



1979-1985 Toyota 4x4 3, 5, 7" Suspension Lift Installation Instructions

Before beginning the installation read these installation instructions and the enclosed driver "WARNING NOTICE" thoroughly and completely. Also affix the "WARNING" decal in passenger compartment in the clear view of all occupants. If any of these items are missing from the instruction packet, do not proceed with installation, but call Skyjacker to obtain needed items. If you have any questions or reservations about this kit, call Skyjacker at 318-388-0816 for technical assistance or customer service.

Note: An offset and adjustable drag link is required on 5" and 7" lifts. 7" lifts will also require longer brake lines (#FBL30 & RBL30), drive-shaft lengthening and steering arm modification.

1. Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is unlevel (side-to-side) from the factory, but usually not noticed until a lift kit has been installed which makes the difference more visible. Using a measuring tape, measure the front and rear (both sides) from the ground up to the center of the fender opening above the axle. Record below for future reference. **(Note: Due to OEM inconsistency and the available options, the amount of lift gained by this lift kit can vary as much as 1/2".)**

Driver Side: Frt _____ Rear _____, Passenger Side: Frt _____ Rear _____

2. Apply a thin coat of grease to the polyurethane bushings and insert into each eye of new springs. Now apply a thin coat of grease on outside of bushings. On SYSTEMS with new rear springs, insert steel sleeve into rear spring eye. Rear spring eye is on the long end of the spring.

To Install Front:

3. Raise front of vehicle and support securely with jack stands under the frame behind front spring shackle and block the rear wheels. Remove the tires, shocks, and u-bolts. Care should be taken when removing the front u-bolts because they will be re-used on 3" kits, not on 3" SYSTEMS. **(Caution: The front axle will now be free to move, so support securely on floor jack.)**
4. Remove the anti-sway bar bolts. Remember the arrangement of the rubber bushings and washers. Loosen; do not remove, the bolt attaching the track bar eye to the bracket on the driver's side of the front axle. This will allow the front axle to drop down easier. (When installing a 7" kit, remove and discard the anti-sway bar.)
5. With a floor jack supporting the front axle, unbolt each end of front leaf springs and remove from both sides. Install new springs as follows: part #T303S springs can be installed with either end toward front; part #T305S and #T307S must be installed with the thick end of bottom degree shim toward the front of vehicle. **(Note: Do NOT tighten spring eye bolts at this time.)** Using the floor jack, raise the front axle up to leaf springs. Be sure tie bolts align and fit down into the tie bolt holes in the axle housing. Install front u-bolts.
6. On 3" and 5" kits bolt up sway bar using the longer bolts and spacer tubes provided, and using original bushings and washers. Do not over tighten making the bushings bulge or crack. Tighten track bar bolt. **(See Photo #1).**
7. On 7" kits remove track bar bolt from bracket on driver's side of front axle. Install new track bar bracket onto the original bracket with the included bolts and nuts. Attach track bar to new bracket while placing one of the supplied flat washers on each



Photo #1

- side of track bar, between track bar and bracket. **(See Photo #2).**
8. Install new shocks and tires. (On 5" and 7" kits refer to drag link instructions at the time.) Lower vehicle to ground. **Tighten spring eye bolts at this time.**

To Install Rear:

9. Raise rear, support securely with jack stands and block the front wheels. Remove the tires, shock and u-bolts. **(Caution: The rear axle will now be free to move, so support securely on floor jack.)**

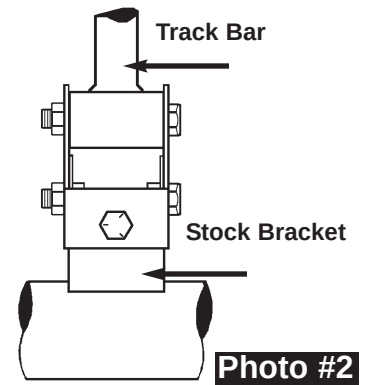


Photo #2

If installing the "SYSTEM" with rear springs, proceed with step 10. If not, skip to step 11 or 12.

10. **Kits with new rear leaf springs:** Unbolt and remove the stock rear springs. Install new rear springs with long end of spring toward rear bumper (if spring is equipped with a bottom shim, thick end of shim must be towards rear bumper.) **Do NOT tighten bolts at this time.** Leave emergency brake cable routed over the top of the leaf springs. Skip to step 13.
11. **Kits with rear add-a-leafs:** Place a C-clamp around the rear leaf spring pack within approximately 6" of each side of the tie bolt, and remove tie bolt from spring pack. If rear blocks are also being installed re-route emergency brake cable under springs. NOTE: If add-a-leaf is part number R5005(S) follow step 11a, or if R225(S) follow step 11B.
- 11a.) Open up band clips on each end of spring, if so equipped. Remove C-Clamps slowly. Place new add-a-leaf into spring pack so that leaves progress from longest down to shortest (usually installed under top main leaf). Insert new tie bolt from the bottom going through original overload then spring pack. Retighten C-clamps to help compress spring pack, tighten tie bolt and re-bend band clips back over spring leaves.
- 11b.) Install new add-a-leaf between the spring pack and original bottom overload leaf. Insert new tie bolt from the bottom going through the original overload, the new add-a-leaf and spring pack. Tighten nut and remove C-clamps from spring pack.
12. **Kits with rear blocks:** Install the spacer blocks, tall end toward the rear bumper, between springs and lower axle pad. Using the floor jack, raise the axle up to rear springs. Be sure tie bolts and block pins align in holes. Route emergency brake cable under leaf springs.
13. Install u-bolts, shocks and tires then lower vehicle to ground.

NOTE: The new springs installed in step 10 should now be tightened.

Centering the Steering Wheel: If needed, a professional mechanic should perform this operation. With the tires pointing straight ahead, remove horn assembly and nut holding steering wheel and reinstall with cross bars horizontal. Re-assemble horn assembly.

NOTICE: Retorque ALL nuts, bolts, and especially u-bolts after first 100 miles, again after another 100 miles, and check periodically thereafter.



Photo #3