

KIT Breakdown:

Part # TC2420MSK With Rear Coils

Item #	Description	Qty
TC2420MS	COMP BX: 24> TACOMA, 2" FRT	1
TC2410RMS	COMP BX: 24> TACOMA, 1" REAR	1

Part # TC2420K With Rear Add-A-Leafs

Item #	Description	Qty
TC2420MS	COMP BX: 24> TACOMA, 2" FRT	1
RTC515	COMP BX: 24> TACOMA, 1" REAR	1

Component Box Breakdown:

Part # TC2420MS

Item #	Description	Qty
TC2415FMS-S	STRUT SPACER, FRONT, 1.5"	2
TC24375CS-S	PRELOAD SPACER, FRT, 0.375"	2
HB-TU760MS	HDWR BAG: 10MM FLANGE NUTS	1

Part # TC2410RMS

Item #	Description	Qty
TC2410RMS-S	COIL SPACER, REAR, 1"	2

Part # RTC515

Item #	Description	Qty
RTC515S	ADD-A-LEAF, REAR, 1"	2
3803	TIE BOLTS WITH NUTS, PAIR	1

Hardware Bag Breakdown:

Part # 3803

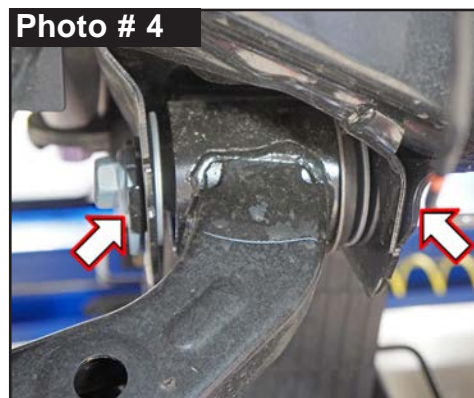
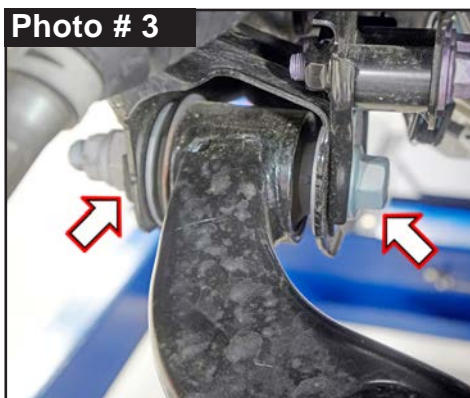
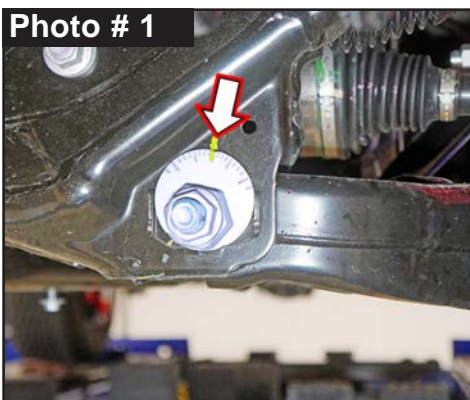
3803S	3/8 X 3 TIE BOLT	2
38TBN	3/8 TIE BOLT NUT	2

Part # HB-TU760MS

Item #	Description	Qty
10MMX1.5NFN	10MM-1.5 NYLON FLANGE NUT	8

Front Installation: Note: Save all factory components & hardware for reuse, unless noted.

1. Set emergency brake & chock rear tires \ wheels.
2. Raise front of vehicle, support frame rails using jack stands at indicated lift points in OEM service manual.
3. Remove front tires \ wheels using a 21mm socket.
4. Mark front & back cam bolt positions on each OEM Lower Control Arm (LCA) frame mounts. (Photo # 1 & # 2) **Note:** Mark both driver & passenger side OEM LCA mounts.
5. Loosen, but do not remove two (2) cam bolts on OEM LCA using two (2) 24mm sockets \ wrenches. (Photo # 3 & # 4)



6. Disconnect driver & passenger side OEM sway bar end link from OEM LCA using a 19mm socket \ wrench. (Photo # 5)

Note: Perform Steps 7-18 on One Side at a Time.

7. Remove OEM cotter pin from OEM tie rod. (Photo # 6)

Loosen, but do not remove OEM tie rod nut from OEM steering knuckle using a 24mm socket \ wrench. (Photo # 7)
Disconnect OEM outer tie rod end from OEM knuckle using a tie rod end puller tool.

Tech Note: To unseat tie rod taper without puller tool, strike tie rod boss of knuckle at tie rod end with hammer to dislodge. **Note:** ONLY strike knuckle portion. (Photo # 7)

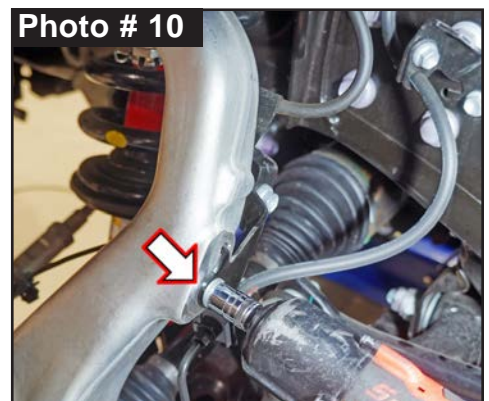
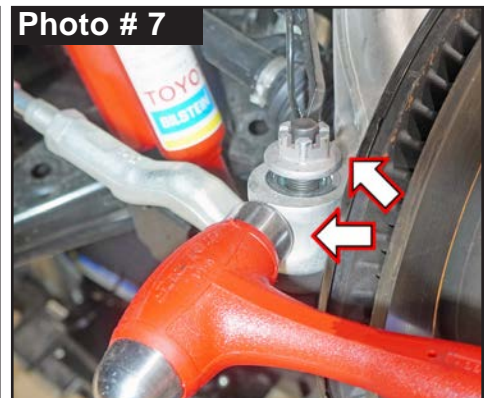
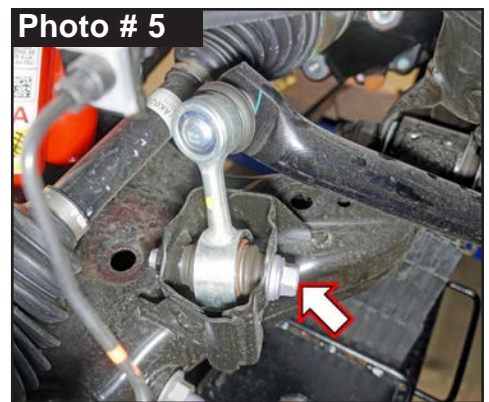
Remove nut & remove tie rod end from knuckle.

8. On OEM knuckle tie rod boss, disconnect OEM ABS line bracket using a 12mm socket \ wrench. (Photo # 8)
Retain OEM hardware.

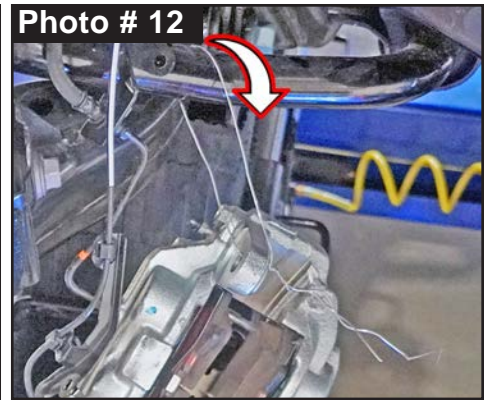
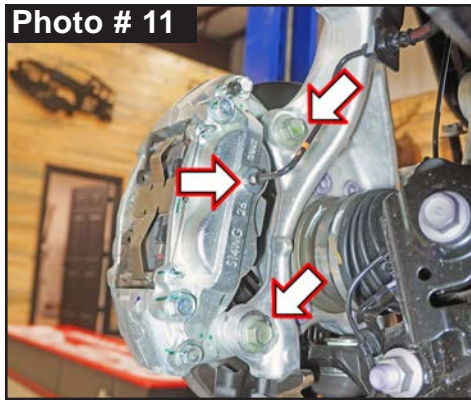
On OEM knuckle below tie rod boss, remove OEM ABS sensor using a 10mm socket \ wrench. (Photo # 8)

9. Disconnect OEM ABS \ brake bracket from OEM Upper Control Arm (UCA) mount using a 10mm socket \ wrench. (Photo # 9)
Retain OEM hardware.

