



Q: WHAT IS MODULAR LONG TRAVEL?

A: Modular Long Travel (MLT) is the world's first complete Long Travel kit for the 2nd & 3rd Gen Tacoma that moves your Wheel Mount Surface forward on the frame up to 3" without altering the correct steering geometry, eliminating the bump steer & extreme CV angles that occur with bolt-in kits that use the stock control arm mounting brackets. Our innovative, patent-pending bulkhead system allows the control arms, steering rack, differential, and CV axles to move along the frame as a single unit, allowing proper steering geometry & CV angles to remain the same no matter where the bulkhead is located. We also include a heavy-duty LC200 steering rack with a 1650 psi pump upgrade kit to give you the power to easily steer with any tire size.

Q: HOW DOES MODULAR LONG TRAVEL DIFFER FROM OTHER KITS?

A: Since the Modular Long Travel kit is a complete IFS front end and power steering solution, we consider it to be an entirely different class as compared to bolt-on long travel kits. However, here is a list of some of the items that set us apart from other long travel kits:

- The first & only Tacoma Long Travel kit that maintains correct steering angles and does not introduce bump steer.
- The first & only Tacoma Long Travel kit that maintains correct CV Joint angles and does not overstress CV joints.
- The first & only Tacoma Long Travel kit that has 15" of unrestricted wheel travel (13.5" with our recommended shock, bump, & limit strap setup).
- The first & only Tacoma Long Travel kit that has a high-clearance lower control arm that is dual shock ready.
- The first & only Tacoma Long Travel kit to include a heavy-duty LC200 steering rack.
- The first & only Tacoma Long Travel kit to include 3-point mounting for the steering rack.
- The first & only Tacoma Long Travel kit to include a bulkhead that more than doubles the strength of your front frame.
- The first & only Tacoma Long Travel kit to include an alignment system that never loses alignment even under the toughest off-road conditions.
- The first & only Tacoma Long Travel kit that is truly compatible with 42" tires.
- The first & only Tacoma Long Travel kit that comes with a complete power steering system upgrade.
- The first & only Tacoma Long Travel kit strong enough to be a viable alternative to conventional Solid Axle Swaps.



Q: WILL THIS FIT 03+ 4RUNNER/FJ CRUISER/GX460/GX470?

A: Although the frame & suspension are nearly identical to the 2nd & 3rd Gen Tacoma, due to the vehicle-specific power steering components, we can only guarantee fitment on the 2nd & 3rd Gen Tacoma. We will update application data and/or release other application-specific kits as we check fitment on these other applications.

Q: WILL THIS FIT NON-US TOYOTA TRUCKS (E.G., HILUX)?

A: Although the frame & suspension are nearly identical to the 2nd & 3rd Gen Tacoma, we have not been able to verify if there are any differences that will prevent installation. Also, since engine options are often different on non-US models, due to the vehicle-specific power steering components, we can only guarantee fitment on the US-spec 2nd & 3rd Gen Tacoma.

Q: WHY DOES THE MODULAR LONG TRAVEL KIT USE A DIFFERENT STEERING RACK?

A: The stock Tacoma rack is notorious for failing even when wheeling with stock suspension & tires. To prevent failures and give you the power to easily steer with the largest tires, we chose the Power Flow LC200 Land Cruiser rack to include with the Modular Long Travel Kit. The LC200 Land Cruiser rack is the biggest steering rack Toyota makes for passenger vehicles, so we designed the MLT kit to use the LC200 steering rack for strength & durability. The stock Tacoma rack is not compatible with the MLT kit. In the unlikely event your PowerFlow LC200 rack were to fail, LC200 racks are readily available from most auto parts stores and from Toyota.

Q: WHAT TIRE SIZE CAN I USE?

A: Our MLT kit is suitable for tire sizes up to 42".

Q: IS THE MODULAR LONG TRAVEL KIT STRONG ENOUGH FOR ROCK CRAWLING?

A: Yes! We have tested this extensively at Johnson Valley (the Hammers), Sand Hollow (Utah), Barnwell Mountain Recreation Area (Gilmar, Texas), and on countless public & private lands in the Sierra Nevada mountains with zero failures.



Q: HOW MUCH WHEEL TRAVEL WILL I GET WITH THE MLT?

A: It will depend on your particular shock/limit strap/bump stop setup. There is a total possible wheel travel of 15". You will get 14" of travel with no bump & a 23" limit strap. If you use our recommended setup of King Long Travel shocks (TC5119-03 or TC5119-03A) and the included Superbumps & 23" limit strap, you will get 13.5" of unrestricted wheel travel. You can get the same 13.5" of travel if you use other coilover shocks with identical extended & compressed lengths. You can use other Long Travel shocks, such as the Fox 880-06-953 Long Travel shocks, to get the same wheel travel, but you would need a shock top that is an inch longer.

