#T2601, T2611, T2401, T2411 Installation Instructions
2005-2015 / 2016+ Toyota Tacoma
4" and 6" Lift Systems

Read and understand all instructions and warnings prior to installation of product and operation of vehicle.

Zone Offroad Products recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

» Product Safety Warning

Certain Zone Suspension Products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. Zone Offroad Products does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions.
Always wear your seat belt.

» Technical Support

Live Chat provides instant communication with Zone tech support. Anyone can access live chat through a link on www.zoneoffroad.com .

www.zoneoffroad.com may have additional information about this product including the latest instructions, videos, photos, etc.

Send an e-mail to ***tech-zone@sporttruckusainc.com*** detailing your issue for a quick response.

888.998.ZONE Call to speak directly with Zone tech support.

» Pre-Installation Notes

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of Zone Offroad Products. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, Zone Offroad Products recommends rear alterations first.
7. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

Difficulty Level

easy 1 2 3 (4) 5 difficult

Estimated installation: 6-8 hours

Special Tools Required

36mm socket / cutting tools

Tire/Wheel Fitment

4" kit: 33x12.50R18 w/ 4-1/2" Backspacing

6" kit: 35x12.50R18 w/ 4-1/2" Backspacing

Important Verify you have all of the kit components before beginning installation.

Kit Contents

Qty	Part
1	Knuckle - Drv
1	Knuckle - Pass
2	Weld On Steering Stop
2	Sway Bar Offset Brackets
1	Frt X-Member (2005-2015 / 2016+)
1	Rear X-Member (2005-2015 / 2016+)
1	Diff Skid
2	Bump Stop Brkt
4	Cam Washer (Frt) (2005-2015 / 2016+)
4	Cam Washer (Rear) (2005-2015 / 2016+)
2	Upper Strut Spacer (4" / 6" kit)
2	Preload Spacer (6" kit only)
1	Brakeline Brkt - Drv Side
1	Brakeline Brkt - Pass Side
1	Bolt Pack - Rivet Nut Installation
1	Bolt Pack 665
1	Bolt Pack 666
1	Bolt Pack 667 (2005-2015)
1	Bolt Pack 691 (2016+)
1	Bolt Pack (Sway Bar / Knuckle)
2	Sway Bar Spacer Sleeves
2	Rivet Nuts
2	Urethane Bumpstops
3	Skid plate spacers (2 x 2 Round)
4	Zip Ties
2	Loc-Tite

Rear

Qty	Part
2	4" or 3" Tapered Rear Block W/ 9/16" Pin
4	9/16" X 2-9/16" X 11-3/8" Sqr
8	9/16" SAE Washer
8	9/16" High Nut
1	90 Degree Brakeline Bracket @ Axle
2	Carrier Bearing Drop Kit
8	1/2" USS Washer - Clear Zinc
1	Rear Kit Bolt Pack
2	Rear E-Brake Cable Brkt



1. Park vehicle on a clean flat and level surface. Block the rear wheels for safety.
2. Raise the front of the vehicle and support the frame rails with jack stands.
3. Remove wheels.
4. Remove the factory skid plate, retain all hardware. Figure 1



Figure 1

5. Remove the factory skid plate mounting rails. Retail all hardware. Figure 2



Figure 2

6. Remove the brake calipers from the steering knuckle. Retain the hardware. Hang the calipers by a bracket, do not let them hang from the brake line. Disconnect the brake line bracket from the frame rail, save the hardware.
7. Disconnect the ABS wire from the upper control arm Figure 3a. Remove the wire from the bracket. Retain the factory mounting hardware.
8. Disconnect the ABS sensor from the steering knuckle. Figure 3b Retain mounting bolt. Use extra caution when removing the sensor, these can be easily damaged or broken. Remove the ABS wire mounting bracket from the backside of the steering knuckle. Retain this bolt. Remove the bracket from the ABS wire, it will not be reused.
9. Remove the ABS wire and brake line bracket from the side of the steering knuckle. Figure 3c Use a wire wheel to clean the threads of the sway bar link. Remove the nut from the sway bar link and disconnect the link from the steering knuckle.

Important—measure before starting!

