

INSTALLATION GUIDE



Part#: 028702

HARDCORE LIMITED LIFETIME WARRANTY

4.5" and 7" Suspension System

Toyota Tundra | 2007-2021

Rev. 030223

491 W. Garfield Ave., Coldwater, MI 49036 • Phone: 517-279-2135

E-mail: tech-bds@ridefox.com

Read And Understand All Instructions And Warnings Prior To Installation Of System And Operation Of Vehicle.



THANK YOU

Your truck is about to be fitted with the best suspension system on the market today. That means you will be driving the baddest looking truck in the neighborhood, and you'll have the warranty to ensure that it stays that way for years to come. Thank you for choosing BDS Suspension!

BEFORE YOU START

BDS Suspension Co. recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known.

FOR YOUR SAFETY

Certain BDS Suspension products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. BDS Suspension Co. does not recommend the combined use of suspension lifts, body lifts, or other lifting devices. You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

BEFORE INSTALLATION

Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.

Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.

Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.

Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.

Secure and properly block vehicle prior to installation of BDS Suspension components. Always wear safety glasses when using power tools.

If installation is to be performed without a hoist, BDS Suspension Co. recommends rear alterations first.

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

BEFORE YOU DRIVE

Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.



Visit 560plus.com for more information.

TRACTION CONTROL

In an effort to reduce the risk of rollover crashes the National Highway Traffic Safety Administration (NHTSA) established the Federal Motor Vehicle Safety Standard (FMVSS) No. 126 requiring all new passenger vehicles under 10,000 lbs GVWR include an electronic stability control (ESC) system as standard equipment. Effective August 2012 this law requires after-market products to be compliant with these same standards.



TIRES AND WHEELS

FITMENT GUIDE

All 4.5" Lifts:

18x9 w/ 5-1/2" BS - 35x12.50

20x9 w/ 5-1/2"-6-1/4" BS - 35x12.50

All 7" Lifts:

18x9 w/ 5-1/2" BS - 35x12.50

20x9 w/ 5-1/2" BS - 35x12.50

20x9 w/ 6-1/4" BS - 37x12.50



Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure. Longer replacement hoses, if needed can be purchased from a local parts supplier.

Perform head light check and adjustment.

Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.

CONTENTS OF YOUR KIT



Box Kit 028700 (2007-2015)

Part #	Qty	Description
02200	1	Steering Knuckle - Drv
02201	1	Steering Knuckle - Pass
70110	2	Tie Rod End
02219	2	Steering Stop

Box Kit 028710 (2016-2017)

Part #	Qty	Description
02891	1	Steering Knuckle - Drv
02892	1	Steering Knuckle - Pass
70110	2	Tie Rod End
02219	2	Steering Stop

Box Kit 028703

Part #	Qty	Description
01695	1	Skid Plate Spacer
02209B	1	Skid Plate
647	1	Bolt Pack
	4	9/16"-12 x 3-1/2" bolt
	1	9/16"-12 x 2-1/2" bolt
	5	9/16"-12 prevailing torque nut
	10	9/16" SAE flat washer thru-hardened
	5	1/2"-13 x 1-1/4" bolt
	1	1/2"-13 x 4" bolt
	6	1/2" SAE flat washer
	2	5/8" USS flat washer thru-hardened

Box Kit 028702

Part #	Qty	Description
02205	1	Weld In Plate - Pass
02206	1	Weld In Plate - Drv
400403	1	1/4in Vent Hose
400409	1	1/4in Vacuum Hose
574	1	Bolt Pack
649	1	Bolt Pack
A343	2	Tundra Sway Bar Link Assembly
03589	4	Sway Bar Misalignment Spacer
SB34BK	2	3/4 ID Hourglass Bushing
74	2	.750 x 1.470 DOM Sleeve
01655	2	Strap w/Stud Offset
342701	2	Loctite
B18X160G8	2	M18 x 160 Bolt
M20500-BK-01	2	Bump Stop Bushing
03982	4	Rear Crossmember Cam Washer
03997	4	Front Crossmember Cam Washer
0708760	2	3/8" Wire Clamp
650	1	Bolt Pack
	2	7/8"-9 x 5-1/2" bolt
	2	7/8"-9 nylock nut
	2	18mm-2.50 prevailing torque nut
	2	3/4" SAE flat washer

Box Kit 028454/ 028704

Part #	Qty	Description
A165B	2	Lower Strut Mount (028454 only)
A164B	2	Low Strut Mount (028704 only)
02207	2	Strut Preload Ring- Bilstein (028704 only)
02208	2	Strut Preload Ring- Standard (028704 only)
111	4	5/8" x .560" Sleeve
648	1	Bolt Pack
	4	3/8"-16 x 1-3/4" bolt grade 8 yellow zinc
	4	3/8"-16 prevailing torque nut yellow zinc
	16	3/8" SAE flat washer yellow zinc
	2	5/8"-11 x 3" bolt grade 8 yellow zinc
	2	5/8"-11 prevailing torque nut yellow zinc
	4	5/8" SAE flat washer yellow zinc

Box Kit 028701

Part #	Qty	Description
02202B	1	Front Crossmember
02203B	1	Rear Crossmember
02216B	1	Bump Stop - Drv
02217B	1	Bump Stop - Pass

