

RUGGED OFF ROAD

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Tacoma 4WD

Step by step instructions and checklist: Use the proper tools and safety equipment to perform all work. Torque all fasteners to proper specifications and double check work. Align your vehicle after installation.



Position truck on a flat surface and lift vehicle by the frame so that the front wheels are off the ground. Use a floor jack and jack stands or a (2) two post lift if available and remove both front wheels.



1. Remove the skid plate by unbolting the four 12mm bolts.



2. Starting from the passenger side, loosen the up-per and lower strut mount nuts.



3. Loosen, but do not remove the 19mm lower control arm nut and bolt, Remove the 19mm lower ball joint bolts.









4. Remove the lower strut mount nut and bolt. Push the lower control arm down.



5. Remove the three upper strut mounting bolts. Remove the strut from the vehicle and mount it in a bench vise. Install the new kit, and torque fasteners to OEM specifications. Note the shape of the new spacer; the strut will be rotated 180 degrees when reinstalled.



6. Reinstall the strut assembly in its stock location. Leave the three upper strut mounting nuts loose. Raise the lower control arm and install the lower strut mounting bolt and nut. Use a floor jack to raise the lower control arm up in order to get the lower ball joint bolts installed. Be sure to use a thread locker on the lower ball joint bolts. Be sure to tighten all nut and bolts to factory specs.

		
<p>Differential Spacer Installation</p>	<p>Position a floor jack under the front differential. Raise the pad so that it is touching the diff.</p>	<p>Remove the factory 19mm differential mounting nuts and bolts. The OEM washers will be reused.</p>
		
<p>Install the 1" spacers between the differential supports and the front cross-member. Install the new bolts with factory washers and the new nuts and washers. Torque to factory specs.</p>	<p>Re-install the skid-plate, use two OEM bolts for the front and the supplied and torque the bolts to factory specs. Re-install the wheels and torque to factory specs.</p>	<p>Using the hardware provided, install the M8 bolt, washer, skid plate, and 1/2 tall spacer into the back two skid plate mounting points. Use the OEM hardware for the two front mounting parts.</p>

Final Checks & Adjustments

Post Installation Warnings: Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to insure proper torque. Torque wheels to factory specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes hoses and ABS lines for adequate slack at full extension. Failure to perform the post inspection checks may result in vehicle component damage and/or personal injury or death to driver and/or passengers. Test drive vehicle and re-check the torque of all fasteners and re-torque wheels on vehicle.

Wheel Alignment/Headlamp Adjustment:

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment.

Vehicle Re-Torque and Safety Inspection:

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual or the torque chart included.