



NISSAN HARDBODY
STANDARD & EXTENDED CAB, 2 & 4WD
3" BODY LIFT KIT: INSTALLATION INSTRUCTIONS
1986.5 - 1997: KIT# 4063

1. Read the instructions completely and carefully before you begin. Check the kit for proper contents (refer to the part's list and the picture diagrams).
2. Park the vehicle on a clean dry, flat (level) surface. Block the tires so the vehicle cannot roll in either direction.
3. Disconnect both battery cables. Be sure to disconnect the negative cable first, then the positive cable. Remove the airbag fuse from the fuse box (if equipped). Consult the owners manual for the exact location of the fuse.
4. Remove the air cleaner housing from the throttle body. Remove the air duct brackets from the top of the core support. Remove the air cleaner and air duct from the vehicle.
5. Mark the steering shaft where it slides into the upper coupler. Mark the lower coupler and the gearbox where the steering shaft slides onto the gearbox splined shaft. This insures proper alignment of the steering after the steering extension has been installed. Remove the bolt that mounts the steering shaft to the upper coupler. Remove the bolt that mounts the steering shaft to the gearbox splined shaft. Slide the steering shaft up and off the gearbox splined shaft, then out of the upper coupler. Remove the shaft from the vehicle. **NOTE: DO NOT ALLOW THE STEERING WHEEL TO TURN WHILE IT IS DISCONNECTED FROM THE GEARBOX. THIS COULD CAUSE THE AIR BAG SYSTEM TO MALFUNCTION.**
6. Drain the radiator into a clean container. Be sure that the radiator has cooled sufficiently to safely open the cooling system. Remove the fan shroud from the radiator. After the radiator has drained completely, loosen the clamp that mounts the upper radiator hose to the radiator. Remove the hose from the radiator. Loosen the clamp that mounts the lower radiator hose to the radiator. Remove the hose from the radiator. Remove the bolts that mount the top two radiator mounts to the core support. Remove the mounts from the vehicle. Lay the fan shroud against the engine. Pull the radiator up and out of the bottom mount. Remove the radiator from the vehicle.
7. Loosen the two hose clamps that mount both heater hoses to the heater core at the firewall (passenger side).
8. Remove the bolt that mounts the a/c hose to the firewall close to the vacuum

- brake booster. Remove the bolt that mounts the a/c hose to the core support.
9. Remove the hose that connects to the vacuum brake booster from the booster.
10. Remove the hose from the bottom of the intake and the cruise control mechanism. It will need to be lengthened after the lifting operation is complete. Label this hose to be sure that it is returned to the correct location. Remove the hose from the vacuum module just in front of the cruise control.
11. Disconnect the brackets that mount the steel vacuum lines to the passenger side frame rail from the frame rail. Check along the fender well and under the intake manifold to be sure that there is enough slack in the vacuum lines to allow lifting. Disconnect the lines as necessary. Make a diagram to insure proper reconnection after the lifting operation is complete.
12. Remove the bolt that mounts the engine to body ground wire to the body (passenger side firewall in the bellhousing area).
13. Locate the steel lines on the inside of the passenger side frame rail. Remove the bolt that mounts the single steel line (this is the line that is run separately from the other steel lines that are bracketed together) to the inside of the frame rail. Remove the bolt that mounts the single steel line to the bracket that extends from the frame further back on the frame (this is the bracket that mounts the other steel lines together and the single line is mounted to the end of the bracket). The single line will be rerouted over the other lines after the body has been lifted.
14. Remove the bolt that mounts the gold steel line bracket to the frame rail (next to the single line bracket). It will be moved after the body has been lifted.
15. Remove the two bolts that mount the cab safety loop to the floorboard (around the drive line through the cross member).
16. **4 wheel drive only.** Remove the two bolts that mount the parking brake cable to the cross member. Remove the bolts that mount the parking brake cable to the body (in the bellhousing area). **2 wheel drive only.** Remove the bolt that mounts the parking brake cable to the stock bracket on the cross member under the drivers side floorboard. Slide the cable out of the opening at the top of the bracket.
17. Remove the screws that mount the grill to the core support. Remove the grill from

the vehicle.

