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Toyota 4Runner 2010- Current OME Suspension Installation Instructions (Preliminary) These instructions include details for KDSS and non KDSS equipped vehicles.

Qty	Part Included	Tools/ Materials Suggested
2	OME Front Coil Springs	Metric Sockets
2	OME Front Struts	Metric Wrenches
2	OME Rear Springs	Pry bar(s)
2	OME Rear Shocks	Mallet
1	OME Trim Packer (KDSS Only)	Air Tools
		Bottle Jack Red Loctite

Thank you for your purchase from Slee Off-Road! If you should you have any questions or concerns, please do not hesitate to contact us immediately at 1 888 4X4 SLEE or at info@sleeoffroad.com.

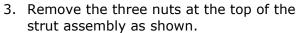
Slee Off Road strives to provide comprehensive installation instructions. However, in some circumstances minor inconsistences may be encountered with instructions and or provided parts. If you encounter such an inconsistency, please notify us, as your input is important.

Disclaimer; the following suspension installation was completed with the use of an Automotive lift and wall mounted strut compressor. Always take necessary precautions when completing any automotive repair and or installation or serious injury and or death may occur. Slee Off-Road and Slee & Co under no circumstances will be held liable for any damages to the user(s) and or their equipment as a result of information obtained within these instructions. The following information is intended as general guide to assist the purchaser and isn't a replacement for a factory repair manual. If the user is unfamiliar and or uncomfortable with steps outlined in this manual, the user should seek out a professional for installation. Insure all parts are present and are ready for installation prior to beginning the installation process. Always torque all bolts and or nuts removed to OEM Toyota Torque Specifications. Also, always replace any damaged hardware as necessary with OEM parts.

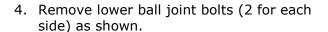
Please Note; An Alignment and a Zero Point calibration are required immediately after the suspension has been installed.

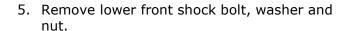
- 1. Remove wheels.
- 2. Remove Cotter Pin (one per side) and Castle nut (one per side) for ball joint on Steering Rack end. Use caution as not to tear or damage ball joint boot.

Note; A ball joint tool may be necessary to remove the ball joint on the steering rack end



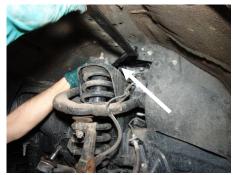
Note; Do not remove the center nut as it holds the strut assembly together (could cause serious inquiry).







Ball Joint removed (Step 2)



Removing the three nuts (Step 3)



Two ball joint bolts removed (Step 4)

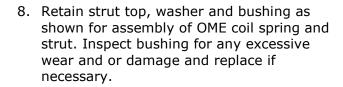


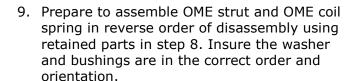
Lower shock nut and washer removed (Step 5)

6. Using a large pry bar or similar, pry down on the Lower Control Arm to remove front strut and coil spring assembly.

7. Disassemble front struts and coil springs using a wall mounted Strut Compressor. Once safely compressed, remove top nut and pull strut out from the bottom of the assembly. Note the order and orientation of the washer and bushing.

Disclaimer; Use Caution as serious inquiry and or death could result from improper handling and or compression of strut assembly. For safety; we don't recommend using any other strut compressor than a wall mounted unit. Search out a professional repair facility to complete this step if necessary.





Install "cup (black)" that spring seats in facing up as shown in photo 9A.

Insure the correct coil spring and strut orientation as illustrated in 9B.



Removing strut assembly (Step 6)



Wall Mounted Strut Compressor (Step 7)

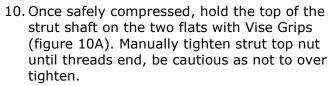


Parts to Retain (Step 8)

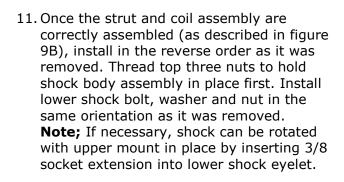


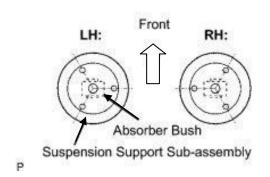
OME Trim Packer for KDSS and "Spring Cup" (Step 9A)

Note; Install one OME 5mm Trim packer (as shown in 9A) on the passenger side strut, only if the vehicle is equipped with KDSS. Vehicles without KDSS don't require an OME 5mm Trim Packer.



Air tools in this step aren't recommended.





Proper coil spring and strut orientation (Step 9B)



Tightening top strut nut (Step 10A)



View of assembled strut top (Step 10B)



Coil spring and strut assembly installed (Step 11)

- 12. Install two lower ball joint bolts that were removed in step 4 with red Loctite. Inspect all components to insure a complete and proper installation, with all bolts and nuts torqued to factory specifications.

 The front suspension installation is now complete.
- 13. Properly support rear axle housing to complete the rear spring and shock installation.
- 14. Vehicles *without* KDSS disconnect both sway bar brackets (4 bolts total to remove two brackets).

Note; Vehicles with KDSS disconnect only the passenger side sway bar bracket (Pictures in 14A and 14B are of 4Runner equipped with KDSS).



Remove sway bar bolts (Step 14A)



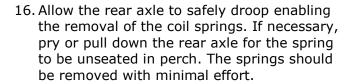
Bracket removed (Step 14B)

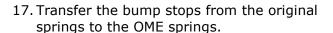
15. Remove shocks, starting with the removal of the shock top nut. It may be necessary to hold the shock, so it doesn't rotate as you remove the top nut.

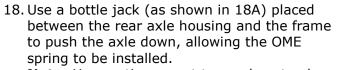


Remove rear shock top nut (Step 15A)

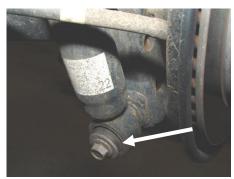
Remove lower bolts and remove shocks. Note original washer and bushing orientation.







Note; Use caution as not to overly extend and or damage any ABS or Brake lines.



Remove shocks (Step 15B)



Remove springs (Step 16)



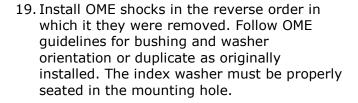
OME spring with bump stop (Step 17)



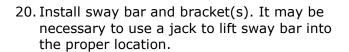
Using bottle jack (Step 18A)

Coils must seated correctly in the lower an upper spring perches (as shown 18B), rotate if necessary.

Note; Coil springs aren't side specific.



It may be necessary to use a jack to raise the rear axle to properly align the shock eyelets (Step 19B).





Spring seated correctly (Step 18B)



Tightening top nut of shock (Step19A)



Installing shock (Step 19B)



Install sway bar bracket (Step 20)

- 21. Install wheels and torque to factory specifications.
- 22. Verify the entire installation and insure all bolts and nuts have been properly torqued.
- 23. An Alignment and a Zero Point calibration are required immediately after the suspension has been installed.

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