MDT Tru Tracker
Installation Instructions
-Version 1-

V8 Diesel J70 Series Toyota Land Cruiser
(OEM Laminated Rear Diff Housing)
Product Overview

For nearly 30 years now, the J70 Series Toyota Land Cruiser has proven itself time and again against nearly everything we Aussies have thrown at it. However, since 2007 we have seen a shortcoming in an otherwise robust and reliable vehicle.

In 2007 Toyota introduced the Euro-4 compliant 4.5L V8 turbo diesel to the J70 range. To allow fitment of the engine, the front axle/track and chassis were widened by 95mm. However, despite this modification, the rear axle/track remained unchanged. The resulting difference in wheel span generates significant stability issues when towing or operating the vehicle off road.

As a corrective measure, many people have installed illegal ‘wheel spacers’ which over time can cause damage to the vehicle.

The MDT Tru Tacker kit is fitted to the housing and not the hub. This allows the bearing loads within the hub to remain as per the OEM assembly, and not offset as generated by wheel spacers.

The Tru Tracker components are manufactured in Australia to the highest standards. Each component has undergone Finite Element Analysis (FEA) to ensure component strength and reliability, and is also routinely tested to ensure quality is maintained.

The MDT Tru-Tracker System is a fully road legal, ADR approved solution to this long standing issue. This document has been developed to ensure the kit is fitted to your vehicle correctly, and you can safely enjoy the benefit of putting the rear wheels of your J70 Land Cruiser where they should be!
### Kit Items

<table>
<thead>
<tr>
<th>Type</th>
<th>Part No.</th>
<th>Description</th>
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<td>TUBE SPACER</td>
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<td>M8 x 35 HEX HEAD BOLT (AXLE REMOVAL)</td>
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<td>M8 x 25 SOCKET CAP SCREW</td>
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<td>M8 NYLOC NUT</td>
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Tools & Equipment
Below is a list of tools & equipment recommended for the Tru Tracker installation:

<table>
<thead>
<tr>
<th>Tool / Equipment</th>
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<tbody>
<tr>
<td>Five Inch Grinder with Handle and Guard</td>
</tr>
<tr>
<td>A number of 5” by 2mm cut-off disks</td>
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<tr>
<td>Fine 5” grinding disk or flap-wheel</td>
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<tr>
<td>Pair of safety glasses with side protection (General)</td>
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<tr>
<td>Clear full-face mask (Cutting &amp; Grinding)</td>
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<tr>
<td>10mm Brake Line Spanner (10mm open ender if brake line spanner not available)</td>
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<tr>
<td>10mm Open Ender Spanner</td>
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<tr>
<td>Tool Description</td>
</tr>
<tr>
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</tr>
<tr>
<td>13mm Ring-Open End spanner</td>
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<tr>
<td>17mm Ring-Open End spanner</td>
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<tr>
<td>14 mm Socket and Ratchet</td>
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<td>Torque Wrench + 19mm Socket</td>
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<td>Heavy Steel or Copper Hammer</td>
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<td>Nylon or Soft Hammer</td>
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<td>Flat Plate or Metal Disk (Greater than 50mm Diameter)</td>
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<tr>
<td>Impact Screw Driver with Large Phillips Head Fitting</td>
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<td>Clean Rags</td>
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<td>Plastic Tubs or Similar Storage Containers</td>
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<tr>
<td>Paint Pen or Permanent Marker</td>
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<tr>
<td>Suitably rated Car Jack / Hoist</td>
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<tr>
<td>Fixed Car Stands or Similar</td>
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</tbody>
</table>
Installation Instructions

Safety
It is the responsibility of the installer to ensure all safety precautions are taken during the installation of this kit. This includes safe lifting methods for the vehicle (+ fixed method for securing the vehicle once lifted). All tools and equipment must be in good working condition, and appropriate for the intended task. All appropriate Personal Protection Equipment (PPE) must be worn during the cutting and grinding of metals, and the steps highlighted in the Material Safety Data Sheet (MSDS) for each of the Loctite items adhered to. If you are unsure at any stage of the installation, STOP WORK, make safe the immediate work area and seek assistance.

Preparation
Multidrive has provided some tools in the kit, but you will also need to supply some yourself. For a full list of what is required, please refer to the Tools and Equipment section of this document. Make sure you check that you have all the equipment on hand prior to starting. Also, take a good look through the items in the kit and familiarise yourself with each item and give the underside of your vehicle a thorough clean before you start.

