



## BOSS AND ULTIMATE LIFT INSTALLATION INSTRUCTIONS

2005-2015 TACOMA

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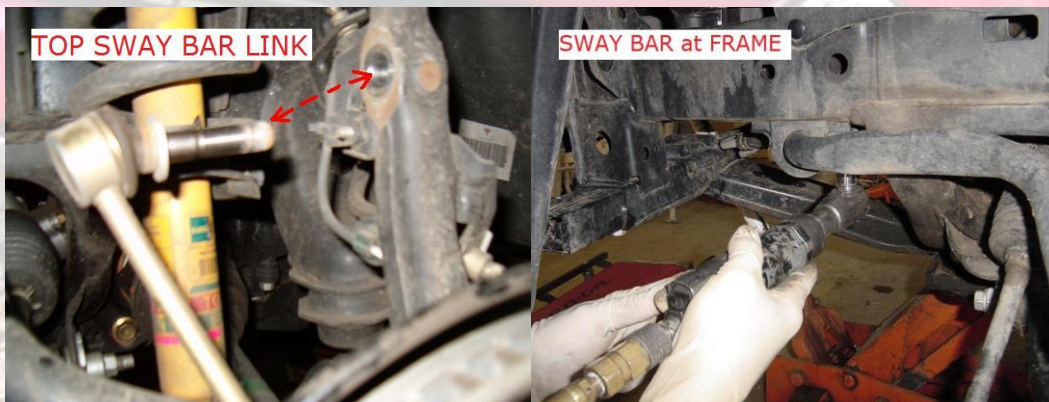
*Prior to installation, please read all install directions and paperwork provided.*

*ToyTec Lifts L.L.C. recommends that all components be installed by a certified automotive technician.*

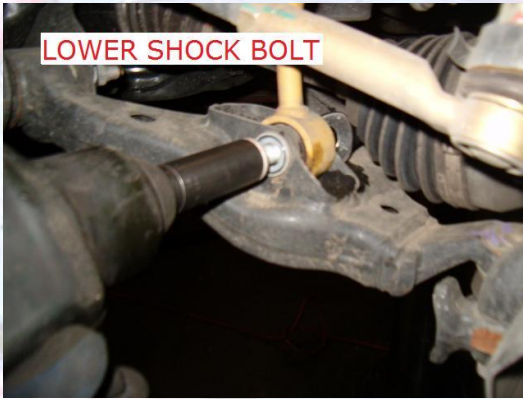
- Your ToyTec Lifts Coilover is factory pre-loaded to yield approximately 2.5" of lift.
- **NEVER EXCEED MORE THAN 3" OF TOTAL LIFT WITH YOUR NEW COILOVER. YOU MUST MEASURE BEFORE AND AFTER INSTALLING YOUR LIFT.**

### Coilover Installation:

1. Park on a level concrete surface with the tires straight and steering wheel locked in the center position.
2. Take and record a measurement from the center of the front hub to the bottom of the fender. **Note where on the fender you measured to. You will use this later to determine final lift height.**
3. Block/chock the rear wheels, both in front and behind the tire to prevent vehicle movement.
4. Jack the front end up and secure the vehicle on suitable large jack stands from the frame on both sides.
5. Remove both front wheels/tires.
6. Remove the front skid plate from vehicle.
7. Remove the top sway bar links on both sides. Now loosen and remove the sway bar mounts from the frame. Remove the sway bar from the vehicle.



8. Remove the lower shock nut and bolt.



9. Remove the 2 lower ball joint mount bolts and separate the ball joint from the spindle.



10. Remove the top three nuts holding the coilover to the shock tower.



11. **Being careful not to overextend and pull apart the inner CV Axle joint**, move the spindle/hub assembly out of the way so the coilover can be removed from the vehicle. Remove the coilover on both sides.



12. Position the new coilover onto the vehicle, sliding the top into the shock tower first. Install the top three nuts which hold the coilover to the shock tower finger tight. Install the lower shock bolt and nut. **You may need to pry down on the upper control arm in order to get the lower shock bolt installed.** Torque upper nuts and lower bolt/nut to manufacture specs. We do recommend torquing the lower shock bolt while the weight of the vehicle is on the ground to allow the bushing to operate and wear properly.



13. Using the factory hardware, install the sway bar relocation block(s) to the frame and tighten the bolts. With the supplied bolts and washers, reinstall the sway bar to the new blocks. Reinstall the upper sway bar links and tighten all bolts/nuts to manufacturer specs.



14. Reinstall the lower ball joint bolts, wheels/tires, and the skid plate. Torque all bolts/nuts to manufacturer specs.
15. Drive the vehicle around the block to settle the suspension. Park on level ground with tires straight and the steering wheel locked in the center position. Take another measurement (**step # 2**) to determine how much lift you achieved from the factory pre-load. Adjust as needed to gain the final lift height .

16. Recheck the torque of all bolts/nuts which have been taken apart during the installation of this lift after 15 miles, and periodically thereafter.

