

Caution: Any time when working on a vehicle raised off the ground it is necessary to secure the vehicle with jackstands to ensure safe working around the vehicle.

1. Jack up front end of truck and securely fasten with jackstands. I recommend lifting the whole front end, both sides of the truck off the ground, since otherwise the sway bar may make parts of the install more difficult.
2. Remove wheels
3. Remove lower shock mount nut
4. Have a 2nd person apply downward pressure to the upper a-arm and use a hammer and punch to push lower shock mount bolt out of mount.
5. Carefully remove upper coil assembly mounting bolts (3).
6. Remove the bolt that fastens the back of the upper control arm to the frame mount.
7. Ensure that ABS wiring is disconnected and out of the way before attempting to pull the coilover down and out of the frame mounting point.
8. (only applicable to XREAS) Carefully pull the coilover down out of it's mount, using care to not overextend or strain the XREAS hose at the bottom of the front shock.
9. **Caution: when working with coil compressor ensure that compressors are securely in place and will not slip as coil could slip and spring out with considerable force.** Install the coil compressor assembly onto coils and compress until coils are free to move between the upper shock plate and the shock itself.
10. On the top portion of the shock is the nut that holds the whole assembly together. It may be necessary to hold the shock shaft so that it doesn't turn as you loosen this nut.
11. Once the whole assembly is disassembled take the top plate and carefully pull the factory rubber coil-centering piece off of the top plate.
12. Install the rubber coil centering bushing from the stock top plate onto the spacer.
13. Use a hammer to knock the 3 factory studs out of the top plate, then install the thin spacer on the top plate with the 3 bolts included with your spacers.
14. Add the rubber bushing included with the spacers and put the preload spacer on the bottom side of the top plate.
15. Compress the coils tighter, until you can fit the entire new assembly onto the shock.
16. Once coils are tight enough to install complete the assembly, place all components back together, re-install upper shock mount bushings, and fasten the upper portion of the shock to the Spacer.
17. Align two of the top mounting bolts parallel to the lower mounting bolt centerline for alignment of assembly during re-installation. **See Drawing on back.**
18. Add the topout spacer and then re-install assembly, fastening top 3 mounting bolts first and torque to 35 ft/lbs.
19. Have a 2nd person hold pressure on the upper a-arm and re-install the lower shockmount bolt and torque to 100 ft/lbs.
20. Remount wheels and securely fasten and enjoy your new higher ride height Toyota Truck!!!!!!!!!!!!
21. **Remember a front-end alignment is needed to correct alignment adjustments or premature treadwear will occur.**

Thank you for choosing the Cornfed Suspension spacer design and whenever you meet another 4runner, Tacoma or Tundra owner looking to add a extra few inches please refer them to us.

Warnings

Installation of Cornfed Suspension spacers lift may increase the risk of a rollover in some driving situations. These spacers are designed to create a mild lift to increase ground clearance and fenderwell clearance for the use of larger tires for offroad purposes. The user assumes all liability for any damage to vehicle due to negligent driving. Remember that these spacers don't magically re-inforce the frame or other related suspension components. Enjoy your new Cornfed Suspension spacers lift, but also operate your vehicle responsibly and you will enjoy many years of 4x4ing in your lifted Toyota. It is recommended that owner should get a front-end alignment after installing these spacer as they may require readjustment of some front end components. Cornfed Suspension assumes no responsibility for spacers that have been altered from their original measurements.

Cornfed Suspension 4Runner rear lift installation instructions

Spacer Tech. Line 304-358-2099

Caution:

1. Any time when working on a vehicle raised off the ground it is necessary to secure the vehicle with jackstands to ensure safe working around the vehicle
2. When working with the rear coil springs always remember that there can be considerable amount of pressure against the spring so use the appropriate safety precautions.
1. Jack up rear end of truck and securely fasten with jackstands. I recommend lifting the whole rear end, both sides of the truck off the ground. This will require a reasonably tall and stout set of jackstands since otherwise the rearend will not be high enough to ease the installation process.
2. Disconnect the rear antisway bar from both sides frame mounting points.
3. Remove wheels
4. **Caution: When lowering rear axle use caution to ensure not overstretching of rear axle brake hose and ABS or Locker wiring.**
5. Using a floor jack under the rear differential, remove lower shock mount bolt on drivers side first and lower drivers side until enough droop to allow coil spring to be removed from the assembly.
6. Fit the rear spacers onto the top of the coil spring (or if applicable, the coilspacer, bumpstop, and coil) and reinstall into the frame bracket. This is definitely a 2 person step, so use the 2nd person to assist in holding the axle down out of the way to allow installing the spacer/coil combination.
7. Once spacer/coil is installed in the brackets use floorjack to bring weight back onto the axle to allow remounting the bottom of the driver side rear shock.
8. **Caution: When lowering rear axle use caution to ensure you don't overstretch the rear axle brake hose and ABS or Locker wiring.**
9. Continue on passenger side, removing the lower shock mounting bolt, and using the floorjack under the axle to lower the axle enough to allow for removing the coil spring from the assembly.
10. Fit the rear spacers onto the top of the coil spring and reinstall into the frame bracket. This is definitely a 2 person step, so use the 2nd person to assist in holding the axle down out of the way to allow installing the spacer/coil combination.
11. Once spacer/coil is installed in the brackets use floorjack to bring weight back onto the axle to allow remounting the bottom of the passenger side rear shock.
12. Ensure both spacer/coil assemblies are securely in their appropriate position, and both shocks are securely mounted to manufacturer's specs. Also ensure that rear sway bars are reconnected to the frame mounting points.
13. Remount wheels and securely fasten and enjoy your new higher ride height 4Runner!!!!!!!!!!!!

Thank you for choosing my spacer design and when ever you meet another Tacoma, 4runner, or Tundra owner looking to add an extra few inches to refer them to me.

D.L.Kronberg, Cornfed Suspension

Warnings

Installation of Cornfed Suspension Spacers Lift may increase the risk of a rollover in some driving situations. These spacers are designed to create a mild lift to increase ground clearance and fenderwell clearance for the use of larger tires for offroad purposes. The user assumes all

liability for any damage to vehicle due to negligent driving. Remember that these spacers don't magically re-inforce the frame or other related suspension components. Enjoy your new Cornfed Suspension Lift Spacers, but also operate your vehicle responsibly and you will enjoy many years of 4x4ing in your lifted Toyota. Cornfed Suspension assumes no responsibility for spacers that have been altered from their original measurements.