10. Disconnect OEM ABS \ brake line bracket from side of OEM steering knuckle using a 12mm socket \ wrench. (Photo # 10)
Retain OEM hardware.



11. Remove two (2) OEM brake caliper mounting bolts from OEM knuckle using a 19mm socket \ wrench. (Photo # 11) **Note:** There is a brake pad wear sensor wire connected to caliper, leave sensor wire connected. (Photo # 11) Remove OEM brake rotor from OEM hub assembly.



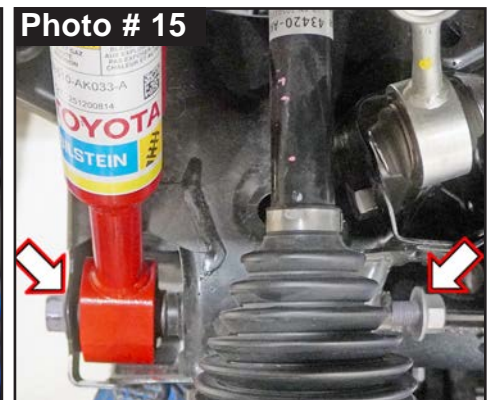
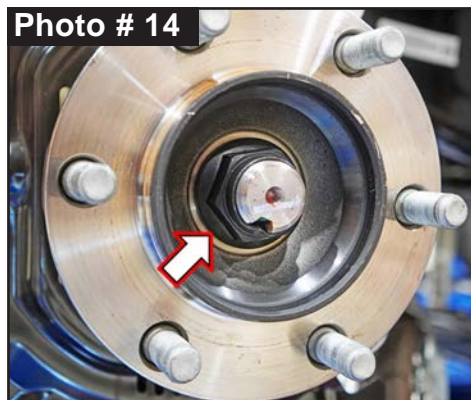
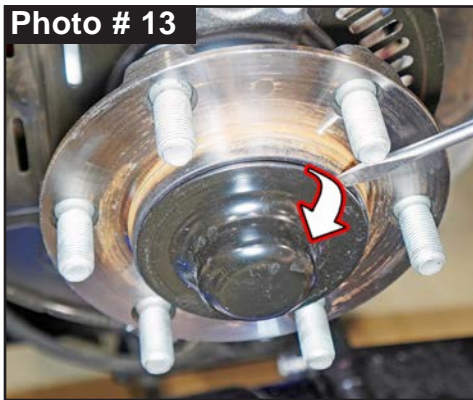
Tech Note: Hang brake caliper on frame out of way with a hook or bungee. **Do Not** hang by rubber brake line. (Photo # 12)

12. Remove OEM CV shaft nut dust cover from center of hub assembly with a standard screwdriver or thin chisel. (Photo # 13) Remove OEM brake rotor. Remove OEM CV shaft nut using a 36mm socket. (Photo # 14)

Disconnect axle from knuckle. **Note: Do Not** Overextend CV Axle Shaft.

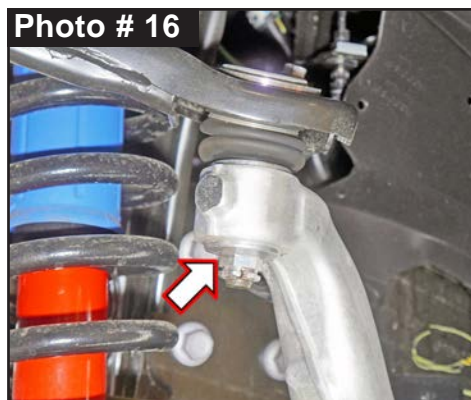
Tech Note: You may need a punch & hammer to dislodge CV shaft from hub.

13. Remove OEM lower strut mount hardware from OEM LCA using two (2) 22mm sockets \ wrenches. (Photo # 15)



14. Support OEM LCA with a jack. Remove upper OEM ball joint cotter pin from OEM knuckle at UCA mount. Loosen, but do not remove upper OEM ball joint nut from OEM knuckle using a 18mm wrench. (Photo # 16)

Disconnect upper OEM ball joint from OEM knuckle using a ball joint separator tool. **Tech Note:** To unseat ball joint taper without separator tool, strike ball joint boss of knuckle using hammer to dislodge. **Note:** ONLY strike knuckle portion only. (Photo # 17)



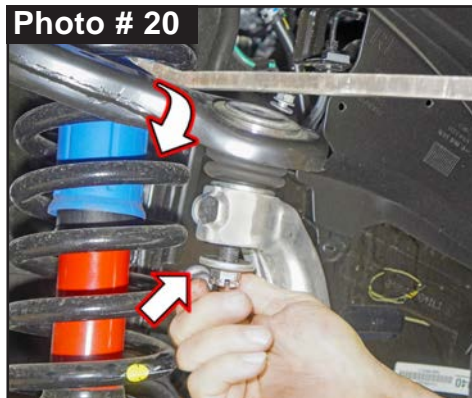
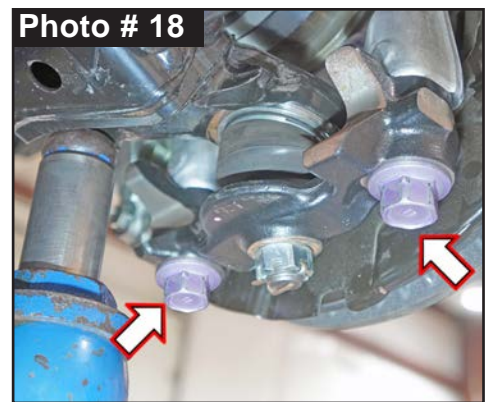
15. Remove two (2) OEM LCA bolts from OEM knuckle using a 22mm socket \ wrench. (Photo # 18)

16. Loosen, but do not remove OEM UCA hardware using 22mm sockets \ wrenches. (Photo # 19)

17. Remove nut & disconnect ball joint from OEM knuckle. (Photo # 20) **Tech Note:** You may need to pry UCA down to disconnect upper ball joint.

Ease LCA away from front strut. **CAUTION:** Do not let LCA fall to abruptly.

Remove OEM knuckle \ hub assembly. (Photo # 21) Let lower control arm hang.

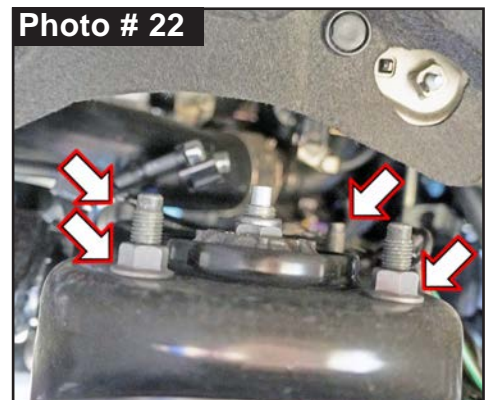


18. Disconnect four (4) OEM upper strut mounting nuts from frame mount using a 14mm socket \ wrench. (Photo # 22)
Note: Do NOT remove center strut rod nut. Remove strut.

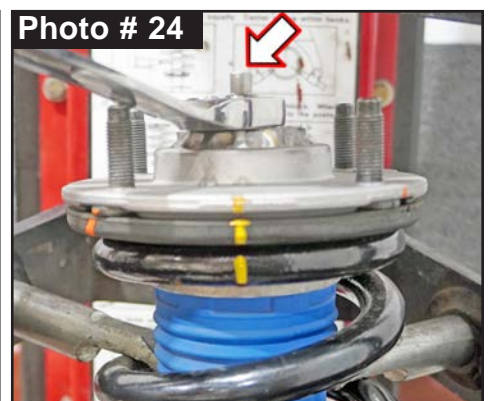
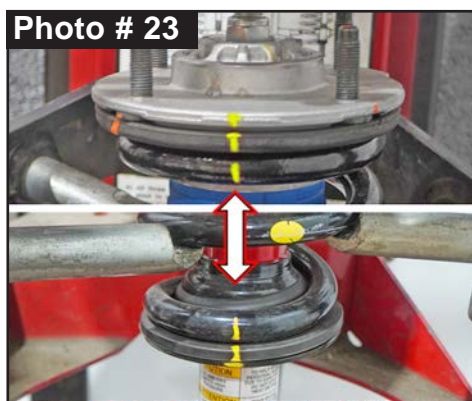
Note: Perform Steps 7-18 on Opposite Side.

