



Front leveling kit
2005 - 2011 Toyota Tacoma
4WD & 2WD PreRunner
JAC63021

Description

Qty.

Front Strut spacers	2
Front Pre-load spacer	2
10 mm nuts	6
Manual	1

Congratulations on your selection to purchase a JACK IT Suspension System. We at JACK IT are proud to offer a high quality product at the industries most competitive pricing. Thank you for your confidence in us, and our product.

Before installation begins, it is the customers/installers responsibility to make sure that all parts are on hand. If any parts are missing, please feel free to call one of our customer service representatives @ (801) 974-7960.

It is the customers/installers responsibility to read and understand all steps before installation begins. OEM manual should be used as a reference guide.

Make sure to use lock tite on all new and stock hardware associated with this installation.

Important customer information:

JACK IT Suspension highly recommends that a qualified and/or certified mechanic performs this installation.

This vehicles reaction and handling characteristics may differ from standard cars and/or trucks. Modifications to improve and/or enhance off road performance may raise the intended center of gravity. Extreme caution must be utilized when encountering driving conditions which may cause vehicle imbalance or loss of control. DRIVE SAFELY! Avoid abrupt maneuvers, such as sudden sharp turns which could cause a roll over, resulting in serious injury or death.

It is the customers responsibility to make sure that a re-torque is performed on all hardware associated with this suspension system after the first 100 miles of installation. It is also the customers responsibility to do a complete re-torque after every 3000 miles or after every off road use.

After the original installation, JACK IT Suspension also recommends having the alignment checked every 6 months to ensure proper tracking, proper wear on tires and front end components. JACK IT Suspension takes no responsibility for abuse, improper installation or improper suspension maintenance.

Limited lifetime warranty

Notice to all JACK IT Suspension customers: It is your responsibility to keep your original sales receipt! If failure should occur on any JACK IT Suspension component, your original sales receipt must accompany the warranted unit to receive warranty. Warranty will be void if the customer can not provide the original sales receipt. Do not install a body lift in conjunction with a suspension system. If a body lift is used in conjunction with any JACK IT Suspension product, your JACK IT Suspension WARRANTY WILL BE VOID. JACK IT suspension products are warranted to be free from defects in material and workmanship for life if purchased, installed and maintained on a non-commercial vehicle; otherwise, for a period of twelve (12) months, from the date of purchase and installation on a commercial vehicle, or twelve thousand (12,000) miles (which ever occurs first). JACK IT does not warrant or make any representations concerning JACK IT Products when not installed and used strictly in accordance with the manufacturer's instructions for such installation and operation and accordance with good installation and maintenance practices of the automotive industry. This warranty does not apply to the cosmetic finish of JACK IT products nor to JACK IT products which have been altered, improperly installed, maintained, used or repaired, or damaged by accident, negligence, misuse or racing. ("Racing is used in its broadest sense, and, for example, without regards to formalities in relation to prizes, competition, etc.) This warranty is void if the product is removed from the original vehicle and re-installed on that or any other vehicle. This warranty is exclusive and is in lieu of any implied warranty of merchantability, fitness for a particular purpose or other warranty of quality, whether express or implied, except the warranty of title. All implied warranties are limited to the duration of this warranty. The remedies set forth in this warranty are exclusive. This warranty excludes all labor charges or other incidental or consequential damages. Any part or product returned for warranty claim must be returned through the dealer of the distributor from whom it was purchased. JACK IT reserves the right to examine all parts returned to it for warranty claim to determine whether or not any such part has failed because of defect in material or workmanship. The obligation of JACK IT under this warranty shall be limited to repairing, replacing or crediting, at its option, any part or product found to be so defective. Regardless of whether any part is repaired, replaced or credited under this warranty, shipping and/or transportation charges on the return of such product must be prepaid by the customer under this warranty.

Important information that needs to be read before installation begins:

JACK IT highly recommends using a wall mounted strut compressor when installing the strut spacer into the stock strut. If you do not have access to a wall mounted strut compressor, please take it to your local Toyota dealer to have the strut spacer installed into the stock strut.

Due to variations in your vehicles stock shock application, longer shocks may be required.

Before installation begins, JACK IT Suspension highly recommends that the installer performs a test drive on the vehicle. During the test drive, check to see if there are any uncommon sounds or vibrations. If uncommon sounds or vibrations occur on the test drive, uncommon sounds or vibrations will be enhanced once the suspension system has been installed. JACK IT Suspension highly recommends notifying the customer prior to installation to inform the customer of these issues if they exist.

Please follow instructions carefully:

Before installation begins, measure from the center of the hub, to the bottom of the fender well, and record measurements below.

