PRODUCT: **K755364**

04-12 NISSAN TITAN 2WD 6.5" LIFT KIT

PARTS LIST	**QTY**
LIFT SPINDLE - DRIVER SIDE	2
LIFT SPINDLE - PASS. SIDE	2
FLAT WASHER, 9/16" SAE	4
HEX CAP SCREW, M14-1.5X70MM	4
EXTENDED BRAKE LINE	2
4" STEEL LIFT BLOCKS	2
U-BOLTS, 2.63 X 12.5 X 9/16	4
NYLOCK NUTS, 9/16-8	8
FLATWASHER, 9/16, SAE	8
NYLOCK NUTS, 9/16-8	8
FLATWASHER, 9/16, SAE	8
STRUT SPACER	2
10mm X 1.25 FLANGE NUT	6
CARRIER BEARING SPACER	1
HEX CAP BOLT, ½" – 13 x 4"	2
C-LOCK NUT, ½" – 13	2
FLAT WASHER, ½" SAE	4
HEX CAP BOLT, 3/8" – 16 x 1 ¼"	2
C-LOCK NUT, 3/8" – 16	2
FLAT WASHER, 3/8" SAE	4
REAR SHOCK ABSORBER	2

PLEASE DOUBLE CHECK THE PARTS LIST BEFORE BEGINNING INSTALLATION, TO ENSURE ALL PARTS ARE PRESENT

READ THE INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING THE INSTALLATION.

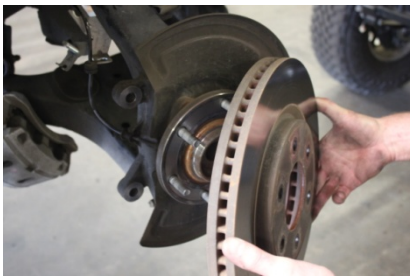
PRIOR TO INSTALLATION:

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.
5. Jack up front of vehicle, place jack stands under frame, behind front suspension.

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

1. Unbolt the brake line from the spindle bracket.
2. Unbolt brake caliper and support, do not let it hang by the brake or ABS wire.
3. Remove the brake rotor.





4. Unbolt ABS sensor from unit bearing and hang out of the way.
5. Unbolt tie rod, and break loose with a hammer by hitting the side of the spindle
6. Unbolt unit bearing and set off to the side



7. Disgard dust shield, it will not be used with the new lift spindle.
8. Unbolt Lower ball joint through bolt and leave bolt in until upper ball joint is removed.
9. Loosen upper ball joint, do not completely remove the nut.
10. Break upper ball joint loose by hitting side of spindle with a hammer, remove nut then spindle.



11. Slide Maxtrac spindle over lower ball joint and install factory bolt and nut (don't tighten yet)
12. Pull upper arm down so upper ball joint inserts into spindle and then tighten nut to secure.



13. Install tie rod from the top down on Maxtrac spindle and then tighten
14. Install unit bearing using 2 provided bolts and 1 factory bolt. The lower ball joint bolt will need to be moved back and forth to install lower bearing bolt.
15. Tighten lower ball joint bolt.
16. Remove ABS wire from frame bracket.



17. Install ABS sensor back into unit bearing and then tighten.
18. Install rotor, then bolt up brake caliper and tighten.
19. Remove brake line retainer clip from frame bracket.



20. Unbolt factory brake line at frame and caliper. Then install new steel braided brake line and tighten. Install provided clip at the frame bracket next to the shock tower.
21. Brakes must be bled of air before the truck is driven.

REINSTALL WHEELS, ALIGN FROM END

RETORQUE ALL HARDWARE AFTER 50 MILES, THEN AGAIN AFTER 500 MILES AND EVERY 3000 MILES.

INSTALLATION STEPS FOR FRONT 2.5" STRUT SPACER

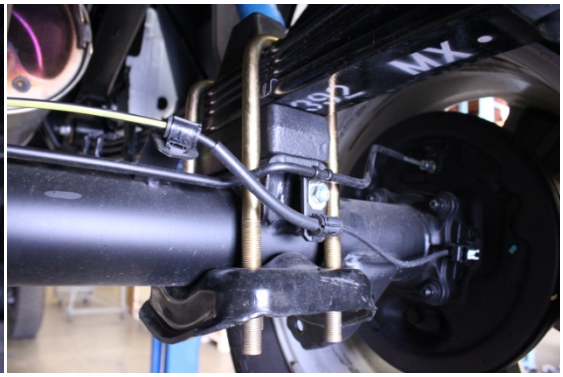
1. First, remove the driver side front wheel. Remove the two lower sway bar nuts on both sides of the truck..
2. Remove the driver's side cotter pin and loosen but do not remove, the upper ball joint nut. Use a hammer to break the ball joint free.
3. Remove the upper nuts from the top of the strut, then remove the lower strut bolt.