Lifting and Securing Vehicle
If using a 2 post hoist, it is best not to raise the vehicle too high, as it will be safer to undertake the job closer to the ground. If you are using a floor jack or similar then it is imperative that the fitting take place on a good level surface, preferably concrete. Make sure you securely chock the front wheels in all situations. Leave the vehicle in neutral with the handbrake off after chocking.

If you don’t have an impact wrench, then you must first “break” the wheel nuts whilst the vehicle is still on the ground.

Now jack the vehicle up and place suitable (check the rating) axle stands under the outer section of the rear axle housing, making sure they are clear of any brake components.

**WARNING: NEVER RELY ON STACKED ITEMS TO SUPPORT THE VEHICLE**

The jack can now be lowered and the vehicle supported by the stands with the wheels clear of the ground.

Before you start any work where you place any part of your body under the vehicle, make sure you have a secondary safety mechanism in place. If for any reason the vehicle slips or falls there is a backup in place, and the vehicle can only fall a minimal distance.
Remove Rear Brakes

Start at the driver’s side as this is closer to the flexible brake hose. Remove the wheels and apply the brake line hose clamp to the rubber hose which runs from the chassis to the axle housing. It should be firmly clamped and locked with the sliding containment ring.

Using a 10 mm brake line spanner or open ender, remove the brake line from the brake calliper.

Using a 17 mm ring spanner or socket and breaker bar, now remove the brake calliper. There are two 17 mm hex head bolts holding it to the brake backing plate. Carefully place the calliper in a clear area well out of the way, ensuring the brake port is covered or plugged to provide protection from grinding dust or other contaminants.

The disk rotor can now be removed. It may need a tap around the diameter of the drum section to loosen it. If it cannot be removed easily because the handbrake is ridged and the drum grooved, then the handbrake shoes will need to be backed off. This is achieved by removing the rubber plug on the face of the rotor and backing off the shoe adjustment screw with a special tool or a large flat bladed screwdriver, until the drum is easy to remove. It will be best to refer to the printed Toyota Manual sheets in appendix A of this document.
**Remove Toyota Rear Axle**

The six 14 mm hex axle retaining nuts must now be removed. The tapered collets will remain in place.

Using the large tapered punch provided, place it in the axle centre and give it a hefty sharp blow with a heavy hammer. This generally springs the axle and loosens the collets. If this doesn’t do the trick, then insert the two M8 bolts in the threaded holes in the axle flange and place them under some tension using the 13 mm socket or a spanner. Don’t over-tighten as they can shear and cause a secondary problem. With these in place use the punch again. This technique generally works in all but the most stubborn cases.

**Remove Axle Hub and Bearing Assembly**

The next job is to remove the axle hub and bearing assembly.

The two Phillips head locking screws in the hub nut must be removed first. An impact screw driver is best for this job. Make sure you use a large bit, as a small bit will damage the head of the screws. If using a large Phillips head screw driver, make sure you apply plenty of inward pressure as you turn.

Remove the large round hub nut and washer. There are three lugs on the hub nut to aid this removal.

The hub should now slide off the stub. It may need some gentle coercion using the soft hammer.
Remove ABS Sensor (if applicable)

Next, remove the ABS sensor retaining bolt using a 10 mm spanner. The sensor can be held by dried paint, but take care and work it loose. Do not apply excess force as it is made of plastic, and is vital to the vehicle operation. It is also quite expensive to buy as a spare part. Place the ABS sensor out of the way under the vehicle, and keep the bolt handy as it will be required in the template marking operation.

Remove Park Brake Cable & Backing Plate

Disconnect the hand-brake cable by removing the spring clip, pin and anti-vibration plate where it attaches to the lever on the brake backing plate.

The backing plate is then removed by undoing the four 17 mm hex head retaining nuts on the inboard side of the plate.

All of these parts should be kept together and covered in an area well clear of the job. So much easier later if you spend a little time organizing things now.

Remove Axle Tube Seal

Remove the small axle tube seal from inside the end of the stub. This will not be re-used as two new seals are supplied in the kit.
Preparation for Cutting

In the kit there is a nylon plug with a felt seal. There is also a fitting tool which is a long bolt with a large washer and a tab to screw it into the nylon plug. Screw the fitting tool into the plug and gently work the plug all the way into the tube until it reaches the washer. Carefully unscrew the fitting tool and remove it. This is the correct depth for the plug to be inside the cut area.

