



5" LIFT KIT - 2012 - CURRENT NV 2500/3500

WARNING! READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION
CONFIRM MEASUREMENTS BEFORE DRILLING ANY HOLES

PARTS LIST:

FRONT

- 2** WTD - 3" LIFT SPINDLE
 - 1/4" BOLT - QTY 2
 - 1/4" NUT - QTY 2
 - 1/4" WASHER - QTY 2
 - ZIP TIE - QTY 2

- 2** WTD - ALUMINUM SHOCK SPACER
 - 15MM FLANGE NUTS - QTY 6

REAR

- 2** 2" BLOCKS

- 2** U-BOLTS

- 2** SHOCK ADAPTERS

- 2** SHOCK ADAPTER HARDWARE
 - 14MM X 1.5 X 90MM BOLT - QTY 2
 - 14MM FLAT WASHERS - QTY 4
 - 14MM LOCK WASHERS - QTY 2
 - 14MM NUTS - QTY 2

REAR CONT

- 1/2" X 3.5 BOLT - QTY 2
- 1/2" X 1" BOLT - QTY 2
- 1/2" FLAT WASHERS - QTY 8
- 1/2" LOCK WASHERS - QTY 4
- 1/2" NUTS - QTY 4
- SHOCK MOUNT SPACER - QTY 2

- 2** REAR SWAY BAR SPACERS

- 2** BRAKE LINE SPACERS

- 2** BRAKE LINE SPACER HARDWARE
 - 5/16 X 1" - QTY 2
 - 5/16 FLAT WASHER - QTY 4
 - 5/16 LOCK WASHER - QTY 2
 - 5/16" NUTS - QTY 2

TOOLS NEEDED:

FRONT:

- 13MM SOCKET
- 14MM SOCKET
- 17MM SOCKET
- 18MM SOCKET
- 19MM SOCKET
- 21MM SOCKET
- 22MM WRENCH/SOCKET
- 24MM SOCKET
- 3/8" AND/OR 1/2" RATCHET
- TAPE MEASURER
- SHARPIE
- PRY BAR
- HAMMER
- PLIERS
- LOCTITE

REAR:

- 12MM SOCKET
- 13MM WRENCH/SOCKET
- 14MM SOCKET
- 19MM SOCKET
- 22MM SOCKET
- 24MM SOCKET
- 24MM SOCKET/WRENCH
- GRINDER W/ SANDING DISC

INSTALLATION INSTRUCTIONS

DISASSEMBLY

Be sure to measure ride height before and after install for a true measurement of the total height lifted. We recommend using a piece of blue painters' tape on the front and back fenders. To find the before measurement, take a tape measurer and measure from the ground to the bottom of the fender well lip. Write that measurement on the blue tape. This step will be repeated once the lift is installed.

STEP 1:

Jack up front of van so the front wheels are off the ground and place jack stands under the frame behind the front bumper. This is for safety while you are completing the installation of this lift kit.

Remove front wheels using a 21mm socket.



STEP 2:

Loosen sway bar:
Top: 18mm
Bottom: 17mm



STEP 3:

Remove tie rod end nut with 22mm

Hit tie rod hard with hammer to break free from spindle



DISASSEMBLY**STEP 4:**

Disconnect ABS line

**STEP 5:**

Brake line clip on caliper removal 13mm bolt

**STEP 6:**

Remove caliper bolt using a 24mm and hang caliper out of the way. Then remove rotor



DISASSEMBLY**STEP 7:**

Remove steering stop using 22mm

**STEP 8:**

Remove cotter pins from lower ball joint

**STEP 9:**

Remove bottom ball joint using a 24mm

Note: Leave nuts on 2 or 3 threads on upper and lower ball joints so assembly doesn't fall.