19. Place OEM strut into a suitable strut spring compressor. (Photo # 23) **Note:** For proper reassembly, mark top hat upper strut mounting isolator, rubber isolator & coil spring at top of strut.

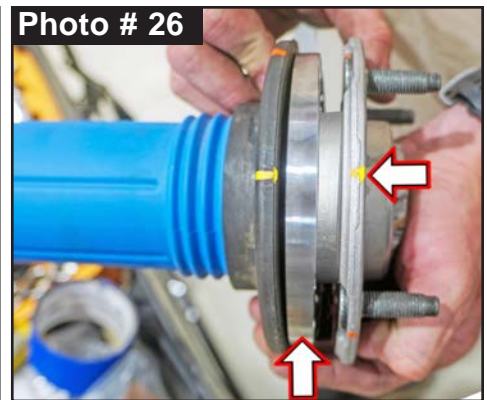
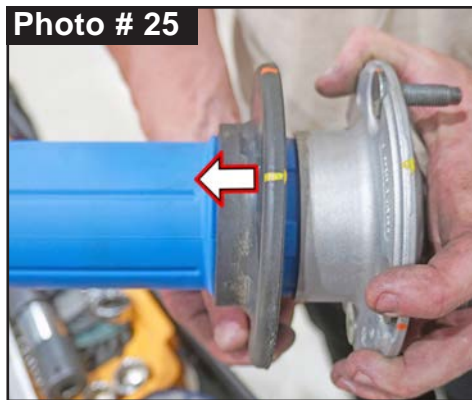
Mark lower strut coil seat, isolator & coil spring at middle of strut.



20. Compress coil spring on strut assembly. Hold upper hex portion of shaft & remove upper strut isolator nut using a 19mm socket \ wrench. (Photo # 24) Leave coil spring in spring compressor.



21. Remove OEM upper strut mounting isolator & rubber coil spring isolator. (Photo # 25)



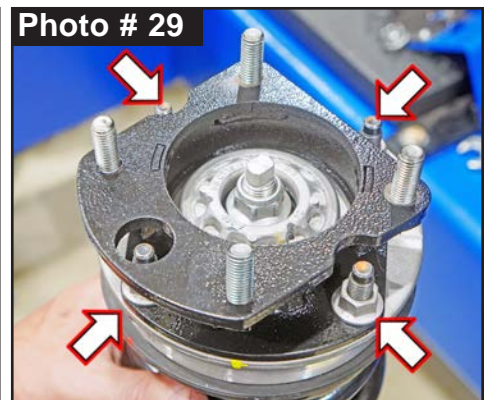
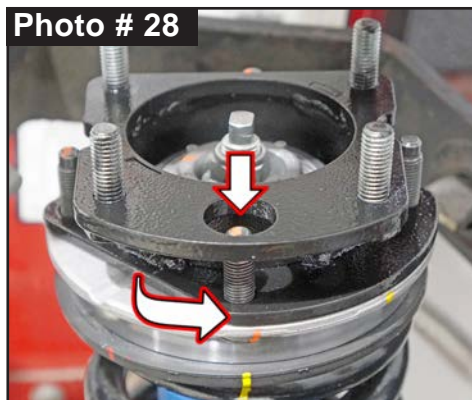
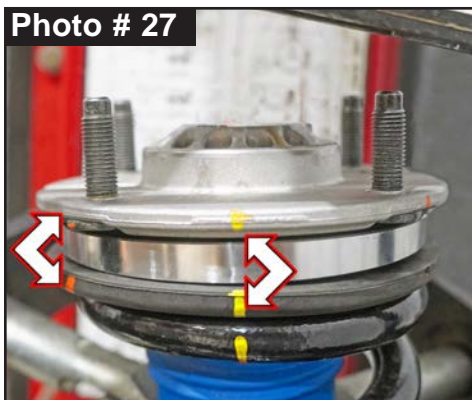
Place Skyjacker # TC24375CS-S Front Preload Spacer (0.375" thick) between OEM upper strut mounting isolator & coil spring rubber isolator. (Photo # 26)

22. **Note:** OEM has marked alignment of OEM coil spring isolator with OEM forward stud on upper strut mounting isolator. (Photo # 27) Make sure that your 'marks' aligned.

Note: Skyjacker Upper Strut Spacers Are Not Side Specific: # TC2415FMS-S Driver or Passenger. Align Skyjacker Upper Strut Spacer with OEM studs on top of OEM strut assembly.

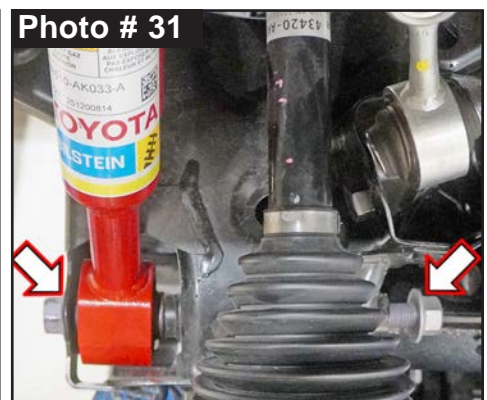
23. Rotate OEM upper strut mounting isolator & Upper Strut Spacer to align with your marks on coil spring & rubber isolator. (Photo # 28) Remove from strut spring compressor.

24. Attach with OEM hardware using a 14mm wrench. Start all four (4) OEM flange nuts before beginning tightening sequence. (Photo # 29) **Tech Note:** Use a pry bar or similar tool going across & between studs to keep strut \ spacer from turning to tighten. Torque 33 ft-lbs.



Note: Perform Steps 25-34 on One Side at a Time.

25. Connect Skyjacker \ OEM strut assembly to OEM upper mount with supplied 10mm Nylon Insert Flange Nuts using a 15mm wrench. (Photo # 30) **Tech Note:** Start all four (4) flange nuts before beginning tightening sequence. Secure, but **Do Not Completely Tighten.**

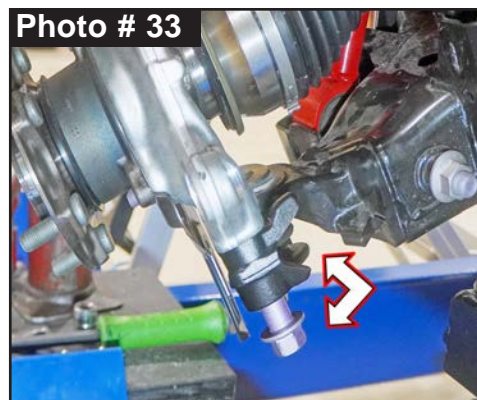
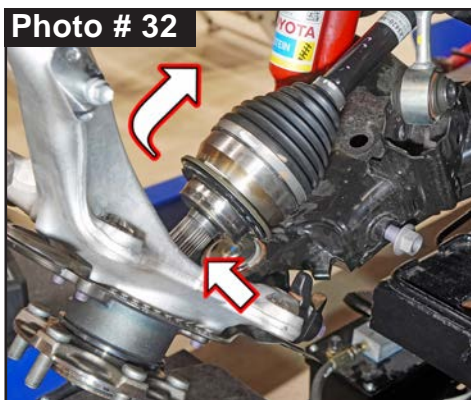


26. Support bottom of OEM LCA with jack. Raise OEM LCA & connect Skyjacker \ OEM strut assembly to lower strut mount with OEM hardware using two (2) 22mm sockets \ wrenches. (Photo # 31) Secure, but **Do Not Completely Tighten.** **Tech Note:** You may need to raise jack to connect.

