

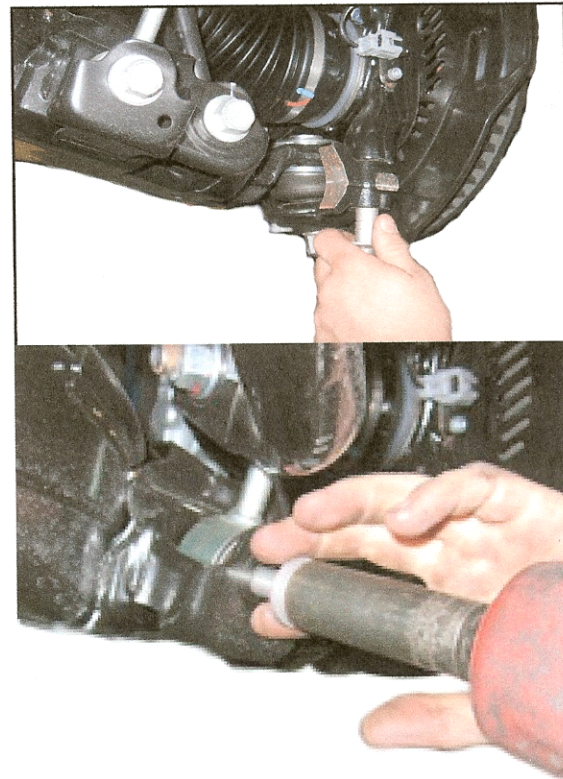


TUNDRA 3 INCH LIFT KIT

2007-2008 INSTALLATION INSTRUCTIONS

Installation Procedures

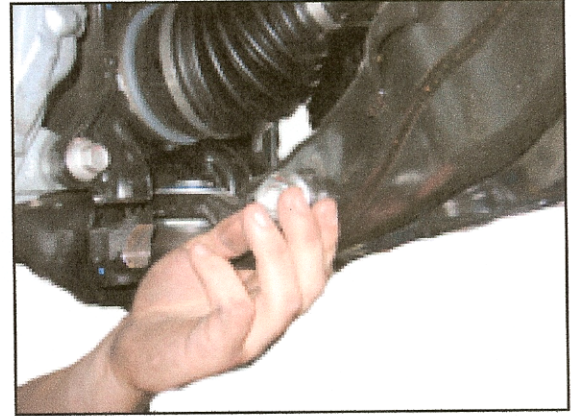
1. Vehicle needs to be lifted off the ground- of course a 2 post automotive hoist is preferred- but jack stands have be used when installing this lift. Use all precautionary measures when doing any kind of installs Follow all manufacturers recommendations when positioning lifting vehicle off the ground, and remove tires from vehicle. Low Range Off Road LC is not liable for any form of injury or harm caused by installation of this product. We recommend that a trained technician or professional install this lift.
2. Start off by removing the front skid plate from vehicle a 12mm socket is needed, SR5 and Limited models differ, the SR5 Models have a steel skid plate and the Limited models usually come equipped with an aluminum and steel combination.
3. Loosen and remove lower ball joint bolts with a 24mm socket, causing the spindles to detach from the lower control arm.
4. Disconnect lower sway bar link from lower control arm by removing the bottom bolts with a 19mm socket.



5. Upper sway bar link bolts-
Using a 17mm socket, loosen bolt most forward on the sway bar (has notch in bracket) and remove rear bolt. Remove Sway bar from vehicle.