There is a thin flat plate supplied in the kit which is a template for opening up the ABS sensor hole (if applicable). Place it over the stub in the right configuration and secure it with the ABS sensor bolt. Mark down each side of the stub to the hole. The hole will become a slot after cutting to allow fitment of the ABS sensor into the new stub. Remove the guide plate after marking.

In the kit there are two guide rings with small cap screws inserted radially. Place the ring onto the Toyota stub and move it inwards until it can’t go any further. Tighten the small screws to secure it.
Modifying Rear Diff Housing

The five inch grinder with a handle is now required to cut the stub end outside the guide ring. Make sure you have your safety glasses on and preferably a full face mask when doing this job. A good quality 2 MM cut-off disk is best for the job, and it is vital to buy good quality disks.

**WARNING:** *Never use a damaged or suspect disk.*

New disks will also be essential to get the required depth of cut. Take your time and work your way through and around the cut. If the blade grabs or is damaged, stop, remove the power supply and change to a new disk.

Firm pressure on the tool is required, excess pressure is dangerous. The key is to let the disk do the cutting. The stub at this point is around 8 mm thick, so it will take a reasonable time to cut through. You may also need to reverse the disk guard and handle to cut from both sides. This is an important part of the procedure, so proceed with patience and care.

Now cut the ABS slot along the outside of the marked lines. Once again you may need to reverse the guard and handle to cut both sides. The cut areas need to be cleaned up and de-burred.

**WARNING:** *Never use a cutting disk as a grinding disk. It weakens the disk and can be dangerous.*

A flap-wheel or fine grinding disk can be used, or it can be done manually using some elbow grease and a file which is supplied in the kit.

The inside of the stub should be de-burred with the rotary de-burring tool also provided in the kit. Take a little time and make sure it is done right.
Check that the ABS sensor fits smoothly through the slot you have made for it. You may need to give it a bit more clearance if it won’t fit.

Loosen the cutting guide ring and remove it. It will not be re-used, as there are two supplied.

Cleaning up the stub surfaces is vital. Remove any rust or bruises using the file and the emery cloth provided. Also check the Toyota flange face for any bruising or burrs. Careful inspection of all mating surfaces is required for the correct fit.

Now remove the nylon axle tube plug, which is now clearly visible, using the threaded bolt fitting tool. A quick wipe around the inner diameter with a clean rag is a good idea.

**INSPECTION POINT:** Take photo of axle housing modification prior to attaching extended hub. These images may be needed later for certification.
Attach MDT Extended Stub

Prepare MDT Extended Stub & Mating Surface

Now choose the correct MDT stub (there is a left and right hand of each) and give it a thorough inspection.

When satisfied there are no bruises or burrs, use the alcohol wipes provided to clean the mating flange face and the internal mating surface. Use the wipes to similarly clean the stub outside area and flange mating surface. The new MDT stub is now ready to fit to the original cut down Toyota stub. The new stub should be trial fitted first. It should be able to neatly slide over the old stub, and all the holes and the ABS slot line up. This requires some finesse, rotating and sliding simultaneously.

**NOTE:** It is designed to be a neat fit, and should not be forced. No oil lubricant should be used at this stage.

**IMPORTANT:** Never apply any force or impact to the threaded end of the new MDT stub.

If it reaches a point of resistance, gently remove it and check again for bruising on the stub. When satisfied with the fit, the unit is ready for the sealant and high strength retaining compound.

First apply a consistent bead of the **Loctite 515** flange sealant around the flange surface, including around the holes. Smooth the bead out, ensuring an even coverage.

Ensuring that the inner bores of the MDT stub and the outer diameters of the Toyota stub have been thoroughly cleaned and prepped with the alcohol wipes.

Apply a thin consistent film of the **Loctite 609** retaining compound to the three inner bores of the MDT stub. Once again, smooth out and ensure a consistent layer.
Installation of MDT Extended Stub

Install the MDT stub with the same care as in the trial fitting, and **making sure you align the bolt holes and ABS slot.**

**IMPORTANT:** Once again, never use any force or impact on the stub end. It is quite thin at the end and is easily damaged.

The unit should slide on neatly till the flanges are nearly mated. Check the holes are correctly aligned using one of the bolts supplied. A gentle tap with a soft hammer on the MDT flange may be necessary to bring the two flanges into perfect alignment. Check with a shoulder bolt to ensure the thread starts easily.

Remove the trial bolt and prepare the four high tensile shoulder bolts for fitting.

