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2" Spacer Lift Installation Instructions

**Zuki Nation always recommends having a licensed professional install any kits or parts.
Please read all instructions carefully before installing any kit or parts.**

Front

1. Secure front of vehicle under jack stands making sure you have enough room to work.
2. Remove front tires.
3. Remove front hubs.
4. Remove snap rings and washers.
5. Remove brake line clips.
6. Remove calipers (leave brake lines attached) and secure them out of the way.
7. Remove lower sway bar nuts (a-arms).
8. Remove driver side front CV, three 14mm bolts.
9. Place floor jack underneath a-arm and apply small amount of pressure. Loosen two 17mm bolts attaching strut to knuckle. Remove factory air box. Undo three 12mm nuts on upper strut mount. Slowly lower jack and guide strut out of mounting position. Remove remaining bolts, remove strut. With a-arm completely dropped out remove coil. Repeat for passenger side (removing lower castle nut on ball joint and breaking ball joint free from knuckle, will aid in both removal of spring and CV joint-passenger side only)
10. Remove passenger CV with large flat head screwdriver or pry bar by gently prying CV out of the front differential.
11. With coil out, remove rubber isolator located in top of the coil tower, place 1.5" coil spacer on to coil tower with the flat edge to the frame. Next replace rubber isolator on to coil spacer. Place the coil (small wound end up) making sure pigtail line up with seat on the a-arm (It may be necessary to remove rubber bump stop from the bottom of the coil tower to install coil spacers. Be sure to replace after coil spacer is in. A large pipe wrench works best to remove these.)
12. ****IMPORTANT**** Hold a-arm up with your hand. Place floor jack underneath ball joint where it bolts to the arm, preferably only catching the furthest most inside bolt. (To the inside of the vehicle). Jack up a-arm until the spring collapses to the point where it wants to lift the vehicle.
13. Reinstall driver side CV, the differential end only.
14. Clean all debris and grit etc from driver side front knuckle and CV end.
15. Liberally apply wheel bearing grease to inside of the knuckle assembly and bearings.
16. Liberally apply wheel bearing grease to the end of the CV, paying special attention to both back shoulder areas.
17. Slide the knuckle assembly onto over outer CV end.
18. Install upper strut spacer. Die grind upper knuckle mount hole of strut making it a slot towards the strut body or inside of the truck. This will aid in alignment later. This slot should be 12mm high x 19mm long. The hole is already 12mm, so only grind backwards toward strut body to the 19mm length. Do not die grind up or down only backwards.
19. Install strut with new spacer into truck. Reuse original 12mm nuts. ****NOTE**** We have found some variances in the upper strut mounts of these vehicles. If you find that the upper strut spacer will not bolt into the vehicle some clearances may be required. Running a 3/8 drill bit through all three holes or some minor die grinding will solve this problem quickly.
20. Continue jacking up a-arm to compress the spring further. ***Be careful*** This may cause the frame to temporarily lift off the jack stand on the side you are jacking up. This is not uncommon; the spring must be compressed heavily to install the knuckle assembly to the strut. Install the two strut/knuckle bolts.
21. Reinstall the caliper. Make sure the brake line is on the outside of the strut.
22. Re-install brake line and clip to the knuckle/strut retention bracket.

23. Repeat for passenger side. You may have to break lower ball joint assembly on passenger side to gain enough clearance to install passenger CV.
 24. When the front end is assembled slightly loosen lower knuckle assembly bolt, loosen the upper more, pull full assembly towards you, push back $\frac{3}{4}$ back through its travel and lock in position. This will get you camber and alignment close enough to get to an alignment shop.
 25. ****DO NOT SKIP THIS STEP**** Your steering stops must be reset. Remove both steering stop bolts, reset the jam nut so there is only about $\frac{3}{8}$ " of thread showing to be screwed in. Install the jam nut and tighten. Be careful to only thread in $\frac{3}{8}$ " of the steering stop bolt before tightening jam nut. Failure to do so can result in brake failure.
 26. Double check to make sure all hardware is tight and secure
 27. Install sway bar (optional).
 28. Re-install snap ring and washer.
 29. Re-install hubs.
 30. Mount front tires and secure lug nuts tightly.
- This completes your front installation.

Rear

31. Secure rear of vehicle under jack stands on the frame. Place floor jack on the center of the rear differential and jack up slightly to take pressure off the suspension.
32. Remove rear tires.
33. Start by removing the four 14mm bolts on the top of the differential.
34. Re-install new upper pedestal mount with the offset to the front of the vehicle.
35. Re-install the upper link to the new mount.
36. Remove both e-brake cable mounts for the rear links, one per side (10mm wrench). Follow e-brake cable forward, through the slotted rubber mount, to the upper hard mount on the rear cross member. Remove these 12 mm bolts and small bracket. These will no longer be used. The slotted rubber bracket on the frame will be the only ones still used.
37. Jack up rear of vehicle as high as safely possible, set on highest setting of jack stands. Place small amount of pressure on rear differential and remove rear shocks.
38. Take pressure off, lower jack and allow rear differential to lower completely. Do not overextend! Watch rear brake line and make sure that you do not rupture. Remove rear coils. Remove rubber coil isolator from top of coil tower. Place 2" spacers on coil tower with the flat edge to the frame. Re install coil isolator on to spacer. Install rear coils, making sure pig tail matches the spring seat. As with the front, bump stops may need to be removed to fit coil spacer. **REMEMBER TO REPLACE.**
39. Install rear shocks.
40. Extend rear differential vent tube.
41. Mount tires.
42. Remove from jack stands.
43. Take to alignment shop for alignment. Ensure that the alignment shop aligns the vehicle with a .5-degree positive camber. This will ensure proper camber after the springs are broken in.

Re-torque your suspension bolts after 400 km and every couple of months thereafter.