27. **Tech Note:** Add an anti-seize lubricant to OEM CV axle shaft splines. (Photo # 32)

Position OEM knuckle \ hub assembly onto OEM LCA while sliding OEM CV axle shaft splines into through knuckle. (Photo # 32)

Attach OEM knuckle with two (2) OEM LCA bolts using a 22mm socket \ wrench. (Photo # 33)



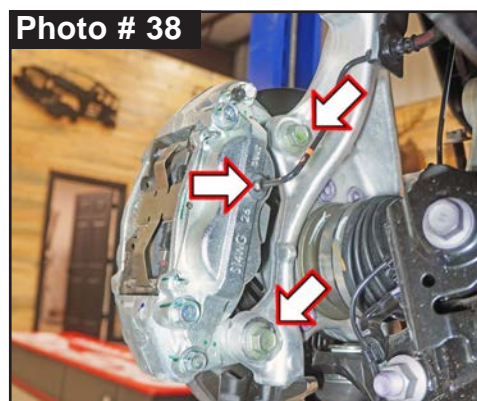
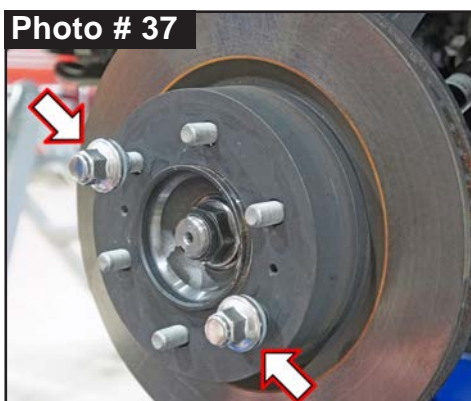
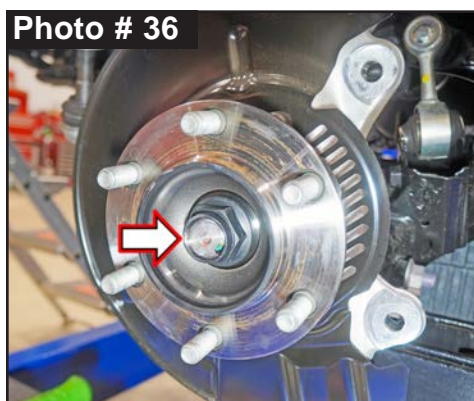
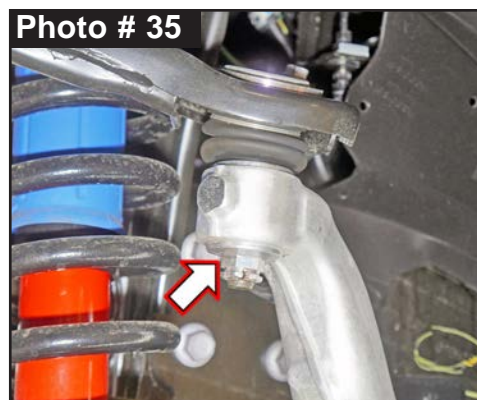
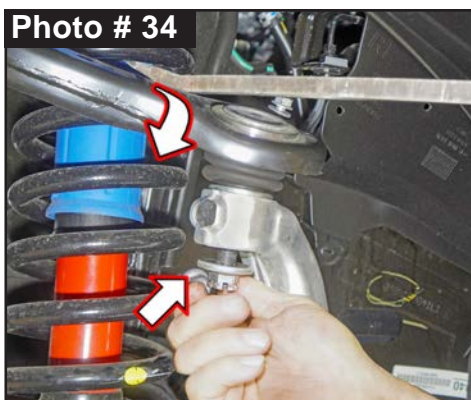
28. Attach OEM UCA ball joint to OEM knuckle with OEM castle nut using a 18mm socket \ wrench. (Photo # 34) **Tech Note:** If needed, use a pry bar to lower OEM UCA to attach ball joint. Align cotter pin. (Photo # 35) **CAUTION:** Ensure castle nut & cotter pin align properly into OEM UCA ball joint. Never loosen castle nut to align cotter pin; always tighten.

Torque OEM knuckle lower bolts = 118 ft-lbs.

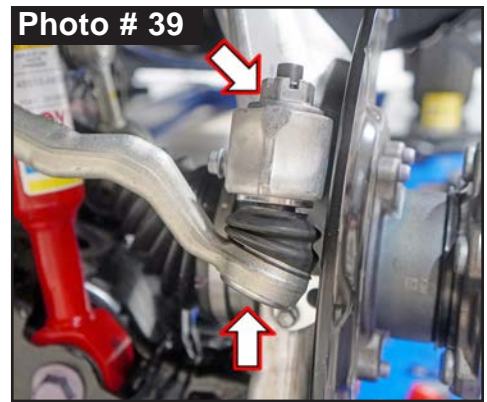
29. Install OEM CV shaft nut to hub assembly. (Photo # 36) Tighten CV nut using a 36mm socket. Install OEM CV shaft nut dust cover to center of hub assembly.

30. Install OEM brake rotor onto OEM hub assembly. (Photo # 37) **Tech Note:** Use OEM lug nut to hold brake rotor in place. (Photo # 37)

Install OEM brake caliper assembly with two (2) OEM brake caliper mounting bolts to OEM knuckle using a 19mm socket \ wrench. (Photo # 38) **Note:** Make sure brake pad wear sensor wire is still connected to caliper. (Photo # 38)



31. Connect OEM outer tie rod end to OEM knuckle boss from bottom-up with OEM castle nut using a 24mm socket \ wrench. (Photo # 39) Align cotter pin. **CAUTION:** Ensure castle nut & cotter pin align properly into tie rod ball joint. Never loosen castle nut to align cotter pin; always tighten.

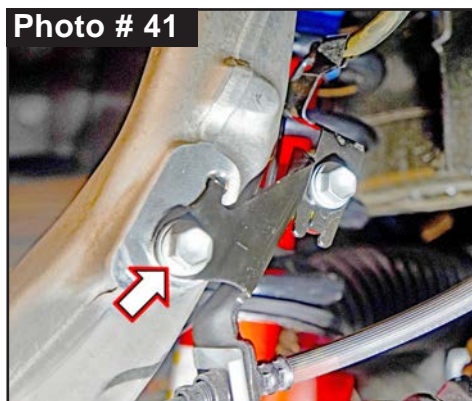
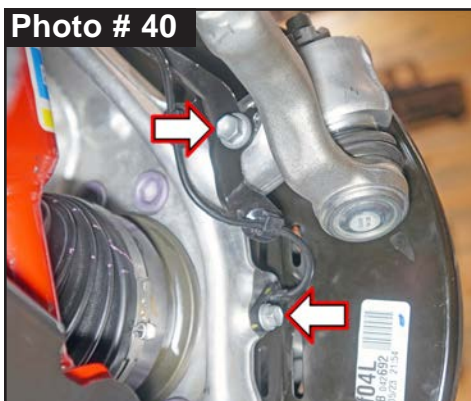


32. On OEM knuckle below tie rod boss, connect OEM ABS sensor with OEM hardware using a 10mm socket \ wrench. (Photo # 40)

On OEM knuckle tie rod boss, connect OEM ABS line bracket with OEM hardware using 12mm socket \ wrench. (Photo # 40)

33. Connect OEM ABS \ brake line bracket to side of OEM steering knuckle with OEM hardware using a 12mm socket \ wrench. (Photo # 41)

34. Connect OEM ABS \ brake bracket to OEM UCA mount with OEM hardware using a 10mm socket \ wrench. (Photo # 42)

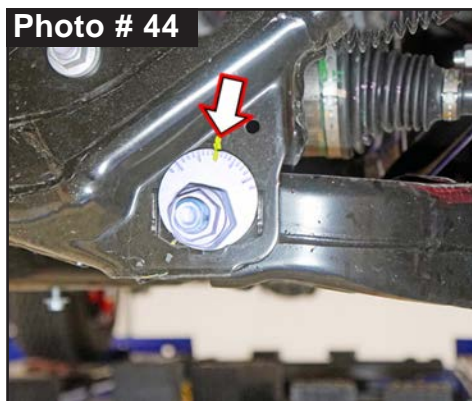
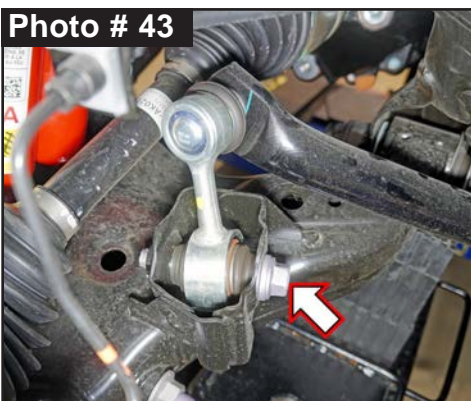


NOTE: Perform Steps 25-34 on Opposite Side.