Box Kit 018319 / 018409

Part #	Qty	Description
3KB-W58	2	3" Lift Block - 5/8" Pin (018319 only)
962121000QB	4	9/16 x 2-1/2 x 10 Square U-bolt (018319 only)
4KB-WF58	2	4" Lift Block - 5/8" Pin (018409 only)
962961138QB	4	9/16 x 2-9/16 x 11-3/8 Square U-bolt (018409 only)
W96S-B	8	9/16" SAE Flat Washer
N96FH-B	8	9/16" Fine High Nut
01661	1	Brake Line Relocation Bracket
S8LA	1	ABS Line Relocation Bracket
01655	2	E-Brake Cable Relocation Bracket
651	1	Bolt Pack
	2	5/16"-18 x 3/4" bolt
	2	5/16"-18 prevailing torque nut
	4	5/16" SAE flat washer
	1	1/4"-20 x 1" bolt
	1	1/4"-20 prevailing torque nut
	2	1/4" USS flat washer
	1	Wire Clamp
704	1	Bolt Pack
	2	1/4"-20 Prevailing Torque Nut, Clear Zinc
	2	1/4" SAE Washer, Clear Zinc

TROUBLESHOOTING INFORMATION FOR YOUR VEHICLE

1. Requires frame bracket modification and welding.
2. Stock 17", 18" and 20" wheels cannot be reinstalled
3. Models with a two piece rear driveline will require rear driveline modification.
4. Will not fit 2014 models equipped with Bilstein struts.

**TECH
TIPS****INSTALLATION INSTRUCTIONS****INSTALLATION INSTRUCTIONS****PRE-INSTALLATION NOTES**

1. *Steering Disassembly/Assembly:* According to the Toyota factory service manual, the factory steering rack should not be turned to full extension (full lock) while the tie rod ends are disconnected from the steering knuckles. Fully extending the steering rack may damage the internal oil seals and cause leakage and/or failure of the steering rack. We highly recommend locking the steering wheel in the center position before beginning the installation.
2. Park the vehicle on a flat, clean surface and block the rear wheels for safety.
3. Disconnect the positive and negative battery cables - minor welding is required during the installation.

SPECIAL TOOLS

High quality strut compressor
 Welder
 Reciprocating saw or equivalent
 Axle nut socket (39mm 12 point)

FRONT INSTALLATION

1. Raise the front of the vehicle and support with jack stands under the frame rails.
2. Remove the wheels.
3. Remove the factory plastic mud flaps from the front and rear portions of the front wheel well. These will not be reused.
4. Locate and remove the front factory skid plate (Fig 1). The skid plate and hardware will not be reused.

FIGURE 1



5. Loosen the tie rod end jam nuts (Fig 2). The tie rod ends will be removed later in the installation.

FIGURE 2



6. Remove the tie rod end cotter pin. Remove the nut from the tie rod end and thread back on a couple of turns. Strike the steering knuckle near the tie rod end to dislodge the taper (Fig 3). Remove the nut and the tie rod end from the knuckle. Save the nut and discard the cotter pin.



Tip

Be sure the steering is centered before removing the tie rod ends. See Pre-Installation Note 1.

FIGURE 3



7. Disconnect the sway bar links from the lower control arms and sway bar (Fig 4). Remove the links from the vehicle. Save the lower mount bolts and discard the rest.

FIGURE 4



8. Disconnect the brake line brackets (Fig 5A, B) from the steering knuckles (2 per knuckle). Save hardware.

FIGURE 5A



FIGURE 5B



9. Disconnect the brake line bracket from the frame (Fig 6). Save bolt. Remove the ABS line from the retaining bracket on the upper control arm. Remove the retaining bracket on the upper control arm and discard the bracket it will not be reused.

FIGURE 6



10. Remove the ABS sensor bolt (Fig 7A) from the knuckle (requires a 5mm hex socket). Carefully remove the sensor from the knuckle (Fig 7B). It is held in place by an o-ring. Take extra care not to damage the sensor. Save mounting bolt.
11. Remove the bolts mounting the brake caliper to the steering knuckle (Fig 8). Hang the caliper and the brake/ABS lines out of the way. Save caliper hardware.

FIGURE 7A



FIGURE 7B



FIGURE 8



12. Remove the brake rotor from the hub.
13. Remove the hub dust cap from the hub by carefully working around the lip with a small chisel and hammer (Fig 9). Take care not to overly deform the mounting lip so it can be reinstalled later.

FIGURE 9



14. Remove the cotter pin and castellated nut cap from the end of the axle shaft. Remove the axle nut from the axle. Save the axle nut and cap (Fig 10). Discard the cotter pin (new one provided).

FIGURE 10



15. Unseat the axle shaft from the knuckle. Use an air hammer with blunt nose punch (recommended) or a hammer and punch, unseat the axle from the hub (Fig 11). A large rubber mallet can be used also, but make sure to thread the axle nut on flush with the end of the axle to protect the threads.

FIGURE 11



16. Disconnect the hub bolts from the steering knuckle. (Fig 12A) The bolts are captive in the hub assembly. Remove the hub, brake dust shield and hub o-ring from the steering knuckle and set aside (Fig 12B).
17. Remove the upper ball joint cotter pin and save. Remove the upper ball joint nut and thread back on a couple of turns by hand. Strike the knuckle near the upper ball joint to dislodge the ball joint taper (Fig 13). Take care not to strike the ball joint. Pull down on the upper control arm and remove the upper ball joint nut. Save nut.