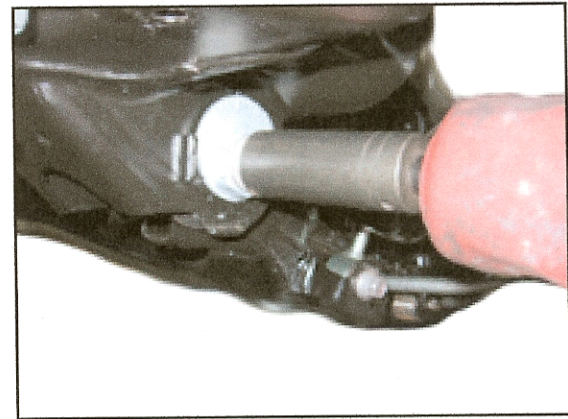


6. Using a 22mm socket, loosen and remove bolts that attach the strut to the lower control arm. Sometimes a pry bar or a slight tap with a hammer is needed to remove bolt- Caution: Try very hard not to damage threads, because this bolt will be re-used. (This view is from the back side of control arm on drivers side of vehicle)

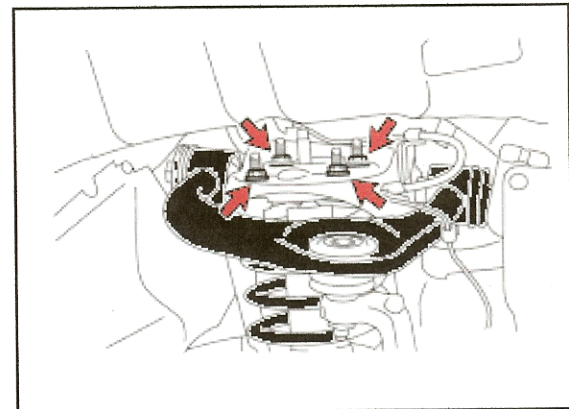


7. Loosen lower control arm bushing bolts (eccentric cam bolts) so lower control arm can swing down.
DO NOT REMOVE ALIGNMENT CAMS.

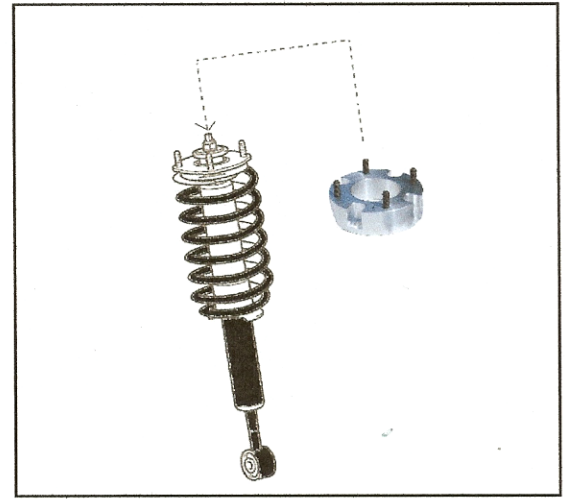
Note: If having an alignment shop perform alignment- place a mark on the frame and eccentric cam so it can be returned to factory position if it happens to move. This way, for your trip to the alignment shop both sides will remain fairly similar.



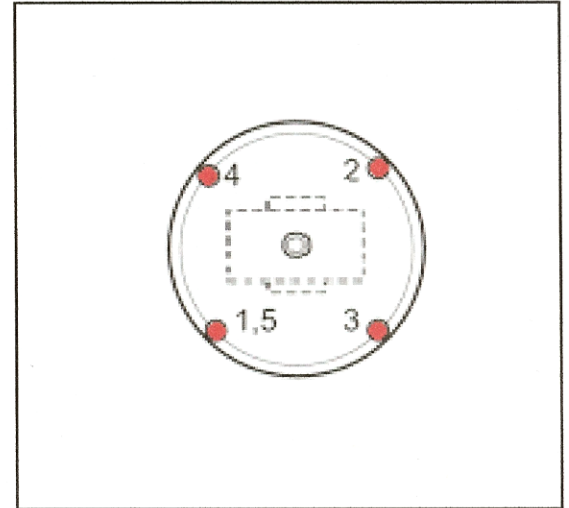
8. Using 14mm wrench, loosen top strut nuts. While holding strut with one hand, remove the 3 upper strut nuts and remove strut from vehicle. Be careful not to tear CV axle boot on 4X4 models when removing strut.