Measure from the center of the wheel up to the bottom edge of the wheel opening

LF_____ RF_____

LR_____ RR_____



Figure 3a



Figure 3b

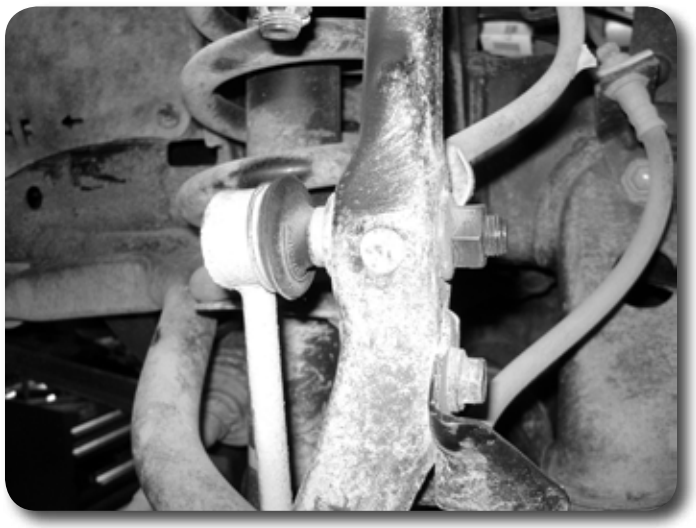


Figure 3c

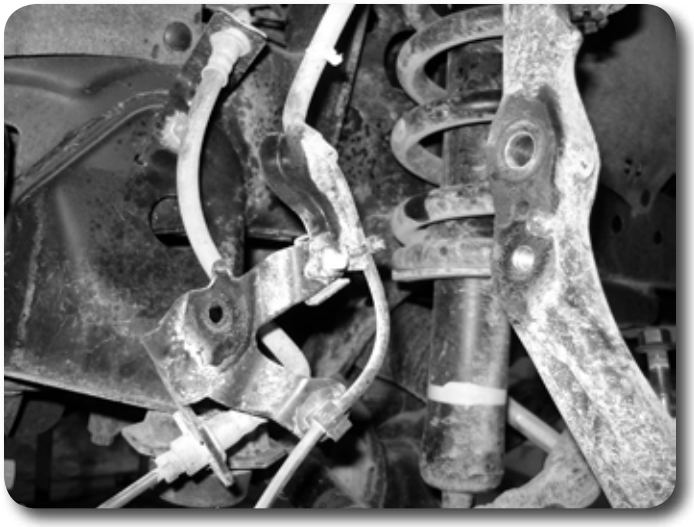


Figure 3d

10. Remove the CV nut dust cap. Use a punch to start the cap, work around to evenly pull it out. **Figure 4a**
11. Remove the cotter pin, castellated nut cap, and CV nut (35mm socket) **Figure 4b**
12. Take a center punch and hit the center of the CV to dislodge it. **Figure 4c**



Figure 4a



Figure 4b



Figure 4c

13. Remove the cotter pins and nuts from the upper ball joint and tie rod ends. Reinstall the castellated nuts a couple of turns by hand. Strike the side of the knuckle as shown to dislodge the taper from the steering knuckle. Figure 5a, 5b Once dislodged, remove the upper control arm ball joint and tie rod end from the steering knuckle, keep all of the hardware.



Figure 5a



Figure 5b

14. Remove the 2 lower bolts that attach the lower ball joint to the steering knuckle. Remove the steering knuckle assembly. Figure 6



Figure 6

15. Remove the lower strut bolt. Remove the cam bolt assembly from the lower control arm. Remove the arm from the vehicle. Figure 7



Figure 7

16. Remove the 3 nuts that attach the upper strut mount to the vehicle. Figure 8 Support the strut and remove it from the vehicle.

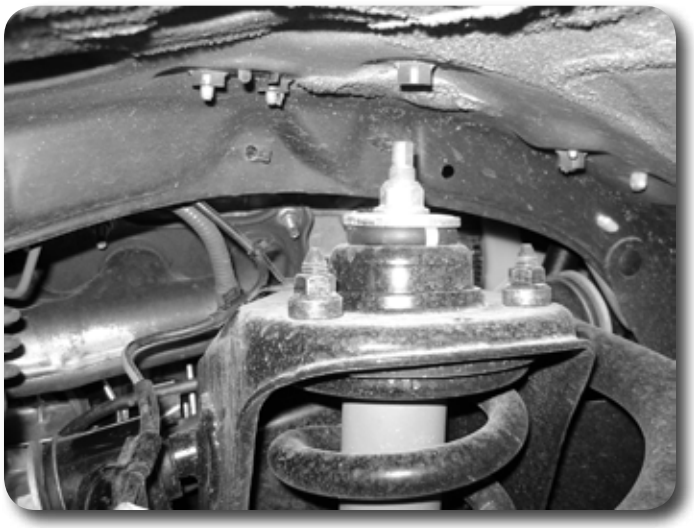


Figure 8

17. Remove the factory bump stops, they will not be reused.

18. Disconnect the front differential wire harness from the differential. Figure 9a

19. Disconnect the breather line mounting bracket and vacuum line from the top of differential Figure 9b, c



Figure 9a



Figure 9b

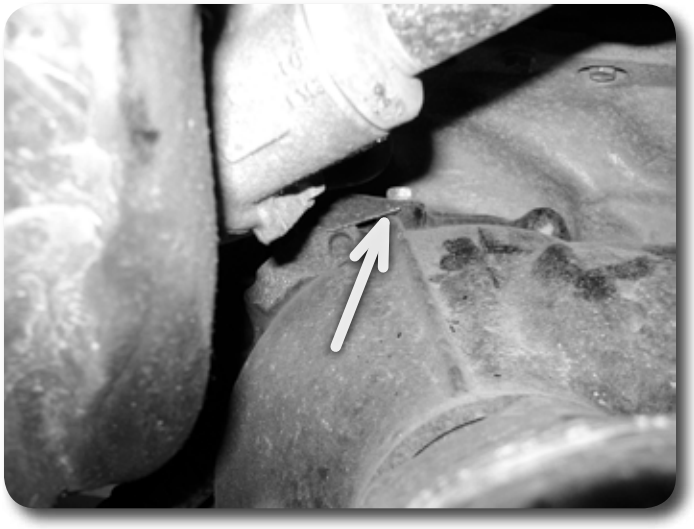


Figure 9c

20. Disconnect the driveshaft from the front differential Figure 10, retain all hardware.



Figure 10

21. Support the front differential with a hydraulic jack. Remove the 2 bolts that attach the rear differential mount to the diff. Remove the allen head nut that attaches the mount to the frame. Raise the differential slightly to remove the mount. Figure 11a, 11b



Figure 11a



Figure 11b

22. With the help of an assistant, remove the bolts that attach the differential brackets to the frame. Figure 12 Remove the differential from the vehicle.