FIGURE 12A



FIGURE 12B

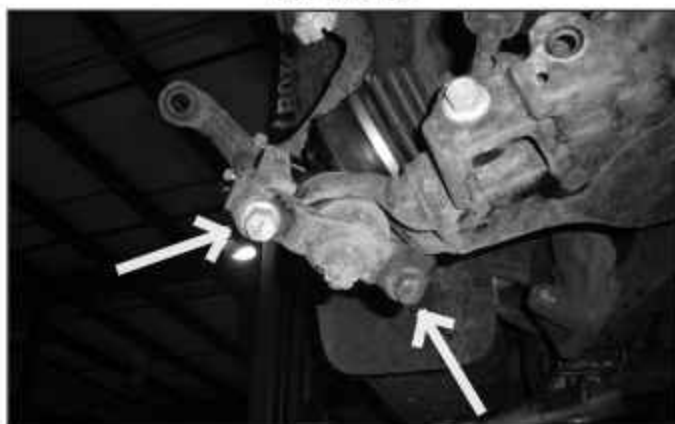


FIGURE 13



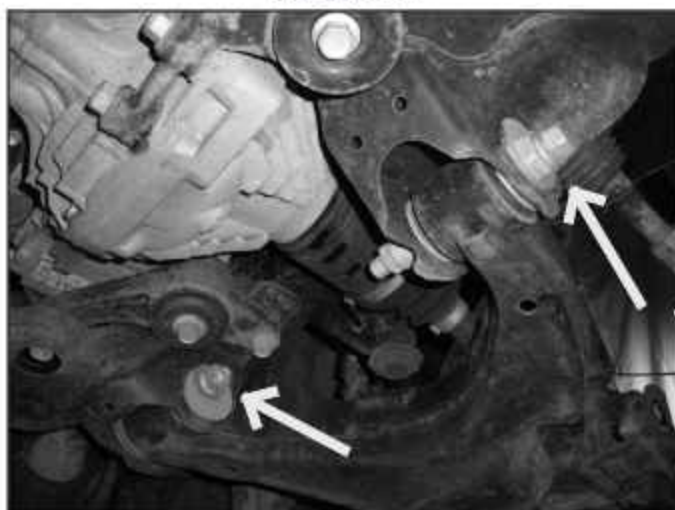
18. Disconnect the steering knuckle from the lower ball joint mount. Remove the two bolts (Fig 14) and remove the knuckle from the vehicle. Save bolts and knuckle.

FIGURE 14



19. Loosen but do not remove the lower control arm cam bolts. On the front, loosen the bolt from the front. On the rear, loosen the nut from the front (Fig 15).

FIGURE 15



20. Disconnect the lower strut mounting bolt and remove from the lower control arm (Fig 16). Allow the lower control arm to swing down. Save the strut mount hardware.

FIGURE 16



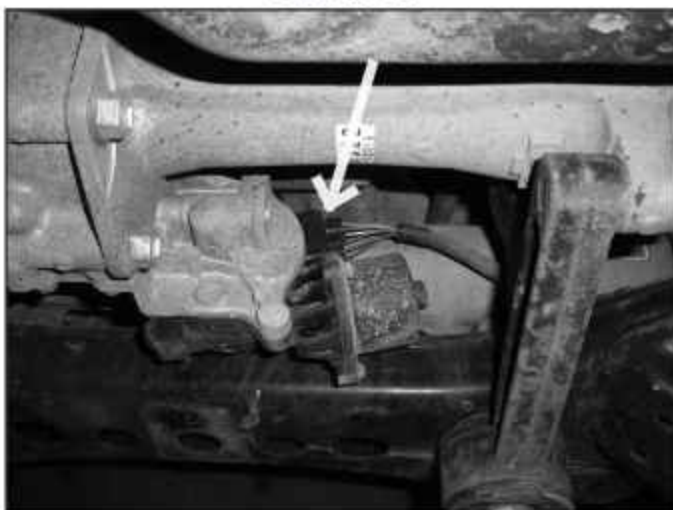
21. Remove the lower control arm cam bolts and remove the control arms from the vehicle. Save arms and hardware.
22. Remove the factory strut assemblies from the frame. Remove the four mounting nuts and save (Fig 17). Do NOT loosen the center strut rod nut, it is under extreme pressure.

FIGURE 17



23. Steps 23-31 are for 4wd vehicles only, 2wd models skip to step# 32. Locate the front differential actuator wire connector on the front passenger's side of the differential. Push in on the retaining clip and pull the connector free from the actuator (Fig 18).

FIGURE 18



24. Locate the differential vacuum and breather lines on the upper driver's side of the differential (Fig 19). Disconnect the lines from the hard lines at the frame.

FIGURE 19



25. Disconnect the front driveshaft from the front differential by removing the four mounting nuts. Save nuts. Pull the driveshaft free from the differential input flange.
26. With the help of an assistant, support the front differential with a proper jack. Remove the outer bolt and inner nut mounting the rear differential bracket to the frame. Remove the bolt mounting the rear differential bracket to the differential and remove the bracket from the vehicle (Fig 20A). Save bracket and hardware. Remove the two bolts mounting the front differential brackets to the frame (Fig 20B) and remove the differential from the vehicle.