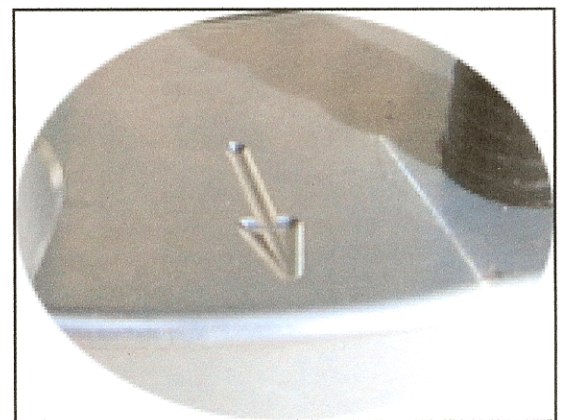
9. Install new Aluminum Spacers to top of strut- On 2007-2008 Tundra models the upper strut spacer will fit only one way. Note: These spacers are machined to the highest tolerances- make sure the spacer lines up with the holes in the strut and press down firmly on the spacer to mate to the strut. We have found that when removing the factory strut from the vehicle the studs tend to bend slightly if not careful. We want to keep close tolerances, so if the spacer is tight- lightly tap on spacer with a dead-blow or plastic hammer to seat spacer tightly against strut. Other companies rely on larger holes for easy fitment... The thing is, you want them to fit tight!



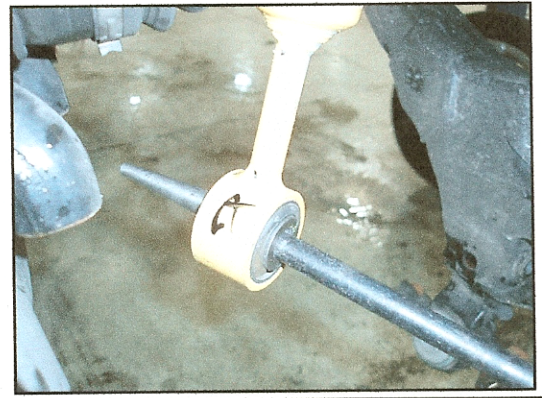
10. Install factory flanged metric nuts and tighten to spacer. Evenly torque each nut (as pictured) in an even sequence to 33 ft-lbf. Sometimes it is hard to hold the strut while tightening the nuts, there is many different ways to combat this- we have found the easiest way to do it is by putting a small pry-bar through the end of the lower strut hole and tighten the nuts.



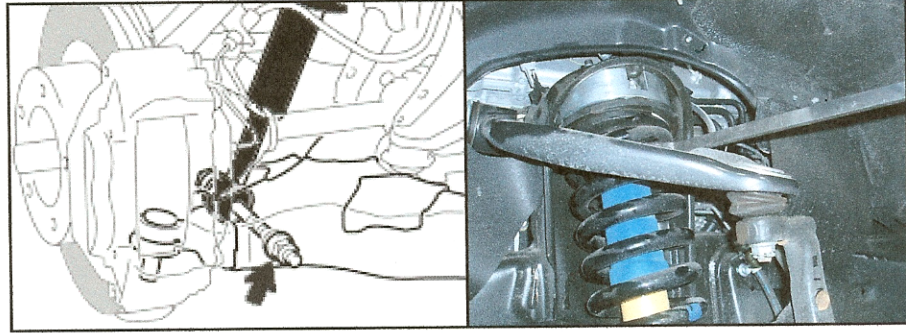
11. Re-install strut to vehicle, making sure again not to hurt the CV boots. There is an arrow on the strut spacer that will point out towards the tire- making it easier to line up with the strut holes. Hold Strut in position and install supplied washers onto 4 studs above the chassis frame. Begin threads on studs, *but don't tighten* them just yet.



