



Classic Rear Lift Kit Install Instructions

110033-1-Kit, 110034-1-Kit, 110035-1-Kit, 110036-1-Kit, 110037-1-Kit, 110038-1-Kit

Kit Includes:

- 56" Long Rear Leaf Springs
- Welded Rear Spring Hangers
- Rear Shackle Mounts (early style kits only)
- Greasable Rear 5" Shackles
- 12" Bilstein Shocks
- Shock Mounts
- U-Bolt Flip Kit
- Extended Brake Line
- Spring Perches
- Greasable Spring Bolts & Bushings
- Instructions



Trail-Gear Rear leaf springs are longer than stock springs and require the spring hangers to be relocated further apart. To begin installation, raise truck using large secure jack stands. Remove rear axle, drive shaft, shocks shackles, and leaf springs.

1) For 1979-1988 Pickup & 1984-1989 4Runners, the front spring hangers need to be moved forward 6". Place the provided front spring hangers on the frame, and slide the hanger forward from the stock mounts so that the new hanger hole is 6" from the stock mounting hole. Tack weld hanger in place. Repeat on other side.



For 1989-1995 Pickups only. The 1989-1995 Pickups used longer spring than the earlier trucks. Follow the spring hanger mounting instructions above but change the dimensions from 6" to 5" so that the hanger is mounted 5" forward of the stock mount.

2) On 1979-1988 Pickup's and 1984-1989 4Runners you will also need to relocate the rear shackle mounts. Mark the frame directly above the center of the factory shackle mount bushing hole. This mark will later be used to position the new shackle mounts. Using a die grinder, carefully cut around the factory mounts and remove. For lighter pickup applications we recommend placing the new shackle mount 2" back from the center of the original mount. If you plan to carry heavy loads (above 400 lbs) and/or have a 4Runner we recommend placing the center of new mounts 3" back from the original mark. Tack weld shackle mount into place. Kits for later model 1989 -1995 Pickup's do not include shackle mounts as the mount is already in the correct location.

3) Using provided shackles, bolt springs into place. Note that kits for 1989-1995 Trucks have wide body style shackles and 18mm X 130mm bolts. Early style kits have shackles with 18mm X 120mm bolts. All shackles are provided with locking nuts. Shackle bolt threads should be greased with axle grease prior to installing crimp nuts. Failure to grease bolt threads will result in nut seizing onto shackle bolt. Leaf springs should be mounted so that the double wrapped end of the spring is attached to the spring hanger. The other end of the spring attaches to the shackles.

4) Using a torch, cut off and remove the factory spring perches on the axle. Place the new 3 hole perches on the axle and very lightly tack weld in place.

5) Using provided U-bolt flip kit, attach axle to leaf springs with threaded end of U-bolts facing up. Only tighten U-bolts finger tight at this point. Install tires onto rear axle and lower vehicle on floor so that all the rear weight of the truck is supported by the rear axle. Use floor jack to support front of 3rd member. Lift front of 3rd member with jack so that the flange points directly at the center of the transfer case output flange. Rotating axle will shear perch tack welds. Once axle rotation has been chosen, retack the perches in place.

6) Verify axle position within the wheel well. Verify shackle angle. At this time shackle angle should be about 25-30 degrees back. If desired you can move the axle forward or backward and change shackle angle by relocating the spring and shackle mounts. Keep in mind that under compression the axle will move backwards in the wheel well approximately 1".

7) Lift truck back onto the jack-stands, and remove the rear tires, axle, springs and shackles. Fully weld the spring perches, spring and shackle hangers. Paint as desired and reassemble, axle springs, drive shaft, & shackles onto the truck. Use a small dab of grease on the threads of all greasable suspension bolts before install crimp nuts.

8) Shocks can be installed a number of different ways. Shocks can be mounted so that the top of one is tipped forward and the other is tipped backwards. This is the most common method and is how most Toyota 4x4's came from the factory. For this style of mounting the stock upper shocks mounts can be reused. Another method of mounting shocks is to weld a tube between the frame rails above the axle and mount the shock from the axle up to the tube. With this method it will be necessary to angle the tops of the shocks inward to prevent the shock from bottoming out. For best results use RTI ramp or forklift to twist rear suspension and verify shock mounting positions. Shocks should be mounted in such a way that they neither limit extension or compression travel of the suspension. If this is not done, shock damage will occur. Shocks damaged by excess compression or extension, are not covered by warrantee. Kits include 12" shocks for rear applications. If you wish to swap these for 10" or 14" shocks we would be happy to do this as long as shock are returned to us in new condition.

Note: Do not weld near shocks. Splatter can stick to shock tube and will damage shock seals, resulting in shock failure. Remove shocks from vehicle when welding.

9) Cut off excess U-bolt length so that no more then 3-5 threads are exposed.

10) Reinstall drive shaft. In most cases it will be necessary to have the rear drive shaft lengthened. We recommend replacing the drive shaft tubing with .095" material. Drive shaft length should be measured after installation of the lift. Most drive shaft shops measure from center of one flange to the center of the other while the truck is sitting level with it's weight on the springs.

11) Using a torch, cut and remove factory spring mounts from frame.

12 Torque U-bolts to 100 ft/lbs. Retorque U-bolts after 100 miles and recheck at each oil change.

Rear springs generally settle in after normal driving of about 100 miles.



These instructions are designed as a general installation guide. Installation of Trail-Gear Products requires specialized skills such as metal fabrication, welding and mechanical trouble shooting. If you have any questions or are unsure about how to proceed, please contact our shop at 559-252-4950 or seek help from a competent fabricator. Using fabrication tools such as welders, torches and grinders can cause serious bodily harm and death. Please operate equipment carefully and observe proper safety procedures.

Rock crawling and off-road driving are inherently dangerous activities. Some modifications will adversely affect the on-road handling characteristics of your vehicle. All products sold by Trail-Gear Inc are sold for off road use only. Any other use or application is the responsibility of the purchaser and/or user. Some modifications and installation of certain aftermarket parts may under certain circumstances void your original dealer warrantee. Modification of your vehicle may create dangerous conditions, which could cause roll-overs resulting in serious bodily injury or death. Buyers and users of these products hereby expressly assume all risks associated with any such modifications and use.