

The struts on the left are from a 2014 FJ Trail. The one on the right is the driver's side from my 2005 V6 SR5.

The arrows show where to line up the end of the springs to get an accurate coil count. The left-most strut has seven coils, and the middle one has eight. The middle one belongs on the driver's side. Don't bother trying to decode the paint marks. They don't matter. More coils = driver's side. That's all you need to know.



The width and diameter of the shock eye don't matter. The picture below shows the end to end measurement of the 4th gen BUSHING. That's the only thing you care about for this swap. Mine measured 1.557".



The 5th gen FJ shock bushing measured 1.626".

$1.626 - 1.557 = 0.069$ " difference. Need to take 35 thousandths off of each side.

$1.557 + 0.035 = 1.592$ is the measurement you should get when you're done removing material from the first side.

1.557" is the measurement you should get when you're done removing material from the second side.

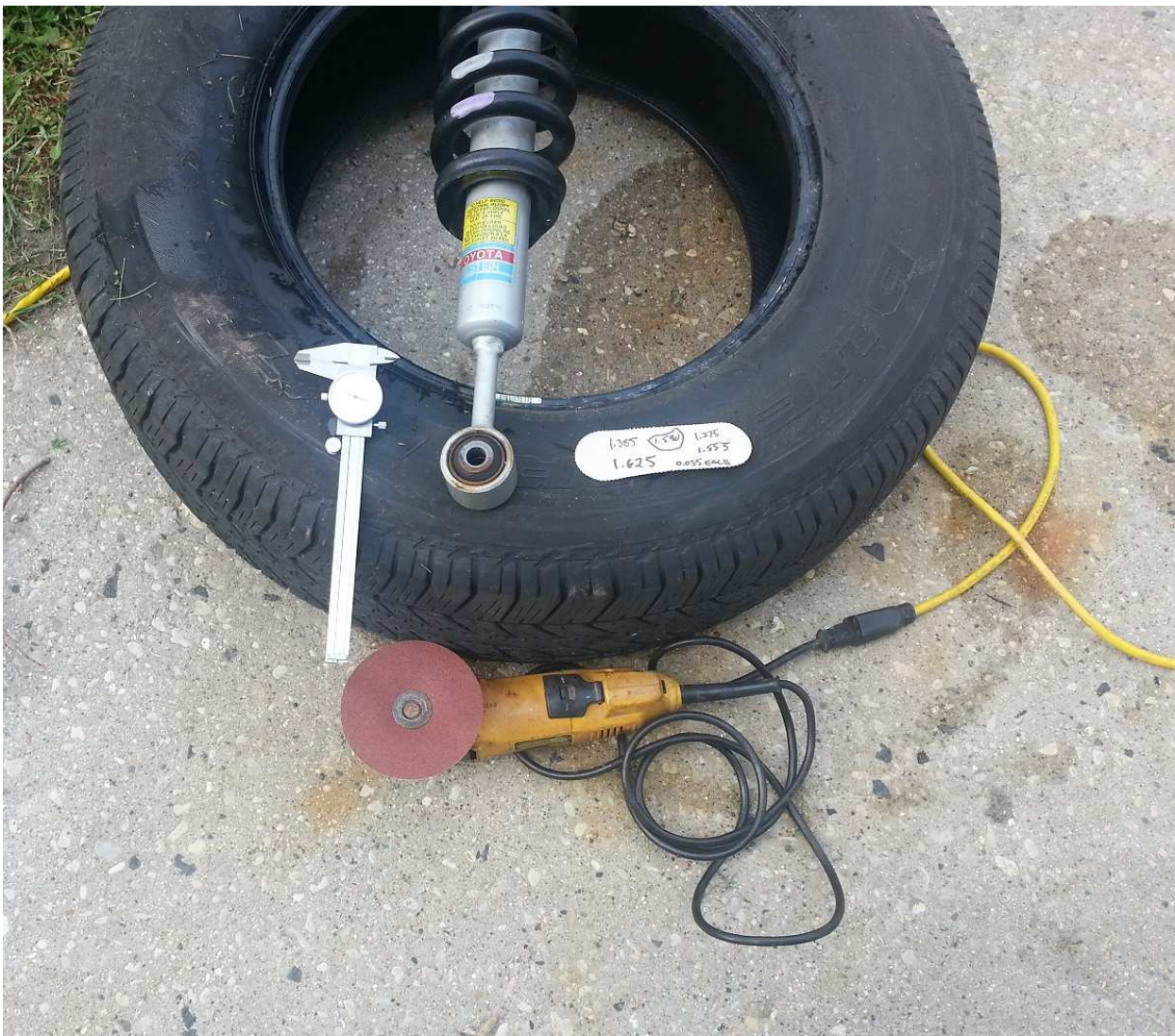
My factory passenger side bushing measured 1.540". So, 20 thou of slop doesn't matter. This isn't a precision cut. You can do this.



Here's the setup. A \$15 Harbor freight 4" angle grinder will do the job. The sanding pad for the grinder is ~\$5. The sandpaper is another \$5. I used a single 80grit sanding pad and put very little wear on it.

Set the eye flat towards you and take a little material off. Go easy and recheck often. Turn it sideways and look at the bushing surface you're working on. You'll be able to see if you're cutting more off the top or bottom and adjust.

Just keep stopping and measuring until you get the desired thickness.



Here I'm done sanding down the first strut, and it's dead on. Bolted right up. Only took a few minutes to sand down the bushings. Anyone capable of changing struts can do this mod without any problems.

