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Stop!!!!!!!

Caution

Modifying a vehicle for off-road use, whether it is center of gravity, suspension or steering, will change the way it handles both on and off road. Reaction, ride and possible premature wear on parts are possible. Extreme caution is recommended when encountering off camber or abrupt maneuvers. Avoid sharp turns that may result in a vehicle's loss of control and/or possible roll-over causing serious injury or death. Height modifications may increase a vehicles susceptibility to roll-overs. Know your provincial, territory, or state lift/modification laws. Not all modifications may be legal for road or safety certification in your area. Knowing your provincial, territory, or state laws is the responsibility of the purchaser and/or vehicle operator.

All Zuki Nation kits and products are designed and produced for OFF ROAD USE ONLY. All liability pertaining to the installation and usage of all Zuki Nation products is the responsibility of the vehicle owner and at his/her own risk. Zuki Nation and/or its affiliates are not responsible for damage to vehicle due to parts breakage or failure. If Zuki Nation parts are modified beyond our manufactured standard or parts are replaced with any other than the original parts supplied any and all warranty is null and void. Zuki Nation recommends a professional mechanic install all kits and have your vehicle inspected regularly.

Zuki Nation products are covered by a Replacement Warranty only. Warranty items are subject to inspection before warranty replacement. Material and Workmanship Warranty for a period of six months from purchase date. No refunds after purchase.

By the purchase and/or installation of any parts, kits, and/or vehicles (modified or not) the purchaser is fully aware that he/she is completely responsible and releases any liability to Zuki Nation and/or any of its affiliates, agents, or representatives and Zuki Nation and/or its affiliates cannot be held liable for any accidents or injuries causing bodily harm and/or death.

By the purchase of Zuki Nation products and/or its affiliates products, the customer and/or purchaser, understands and agrees to the above disclaimer and information.

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 on CV shaft.
5. Remove brake line clips on strut and frame.
6. Remove calipers (leave brake lines attached) and secure them out of the way, remove brake rotor.
7. Remove lower sway bar nuts (a-arms).
8. Place floor jack underneath a-arm and apply small amount of pressure. Remove tie rod castle nut (17mm) and hit knuckle with hammer to release tie rod from knuckle. Loosen and remove two 17mm bolts attaching strut to knuckle. Remove ball joint castle nut (19mm or 7/8") and hit knuckle with hammer to release ball joint from knuckle. Remove knuckle from vehicle. Slowly release pressure off floor jack to release pressure on coil. With a-arm completely dropped out remove coil. Repeat for passenger side. Once both coils are removed and control arms hung out move to under the hood and remove factory air box, unbolt both struts x3 12mm nuts and remove struts from vehicle.
9. Clean all debris and grit etc from driver side front knuckle and CV end.
10. Liberally apply wheel bearing grease to inside of the knuckle assembly and bearings.
11. Liberally apply wheel bearing grease to the end of the CV, paying special attention to both back shoulder areas.
12. The front struts must be slotted for alignment purposes, mark the top hole of the strut (where it bolts to the knuckle) 3/16" back towards to body of the strut centered to the original hole and centre punch. Drill with a 7/16" drill bit, this will mate the two holes together with a small amount of material in between, die grind the two holes together to create a slot. If you do not wish to prep the struts yourself you can purchase a pre prepped set from us.



13. The knuckle must be prepped for alignment purposes, belt sand the back side of the knuckle where it bolts to the strut behind the top hole till it is flat with the rest of the knuckle, this will allow the knuckle to tilt further back into the strut. If you do not have a belt sander a grinder with a stone will work as well.



14. Install strut spacer onto factory strut mount using supplied x3 8mm nuts and lock washers and install struts into vehicle using factory hardware
15. ****IMPORTANT**** Install coil with the the small wound end up, and ensure the bottom pigtail lines up with the control arm seat. 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 to compress the spring. **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 prepped knuckle assembly and thread on ball joint castle nut loosely and install factory 17mm strut bolt in bottom hole and supplied 12x70mm with flat washers, lock washer and nut on the top hole of the strut.
16. Lower the jack slowly, when the knuckle starts to tilt back towards the body of the strut tighten up the top and bottom bolt when the top bolt is $\frac{3}{4}$ of the way back in the slot. This will give you an acceptable amount of camber to transport your vehicle to the alignment shop when the installation is complete. Completely release jack and lower vehicle back down to jackstand. Tighten up lower ball joint castle nut.
17. Reinstall brake rotor and brake caliper, clip brake line back into strut bracket.
18. Reinstall CV shaft spacer and snap ring and hub.
19. Reinstall tie rod to knuckle and tighten.
20. Repeat for passenger side.
21. Reinstall sway bar (optional)
22. Double check all hardware to ensure it is tight.
23. ****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

24. Mount front tires and secure lug nuts.
25. After completing the installation of the front your alignment will need to be set, in order to drive it to the alignment shop you must roughly set your toe to drive the vehicle. Do this by cracking the jam nuts on the tie rod assemblies and threading each side evenly until the front tires are pointed straight at ride height, this will be enough to get you to the alignment shop. Give the alignment shop our lift kit specifications, these differ from factory specifications but are required for our lift kit to ensure proper ride quality.
26. CAMBER: 0.5 to 1 degree of POSITIVE camber on EACH front wheel.
TOE: 1/16th Toe IN.

Rear

27. 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.
28. Remove rear tires.
29. Start by removing the four 14mm bolts on the top of the differential.
30. Re-install new upper pedestal mount with the offset to the front of the vehicle.
31. Re-install the upper link to the new mount.
32. 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.
33. 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.
34. 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.
35. Install rear shocks.
36. Extend rear differential vent tube.
37. Mount tires.
38. Remove from jack stands.

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