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2005+ Toyota Tacoma OME Suspension Kit - Installation Instructions





Qty	Part Included	Tools/ Materials Suggested
1	OME Front Coil Springs	Metric Sockets
1	OME Front Struts	Metric Wrenches
2	OME Rear Leaf Springs	Pry bar(s)
2	OME Rear Shocks	Mallet
1	FK29 Drive Shaft Spacer	Ball Joint Press Tool/ Cotter Pins
4	U53A U Bolts	Air Tools
4	Toyota OEM Leaf Spring Bushings	Red Loctite
		Welding ability (See Step 20)

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 sales@sleeoffroad.com.

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

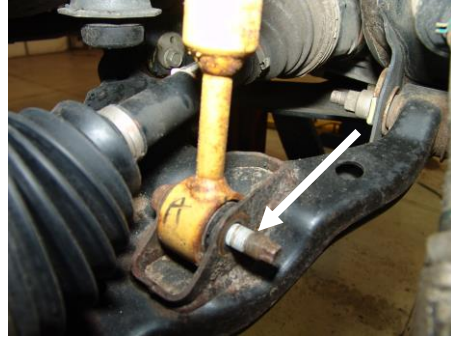
Disclaimer; the following suspension installation was completed with the use of an Automotive lift and wall mounted strut compressor. Always take necessary precautions when completing any automotive repair and or installation or serious injury and or death may occur. Slee Off-Road and Slee & Co under 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.

Pease Note; An Alignment and a Zero Point calibration are required immediately after the suspension installation. Re-Torque U-Bolt nuts after 500 miles of driving.

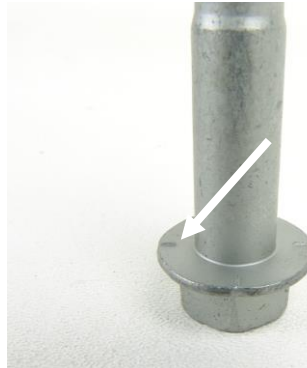
<p>1. Lift the vehicle safely on a flat surface. Support vehicle by the frame rails. Remove all wheels.</p>	
<p>2. Remove front Splash Pan.</p>	 <p>Remove Front Splash Pan (Step 2)</p>
<p>3. Remove front Sway Bar brackets (four bolts).</p>	 <p>Sway Bar Brackets Removed (step 3)</p>
<p>4. Disconnect front Sway Bar end links from knuckle and remove sway bar.</p>	 <p>Removing Sway Bar End Links (Step 4)</p>
<p>5. Remove outer tie rod ends from knuckle using a ball joint press tool. Use caution as not to tear or damage the rubber boot.</p>	 <p>Removing Steering Ball Joints (Step 5)</p>

6. Remove lower front shock bolts, washers and nuts.

Hint; lower shock mounting bolts are removed by loosening the nut, not the bolt. The bolt head has "serrations" locking it in place (photo 6B).



Lower shock bolt with nut removed (**Step 6A**)



Lower shock bolt serrations (**Step 6B**)

7. Remove the three nuts at the top of the strut assemblies.

Caution; don't remove the center nuts as it holds the strut assemblies together (could cause serious injury).



Don't remove center nut (**Step 7**)

8. Pry down on Upper Control Arm to remove front strut and coil spring assemblies. Remove assemblies towards the front of the vehicle.



Remove the strut assemblies (**Step 8**)

9. Disassemble front shocks and coil springs using a wall mounted Strut Compressor.

Hint; note bushing and washer orientations.

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



Assembly compressed (**Step 9**)

10. Retain strut tops, bushings and washers for assembly of OME coil spring and shock.

Note; inspect bushings for excessive wear or damage and replace if necessary.



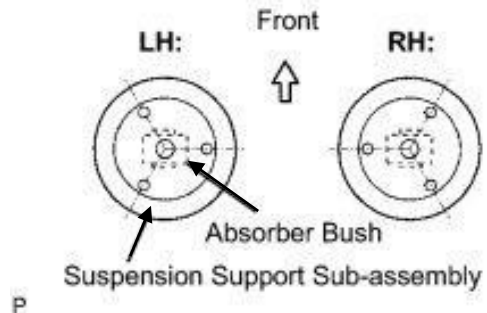
Parts to retain (**Step 10**)

11. Assemble both OME shocks and coil springs in reverse order of disassembly using retained parts in Step 10.

Insure correct orientation as described in figure 11B of strut top.



Parts to be assembled (**Step 11A**)



Coil spring and strut assembly orientation (**Step 11B**)

12. Once safely compressed, hold the top of the shock shaft on the two flats. Manually tighten shock top nut to compress bushings until the nut stops on the shock shaft "shoulder".

Note; air tools aren't recommended in this step. If the shock shaft spins it will damage the internal seal of the shock.



Tighten top nut (**Step 12**)

13. Install the assemblies in the reverse order as removed. Start the top three nuts to hold the assembly in place. Insure proper orientation as described in step 11B.

Finish by installing lower shock bolt, washer and nut.

