2008+ Sequoia Lift Kit Install Instructions

Last Revised: (01/09/2019)-DM

PART #	DESCRIPTION
SEQ08K	2008+ Sequoia Full Lift Kit Install Instructions

Fits: 2008 +Sequoia Special Tool Required: P/N 27035 Coil Compressor

6765 Franklin St. Denver, CO 80229
Phone: 303-255-4959
Email: support@toyteclifts.com

COMPONENTS INCLUDED	Hardware Included		
BOSS Front Coilovers	QTY:2 QTY:8	BOSS 2.0 Front Coilovers 3/8" Flange nuts	
Triangle Spanner Wrench	QTY:1	Part #: AL05	
Front Diff Drop kit	QTY: 1	Part #: RM83012	
Front Bump Stop Spacer Kit	QTY: 2	Part #: FBSS	
Old Man Emu Rear Springs	QTY:2	Part#: OME-2864	
Bilstein W/ Bushings & Shock Spacers	QTY: 2 QTY: 4 QTY: 4	Part #:33-233970 Miss-alignment spacers Shock bushings	
Rear Bump stop kit OME coil spring Trim Spacer	QTY:2 QTY: 1	Part #: RBSS Part#: 80PR10	

YOU MUST REPORT ANY MISSING OR DAMAGED PIECES WITHIN -5- BUISNESS DAYS OF RECEIVING YOUR PACKAGE OR YOU WILL BE HELD LIABLE!!!

Vehicle Hub to Fender Measurements

Before: Driver Front:	Before: Passenger Front:	Center of Wheel Straight up To Bottom Edge of Fender	After: Driver Front:	After: Passenger Front:
Driver Rear:	**Passenger Rear:**		**Driver Rear:**	**Passenger Rear:**

PLEASE READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION.
IF YOU DO NOT FEEL COMFORTABLE OR UNDERSTAND THE INSTRUCTIONS WITH 100% CONFIDENCE WE RECOMMEND FOR YOU TO TAKE IT TO A PROFFESIONAL INSTALLER.
Toytec lifts is NOT responsible for any damage or failure due to improper installation.

SAFETY WARNING:

Please note that installing products that enchance performance will also change the way your vehicle handles.
Center of gravity will change with the added height of the suspension and tires so take care not to lose control of your vehicle.
When modifying your suspension be sure to constantly check and maintain both your factory and aftermarket components.
The user is knowingly modifying the suspension system of the vehicle and assumes liability for any damage it could cause to property or persons.
Please Buckle up and drive safely!

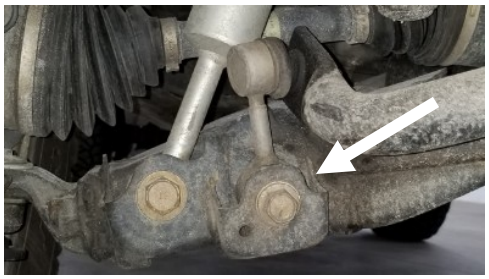
INSTALLATION NOTES:

We always recommend to work with a partner if not for an extra hand but for safety.
If working off of a floor we always recommend at least two jack stands on solid points on the vehicle and your floor jack preloaded in a 3rd separate position ready to support the vehicle in case the vehicle moves.
Always have the wheel chocked awith the vehicle in park and with the E-brake on.
When installing items that are mounted via an impregnated rubber or polyurethane bushing be sure to torque them with the vehicle at rest on the ground to prevent premature bushing wear and a harsh ride.
Toytec Lifts recommends for you to use a factory manual for any extra installation tips and for torque specifications.
Keep in mind proper torque relies on healthy clean threads and the more you reuse a bolt the more it can stretch.
That being said make sure to retorque all fasteners you used around 750 miles after installation.
Toytec Lifts is NOT liable for any damage or personal injury/death that may occur during the installation process.

INSTALLATION:

#1 These instructions will be based off of a ground installation as that is always a little bit more complicated. Also keep in mind the more you take apart the more you open yourself up to break/damage something.