FIGURE 20A



FIGURE 20B



27. In order to clear the differential in its new lower position the factory rear frame crossmember must be removed. On the driver's side make cut marks up the front and back faces of the crossmember that extend from the bottom inside edge of the control arm pocket (Fig 21A). This line will be approximately 3-13/16" from the front outer control arm pocket edge (Fig 21B) and 3-3/8" from the inside of the frame on the back face (Fig 21C). Connect the top of the two vertical cut lines along the top surface of the crossmember.

FIGURE 21A



FIGURE 21B



FIGURE 21C



28. On the passenger side, measure in and mark 3" from the inside edge of the control arm pocket (Fig 22). Extend the line along the bottom of the crossmember (parallel to the inside edge of the control arm pocket) and up the front and back faces of the crossmember.

FIGURE 22



29. Using a reciprocating saw (highly recommended), hack saw or cut-off wheel, cut the rear crossmember out of the vehicle along the driver's and passenger's side cut lines (Fig 23).

FIGURE 23



30. With the rear crossmember removed, clean any burrs, grease/oil and paint from the cut area. Prep the area properly for welding in the new provided metal plates.
31. Position the provided driver's and passenger's side weld-in plates (02205 - pass, 02206 - drv) up to the cut surfaces by matching up the profiles (Fig 24-pass, Fig 25-drv). On the driver's side make sure the bottom edge of the new plate is even with the bottom-most edge of the cut. Tack weld the plates in place.

FIGURE 24- PASSENGER'S SIDE



FIGURE 25 - DRIVER'S SIDE



32. Double check the weld-in plate positions and completely weld into place. Once the weld area has cooled, paint any bare metal to prevent rust.
33. Install the new front crossmember (02202) into the front lower control arm pockets (Fig 26) with the provided 7/8" x 5-1/2" bolts (BP 650) and (2) cam washers (03997). These can be installed either centered (V notch up) or offset (V notch to side) to allow for variances in the factory frame mounting width.
34. Run the bolts from front to rear and loosely fasten with remaining (2) rectangle cam washers and 7/8" nylock nuts (BP 650).

FIGURE 26



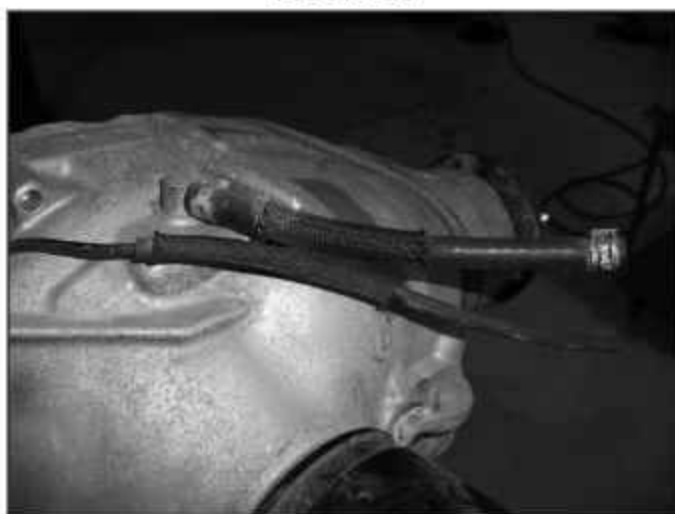
35. 4wd models only, 2wd skip to # 39. Locate the top holes inside the front crossmember that line up with the original differential mount holes in the frame (Fig 27). There will be a gap between the top of the crossmember and the bottom of the frame. Insert a provided 5/8" USS washer (BP 647) between the frame and crossmember at each (2) mount hole. Install provided 9/16" x 3-1/2" bolts, nuts and washers (BP 647) up through the crossmember, spacer washer and frame. Leave hardware loose.

FIGURE 27



36. Locate and replace the factory vacuum and breather lines on the top of the differential (Fig 28). Transfer the hose clamps from the factory breather hose to the new provided one. The vacuum line does not have clamps and just slides onto the hard line.

FIGURE 28



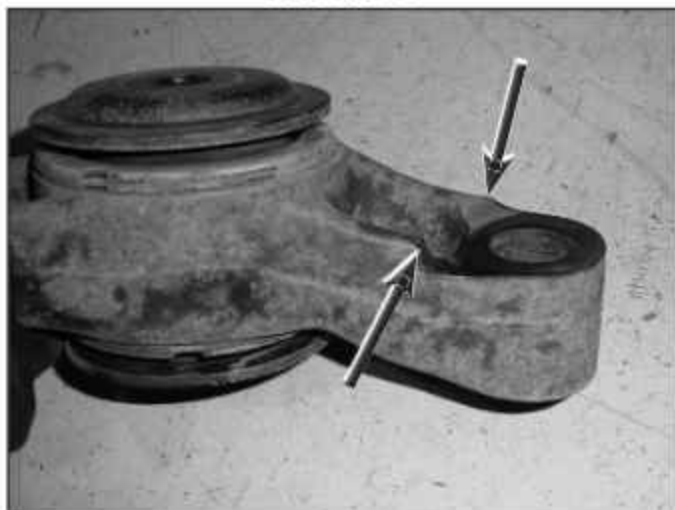
37. With the help of an assistant and an appropriate jack, raise the differential up to the new front crossmember. Align the holes in the factory differential mount brackets with the corresponding holes in the crossmember. Loosely fasten the differential (Fig 29) to the front crossmember with 9/16" x 3-1/2" bolts, nuts and washers along with the large lower factory washer, (BP 647).

