

TRAIL TAILOR

[Lexus GX470 120 Series – Front Recovery Tow Point](#)

Tools required:

- Phillips Screw Driver
- Magnetic Pointer
- ½" Ratchet
- 12mm Socket
- 19mm Socket
- Socket Extensions (3", 6", & 10")
- 13mm Open End Wrench
- 19mm Open End Wrench (2 Would be optimal)
- Crescent Wrench (If you don't have a second 19mm Wrench)
- Drill
- ½" Drill Bit



Hardware:

This is how the washers and lock washers should be installed with the bolts. Larger bolt should be installed on top and shorter bolt threaded into the existing threaded hole.



Installation Steps:

- Use an air hose to blow air into the lower hole with threads to clear out any loose dirt on both sides. If you have the correct size tap use this to clean and clear the threads.
- If no tap, spray WD 40 into the same lower hole with threads on both sides and let it soak.
- Pop your hood and remove the black plastic cover to expose the front of the radiator.
- Next loosen the two top radiator bolts as far as they will go without the bolt falling off so it can help support the radiator. Use an open end 13mm wrench on the inside to hold the nut.

- Piece together your extensions to a minimum of 6" if you want to ratchet inside the bumper or 16" if you want to ratchet outside of the stock bumper.

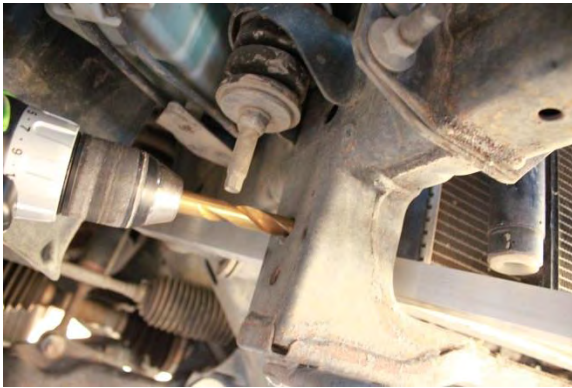


- Remove the lower bolts completely on both sides.
- If you drop the bolt or socket inside the frame you will be glad you have that magnetic pointer.
- With the radiator detached at the bottom and loose at the top you will find that the bottom of the radiator will push back far enough to expose the hole in the frame on the passenger side. On the driver side you will be hung up on some hard lines and I recommend loosening the middle 12mm bolt on the bottom of the radiator support frame and removing the bolt on the driver side completely to allow the radiator additional movement.



- Now is a good time to go back to the two lower holes that have been soaking and clear it. Slowly thread the smaller bolt into the hole, reverse and remove it, spray more WD40, and tighten the bolt in again. Continue this process until the bolt goes in and out smoothly.

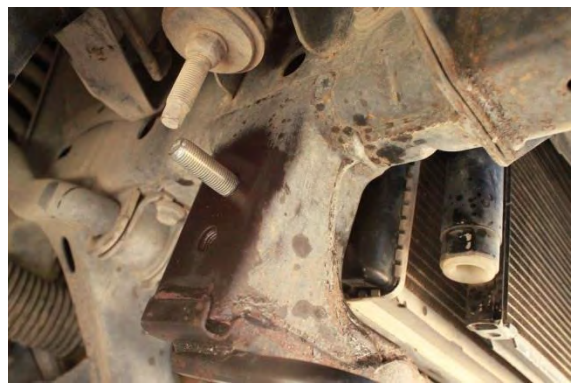
- Unfortunately the hole on the inside of the frame is not the same size as the outside of the frame. So you will have to drill it out with a ½" drill bit. Rather than removing the radiator you can drill it through the existing outer hole. *Warning, place a piece of metal between the frame and the radiator so when you drill through you don't accidentally hit your radiator.



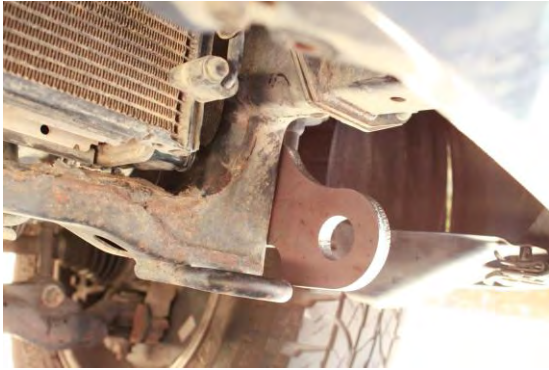
- To make room for your drill you will need to undo the front bolt and screw for the wheel well liner. The liner is then flexible enough to move out of the way for you to drill.



- With the inner frame hole drilled out with a ½" bit you can now push the radiator back and slip the longer bolt with a washer on it through the frame and out the back side.



- Now you will want to grab your Trail Tailor tow point and put this longer bolt through the top holes because you need to squeeze it past the body mount bolt as you put the long bolt through.
- Check clearance of your D shackle and the existing factory loop. You may need to remove the existing loop on 06+ GX470 models.



- Now add the second washer and screw on the nylon nut. It is easier to start tightening down this bolt before putting the lower bolt in. It is ideal to have two 19mm open end wrenches to tighten this bolt down but a crescent will work in a pinch. I could not get a socket on either side due to the radiator on the inside and the body mount bolt on the outside.
- Prior to tightening the top bolt down completely get the second, shorter bolt threaded into the hole you cleaned out prior. Make sure you have a lock washer against the bolt head and a standard washer against the tow point.
- Tighten down both bolts evenly and very snug. Admire your work!



- With the tow points installed on both sides, all hardware securely fastened you can now put your bolts back in for the hard lines ran along the underside of the radiator support. Re-install the lower radiator bolts and tighten up the upper radiator bolts. Re-install the bolt and screw for the front of the inner fender plastic and put the black beauty plastic back on in the engine bay. Close your hood and go rescue a Jeep on the trail!

FINISHED.