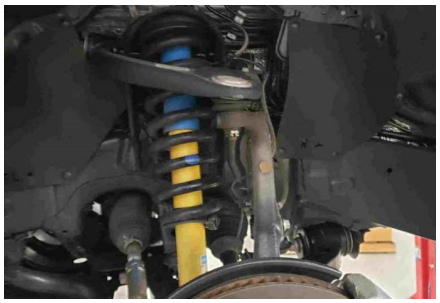
We like to start at the front of the vehicle and work our way back.
Before lifting the vehicle off of the ground unbolt the sway bar end links from the lower control arm on both sides. Also at this time remove the skid plate/splash shield with the help of a floor jack.



#2 Next choose a side to work on and lift the vehicle off the ground. Always use more than one point of contact to support the vehicle as you will be moving things around and pulling on things so better safe than sorry.

Remove the tire and move it to where it does not become a tripping hazard as they tend to become an amazing anchor.

Loosen the upper shock mount nuts and the lower shock bolt.



#3 Once the bolts and nuts are loose proceed to remove the lower shock bolt.

The next step can be done 1 of 2 ways: Either undo the tie-rod end from the spindle or undo the upper ball joint from the spindle. Either of these will allow you to remove the strut from the vehicle. If installing UCA's I would choose to do the later.

(Toytec Tip) Both of these are a tapered seat with a castle nut and pin. When removing these components be careful as they are easily damaged if you are too aggressive. If you do choose to disconnect the UCA make sure you unbolt the Wheel Speed sensor wire from the UCA and spindle to prevent damage to the wire.

#4 Now that you have room to remove the strut take the tops nuts off completely and swing the lower part of the shock down towards the front of the vehicle out of the LCA shock ears. Once it is down to the side you should be able to slide the top studs past the frame mount and remove the strut from the vehicle.

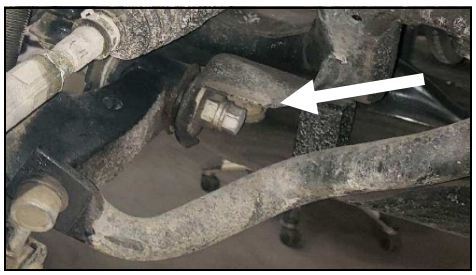
(Toytec Tip) With the coilover removed make sure there is no debris on top of or below the strut mount to prevent improper installation with the new set. Now is a perfect time if you have any frame rust to clean it up and spray it down with a catalyzed paint to help prevent future rust.

#5 With the strut out it is now very easy to get to the front and rear bumpstops so go ahead remove those and install the bumpstop drops.
When re-installing we like to use a little bit of anti-sieze in case you ever want to upgrade your bump stops. It also a good time to install UCA's if you have them.

Also at this time I like to make sure all my bolt threads are clean and free of rust to prevent crossthreading and/or poor torque readings before I begin the installation of the coilovers.

#6 Now to install the new coilover it is easiest to bolt up the top loosely so you can manipulate the bottom end. Once the top is in place you may need to pry down a little on the lower control arm to get the lower bolt through the arm without damaging the threads.

(Toytec Tip) We will usually loosen the lower cam bolts as to not fight the massive lower bushings that carry the vehicle weight. Make sure your mark the cams to get it as close as possible before you drive to get your alignment.

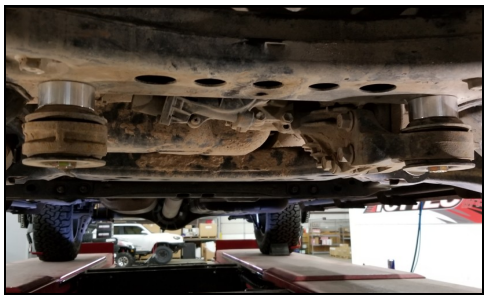


INSTALLATION:

#7 Repeat last step for both sides of the vehicle.