FIGURE 29



38. Locate the factory rear differential mount that was removed earlier. Locate the bottom outer mount surface and the cast ribs that extend close to the mounting hole. These ribs need to be ground down flush to the mounting surface back into the mount body about 1/4" to provided clearance with the new differential mount (Fig 30). This can easily be done with a standard angle grinder.

FIGURE 30



39. Loosely install the modified factory rear differential mount to the differential with the original bolt (Fig 31). The mount should be positioned as it was when removed with the captive stud to the inside and pointing down. Leave the bolt loose so the bracket can move freely.

FIGURE 31



40. Install the new rear crossmember (02203) in the rear lower control arm pockets (Fig 32). When installing the crossmember, align the captive stud on the rear differential bracket with the mounting hole in the crossmember. Fasten the crossmember to the frame with 18mm x 170mm bolts (BP 650) and (2) cam washers (03982). These cams can be installed centered (V notch up) or offset (V not to the side) to allow for variations in frame width. Run the bolts from rear to front. Install the remaining (2) cam washers on the bolt, oriented the same as the other side, but do not install the nut.

FIGURE 32



41. With the rear crossmember installed, fasten the factory rear differential mount to the outer crossmember mount with a 9/16" x 2-1/2" bolt, nut and washers (BP 647). Also, install the factory flanged high nut on the captive stud, which is accessed through the bottom of the rear crossmember (Fig 33). Leave hardware loose.

FIGURE 33



42. After all of the differential hardware is installed, push the differential rearward as far as possible and torque the two front differential mount bolts to 90 ft-lbs. Leave the remaining differential hardware loose at this time.
43. Connect the new differential breather and vacuum lines to the hard lines at the frame on the driver's side. Reconnect the differential wiring connector to the differential actuator.
44. Reconnect the front driveshaft to the differential with the original nuts/washer. Torque nuts to 50 ft-lbs.
45. Locate and install the factory lower control arms into the new front and rear crossmembers (Fig 34). Loosely fasten the control arms with the factory cam bolts. The front cam bolts run from front to rear and the rear cam bolts run from rear to front. Thread the cam bolts just enough to seat the cams between the cam stops on the crossmembers but do not tighten.

FIGURE 34



46. With the lower control arms installed, go back and torque the (3) rear differential mount bolts to 90 ft-lbs (two at the crossmember, one into the differential).
47. With all the differential mount bolts tight, torque the main 7/8" front crossmember bolts to 250 ft-lbs and the 9/16" top bolts installed in step 35 to 90 ft-lbs.
48. Locate the provided weld-on steering stop adapters. Position the adapters on the factory steering stops, located on the ball joint mounts toward the front side of the control arm (Fig 35A). The adapters will roughly match the contour and shape of the factory steering stop. Clean the paint from the top and bottom edges of the factory parts and weld the steering stop adapters in place (Fig 35B). After they are cool, paint any bare metal.

FIGURE 35A



FIGURE 35B



49. Locate and remove the rear factory rubber bump stops from the frame (Fig 36). These are threaded into the frame and can be removed with large channel-lock pliers. Discard bump stops.

FIGURE 36



50. Locate the provided bump stop mounts (02216 - drv, 02217 - pass) and new bump stops (M03138BK). The new mounts are side specific. The large tab will mount to the rear crossmember bolt and the small slotted hole mounts to the frame. Install the provided bump stops (Fig 37A) to the new mounts with a 3/8" flanged nut (BP 649). Tighten nut securely (do not overtighten, causing the bump stop to deform).

FIGURE 37A



51. Install the bump stop mounts to the original bump stop location on the frame with 10mm x 25mm bolts and 3/8" USS washers (BP 649). Before installing the bolt make sure the rectangle cam washer is in place on the crossmember bolt (Fig 37B - installed earlier) and the bump stop mount is positioned over the cam washer (Fig 37C). Leave 10mm hardware loose and fasten the mount at the crossmember with a 3/4" washer and 18mm nut (BP 650). Torque the 10mm bolt to 20 ft-lbs followed by the 18mm bolt to 140 ft-lbs.
52. Locate the new belly pan (02209). Loosely attach the belly pan to the bottom of the rear crossmember using the provided 1/2" x 1-1/4" bolts and washers (BP 647) into the (3) welded nuts in the crossmember (Fig 38). Use Loctite on belly pan bolts.

FIGURE 37B



FIGURE 37C



FIGURE 38



53. Locate the 3" OD belly pan spacer (01695). Position the spacer between the belly pan and the front crossmember (Fig 39). Align the hole in the spacer with the front, center slot in the belly pan. Fasten the belly pan through the spacer and into the welded nut in the front crossmember with a 1/2" x 4" bolt and washer (BP 647). Fasten the belly pan at the remaining (2) outer slots with 1/2" x 1-1/4" bolt and washers (BP 647). Use Loctite on the belly pan bolts and torque all (6) bolts to 55 ft-lbs.

