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Suspension MAXX

INSTALLATION INSTRUCTIONS

Part # SMX-TND07-20, SMX-TND07-25, SMX-TND07-30

For use with:

'07 and Up Toyota Tundra 2WD/4WD All Cab Styles



Thank You for choosing SuspensionMAXX for your vehicle. This kit is designed to add suspension travel and increase front end ground clearance.

Specially designed tools and experience are required to complete the installation properly. These parts should only be installed by a qualified mechanic otherwise an unsafe vehicle and/or personal injury may result. Consult manufactures service manual for proper torque specifications and procedures. Instructions are supplied for the leveling kit installation only. Safety is important. Use safe working habits.

Notice:

SMX-TND07-20 provides 2.0" of front end lift.

SMX-TND07-25 provides 2.5" of front end lift.

SMX-TND07-30 provides 3.0" of front end lift.

All kits include differential spacers and fasteners.



WARNING! This suspension system will enhance off road performance and increase ground clearance! **Larger** tires will increase vehicle roll center height. The vehicle will handle and respond to driver steering and braking differently from a stock factory equipped passenger car or truck. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers both on and off-road. Failure to operate this vehicle safely can result in vehicle damage, serious injury or death to the driver and passengers. **Always wear** your seat belts and **reduce** your speed, **avoid** sharp turns, **inclines** and **abrupt** maneuvers. Tread lightly, respect nature and enjoy the Off-Road Experience!

Help keep it available for future generations.

Thank You! Suspension MAXX Inc.

Lift Your **Attitude!**
Retain your factory ride



Again, thank you for your purchase! Enjoy your SuspensionMAXX leveling system!

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INCLUDED HARDWARE:

- 2 - MAXX STAK spacers
- 2 - Grade-8 9/16 X 5-1/2 hex cap screws
- 2 - Stainless 9/16 lock nuts
- 2 - Grade-8 9/16 flat washers
- 2 - 16mm aluminum spacers
- 1 - 9mm aluminum spacer
- 1 - Small tube of thread locker

REQUIRED TOOLS / MATERIALS:

- 2- Load-rated jack stands
- 1- Load-rated Floor jack
- 1- Metric socket & wrench set (10-25mm)
- 1- 150 ft. lb. capacity torque wrench
- 1- Coil spring compressor (Available for rent or purchase at most auto part retailers. We recommend that inexperienced users sublet spring compressing portion to a qualified auto repair facility!)

Installation

Tip: Use the following procedure for strut removal and preparation on both right and left side in any order.

1. With front end of vehicle supported and front wheels off, remove nut from bolt on lower end of strut.

Tip: To prevent strut with coil spring from falling, leave bolt inserted.

2. Remove four nuts securing top of strut and coil spring assembly, remove bolt on lower end of shock, then remove strut and spring as one unit (Do not remove upper shock nut as spring is still under pressure).
3. Using a suitable spring compressor (we recommend the Branick #7200), compress the coil spring.

Tip: Mark all components and positions for exact reassembly! Make sure upper suspension support is free from coil spring. **Do not** compress coil spring more than necessary.

4. With coil spring safely compressed and secured, measure the depth of upper strut nut then remove nut.
5. Remove the suspension sub-support assembly.

Note: Take notice of assembly of strut stock in Fig. 1 before continuing installation



Fig. 1 : Before (Stock)



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2.0 Inch Lift (SMX-TND07-20)

6-A. Stock strut mount. (**Fig 2.0A**) *Arrow orientation of strut mount towards the outer fender well.

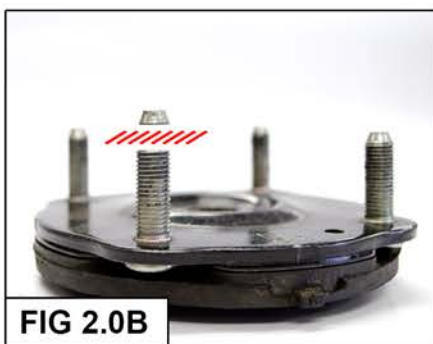
6-B. ***RECOMENDED:** Grind the tip of all the stock strut studs down, but do not go any further than the thread. (**Fig 2.0B**) *This will provide more threading for the extension studs.

6-C. Place the **MAXXstak Spacer** onto the strut mount. *The flat edged side of the spacer should be facing outward along with the arrow on the strut mount. (**Fig 2.0C**)

6-D. Install the extension nuts onto each of the studs of the strut mount. Tighten the nuts to 5FTlbs. (**Fig 2.0D**)

6-E. Install the extension studs into each of the extension nuts. (**Fig 2.0E**)

6-F. Place the **TWO** shims on top of the **MAXXstak Spacer**. *The shims should be flush with the top of the extension nuts. *The flat edged side of the shims should be facing outward along with the arrow on the strut mount. (**Fig 2.0F**)



*Instructions continued on page 5.



2.5 Inch Lift (SMX-TND07-25)

6-A. Stock strut mount. (**Fig 2.5A**) *Arrow orientation of strut mount towards the outer fender well.

6-B. Place **ONE** lower shim on the strut mount. (**Fig 2.5B**) *The flat edged side of the shims should be facing outward along with the arrow on the strut mount. *Lower shim has smaller diameter holes compared to the upper shims.