35. Connect driver & passenger side OEM sway bar end link to OEM LCA using a 19mm socket \ wrench. (Photo # 43) Secure, but **Do Not Completely Tighten**.

36. Realign marks on cam bolt positions on OEM LCA at frame. (Photo # 44 & # 45)

Tighten cam bolts on both arms using two (2) 22mm sockets \ wrenches. Torque 207 ft-lbs. **Note:** Final torque will be set by alignment technician.



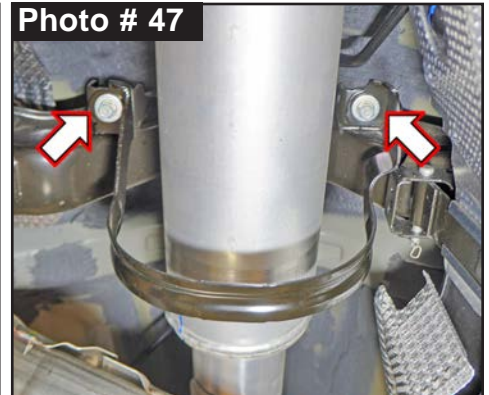
37. Install front tires \ wheels using a 21mm socket & lower front of vehicle to ground.

Rear Installation: Note: Save all factory components & hardware for reuse, unless noted.

1. Chock front tires \ wheels. Raise rear of vehicle & support frame rails using jack stands at indicated lift points in OEM service manual.
2. Remove rear tires \ wheels using a 21mm socket.
3. Support rear axle with a hydraulic jack. Allow ample room to lower rear axle.

NOTICE: Toyota's models \ packages have various rear ABS \ e-brake \ brake configurations. Follow these steps as a guide for your specific application.

4. Disconnect OEM rear ABS & e-brake wiring harness bracket on passenger & driver side differential using a 12mm socket \ wrench. (Photo # 46)



5. Remove OEM driveshaft hoop using a 14mm socket \ wrench. (Photo # 47)

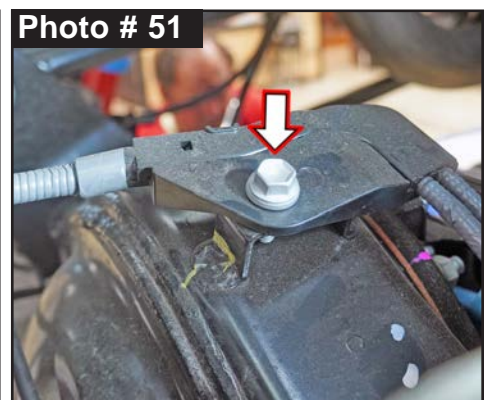
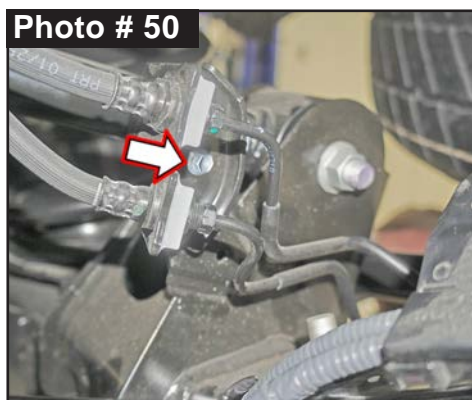
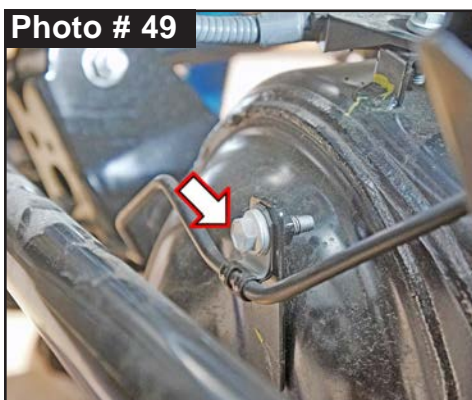
6. Disconnect OEM brake line brackets from axle mount by removing two (2) OEM bolts per side using a 12mm socket \ wrench. (Photo # 48) Remove driver & passenger side mounts.



7. Disconnect OEM brake line bracket from diff cover mount using a 12mm socket \ wrench. (Photo # 49)

8. Disconnect OEM rear brake line bracket mount on passenger side using a 12mm socket \ wrench. (Photo # 50) **Note:** Coil spring model is located at upper control arm axle mount.

9. If equipped, disconnect OEM differential lock connection bracket mount from top of diff using a 12mm socket \ wrench. (Photo # 51)



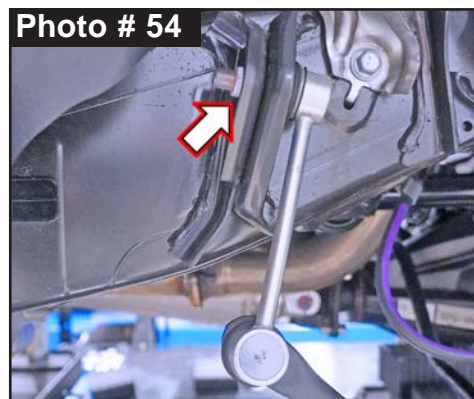
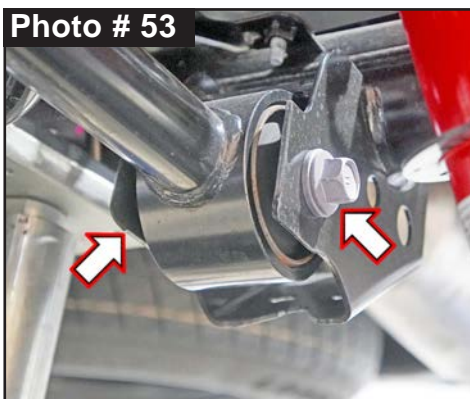
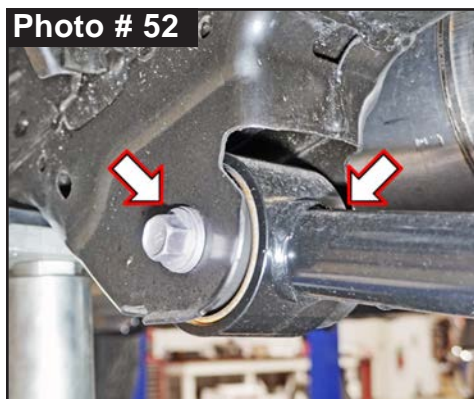
NOTE: Kit With Skyjacker Rear Coil Spring Spacers: Proceed to Steps 13-19.
Kit With Skyjacker Rear Add-A-Leafs: Proceed to Steps 20-32.

Rear Lift: Coil Spring Spacer Installation

10. Loosen, but do not remove OEM UCA hardware at front frame mount using 19mm sockets \ wrenches. (Photo # 52)

Loosen, but do not remove OEM UCA hardware at rear axle mount using 19mm sockets \ wrenches. (Photo # 53)

11. Disconnect OEM sway bar link upper mount from frame mount using a 17mm socket \ wrench. (Photo # 54) Remove driver & passenger side mounts. Roll OEM sway bar down from axle.

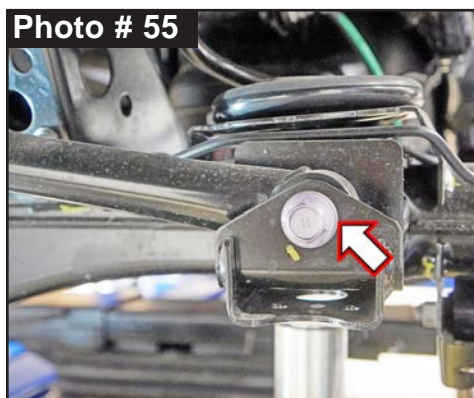


12. Disconnect OEM rear track bar on passenger side at rear differential lower mount using a 19mm socket \ wrench. (Photo # 55) Remove OEM hardware.