FIGURE 39



STRUTS - 7" LIFT ONLY

54. Locate the 2 sets of provided preload spacer rings (02207/02208). Only one set will be used depending on the type of factory strut the vehicle is equipped with (Bilstein - yellow / red or standard - black). The Bilstein preload rings have a step machined into the outer surface while the standard rings are smooth (Fig 40). Identify the correct preload rings for your application and discard the other set.

2014 models: Fits only trucks equipped with standard struts - see kit notes

FIGURE 40



55. Locate the factory strut assemblies that were removed earlier. Place indexing marks on the strut body, lower coil seat and upper strut mount for reference when the strut is reassembled (Fig 41).

! Caution *Coil spring is under extreme pressure. Improper removal/installation of coil spring could result in serious injury or death. Use only a high-quality spring compressor and carefully read and follow the manufacturer's instructions.*

FIGURE 41



56. Using an appropriate strut compressor, compress the coil spring and remove the upper strut nut. Remove the strut from the coil spring.
57. *Standard Strut Only (Black):* The strut rod boot on the standard struts is not designed to be removable. There are four indented spots

around the top of the boot that hold it in place (Fig 42A). Using a utility knife, carefully cut the top and sides of the (4) indented areas. Pull the (4) tabs out to release the boot from the shock (Fig 42B). Save boot.

FIGURE 42A



FIGURE 42B



58. *Bilstein Strut Only (Yellow/ Red):* Remove the strut rod boot from the strut. The boot is held in place with small o-rings. Take care not to loose the o-rings when removing the boot. Save boot/o-rings.
59. Slide the lower coil seat up off of the strut (Fig 43). In most cases the coil seat will need to be tapped off the middle of the strut body with a rubber mallet. With the seat removed, clean any corrosion/paint build up from the coil seat area on the strut body and in the ID of the coil seat itself. This will ensure the preload rings seat properly. *Note: There may be a small amount of adhesive to attach the lower coil seat to the strut during initial assembly. Once the lower coil seat is tapped off of the strut body, clean up any adhesive left on the strut body to allow the preload ring to be installed.*

FIGURE 43



60. Install the proper preload ring on the strut. For Bilstein Struts, the preload ring will seat over the strut snap ring and the preload ring OD will step down to fit inside the coil seat (Fig 44A). For Standard Struts, the top edge of the preload ring tapers in to fit inside the coil seat (Fig 44B).

FIGURE 44A (BILSTEIN)



FIGURE 44B (STANDARD)



61. With the preload ring installed, reinstall the coil seat and the strut rod boot. For Bilstein struts, be sure the o-rings are installed with the boot. For Standard struts, reposition the boot on the strut rod washer and push the (4) retaining tabs in to lock it in place.
62. Reinstall the modified strut in the coils springs and upper strut mount with the factory stem bushings and washers. Line up the alignment marks made earlier and reinstall the factory strut rod nut. Torque nut to 18 ft-lbs.

STRUTS - 4.5" AND 7" LIFTS

63. Loosely install the struts to the factory upper mounts with the original hardware. Leave nuts loose. Note the position indicator on the top strut plate (Fig 45).

FIGURE 45



64. Locate the new lower strut extensions (A164 - 7" Lift, A165 - 4.5" Lift). Install the extension on the factory strut so the pinch tabs are toward the inside of the vehicle. Slide the extension over the strut body (Fig 46)



Tip

2014 models will require the use of a rubber mallet or dead blow hammer to get the strut mount over the narrow section of the strut body and will not fit bilstein equipped vehicles.

FIGURE 46



65. Align the mount holes with the factory strut bushing and fasten with a 5/8" x 3" bolt, nut and washers (BP 648). Torque bolt to 125 ft-lbs.



Tip

2007-17 Models: The extensions may need to be tapped onto Bilstein struts because of the slightly larger body diameter. Use a rubber mallet.

66. Locate the provided 0.625 OD x 0.560 Long crush sleeves (T11). Position the sleeves between the pinch tabs on the upper portion of the strut extension (Fig 47A) and fasten with 3/8" x 1-3/4" bolts, nuts and washers (BP 648). Torque bolts to 25 ft-lbs. Double check that the strut extension is tight on the strut body. Bilstein Strut equipped vehicles (yellow / red strut) - place a 3/8" SAE washer (BP 648) on each side of the crush sleeves before installing the pinch bolts (Fig 47B). These are needed to compensate for the slightly larger diameter strut body compared to the standard (black) strut.

FIGURE 47A



FIGURE 47B



67. With the strut installation complete, swing the lower control arms up to the strut and attach with the original lower strut bolt/nut (Fig 48). Leave lower control arm bolt loose. Torque the upper strut mount nuts at the frame to 33 ft-lbs.



Tip

After the upper mount nuts are tight, double check clearance between the front inside edge of the strut extension and the lower control arm. Make sure the two components are not touching. If there is contact, trim the lower control arm to gain the proper clearance.

FIGURE 48



68. Locate the new steering knuckles (02200 - drv, 02201 - pass) and the corresponding factory steering knuckles. The factory hub seal needs to be removed from the original knuckles and placed in the new knuckles. Carefully remove/install the seals without damaging them using a blunt nose punch and hammer (a small block of wood works well to install). Be sure the seal is completely seated in the new knuckle (Fig 49A, B). If the seal needs replaced do so now. Toyota part #90312A0002 (outboard seal) or #90316-A0002 (inboard seal).