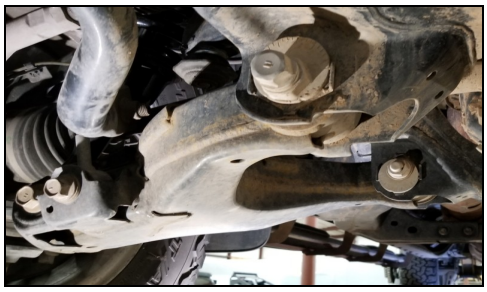
If you have purchased a diff drop now is a great time to install it. When installing the diff drop make sure the differential stays square to the frame. Also make sure you reuse the factory lower washers for the diff bolts.

Once that is installed and torqued to factory spec, double check all fittings and wires on both sides to make sure there is nothing rubbing and that everything is securley back in place. Go ahead and reinstall the splash shield or skid plate.



#8 Now that front end is installed retorque everything you touched back to factory spec except for the lower shock and the cam bolts. These need to be tightened with the weight of the vehicle on the ground after a couple of jounces. Also wait until the vehicle is on the ground to reconnect the sway bar.

(Toytec Tip) If you do not have the weight of the vehicle on the ground before you tighten the bolts your will prematurely wear out your bushings.



#9 Lets move to the back end. The rear of a Sequoia is very tricky and requires 100% attention as it can be quite dangerous as you need to compress the coil springs to get them in and out.

Make sure the front end is on the ground and you have the wheels chocked.

I put a jack stand under the frame on the side I am working on and another stand under the pumpkin on the brace.

#10 Remove only one tire at a time to retain as much safety as possible.

Now remove the factory shock and disconect the sway bar. At this point I like to loosen up all of the factory bolts that hold the control arms in place so they will move a bit more freely to make it easier to get the factory coil out. Remove Factory Coil.

(Toytec Tip) It may be easier to unbolt the lower control arm from the spindle to allow the lower arm to swing out of the way, however please support it with the floor jack.

#11 For the next step you will need a special coil compressor from oem automotive tools. This will allow you to compress the rear coil safely from inside of the coil for installation as the lift springs are quite a bit more stout than factory. We recommend to slip the drivers side trim packer in to help with drivers side lean.

We would advise to have a friend give you a hand operating the floor jack on the lower control arm while you control the spring compressor. We also use Vice grips to prevent the compressor from slidding down/off the coil.

#12 Now that the coil is seated properly and the LCA bolted into place, let's install the new shocks.

The new shocks come with two 3/4" bushings and two alignment spacers per side. I would bolt the top first with the spacers installed and the move to the lower so you can position the LCA to receive the shock.

INSTALLATION:

#13 Repeat last step for both sides of the vehicle.

Now that the shocks are installed Lets install the rear Bump stop Drop Shims.

Once they are installed on both sides torque to factory spec.

Go through and double check all Bolts, arms and bushings are good and hand tight before lowering the rear end.

#14 Now that the rear is complete go back through everything, double check that everything is reconnected but Do NOT Torque it just yet leave them hand tight until the vehicle is on the ground.

Re-install tires and lower vehicle to the ground.

Now go back through the entire vehicle, Torque and recheck everything you loosened during install.

#15 Double check your ride heights and take for a short test drive to check there are not obvious install errors and to settle suspension.

Make sure you square up your ride heights before you bring in for an alignment as it will affect your alignment geometry everytime you change ride height.

Now go and enjoy your kit.

Disclaimer & Limitation of Liability:
All lift kits raise the center of gravity, making the truck less stable in turns, and off camber situation! Thus increasing the chance of roll over! ToyTec Lifts LLC. cannot be held responsible for any damages or personal harm resulting from the installation of this lift kit. You are knowingly modifying the suspension on the vehicle, and accept full responsibility of any changes in handling it may cause. We do not market our products, or instructions as a do-it-yourself kit. We recommend installation of all our products be performed by a certified Automotive Technician.