

Tacoma 1.5" Add-A-Leaf




Important notices:

These instructions are intended only as a general guide for installing All-Pro products. For some items, specialized mechanical skills, metal fabrication and/or welding skills may be needed for proper installation. If you have any doubts or questions about installing these or other parts please call us at the shop 951-658-7077 or contact a competent mechanic, fabricator, welder or other appropriate professional.

Aftermarket accessories are intended to modify and/or prepare a vehicle for uses that exceed conditions anticipated by the vehicle manufacturer. These uses may include high performance demands and negotiation of rough terrain. These conditions have extreme variance and cannot be controlled by the vehicle manufacturer or aftermarket accessory manufacturer, therefore, the safe control of your vehicle is entirely your responsibility. Do not purchase parts from All-Pro Off Road unless you are willing to accept this responsibility. Do not install any All-Pro part that you do not feel competent at installing without causing present or future injury to yourself or others; consult a professional installer.

All parts sold by All-Pro Off Road are for off road racing use only and are not intended for use on the street. Modification of your vehicle to enhance performance with the parts sold by All-Pro Off Road can result in dangerous situations that may result in bodily harm. The buyer hereby assumes all risks associated with any such modifications. All-Pro Off Road will not accept responsibility for personal injury or property damage arising from the failure of any parts manufactured or sold by All-Pro Off Road.

In an effort to provide both durability and safety, All Pro Off Road recommends you carefully read the entire installation procedure before beginning, then rigidly follow these instructions during installation. Also, it is extremely important that you abide by proper safety procedures including the use of jack stands, setting the parking brake, wearing eye protection, etc.

	NOTICE Read instructions completely before installing this product. Refer back to the instructions frequently during installation.		CAUTION Flying Object Hazard. Fluid Splash Hazard. Wear safety glasses at all times when working on vehicle.
 WARNING: Cancer and Reproductive Harm - www.P65Warnings.ca.gov			

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Installation Instructions:

1. Lift the rear of the vehicle and place jack stands on the frame so the rear tires almost touch the ground.
2. Remove the rear tires.
3. Disconnect the rear shocks at the axle.
4. Support the rear axle with a floor jack and loosen all four u-bolts. Remove the U-bolts and U-bolt clamp plate from one side.
5. Slowly lower the axle until the axle housing is clear of the leaf spring. You can loosen the brackets that hold the brake line Y-block and steel line to the axle housing and carefully allow them to flex to get a little more length out of the brake line for ease of installation, if necessary.
6. With the appropriate C-clamps, clamp the spring together and remove the center pin; you may have to use vise grips to hold the smooth head of the centering pin.
7. Carefully remove the clamps when the center pin has been removed.
8. Place the Add-A-Leaf in the spring pack, positioning it so the pack is stacked from longest to shortest. Usually the leaf fits in the pack just under the factory leaf with the clamps on it. Note that if the leaf is shorter in length on one side of the center pin hole compared to the other side, the short side of the leaf goes forward. The anti-friction pads mount in the holes on the ends of the leaves face up. NOTE: The multi-leaf Add-A-Leaf packs are designed to replace your factory overload leaf for maximum performance. In some cases customers have opted to retain the factory overload leaf for extra load stability and additional ride height. **Be sure to install the alignment clamp bolts on your multi-leaf AAL packs so that the nut is facing the outside of the truck when installed on their respective side.**
9. Re-clamp the leaves and align the bolt hole in the center to insert the center pin and tighten securely. Then cut off the extra length on the center pin so that 1/8" is protruding beyond the nut so the factory bump stop can be reinstalled.
10. Raise the rear axle onto the spring assembly. Make sure the center pin seats into the axle perch properly.
11. Re-install the U-bolts and clamp plates. Torque the U-bolt nuts lightly at this time.
12. Repeat Steps 4-11 on the other side, then torque all the U-bolts to factory torque specifications. Try to get the same amount of U-bolt protruding through each nut.
13. Reconnect the rear shocks. Re-torque the U-bolts after 300 miles.