INSTALLATION INSTRUCTIONS:

Toyota Solid Axle Swap Conversion

www.SkysOffroadDesign.com

Notice to Dealer / Consumer

Important! Read all instructions before attempting any work on the vehicle.

Disclaimer Notice: Installing this suspension system on any vehicle implies that you are in agreement with the following term and conditions with respect to that vehicle, the vehicle owner, and any or all occupants of said vehicle at any time:

•Sky's Offroad Design is not responsible, and cannot be held responsible for any conditions of said vehicle including, but not limited to the following: 1) Any and all adverse behavior, premature failure, or breakage caused by oversized tires and wheels, improper installation, failure to follow instructions, or any general negligence caused by installer or owner of said vehicle. 2) Any breakage or premature failure caused by racing or driver negligence. 3) Any incident determined to be caused by an increase height in said vehicle's center of gravity. 4) Any incident determined to be caused by improper installation. 5) Any incident determined to be caused by a failure of materials.

•Sky's Offroad Design is to be held harmless by the installer of this suspension component, owner of said vehicle, and any parties related directly or indirectly to said vehicle or owner of said vehicle. Sky's Offroad Design is to be held harmless by all parties mentioned during the course of any and all circumstances or incidence resulting from the installation of this suspension component.

•It is not the intention of Sky's Offroad Design that said vehicle be modified for use on public highways sanctioned by the Department of Transportation, or any state or local governing body. Vehicle owner accepts sole responsibility for ensuring that said vehicle is not in violation of local, state, or federal laws or vehicle code. Please check local vehicle laws and regulations before modifying your vehicle.By installing this kit or having this kit installed on your vehicle, you are implying that you agree to the above terms and conditions. Please do not install this system if you do not agree.WARNING:Vehicle modified for Off-road use may handle differently and vehicle may roll-over.Vehicles modified for off-road are generally not designed to improve cornering or maneuverability on the highway, therefore it is imperative to familiarize yourself and all operators of the vehicle of the special driving characteristics of the vehicle. Failure to operate vehicle in a safe and conservative manner may cause you, your passengers and third parties to suffer serious injury or even death if control is lost and vehicle overturns.Always wear your seatbelt and shoulder harness. Seatbelts not only help to protect occupants from injury but also keep the driver behind the wheel and in control when operating in rough terrain. Always remain on trails and observe conservation techniques while operating your vehicle.

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Start off by pressure washing or cleaning your vehicle of debris.

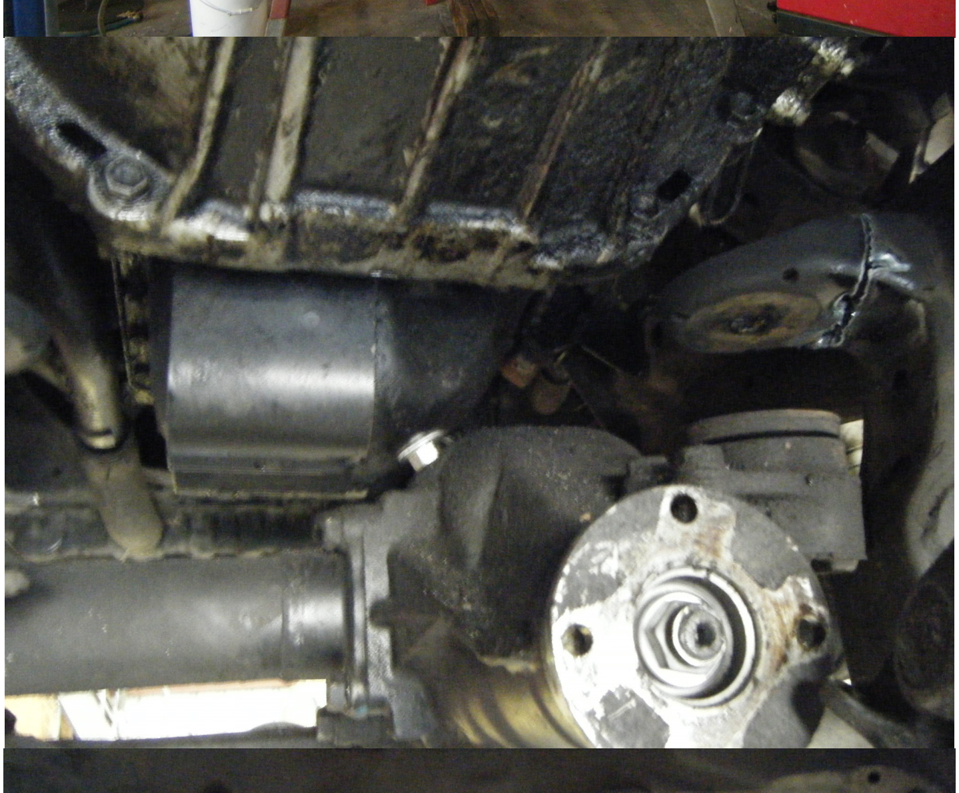
Use a plumb bob to find center of axle location front and rear if you are unfamiliar with where your axle is going to be after modifications. (do this before lifting vehicle, while all 4 tires are on the ground.)