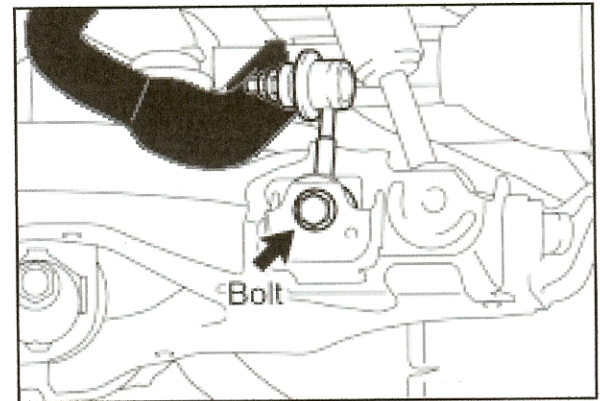
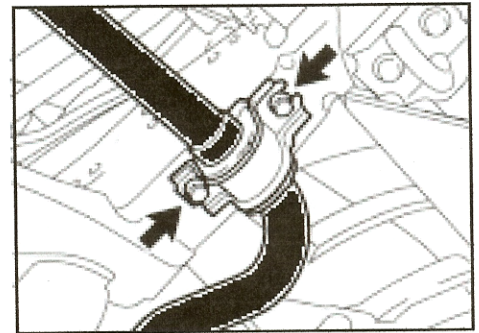
12. Using a large screwdriver, or lady foot pry bar, spin strut while holding spring to align strut to bottom strut slot.



13. Using a jack, raise the lower control arm until the hole on the control arm lines up with the lower strut hole. Install the lower strut mounting bolt and nut and tighten to 144 ft-lbf. A method some use while on a lift is prying down the upper control arm as pictured.



14. Install sway bar to vehicle reversal of removal. Tighten upper frame mount bolts to 51 ft-lbf., lower sway bar end link to 89 ft-lbf.

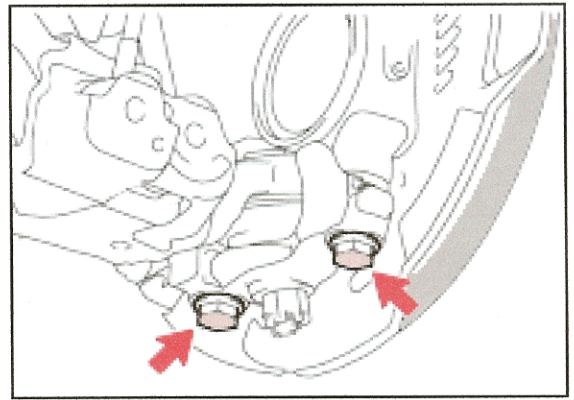


15. Remove bump stops from vehicle by twisting counter-clockwise with multi-groove pliers or an adjustable end wrench. Install 1 supplied spacer onto each of the 4 factory bump stops and re-install.



16. Install the two 22mm head lower ball joint bolts starting with the rear bolt first as it is easier to line up with the spindle. Torque to 221 ft-lbf.

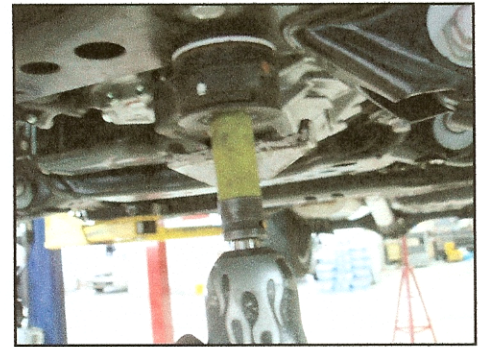
*Note: Some have used a ratcheting strap attached to the strut and to the lower control arm to help with this process. Use caution not to damage any components while using this method.



17. Tighten the four new upper strut mounting nuts to 33 ft-lbf.
18. Re-install front wheels and torque lug nuts. Factory aluminum wheel specification is 97 ft-lbf. Factory steel wheels is 154 ft-lbf.

