1142 Suspension Lift Kit (2 3/4" F,
1 1/2" R)
R-1016 Front Double Shock Kit
R-1025-T Rear Double Shock Kit
with Rear Truss
5522 KYB Shocks (4) Front
5508 KYB Shocks (4) Rear
R-1042 Front Truss Kit

DD-0035-3 INCLUDES:

R-1143 Suspension Lift Kit (3 1/2" F,
1 1/2" R)
R-1016 Front Double Shock Kit
R-1025-T Rear Double Shock Kit
with Rear Truss
5522 KYB Shocks (4) Front
5508 KYB Shocks (4) Rear
R-1042 Front Truss Kit

DOWNEY

DOWNEY DEALS

LANDCRUISER PERFORMANCE DEAL ★

This is the ultimate performance deal for your Landcruiser, including everything you need to make the most of your stock Landcruiser engine. The kits come complete with Holley 350 carburetor, adapter, air cleaner, Vacuum Advance Distributor, Header and 2½" Exhaust. Buy it all at once in this super DOWNEY Deal and SAVE!

DD-0060-75 1969-75 Landcruiser
 DD-0060-76 1976-77 Landcruiser
 DD-0060-78 1978 Landcruiser
 DD-0060-79 1979-82 Landcruiser

DD-0060-75 INCLUDES:

F-1446-75 Complete Kit with Holley 350, Adapter, Air Cleaner
 F-1420 Vacuum Advance Distributor
 F-1595 Landcruiser Header
 F-1615 2½" Exhaust

DD-0060-76 INCLUDES:

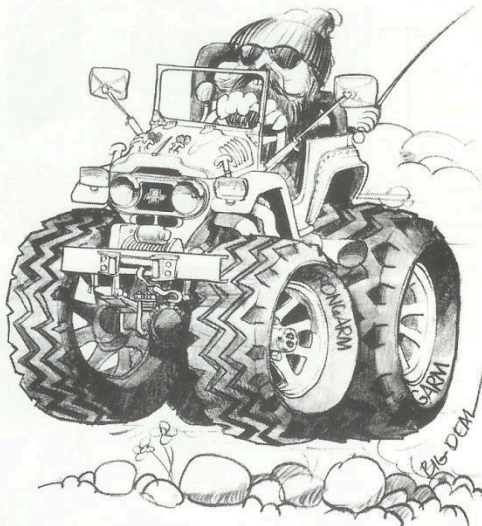
F-1446-76 Complete Kit with Holley 350 Carb, Adapter, Air Cleaner
 F-1420 Vacuum Advance Distributor
 F-1595 Landcruiser Header
 F-1615 2½" Exhaust

DD-0060-78 INCLUDES:

F-1446-76 Complete Kit with Holley 350 Carb, Adapter, Air Cleaner
 F-1421 Vacuum Advance Distributor
 F-1595 Landcruiser Header
 F-1615 2½" Exhaust

DD-0060-79 INCLUDES:

F-1446-76 Complete Kit with Holley 350 Carb, Adapter, Air Cleaner
 F-1421 Vacuum Advance Distributor
 F-1595 Landcruiser Header
 F-1616 2½" Exhaust



*Not legal for use or sale in California on pollution controlled motor vehicles.

DOWNEY

GIFTS & GOODIES

T-SHIRTS

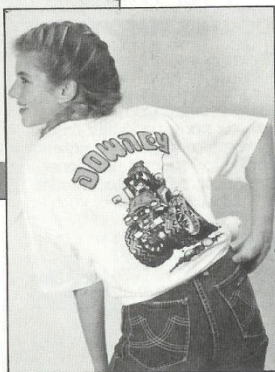
Not the cheapies — (we wouldn't stick you with junk!) These heavy weight all cotton, white T-shirts have our bright orange and black logo on front; and on the back, we've silk screened an outrageous Big Deal cartoon of either a Landcruiser or Toyota Pickup. Adult sizes only, individually packaged for clean shipping, easy gift wrapping.

R-1700-S,M,L or XL Pickup Cartoon

Shirts

F-1700-S,M,L or XL Landcruiser

Cartoon Shirts



CAPS

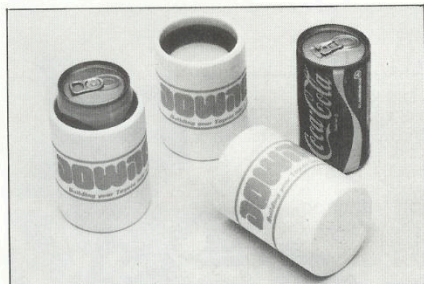
This baseball-style brown and white cap sports a bright orange DOWNEY logo on front. Cool and comfortable, one size fits all.

G-1710

KOOL KUPS**

Keep beer and soda icy cold with DOWNEY's Kool Kup insulators. Our bright orange logo is printed on white styrofoam, comes in packages of four.