Put vehicle on lift, or use jackstands to secure vehicle in the air so you can work on it safely.

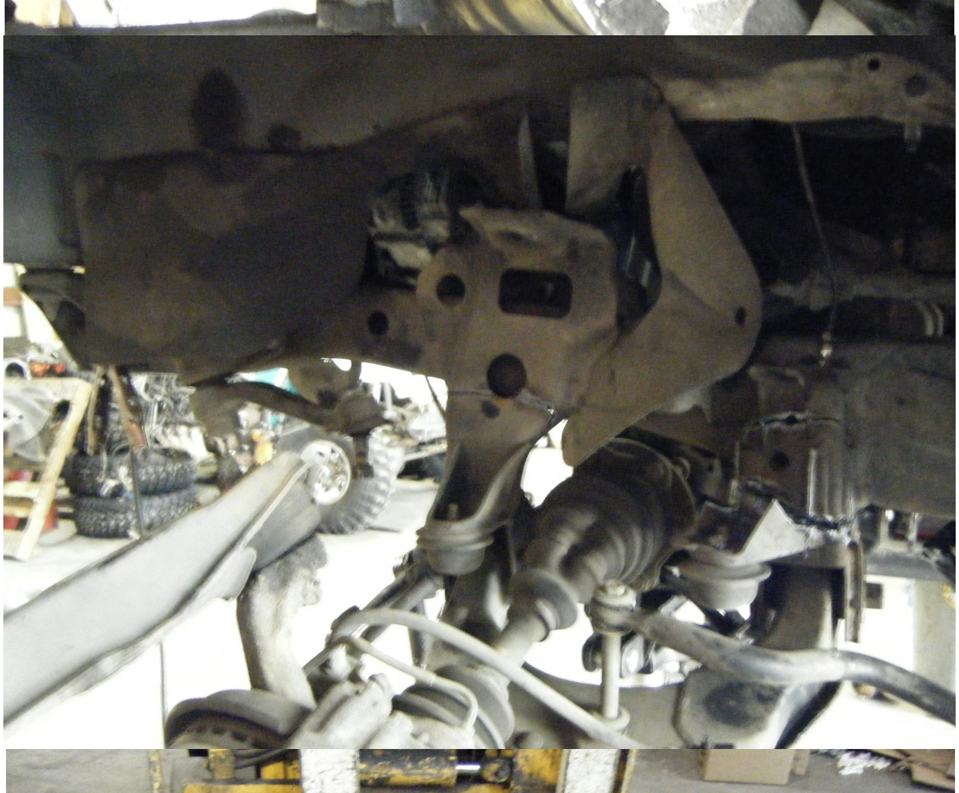
Disconnect negative side of battery before starting any work on your vehicle.

Remove both front tires, disconnect brake lines, disconnect front idler arm bracket off passenger side frame, disconnect steering off of pitman arm, remove skid plate, and remove both shocks.

Disconnect front driveline, remove swaybar mounting bolts to the frame, remove torsion bars and upper control arm bolts.

