



## K946764 2007+ TOYOTA TUNDRA 6 INCH LIFT KIT

QTY	PARTS LIST:
1	FRONT SUBFRAME
1	REAR SUBFRAME
2	STRUT SPACER
2	COIL SPACER
1	STEERING KNUCKLE DS
1	STEERING KNUCKLE PS
1	DIFF DROP PS
1	DIFF DROP FRONT
QTY	
1	DIFF DROP DS
1	SKID PLATE
2	SWAY BAR BRACKET
4	BUMP STOP EXTENSION
2	STEERING STOP
2	REAR BLOCK
1	CARRIER KIT
1	U-BOLT KIT

QTY	HARDWARE
	<b>FRONT SUB FRAME:</b>
2	M18-2.5 X 150
2	M18-2.5 NN
4	18MM SQ WASHER
	<b>REAR SUB FRAME:</b>
2	7/8-9 X 5
2	7/8-9 NN
4	7/8" SQ WASHER
4	9/16-12 X 4.5
4	9/16-12 NN
8	9/16"FW
	<b>DIFF BRACKETS:</b>
1	M14-1.5 X 25
3	M14-1.5 X 60
4	M14 FW
2	M14-1.5 NN
	<b>DIFF BREATHER:</b>
1	¼" HOSE
1	¼" CONNECTOR

QTY	FRONT SWAY BAR
4	7/16-14 X 1 ¼"
4	7/16-14 NN
8	7/16" FW
	<b>BRAKE LINE BRACKETS:</b>
2	M8-1.25 x 20
2	M8-1.25 SFN
2	M8 FW
	<b>SKID PLATE:</b>
2	½-13 X 1 ½
2	½-13 NN
4	½" FW
2	3/8-16 X 1
2	3/8-16 NN
4	3/8" FW
	<b>STRUT SPACERS:</b>
8	M10-1.25 FN



*Approximate install  
time 7hrs.*



*Approved on 18" offset wheels  
Max backspacing 5"  
Max tire size 35 Diameter & 12.50 Width*

### NOTE

Please double check the parts list before beginning installation, to ensure all parts are present. If there is something missing, please contact Maxtrac Suspension immediately

#### **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. Modifications to any part will void the warranty associated with that product.**

**⚠ AFTER REMOVING PARTS FROM VEHICLE, SAVE HARDWARE FOR REINSTALLATION.**

**RECOMMENDED SPECIAL TOOLS:  
38MM 12 POINT SOCKET**

**VEHICLES WITH ADAPTIVE CRUISE CONTROL WILL NEED TO HAVE THE SENSOR  
REPOSITIONED TO AVOID HAVING A CHECK ENGINE LIGHT**



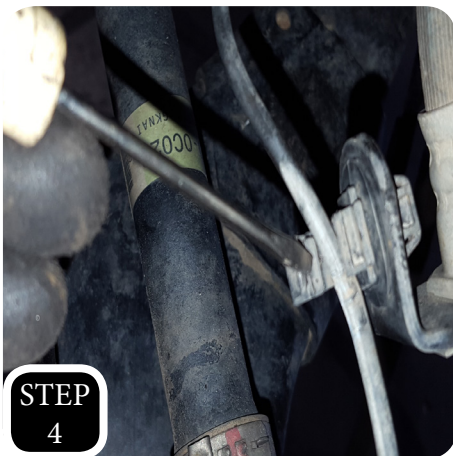
**STEP 1:** Jack up the front of the truck and support under the frame with jack stands.

**STEP 2:** Once the tires are removed, separate the ABS line from the neck of the spindle



**STEP 3:** Unbolt both brake caliper bolts and support the caliper up out of the way.

**NOTE: DO NOT ALLOW THE CALIPER TO HANG BY THE BRAKE LINE.**



**STEP 4:** Unclip the abs line from the bracket attached to the brake line bracket.

**STEP 5:** Remove the brake rotor.



**STEP 6:** Remove the tie rod cotter pin, remove the nut, and separate by hitting the side of the steering arm with a hammer.

