PRIUSOVERLANDING.COM LIFT KIT INSTALLATION GUIDE

All products built and designed by PriusOverlanding.com are intended for off-road use and should be assembled, installed, and used according to PriusOverlanding.com's recommendations. PriusOverlanding.com products should be used safely with good judgment towards others and the environment. By installing PriusOverlanding.com Products on your vehicle you assume all liability. PriusOverlanding.com will not be held liable for damages or loss associated with the installation or use of its products.

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LIFT KIT INCLUDED HARDWARE

	FRONT SPACERS	2
	REAR SPACERS	2

REQUIRED TOOLS NEEDED

SOCKETS (MM) – 10, 12, 14, 17, 21, 22
WRENCHES (MM) – 14, 17, 22
ALLEN WRENCH – 6MM
RUBBER MALLET, PRY BAR, FLATHEAD SCREWDRIVER
HYDRAULIC JACK, JACK STANDS, TORQUE WRENCH
SPRING/STRUT COMPRESSOR

DO NOT USE IMPACT.

EXCESSIVE TORQUE MAY RESULT IN FAILURE!

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V1.0.20211201

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INSTRUCTIONS

RAISE HOOD AND REMOVE WIPER CAP USING 14MM SOCKET ALONG WITH WIPER ARMS, PLASTIC WIPER COWL CORNERS, (2) PUSH PINS FROM PLASTIC COWL, THEN REMOVE PLASTIC COWL FROM VEHICLE. REMOVE 10MM BOLTS FROM THE WIPER MOTOR. UNCLIP WIPER MOTOR HARNESS AND REMOVE. REMOVE ALL BOLTS ROM METAL COWL.

[FRONT INSTALLATION]

REMOVE METAL COWL THEN RASIE AND SUPPORT VEHICLE UNDER FRAME. REMOVE LUG NUTS AND FRONT WHEELS. REMOV SWAY BAR LINK, RAKE LINE BOLT AND SPEED SENSOR CLIP. REMOVE LOWER STRYE NUTS/BOLTS. REMOVE TOP STRUT MOUNT NUTS. REMOVE STRUT FROM VEHICLE. ATTACH STRUT SPACER TO TOP OF STRUT WITH PROVIDED NUTS.

[FRONT INSTALLATION]

MAKE SURE THE SPACER NUT WITH RED MARKINGS ARE FACING OPPOSITE SIDES OF EACH OTHER. SEE IMAGE ABOVE FOR PROPER ORIENTATION.

DO NOT USE IMPACT.
EXCESSIVE TORQUE MAY RESULT IN FAILURE!

[FRONT INSTALLATION]

REINSTALL STRUT TO VEHICLE AND TORQUE TO 37 FT/LBS. REINSTALL LOWER STRUT BOLTS/NUTS ND TORQUE TO 177 FT/LBS. **PASSENGER SIDE MAY REQUIRE SPRING COMPRESSOR TO ALLOW BOTTOM OF STRUT TO ALIGN WITH SPINDLE**. REINSTALL SWAY BAR LINK AND TORQUE TO 55 FT/LBS. REINSTALL BRAKE LINE BOLT AND TORQUE TO 14 FT/LBS. REINSTALL SPEED SENSOR CABLE CLIP. REINSTALL METAL COWL AND TORQUE BOLTS TO 9 FT/LBS.

[FRONT INSTALLATION]

REINSTALL WIPER MOTOR AND TORQUE BOLTS TO 4 FT/LBS. REINSTALL WIPER MOTOR WIRING HARNESS, PLASTIC COWL, WIPER ARMS AND TORQUE NUTS TO 16 FT/LBS. REINSTALL PLASTIC WIPER CAP. RENSTALL WHEELS, REMOVE JACK STANDS AND LOWER VEHICLE. TORQUE LUG NUTS TO 76 FT/LBS.

[FRONT INSTALLATION]

RAUSE THE REAR OF THE VEHICLE AND SUPPORT WITH JACK STANDS UNDER FRAME. REMOVE LUG NUTS AND REAR WHEELS.

<u>VEHICLE WITH AUTO-LEVELING HEADLIGHT</u>*: REMOVE BOLT SECURING SENSOR ARM TO REAR AXLE. FAILURE TO REMOVE MIGHT RESULT IN DAMAGE.*

[REAR INSTALLATION]

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RAISE REAR AXLE UNTIL SLIGHTLY SUPPORTTED. REMOVE BOLT FROM SHOCK BOTTOM. LOWER AXLE AND REMOVE JACK. PRESS DOWN ON BRAKE CALIPER FORCING REAR AXLE DOWN AND REMOVE COIL. PLACE COIL SPAER IN BOTTOM OF COIL POCKET. PLACE RUBBER ISOLATOR AND COIL ON TOP OF SPACER AND PRESS DOWN FORCING COIL BETWEEN AXLE AND BODY.
[REAR INSTALLATION]

ONCE COIL IS SEURED PROPERLY, RAISE AXLE UNTIL SHOCK BOTTOM LINES UP. REINSTALL SHOK BOTTOM BOLT AND TORQUE TO 66 FT/LBS.

HAVE PROFESSIONAL ALIGNMENT COMPLETED AFTER INSTALLATION.
[REAR INSTALLATION]

PROFESSIONAL ALIGNMENT IS RECOMMENDED. FAILURE TO ALIGN VEHICLE COULD POSSIBLY RESULT IN TIRE WEAR OR PRODUCT FAILURE.

FOR OFF-ROAD USE ONLY.

ADDITIONAL INSTALLATION NOTES

THE SPRING/STRUT COMPRESSOR ABOVE WILL NOT WORK INSTALLING PASSENGER SIDE AS THE COMPRESSOR HARDWARE IS TOO LARGE TO FIT INSIDE WHEEL WELL ATTACHED TO THE SPRING/STRUT ASSEMBLY.

PASSENGER SIDE INSTALLED WITHOUT USING SPRING/STRUT COMPRESSOR. AT FIRST GLACE IT WOULD APPEAR NOT POSSIBLE TO RE-ASSEMBLE. *SEE PICUTRE IN THE NEXT COLUMN TO THE RIGHT.*

PASSENGER SIDE INSTALLED USING SPRING/STRUT COMPRESSOR, LOWER BOLT INSTALLED FIRST ALLOWS FOR EASE OF REASSEBMLY.

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[SPECIAL NOTE] IF AFTER INSTALLATION OF THE SPRING LIFT VEHICLE STILL HAS DROOP IN THE REAR, WE RECOMMEND REPLACING THE SHOCK AND POSSIBLY THE SPRINGS.	***[SPECIAL NOTE]*** IT IS RECOMMENDED TO REPLACE OEM FRONT AND REAR SHOCKS DURING INSTALLATION ON VEHICLES WITH MORE THAN 150,000 MILES.	***[SPECIAL NOTE]*** OUR HEAVY DUTY SPRING COMPARED TO AN OEM SPRING, FOR ADDITIONAL CLEARANCE AND SUPPORT, WE RECOMMEND OUR HEAVY DUTY LIFT SPRINGS.

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V1.0.20211201