

### Installation Warning

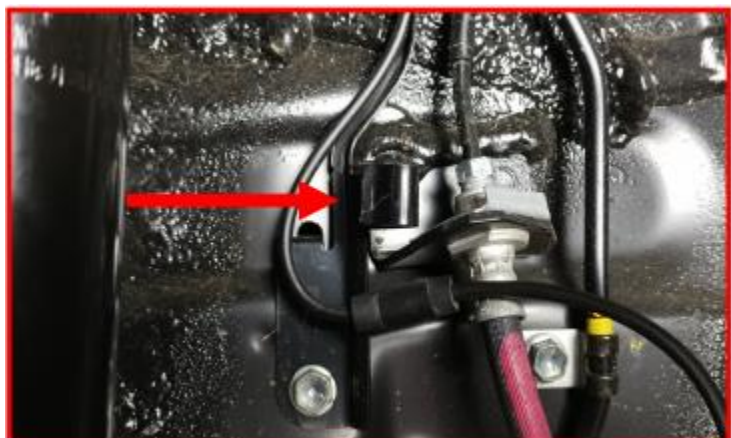
All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two-post vehicle lift with safety jacks. Use caution during all disassembly and assembly steps to ensure suspension components are not over extended causing damage to any vehicle components and parts included in this kit. Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications. We recommend the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components. Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual. Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort. Larger tire and wheel combinations may increase leverage on suspension, steering, and related components. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

**IMPORTANT NOTE:** The front camber, caster and rear camber and caster are fixed. The alignment will be front and rear toe only and the specs for camber and caster are for reference only. If needed, the front camber can be adjusted by purchasing alignment cam bolts but should not be necessary. If the camber is out of spec, the struts and all other components need to be inspected for bent or misaligned parts.

## **RECOMMENDED ALIGNMENT SPECS**

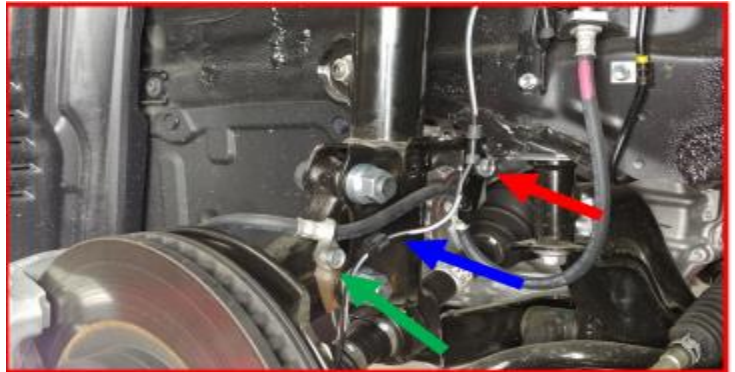
Front	Driver	Passenger	Tolerance	Total / Split
<b>Camber</b>	<b>+0.0</b>	<b>+0.0</b>	<b>+/- 0.75</b>	<b>0.0</b>
<b>Toe</b>	<b>+0.3</b>	<b>+0.3</b>	<b>+/- 0.5</b>	<b>+0.6</b>
Rear	Driver	Passenger	Tolerance	Total / Split
<b>Toe</b>	<b>+.07</b>	<b>+.07</b>	<b>+/- .20</b>	<b>0.0</b>

- Park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.
- Disconnect the vehicle power source at the ground terminal on the battery.
- Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.
- Raise the front of the vehicle and support with safety jack stands at each jack point indicated by the service manual. Remove the front wheels. All steps are to be completed on both sides of the vehicle unless instructed.
- Locate the ABS wire at the frame rail bracket.  
Gently pry the pinch clip open to release the ABS wire. Let hang out of the way.



LK-706431

- Remove the ABS wire and brake line bracket from the strut body. The ABS bracket sits in front of the brake line bracket. Open the plastic clip on the strut to remove the ABS wire from this point. Let all hang out of the way. Remove the brake line bracket at the knuckle.



