

Nissan Titan 2WD/4WD 2" Leveling Strut Extensions

Parts:

2 - Front Strut Extensions 6 - 3/8"x1 1/2" Studs
6 - 3/8" Nuts 6 - 3/8" Lock Washers

PRE-INSTALLATION

Professional installation by a certified technician is strongly recommended.

Not responsible for altered products. No claims are made regarding any lifting devices. Any and all claims implied in this document excluded.

NOTES:

The following instructions assume the use of factory wheels with size 35x12.50x18 tires. The use of wider tires will require trimming and offset wheels.

REQUIRED TOOLS:

14mm Socket 22mm Socket 13/16" Socket
19mm Socket 17mm Wrench 19mm Wrench
9/16" Socket Hammer Floor Jack & Stands

Torque Specs:

| Size | Grade 5 | Grade 8 | Size | Class 8.8 | Class 10.9 |
|-------|------------|------------|------|-----------|------------|
| 3/8" | 30 ft/lbs | 35 ft/lbs | 8MM | 18ft/lbs | 23ft/lbs |
| 7/16" | 45 ft/lbs | 60 ft/lbs | 10MM | 32ft/lbs | 45ft/lbs |
| 1/2" | 65 ft/lbs | 90 ft/lbs | 12MM | 55ft/lbs | 75ft/lbs |
| 9/16" | 95 ft/lbs | 130 ft/lbs | 14MM | 85ft/lbs | 120ft/lbs |
| 5/8" | 135 ft/lbs | 175 ft/lbs | 16MM | 130ft/lbs | 165ft/lbs |
| 3/4" | 185 ft/lbs | 280 ft/lbs | | | |

INSTALLATION INSTRUCTIONS

STEP 1: Jack up front of vehicle so that front wheels are off the ground. Support vehicle with jack stands.

STEP 2: Remove front wheels. (13/16" socket)

STEP 3: Remove nut from the steering linkage. (22mm socket) Hit the side of the knuckle with hammer where the steering linkage is connected and remove from knuckle. Push the linkage forward until out of the way. (Save factory hardware)

STEP 4: Remove sway bar bolts and allow sway bar to drop. (17mm wrench - Save factory hardware)

STEP 5: Remove nuts on upper strut tower that holds assembly in place - one nut may be left on upper bolts to hold strut in place. (14mm socket)

STEP 6: Remove cotter pin from upper control arm ball joint nut. Support knuckle with jack stand and remove upper ball joint nut. (22mm socket - save factory hardware) Hit the knuckle with hammer on the side to separate the ball joint from the knuckle, but don't let the knuckle to pull out so far that the shaft pulls out of the differential.

STEP 7: Remove strut bolt from lower control arm. Remove strut assembly from vehicle. Make note of direction of lower bolt and save for reinstallation. (19mm socket and 19mm wrench)

STEP 8: Insert included 3/8"x1 1/2" studs into top of strut spacers and tighten until snug. (9/16" socket - Torque to 35-45 ft/lbs)

STEP 9: Install new strut spacer on strut using factory hardware. (14mm wrench)

STEP 10: Install strut strut assembly into strut tower. Secure with included 3/8" nuts and lock washers. (9/16" wrench)

STEP 11: Install lower strut bolt in original direction. (19mm socket and 19mm wrench - Torque to factory specs)

STEP 12: Raise lower control arm, connect upper ball joint on upper control arm to spindle and torque to factory specs. (22mm socket) Use wrench to keep ball joint from turning while tightening,

STEP 13: Reinstall steering linkage nut and cotter pin. (22mm socket)

STEP 14: Repeat steps 3-13 on opposite side of vehicle

STEP 15: Reinstall sway bar bushings and nut. (17mm wrench and factory hardware) Torque to factory specs.

STEP 16: Reinstall front wheels. (13/16" socket)

STEP 17: Jack up vehicle and remove jack stands. Lower vehicle to floor. Torque all bolts to factory specs.

STEP 18: Have alignment done by a certified alignment professional- Specs: Caster 1.6 to 3.1 deg, Camber 3- to 1.2 deg, Toe 00 to .05, Total Toe .05 to .10 deg

POST-INSTALLATION

STEP 1: Check for proper torque on all fasteners. Check steering for proper working order and check for interference. Test brake system. Check clearance between all rotating, mobile, fixed and hot parts.

STEP 2: Check distance between tire sidewall and the brake hose during full-turn to full-turn steering sweep. Do not skip this step! Any contact may result in component failure.

STEP 3: Adjust headlights to proper alignment.

MAINTENANCE: After 500 miles, re-torque all fasteners. (Recommended every 1000 miles thereafter) Have all suspension, driveline and steering components inspected by a certified technician during routine maintenance (Recommended every 3000 miles)