13. Loosen, but do not remove, OEM rear shock upper mounting nut using a 19mm wrench for nut & a 8mm wrench to hold top of shock stud. (Photo # 56)

14. Disconnect OEM rear shock lower mount using a 17mm socket \ wrench. (Photo # 57)

Tech Note: OEM shock perch runs at a downward angle. Lower \ raise axle & compress shock to remove.

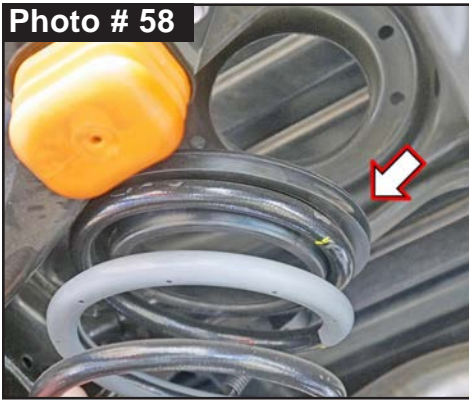


15. While checking for appropriate slack in ABS lines, e-brake lines, differential vent hose, & etc. Lower rear differential & remove OEM rear coil spring & isolator. (Photo # 58)

16. **Note:** Skyjacker Coil Spring Spacers Are Not Side Specific. # TC2410RMS-S Driver or Passenger.

Place Skyjacker Coil Spring Spacer on top of OEM rear coil spring & isolator. (Photo # 59)

17. Install Skyjacker \ OEM rear coil spring assembly. (Photo # 60) **Note:** Make sure OEM coil spring is indexed to axle seat properly, then raise rear differential in order to load in place.



18. Connect OEM rear shock lower mount with OEM hardware using a 17mm socket \ wrench. (Photo # 57) **Tech Note:** Lower \ raise axle & compress shock to install.

19. Roll OEM sway bar up toward frame. Connect OEM sway bar link upper mount to frame mount with OEM hardware using a 17mm socket \ wrench. (Photo # 54) Connect driver & passenger side mounts. **Proceed to Step 33.**

Rear Lift: Add-A-Leaf Installation

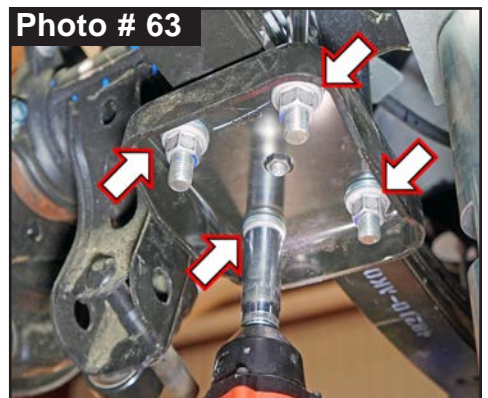
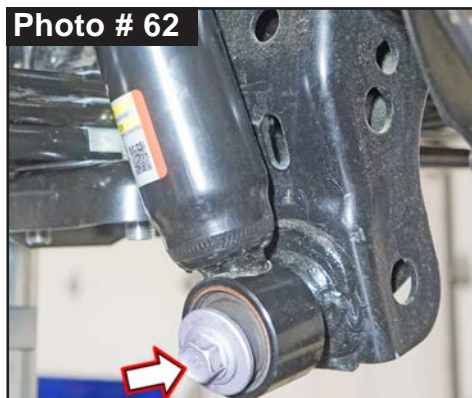
Note: Perform Steps 20-29 on One Side at a Time.

20. Loosen, but do not remove, OEM rear shock upper mounting nut using a 19mm wrench for nut & a 8mm wrench to hold top of shock stud. (Photo # 61)

21. Disconnect OEM rear shock lower mount using a 17mm socket \ wrench. (Photo # 62)

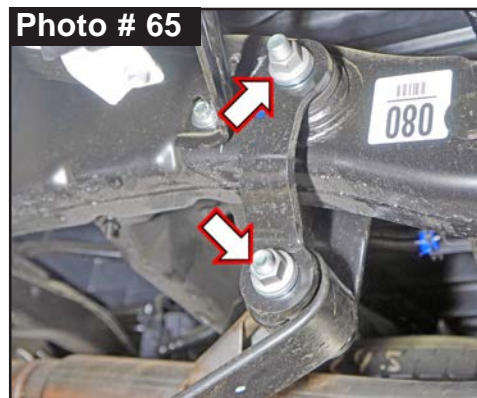
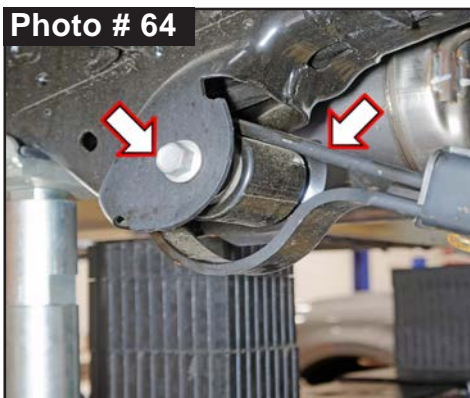
Tech Note: OEM shock perch runs at a downward angle. Lower \ raise axle & compress shock to remove.

22. Remove OEM U-bolts using a 19mm socket \ wrench. (Photo # 63) Retain OEM U-bolts, hardware & lower U-bolt plate.



23. While checking for appropriate slack in brake lines, ABS lines, differential vent hose, e-brake & etc, lower rear axle to gain access to OEM rear leaf springs.

24. Loosen OEM leaf spring mounts. Loosen front spring eye bolt using a 19mm socket \ wrench. (Photo # 64)



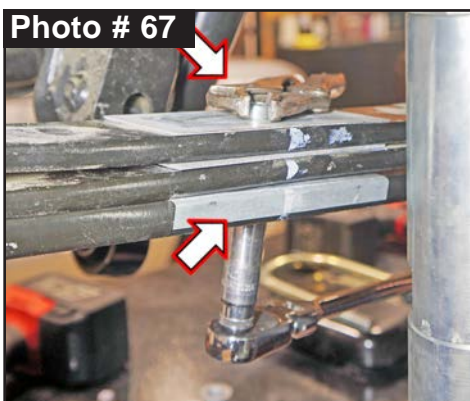
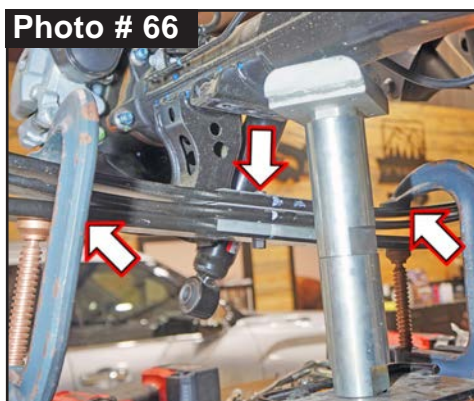
Loosen rear spring eye bolt using a 19mm socket \ wrench. (Photo # 65)
Loosen rear shackle eye bolt using a 19mm socket \ wrench. (Photo # 65)

25. **Note:** Installation of Skyjacker Add-A-Leafs properly, you must use two (2) large C-clamps to contain elastic potential energy of OEM rear leaf springs when OEM tie bolts are being removed. **Tech Note:** Spray a good penetrating oil onto center tie bolt to help loosen nut.

Attach C-clamp on each side of OEM leaf spring center tie bolt to hold leaf spring assembly securely together. Tighten C-clamp equally on each side. (Photo # 66)

Use locking pliers to hold head of OEM tie bolt. (Photo # 67) Use a 14mm socket \ wrench to loosen & remove nut. Remove tie bolt.