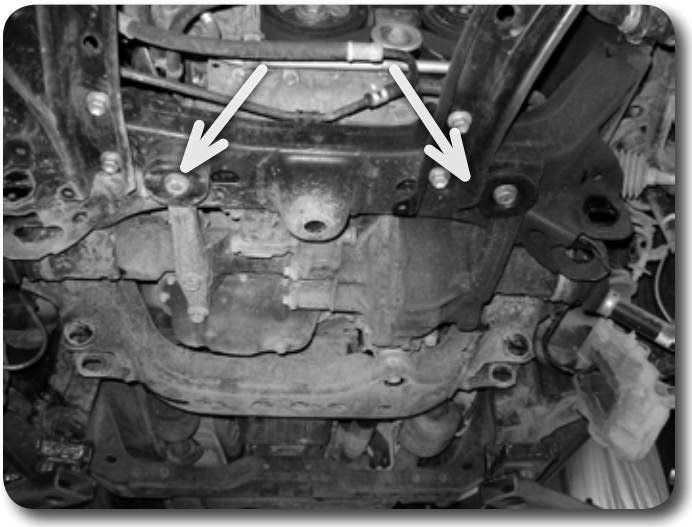


Figure 12

23. Measure from the outside edge of the driver's side lower control arm cam slot 5-1/2" as shown (just inside of the factory weld). Mark a line around the factory rear cross member. Use a reciprocating saw (sawzall) to make a vertical cut. **Figure 13a**

24. Measure over about 7-1/4" (center of the large holes) and make a mark. Make a vertical cut line and remove the portion of the rear cross member from the vehicle. **Figure 13b, 13c**



Figure 13a



Figure 13b

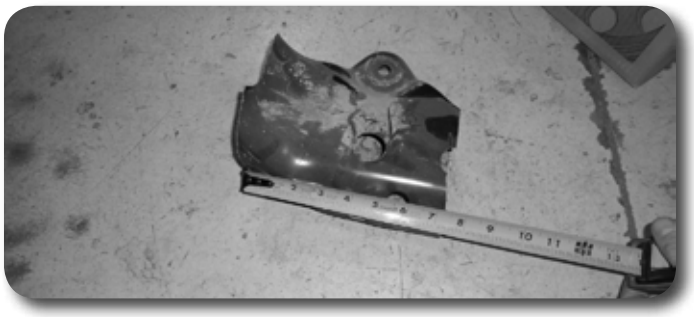


Figure 13c

25. Deburr all cut edges and coat with paint to prevent corrosion.

26. Remove the factory sway bar from the vehicle, disconnect the sway bar links from the end of the sway bar.

27. Cut out the template at the end of the instruction sheet. Transfer the profile over to the end of the sway bar and grind away excess material. Take care not to grind away too much material, only about ¼" of material needs to be removed. **Figure 14a, 14b**



Figure 14a



Figure 14b

28. Insert new 3/8" x 1-1/4" bolts into the sway bar offset brackets. **Figure 15a**

29. Install sway bar offset brackets with new 10mm bolts without any washers on the head of the bolt into welded nuts inside the frame rails. The brackets will offset the sway bar slightly forward. Tighten 10mm hardware to 30 ft-lbs.

30. Install the sway bar onto the bolts in the offset sway bar brackets attach with 3/8" lock nuts and 3/8" SAE Washers. Tighten 3/8" hardware to 35 ft-lbs. **Figure 15b**

Step 28-30 Note:

Hardware for the sway bar offset brackets is located in bolt pack # 665



Figure 15a



Figure 15b

31. Reinstall the front skid plate struts (the brackets the skid plate mounts to) with factory hardware. It is easiest to install these now, rather than at the end of the installation. The front mounts will require the spacers as shown. Skid Plate Spacer Figure.



Skid Plate Spacer

32. Install the new bump stops into the bump stop brackets with 3/8" flange nuts. Tighten bump stop securely.

33. Attach bump stop assembly to the frame with new 10mm bolt and washer into the factory threaded hole and 3/8" bolt and washer, with 3/8" serrated edge flanged nut to the factory hole that matches the bracket. Tighten 10mm bolt to 30 ft-lbs, 3/8" hardware to 35 ft-lbs. Figure 16

Step 32-33 Note:

Hardware for the bump stop brackets is located in bolt pack # 665



Figure 16

34. Install new rear crossmember with the cams on the bolts. The removed area on the cam will need to be vertical on one side. The other side may need to have the cam rotated to allow the cam to fit into the factory slot. These are a tight fit into the frame brackets to properly locate the cross member. Figure 17a

35. Mark the center of the slots of the replacement cross member to the factory cross member. Remove the cross member and drill the holes to 11/16". Install 1/2" Rivet nuts located in hardware bag kit 891. See detailed rivet nut installation instructions at the end of this instruction sheet. Figure 17b Keep the rear cross member out until the differential is installed.