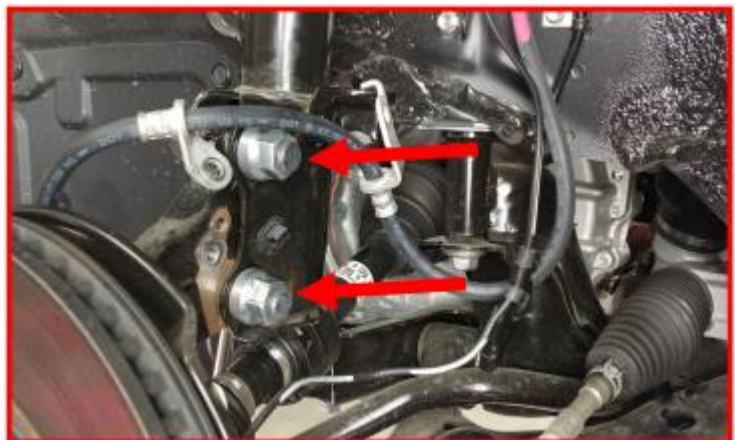
- Remove the tie rod end nut. Strike the tie rod end boss with a dead blow hammer to dislodge the taper. Let hang out of the way. This allows you to turn the knuckle free of the rack and pinion to remove the strut.



- Remove the sway bar end link from the strut. Let hang out of the way.



- Support the lower control arm with a suitable jack. Remove the two strut to knuckle bolts.



LK-706431

- Remove the 3 upper strut mount hardware on the strut tower in the engine compartment. Use of a helper is recommended to hold the strut while removing from the strut tower.



- Remove the strut from the vehicle. Be careful to not dislocate the cv shafts from their housings. If this happens, carefully push the CV axle back into the cup. You may have to rotate the hub at the same time.



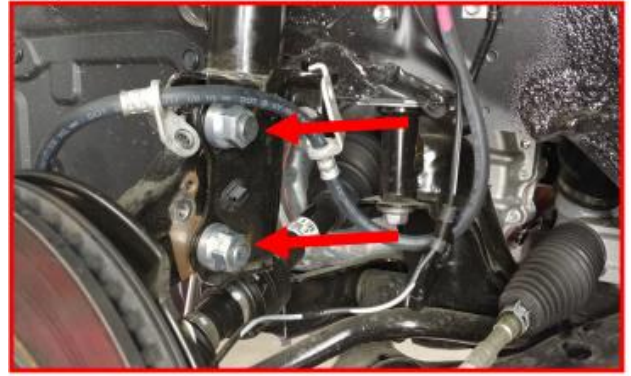
- Install the strut extensions to the strut using the provided M10 flange nuts. Torque to 30 ft-lbs.



- Install the completed strut assemblies into the strut tower using the factory hardware. Do not tighten at this time.



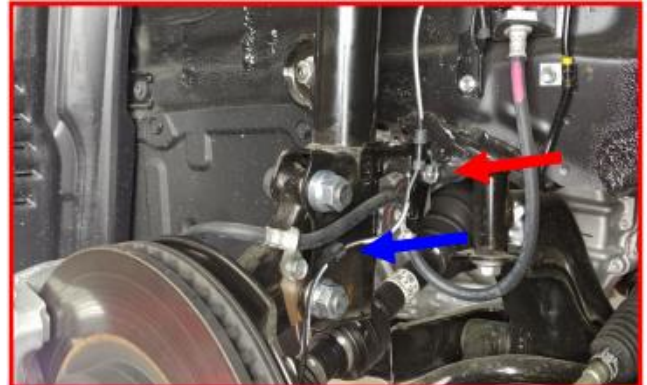
- Reinstall the strut to knuckle using the factory hardware. Torque to 110 ft-lbs.



- Install the tie rod end to the knuckle using the factory hardware. Torque to 65 ft-lbs. Line up the cotter pin hole with the slots in the castle nut. Install the cotter pin.



