



PART# MP886421-4
2010+ TOYOTA 4RUNNER 4WD
2.75" FRONT & 1.25" REAR LIFT KIT
W/ DIFF DROP



3.5 HOUR INSTALL TIME



Recommended Tire size
 33x11.50

Components	Hardware
(2) 836825 FRONT STRUT SPACER	(2) 9/16-18 X 6 HEX CAP SCREW
(2) 836410R REAR COIL SPACER	(2) 9/16-18 NYLOCK NUT
(2) 8368DD 1" ALUM SPACER	(2) 9/16" FLAT WASHER
(2) 8368SP 1/2" ALUM SPACER	(2) M8-1.25 X 40 HEX CAP SCREW
(2) 8364SP 3/4" ALUM SPACER	(2) M8-1.25 X 30 HEX CAP SCREW
(2) 9/16WASHER 1/8" GOLD SPACER	(4) M8 FLAT WASHER

Please double check the parts list before beginning installation to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension (714) 630-0363. Please have the boxes present if parts are missing or damaged

PRIOR TO INSTALLATION:

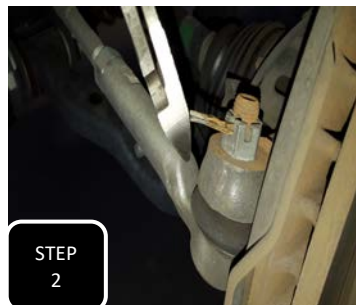
1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation.
3. Always wear safety glasses when using power tools or working under the vehicle
- 4 Modification to any part will void the warranty associated with that product

AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION

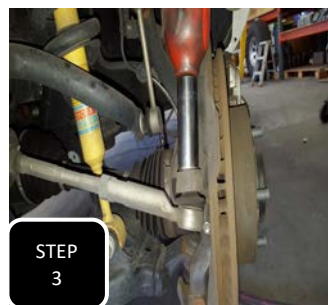
Step 1 Jack up the front of the vehicle and support under the frame rails with jack stands.



STEP 2



STEP 2



STEP 3



STEP 3

Step 2 Remove the cotter pin that is engaged in the outer tie rod end.

Step 3 Loosen the tie rod nut, then break the tie rod loose by hitting the side of the steering arm with a hammer and separate. **NOTE: NEVER HIT THE TIE ROD ON THE THREADS.**



STEP
4



STEP
4

Step 4 Unbolt the sway bar end link from the neck of the spindle and separate.



STEP
5



STEP
5

Step 5 Loosen and remove the 3 nuts at the top of the strut and the single bolt at the bottom of the strut.



STEP
6



STEP
6

Step 6 Remove the clip at the upper ball joint and then loosen the nut, but do not remove. Break the ball joint loose by hitting the side of the spindle with a hammer, the nut will catch the spindle, then separate. **NOTE: NEVER HIT THE BALL JOINT ON THE THREADS.**



STEP
7



STEP
7

Step 7 Remove the strut and then attach the strut spacer to the top of the strut using the factory nuts and tighten.



STEP
8

Step 8 Re-install the strut assembly back into the truck and loosely attach the hardware at the top and bottom.



STEP
9



STEP
9

Step 9 Place a floor jack under the lower control arm and jack up to compress the coil. Now re-attach the upper control arm to the spindle, tighten the castle nut, and re-install the factory clip.



STEP
10

Step 10 Tighten the provided nuts at the top of the strut and the factory bolt at the bottom.



STEP
10



STEP
11

Step 11 Re-attach the sway bar end link to the spindle and tighten. **NOTE: THIS STEP SHOULD BE DONE AFTER THE SPACERS HAVE BEEN INSTALLED ON BOTH SIDES.**



STEP
12

Step 12 Re-attach the tie rod to the spindle and tighten. Once tight, re-install the factory cotter pin.

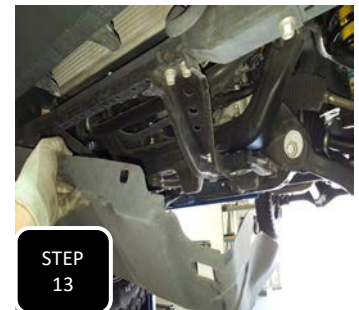


STEP
12

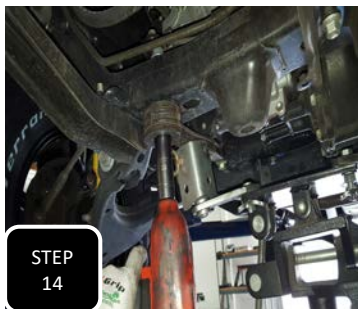


STEP
13

Step 13 Unbolt all 4 bolts holding the primary skid plate on and remove the skid plate.



