

# Classic L200 Fitting Instructions

## What's in the kit:

### All kits:

#### Double Cab:

8 x spacers with 10 mm holes  
8 x 10mm diameter x 15 (18, 20)cm long bolts  
6 x 10mm nyloc nuts  
These are for the body  
6 x spacers with 12mm holes  
6 x 12mm diameter x 9 (12, 14)cm long bolts

#### Single Cab:

6 x spacers with 10 mm holes  
6 x 10mm diameter x 15 (18, 20)cm long bolts  
8 x 10mm nyloc nuts  
These are for the body  
8 x spacers with 12mm holes  
8 x 12mm diameter x 9 (12, 14)cm long bolts

### Mega kits only:

Set of 3 brake hoses (2 front 1 rear)  
1 x 2 (3)" transfer lever extension

### +3" and over

14 hose clips - various sizes  
1 x 2.375" diameter hose extension - for air intake hose  
2 x 1.75" diameter hose extension - for intercooler hoses  
1 x 1.75" diameter hose extension - for fuel filler hose  
1 x 1.5" diameter hose extension - for top radiator hose  
2 x .75" diameter hose extension - for heater matrix hoses  
3 x .187" diameter hose extension - for vacuum tubes for 4x4 selectors (inside rear of drivers side wheel arch)  
1 x .187" diameter hose extension - for vacuum tube to the EGR solenoid (on the back of the intercooler brackets)

### Animal and Warrior only:

2 x relocation plates for "over bumper" (not needed for 4" lift)

-----  
The lifting is really quite straight forward, first of you need to look around the vehicle to see what needs extending in the way of hoses, on a 2" lift that only means the brake hose, on anything bigger it will include the fuel filler hose, the top radiator hose, both intercooler hoses and the heater matrix hoses plus the air box to turbo hose. You will also need to extend the 3 vacuum tubes for the 4x4 selectors and the vacuum tube to the EGR solenoid (on the back of the intercooler brackets) - that is all the extending you are going to have to do but you may find that you need to shorten the bottom radiator hose. You will also need to remove the radiator cowling (you might find it easier to remove the fan to do this) and undo the bolts for the "over bumper" (animal only). You may also have to undo the clip for the oil pipes running from the engine to the oil cooler radiator. The water radiator will need to be drained to allow you to cut and extend hoses.

### Wires and cables:

At the back the wires for the lights need unclipping from the tub, by the front passenger door a cable is clipped to the top of the chassis, which needs removing, also the cables going to the front ABS sensors (if fitted) - it may be possible to get away with not unclipping any of the cables for a 2" lift.

Once you've done your checks and loosened off anything that you don't think will stretch to accommodate the lift you can start on the lift...

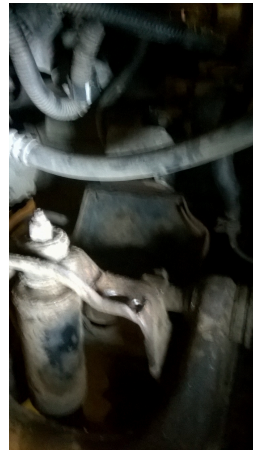
# Classic L200 Fitting Instructions

## Brake Hoses:

The first job you need to do is to change your brake hoses and bleed the brakes:



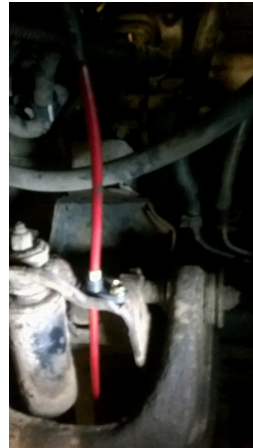
After removing the existing brake hose, cut this bracket off - you should find that it is tack welded on



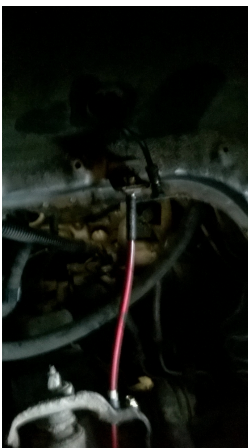
Using the line locator to position it, drill a 8mm hole as picture



You can if you wish tap the hole, in which case you should have drilled a 7mm hole - the tap should be 8mm x 1mm thread pitch



Feed the brake hose through the hole and bolt the line locator to the shock absorber turret



Once through, the top fitting can be clipped back into it's bracket

The bottom line locator can now be clipped into place followed by the bottom fitting. Replace all fittings and tighten.

Fitting the rear brake hose is straight forward as there are no line locators, so a case of undoing the fittings removing the spring clips to remove the existing hose and then fitting new hose with spring clips, replacing the copper/steel brake line and tighten

**After changing your brake hoses remember to bleed your brakes!**

## Lifting:

With the classic you can start with the tub first (this will give you some experience at lifting a body but not have anything really to have to keep checking on. Just undo all the nuts but leave the bolts in, using the truck jack and a piece of wood to spread the load, put the wood on top of the jack and the jack on the inner of the rear tyre, jack up the tub (make sure the piece of wood fits into the wheel arch) once you have the tub jacked up enough to fit the spacer on that side remove the existing bolts on that side, put in the spacers and a new bolt UP THROUGH the mounts and fit a nut to the top then lower the jack - now go around to the other side and repeat.

# Classic L200 Fitting Instructions

Before you lift the body you'll need to remove the sill plates and roll back the carpets to expose the mounting bolts - the rear one is under the bung by the side of the back seats.

The body itself is lifted in the same way (jacking point is just in front of the centre door pillar) but just keep checking any wires or hoses, the brake line to the rear has a coil in it between the body and chassis which will accommodate any of our lifts and the steering also has enough adjustment in it to take any of our lifts, all the bolts fit down through on the body. Sometimes the front of the body does not lift as high as the rest of the body in which case just put in the rear 3 spacers and bolts lower the body and put the nuts on then move the jack to the front by the side of the body mount (the edge of the body panels make a tee section there - it makes a good strong point to jack) jack up until the spacer fits insert bolt and lower body and fit nut. Now lift the other side

Once you have the body lifted and spacer and new bolts and nuts in go around and tighten them all up - body and tub then tidy the carpet and refit the sill plates. Now extend all the water, fuel and air hoses.

Usually on the L200 the bumper is only attached to the body but on some there is an "over bumper" which is also bolted to the chassis this (if fitted) will need relocation plates to hold it back in place on all lifts, also some may have a brace between bumper and chassis - this needs to be detached from the chassis and extended after the lift.

## Transfer and gear lever:

If you have the super select system on the L200, the transfer (fwd) lever angles back at around 45°

When your lift is completed you will find that you can no longer find 2wd and , depending on the height of the lift even 4wd (non-centre diff), this can also have a similar effect on the gear lever as well (manual only - auto shift will lift with the body). So you will need to make some adjustment to the hole behind the gear and transfer levers, or to the levers themselves, to allow 1st 2nd and reverse and 2wd to engage (the higher the lift the more adjustment needed).

Remove gear (manual only) and transfer lever, cut a "V" notch, about three quarter of the way through, in the front of them as near to the ball as possible, bend the lever forwards to the most suitable position and then weld into position.