18. Disconnect the driving lights from the front bumper. Remove the four bolts that mount the front bumper to the frame. Remove the bumper from the vehicle.
19. Remove the tabs that hold the fender well flaps to the frame. This will prevent the flaps from being damaged while lifting.
20. Remove the screws that mount the scuff plate to the door jamb area on both sides of the vehicle. Remove the kick panels from both sides. Remove the shift knobs from both shift levers. The knobs are loctited on from the factory and will be difficult to remove. Be careful not to damage the knobs during removal. Remove the screws that mount the shift boot to the floorboard. Remove the shift boot from the vehicle. Pull the carpeting back to expose the two body mounting bolt access covers. Pull the carpeting back all the way over both shift levers. Remove the plastic access covers from the floorboard and discard. Be sure that the transmission is in neutral. Remove the C-clip that holds the transmission shift lever in the top of the transmission. Remove the spacer washer that is under the C-clip. Remove the shift lever from the transmission. **4 wheel drive only.** Remove the nut that attaches the transfer case shift linkage to the transfer case. Remove the two bolts that mount the transfer case shift lever to the side of the transmission. Slide the pivot rod out of the side of the transmission. Remove the shift lever from the vehicle.
21. Remove the screws that mount the fuel filler neck to the body. Loosen the hose clamp that mounts the filler hose to the fuel tank. Loosen the clamp that mounts the large vent hose to the tank. There are two other hoses attached to the filler neck. They are attached to a small box on top of the filler neck. Looking at the filler neck from the outside of the vehicle, detach the hose on the right from the filler neck. It will be reattached after the lifting operation is complete. Remove the hose on the left from the fuel tank. Remove the entire filler neck and hose assembly from the vehicle.
22. Disconnect the license plate lights from the rear bumper. Remove the six bolts that mount the rear bumper to the frame. Remove the bumper from the vehicle.
23. Using the stock bolts, mount the front bumper brackets to the frame. Mounting the brackets will be easier before the body has been lifted. If there are locating tabs on

the side of the frame, they must be removed. Grind the tabs flush with the side of the frame. Tighten the mounting bolts so the brackets cannot move, but so the bumper can still be adjusted.

24. Measure the distance between the cab and the bed. Record this measurement to insure proper alignment of the cab and bed after the lifting operation has been completed. Loosen, but do not remove all six cab mounting bolts. They are located as follows; in the front fender well, in the front floorboard, and at the rear of the cab screwing up into the cab. The front two mounting bolts are installed from the top and the rear bolt is installed from the bottom.

25. Remove the bolts from the passenger side only. Using a hydraulic jack and a wooden block, slowly lift the passenger side of the cab just high enough to put the spacers on the mounting pads. Continually check for any hoses, wires, etc. to be sure that everything is flexing properly. Be especially carefully of the a/c hose at the firewall and at the core support. At the rear cab mount there is a washer that is attached to the body. The washer has a protruding sleeve that slides over the tube that sticks up out of the bottom half of the bushing. The washer is glued to the bottom of the floorpan. Simply pry the washer off of the floorpan, and install it on top of the bottom bushing. Place the spacer block on top of the washer. Using a 3/8" washer in conjunction with the stock washer, install the 7/16" x 7" bolts at the front two mounts and the 10mm x 180mm bolt at the rear cab mount. Do not tighten at this time.

26. Repeat step #25 for the driver's side of the cab. Adjust the cab to bed clearance. Tighten all cab mounting bolts securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.*

27. Loosen, but do not remove all bed mounting bolts. Remove the mounting bolts from the passenger side of the bed only. Using a hydraulic jack and a wooden block slowly lift the passenger side of the bed just high enough to place the spacer blocks on the frame. Using two 1/2" washers at each location, (one on the top and one on the bottom) install the new mounting bolts in the following positions; 1/2" x 4 1/2" at all mounts except the rear mount. The rear mount uses the 1/2" x 7" bolts. Do not tighten at this time.

28. Repeat step #27 for the driver's side of the vehicle. Realign the bed to the cab. Refer to the measurements made earlier. Tighten all bed mounting hardware securely. *We recommend the use of loctite or similar adhesive on all mounting hard-*

ware.