DISASSEMBLY**STEP 10:**

Remove upper ball joint using a 22mm

Tip: To free from spindle, hit with large hammer

**STEP 11:**

Now with the knuckle removed, remove strut shock from lower control arm using 22mm

**STEP 12:**

To remove strut from frame side, loosen the three 14mm nuts



FRONT INSTALLATION 0

Note: We recommend spraying WD40 on all the threads and insides of bolts prior to assembling. This will lubricate and help everything to go back together smoothly, especially on vehicles that have a lot of rust.

STEP 13:

Remove stock hub from OEM spindle using 19mm



STEP 14:

Separate hub from OEM spindle

Note: May need to pry loose from spindle



FRONT INSTALLATION (COILOVER SPACER)**STEP 15:**

Bolt coilover shock to aluminum spacer using factory nuts

**STEP 16:**

Install aluminum spacer to frame using supplied 15mm nuts to secure spacer to frame mount

Note: Make sure to use Loctite on nuts

**STEP 17:**

Reinstall bottom bolt and nut on bottom of coilover to lower control arm 22mm



FRONT INSTALLATION (SPINDLES)**STEP 18:**

Now install hub into new spindle using factory bolts using a 19mm

**STEP 19:**

Attach WTD spindle to lower ball joint, once in position, use a pry bar to place upper control arm ball joint in top spindle

Top: 22mm
Bottom: 24mm

**STEP 20:**

Reassemble using factory hardware



FRONT INSTALLATION**STEP 21:**

Tighten up sway bar using 17mm/18mm

**STEP 22:**

Reinstall rotor - use one lug nut to hold rotor in place while putting caliper back on

**STEP 23:**

Tighten caliper bolts using 24 mm



FRONT INSTALLATION**STEP 24:**

Reattach tie rod end to new spindle using 22mm

**STEP 25:**

Reattach brake line and ABS line to new hole in the spindle with the included bolt using 7/16. Zip tie ABS line to the brake line



REAR INSTALLATION - BLOCKS & U-BOLTS**STEP 1:**

Remove 12mm bolts holding brake lines to axle

Note: Put Stock hardware aside to reuse later

**STEP 2:**

Loosen sway bar bracket using 14mm

**STEP 3:**

Remove bottom shock bolt and nut using a 19mm



REAR INSTALLATION - BLOCKS & U-BOLTS**STEP 4:**

On the bottom shock mount grind outer sides flat to accommodate new shock extension plate and spacer

**STEP 5:**

Drill out hole and install 1/2" bolt, lock washer and nut, using a 3/4" socket wrench

Note: Must have u-bolt and u-bolt perch removed to drill hole

**STEP 6:**

Remove stock u-bolts using 19mm

Lower axle to allow enough clearance to install lift block.



REAR INSTALLATION - BLOCKS & U-BOLTS**STEP 7:**

Jack up the axle to hold block in place

**STEP 8:**

Place new u bolts in and install 22mm nuts

**STEP 9:**

Collapse shock enough to put bolt through using supplied hardware



REAR INSTALLATION - BLOCKS & U-BOLTS**STEP 10:**

Bend brake line mount tabs flat to accommodate brake extension plate

**STEP 11:**

Install extension plate with 12mm bolts

**STEP 12:**

Bolt brake line extension using a 1/2" wrench and socket



REAR INSTALLATION - BLOCKS & U-BOLTS**STEP 13:**

Thread supplied 17mm bolts into sway bar drop down bracket on both sides

**STEP 14:**

Tighten sway bar drop bracket bolts using 17mm

**STEP 15:**

Tighten 14mm shock bolts using 22mm wrench and socket



REAR INSTALLATION - BLOCKS & U-BOLTS**STEP 16:**

Put the rear wheels and tires back on and lower the jacks

**STEP 17:**

Now take the tape measurer and measure from the ground to the bottom of the fender lip and write the new ride height on the blue painter's tape that was placed on the fenders before starting the install. If everything was done correctly, a true 5 inches of lift should be the result.

Congratulations! You have now installed the WTD Nissan NV 5" Lift Kit!

You are now ready to take your van to the alignment shop.