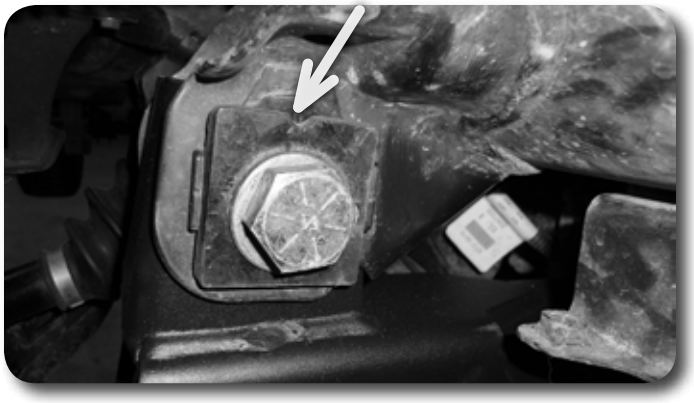


Figure 17a

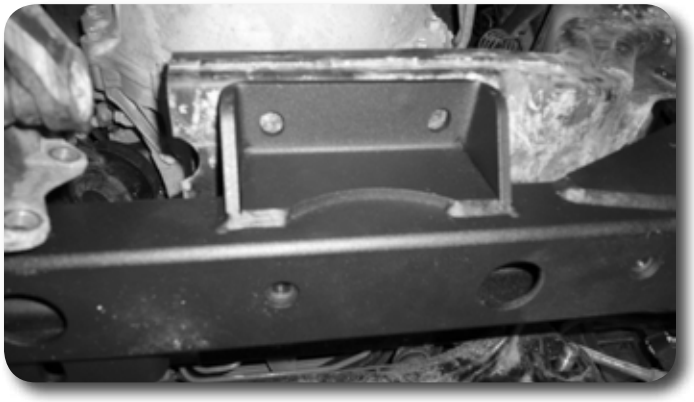


Figure 17b

36. Install the front cross member with ¾" bolts (2005-2015) / 20mm hardware (2016+) and cams on the hardware. Center both of the cams if it is possible (recessed area is vertical above or below the bolt head, it may be required to rotate one of the cams).
37. Reinstall the differential rear mount with factory hardware.
38. Support the front differential with a hydraulic jack. Attach the front differential to the front cross member with new 9/16" x 2-3/4" bolts, washers, and nuts running from the bottom up. **Figure 18a, 18b**

Step 36 Note:

Hardware for the cross members and differential is located in bolt pack # 667 (2005-2015) / #691 (2016+)



Figure 18a



Figure 18b

39. Reinstall the rear cross member with the cams on the bolts. Run hardware from front to rear. Attach the rear cross member to the factory cross member with ½" x 1-1/4" bolts with a washer under the head of the bolt into the rivet nuts. Figure 19a

40. Attach the differential bracket to the rear cross member with factory 12mm nut. Figure 19b



Figure 19a



Figure 19b

41. Weld the steering stops onto the lower control arm as shown. It is easiest to do this while they are out of the vehicle. Figure 20



Figure 20

42. Allow the brackets to cool, coat with paint, install the factory arms into the cross members with the factory cam setup.

43. 6” kit only: Place the strut assembly into a strut compressor. Only use a high quality wall mounted style strut compressor. Make alignment marks for disassembly and reassembly of the strut. Remove the strut nut, bushings, and top hat. Figure 21a

44. 6” kit only: Place the preload spacer between the rubber isolator and the top hat. Reassemble the entire strut assembly with factory hardware. Tighten factory strut nut to 20 ft-lbs. Figure 21b

45. Attach the strut spacers to the top of the factory struts with the factory nuts. The flat edge will face ‘out’ once installed in the vehicle. Install the strut spacers into the vehicle with new washers and nuts. Figures 21a, 21b, 21c, 21d

Step 45 Note:

Hardware for the strut spacers is located in bolt pack # 629. Tighten to 47 ft-lbs.



Figure 21a



Figure 21b



Figure 21c



Figure 21d

46. Swing the control arm up and connect it to the strut assembly with the factory lower control arm hardware. Do not tighten this at this time.

47. Gain adequate slack and attach the differential actuator wiring harness to the differential.

48. Bend the vacuum breather line metal lines to clear the steering shaft. Install the vacuum breather line and differential breather hose bracket on top of the differential with the factory bolt, tighten to 15 ft-lbs. Figures 22a, 22b



Figure 22a



Figure 22b

49. Transfer the backside seal from the factory knuckles into the new steering knuckles. Use a block of wood, or flat piece of material to seat the seal. Do not deform the outer edge of the seal. Figure 23



Figure 23

50. Remove the hub bearing assembly and dust shield from the factory knuckles.

51. Trim the dust shield as shown in the figure below. Measure over 2-1/2" and make a vertical cut line. Connect the line as shown. Figure 24a

52. Transfer the dust shield and hub assembly over to the new steering knuckles. Place loc-tite on the threads. It is important that the dust shield be reinstalled. Failure to install the dust shield may damage the ABS sensor. Tighten hub bolts to 60 ft-lbs. Figure 24b



Figure 24a



Figure 24b

53. Attach the new knuckle assembly to the upper ball joint with the factory nut, tighten to 81 ft-lbs. Install the CV shaft through the hub assembly.

54. Attach the assembly to the lower control arm with new 5/8" x 2" bolts with washer. Use loctite on the bolt threads, tighten to 118 ft-lbs.