**NOTE: NEVER HIT THE TIE ROD ON THE THREADS.**







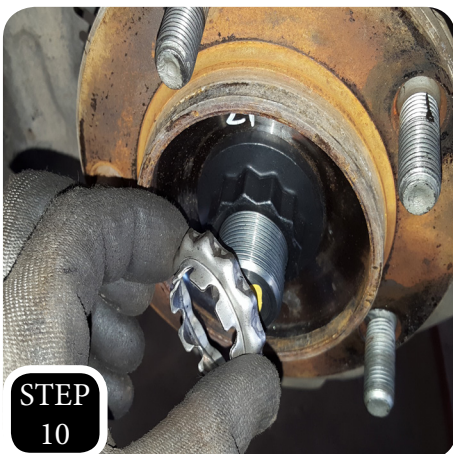
**STEP 7:** Separate the ABS line from both clips on the bracket at the front of the spindle.



**STEP 8:** Unbolt the ABS sensor and support it up out of the way.



**STEP 9:** Remove the axle dust cap and then remove the cotter pin retaining the axle nut.

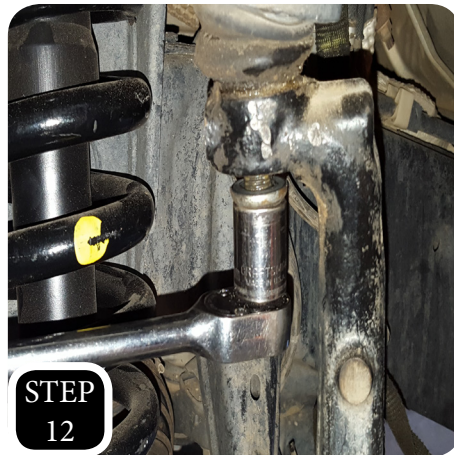


**STEP 10:** Remove the castle retainer and then the axle nut using a 38MM, 12 point socket.





**STEP 11:** Unbolt the four wheel bearing bolts and remove. If you have trouble removing the axle, use an air hammer at the end of the axle to push it through.



**STEP 12:** Remove the upper ball joint clip and loosen the nut, but do not remove.



**STEP 13:** Break the upper ball joint loose by hitting the side of the upper ball joint boss with a hammer, then loosen both lower bolts and remove the steering knuckle.

**NOTE: NEVER HIT THE BALL JOINT ON THE THREADS.**

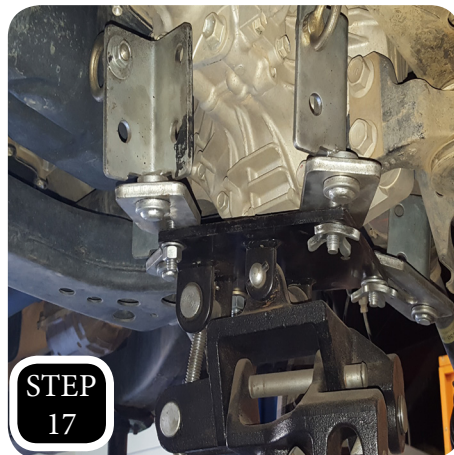


**STEP 14:** Remove all 4 upper strut nuts and the lower strut bolt, then remove the strut.





**STEP 15:** Unbolt all 5 skid plate bolts and remove the skid plate.



**STEP 16:** Loosen and remove both bolts holding the lower control arm on.

**NOTE: SUPPORT THE CONTROL ARM WHEN LOOSENING THE SECOND BOLT OR THE ARM WILL SWING DOWN AND HIT YOU.**

**STEP 17:** Support the diff with an adjustable jack before loosening any diff mounting bolts.



**STEP 18:** Remove all 3 of the main mounting bolts for the diff.



**STEP 19:** Lower the diff slightly and unbolt both the pass side mount and the front mount from the diff.





**STEP 20:** Unbolt both mounting bolts for the drive side rear diff mount and remove.



**STEP 21:** Measure  $\frac{3}{4}$ " down from the bolt hole of the front of the rear control arm pocket and mark a line parallel with slotted hole all the way across the flange.



