

Parts:

2 - Front Strut Spacers
6 - 10mm Nuts

6 - 10mm Lock Washers
6 - 10mm Flat Washers

Toyota Tacoma/PreRunner 4WD/2WD 2" Front Leveling Kit - Strut Extension

PRE-INSTALLATION

Professional installation by a certified technician is strongly recommended.

Not responsible for altered products. No claims are made regarding any lifting devices. Any and all claims implied in this document excluded.

NOTES:

Larger rim/tire combinations increase leverage on suspension, steering and other components. This kit assumes the use of 265/75R17 tires on stock wheels. Consult wheel/tire technician before using other wheel/tire combinations. An alignment is required after installing this product.

REQUIRED TOOLS:

12mm Wrench 14mm Socket 17mm Socket 17mm Wrench
19mm Wrench 19mm Socket 16mm Wrench 21mm Socket
Hammer Needle-Nose Pliers

Torque Specs:

Size	Grade 5	Grade 8	Size	Class 8.8	Class 10.9
5/16"	15 ft/lbs	20 ft/lbs	6MM	5ft/lbs	9ft/lbs
3/8"	30 ft/lbs	35 ft/lbs	8MM	18ft/lbs	23ft/lbs
7/16"	45 ft/lbs	60 ft/lbs	10MM	32ft/lbs	45ft/lbs
1/2"	65 ft/lbs	90 ft/lbs	12MM	55ft/lbs	75ft/lbs
9/16"	95 ft/lbs	130 ft/lbs	14MM	85ft/lbs	120ft/lbs
5/8"	135 ft/lbs	175 ft/lbs	16MM	130ft/lbs	165ft/lbs
3/4"	185 ft/lbs	280 ft/lbs	18MM	170ft/lbs	240ft/lbs

INSTALLATION INSTRUCTIONS

STEP 1: Jack up front of vehicle so that front wheels are off the ground. Support vehicle with jack stands.

STEP 2: Remove front wheels. (21mm deep-well socket)

STEP 3: Remove cotter pin from outer tie rod end on steering linkage, then remove nut. (19mm socket - save factory hardware) Tap side of knuckle with hammer to allow tie rod end to separate from knuckle and remove linkage from knuckle. Move linkage forward and out of the way.

STEP 4: Remove sway bar bolts and allow sway bar to drop. (17mm wrench - save factory hardware)

STEP 5: Remove strut nuts on upper strut tower. (14mm socket) One nut may be left in place to hold strut.

STEP 6: Support knuckle with jack stand. Remove nut from the ball joint on upper control arm. (19 mm socket) Tap side of knuckle with hammer to allow ball joint to separate from upper control arm, but do not allow knuckle to pull CV shaft out of differential.

STEP 7: Remove strut bolt from lower control arm and remove strut assembly from vehicle. (19mm socket and wrench - save factory lower hardware, noting bolt direction for reassembly)

STEP 8: Install included strut spacer on top of strut with factory hardware and tighten. (14mm socket)

STEP 9: Install strut and spacer assembly in upper strut mount with included 10mm nuts, lock washers and flat washers and tighten. (17mm wrench)

STEP 10: Reinstall lower strut bolt in original position and secure with factory hardware. (19mm socket - torque to 100ft lbs)

STEP 11: Raise lower control arm with jack and connect upper ball joint on upper control arm to spindle with factory nut and tighten. (19mm socket - torque to 40ft lbs)

STEP 12: Reinstall tie rod end of steering linkage into knuckle and secure with factory nut. (19mm socket - torque nut to 65ft lbs) Reinstall factory cotter pin.

STEP 13: Repeat steps 3-12 on opposite side of vehicle.

STEP 14: Reinstall sway bar links with factory hardware. (17 mm wrench - torque to 52 ft lbs)

STEP 15: Install front wheels. (21mm deep-well socket - Torque to 85 ft lbs)

STEP 16: Jack up vehicle and remove jack stands. Lower vehicle to ground and re-check tightness of all bolts. Check clearance between tire and upper control arm.

STEP 17: A certified alignment professional should perform a front-end alignment to factory specs: Caster Left: 1.5, Caster Right: 1.75, Camber Left: 0, Camber Right: -1/4, Toe-in: -1/32

POST-INSTALLATION

STEP 1: Check for proper torque on all fasteners. Check steering for proper working order and check for interference. Test brake system. Check clearance between all rotating, mobile, fixed and hot parts.

STEP 2: Check distance between tire sidewall and the brake hose during full-turn to full-turn steering sweep. Do not skip this step! Any contact may result in component failure.

STEP 3: Adjust headlights to proper alignment.

MAINTENANCE: After 500 miles, re-torque all fasteners. (Recommended every 1000 miles thereafter) Have all suspension, driveline and steering components inspected by a certified technician during routine maintenance (Recommended every 3000 miles)