29. Install the steering extension into the lower coupler of the steering shaft. Be sure that the extension is installed so the mounting bolt will slide across the flat on the steering extension. If the bolt will not easily slide across the flat on the steering extension, the extension has been installed incorrectly. Do not tighten the mounting bolt at this time. Extend the mark on the lower part of the steering shaft down onto the extension. Install the upper part of the steering shaft into the upper coupler inside the engine compartment. Be sure to align the marks made earlier. Align the mark on the steering extension with the mark on the gearbox. Install the steering extension on the gearbox splined shaft. Install the retaining bolt in the steering extension. Be sure that all marks are properly aligned and that there is ample engagement at all unions. Tighten all steering hardware securely. *We recommend the use of loctite or similar adhesive on all steering hardware.*

30. Using the new lower radiator support as a template. Mark the lower core support for alignment of the new support. Align the holes in the new bracket with the stock mounting holes. Mark the core support for proper alignment of the new support after the stock mount has been removed. Using a die grinder or hacksaw cut away the bottom radiator mount from the core support. Be especially careful of the a/c condenser when cutting the sheet metal. Cut to the outside of each mounting hole approximately 1 1/2" to 2" (allow enough room for the radiator to slide past without hitting) and flush with the vertical surface of the core support. Using the two sheet metal screws provided, mount the lower radiator support bracket to the core support. Be sure that the bracket is aligned with the marks made earlier and that the bracket is positioned flush against the core support with the lip resting on top of the core support. Tighten the sheet metal screws securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.*

31. Install the radiator on the new lower support bracket. Using the stock bolts, mount the two upper radiator brackets to the core support where the radiator was originally mounted. Do not tighten at this time. Mount the radiator to the studs that are protruding from the radiator brackets. Install a 1/4" washer and nylock nut on both studs. Tighten all radiator mounting hardware securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.* Install the fan shroud

to the radiator using the stock hardware. Check the fan to fan shroud clearance. Be sure that the fan cannot make contact with the shroud. Tighten the fan shroud mounting hardware securely. Install both radiator hoses to the radiator. Tighten the hose clamps securely.

32. Reconnect the lower heater hose to the heater core at the firewall. It may be necessary to remove the tie wrap around both hoses to gain enough slack to reconnect the lower hose. The upper heater hose needs to be lengthened. Cut the hose below the top bend. Install the 3" heater hose extension. Fasten using two #10 hose clamps. Install the heater hose to the heater core at the firewall. Tighten all heater hose clamps securely. Refill the cooling system as much as possible at this time. It will need to be topped off after the vehicle has been started.

33. Reroute the vacuum brake booster hose over the a/c hose at the firewall. Reconnect the hose to the brake booster. Remove the bracket that mounted the a/c hose to the firewall. Turn the bracket upside down. Remount the bracket and the a/c hose to the firewall. Turning the bracket upside down should give enough slack in the a/c to avoid any binding problems. If the line still feels tight, it may be necessary to carefully bend the steel portion of the line to gain more slack in the line.

34. Check the a/c line at the core support. Be sure that there is enough slack in the line to remount it to the core support. If there is not, carefully bend the line to gain more slack. Be sure that there is ample slack in the line. Install the bolt that mounts the a/c line to the core support. Tighten securely.

35. Extend the vacuum hose that runs between the bottom of the intake and cruise control mechanism on the passenger side fender well. Cut the hose approximately in the middle. Install the 3" long hose extension between the two pieces of the hose. Install two #6 hose clamps to hold the extension in place. Tighten securely. Reinstall the hose to the bottom of the intake and to the cruise control mechanism.

36. Reroute the hose that was connected to the vacuum module in front of the cruise control. Reroute the hose on the other side of the steel lines that come up from the frame. This will give enough slack to reconnect it to the vacuum module. It may be necessary to carefully bend the steel portion of the line to route it properly.

37. Reconnect the engine to body ground wire to the body. The ground wire can be reconnected to the lower of the two holes in

the bellhousing area. Tighten the mounting bolt securely.

38. **4 wheel drive only.** Using the stock bolts, mount the parking brake cable relocating bracket to the cross member where the cable was originally mounted. Using two 5/16" x 1" bolts, four 5/16" USS washers, and two 5/16" nylock nuts mount the parking brake cable to the bracket. Tighten all mounting hardware securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.* **2 wheel drive only.** Mount the parking brake cable relocating bracket to the stock bracket using two 5/16" x 1" bolts, four 5/16" USS washers, and two 5/16" nylock nuts. Mount the parking brake cable to the new bracket using the stock bolt. Remount the two brackets that hold the cable to the bellhousing. Tighten all parking brake hardware securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.*

39. Locate the steel line that runs separate from the others. Find the mounting bracket that was connected to the other lines. Turn the bracket upside down and remount it to the original mounting location. This should allow this line to be rerouted over the others. Using the stock bolt, attach the relocating strap to the frame where the single line mounting bracket was originally. Using the 1/4" x 1" bolt, two 1/4" washers, and a 1/4" nylock nut, mount the line to the strap. Tighten the mounting hardware securely.