- Install the ABS and brake line brackets to the knuckle in the same order they were removed using the factory hardware. Torque to 5 ft-lbs. Install the ABS wire into the plastic clip.



- Rotate the ABS wire 180 degrees and reinsert into the bracket on the frame rail. Gently close the pinch clamp with a pair of pliers. This makes sure there is enough slack in the line for suspension travel.



- Install the sway bar bracket to the strut using the provided M12 bolts, washers, and nuts. Install the sway bar end link to the bracket using the factory hardware. Torque all to 45 ft-lbs.

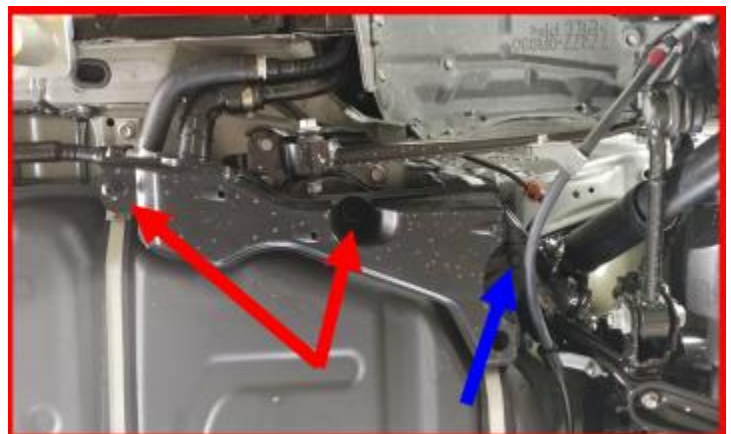


- Install the wheels and lower the vehicle to the ground.
- Torque the lug nuts to the wheel manufacturer's specs. Torque the upper strut hardware to 30 ft-lbs.
- Jack the rear of the vehicle up and place safety stands under the jack points indicated by the service manual.
- Remove the rear wheels.

- Remove the ABS bracket from the frame rail. Let hang out of the way.



- Under the driver side locate the fuel filler shield. Remove the 2 nuts and one plastic rivet. Set cover aside.



- Support the rear suspension cradle using a suitable jack.



- Locate the cradle stud inside the rear spring.



- Unscrew the nut until it reaches the end of the stud. Do not fully remove. Do this for both sides of the vehicle.



- Locate the front cradle bolts. Remove these completely and discard hardware.



LK-706431

- Locate the cradle spacers. The round will go in the front location and the square slotted spacers will go in the rear location above the springs.



- Install the square spacer in between the cradle and frame. Rotate the spacer so that the opening of the slot is towards the outside of the frame and the stud bottoms out on the inside of the slot.



- The side edges will line up with the cradle tubing as shown. Do not tighten at this time.



- Install the round spacer in between the cradle and frame using the provided M14 bolts, washers, and large laser cut washer. Add a drop of thread locker to the threads of the bolt. Once all spacers are installed, raise the cradle up into place using the jack. Torque all hardware to 65 ft-lbs.



**LK-706431**

- Install the ABS drop bracket to the frame using the factory hardware. Install the ABS factory bracket to the drop bracket using the provided 1/4" bolts, washers, and nuts. Torque to 5 ft-lbs.



- Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer's specs.
- Reconnect the vehicle power source at the ground terminal on the battery.
- Turn the steering wheel from lock to lock making sure that all clearances between wheels/tires, suspension, body, brake lines, and ABS are good. Adjust as necessary.
- Have the alignment set to the recommended specs on the last page of this booklet by a reputable alignment shop.
- The front camber, caster and rear camber and caster are fixed. The alignment will be front and rear toe only and the specs for camber and caster are for reference only. If needed, the front camber can be adjusted by purchasing alignment cam bolts but should not be necessary.
- If the camber is out of spec, the struts and all other components need to be inspected for bent or misaligned parts.