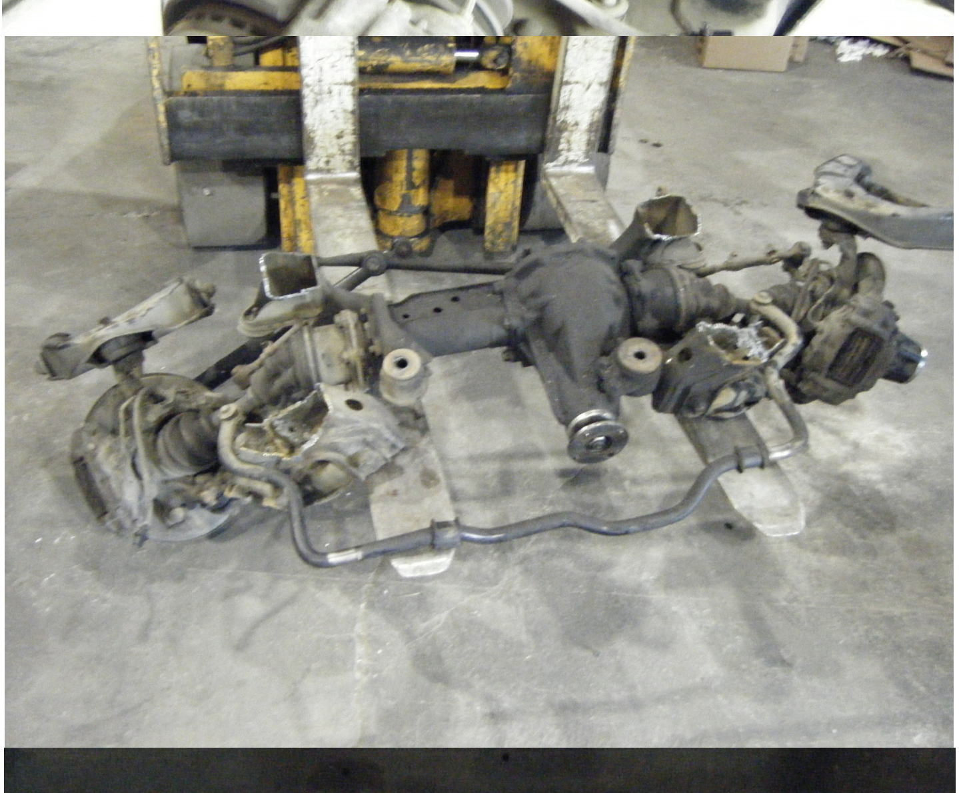


Disconnect the two housing mounting bolts.



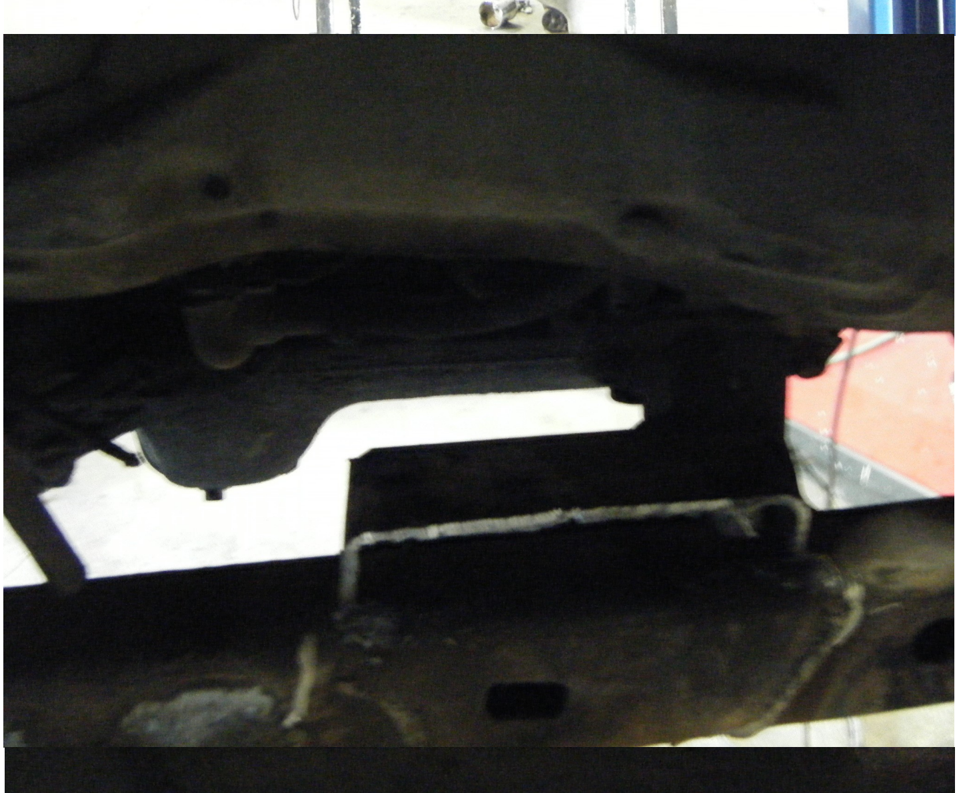
Using a plasma cutter or torch, carefully cut the 4 main brackets off the frame.