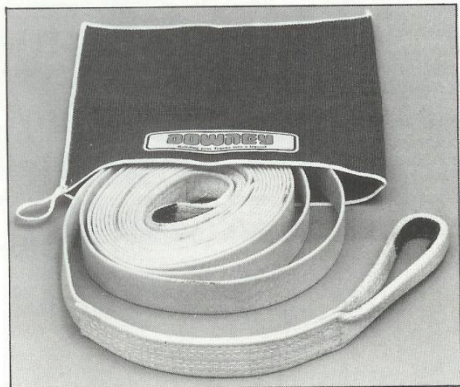
G-1720



DOWNEY TOW STRAP

We've offered various lengths and strengths over the years, but there is only one style proven the people's choice . . . 20,000 lbs. x 30 ft. This popular off roader's necessity includes a nylon storage pouch.

G-1690



** Not legal for use or sale in California while driving beer controlled motor vehicles.

DOWNEY

HOWEY OFF ROAD MANUFACTURING

Date _____ 19 _____

Name _____

Address _____ Apt. No. _____

City _____

State/Zip _____

(Do not use P.O. Box if you wish U.P.S., they require street address with Zip code)

Name _____

Address _____ Apt. No. _____

City/State _____ Zip _____

NOTE: UPS is the quickest and least expensive method of shipment. Please make sure we have your correct Street Address (not P.O. Box) and Zip Code to eliminate delays and returned merchandise. UPS delivery covers the Continental USA and parts of Alaska and Hawaii. Orders to be shipped outside of the Continental USA must be paid in full, less shipping charges.

VEHICLE INFORMATION — Give us this information about your car so that we may fill your order correctly. Production Date:

Model _____ ☐ 2 Wheel Drive ☐ 4 Wheel Drive

Year: _____

[illegible]

No Personal Checks. Please use MONEY ORDER or CERTIFIED CHECK.
C.O.D. Orders are shipped "Cash Only".
Large orders requiring TRUCK Shipment must be pre-paid.

We need the name and address the card is registered to.

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

Signature _____

VISA

COPY ACCOUNT NUMBER FROM YOUR VISA CARD

MASTER CHARGE

COPY ACCOUNT NUMBER FROM YOUR
MASTER CHARGE CARD.

MY CARD EXPIRES _____

TOTAL FOR MERCHANDISE

CALIF.
RESIDENTS
ADD 6%
AMOUNT
ENCLOSED

PLEASE DO NOT SEND CURRENCY

TO ORDER: Please read instructions on reverse side. Order is easily mailed by folding Order Blank twice (see reverse side) leaving mailing address exposed. just drop into mail box. Thank you.

STAPLE DEPOSIT HERE

**DOWNEY OFF ROAD
MANUFACTURING**10023 South Pioneer Boulevard
Santa Fe Springs, CA 90670

FOLD HERE

READ BEFORE ORDERING

Please read this before ordering. Do not order parts that you do not intend to keep. If you are just curious look at the pictures in the catalog and let it go at that. It takes time and manpower to type orders, package, insure and ship parts. Additional time is required to receive, inventory, check and restock and issue refund checks. These operations cost money. To offset the direct cost of handling returned merchandise that has been correctly shipped by DOWNEY, a 20% restocking fee will be charged to all returns. Permission must be obtained in writing from DOWNEY before returning any merchandise and it must be returned in unused condition. Exchanges or refunds will not be made later than 30 days after purchased. C.O.D. shipments will not be accepted. There are no exceptions.

ORDERING INFORMATION

UPS normally is the quickest and least expensive method of shipment. Please make sure we have your correct street address (not P.O. Box) and Zip Code to eliminate delays and returned merchandise. UPS Delivery covers the continental US and parts of Alaska and Hawaii. Orders to be shipped outside of the continental US (not handled by UPS) must be paid in full prior to shipment if your order is too large or too heavy to meet normal postal requirements we will ship it to you via the best way. Do not send currency or stamps. The best and quickest way to receive your parts is to send a Post Office Money Order, Bank Draft or Certified Check. Your mail carrier will buy a Post Office Money Order for you if you live on a rural route. California residents add 6% sales tax to all orders.

CORRECT ADDRESS

To get your parts as quickly as possible include your correct street and number, apartment, trailer or building number as required, city, state and zip code. If it is necessary to ship to a Post Office box UPS service will not normally be available and will hold up delivery. (See above)

MINIMUM ORDERS

We will not ship orders that total less than \$20.00.

BACK ORDERS

All orders will be shipped within 2 working days from the time received or as quickly as available. If all or a portion of the order is temporarily out of stock the order will be held until the order is complete as possible. Any items not in stock and not expected for approximately 3-10 working days will be placed on B/O and shipped to you as soon as possible. If the B/O items still are not in stock after approximately 10 working days, the back order will be cancelled and balance due you (if any) will be refunded. A cancelled item can be reordered at a later date. If still in need of/interested in these cancelled items please call us regarding availability and possibility of reordering.