**STEP 22:** Cut across the line you just drew with a suitable cutting device and remove the excess material.

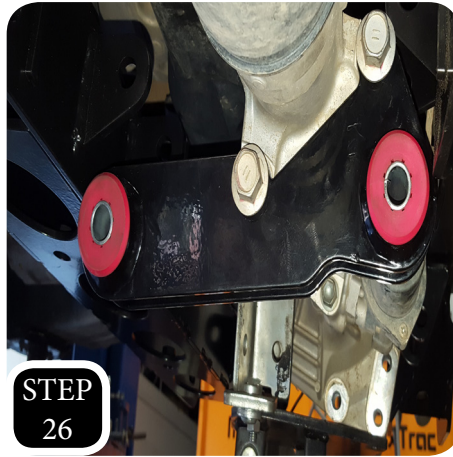
**STEP 23:** Clean up any sharp edges and spray paint any raw metal for rust protection.



**STEP 24:** Loosely install the rear sub-frame with the side mounting tabs facing forward using the provided M18-2.5 x 150 bolts, small holed square washers, and nuts.

**NOTE:** DO NOT TIGHTEN AT THIS TIME





**STEP 25:** Loosely install the front subframe with the side mounting tabs facing rearward using the provided 7/8-9 x 5" bolts, big holed square washers, and nuts.

**STEP 26:** Loosely install the 2-bushing diff mount using the factory bolts and oriented with the diff offset towards the front of the truck.

**NOTE: DO NOT TIGHTEN AT THIS TIME**



**STEP 27:** Loosely install the 3-bolt diff mount to the diff using the provided M14-1.5 x 60 bolts and M14 washers.

**NOTE: DO NOT TIGHTEN AT THIS TIME**

**STEP 28:** Loosely install the last diff mount into the diff using the provided M14-1.5 x 25 bolt and M14 flat washer.

**NOTE: DO NOT TIGHTEN AT THIS TIME**



**STEP 29:** Loosely attach the pass side diff mount to the subframes using the provided 9/16-12 x 4.5" bolts, nuts, and washers.

**NOTE: DO NOT TIGHTEN AT THIS TIME**



**STEP 30:** Loosely attach the front diff mount and the drivers rear diff mount to the subframes using the provided 9/16-12 x 4.5" bolts, nuts and washers.

**NOTE: DO NOT TIGHTEN AT THIS TIME**





**STEP 31:** With all the diff mounts loosely attached, tighten the drive side rear diff mount to the diff.

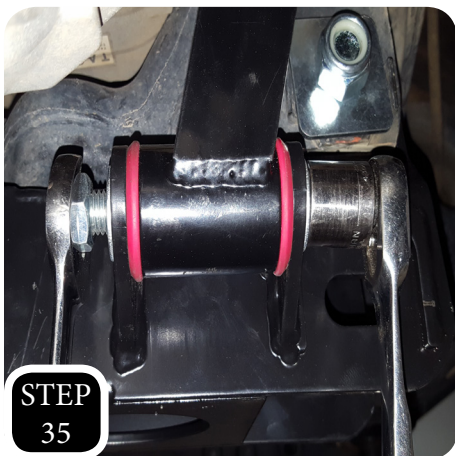
**STEP 32:** Now tighten the pass side diff mount to the diff using the provided M14-1.5 nuts.



**STEP 33:** Insert the provided vacuum connector into the provided breather line extension. Next attach one end to the breather hose and the other end to the diff.

