

Important to note, the front and rear adjustment is the same process.

To raise the ride height you rotate the bolt clockwise (this will reduce the exposed height of the bolt above the leaf spring, counter clockwise will lower the ride height).

There are different mounting bolts for the upper control arms and lower shock mount up front than the rear but they are in the same place. Watch out for the washers behind the upper CAs up front. The below pics are all from the rear.

I removed the sway bar mounts, unbolted the upper control arm at the frame, and unbolted the lower shock mount all in that order. This allows the assembly to come down enough so that you can thread the stock bolts out and thread the lowering bolts back in. They must come out/go in through the bottom of the leaf. It helps to pry up on the leaf with a pry bar or handle of a mallet or something so you can get the last little bit of clearance to get the bolts in and out. You do not have to pry much.



<Rear control arms>





<front control arms>



be careful on these there are alignment washers behind the arm to the frame. The front 2 bolts may have washers, as well as the back two. **Pay attention and mark the**



locations as you remove them.

picture of jacking up the leaf spring to get at lowering bolt>



sway bar mount removal>>>



Lowering bolts old and new

Stock vs aftermarket Lowering bolt. You can see how much shorter the pad is on the lowering bolt. This allows the lower control arm to come up closer to the leaf when the weight of the vehicle is on the suspension, thus lowering the ride **height**.

Once you have the old ones out simply thread the new ones in and re-assemble everything in the reverse order of how you removed it. If you thread the new ones all the way up to the leaf, you will be achieving maximum drop. I threaded mine all the way up then made a mark on the leaf and the pad with a paint pen. I then turned mine out one full turn at all four corners. This gave me a tight one-finger gap between tire and fenders.

Kind of hard to see the gap in these pics because it was dark by the time I was done and got back to the house with the suspension settled. I will add some daytime pics sometime this week. I am super happy with the new stance; it really finished off the exterior for me.

The factory measurements for the exposed height of the bolt above the leaf spring is 25mm measured from the leaf to the top of the bolt. You should measure yours on each before changing the position to have a starting point for orientation.

ALTERNATE METHOD

This may or may not be successful as it is not the recommended method as described above.

Raise the car up on jack stands all around or just the front and then the rear, to work on these independently.

Remove the tires.

Access the exposed portion of the leaf spring between the lower control arm (LCA) and use a bottle jack to slowly raise the spring & bolt off of the LCA to remove pressure on the bolt. This will allow easing the ability to raise or lower the bolt by using a 6-point socket to turn the bolt clockwise to raise ride height or counter clockwise to lower it.