RETURN & EXCHANGES

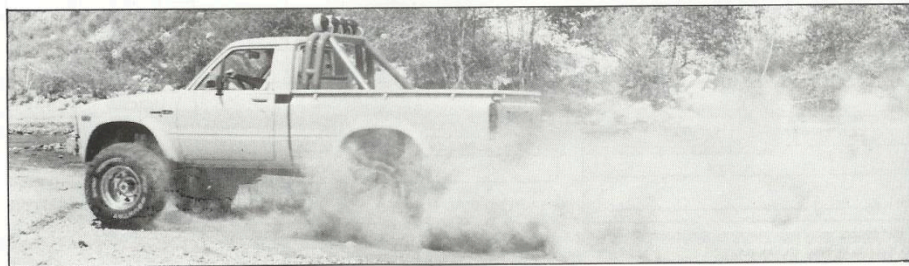
Permission must be obtained in writing from DOWNEY prior to returning merchandise for exchange or refund. All authorized returns must be shipped pre-paid. Unauthorized returns and COD's will not be accepted. Exchanges and refunds will not be made after 30 days of purchase.

PARTS AVAILABILITY

Many of the parts listed in this catalog are manufactured in our specialized shop. A few of the parts are made in small quantity due to the limited sales of specialized high performance parts. Sometimes we miss our projected forecast and run out of a certain part. Other parts that we distribute are manufactured in large factories. These larger manufacturers often have problems too. Supplying a wide range of highly specialized parts is not an easy thing to do. If these parts were readily available you could pick them up at your local parts emporium. They aren't and you can't. So if you will bear with us, we will do the best possible job in supplying you with super great, hard to get parts.

PRINTING ERRORS

Although every effort has been made to proofread all copy prior to printing, we do not accept responsibility for any typographical errors whether in pricing or content.

FOLD
HERE

DOWNEY POLICIES



PHONE CALLS

We do not accept collect calls under any circumstances. We do have several incoming order desk/customer service lines on the (213) 949-9494 number. Please remember, however, that we manufacture specialized products which frequently require lengthy communications with our customers, so if our lines are busy, we're busy! Please keep trying.

RETURNED MERCHANDISE

No merchandise may be returned for any reason without prior written or verbal permission from DOWNEY Off Road Mfg. A 20% service charge will be deducted from all refunds except where the error is ours. Orders that are refused for any reason will be subjected to a 20% restocking charge. Returned goods must include a letter explaining the details of the return, exact condition of the merchandise, and name of DOWNEY manager who authorized return.

DAMAGED MERCHANDISE

Merchandise damaged in transit is the sole responsibility of the carrier. We inspect all merchandise prior to shipment. It is your responsibility to handle damaged merchandise in the following manner:

UPS Shipments

- a) refuse shipment due to damage;
- b) notify DOWNEY, we will file claim against UPS;
- c) re-order merchandise.

TRUCK Shipments

- a) accept merchandise;
- b) have driver note damage on weighbill, and sign;
- c) re-order merchandise;
- d) file claim against carrier.



We will be happy to assist you by furnishing any information necessary for claims which may arise.

RIGHTS RESERVED

DOWNEY Off Road Mfg. reserves the unconditional right to change the design, materials, specifications and suppliers of any product cataloged by DOWNEY without incurring any liability or obligation to the suppliers of any such product. This is catalog No. 10, and supersedes all previously printed catalogs and marketing materials.

Every effort has been made to remove misprints, misquotes, typographical errors, and unintentionally deceptive phrases from this catalog, but we disclaim all responsibility from any such errors which may subsequently be found. Misleading statements should be brought to our attention for correction, and we always appreciate constructive criticism and suggestions for new products you'd like to see in the next catalog.

CATALOG CONTENT

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WARRANTY NOTIFICATION

We have properly presented the required pre-sale notification or our warranty terms. We are neither liable nor responsible for ascertaining whether those terms have been read by our customers.

TRUCK SHIPMENTS

TRUCK SHIPMENTS MUST BE PRE-PAID.

What's a TRUCK SHIPMENT?

These are DOWNEY products that are too large or too heavy to ship to you via UPS or the U.S. Mail. In this catalog, all of the products that must be shipped by truck, and hence pre-paid, are denoted by TRUCK SHIPMENT just above their part numbers. This has nothing to do with the fact that these parts happen to fit your "truck."

Why PRE-PAID?

Truck freight bills are the responsibility of the buyer. When the trucking firm picks up a pre-paid shipment, it is your property as soon as it leaves our warehouse. It then becomes the trucking firm's responsibility to deliver the products into your hands, and your responsibility to pay for the delivery of your property.

Can I select my own freight company?

We normally make arrangements with the trucking firm that will deliver the shipment to you the fastest and for the least cost. If you insist on selecting your own carrier, we can accept no responsibility for the length of time it takes to deliver your products, nor for the increased amount it might cost you.

DOWNEY

DOWNEY

OFF ROAD MANUFACTURING

Building your Toyota into a legend

10023 So. Pioneer Blvd.
Santa Fe Springs, California 90670
213/949-9494