



## BALL JOINT SPACER INSTRUCTIONS

86-95 PICK UP, 86-89 4RUNNER, T100

[Support@toyteclifts.com](mailto:Support@toyteclifts.com)

Read all of the installation instructions prior to installation.

ToyTec Lifts L.L.C. recommends that this be installed by a certified auto technician

1. Park the Vehicle on a level concrete surface with the steering wheel centered.
2. Block/chock rear wheels to prevent the vehicle movement.
3. Jack the front end up and secure the vehicle on large jack stands
4. Remove front wheels/tires
5. Remove the original ball joint hardware.



6. Knock the studs out of the ball joint with a small hammer. This is done most easily if the joint is pressed against the arm supported with a floor jack



7. Unbolt upper shock hardware.

8. Trim the lip as depicted. An angle grinder with a cut-off wheel or a small reciprocating saw works well. Trim enough to allow installation of the spacer.



9. Put the spacer in place, NOTCH FACING DOWNWARD. The notch acts as a weep hole to let any water that gets in from above drain out to prevent the ball joint from rusting out.



10. Using a floor jack to control arm height, align the ball joint and install the hardware.



11. Tighten ball joint hardware to 30 ft. lbs. or 40 N.m. **NOTE: Apply this torque to the allen head bolt and the Grade 10.9 nut only, then install the 2nd nylon lock nut and tighten it down snugly in order to lock the first nut in place. No need to toque the nylon lock nut to 30 ft. lbs. as well, it may strip.**
12. Extend the shock to see if it needs shimming. (it likely will) Place the appropriate number of washers to ensure the shock does not limit down travel.
13. Tighten shock hardware.
14. Repeat for other side.
15. Re-install the wheels. **NOTE: If the end of the upper control arm is too close to the tire at this point, there are a few options. You can try and grind off part of the outer lip of the control arm, or you can add a 1/4" wheel spacer to move the wheel/tire away from the suspension.**

**FOR LOW PROFILE BUMP STOPS ONLY: Shim them approximately ½" with some washers or use stock bump stops. Failure to do so could result in damage to CV joints, shocks or other components.**

Even with stock bump stops, you may experience some CV axle binding to check this let the suspension hang at full droop. Rotate each CV axle shaft by hand and check for and binding at the at the CV joints. If CV binding is felt, you can try adding some shims for the low profile bump stops or install a front differential drop kit to lower the differential to decrease the angles of the CV axles.

**YOU WILL NEED TO GET AN ALIGNMENT!**



## ADD-A-LEAF INSTALLATION INSTRUCTIONS

[support@toyteclifts.com](mailto:support@toyteclifts.com)

*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/chuck 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. Disconnect the E-brake cable via the pins attached to the drum brake levers on both sides (**'95.5-'04 Tacoma only**).
6. Remove the shocks on both sides.
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-leaves. **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.  
**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 at the bottom of the thinner leaves within the pack with the thicker overload at the very bottom. 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. DO NOT INSTALL THE ADD-A-LEAF BELOW THE OVERLOAD SPRING!**
11. With the add-a-leaf in its correct place, slowly squeeze the thinner leaves within the pack together using C-clamps, continually aligning the center holes.
12. With the new spring center bolts provided, re-install any spring dividers and the bottom overload spring to the main spring pack. **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.

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13. 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. **If your lift kit is supplied with axle shims, place the center bolt head through the shim center hole and into the spring perch. The thinner end of the shim should face toward the front of the vehicle.**



14. Re-install all bump stops, U-bolts, axle plates, washers, and nuts. Torque U-bolt nuts to manufacturer specs.
15. If your kit came with a Brake Proportioning Valve Bracket Kit now is a good time to install this.
16. Re-install shocks, E-brake cables, and rear wheels. Torque all bolts and lug nuts to manufacturer specs.
17. 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.**