55. Attach the sway bar links to the steering knuckles with the spacer as shown. It will be necessary to use a long allen wrench to thread the sway bar link into the steering knuckle. Tighten securely Figure 25

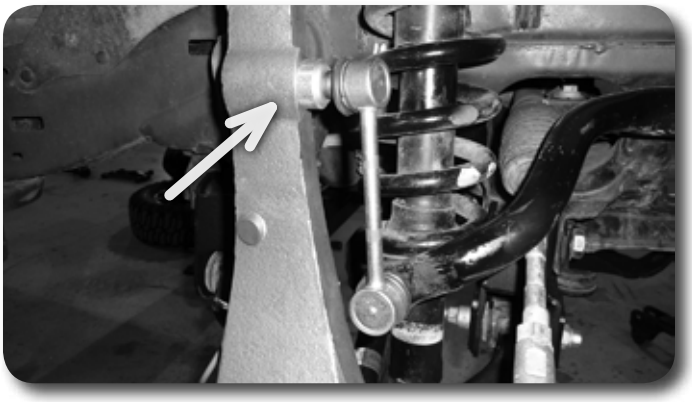


Figure 25

56. Attach the sway bar link to the sway bar with the factory hardware, tighten to 50 ft-lbs.

57. Install the tie rod ends into the steering knuckle, tighten to 41 ft-lbs.

58. Tighten all hardware at this time:

59. 3/4" Front cross member hardware: 150 ft-lbs

60. 1/2" Rear cross member (into rivet nuts): 65 ft-lbs

61. 9/16" Rear cross member hardware: 95 ft-lbs

62. 9/16" Front differential mount: 95 ft-lbs

63. 12mm Rear differential mount: 64 ft-lbs

64. 36mm Socket on CV nut: 173 ft-lbs

65. 10mm Upper strut nuts: 40 ft-lbs

66. Install new cotter pins into tie rod ends and CV nuts. Reinstall the factory upper cotter pin into the upper ball joint. Do not loosen to install the cotter pins, tighten the nut slightly more until the hole lines up to allow the cotter pin to be installed.

67. Reinstall the factory front skid plate with factory hardware.

68. Install the new full belly pan with ½" x 1-1/4" hardware into the rear cross member. ½" x 2-3/4" hardware into the front cross member with 2" diameter spacer blocks. Attach to the differential mount brackets with 3/8" x 1-1/4" hardware. **Figure 26a, 26b, 26c**

Step 68 Note:

1/2" Hardware for the skid plate is located in bolt pack # 667



Figure 26a



Figure 26b

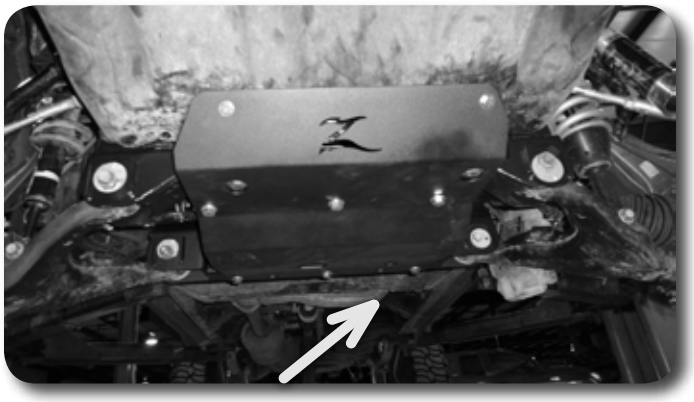


Figure 26c

69. Reattach front driveshaft with factory hardware, tighten to 65 ft-lbs.

70. Reinstall the brake rotors and calipers with factory hardware. Tighten to 80 ft-lbs.

71. Make sure the brakeline locating hole is ¼"~9/32" in diameter. It may be necessary to clean it up to this size with a drill bit. Install brake line drop brackets with factory hardware into the factory threaded holes and new 5/16" self threading bolts into the original locating hole. Attach the factory brakeline to the relocation bracket with new 5/16" x 1" bolt with nylock nut and washer.

Step 71 Note:

Brakeline hardware is located in Bolt pack 666.

Trim off the factory locating tab and grind it smooth so no sharp edge remains.
Figure 27a, 27b



Figure 27a

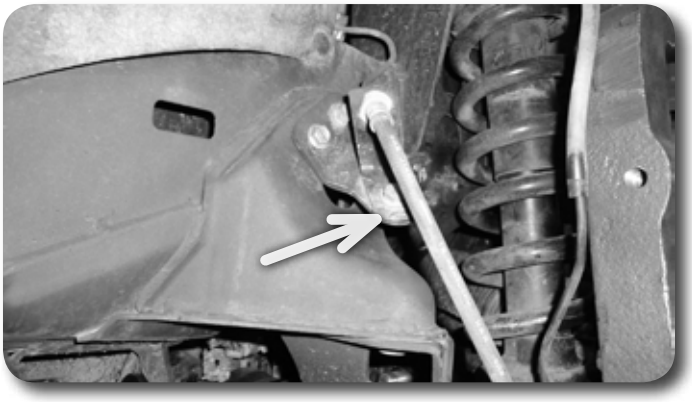


Figure 27b

72. Trim the two portions of the factory brake line bracket as shown. Attach the factory brake line bracket to the edge of the knuckle with factory hardware.
Figure 28a, 28b