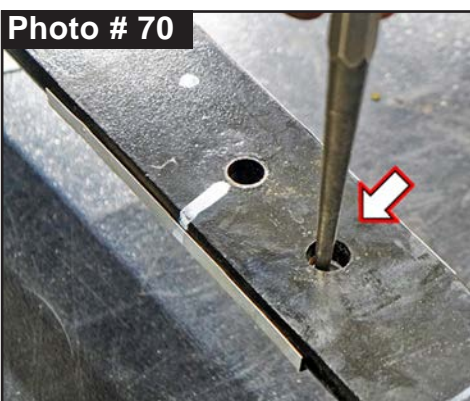
Carefully & slowly loosen C-clamps equally on each side until leaf spring expands completely. (Photo # 68) **Tech Note:** Use an alignment bar \ screwdriver to line up tie bolt holes in leaf spring pack.



26. Remove C-clamps. Separate leaves. Remove lower OEM spring leaf.

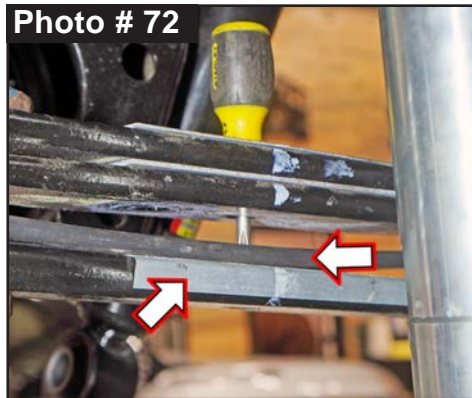
Lower OEM spring leaf has an alignment plate with an align roll pin. (Photo # 69)

Flip the leaf over & remove align pin using a punch & hammer. (Photo # 70 & # 71)



27. Install Skyjacker # RTC515S Softride® Add-A-Leaf above lower OEM spring leaf. (Photo # 72)
Tech Note: Position OEM alignment plate onto lower OEM spring leaf. (Photo # 72)

It is recommended to leave alignment bar \ screwdriver in to help keep leaves aligned as you tighten C-clamps. (Photo # 72)



28. Attach C-clamp on each side of Skyjacker tie bolt to hold leaf spring assembly. (Photo # 73) Tighten C-clamps equally on each side until leaf spring compresses completely.

CAUTION: Do Not Use Skyjacker Tie Bolts to Draw OEM Leaf Springs Together. Failure of Any Component Can Cause an Explosive Disassembly & Possible Injury!

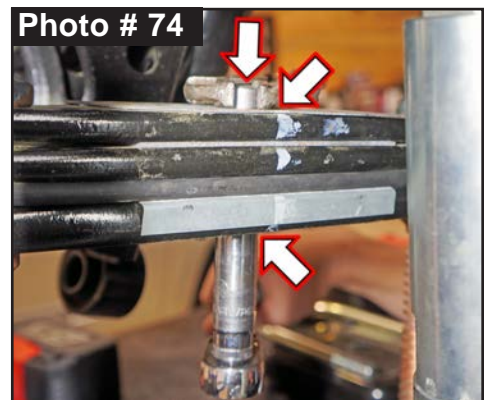
29. Once C-clamps have drawn leaves securely together, insert supplied 3/8" x 3" Tie Bolt down through spring pack. (Photo # 74) Use locking pliers to hold tie bolt head & tighten supplied 3/8" Tie Bolt Nut using a 9/16" socket \ wrench.

CAUTION: Do not use an air gun to tighten tie bolt. An air gun could strip or over torque \ stretch tie bolt.

Torque Specifications: 3/8" Tie Bolt = 17 ft-lbs. \ 204 in-lbs.

Note: Make sure individual leafs are all in-line with each other.

Remove C-clamps. Cut off any excess tie bolt length with cut-off tool or hacksaw.

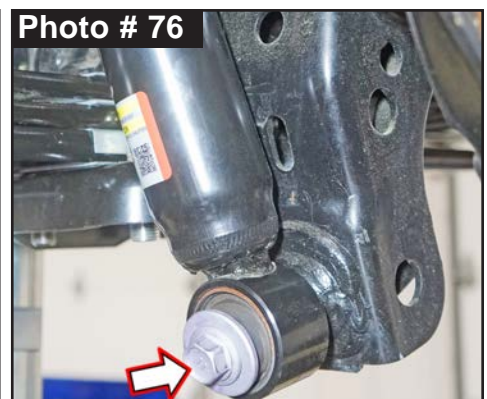


Note: Perform Steps 20-29 on Opposite Side at a this Time, Then Proceed to Step 30.

30. Clean spring pads of all debris. Raise axle to mate leaf springs to OEM block. **Note:** Be sure that leaf spring center bolt head seats properly into OEM axle pad & that tie bolt seats properly into top of OEM U-bolt plate.

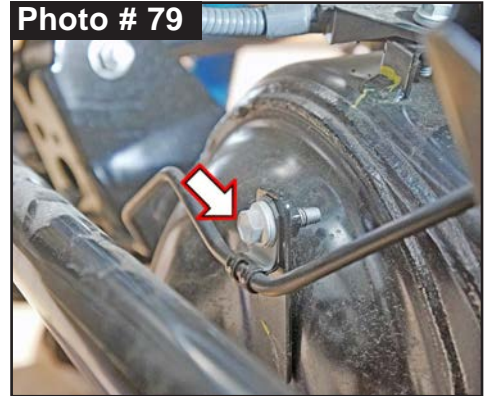
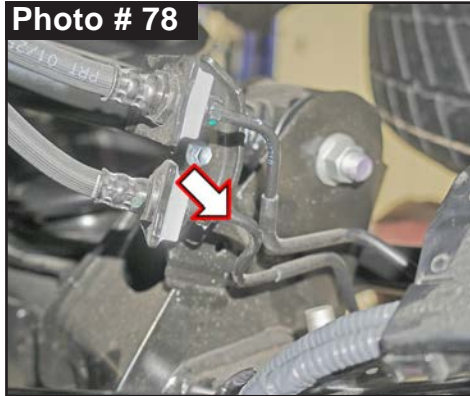
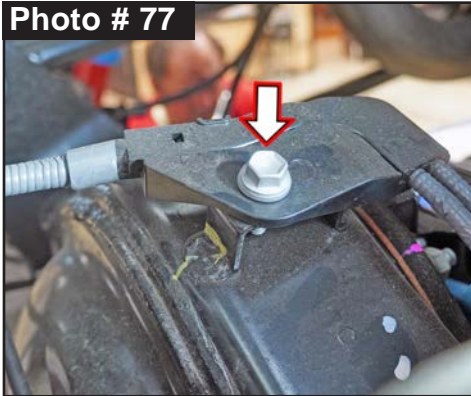
31. Install OEM U-bolts down over axle into OEM U-bolt plate. Install OEM hardware using a 19mm socket \ wrench.

Tighten U-bolts evenly using an 'X' crisscross tightening sequence. (Photo # 75)
Torque to 75-90 ft-lbs.

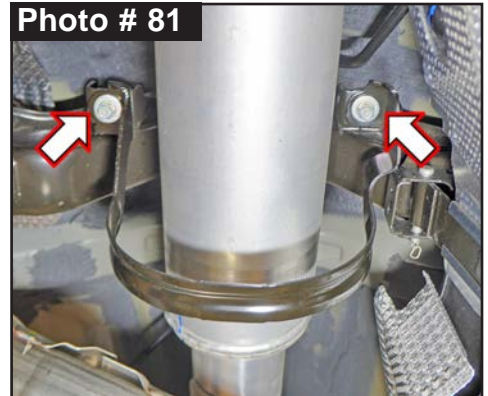


32. Connect OEM rear shock lower mount with OEM hardware using a 17mm socket \ wrench. (Photo # 76) **Tech Note:** Lower \ raise axle & compress shock to install. **Proceed to Step 33.**

33. If equipped, connect OEM differential lock connection bracket mount to top of diff with OEM hardware using a 12mm socket \ wrench. (Photo # 77)
34. Connect OEM rear brake line bracket mount on passenger side using a 12mm socket \ wrench. (Photo # 78) **Note:** Coil spring model is located at upper control arm axle mount.
35. Connect OEM brake line bracket to diff cover mount with OEM hardware using a 12mm socket \ wrench. (Photo # 79)