Q: IS THERE BUMP STEER WITH THE MLT KIT?

A: With the MLT steering geometry, we have achieved an industry-leading 60% less bump steer than factory over 14" of travel. Since the steering geometry stays the same no matter where the bulkhead is moved along the frame, there is no way to introduce more bump steer as long as the kit is installed correctly.

Q: WHAT PAINT DO YOU RECOMMEND FOR FINISHING THE BULKHEAD & CROSMEMBERS?

A: Any good-quality automotive-grade spray paint will work; however, we have had good results with STEEL-IT 1012D Black Polyurethane spray paint. In addition to black, several other colors are available. More information can be found at www.steel-it.com.

Q: WHAT WHEEL SIZE & BACKSPACING CAN I USE?

A: Due to the heavy-duty spindles, 17" wheels are the minimum wheel size. We recommend wheels with backspacing of 3.75" to 4.25", such as our Trail-Creeper Tacoma Beadlock wheels. Wheels with backspacing over 4.25" will not work. Wheels with backspacing under 3.75" will work, however, handling may suffer.

Q: ARE FACTORY SKID PLATES COMPATIBLE WITH THE MLT KIT?

A: Factory and factory-style aftermarket skid plates are not compatible with the MLT kit due to the heavy-duty steering rack & differential crossmembers. However, we do include a new version of our Aluminum IFS Skid Plate specifically made for the MLT kit to protect your investment. An all-steel version of the MLT skid plate is sold separately for even more protection.

Q: WHAT KIND OF CLEARANCING DO I NEED TO DO ON THE BODY?

A: Clearancing will depend on your particular setup and how far forward you move the WMS. For installations that move the WMS forward 2", no body mount relocation is needed for tires 40" or smaller. Due to the larger wheel travel and steering angles, minor clearancing may be required with tire sizes larger than stock. It will be dependent on such variables as tire size, how far forward the WMS is moved, wheel backspacing, limit strap length, and how the Superbumps are set.



Q: DOES ANY CLEARANCING NEED TO BE DONE TO THE FRONT BUMPER?

A: If you have an aftermarket front bumper, some clearancing may be needed on the ends of the bumper when using some larger tire sizes. Unfortunately, due to the large number of aftermarket bumpers, we do not have a list of which bumpers may need clearance.

Q: CAN I RETAIN MY SWAY BAR WITH THE MLT KIT?

A: Unfortunately, sway bars are not compatible with the MLT kit.

Q: NOW THAT I HAVE THE MODULAR LONG TRAVEL FOR MY FRONT END, WHAT DO YOU RECOMMEND FOR UPGRADING THE REAR OF MY TACOMA?

A: We recommend our U-bolt flip kit, Expedition or Expedition 2.0 leaf springs, & King 25001-121/25001-121A shocks for the rear. Although you can use these with a stock axle, we recommend the Rock Assault Bolt-in Tacoma 8.4" Rear axle for maximum durability.

Q: DO I NEED TO REPLACE MY IFS AXLES?

A: If you do not select the +3.5" Longfield IFS axles, you need to use a similar aftermarket extended IFS axle set or modify your stock axles to use extended length axle shafts (sold separately). Due to the weaker strength of the stock CV joints, we do not recommend using them with tire sizes over 32".

Q: WHAT OTHER PARTS DO I NEED TO INSTALL THE MLT KIT?

A: The MLT kit is a complete suspension kit with all parts needed for suspension installation included. If you do not select shocks or extended IFS axles when ordering, you will need to source your own Long Travel shocks & extended length IFS axles. You will need approximately 1 gallon of power steering fluid, polyurethane-safe grease, and paint for parts that get welded onto the truck (bulkhead, one of the crossmembers, bump stop mounts, & steering shaft support). We do recommend you install new unit bearings & hub seals when installing the MLT kit. Of course, while you have your front end off, we recommend inspecting and servicing the brakes & differential as needed.

Q: WHAT COILOVER SHOCKS CAN I USE WITH THIS KIT?

A: We have designed the MLT kit to be used with the King Long Travel shocks (TC5119-03 or TC5119-03A) to achieve the most suspension travel. Other Long Travel shocks may be used; however, if they are shorter than the King shocks, you would need to use shorter limit straps.



Q: WHAT LIMIT STRAPS DO YOU RECOMMEND?

A: We include 23" long Trail-Gear 6-ply limit straps in the MLT kit for use with King Long Travel TC5119-03 or TC5119-03A shocks. If you use shocks that are shorter than the King Long Travel, deduct the difference in extended length from the default 23" limit strap length.

Q: WHAT BUMP STOPS SHOULD I USE WITH THE MLT KIT?