Figure 28a



Figure 28b

73. Attach the ABS wire to the backside of the steering knuckle with factory hardware and new wire clamp Figure 29a. Attach the ABS wire to the brake line bracket mounted to the knuckle with the factory clip. Figure 29b

74. Attach the ABS wire to the upper control arm with the factory bolt and new wire clamp. Figure 29c

Step 73 Note:

Hardware for the brake line relocation is located in bolt pack # 666



Figure 29a



Figure 29b

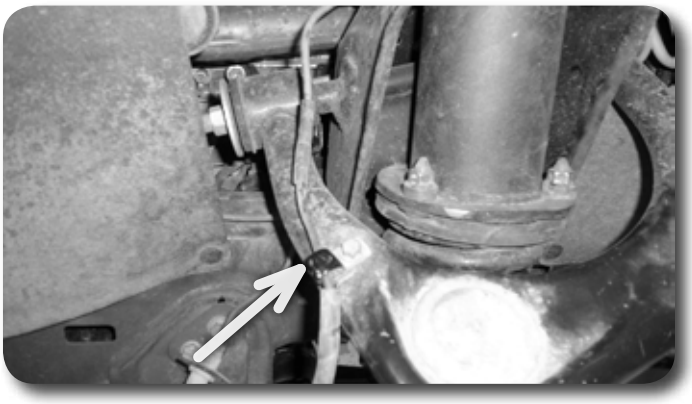


Figure 29c

75. Check steering clearances and adjust brake lines / ABS wires as necessary for clearance. Carefully smash the ABS wire retaining clips to prevent the wires from sliding. Do not over compress the clamps, just enough to keep the wires stationary in the clips.

76. Install new wheels, use the correct style lug nuts to ensure proper thread engagement. Torque to proper specifications (83 ft-lbs).

77. Lower the vehicle to the ground and roll the vehicle forward and backward to settle the suspension.

78. Center the front cam and tighten to 155 ft-lbs. Adjust the rear lower cam to be towards the outside of the vehicle slightly (approximately 3/4 of the way to the outside), tighten to 155 ft-lbs. Roughly adjust the toe-in and ensure the steering wheel is straight, securely lock off the tie rod end jam nuts. A proper front end alignment must be performed, but these are a good starting location for the alignment.

79. Tighten the lower strut mounting bolt to 61 ft-lbs.

80. Double check all front fasteners for proper torque.

Rear Installation

81. Block the front wheels and raise the rear of the vehicle. Support the frame rails with jack stands.
82. Remove the rear wheels.
83. Support the rear axle and remove the rear shocks. Save the lower mounting hardware.
84. Disconnect the brake line bracket from the rear axle. Figure 30a
85. Disconnect the emergency brake from the frame, disconnect the bracket from the leaf spring clamp, remove the clamp from the cable. Retain hardware. Figure 30b, 30c



Figure 30a



Figure 30b

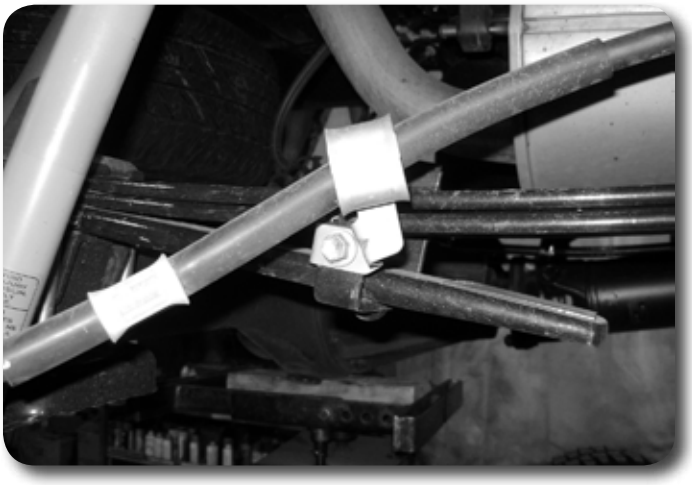


Figure 30c

86. Remove the factory U-bolts and lower the rear axle. Loosen the u-bolts on the opposite side of the vehicle, but do not completely remove them. This will allow the axle to flex better for easier installation of the rear block.

87. Install new rear block with the small end of the block pointing towards the front of the vehicle. Attach the axle to leaf springs with new u-bolts and factory u-bolt plates. Figure 31

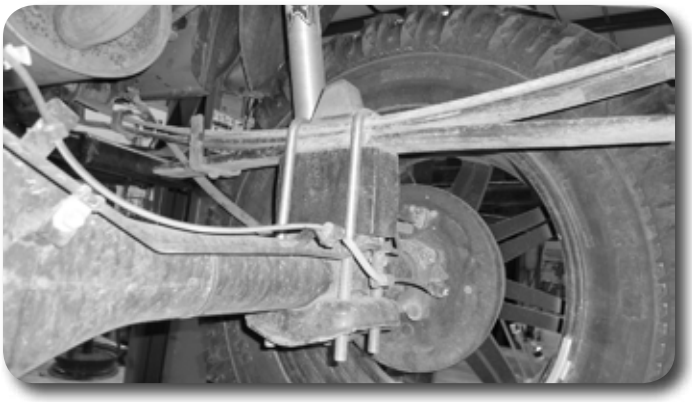


Figure 31

88. Repeat for opposite side of vehicle.

89. Snug the u-bolts, but do not torque to specification while the vehicle is in the air.

90. Install new shocks with factory hardware in the lower mount. Use new hardware included in the shock box for the upper mount. 2013 and newer model trucks will require the factory brackets be clearanced for the larger than factory shock body. Use a cutoff tool / grinder to create clearance so the shocks clear at full droop.