**IMPORTANT:** There are two long and two short bolts on each unit.

A full coat of **Loctite 263 Thread-Locker** should be evenly applied to the threads and the shoulder area.

Ensure the short bolts are fitted into the holes that are counter-bored into the back of the Toyota flange, and the long ones into the full width holes.

When fitted, the threaded ends should all protrude equally.
Tightening High Tensile Shoulder Bolts

NOTE: It is a three stage process.

<table>
<thead>
<tr>
<th>Stage</th>
<th>Torque (Nm)</th>
<th>Torque (Ft lb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial</td>
<td>Firm Nip (Manual)</td>
<td>Firm Nip (Manual)</td>
</tr>
<tr>
<td>Mid</td>
<td>88</td>
<td>65</td>
</tr>
<tr>
<td>Finish (Twice)</td>
<td>102</td>
<td>75</td>
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</table>

The bolts should be pulled up with a ring spanner until firm and then tightened with a torque wrench. It is essential that this is done correctly.

First, set the torque wrench at around 85 Newton Metres or 65 Foot Pounds on the old scale. Work around the bolts and ensure an even tension.

Reset the torque wrench to 105 Newton Metres which is 75 Foot Pounds and tension the bolts again. Repeat the process at 105 Newton Metres to ensure consistent correct torque.

Using a clean rag, clean the mating surfaces of the flanges to remove any excess sealant. The two mating flanges should be tightly pulled together with no gap showing.

Now fit the new tube seal provided. It is a very thin seal, so this must be done with care. The seal must be inserted so that the spring around the seal diameter is closest to the differential. Carefully push the seal evenly into the end of the tube. A flat plate can be used to tap it home evenly. Ensure it is squarely seated in the tube and then apply a liberal coating of grease to the inner part of the seal.

**INSPECTION POINT:** Take photo of the MDT Extended Stub fully installed. These images may be needed later for certification.
**Reapply Backing Plate**

Apply a drop of Loctite 263 to the thread of each nut, and refit the backing plate. Tighten the nuts firmly with a 17 mm open end spanner. A firm tap with the nylon hammer on the end of the spanner will ensure they are tight, as a socket and torque wrench cannot be used.

**Reapply Axle Hub & Bearing Assembly**

Check the hub seals and bearings and replace if necessary. Apply grease to the bearings and seal as required and also a thin smear to the MDT stub surfaces. Gently work the hub back into its fully fitted position, and fit the hub washer and then screw on the large hub nut.

The hub nut should be tightened firmly to the point where resistance to turning the hub is evident, and the nut then backed off to the first available hole lines up to fit the locking screw.

Apply some Loctite 263 to the locking screws and firmly tighten using the impact screw driver.

**Install MDT Extended Axles**

The MDT extended axle can now be prepared for installation. Clean the inner axle mating surface using the wipes provided. Apply a bead of Loctite 515 gasket sealant, and smooth out around the face.

Insert the new axle carefully, locating the splines and making sure the two dowel holes are lined up with the dowels in the hub. Gently tap the axle home with the soft hammer, and insert the tapered collets on the studs.
If some studs have been removed from the hub in the disassembly process, apply some **Loctite 263 Stud Locker** to them before fitting and tightening in the hub. Firmly tighten all the nuts with a 14 mm spanner or socket.

**Reapply Brake Components**

Take care to refit the brake rotor.

Once in place the brake callipers can be reattached. Tighten the two 17 MM bolts firmly.

Install the new extended brake line to the “T” nut and calliper. Do not use Loctite on these brake line nuts. Tighten firmly. Do not over tighten. The brake line brackets will need to be reapplied once the new brake line is in place.

Refit the ABS sensor (if applicable) using the new bracket supplied in the kit.

The small ABS bracket is designed to be fitted under the brake line bracket shown. It then provides an alternative location for the reattachment of the ABS sensor cable. Without this bracket there is tension on the ABS cable when reinstalled, which will cause it to fail over time.

The ABS Sensor itself is passed through the slot cut earlier and fixed to the MDT Extended Hub using the original M6 hex bolt. This can be a little fiddly, so be patient.
Fit the handbrake extension plates using the 8mm socket head cap screw, spacer and M8 nyloc nut provided. The bolt is used to fit the plates to the cable end. There should be one plate below the existing bracket, with the remaining plate and spacer positioned inside. For the moment, do not tighten the 8mm bolt, as it will make it easier to complete the fitment.