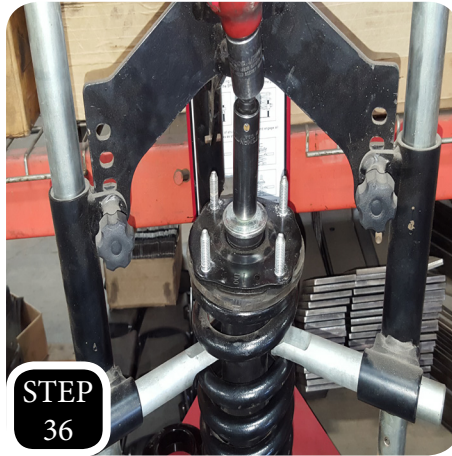


**STEP 34:** Loosely install the lower control arms into the subframe pockets using the factory alignment cams.

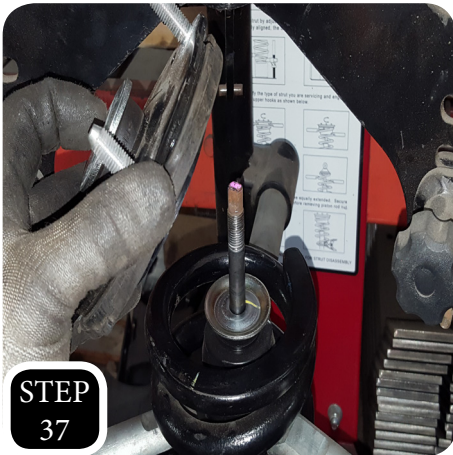


**STEP 35:** Now that all of the diff mounts have been attached and the LCA's are loosely installed, tighten down all diff mounts at the subframes and then tighten down all 4 subframe bolts where they attach to the frame.

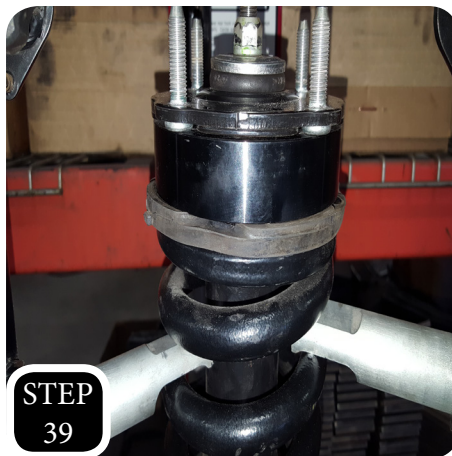
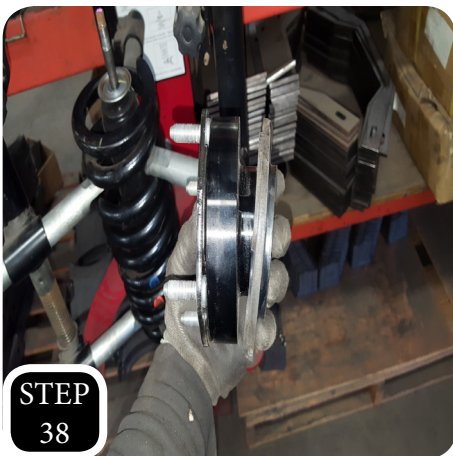




**STEP 36:** Compress the coil spring using a strut compressor and remove the upper retainer nut.



**STEP 37:** Remove the strut top and separate the rubber isolator from the top.



**STEP 38:** Install the Max Trac coil spacer in between the top and the isolator.

**STEP 39:** Compress the coil a little further to make room for the coil spacer, then install the strut top with the coil spacer and tighten down the nut.

**NOTE: THE 4 BOLT PATTERN ON THE STRUT IS NOT SYMMETRICAL SO THE SPACER WILL ONLY FIT ON ONE WAY.**



**STEP 40:** Attach the strut spacer to the top of the strut using the factory nuts and with the tall side facing outward. Next loosely attach the strut to the truck using the provided M10 flange nuts.

**NOTE: THE 4 BOLT PATTERN ON THE STRUT IS NOT SYMMETRICAL SO THE SPACER WILL ONLY FIT ON ONE WAY.**





STEP  
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**STEP 41:** Swing the lower control arm up and loosely attach it to the strut using the factory hardware.



STEP  
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STEP  
42

**STEP 42:** Gently pop the factory dust seal out of the back of the factory knuckle and install it into the back of the Max Trac steering knuckle.



STEP  
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STEP  
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**STEP 43:** Attach the Max Trac steering knuckle to the truck and tighten. Make sure to attach the steering stop extension to the front lower knuckle bolt.

