

INSTALLATION INSTRUCTIONS

2" FRONT LEVELING SYSTEM FOR THE 6-LUG SUSPENSION

TOYOTA 03-07 4RUNNER / FJ CRUISER

IMPORTANT NOTES:

Please read before beginning installation. OEM Manual should be used as a reference.

It is highly recommended that a certified mechanic perform this installation.

Read and understand all the instructions before beginning installation.

Use Locktite® on all bolts associated with this installation.

Torque Specifications (ft-lbs):

Strut Mount/Assembly Upper Nuts (3 nuts)	47
Shock Absorber-to-Lower Control Arm Nut/Bolt	101
Lower Ball Joint Mounting bolt	43
Sway Bar-to-Upper Link Nut.....	22
Sway Bar-to-Lower Link Nut.....	51
Sway Bar Bushing Bracket Bolt	19
Tie Rod End-to-Steering Knuckle ballstud nut	53
Strut Bar-to-Frame nut/bolt	221
Strut Bar-to Lower Control Arm	111
Wheel Lug Nuts	83

*If you desire to return the vehicle to stock, make sure to save all the stock components.

WARNING: IT IS HIGHLY RECOMMENDED THAT A CERTIFIED MECHANIC PERFORM THIS INSTALLATION.

IMPORTANT CUSTOMER INFORMATION:

This vehicle's reaction and handling characteristics may differ from that of standard cars and/or trucks. Modifications to improve off road performance may raise the vehicle's intended center of gravity.

Extreme caution must be utilized when encountering driving conditions that may cause vehicle imbalance or loss of control.

DRIVE SAFELY! Avoid abrupt maneuvers, such as sharp turns, which could cause a roll over, resulting in serious injury or death.

It is the customer's responsibility to make sure a re-torque is performed on all hardware associated with this suspension system after the first 100 miles. It is also the customer's responsibility to do a complete re-torque after every 1000 miles or after every off road use.

After the original installation, it is recommended to have the alignment checked by a certified alignment technician that is experienced with lifted vehicles. Also the alignment should be checked every 6 months to ensure proper tracking, proper wear on tires and front-end components. The responsibility for abuse, improper installation, or improper suspension maintenance is solely that of the customer.

NOTICE:

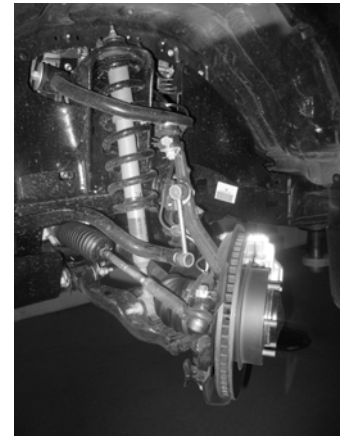
It is the responsibility of the customer or the mechanic to wear safety glasses at all times when working with air tools.

Please follow all the instructions carefully.

Before installation begins, drive the vehicle and inspect it to make sure that there are not any uncommon sounds or frame damage.

Front End Installation:

1. To begin installation, block the rear tires of the vehicle so that the vehicle is stable and can't roll backwards. Safely lift the front of the vehicle and support the frame with jack stands. Place jack stands on both the driver and the passenger sides of the vehicle. Next remove the wheels from both sides.



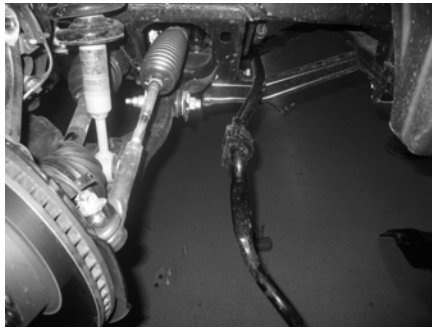
2. Using a 17mm ratchet, remove the nut from the bolt connecting the front sway bar link and the steering knuckle on both sides of the vehicle. HINT: If the ball joint turns together with the nut, use a 6 mm hex wrench to hold the stud.

3. Using a 14 mm ratchet, remove the bolts from the brackets that are holding the sway bar to the frame on both sides of the vehicle.



4. Detach all brake hose brackets from the steering knuckle and upper control arm. On vehicles with ABS, remove the front wheel speed sensor-retaining bolt and detach the sensor from the steering knuckle.

5. Let the sway bar swing down out of the way. Failure to do this will prevent the removal of the strut assembly.

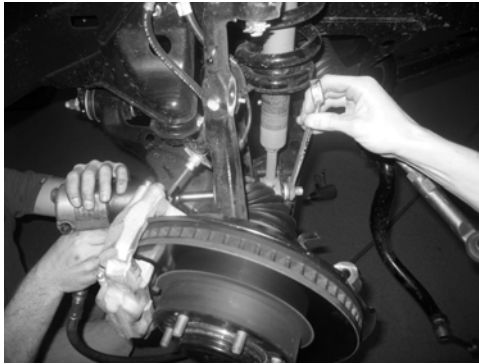


6. Using a 19 mm ratchet, remove the lower two ball joint bolts.



7. Remove the three upper strut mounting bolts with a 14 mm ratchet.

8. Next remove the strut's lower mounting bolt with a 19 mm ratchet and wrench.



9. Remove the strut assembly from the vehicle and mount it in a bench vise. Install the Hell Bent Steel Strut extension on the top of the strut, hold the part up to start the factory nuts onto the factory studs.



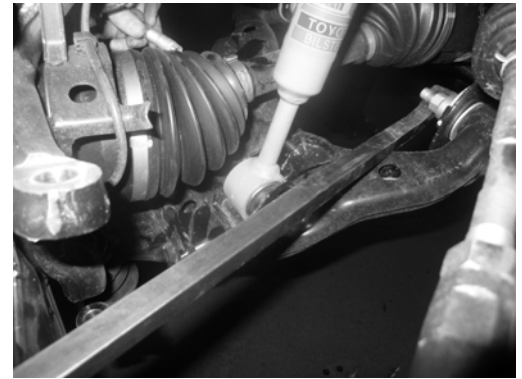
- ** Caution: Use the factory nuts with the factory studs**
10. Run down nuts snug with end wrench. Torque to OEM specs.

Note: Because of the shape of the Hell Bent Steel spacer the strut will be rotated 180° when reinstalled.



11. Place strut back into upper strut mount. Tighten provided nuts snug with wrench or ratchet (after install, you will torque to OEM specs).

12. Use a pry bar to position the lower control arm and the strut mount, and then reinstall the mounting bolt. Torque to OEM specs.



13. Place a jack under the lower control arm. Raise the lower control arm to reattach the lower ball joint bolts. Torque the ball joint nuts to OEM specs.

14. Repeat on opposite side.

15. Reattach the front sway bar and sway bar link assembly on both sides of the vehicle. Torque to OEM specs.

16. Reattach the ABS line brackets and sensors. Torque to OEM specs.



17. Reattach the wheel. Torque to OEM specs.

18. Lower vehicle to ground and torque strut mounts to OEM specs.

19. Align the vehicle. A certified alignment technician that is experienced with lifted vehicles is recommended to perform the alignment.