**Coilover adjustment after installation:**

- ❖ ¼" thread change on the coilover will yield approximately ½" of lift. Your results may vary depending on model of Toyota and any additional weight you may have on your vehicle.
- ❖ **NEVER EXCEED MORE THAN 3" OF TOTAL LIFT WITH YOUR NEW COILOVER.**

1. Repeat steps #1 through #5 as described on page #1.
2. Spray the adjustment collar and the threads on the coilover body with WD-40. This will help the collar move more freely.
3. On Ultimate kits, hold the bottom spanner wrench stationary so it can't move
4. Adjust the upper collar either up or down to gain desired lift height. **Looking down the coilover body, turn the upper collar clockwise to lower or counter clockwise to raise your vehicle.**  
  
If you are unable to turn the adjustment collar, a helper bar/pipe can be slipped over the end of the spanner wrench to gain more leverage.
5. Replace tires and torque lug nuts to spec.
6. Drive the vehicle to settle the suspension and re-measure to determine height.

**A front end alignment must be performed after final ride height is reached.**

# ADD-A-LEAF INSTALLATION INSTRUCTIONS

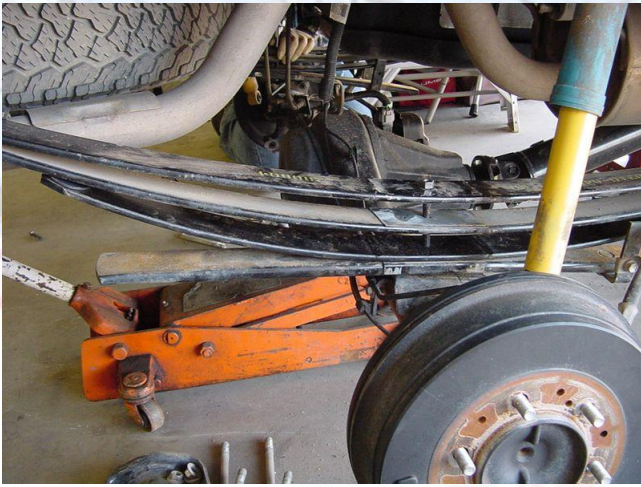
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*Prior to installation, please read all install directions and paperwork provided.*

*ToyTec Lifts L.L.C. recommends that all components be installed by a certified automotive technician.*

1. Park on a level concrete surface with the tires straight and steering wheel locked in the center position.
2. Block/chock the front wheels, both in front and behind the tire to prevent vehicle movement.
3. Jack the rear end of your vehicle up using a floor jack positioned on the axle pumpkin. Secure the vehicle on suitable large jack stands from the frame on both sides. Leave the floor jack under the axle pumpkin with some upwards pressure on it.
4. Remove both rear wheels/tires.
5. Remove the shocks on both sides.
6. Unbolt the bracket holding the brake lines to the axle. This will allow for more slack when installing the AAL.
7. Be certain that the axle is well supported and remove the axle U-bolts, axle plates, bump stops, and all hardware on both sides. Slowly lower the axle so there is enough room between the spring perch and spring to install the add-a-leafs. **Be careful not to overextend the rear soft brake line leading from the axle to the frame!**
8. Using 2 large C-clamps hold the spring assembly securely together on each side of the spring centering bolt. Loosen and remove the bolt. A pair of vice grips may be needed to hold the center bolt head from spinning while removing the nut.
9. Taking note as to the order the leaf pack is assembled, carefully loosen and remove the C-clamps. Note the placement of any shims or spring dividers for re-assembly. **If your factory leaf springs have a roll pin through the leaf springs, it will need to be removed and discarded**
10. Apply a small amount of grease to the ends of the add-a-leaf and place it in the correct place within the leaf pack.
11. **Note that the add-a-leaf must be placed in the correct order- Longest leaf being on top (main leaf) and progressing to the shortest on the bottom (overload spring). The add-a-leaf should be below the main leaves and above the short thick overload leaf. IF YOUR ADD-A-LEAF HAS A LONGER SIDE THAN THE OTHER, THE LONGER END OF THE ADD-A-LEAF SHOULD BE FACING TOWARD THE REAR OF THE TRUCK.**
12. **DO NOT INSTALL THE ADD-A-LEAF BELOW THE OVERLOAD SPRING!**
13. Use a screwdriver or small punch and line up the individual leaves and then slide the center pin up through the leaves. Squeeze the thinner leaves within the pack together using C-clamps, continually aligning the center holes. **NOTE: If your lift kit is supplied with the solid steel axle shims, place the center bolt through the shim center hole prior to installing the center pin in the leaf pack. The thinner end of the shim should face toward the front of the vehicle.**

14. **USE C-CLAMPS TO PULL THE SPRING PACK TOGETHER, NOT THE SPRING CENTER BOLT!** Torque the center bolt to manufacturer specs and cut most of the remaining threads off the centering bolt so the bump stop fits correctly.



- 15.
16. Jack the axle back into place and ensure the center bolt head on the spring pack sets into the hole on the axle spring perch.



- 17.
18. Re-install all bump stops, U-bolts, axle plates, washers, and nuts. Torque U-bolt nuts to manufacturer specs.
19. Install new shocks, brake line bracket, and rear wheels. Torque all bolts and lug nuts to manufacturer specs.
20. Lower the vehicle and test drive.

**Recheck the torque of all bolts/nuts which have been taken apart during the installation of this lift after 15 miles, and periodically thereafter.**