



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.

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2" Coil Spacer Installation Instructions for 1999+ Models

Zuki Nation always recommends having a licensed professional install any kits or parts.

Please read all instructions carefully before installing any kit or parts. Any questions, you can reach our tech help at tech@zukination.com

Front

1. Secure front of vehicle under jack stands making sure you have enough room to work.
2. Remove front tires.
3. Remove strut brace under hood.
4. Remove front drive flanges.
5. Remove snap rings and washers on CV shaft.
6. Remove brake line clips on strut and frame.
7. ****IF YOUR VEHICLE HAS ABS**** Unbolt ABS sensor from frame and unplug connector under hood, using a pair of plyers pop the plastic clip out that holds the wiring to the inner fender.
8. Remove calipers (leave brake lines attached) and secure them out of the way, remove brake rotor.
9. Remove sway bar end links (a-arms) and remove sway bar.
10. Place floor jack underneath a-arm and apply small amount of pressure. Remove tie rod 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, unbolt both struts x3 14mm nuts and remove struts from vehicle.
11. Clean all debris and grit etc from driver side front knuckle and CV end.
12. Liberally apply wheel bearing grease to inside of the knuckle assembly and bearings.
13. Liberally apply wheel bearing grease to the end of the CV, paying special attention to both back shoulder areas.
14. 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.



15. 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.



16. Install strut spacer onto factory strut mount using factory 10mm nuts. There is an alignment tab on the factory strut mount that needs to be cut off or flattened before you install strut spacer to mount. Install struts into vehicle using supplied 10mm nuts and lock washers. Ensure your 3 bolt strut brace pattern is at an angle towards the front of the vehicle so you can reinstall the strut brace.
17. ****IMPORTANT**** Remove upper coil isolator, install upper coil spacer (smaller spacer) with squared side to frame. If you are installing a bumper or bumper/winch combo we supply extra shimming for this, add these at the same time and they go under the larger welded shim between the upper coil pocket and welded shim. This will compensate for up to a 130lb bumper/winch combo. If you have a heavier combination more shim would be required, sold separately. Next replace rubber coil isolator to bottom of shim. Place the coil (small wound end up) making sure the pigtail lines up with the indent on the seat of the a-arm.
18. Hold a-arm up with your hand. Place floor jack underneath sway bar mounting area where it bolts to the arm. 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.
19. 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.
20. Reinstall brake rotor and brake caliper, clip brake line back into strut bracket.
21. Bolt ABS sensor back to strut and frame mounts, plug in under hood and reclip into the fender.
22. Reinstall CV shaft spacer and snap ring and full time drive flanges, manual locking hubs are recommended as drive flanges turn CV shafts 100% of the time causing excess wear on CV and differential components.

23. Reinstall tie rod to knuckle and tighten.
24. Repeat for passenger side.
25. Double check all hardware to ensure it is tight.
26. Mount front tires and secure lug nuts.
27. Lower the vehicle onto front tires gradually until strut bar aligns with strut mounts, use supplied spacers and bolts to secure strut bar to strut mounts.
28. 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.
CAMBER: 0.5 to 1 degree of POSITIVE camber on EACH front wheel. TOE: 1/16th Toe IN.

Rear

1. Secure rear of vehicle on 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.
2. Remove rear tires.
3. Install new extended brake line.
4. Remove Panhard bar from upper frame mount and loosen lower axle mount.
5. Install supplied Panhard drop bracket, mount with lower hole, then drill/ fit upper hole to match. Some massaging may be required to fit this bracket into the frame mount due to differences in the factory mount. Use supplied hardware.
6. Reinstall Panhard into new upper bracket.
7. 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.
8. Take pressure off, lower jack and allow rear differential to lower completely. Pay attention to not over extend brake line. Remove rear coils, remove upper coil isolator and install coil spacer with the flat side to the frame, reinstall coil isolator and coil making sure pig tail matches the spring seat.
9. Install new rear shocks and small sleeves provided into lower shock bushings. On some models the shock may contact the brake line, if this happens slight manipulation of the hard lines may be required to gain clearance.
10. Tighten all link, Panhard, suspension shock bolts. Double check to make sure all are tight.
11. Extend rear differential vent tube. (If required)
12. Mount tires.
13. Remove from jack stands.

Re-torque your suspension bolts after 400 kms and periodically check every few months or oil change to make sure bolts have not backed off.