**NOTE: THE STEERING STOP EXTENSIONS ARE SIDE SPECIFIC AND WILL ONLY FIT ON THEIR INTENDED SIDES. ALSO, IT MAY HELP TO USE A PRY BAR ON TOP OF THE UPPER CONTROL ARM TO CONNECT THE SPINDLE TO THE ARM.**



STEP  
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**STEP 44:** Re-install the cotter clip into the castle nut of the upper control arm.





**STEP 45:** Install the wheel bearing with the factory dust shield and then tighten down the axle nut.

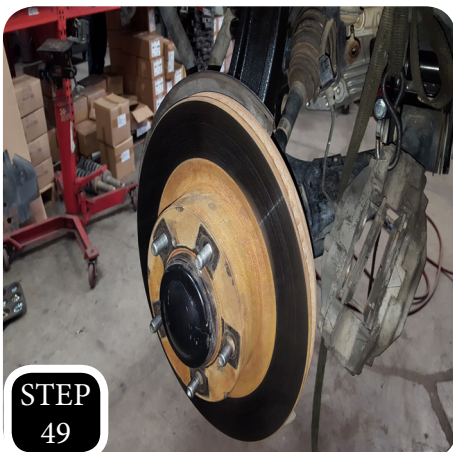


**STEP 46:** Install the castle retainer and the cotter pin and then re-install the dust cap onto the wheel bearing.



**STEP 47:** Attach the ABS sensor to the steering knuckle and tighten using the factory bolt.

**STEP 48:** Attach the ABS guide bracket to the back side of the steering knuckle, in the upper hole using the factory bolt.



**STEP 49:** Re-install the brake rotor.





**STEP 50:** Unbolt the brake line bracket from the frame to gain some slack and attach the brake caliper to the steering knuckle.



**STEP 51:** Attach the brake line guide bracket to the back side of the neck of the steering knuckle, just under the ABS guide bracket, using the factory bolt.



**STEP 52:** Attach the brake line extension bracket using the factory bolt at the frame and the provided M8-1.25 x 20 bolt, nut, and washer at the bracket.



**STEP 53:** Remove the sway bar from the frame and attach the sway bar drop down brackets using the factory hardware with the Max Trac logo facing outward.







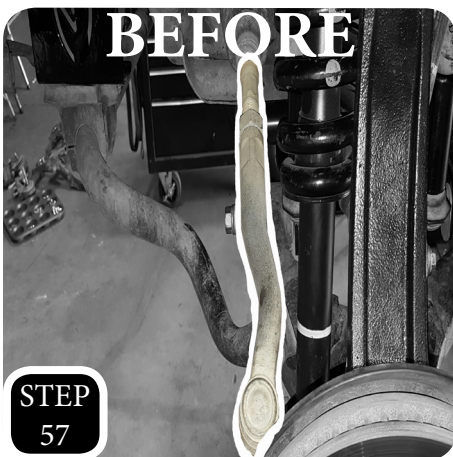
**STEP 54:** Attach the sway bar to the drop-down brackets using the provided 7/16" bolts, nuts, and washers, and tighten.



**STEP 55:** Snug up, but do not tighten all 4 alignment cam bolts. They will get tightened when the truck is back on the ground.



**STEP 56:** Remove the factory bump stops and install the tubular bump stop extensions, then tighten.



**STEP 57:** You will need to break the tie rod jam nut loose, unthread the tie rod, and swap the passenger side with the driver side.





**STEP 58:** Once the tie rod ends have been swapped, tighten them down using the factory nuts and then install the cotter pin.



**STEP 59:** Install the skid plate using the provided 3/8" hardware up front and 1/2" hardware in the back and tighten.

Install the wheels and tires and lower the truck down to the ground. Drive the truck backwards about 10 feet and then forward about 10 feet while turning the steering wheel back and forth to get the suspension to settle. Once the suspension has settled, check and adjust toe so that the truck is safe to drive and then tighten down all 4 alignment cam bolts.