Pre-installation measurements:

Driver side front: _____

Passenger side front: _____

At the end of the installation take the same measurements and compare to the pre-installation measurements.

Post installation measurements:

Driver side front: _____

Passenger side front: _____

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 a pair of jack stands. Place a jack stand on both the driver and passenger side. Next, remove the wheels and tires from both sides.

2. Working on the driver side, remove the sway bar end link from the knuckle. Save the hardware for later re-installation. Repeat procedure on the passenger side.

3. Working on the driver side, remove the cotter pin that connects the knuckle to the upper control arm. Save the cotter pin for later re-installation. Loosen but do not remove the castle nut that secures the knuckle to the upper control arm. Carefully break the taper in the upper control arm and the knuckle. Once the taper has been broke, remove the castle nut and set aside for later re-installation. Repeat procedure on the passenger side.

4. Working on the driver side, place a reference mark on the driver side strut. This is done so that the driver side strut will be put back into the driver side of the vehicle. Working on the driver side, remove the (3) upper nuts that connect the strut into the OE location. The nuts may be discarded. Repeat procedure on the passenger side.

5. Working on the driver side, remove the lower bolt that connects the strut to the lower mounting location and save the hardware for later re-installation. Special note: During removal of this bolt, take special care not to damage the CV boot. Also, make a mental note on which way the bolt is removed, it needs to be re-installed the same way that it was removed. Remove the strut assembly from the vehicle and set aside for further instructions. Repeat procedure on the passenger side.

Note: Jack it highly recommends using a wall mounted strut compressor when installing the strut spacer into the strut. If you do not have access to a wall mounted strut compressor, please take it to your local Toyota dealer to have the strut spacer installed into the strut.

6. Locate the driver side strut assembly. Working on the driver side strut, scribe a line down the entire strut from the top of the strut to the bottom. Special note: If this step is not performed properly re-installing the strut back into the vehicle will be difficult.

7. Using a wall mounted strut compressor, carefully compress the driver side strut until the upper strut bearing plate can be removed. Remove the nut and hardware from the top of the strut assembly and save the hardware for later re-installation.

8. Working on the driver side strut, remove the upper strut bearing plate from the strut assembly. Remove the rubber isolator from the upper strut bracket and set the upper bearing plate and isolator a side for further instructions.

9. Locate (1) new strut spacer, the driver side strut, the bearing plate, the isolator and the hardware. Carefully compress the strut enough so that the new strut spacer and the isolator can be installed. Install the new strut spacer and isolator into the strut and secure the upper bearing plate to strut assembly using the upper strut hardware. Make sure to use loctite and torque to 65 ft lbs.

10. Locate (1) new upper strut isolator spacer and (3) new 10 mm nylon lock nuts. Working on the driver side, install the new upper strut isolator spacer on top of the bearing plate and install into the upper strut location. Secure the top of the new strut assembly using the new hardware. Torque to the new hardware to 42 ft lbs.

11. Locate the lower strut bolt and hardware. Secure the strut assembly into the lower location using the hardware. Make sure to use loctite and torque to 75 ft lbs. Special note: When installing the lower bolt, make sure that the bolt is installed the way it was removed. Facing towards the front of the vehicle. Also, take special care not to damage the CV boot when re-installing the hardware.

12. Repeat steps 7 - 11 on the passenger side strut assembly.

13. Locate the castle nut and cotter pin. Working on the driver side, secure the knuckle to the upper control arm using the hardware. Torque and install the cotter pin. Special note: when torquing the castle nut, DO NOT loosen the castle nut to get the holes lined up to install the cotter pin, tighten the castle nut until the holes line up and the cotter pin can be installed. Repeat procedure on the passenger side.

14. Locate the sway bar hardware. Working on the driver side, secure the sway bar to the knuckle using the hardware. Make sure to use loctite and torque to 65 ft lbs.

15. Re-install the tires and wheels and torque the lug nuts to the proper torque specifications. Carefully lower the vehicle to the ground.

16. Check and double check to make sure that all steps were performed properly. Once installation is complete take vehicle directly to an alignment center for proper front end alignment.

After the completion of the installation, JACK IT Suspension recommends taking the vehicle to an alignment shop and having a proper front end alignment performed.

JACK IT Suspension recommends that a complete re-torque is done on all bolts associated with this suspension system. It is the customers responsibility to make sure that a re-torque is performed on all hardware associated with this suspension system after the first 100 miles of installation. It is also the customers responsibility to do a complete re-torque after every 3000 miles or after every off road use. Neglect of following these steps could cause brackets to come loose and cause serious damage to the suspension system and to the vehicle.