36. Connect OEM brake line brackets to axle mounts. Two (2) OEM bolts per driver & passenger side mounts using a 12mm socket \ wrench. (Photo # 80)

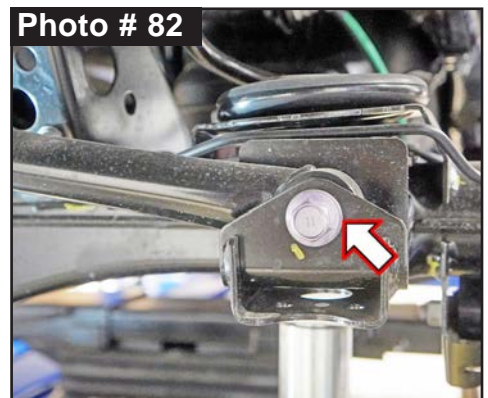


37. Re-install OEM driveshaft hoop using a 14mm socket \ wrench. (Photo # 81)

38. Install rear tires \ wheels using a 21mm socket & lower rear of vehicle to ground.

Rear Lift: Coil Spring Spacer Installation

39. Connect OEM rear track bar on passenger side at rear differential lower mount with OEM hardware using a 19mm socket \ wrench. (Photo # 76) Secure, but **Do Not Completely Tighten.**



Final Clearance Check & Torque Steps:

1. Start vehicle. Make sure there are no dash lights pertaining to suspension.
2. Jounce vehicle a couple of times. This will help suspension settle to new ride height. Cycle steering lock-to-lock & check all components for proper operation & clearances. Pay special attention to clearance between tires\wheels, control arms, brake hoses, ABS wiring, etc.
3. **Front Tighten & Torque Sequence.**
 Front upper control arm mounts using two (2) 22mm sockets \wrenches. Torque 207 ft-lbs.
 Front strut assembly upper mount using a 15mm socket \wrench. Torque 48 ft-lbs.
 Front strut assembly lower mount using two (2) 22mm sockets \wrenches. Torque 122 ft-lbs.
 Sway bar end link to lower control arm using a 19mm socket \wrench. Torque 55 ft-lbs.
 Front lower control arm mounts using two (2) 22mm sockets \wrenches. Torque 207 ft-lbs.
4. Coil Spring Spacer Kit **Rear Tighten & Torque Sequence.**
 Rear shock absorber upper mount using a 8mm & a 19mm socket \wrench. Torque 37 ft-lbs.
 Rear shock absorber lower mount using a 17mm socket \wrench. Torque 72 ft-lbs.
 Rear track bar at differential mount using a 19mm socket \wrench. Torque 103 ft-lbs.
 Rear upper control arm mounts using a 19mm socket \wrench. Torque 100 ft-lbs.
 Rear lower control arm mounts using a 19mm socket \wrench. Torque 100 ft-lbs.
 Rear sway bar end link to frame mount using a 17mm socket \wrench. Torque 50 ft-lbs.
 Re-install OEM driveshaft hoop using a 14mm socket \wrench. Torque 85 ft-lbs.

Add-A-Leaf Kit **Rear Tighten & Torque Sequence.**

- Rear shock absorber upper mount using a 8mm & a 19mm socket \wrench. Torque 37 ft-lbs.
 Rear shock absorber lower mount using a 17mm socket \wrench. Torque 72 ft-lbs.
 Tighten Leaf Springs in this sequence:
 Front spring eye bolt using a 19mm socket \wrench. Torque 100 ft-lbs.
 Rear spring eye bolt using a 19mm socket \wrench. Torque 100 ft-lbs.
 Rear shackle eye bolt using a 19mm socket \wrench. Torque 100 ft-lbs.

Final Notes:

- After installation is complete, double check that all nuts & bolts are tight. Refer to following chart for proper torque specifications. (**Note:** Do not re-tighten nuts & bolts where thread lock compound was used.)
- With vehicle placed on ground, cycle steering lock to lock & inspect steering, suspension, brake lines, front & rear drivelines, fuel lines & wiring harnesses for proper operation, tightness & adequate clearance.
- Have headlights readjusted to proper settings.
- Have a qualified alignment center align vehicle to OEM specifications.
- After first 100 miles, check all hardware for proper torque & periodically thereafter.

TORQUE SPECIFICATIONS					
INCH SYSTEM			METRIC SYSTEM		
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 8.8	Class 10.9
5/16	180 in-lbs	240 in-lbs	6MM	102 in-lbs	108 in-lbs
3/8	30 ft-lbs	35 ft-lbs	8MM	16 ft-lbs	23 ft-lbs
7/16	45 ft-lbs	60 ft-lbs	10MM	32 ft-lbs	45 ft-lbs
1/2	65 ft-lbs	90 ft-lbs	12MM	55 ft-lbs	75 ft-lbs
9/16	95 ft-lbs	130 ft-lbs	14MM	85 ft-lbs	120 ft-lbs
5/8	135 ft-lbs	175 ft-lbs	16MM	130 ft-lbs	165 ft-lbs
3/4	185 ft-lbs	280 ft-lbs	18MM	170 ft-lbs	240 ft-lbs
Above Specifications Are Not to Be Used When Bolt Is Being Installed With a Bushing.					

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SUSPENSIONS

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- innministries.org
- familychurch.org
- kcm.org

Jesus Christ Died For You.

John 3:16

For God so loved the world that He gave His only Son, so that everyone who believes in Him should not perish, but have everlasting life.

Romans 3:23

For all have sinned; all fall short of God's glorious standard.

Ephesians 2:8

God saved you by his special favor when you believed. And you can't take credit for this; it is a gift from God.

Psalms 18:2

The Lord is my Rock, my fortress, and my savior; my God is my Rock, in whom I find protection. He is my shield, the strength of my salvation, and my stronghold.

Romans 10:9-10

That if you shall confess with thy mouth the Lord Jesus, and shall believe in your heart that God hath raised him from the dead, you shall be saved. For with the heart man believeth unto righteousness; and with the mouth confession is made unto salvation.

Pray This Simple Prayer:

God, I come to You admitting I have sinned against You and I need you to take control of my life. The Bible says anyone who calls on the name of the Lord will be saved. I am calling on You, Jesus. I ask that You come live in my heart and be the Lord over my life today. I do believe You died on the cross for me and came back to life to give me life! Thank You, Lord Jesus for a new life in You! Amen.

Now, go and tell somebody about your new life in Jesus, get a Bible, begin to read it, and go to a Bible believing church.

If you would like someone to pray with you, call Kenneth Copeland Ministries anytime at 800-600-7395.

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JESUS FORGIVES ROCKS DON'T

Jesús murió por ti.

Juan 3:16

Porque tanto amó Dios al mundo, que dio a su Hijo unigénito, para que todo el que cree en él no se pierda, sino que tenga vida eterna.

Romanos 3:23

Pues todos han pecado y están privados de la gloria de Dios.

Efesios 2:8

Porque por gracia ustedes han sido salvados mediante la fe; esto no procede de ustedes, sino que es el regalo de Dios.

Salmos 18:2

El Señor es mi roca, mi amparo, mi libertador; es mi Dios, el peñasco en que me refugio. Es mi escudo, el poder que me salva, ¡mi más alto escondite!

Romanos 10:9-10

Que si confiesas con tu boca que Jesús es el Señor, y crees en tu corazón que Dios lo levantó de entre los muertos, serás salvo. Porque con el corazón se cree para ser justificado, pero con la boca se confiesa para ser salvo.

Ahora dí esta simple oración:

Dios, vengo a Ti y admito que he pecado contra Ti, necesito que tomes el control de mi vida. La Biblia dice que todo aquel que invoca el nombre del Señor escapará con vida. En este momento yo clamo ante Ti, Jesús; te pido que vengas a vivir en mi corazón y que tomes el control de mi vida. ¡Yo creo que tu moriste en la cruz y resucitaste para darme vida! ¡Gracias Señor Jesús, por una nueva vida que tengo en Ti! Amén.

Ahora ve y dile a alguien sobre la nueva vida que tienes en Cristo. Compra una Biblia y empieza a leerla. Busca una Iglesia que cree en la Biblia y hazte parte de esa Iglesia.

Si te gustaría orar con alguien, puedes llamar a este número 800-600-7395

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