STEP
13



STEP
14

Step 14 Place an adjustable jack under the front differential and remove the two front mounting bolts.



STEP
14



STEP
15

Step 15 For models with stamped steel supports, bend down the lip of the sub frame support to make way for the diff mount in its new, lower position.

4RUNNER



TACOMA



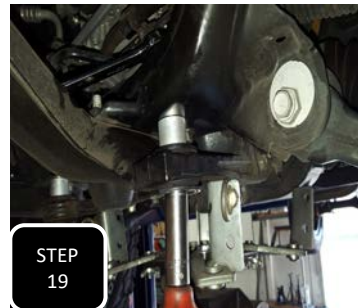
Step 16 If your truck is equipped with a secondary skid plate directly below the differential, then remove the front two mounting bolts and for:

(4Runners) Install the 1/8" thick gold washer with the provided M8-1.25 x 30 bolts and washers.

(Tacomas) Install the 1/2" thick aluminum spacers with the provided M8-1.25 x 30 bolts and washers.



Step 18 Some secondary skid plates will have a tab that will need to be bent to clear the diff mount. If your truck has this, bend it now.



Step 19 Lower the jack down and install the provided 1" tall spacers. Re-use the factory cup shaped washer at the bottom along with the provided 9/16" bolt, nut, and washer at the top. **NOTE: IF THE NYLOCK DOES NOT MAKE CONTACT WITH THE THREADS, OMIT THE**



Step 20 Once the diff drop spacers are tight, locate your primary skid plate. Using a 1/2" drill bit, enlarge the two forward most mounting holes.



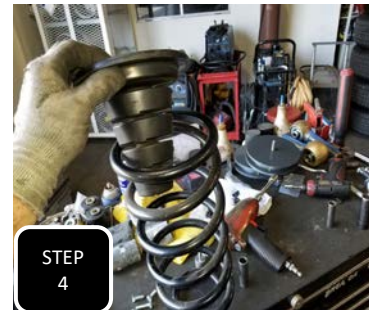
Step 21 Re-install the skid plate using the provided 3/4" tall spacers along with the provided M8-1.25 x 40 bolts and washers near the diff and the factory bolts near the front bumper.

REAR SPACER INSTALL



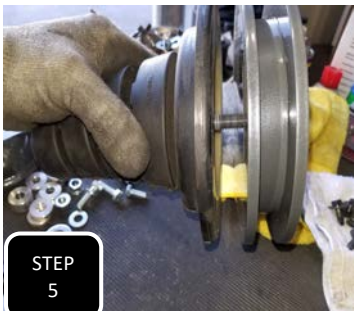
Step 1 Jack up the rear of the vehicle and support under the frame rails with jack stands. Keep an adjustable jack under the diff and apply pressure.

Step 2 Unbolt both rear shocks from the axle and separate.



Step 3 Unbolt the top of both rear sway bar end links and remove the bushing/washers.

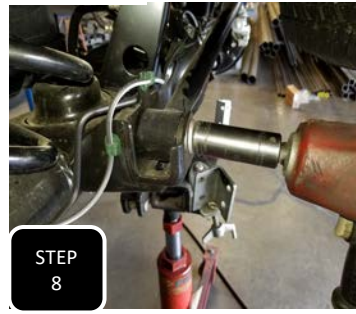
Step 4 Lower the axle down and remove both rear coils along with the isolator/bump stop, then separate the isolator/bump stop from the coils.



Step 5 Thread the new spacer into the isolator/bump stop until tight.

Step 6 Loosen both trac bar bolts and remove only the top one. This will allow the axle to lower more, providing more clearance for the coil and spacer.

REAR SPACER INSTALL



Step 7 Lower the axle and install the coil along with the spacer then jack the axle up to properly seat the spacer.
NOTE: MAKE SURE NOT TO OVER STRETCH ANY BRAKE OR ABS LINES.

Step 8 Re-attach the trac bar and snug up, but do not tighten until the truck is back at ride height.



Step 9 Re-attach both sway bar endlinks and both rear shocks and tighten.

Step 10 Now with the vehicle back on the ground at ride height, tighten up both sway bar bolts.

- * Have your vehicles alignment checked
- * Adjust your head lights down
- * Re-torque all bolts after 500 miles