L200-B40 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

All Cab Types:
1 x 2” (3”) transfer lever extension
1 x 2.375” diameter hose extension - for air intake hose
1 x 1.375” hose extension - for fuel filler hose
4 hose clips - various sizes
Animal and Warrior only:
2 x relocation plates for "over bumper” (not needed for 4” lift)
Mega kits only:
Steering column lower bracket relocation plate
Steering linkage extension
4 x .187" diameter hose extension - for vacuum tubes for 4x4 selectors (inside rear of drivers side wheel arch)
PAS Reservoir drop bracket
Extended earth wire
Relocation plates for tub bracket (front of tub inside wheel arch to chassis)
Fuel hose extension tube and extended fuel return and breather hoses
1 off 1.375 short joiner tube to shorten lower radiator hose

This is the front brake line note the coil which will accommodate a 4” lift

Preparing for the lift:
First of you need to look around the vehicle to see what needs extending in the way of hoses, the fuel filler hose, and the air box to turbo hose. on over +3” kits you will also need to extend the 4 vacuum tubes for the 4x4 selectors - that is all the extending you are going to have to do but you will need to shorten the bottom radiator hose on a 3” and 4”. You will also need to remove the bottom of the radiator cowling and undo the bolts for the "over bumper” (if fitted). The water radiator will need to be drained to allow you to cut and shorten hoses, also remove the PAS reservoir.

Wires and cables:
On the offside there are cables and connectors either side of the suspension turret undo the plugs and unclip the cables, again on the nearside there are cables and connectors needing to be unclipped and an earth wire which needs to be replaced with the one we have

supplied, also the cables going to the front ABS sensors (if fitted)

At the back the wires for the lights need unclipping from the tub, by the front passenger door a cable may be clipped to the top of the chassis, which needs removing,- it may be possible to get away with not unclipping any of the cables for a 2" lift. It is worth unclipping cables and plug/sockets and separating the plugs and sockets as well. There is a loom that runs across the top of the engine compartment bulkhead unclip the plastic cover for it. The hand brake cables are long enough, the off side one needing no alteration but the near side one is routed and clipped around the fuel tank removing some of the clips will allow it to be rerouted enough to accommodate up to a 4” 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…

Before You Commence Lifting:

Lengthen the vacuum hoses especially if you are doing anything over a 2” lift - cut each hose and fit the extension tube one by one to lessen the chance of getting them cross connected

Steering Linkage Removal:

Remove the bolts on the steering bracket on the suspension turret (see right) then remove the steering linkage between the steering rack and the next steering link (making sure you mark the position of this link either end), more about lengthening this link later in the instructions.

This is the bracket that holds the bottom of the steering column linkage in place - remove the securing bolts before lifting

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. **Note:** When doing a 3” or 4” lift the rear corner of the body is likely to rub on the front corner of the tub on the opposite side to your first lift - you may want to undo and move the tub back a bit before commencing the body lift or semi-lift the tub on the same side as you are lifting the body (you’ll need 2 jacks to be able to do this).

This is the side bracket (one each side) these need to be removed and our relocation plates inserted, for the 3” and 4” lift this bracket has to be flipped Note that the spacers DO NOT sit on the chassis mount point!

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. It is possible that the front may not lift as high as the rear, usually just by jacking a little higher the lift spacer will slip in, if not or you can’t lift the front more than about 25mm check to see what might be stopping the lift. Jack up until the spacer fits insert bolt (some may have to go up through) 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. Please note that this spacer sits on the

top-hat that sits in the hole of the chassis body mount not on the mount itself. 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), remember to remove the bolts on the brackets from the lower tub wing, front of wheel arch, then 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, You will find that 2 of the spacers for the tub have a groove around the top, these spacers are for the front tub mounting point, the groove fitting over the lip on the base of the tub - 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, there are 2 relocation plates - one for each side - to relocate the brackets on the tub wings at the front of the wheel arch.

Once you have the tub 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 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.

Finishing up:

Steering Linkage and Bracket:

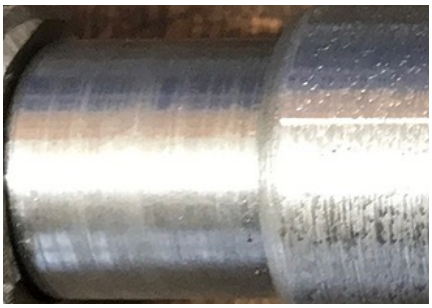
Fit the steering bracket relocation plate to the suspension turret and the steering column linkage bracket as shown left. Take the steering link and mark a straight line on it (see image left). Put a mark 50mm from the end (see below)

Now cut on the 50mm mark keeping the cut as straight as possible and at a right angle to the link (we use a chop saw with a 0.8mm blade)

L200-B40 Fitting Instructions

Once you have cut it in half grind the outer edge of the cut at 45º

Note: The steering spacer piece has a line scored down it's length to help you line everything up



Line each half of the steering linkage up aligning the marks on each piece and press or tap home once you have one end fitted put the other end on again making sure you have aligned the lines. Now you can weld the spacer in place. Before starting on this part we would normally strip the paint off and then once it's all welded together repainting after the welding has cooled.

Now you can fit it back on your truck

We have supplied a drop bracket to remount the PAS reservoir bolt it in the original reservoir position and bolt the reservoir back to it - the hose from it is very tight so you may only be able to use one bolt hole

Lower Radiator Hose:

Remove the lower radiator hose,
referring to the image on the right cut 45mm (2" lift), 67mm (3" lift) 90mm (4"lift) from the lower (radiator) end also the same amount from the centre where marked use the short 1.375 joiner tube and the hose clips to join them - replace the hose.

Fuel Tank Hoses:

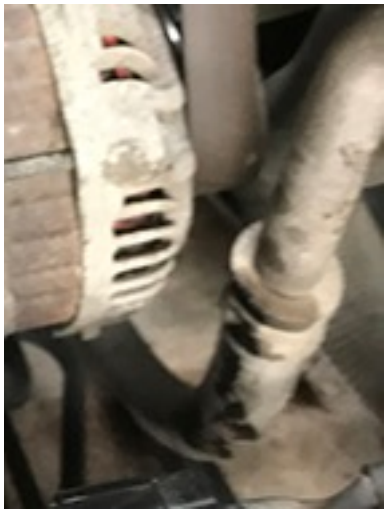
Cut the large filler hose on the upright section insert the hose extension and hold in place with the hose clips. Remove the two small breather hoses and replace with the supplied extended hoses, don't forget to put the new spring clips on each hose first

Air Filter Box To Turbo Hose:

Cut the hose on the second concertina groove down, fit the large extension tube and tighten the hose clips **Tip:** fit the hose clips before the extension tube.

L200-B40 Fitting Instructions

Air-Con Hose OSF By Alternator:



After the lift the bottom hose of the Air-Con Hose (see right image) will rub against the alternator pulley we have included a hose clip that will go around this hose and all it back to a bracket on the chassis to pull the air-con hose away from the alternator pulley.

Transfer and gear lever:
On the L200 the transfer (fwd) lever angles back at around 45º 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 shifter will lift with the body). So you will need to make an adjustment to the levers, 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 quarters 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, **please note** that this modification can put the gear lever knob close to the stereo unit.

At The End:
You will end up with the following:

Showing the side bracket relocation plate
NOTE the gap between spacer and chassis mount point

Front most body lift block

Showing rear body lift blocks

Rear tub lift blocks