

Pram Shape L200 Fitting Instructions

What's in the kit:

All kits:

Double Cab:

8 x spacers with 10 mm holes
6 x 10mm diameter x 15 (18, 20)cm long bolts
2 x 10mm diameter x 13 (16, 18)cm long bolts
8 x 10mm nyloc nuts
These are for the body
6 x spacers with 12mm holes
4 x 12mm diameter x 9 (12, 14)cm long bolts
6 x 12mm nyloc nuts
2 x 12mm dia. fine x 9 (12, 14)cm long bolts
These are for the tub

2 x Side Bracket Relocation Plates
4 x bolts, washers and spring washers

Single Cab:

6 x spacers with 10 mm holes
4 x 10mm dia. x 15 (18, 20)cm long bolts
2 x 10mm dia. x 13 (16, 18)cm long bolts
8 x 10mm nyloc nuts
These are for the body
8 x spacers with 12mm holes
6 x 12mm diameter x 9 (12, 14)cm long bolts
6 x 12mm nyloc nuts
2 x 12mm dia. fine x 9 (12, 14)cm long bolts
These are for the tub

1 x 2" (3") transfer lever extension

4 hose clips - various sizes

1 x 2.375" diameter hose extension - for air intake hose

1 x 1.375" diameter hose extension - for intercooler 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)

Mega kits only:

Set of 4 brake hoses (2 front 2 rear)

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, that means the brake hoses, the fuel filler hose, and the air box to turbo hose. on over +3" kits 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 bottom of the radiator cowl and undo the bolts for the "over bumper" (if fitted). 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...

Pram Shape L200 Fitting Instructions

Brake Hoses:

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

The fitting of the front brake hoses is a straight forward replacement of the originals

Again 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!

Steering Linkage:

The steering linkage will take a 2" lift with a slight tightening of the steering, with a +3" lift the steering will get really tight and we advise you to do the same steering linkage modification as we describe for the +4" kit. When fitting a +4" kit remove the steering linkage between the steering rack and the next steering link (making sure you mark the position of this link either end), mark a straight line down the length of the link and then cut it in half and weld a spacer in of the correct length (**Tip:** do this bit after you have lifted the body - fit the two halves of the link and measure between the cut edges for the correct size of the spacer). On the drivers side shock absorber turret there is a bracket holding the front of the upper linkage, this bracket needs spacing, for a +2" lift about 8-10mm, for a +3" about 15mm from the turret and about 15mm upwards, and for a +4" lift approximately 25mm from the turret and just over the same amount upwards - it is best to undo this bracket and the above linkage **BEFORE** starting to lift the body.

Lifting:

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 using the truck jack* (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, 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, by the centre door post there is a shorter bolt that fits into a bracket that is bolted to the inner sill, on a +2" lift undo the bracket from the sill and fit our extension plate to the bracket and back to the sill, on a +3" or +4" lift it is necessary to flip (i.e. turn upside down) the bracket before bolting our extension on.. Now lift the other side.

After lifting the body you will find lifting the tub fairly easy. Just undo all the nuts but leave the bolts in (with the exception of the front two bolts which are beneath a bung under the bed liner, all the bolts are under the tub) 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 (exception is the front bolts which still go down through} the mounts and fit a nut to the top then lower the jack - now go around to the other side and repeat. You will find that the new (fine) bolts for the front holes have a reduced tip before the thread starts, this is for easier alignment of the bolt in the captivated nut.

Pram Shape L200 Fitting Instructions

Once you have the tub lifted and spacer and new bolts and nuts in go around and tighten them all up - body and tub - **at this point you may want to finish extending the steering linkage as described above** - then tidy the carpet and refit the sill plates. Now extend the fuel and air intake hose.

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 except the +4", 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 either 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.