6-C. Place the **MAXXstak Spacer** onto the strut mount. *The flat edged side of the spacer should be facing outward along with the arrow on the strut mount. (**Fig 2.5C**)

6-D. Install the extension nuts onto each of the studs of the strut mount. Tighten the nuts to 5FTlbs. (**Fig 2.5D**)

6-E. Install the extension studs into each of the extension nuts. (**Fig 2.5E**)

6-F. Place the **TWO** shims on top of the **MAXXstak Spacer**. *The shims should be flush with the top of the extension nuts. *The flat edged side of the shims should be facing outward along with the arrow on the strut mount. (**Fig 2.5F**)



*Instructions continued on page 5.



3.0 Inch Lift (SMX-TND07-30)

6-A. Stock strut mount. (**Fig 3.0A**) *Arrow orientation of strut mount towards the outer fender well.

6-B. Place **TWO** lower shims on the strut mount. (**Fig 3.0B**) *The flat edged side of the shims should be facing outward along with the arrow on the strut mount. *Lower shims has smaller diameter holes compared to the upper shims.

6-C. Place the **MAXXstak Spacer** onto the strut mount. *The flat edged side of the spacer should be facing outward along with the arrow on the strut mount. (**Fig 3.0C**)

6-D. Install the extension nuts onto each of the studs of the strut mount. Tighten the nuts to 5FTlbs. (**Fig 3.0D**)

6-E. Install the extension studs into each of the extension nuts. (**Fig 3.0E**)

6-F. Place the **TWO** shims on top of the **MAXXstak Spacer**. *The shims should be flush with the top of the extension nuts. (**Fig 3.0F**) *The flat edged side of the shims should be facing outward along with the arrow on the strut mount. *Extra shims can be placed on top to further increase lift height.



*Instructions continued on page 5.



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Tip: MAXX Stak+ spacer support lip must face down into upper opening of coil spring.

7. Reverse steps 1-6 to reinstall shock absorber and coil spring assembly.

Tip: Tighten 4 sub-support assembly nuts in cross pattern to 18 ft. lbs. Do not overtighten!

8. Loosen the 'thru-bolts' on upper and lower A-arms that attached A-arms to vehicle frame brackets.

Tip: This is done to promote free movement of A-arms so as to avoid bushing bind at new ride height. See step 10.

9. Reinstall front wheels and torque lugnuts to 120 ft. lbs. then lower vehicle to ground.

10. With vehicle at new raised loaded curb height, re-tighten A-arm 'thru-bolts'.

Tip: The following procedure applies to both the right and left side and can be approached with either side first.

11. Support front differential with jack. Remove factory front skid plate.

12. Remove differential support arm bolt.

13. Insert supplied 16mm aluminum spacer and replace bolt (See Fig. 4). Repeat on other side.

14. Again with differential supported, remove driver side torque arm bracket (part shown below).



15. Remove pressed in stud from torque arm bracket. Pay special attention to direction stud is inserted.



16. With stud removed proceed to evenly grind away ridge around threaded portion of stud (see Fig. 6 & 7). Reduce thickness to 19mm or .780" as indicated by dotted lines in Fig. 6

Tip: Using 3/4" masking tape on side of bracket as guide will yield results close enough to work properly.

17. Reinstall stud (See Fig. 6 & 7)
 18. Reinstall torque arm bracket with supplied 10mm spacer (See Fig. 8 & 9).
 19. Torque all bolts to 120 ft. lbs. and remove jack supporting differential.
 20. Using the three supplied 8mm x 1.25 x 30mm bolts and 3/4" spacers, reinstall factory skid plate. (See Fig. 11)
 21. When work is complete, installation of spacers should appear as depicted in Fig. 9, 10 & 11.
 22. Perform a front wheel alignment.

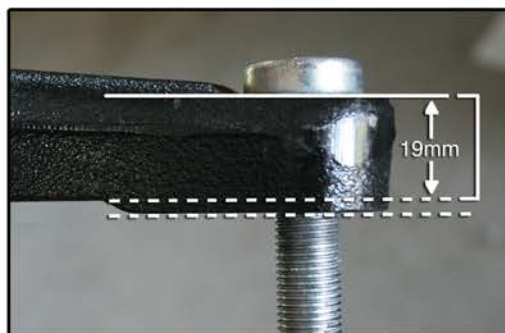


Fig. 6: Side View Before Clearancing



Fig. 7: Side View After Clearancing



Fig. 10: All Spacers Installed



Fig. 8: Installation of Torque Arm Bracket

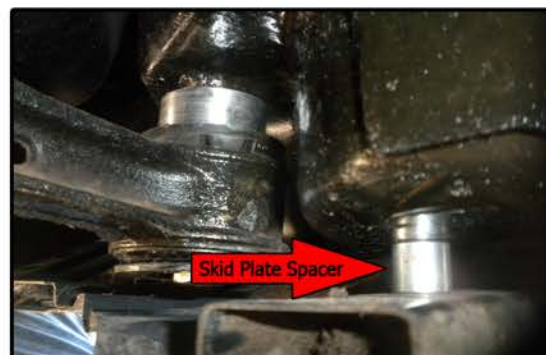


Fig. 11: Skid Plate Spacers Installed



Fig. 9: Torque Arm Bracket & Spacer Installation

**Wheel Alignment Specs
w/ Leveling Kit**

**Camber... 0.0 Deg. +/- 0.5 Deg.
 Caster..... 2.0 Deg. +/- 1.0 Deg.
 Toe..... 1/8" +/- 1/16" (toe in)**



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