

OME KIT INSTALLATION

'05-'11 TACOMA

Support@toyteclifts.com

Read all of the installation instructions prior to installation.

ToyTec Lifts L.L.C. recommends that this be installed by a certified auto technician

1. Park the Vehicle on a level concrete surface with the steering wheel centered.
2. Block/chock rear wheels to prevent the vehicle movement.
3. Jack the front end up and secure the vehicle on large jack stands
4. Remove front wheels/tires
5. Remove the front skid plate.
6. Remove the upper sway bar link from the sway bar on both sides. Now loosen and remove the sway bar mounts from the frame. Remove the sway bar from the vehicle.



7. Remove the lower shock nut and bolt.



8. Remove the 2 lower ball joint mount bolts and separate the ball joint from the spindle.



9. Remove the top three nuts holding the coil over to the shock tower.



10. Being careful not to overextend and pull apart the inner CV Axle joint, move the spindle/hub assembly out of the way so that the coilover can be removed from the vehicle. Remove the coilover on both sides.



11. Before compressing the coil, make note of the stud orientation in relation to the lower shock eyelet hole. The stud which is closest to the engine is aligned directly down the center of the strut body, 90 degrees from the center bottom shock eyelet hole.
12. Secure and compress the coil using a suitable spring compressor. **IF YOU DO NOT HAVE A HEAVY DUTY SPRING COMPRESSOR OR THE EXPERIENCE REQUIRED TO COMPRESS COIL SPRINGS, IT IS RECOMMENDED THAT YOU TAKE THE COILOVER TO A QUALIFIED SERVICE PROFESSIONAL! MANY PART STORES AND AUTOMOTIVE CENTERS CAN PROVIDE THIS SERVICE.**
13. Remove the top nut holding the coilover assembly together. Remove all washers, bushing, spring isolator, and top plate from the coilover assembly. **Note in what order all washers, bushings, top plate, and spring isolator come off the shock shaft, both above and below the top plate. Re-assembly of these parts must be accomplished in the same order. The spring isolator always goes next to the spring!**
14. Uncompress the springs, discard the springs and stock shocks.
15. **TOP PLATE SPACER:** Remove the three top plate studs on both of the top plates. This can be accomplished with a vice and a large deep socket, or by placing a large deep socket on the concrete and hammer them out. Replace the O.E. studs with the new longer studs.
16. Install the coil seat on the new shock. The trim packer goes under the coil seat on the driver side. The trim packer goes under the coil seat on the driver side. **NOTE: THE COIL SEAT IF NOT PROPERLY POSITIONED WILL CONTACT THE SWAY BAR. ON THE PASSENGER SIDE THE COIL SPRING END SHOULD BE TURNED TOWARD THE FRAME AND BE 90 DEGREES AWAY FROM THE SWAY BAR FOR MAXIMUM CLEARANCE. DRIVER SIDE SHOULD BE TURNED AWAY FROM THE FRAME 90 DEGREES AWAY FROM THE SWAY BAR FOR MAXIMUM CLEARANCE.**



Passenger side



Driver side

17. Secure and compress the new spring. Install the new shock, washers, bushings, spring isolator, top plate, remaining washers, bushings and top nut in the reverse order as disassembly. Double check that the top plate bolts is aligned correctly with the bottom of the shock, before and while uncompressing the coil. Repeat assembly for the other side. Make sure to remember which side is the driver side.
18. If top plate spacer is being used install on top of the coilover assembly.

19. Position the coilover onto the vehicle, sliding the top into the shock tower first. Install the top three nuts which hold the coilover to the shock tower finger tight. Install the lower shock bolt and nut. You may need to pry down on the upper control arm in order to get the lower shock bolt installed. Torque upper nuts and lower bolt/ nut to manufacture specs.



20. Reinstall the lower ball joint bolts, sway bar, wheels/ tires, and the skid plate. Torque all of the bolts and nuts to manufacturer specs.
21. Recheck the torque of all the bolts/ nuts which have been taken apart during the installation of this lift after 15 miles, and periodically thereafter.



ADD-A-LEAF INSTALLATION INSTRUCTIONS

support@toyteclifts.com

Prior to installation, please read all install directions and paperwork provided.

ToyTec Lifts L.L.C. recommends that all components be installed by a certified automotive technician.

1. Park on a level concrete surface with the tires straight and steering wheel locked in the center position.
2. Block/chuck the front wheels, both in front and behind the tire to prevent vehicle movement.
3. Jack the rear end of your vehicle up using a floor jack positioned on the axle pumpkin. Secure the vehicle on suitable large jack stands from the frame on both sides. Leave the floor jack under the axle pumpkin with some upwards pressure on it.
4. Remove both rear wheels/tires.
5. Disconnect the E-brake cable via the pins attached to the drum brake levers on both sides (**'95.5-'04 Tacoma only**).
6. Remove the shocks on both sides.
7. Be certain that the axle is well supported and remove the axle U-bolts, axle plates, bump stops, and all hardware on both sides. Slowly lower the axle so there is enough room between the spring perch and spring to install the add-a-leafs. **Be careful not to overextend the rear soft brake line leading from the axle to the frame!**
8. Using 2 large C-clamps hold the spring assembly securely together on each side of the spring centering bolt. Loosen and remove the bolt. A pair of vice grips may be needed to hold the center bolt head from spinning while removing the nut.
9. Taking note as to the order the leaf pack is assembled, carefully loosen and remove the C-clamps. Note the placement of any shims or spring dividers for re-assembly. **If your factory leaf springs have a roll pin through the leaf springs, it will need to be removed and discarded**
10. Apply a small amount of grease to the ends of the add-a-leaf and place it in the correct place within the leaf pack.

Note that the add-a-leaf must be placed in the correct order- Longest leaf being on top (main leaf) and progressing to the shortest on the bottom (overload spring). The add-a-leaf should be at the bottom of the thinner leaves within the pack with the thicker overload at the very bottom. IF YOUR ADD-A-LEAF HAS A LONGER SIDE THAN THE OTHER, THE LONGER END OF THE ADD-A-LEAF SHOULD BE FACING TOWARD THE REAR OF THE TRUCK. DO NOT INSTALL THE ADD-A-LEAF BELOW THE OVERLOAD SPRING!

11. With the add-a-leaf in its correct place, slowly squeeze the thinner leaves within the pack together using C-clamps, continually aligning the center holes.

12. With the new spring center bolts provided, re-install any spring dividers and the bottom overload spring to the main spring pack. **USE C-CLAMPS TO PULL THE SPRING PACK TOGETHER, NOT THE SPRING CENTER BOLT!** Torque the center bolt to manufacturer specs and cut most of the remaining threads off the centering bolt so the bump stop fits correctly.



13. Jack the axle back into place and ensure the center bolt head on the spring pack sets into the hole on the axle spring perch. **If your lift kit is supplied with axle shims, place the center bolt head through the shim center hole and into the spring perch. The thinner end of the shim should face toward the front of the vehicle.**



14. Re-install all bump stops, U-bolts, axle plates, washers, and nuts. Torque U-bolt nuts to manufacturer specs.
15. If your kit came with a Brake Proportioning Valve Bracket Kit now is a good time to install this.
16. Re-install shocks, E-brake cables, and rear wheels. Torque all bolts and lug nuts to manufacturer specs.
17. Lower the vehicle and test drive.

Recheck the torque of all bolts/nuts which have been taken apart during the installation of this lift after 15 miles, and periodically thereafter.