Cut as little off as needed, and remove the rest later when you are cleaning up the frame.



Remove front end assembly from vehicle.

Carefully finish removing brackets from the frame, and sand frame smooth trying not to take out too much of the material from the frame.



Make a nice cut out of your motor mount bracket that attatches to the frame, and weld in a plate for strength.

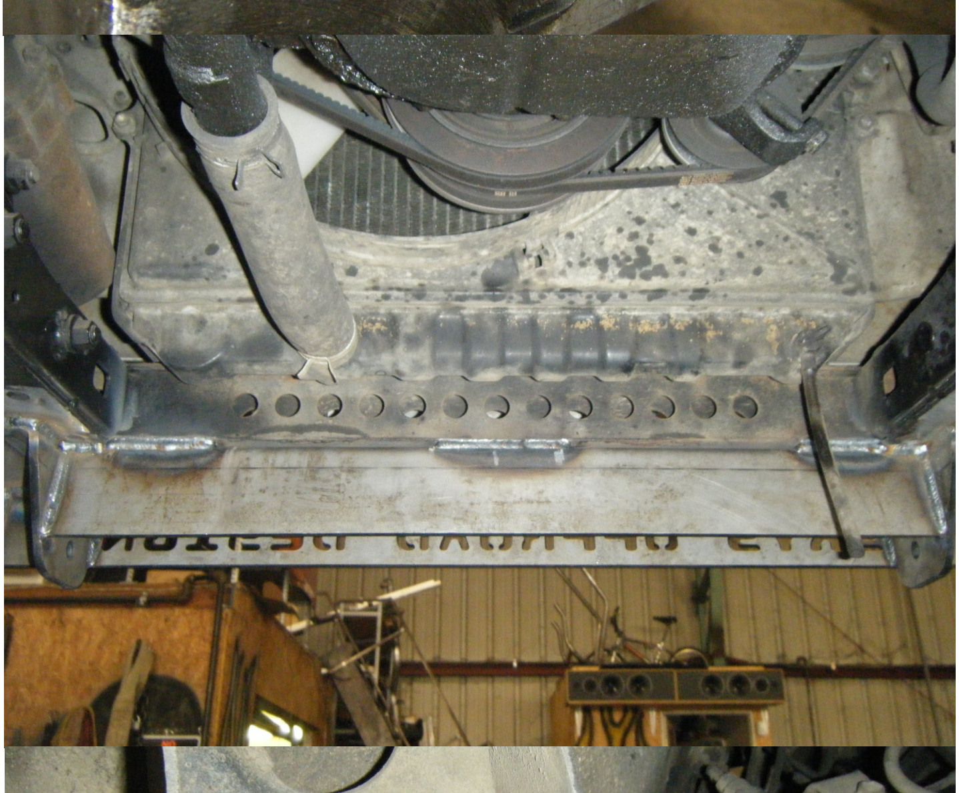
Frame should look similar to this after it has been cleaned up, and motor mount plate is welded in place.

Decide if you are bolting hanger in stock location, or 1" forward.

Bolt front hanger on (note where arrows are in photos) and mark areas where you need to sand before welding.

Re-bolt hanger on in same position as dedcided before (stock location, or 1" forward). Tack weld on, and weld hanger to frame and front crossmember.