The original fittings (pin, spring plate & clip) can now be used to fit the extension plates to the backing plate lever end as per the original arrangement. Finish by tighten the 8mm socket head cap screw.

It is a good idea at this stage to run over your work and check all bolts and fittings. A little extra effort at this stage can save a lot of effort later.

**Repeat Installation on Opposite Side**

Repeat the above process on the passenger side of the vehicle. Once again perform your check on all bolts and fittings, and take photos at key inspection points.

**Bleed Brake line**

Remove the brake line flexible hose clamp and bleed the brakes as per the standard Toyota procedure (Appendix B of this document). Remember to use the Toyota specified Dot 3 grade of brake fluid and check the master cylinder fluid level throughout the process and again at the end. Do not overfill the level. A piece of clear plastic tube has been included for the bleed process. Find an old plastic bottle as a receiver, and when finished dispose of the old brake fluid responsibly.

**NOTE:** Remember it is quite corrosive and poisonous, and should be handled as such.
Final Inspections

Double check everything again, especially the brake fittings for any weeping around the joints.

The handbrake may need to be re-adjusted, and this is done according to the Toyota procedure as included in the kit documentation.

Replace the wheels and tighten the 22MM hex wheel nuts to 160 Newton Metres torque. Always double check the torque. The final torque adjustment should be done after the wheels are on the ground.

Jack up the vehicle and safely remove the jack stands and safety system and gently lower the vehicle.

For maximum performance from the Loctite products used in this installation, it is recommended to leave the vehicle for up to 24 hours before use.
Installation Complete!

You are now ready to go with your “Tru Tracker” rear track correction kit fully installed.

You will be amazed at the improved handling in off-road conditions!

If you need any further information or assistance, please don’t hesitate to contact us directly.

Safe and happy 4 wheeling!

Contact Information

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http://www.multidrive.com.au
http://www.trutracker.com.au
http://www.paradrive.com.au
Appendix A: Park Brake Shoe Adjustment (Toyota Online Repair Manual)

Parking Brake
(w/ Rear Disc Brake)

COMPONENTS

11. ADJUST PARKING BRAKE SHOE CLEARANCE
   (a) Remove the hole plug.
   (b) Turn the adjuster and expand the shoes until rotor disc locks.
   (c) Return the adjuster eight notches.
   (d) Install the hole plug.

12. IF NECESSARY ADJUST BELLCRANK
   (a) Lightly pull the bellcrank in direction A.
   (b) In this condition, turn the adjusting bolt dimension B will be 0.5 - 0.9 mm (0.02 - 0.04 in.).
   (c) Lock the adjust bolt with the lock nut.
   Torque: 55 kg-cm (47 in-lb, 5.4 N-m)
   (d) Install the two tension springs.
Appendix B: Park Brake Shoe Adjustment (Toyota Online Repair Manual)

BLEEDING OF BRAKE SYSTEM

HINT: If any work is done on the brake system or if air is suspected in the brake lines, bleed the system of air.

NOTICE: Do not let brake fluid remain on a painted surface. Wash it off immediately.

1. FILL BRAKE RESERVOIR WITH BRAKE FLUID
Check the reservoir after bleeding each wheel. Add fluid, if necessary.
Brake fluid: SAE J1703 or FMVSS No. 116 DOT3

2. BLEED MASTER CYLINDER
HINT: If the master cylinder was disassembled or if the reservoir becomes empty, bleed the air from the master cylinder.
(a) Disconnect the brake tubes from the master cylinder. Use a container to catch the brake fluid.
(b) Slowly depress the brake pedal and hold it.

(c) Block off the outlet holes with your fingers, and release the brake pedal.
(d) Repeat (b) and (c) three or four times.
(e) Connect the brake tubes to the master cylinder.

3. CONNECT VINYL TUBE TO WHEEL CYLINDER BLEEDER PLUG
Insert other end of the tube in a half-full container of brake fluid.
HINT: Begin air bleeding from the wheel cylinder with the longest hydraulic line.

4. BLEED AIR FROM BRAKE LINE
(a) Slowly pump the brake pedal several times.
(b) While an assistant press on the pedal, loosen the bleeder plug until fluid starts to run out. Then close the bleeder plug.
(c) Repeat this procedure until there are no more air bubbles in the fluid.

Bleeder plug tightening torque:
110 kg-cm (8 ft-lb, 11 N-m)

5. REPEAT PROCEDURE FOR EACH WHEEL