FIGURE 49A



FIGURE 49B



69. Install the new steering knuckles on the appropriate side of the vehicle. Run the CV shaft through the knuckle hub bore and fasten the knuckles to the lower ball joint mount with the original mounting bolts (Fig 50). Use Loctite on the bolts and torque to 175 ft-lbs.

FIGURE 50



70. Pull down on the upper control arm and attach the upper ball joint to the new steering knuckle with the factory upper ball joint nut. Torque the upper ball joint nut to 80 ft-lbs and install the factory cotter pin. Never loosen the nut to align the cotter pin holes, only tighten.
71. Install the factory wheel hubs onto the factory CV shaft and into the new knuckles along with the factory dust shield and outer hub o-ring. Apply Loctite to the (4) captive hub bolts and torque to 73 ft-lbs. Be sure the dust shield is oriented correctly. In rare cases the dust shield may need reformed slightly to clear the knuckle casting to keep the dust shield from deforming.
72. Install the factory CV axle nut and torque to 250 ft-lbs. Install the factory castellated nut cap and new provided 5/32 x 1-3/4" cotter pin (BP 649). Reinstall the factory hub dust cap and tap into place with a rubber mallet.
73. Install the factory brake rotor on the hub followed by the brake caliper. Attach the caliper to the knuckle with the original mounting bolts. Torque caliper bolts to 73 ft-lbs. The brake caliper may contact the dust shield on the bottom side of the brake caliper, check for clearance before tightening the brake caliper to the knuckle (Fig 51). Cut the dust shield as shown in Figure 51 if needed.

FIGURE 51



74. Check for other brake dust shield clearances on the upper front of the dust shield. The new knuckle may push the dust shield in contact with the brake rotor. Bend / cut the dust shield as needed to prevent interference with the brake rotor.
75. Attach the factory brake line bracket to the new steering knuckle with the original bolt. It might be necessary to carefully reform the brake hard line at the caliper in order to attach the bracket. Torque bolt to 8 ft-lbs.
76. Route the ABS sensor wire over the axle shaft to the front of the steering knuckle and install with the original bolt. Be sure to seat the sensor complete into the knuckle before tightening the bolt (Fig 52). Torque bolt to 8 ft-lbs.

FIGURE 52



77. Attach the ABS wire bracket to the backside of the knuckle in the provided tapped hole with the original bolt (Fig 53). On the driver's side it will be necessary to remove the extra tab on the bracket to mount it properly (Fig 54). The ABS line can be slid in the plastic retainer clips that attach to the metal brackets to adjust the line for proper slack. Lubricate the line with spray lubricant and pull through the plastic clips as necessary. Torque bracket bolt to 8 ft-lbs.

FIGURE 53



FIGURE 54



78. Locate the new brake line relocation brackets (01655). Attach the brackets to the original frame mount with the original bolt. The stud on the bracket will point out and the bracket will angle in toward the strut about 20-30 degrees from vertical (Fig 55). Torque bolt to 10 ft-lbs.

FIGURE 55



79. Carefully reform the brake hard line at the frame and attach the original brake line mount bracket to the stud on the relocation bracket (Fig 56A). Fasten with the provided 1/4" nut, flat washer and lock washer (BP 649). Tighten hardware securely.
80. Attach the ABS line to the upper control arm with the provided wire clamp (Fig 56 B).

FIGURE 56A



FIGURE 56B



81. Cycle the knuckle back and forth to check for proper slack and clearance of the ABS and brake lines. Adjust where necessary.
82. Install the sway bar using the factory hardware. Tighten to 45 ft-lbs.

83. Locate the new sway bar links A343 and bushings/sleeves (SB34BK/74). Lightly grease and install the bushings in the sway bar links followed by the sleeves. Leave the jam nut loose. Insert the provided link end spacers (03589) into the link ends (Fig 57A).

FIGURE. 57A



84. Attach the hourglass bushing end of the new sway bar links to the original link mount in the lower control arms. Fasten with the original sway bar link bolt. Leave bolt loose.
85. With the mounting bolts tight, position the upper sway bar link end so it is perpendicular to the upper mount bolt and lock off the jam nut securely (Fig 57B).

FIGURE 57B



86. Attach the hourglass bushing end of the new sway bar links to the original link mount in the lower control arms. Fasten with the original sway bar link bolt. Leave bolt loose.
87. With the mounting bolts tight, position the upper sway bar link end so it is perpendicular to the upper mount bolt and lock off the jam nut securely.
88. Torque the upper sway bar link bolts to 90ft-lbs and lower sway bar link bolt to 75ft-lbs.
89. Remove the factory driver's and passenger's side tie rod ends. Locate and install the new provided tie rod ends back on up to the jam nut. Install the rod ends into the new steering knuckles (top down) and fasten with the factory castellated nut. Torque nut to 51 ft-lbs. Insert a new 5/32 x 1-1/4" cotter pin (BP 649). Do not loosen the nut to align the cotter pin hole, only tighten.
90. With the new tie rod ends installed, snug the jam nuts up against the tie rod ends.
91. Install the wheels and lower the vehicle to the ground. Torque lug nuts to 100 ft-lbs for aluminum wheels or 150 ft-lbs for steel wheels.
92. Bounce the front of the vehicle to settle the suspension. Torque the lower control arm cam bolts to 200 ft-lbs. Torque the lower strut mount bolts to 140 ft-lbs.
93. Check all hardware for proper torque.