Hint; the lower shock bolt head has "serrations" (reference photo 6B). Hold the bolt in place and tighten the nuts as not to cause any damage.



Coil spring and strut assembly installed (**Step 13**)

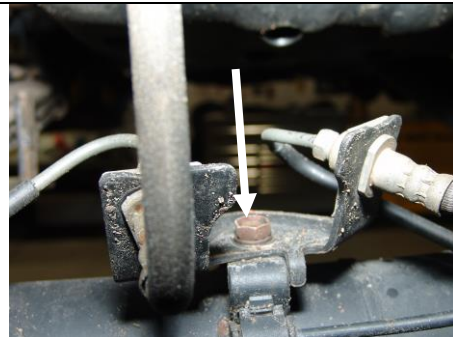
14. Connect front Sway Bar end links and brackets in reverse order as removed (steps 3 & 4).
Install Splash Pan in reverse order as removed (step 2).
Connect steering end links in reverse order as removed (step 5).
Verify installation, with all bolts and nuts torqued properly to factory specifications.

Note; replace any cotter pins as necessary.

The front suspension installation is now complete.

15. Properly support rear axle housing to complete rear Leaf Spring and shock installation.
Complete installation one side at a time.
Remove bolt from bracket holding brake lines (photo 15A).

Note; use caution as not to overly extend and or damage any ABS or brake lines.



Remove brake line bracket (**Step 15A**)

Remove rear shock. A Vise Grip clamped to the shock shaft will help when removing the top shock nut. Remove lower shock bolt, washer and nut.



Remove rear shock **(Step 15B)**

16. Remove leaf spring U Bolts, nuts and washers (one side).



Remove U bolts **(Step 16)**

17. Remove the park brake cable bracket attached to the rear leaf spring.

Remove the leaf spring.

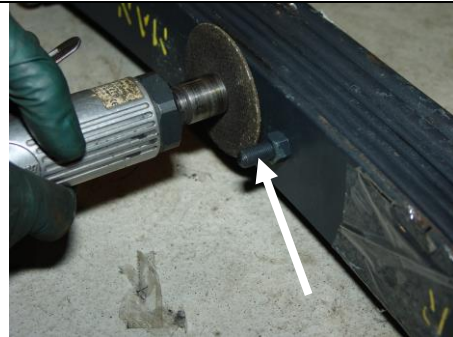
Leaf spring and Shackle mounting bolts are removed by loosening the nut, not the bolt. The bolt head has "serrations" locking it in place (reference photo 6B).



Rear leaf spring removed **(Step 17)**

18. Inspect new OME Leaf Springs ensuring the centering bolt nut is tight.

Cut any excess length off of centering bolt.



Cutting excess off centering bolt **(Step 18)**

19. Install Toyota bushings (4) using a mallet (on shackle end).



Toyota OE Bushing (Step 19A)



Bushings installed in background in process in foreground (Step 19B)

20. Inspect the Pre-installed bushings on fixed end of leaf springs (Military Wrap end). If loose, Tack Weld into place. If welding is unavailable, install new Toyota OEM bushings instead (sold separately), otherwise spring may contact hanger causing noise.



Weld bushing (Step 20)

21. Install original shackles onto new springs. Leave hand tight. Torque to spec once vehicle's weight is on the ground.

Note; ensure bolt and nut is oriented as it was when removed.



Installing shackle onto OME Leaf Spring (Step 21)

22. Install leaf spring in the reverse order as it was removed. Military wrap always goes toward the front of the vehicle. Apply a small amount of red Loctite on the front hanger bolt.

Note; only tighten leaf spring bolts with vehicles weight on the ground to avoid over twisting and damaging the bushings.



Install Leaf Spring (Step 22)

23. Install OME U Bolts, washers and nuts. Partially tighten U Bolts to retain some play to aid in assembly of the opposite side.



Install U bolts (Step 23)

24. Install shocks in reverse order as removed. Following OME Guidelines for bushings and washer orientation.





OME Shock installation (Step 24)

25. Install Park Brake cable to OME Leaf Spring tab as shown.



Park Brake cable installed (Step 25)

<p>26. Repeat Steps 15-25 for opposite side.</p>	
<p>27. Torque the eight U Bolt nuts to 89 Ft. lbs.</p> <p>Install and properly torque all wheels.</p> <p>With the vehicle on the ground tighten shackle and leaf spring mounting hardware. Remember to tighten the nut while holding the bolt due to the serrations (photo 6B).</p> <p>Note; U Bolt nuts must be re-torqued after the first 500 miles of driving.</p>	
<p>28. Install Driveshaft spacer (OME FK29).</p> <p>Support the driveline at the carrier bearing. Remove OE bolts, install spacers with new hardware.</p>	 <p>Driveshaft Spacer Kit OME FK29 (Step 28A)</p>  <p>Driveshaft Spacer kit installed (Step 28B)</p>

Important; an Alignment and a Zero Point calibration are recommended immediately after the suspension has been installed. Remember to torque the U-Bolt nuts after 500 miles of driving to 89 Ft. lbs.

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