



Installation Instructions #002 Toyota Top Spacer Lift Kit

	NOTICE Read instructions completely before installing this product. Refer back to the instructions frequently during installation.		CAUTION Flying Object Hazard. Fluid Splash Hazard. Wear safety glasses at all times when working on vehicle.
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Caution

1. Read all instructions completely and carefully before you begin. If anything is not clear, please call our tech support line at (541) 474-2879 or e-mail support@wheelersoffroad.com before proceeding.
2. Check to make sure the kit is complete and that no parts are missing. If anything is missing, please contact Wheeler's at (541) 474-2879 or e-mail support@wheelersoffroad.com.
3. Park vehicle on a clean, dry, flat, level surface and block the tires so the vehicle cannot roll in either direction.
4. This product is for off-road use only. It is recommended that the installation steps below be performed by a competent mechanic. Buyers and users of this product hereby expressly assume all risks associated with the installation and use of this product.
5. This installation is typical for most vehicles. Some years or models may vary. If necessary, refer to the proper Factory Service Manual for the year and model of your vehicle.

 **WARNING**
Cancer and Reproductive Harm –
www.P65Warnings.ca.gov

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WOR-306592

Installation Instructions

1. The following special tools are recommended: coil spring compressor, floor jack, jack stands and metric hand tools.
2. Jack the vehicle in the center of the front cross member.
3. Support the vehicle by placing jack stands on the frame so that the front tires are off the ground.
4. Remove the front tires/wheels.
5. Disconnect the sway bar end links.
6. Remove the (3) upper strut nuts on the strut tower that holds the strut assembly to the upper frame mount.
7. Remove the lower strut bolt from the lower control arm and remove the strut assembly from the vehicle. Take note of how the (3) studs on the top line up with the lower bolt mount on the strut. This alignment is crucial when reinstalling the strut. On some models the lower strut bolt head will pass very close to the CV boot clamp area. Turn the axle so the CV boot strap clamp is facing up to allow maximum clearance for the bolt to squeeze past. Turn the steering wheel all the way to the other side for more clearance.
8. Compress the coil spring using a suitable coil compressor and remove the upper strut plate mount nut.
9. Remove the compressed coil spring from the strut.
10. Remove the rubber coil spring isolator from the strut mounting plate.
11. Using a hammer, tap out the slightly press-fitted factory studs and tap in the supplied longer studs, ensuring they are seated flat in the strut mounting plate. Reinstall the factory rubber coil isolator.
12. Reinstall the compressed coil onto the strut and re-attach the upper strut mount plate, making sure the spring is seated correctly on the lower coil seat. Remember to line up the (3) top studs with the lower bolt mount as referenced in Step 7.
13. Slide the top spacer onto the strut assembly over the three 10mm studs.
14. If you're having trouble getting the longer strut assembly back in the vehicle after installing the top spacer, you can either separate the upper control arm from the upper ball joint (be careful not to damage your ball joint or its boot) or remove the (4) bolts that secure the lower control arm to the bottom of the steering knuckle, allowing the two parts to separate. This will make it much easier to get the lower bolt back in the strut. Be careful not to unnecessarily pull on the knuckle assembly when the ball joint is separated to prevent any chance of pulling the CV boots loose. If you separate the upper or lower ball joint, make sure you carefully reassemble these items according to factory spec.
15. Install the strut assembly into the strut tower on the vehicle and start the three upper 10mm nuts. Make sure the bottom of the shock is aligned as well.
16. Install the lower strut bolt in the position it was removed. Reinstall the upper or lower ball joint (if you had to disassemble one of them) and reassemble to factory specs.
17. Reinstall the sway bar end links and install the front wheels/tires.
18. Lower the vehicle to the ground and tighten the upper strut tower nuts (3 on each side). If using polyurethane top spacers, be careful not to over torque these nuts and cause the upper coil support plate to distort.
19. Torque all bolts to factory spec, re-torque after 500 mi. Have front end alignment checked.

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