91. Install new e-brake cable bracket on the side of the frame rails. The bracket will offset towards the outside of the vehicle. Figure 32

Rear Shock Note:

2013 and newer model trucks will require the factory shock brackets be modificied for clearance of the larger shock body. Remove factory bracket material until the shock clears. Do not run white or black body shocks inverted for clearance.



Figure 32

92. Install new rear brake line relocation bracket. Figure 33

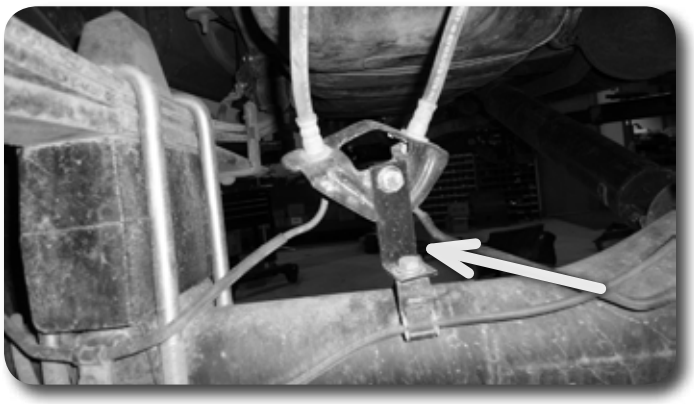


Figure 33

93. ***4" Rear Block Kit:*** Support the drive shaft. Remove the carrier bearing hardware and install carrier bearing drop with new 10mm x 50mm fully threaded bolts. Crew cab long bed models will require (4) ½" USS washers per bolt to space the carrier bearing down. Crew cab short bed models will require (2) ¾" long spacers. Adjustments may need to be made to the drop to get the ideal height. These are starting references and may need to be adjusted to eliminate any driveline vibrations.

94. ***3" Rear Block Kit:*** Support the drive shaft. Remove the carrier bearing hardware and install carrier bearing drop with new 10mm x 50mm fully threaded bolts. Crew cab long bed models will require (2) ½" USS washers per bolt to space the carrier bearing down. Crew cab short bed models will require (4) ½" USS washers per bolt. Adjustments may need to be made to the drop to get the ideal height. These are starting references and may need to be adjusted to eliminate any driveline vibrations. Figure 34



Figure 34

95. Install new wheels with correct style lug nuts and tighten to 83 ft-lbs.

96. Lower vehicle to the ground and torque the u-bolts to 110 ft-lbs.

97. Recheck all fasteners for proper torque.

98. Remove the inner fender fastener that attaches to the front fascia. Measure 1-1/2" towards the wheel, mark and drill hole to 5/16". Trim off the extra plastic over hanging where the original hole was located. Clearance the inner fender where it meets the front bumper cover to allow enough clearance, the curve of the inner fender will meet the plastic bumper cover. Figure 35a, b

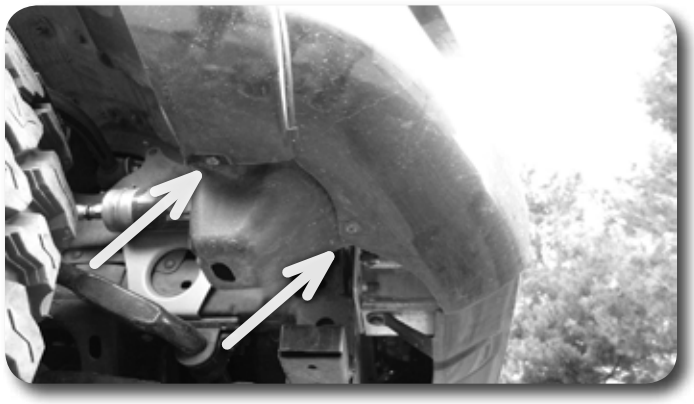


Figure 35a



Figure 35b

99. Reattach the inner fender to the front fascia with factory bolt through the new hole. This will pull the front inner fender away from the tire.

100. Trim the front fascia to clear the tire. Figure 36



Figure 36

101. Trim the rear of the inner fender along the pinch weld. Bend the pinch weld over the inner fender. **Figure 37**



Figure 37

102. Trim the body mount as shown: Measure in 5" from the outside edge, measure over 1" from the center of the circle, trim and remove section from the body mount. **Figures 38, 39**



Figure 38



Figure 39 Hole Preparation

Detailed Rivet Nut Installation Instructions

1. Drill hole to appropriate size for rivet nut installation. 1/2" Rivnuts require an 11/16" hole and 3/8" Rivnuts require a 17/32" drill. It is critical that this hole is drilled to the correct size. Remove any burrs that could keep the rivet nut from seating flat against either side of the hole surface.

Post-Installation Warnings

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.

2. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure.

3. Perform head light check and adjustment.

4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.

