

BODY ARMOR 4x4

LEVELING KITS

2005 AND UP TOYOTA TACOMA 4WD

BRACKETS	HARDWARE
(2) Strut Spacer	(2) (9/16-18 X 6 hex cap screw
(8) M10-1.25 flange nut	(2) (9/16-18 Nylock Nut
(2) 8368DD diff drop spacer	(2) (9/16" flat washer
(2) 8368SP skid plate spacer	(2) (M8-1.25 X 30 hex cap screw
	(2) M8 flat washer



1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation
3. Always wear safety glasses when using power tools or working under the vehicle
4. Modifications to any part will void the warranty associated with that product.

After removing parts from vehicle, save hardware for reinstallation

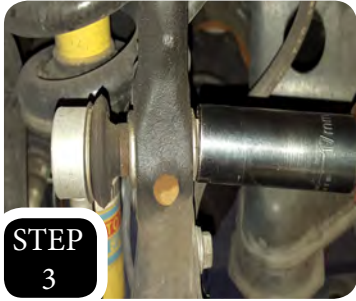
IT IS RECOMMENDED THAT YOU HAVE YOUR VEHICLE'S ALIGNMENT CHECKED WHENEVER INSTALLING NEW SUSPENSION. IT IS ALSO RECOMMENDED THAT YOU ADJUST YOUR HEADLIGHTS WHENEVER YOUR VEHICLE'S RIDE HEIGHT IS ALTERED.

STEP 1: Jack up the front of the vehicle and support under the frame rails with jack stands.

STEP 2: Remove the cotter pin at the tie rod, loosen the nut, then break the tie rod loose by hitting the side of the steering arm with a hammer. (NOTE: NEVER HIT THE TIE ROD ON THE THREADS.)



STEP 3: Unbolt the sway bar end link from the neck of the spindle and separate.



STEP 4: Loosen and remove the 3 nuts at the top of the strut and the single bolt at the bottom of the strut.



STEP 5: Remove the clip at the upper ball joint nut, loosen the nut but do not remove, and break the ball joint loose by hitting the side of the spindle with a hammer. The nut will catch the spindle, then remove the nut and remove the strut. (NOTE: NEVER HIT THE BALL JOINT ON THE THREADS)



STEP 6: Attach the strut spacer to the top of the strut using the factory nuts.



STEP 7: Re-install the strut and loosely attach the hardware at the top and bottom.



STEP 8: Place a floor jack under the lower control arm and jack up the truck to compress the coil. Now re-attach the upper control arm to the spindle, tighten the castle nut, and re-install the factory clip.



STEP 9: Tighten the provided nuts at the top of the strut and the factory bolt at the bottom.



STEP 10: Re-attach the sway bar end link to the spindle and tighten. (NOTE: THIS STEP SHOULD BE DONE AFTER THE SPACERS HAVE BEEN INSTALLED ON BOTH SIDES)



STEP 11: Re-attach the tie rod to the spindle and tighten. Once tight, re-install the factory cotter pin.



STEP 12: Unbolt all 4 bolts holding the skid plate on and remove the skid plate.



STEP 13: Place an adjustable jack under the front differential and remove the two front mounting bolts.



STEP 14: The lip of the sub frame support will need to be bent down to make way for the diff mount in its new lower position.



STEP 15: Lower the jack down and install the provided 1" tall spacers. Re-use the factory cup shaped washer at the bottom along with the provided 9/16" bolt and the provided washer and nylock nut at the top.



STEP 16: Once the diff drop spacers are tight, re-install the factory skid plate. You will use the provided 1/2" tall spacers along with the provided longer M8 bolts to attach the skid plate near the diff and use just the factory bolts near the front bumper.