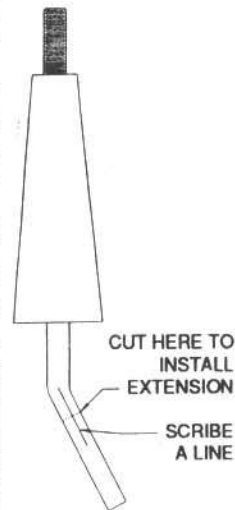
40. Locate the gold bracket that holds the steel lines. Relocate the bracket higher on the frame rail. Using the bracket as a template, mark the frame at the new location. Mount the bracket to the frame using the sheet metal screw provided.

41. Mount the two 2 x 3 safety loop spacers to the floorboard using the stock bolts. Mount the safety loop to the spacers using the 3/8" x 1" bolts, 3/8" washers and the 3/8" nylock nuts provided. It may be necessary to bend the loop slightly to align the holes in the loop to the holes in the spacers. Tighten all safety loop hardware securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.*

42. Lengthen the fuel filler hose. Cut the filler hose toward the bottom below the first bend. Install the 1 3/4" fuel filler extension between the two sections of the filler hose. Install a #28 hose clamp at each end of the extension. Tighten both hose clamps securely. Remove the large vent hose from the filler neck. Install the new vent hose to the filler neck vent. Install a #10 hose

clamp and tighten securely. Remove the small hose attached to the left nipple of the box on the filler neck. Replace it with the 1/4" hose provided in the kit. Install a #6 hose clamp and tighten securely. Install the filler assembly in the vehicle. Using the stock clamp, reconnect the filler hose to the fuel tank. Using a #10 hose clamp, reconnect the large vent hose to the fuel tank. Using a #6 hose clamp, attach the small hose to the fuel tank. Reconnect the remaining small hose to the filler neck. Tighten all hose clamps securely. Install the screws that mount the filler neck to the body. Tighten securely. Replace the fuel cap.

43. Lengthen the transmission shift lever. Scribe a line along the shift lever below the bend. Be extremely careful during this procedure to not damage any of the parts that are attached to the shift levers. Cut the lever into two pieces through the line. Insert the shift lever extension between the two parts of the shift lever. Align the sections of the scribed line. Weld the extension in place. *We recommend that all welding be done by a certified welder only.* **4 wheel drive only.** Repeat this procedure for the transfer case linkage.



44. Replace the shift levers in the vehicle. Insert the transmission shift lever into the top of the transmission. Be sure that it is all the way in. Replace the cover. Install the spacer shim. Install the retaining clip. **4 wheel drive only.** Reinstall the transfer case shift lever. Install the pivot rod into the side of the transmission. Install the two mounting bolts. Reconnect the linkage to the transfer case lever. Tighten all transfer case shift lever mounting hardware securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.* Check the operation of both shift levers. Be sure that there is complete engagement in all gears and 4 wheel drive ranges. Replace the shift boot. Tighten all mounting screws securely. Check the shift lever operation again. Replace both shift knobs.

45. Replace and carpet and matting to its original position. Replace both kick panels and both door jamb scuff plates. Tighten the mounting securely.

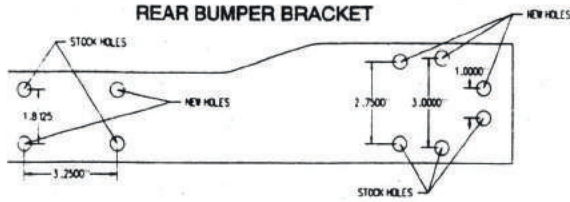
46. Mount the front bumper to the relocat-

ing brackets. The bottom corner of the driver's side stock bracket needs to be notched so it won't hit the steering gearbox. Cut approximately 1/4" to 3/8" from the corner of the bracket. Mount the bumper to the relocating brackets using two 5/16" x 1" bolts, four 5/16" USS (large) washers and two 5/16" nylock nuts. Adjust the bumper to body clearance. Tighten all bumper mounting hardware securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.* Reconnect the wires to the driving lights.