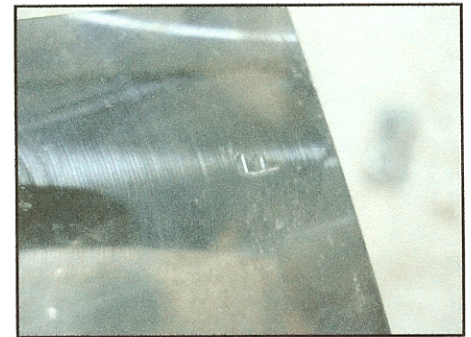
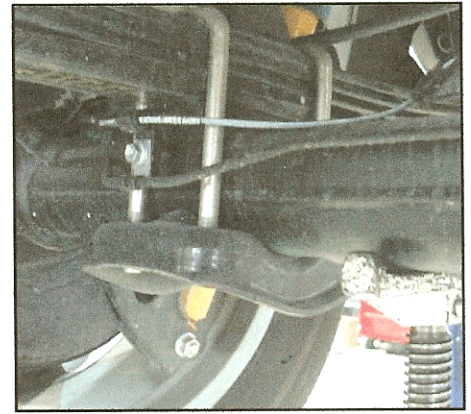
DIFF DROP KIT:

1. Place Jack under front Differential to Support it, most support the differential by placing jack on steel portion just behind the differential support bolts.
2. With Differential supported, remove 2 differential support bolts and nuts with a 19mm socket.
3. Lower Differential approx. 1" and install supplied spacers between frame and differential support.
4. Install new Differential Drop bolts, washers and nuts in place of factory bolts and nuts. Installed should go: Bolt, Hardened Washer, Large Factory Washer Plate, through diff support, through spacer, into frame and then nut installed on top of frame.
5. Tighten bolts and nuts to factory spec.
6. Replace Skid plate using 3 new rear spacers and extended bolts.
7. Make sure all your work has been checked a second time, especially all hardware and upper strut mounting bolts.



REAR SUSPENSION:

1. If installing lift without hoist, Block the front tires and support rear of frame forward of the rear springs. Take note of how rear suspension is assembled from the factory for easier identification and re-assembly of parts.
2. Support rear axle with floor jack and remove u-bolts from drivers side leaf spring, set u bolt plate aside for re-installation.
3. Loosen u-bolts on passenger side leaf spring, but do not remove, this will make it easier to work with the drivers side but make it so the axle stays located in the right position.
4. Carefully lower axle enough to install supplied blocks from kit.
5. Install supplied aluminum blocks from kit with locating pin towards axle and the stamped "F" in block towards the front of the vehicle. See photo.
6. Lift axle slightly to align the hole in block to leaf spring. It may be necessary to use ratcheting straps attached to axle in different locations to carefully align leaf spring alignment pin with block. Be careful as to not damage any lines, hoses, or wires attached to axle or frame.
7. Install supplied new u-bolts, washers and nuts with factory u-bolt plates. Make sure the factory bumpstop is carefully aligned with u-bolts the same as it was before disassembly. Tighten u-bolts loosely so that alignment of leaf spring pins will not drop out of place.
8. Repeat installation of block on passenger side.
9. Torque u-bolts to 105-110 ft-lbf.
10. Reinstall rear wheels with lug nuts and lower vehicle to ground. Torque lug nuts. Factory aluminum wheel specification is 97 ft-lbf. Factory steel wheels is 154 ft-lbf.
11. Make sure all your work has been checked a second time, after 100 miles as a precaution re-check u-bolt torque.



Note: Upon completion of this installation, have the suspension and headlights re-aligned.

ENJOY YOUR NEWLY LIFTED TUNDRA!

Any Questions? Please feel free to call Low Range Off-Road 801-805-6644 or email sales@lowrangeoffroad.com