4. Remove the strut from the vehicle and mount it in a bench vise, and install the Maxtrac strut spacer kit. Torque fasteners to OEM specification. Note the shape of the spacer, the strut will be rotated 180 degrees when installed.
5. Reinstall the strut assembly in its stock location by first loosely attaching 3 upper nuts on the top of the spacer.
6. Using a floor jack to support the lower a-arm, remove the upper ball joint nut and lower the lower a-arm assembly until you can insert the lower strut mount bolt and nut.
7. Raise floor jack and lower a-arm assembly and reinstall upper ball joint nut and cotter pin, tighten upper strut hardware and re-torque all hardware to the stock specs.


8. Repeat steps 1 through 6 on the passenger side of the vehicle, then re-install the sway bar nuts on both sides and re-torque to the factory specs.
9. After 50 miles of driving, re-torque all hardware.
10. Perform Alignment.

1. Place a floor jack under the differential and jack up the rear.
2. If you have jack stands, place them under the frame rails and lower
3. Remove tires and wheels.
4. Remove factory shock absorbers, retain factory hardware.
5. Remove factory ubolts, lower the axle using the floor jack.


6. Install the lift block on the factory spring pad with the angled part towards the front of the vehicle.
7. Use the floor jack to lift the rear axle, keeping the pin aligned, and install the new ubolts and hardware.

8. Reinstall stock or aftermarket shock absorbers.
9. Install wheels and tires, set vehicle on the ground.

NISSAN TITAN CARRIER BEARING DROP BRACKET
PART # - 615399

READ ALL INSTRUCTIONS FROM START TO FINISH BEFORE BEGINNING INSTALLATION

KIT IS DESIGNED TO WORK ON VEHICLES WITH TWO-PIECE DRIVESHAFT

HARDWARE LIST

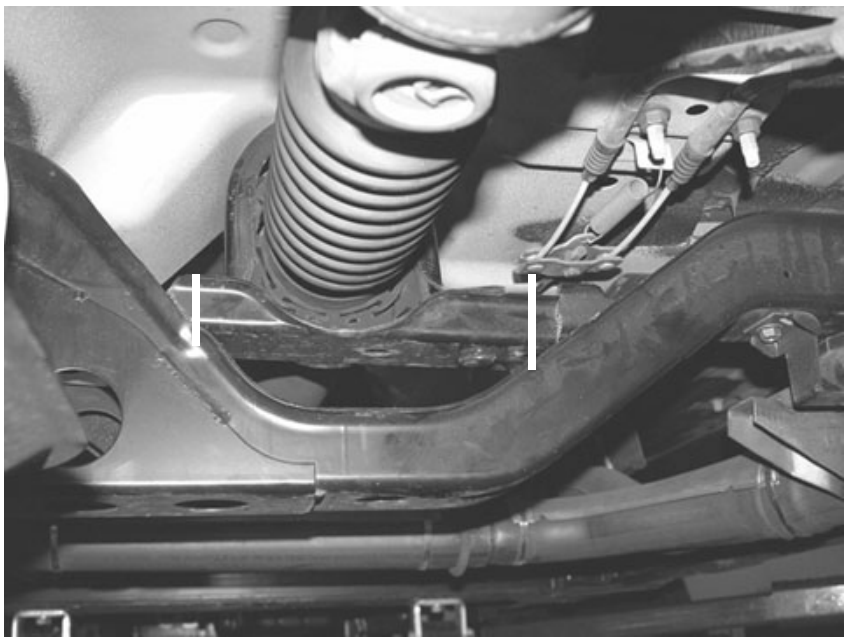
2	½" – 13 x 4" Hex Cap Bolt
2	½" – 13 C-Lock Nut
4	½" SAE Flat Washer
2	3/8" – 16 x 1 ¼" Hex Cap Bolt
2	3/8" – 16 C-Lock Nut
4	3/8" SAE Flat Washer

INSTRUCTIONS:

1. Jack up the rear end of the vehicle and support the frame rails with jack stands.

2. Unbolt the carrier bearing from the stock mount and discard the hardware. Tie the drive shaft up and out of the way.

3. Using a reciprocating saw, cut the factory mount off the stock crossmember. Use a die grinder with a sanding disc to smooth out the cuts. Paint exposed areas with Rustoleum to prevent it from rusting in the future. SEE PHOTO



4. Locate the #615399 Carrier Drop Down Bracket, and the supplied hardware. The drop bracket has a taper (slant) built into it, which requires the side designated with the **R** to face the rear axle. Attach the drop bracket to the carrier bearing with the hardware and torque to 40lbs. Lower the drive shaft into the crossmember now.

5. With the drop bracket bolted to the carrier bearing and resting in the crossmember, the ½" holes will attach the bracket to the crossmember. Then with a center punch and hammer, mark the two holes on the crossmember. Raise and tie the drive shaft up again. Next drill the two holes as marked, start with a pilot bit and step up to a ½" bit. Once through the rear side of the crossmember, drill through the new holes into the front side of the crossmember. **IMPORTANT: Make sure to drill straight and level, the new bracket is through bolted in between the crossmember.**

6. Untie and lower the drive shaft back into the crossmember. Locate the supplied ½" hardware and bolt the drop bracket to the crossmember and torque to 100lbs.

7. Go over and make sure that all nuts and bolts are tight. Put the truck back on the ground go for a test drive. Because of the added leverage induced by larger tires and lit systems, all driveline vibrations cannot always be completely eliminated.