47. Reinstall the grill to the core support. Tighten all mounting screws securely.

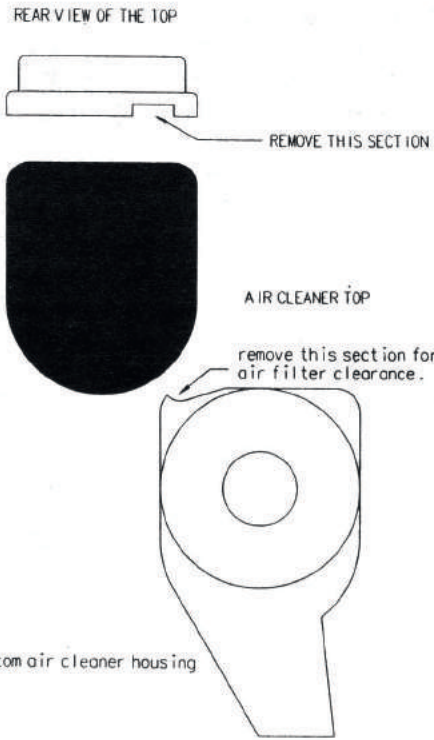
48. Install the rear bumper. **WARNING: THE FOLLOWING PROCEDURE FOR RAISING THE REAR BUMPER IS INTENDED TO ENHANCE THE APPEARANCE OF THE VEHICLE ONLY. THE REAR BUMPER WILL NO LONGER BE RATED FOR TOWING OF ANY KIND. ANY ATTEMPT TO TOW WITH THE REAR BUMPER AFTER IT HAS BEEN LIFTED CAN RESULT IN DAMAGE TO THE VEHICLE AND POSSIBLE PERSONAL INJURY. ANY TOWING THAT IS DONE AFTER THE BUMPER HAS BEEN LIFTED SHOULD ONLY BE DONE WITH A RATED CLASS III RECEIVER TYPE HITCH. IF YOU WISH TO TOW WITH THE BUMPER AFTER THE BODY LIFT HAS BEEN INSTALLED, REINSTALL THE REAR BUMPER IN ITS ORIGINAL LOCATION USING THE STOCK HARDWARE.** Remove the two bolts that mount each rear bumper bracket to the bumper. Drill new mounting holes in the bumper according to the diagram. Drill two new 1/2" holes on the bumper side of the bracket 3 1/4" forward and 1 13/16" down from the very rear hole and 3 1/4" back and 1 13/16" up from the forward bumper hole. The holes that mount to the bumper should now form a square pattern. Drill three new 1/2" holes in the frame side of the bracket in the following locations; 1" straight above the furthest forward hole, 3" above the middle hole, and 2 3/4" above the rear hole. After the holes have all been drilled in the bumper brackets, take the bracket that was originally mounted to the drivers side of the vehicle, turn it upside down and mount it to the passenger side of the vehicle through the new holes. Do the same for the other side bumper bracket. Mount the brackets using the stock hardware. Do not tighten. After the brackets have been mounted to the frame, notch a section from the bottom corner of the bumper side of the bracket approximately 1/2" in from the edge of the bracket. Taper the cut upward on the side

of the bracket. Drill two new 1/2" holes in the bumper 1" straight down from the stock holes. Mount the bumper to the bumper brackets through the new holes using the stock hardware. Adjust the bumper to body clearance. Tighten all bumper mounting hardware securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.* Reconnect the license plate lights to the bumper.



49. Reinstall the air cleaner, If the vehicle is equipped with a/c, the back right corner of the housing must be notched to clear the a/c line at the firewall. Trim the bottom of the housing just to the left of the corner just enough for the a/c line to clear. Install the bottom part of the housing. Reconnect all hoses that were disconnected at the beginning of the installation. Trial fit the top of the housing. Mark the top where it makes contact with the a/c line. Notch this section of the top housing. Install the top of the housing. Install the air intake duct. It may be necessary to bend the brackets that mount the air duct to the core support.

Install the mounting screws and tighten securely.






50. Install the four bed overload pads on the frame in the wheel wells. There should be two places on each side where the bed rested on the frame, but was not mounted to the frame. The pads need to be tack welded to the frame only. *We recommend that all welding be done by a certified welder only.*

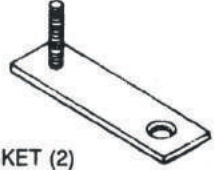
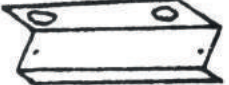
51. Reconnect both battery cables. Be sure to reconnect the positive cable first, then the negative cable. Reinstall the airbag fuse if equipped.