A: We include progressive Wheeler's Superbumps in the MLT kit. These work great for most off-roading & rock crawling applications. However, for those who wish to push their Tacoma to the limit in racing or jumping situations, we do offer an optional Trail-Gear Performance 2.0 Air Bump kit for MLT.

Q: WHAT SPRING RATE DO YOU RECOMMEND FOR USE WITH THE MLT KIT?

A: Due to the high-leverage LCAs, we have found 800-lb springs to be ideal for most setups. Lower spring rates can be used; however, you may need to adjust the spring compression more on springs with a lower spring rate. We do carry 800-lb springs if you already have TC5119-03 or TC5119-03A coilovers with lower spring rates.

Q: DO I NEED TO INSTALL DUAL SHOCKS ON THE MLT KIT?

A: Even though the MLT kit is dual shock ready, you can still have a perfectly capable rock crawler with just the coilover shocks. The mounts will be there if & when you are ready to add bypass shocks.

Q: WHAT BYPASS SHOCKS CAN I USE WITH THIS KIT?

A: We have designed the MLT kit with the King PR2508-BP3P-1 bypass shocks in mind. Similar bypass shocks with extended & compressed lengths of 23.97" & 15.97" can be used; however, it is important that you use a bypass shock with a similar reservoir & tube arrangement.

Q: CAN I INSTALL THE MLT KIT AT HOME?

A: If your welding, grinding, and general mechanic skills are sufficient to install a SAS kit and a power steering upgrade kit, then you can install this kit in your garage. We can also recommend installing dealers for those customers who don't have the tools, facilities, skills, or time to install the kit themselves.



Q: DOES THE MLT KIT REQUIRE FRAME MODIFICATIONS?

A: Yes, the suspension mounts must be cut off the frame, and the remaining welds must be ground off to install the bulkhead. Although this requires more time than a bolt-on kit, the bulkhead will more than double the strength of the front frame.

Q: WHAT OTHER MODIFICATIONS NEED TO BE DONE?

A: You will need to increase the length of your front driveline. We recommend taking your driveline to a professional driveline shop for modification.

Q: WHAT IS THE DIFFERENCE BETWEEN THE 2ND GEN & 3RD GEN MLT?

A: On 3rd Gen Tacoma, the cartridge oil filter assembly interferes with installing a Power Flow power steering pump. To resolve this, we include an oil filter relocation kit to relocate the oil filter to a location where it is easier to change. Also, this change allows the use of a conventional spin-on oil filter instead of the messy, difficult-to-change cartridge-style oil filter.

Q: HOW LONG WILL IT TAKE TO INSTALL THE MLT KIT?

A: Depending on your skill level and the tools you have access to, it generally takes 3-5 days to install the MLT kit on a Tacoma in good condition.

Q: WHY DO YOU USE UNIBALLS INSTEAD OF SEALED BALL JOINTS?

A: Although sealed ball joints generally last longer, they are weaker than uniballs. Also, the uniballs allow us to use a double-shear mounting design for the spindle mount on the UCA.

Q: HOW LONG DO UNIBALLS LAST?

A: It depends on your driving style, climate, and wheeling environment. The uniballs can last for several years when driving on the road in dry climates. Driving in wet climates on roads where salt is applied, or wheeling in sandy or desert environments, will accelerate wear and may require the uniballs to be replaced in as little as one year. We do offer replacement uniballs along with all the components needed to service your MLT control arms (bushings, etc.).



Q: DO YOU HAVE A LIST OF COMPATIBLE SHOCKS?

A: Below is a list of shocks that will work with the full 13.5" inches of travel. Due to the large number of shocks on the market, we are unable to evaluate all Long Travel shocks.

COILOVERS

Part Number	Description	Ext. Length	Comp. Length	Stroke	Notes
TC5119-03	King Long Travel Remote Res.	25.12"	17.55"	7.57"	Recommended
TC5119-03A	King Long Travel Remote Res. w/ Click Adjuster	25.12"	17.55"	7.57"	Recommended
FOX-880-06-953	Fox 2.5 Factory Series Coilover Reservoir Shock Set	24.09"	16.375"	7.715"	Requires 1" taller top mount

Note: For most installations, we recommend 800-lb springs on any coilover you use. If you install coilovers that are longer than the recommended 17.55" extended length or shorter than the 7.57" compressed length with bypass shocks, the bypass shock may reach its mechanical limit before the limit strap and/or bump stop engages. This may cause damage to the bypass shock and is not covered under warranty.

BYPASS

Part Number	Description	Ext. Length	Comp. Length	Stroke	Notes
PR2508-BP3P-1	King 2.5" Piggyback Reservoir Shocks, 3-Tube, Type 1	23.973"	15.971"	8"	Recommended