REAR INSTALLATION

1. Block the front wheels for safety. Raise the rear of the vehicle and support with jack stands under the frame rails.
2. Remove the wheels.
3. Support the rear axle with a floor jack and remove the factory rear shocks. Save the axle mount hardware, discard the upper hardware and shocks.
4. Disconnect the parking brake cable brackets from the driver's and passenger's side of the axle (Fig 58). Save hardware. Leave parking brake cables loose.

FIGURE 58



5. Disconnect the rear brake lines from the (3) mounting points at the center of the axle (Fig 59). Save hardware and leave the factory clamps on the hard lines. Disconnect the plastic ABS line clip from the top of the differential (Fig 60). Remove the plastic clip from the ABS line, it will not be reused.

FIGURE 59



FIGURE 60



6. Disconnect the ABS line bracket from the driver's side of the axle (Fig 61). Save hardware. For 7" lifts, carefully bend the factory ABS line bracket down at the charcoal canister located on the frame (Fig 62A, B).

FIGURE 61



FIGURE 62A - BEFORE



FIGURE 62B - AFTER



7. With the axle still well supported, remove the passenger's side u-bolts. Lower the axle enough to place the provided lift block between the axle and leaf pack. Align the pins and pin holes in the block, leaf and axle. Raise the axle to seat all of the components. On 4.5" lifts, the block has a slight taper. Make sure the short end of the block is toward the front of the vehicle. On 7" lifts, the lift block does not have a taper.
8. With the lift block installed, install the new u-bolts, nuts and washers (Fig 63). Snug u-bolts but do not torque at this time. Final torque will be done with the weight of the vehicle on the suspension.
9. Repeat block installation on the driver's side.
10. 7" Lift Only: If installing the optional rear shackle kit, do so now. Follow the instructions provided with the shackle kit (#128109).
11. With both sides complete, install the new shocks with the provided bushings, sleeves and hardware. New upper hardware is supplied and the factory axle hardware will be reused. Torque the upper shock stud nut to 20 ft-lbs. Torque axle mount bolt to 65 ft-lbs.

12. Locate the provided ABS relocation bracket (SBLA - 3" hole-to-hole) and attach to the original axle mount with the factory bolt. Position the bracket vertical and torque bolt to 10 ft-lbs. Attach the factory ABS line bracket to the relocation bracket (Fig 64) with the provided 5/16" x 1" bolt, nut and washers (BP 651). Torque 5/16" hardware to 10 ft-lbs.

FIGURE 63



FIGURE 64



13. Locate the provided brake line relocation bracket (01661 - 1" hole-to-hole), provided 1/4" hardware and wire clip (BP 651). Install the wire clip on the ABS wire where the factory plastic clip was removed (Fig 65A, B). Install the 1/4" x 1" bolt w/washer through the clip, into the new relocation bracket and into the front of the original ABS mount tab on the top of the differential. Fasten with a 1/4" nut and washer. Position the relocation bracket vertical and torque bolt to 8-10 ft-lbs.

FIGURE 65A - LOOKING FROM BACK



FIGURE 65B - LOOKING FROM FRONT



14. Attach the factory brake line bracket to the front of the relocation bracket with the remaining 5/16" hardware (BP 651). Torque bolt to 10 ft-lbs. Note: The hard lines will need to be reformed slightly for the factory bracket to mount to the relocation bracket.
15. Flip the two remaining brake hardware line clips and reattach to the original locations on the back of the axle (Fig 66). The lines will now be running above the mount bolts instead of below. Torque bolts to 10 ft-lbs.

FIGURE 66



16. Both rear E-brake cables will need to be relocated to clear the leaf springs. Remove the factory bolt attaching the E-brake cable to the axle on both the driver and passenger's sides. Save the hardware.
17. Install the relocation bracket (01655) so that the offset goes towards the front of the vehicle. Use the factory hardware to attach to the axle end.
18. Bend the alignment tabs so that they are flat on the factory E-brake brackets. Install the E-brake bracket to the relocation bracket (01655) with the 1/4" hardware in Bolt Pack 704 to the stud on the relocation bracket. Make sure the E-brake cable does not contact the leaf spring and tighten the 1/4" hardware to 7 ft-lbs.

FIGURE 67



19. Install the wheels and lower the vehicle to the ground. Torque lug nuts to 100 ft-lbs for aluminum wheels or 150 ft-lbs for steel wheels.
20. Bounce the rear of the vehicle to settle the suspension. Torque the u-bolts to 100-120 ft-lbs.
21. Check all hardware for proper torque.

POST-INSTALLATION

1. Check all hardware (front and rear) for proper torque. Check hardware after 500 miles.
2. Reconnect the battery.
3. Vehicle will need a complete front end alignment.

Alignment recommendation for best drivability:

Camber: -0.1° to -0.3°

Caster: As high as possible while holding camber spec

Total Tow: 1/8" (+0.15° roughly)

4. Adjust headlights.



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