52. Place the warning sticker on the dash in plain sight of all vehicle occupants.

53. Double check the vehicle. Check all mounting hardware to be sure that it is properly tightened. Check all wires, hoses, cables, etc. to be sure that there is ample slack. Check the vehicle electrical system. Start the vehicle. Check the steering in both directions to be sure that there is no bind. Check clutch operation. Check the operation of the brake system and parking brake. Check both shift levers' operation. Be sure that there is proper engagement in all gears and 4 wheel drive ranges. Check coolant level. **Caution:** never open a closed cooling system after the vehicle has been started. Only fill the cooling system if the cap has been removed while the vehicle was still cold. Fill the coolant to the proper level. Reinstall the radiator cap. Carefully check all hoses to be certain that they have been connected properly and that there is ample slack. With the amount of hoses on this vehicle it is vital that this be checked thoroughly. Test drive the vehicle in all gears and 4 wheel drive ranges. Pay very close attention to all vehicle systems. Check all hardware again in 500 miles and as part of your regular maintenance schedule.

PARTS LIST

- | | | | |
|----|---|------------------------------|--|
| 6 | 3" LARGE SPACERS | FUEL FILLER EXTENSION |  |
| 8 | 3" SMALL SPACERS | 2" X 3" SAFETY STRAP SPACERS |  |
| 2 | 10mm x 180mm BOLTS | 2" X 3" BED SPACERS (4) |  |
| 4 | 7/16" X 7" BOLTS | | |
| 6 | 1/2" X 4 1/2" BOLTS | | |
| 2 | 1/2" X 7" BOLTS | | |
| 10 | 3/8" USS WASHERS (LARGE) | | |
| 16 | 1/2" SAE WASHERS (SMALL) | | |
| 8 | 1/2" NYLOCK NUTS | | |
| 4 | 7/16" NYLOCK NUTS | | |
| 2 | 1/2" X 3" SHIFT EXTENSION PINS | | |
| 1 | 1 3/4" FUEL FILLER EXTENSION | | |
| 1 | 1/2" X 19" FUEL VENT HOSE | | |
| 1 | 1/4" X 17" FUEL VENT HOSE | | |
| 4 | #6 HOSE CLAMPS | | |
| 2 | #28 HOSE CLAMPS | | |
| 4 | #10 HOSE CLAMPS | | |
| 1 | 3" VACUUM HOSE EXTENSION TUBE | | |
| 1 | STEEL LINE RELOCATING BRACKET (1" X 4") | | |
| 1 | 1/4" X 1" BOLT | | |
| 2 | UPPER RADIATOR DROP DOWN BRACKETS | | |
| 1 | LOWER RADIATOR SUPPORT BRACKET | | |
| 3 | SHEET METAL SCREWS | | |

- | | | | |
|---|---|----------------------------|---|
| 4 | 1/4" SAE WASHERS (SMALL) | UPPER RADIATOR BRACKET (2) |  |
| 3 | 1/4" NYLOCK NUTS | LOWER RADIATOR BRACKET (1) |  |
| 2 | FRONT BUMPER BRACKETS | | |
| 6 | 5/16" X 1" BOLTS | | |
| 8 | 5/16" USS WASHERS (LARGE) | | |
| 4 | 5/16" SAE WASHERS (SMALL) | | |
| 6 | 5/16" NYLOCK NUTS | | |
| 1 | 4 WHEEL DRIVE PARKING BRAKE CABLE BRACKET | | |
| 1 | 2 WHEEL DRIVE PARKING BRAKE CABLE BRACKET | | |
| 1 | 3" HEATER HOSE EXTENSION | | |
| 4 | 2" X 3" BED OVERLOAD SPACERS WITHOUT HOLES | | |
| 2 | 2" X 3" SAFETY STRAP SPACERS WITH HOLES | | |
| 2 | 3/8" X 1" BOLTS | | |
| 2 | 3/8" NYLOCK NUTS | | |
| 1 | STEERING EXTENSION | | |
| 1 | 3/8" X 1 1/4" SOCKET HEAD STEERING EXTENSION BOLT | | |