Step 1 Note

If the correct drill size is not available, it is possible to drill the hole to an available smaller size and slowly grind it out to until the rivet nut fits tight.

Rivet Nut Installation Tool Assembly

2. For a 3/8" rivet nut, place the provided 3/8" SAE flat washer on the 3/8" x 1-1/2" bolt, followed by 7/16" hex nut and then a 3/8" serrated washer. Figure 1 Thread this tool assembly into the rivet nut.

3. For a 1/2" rivet nut, place the provided 1/2" SAE washer on a 1/2" x 2” bolt followed by a 9/16” high nut and 1/2" serrated edge lock washer. Thread this tool assembly into the rivet nut as shown. Figure 1.

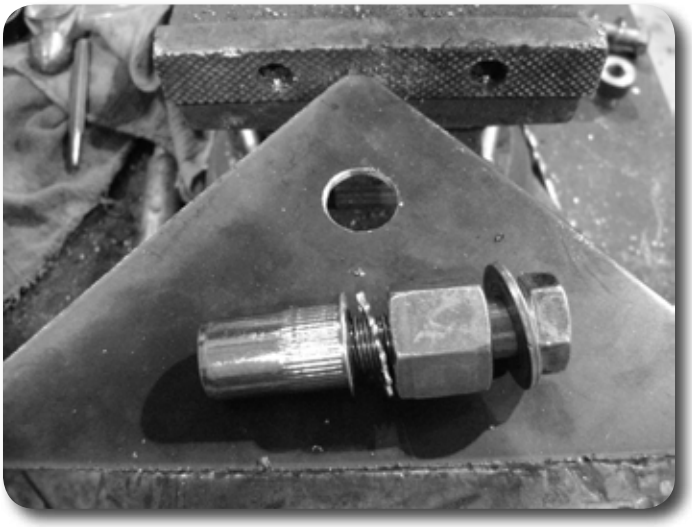


Figure 1 - 1/2" Rivet Nut Shown

Rivet Nut Installation

4. Verify the correct size rivet nut for the application based on the following chart.

Part Number	Thread Size	Body Length (in)	Material Thickness (in)		Drill Size (in)
			Min.	Max.	
95105A159	3/8-16	.690	.027	.150	17/32
95105A168	3/8-16	.805	.150	.312	17/32
95105A169	1/2-13	1.150	.063	.200	11/16
95105A170	1/2-13	1.300	.200	.350	11/16

5. Place the installation tool with the rivet nut threaded on the end into the appropriately sized hole.
6. For a 3/8" rivet nut, hold the nut closest to the rivet nut still with an 5/8" wrench and tighten the 3/8" bolt with a 9/16 wrench or impact gun to set the rivet nut. Be sure to hold the rivet nut flush to the surface and square to the hole as it is tightened. Figure 2
7. For a 1/2" rivet nut, hold the nut closest to the rivet nut still with an 7/8" wrench and tighten the 1/2" bolt with a 3/4" wrench or impact gun to set the rivet nut. Be sure to hold the rivet nut flush to the surface and square to the hole as it is tightened. Figure 2



Figure 2 - 1/2" Rivet Nut shown

Step 6 & 7 Note

If available, an impact gun is recommended for tightening the bolt to ensure the rivet nut remains square to the hole and to ease holding the nut from spinning.

Torque Specifications

8. 3/8" rivet nuts will approach 40 ft. lbs for maximum grip strength. Do not exceed 45 ft-lbs when setting the rivet nut.
9. 1/2" rivet nuts will approach 90 ft lbs for maximum grip strength. Do not exceed 100 ft-lbs when setting the rivet nut.

Step 8 & 9 Note

If using the recommended impact gun, use caution to not exceed the recommended torque specifications.

Rivet Nut Tool Removal

10. Once the center bolt is tightened, remain holding the nut from spinning with the wrench and loosen the center bolt to remove the installation tool.
11. Verify proper installation by checking for consistent rivet nut deformation to see the threads are square and centered to the rivet nut. Figure 3.

Step 10 *IMPORTANT*

It is very important to hold the nut as the bolt is loosened because the grip of the star washer will try to spin the rivet nut and ruin the installation.

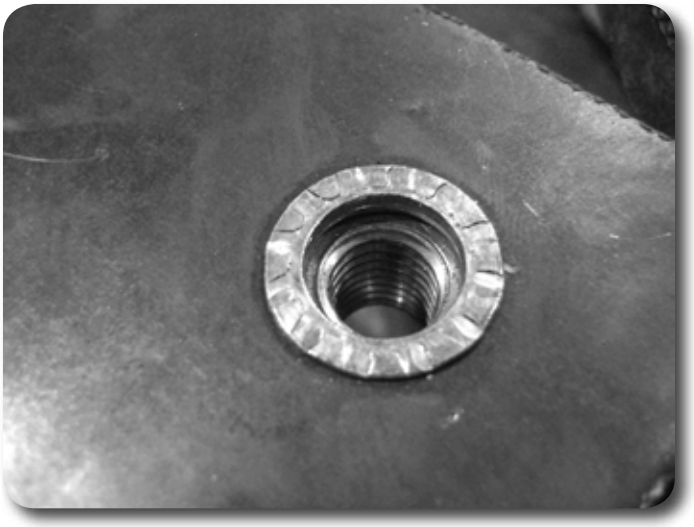


Figure 3

SCALE 1:1
DO NOT SCALE