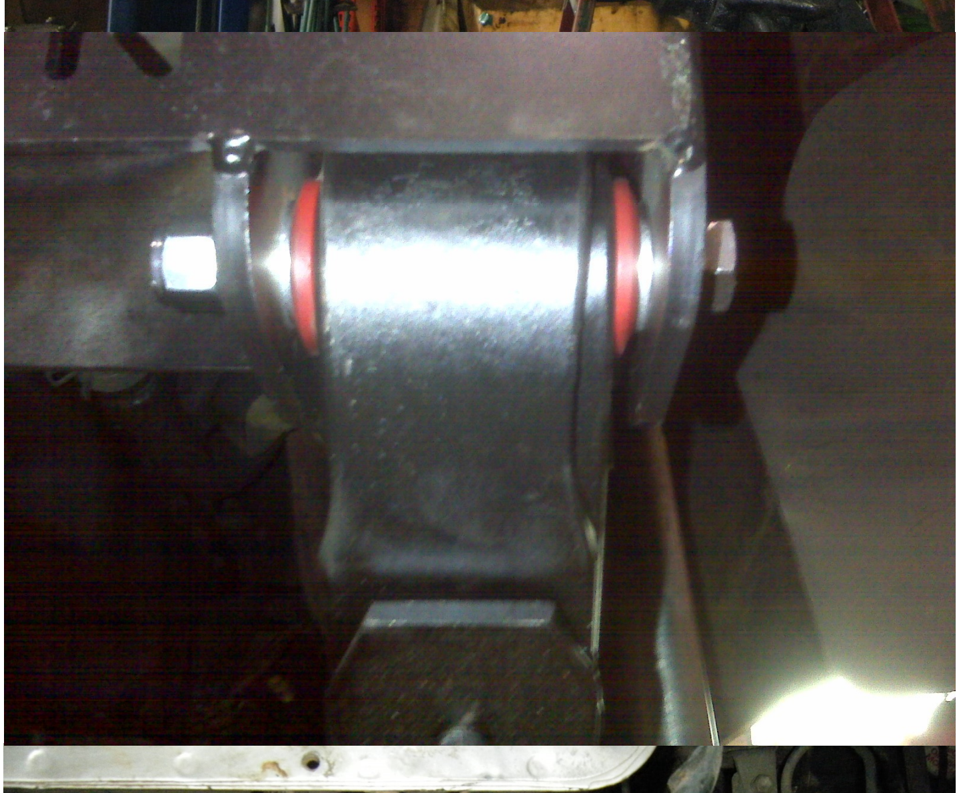
Finish welding hanger in place.



Using frame tube jigs (make note of right hand (passenger side), and left hand (drivers side)), place the jig inside the body mount, and all the way forward as shown in picture of passenger side.

Cut holes with either plasma cutter or torch, until frame tubes fit nicely.

Align both holes. Frame tubes should be offset 1/4" to the outside to align with front spring hanger. Weld frame tubes in place.



Install leaf spring on the front. (note where the 4 washers are (one on each outer side of the hanger, and one on each side between hanger and springs))

Bolt springs to shackles, and shackles to frame tube using 18mm x 150 bolts and nylocks. (note how the shackles are long side up, and facing forward.)

Use UHMW spacers between shackles and leaf springs.

Bolt axle on using u-bolts and plates. (Note larger u-bolt and offset plate for passenger side. 84-85 axle will require square u-bolts on driver side for proper fit)

Install shock hoops while shocks are bolted to the shock hoops and the axle. Tack weld in and check side to side for same placement.

Weld shock hoops in place, and use the provided shock hoop gusset as show in picture, and install provided shock hoop tube caps.

Install new high steer arms, tie rod, and draglink. (2 hole arm on passenger side (outer hole for draglink to pitman arm, inner hole for tie rod))

Set tie rod toe in and draglink, and tighten all jam nuts.

Install a long travel front driveline.

Install extended brake lines and bleed system.

Tighten all bolts, and torque.

Install tires and wheels, torque lug nuts, and place vehicle back on the ground at ride height.

Reconnect negative battery terminal.

Go wheeling!

Re-torque all bolts after 100 miles.