Fantastic Four Buildup - ‘07 Toyota Tundra

Dark And Low. Here’s The ‘07 Tundra After Our Fantastic Four Buildup.

Mark Halvorsen- Aug 1, 2007
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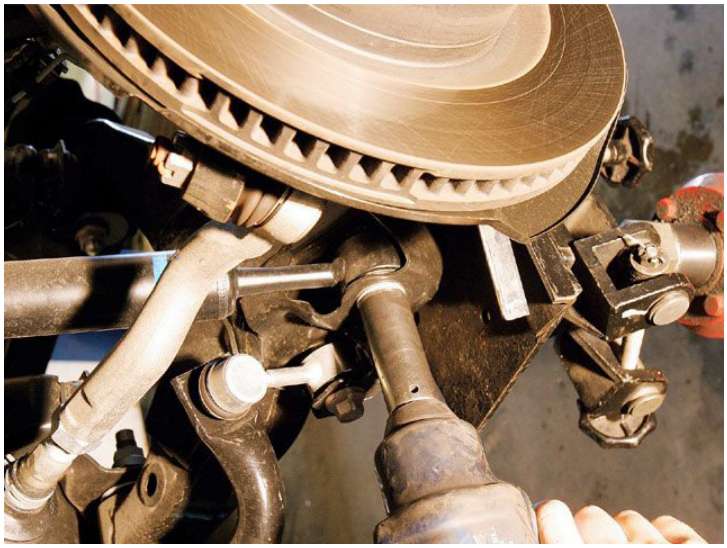
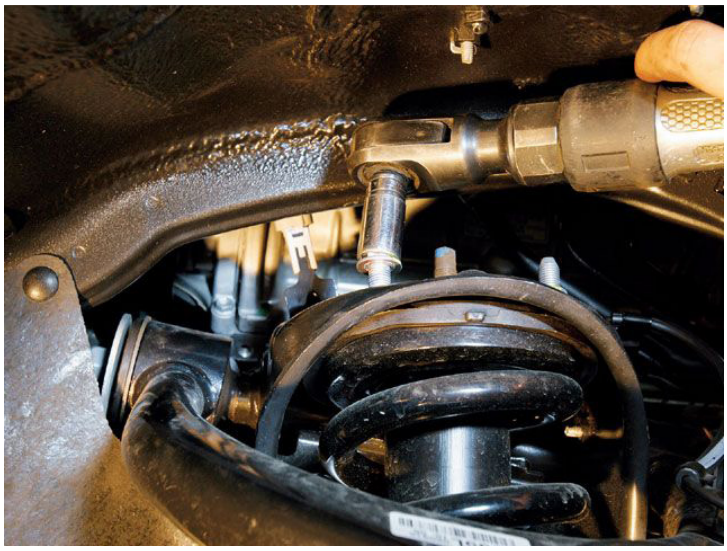
Toyota’s redesigned Tundra hit the streets in February, which is too bad for us. Not that we didn’t look forward to getting some shop time with the new, full-sized pickup. The problem was that we weren’t sure if we could find a Tundra to work on and find enough product to put on it so soon after the vehicle’s introduction to the market. But we did, barely. There’s not a lot out there as of this writing, but there is enough for a Fantastic Four buildup of air intake, exhaust, wheels, tires, and suspension.

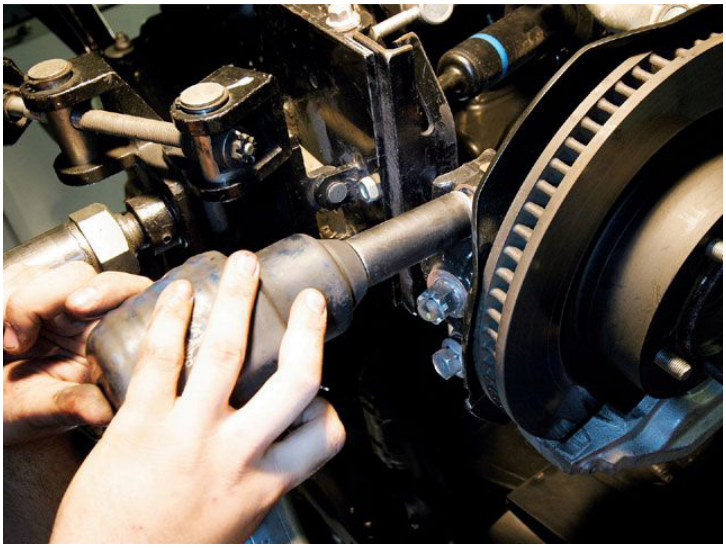
We found a 4.7L V-8-powered extended cab Tundra that belongs to Thor, the maker of motocross riding gear. It’s a show truck that will be designed to show off the Thor brand. Toyota Racing Development (TRD) supplied us with its Performance Cold Air Intake, and TRD has the only intake on the market for this vehicle and engine, as of this writing. That exclusivity applies to the 3-inch Gibson Performance cat-back exhaust we put on this vehicle, as well as to the McGaughys Suspension Parts drop kit that lowers the vehicle 2 inches on the front and 4 to 5 inches in the rear. A set of 24x9-inch D’Vinci’s Vento wheels had the 5x150 bolt pattern that we needed for the Tundra, and Nitto Tire contributed four NT420S 295/35R24 tires.Having one of the first tricked-out Tundras was awesome, especially driving around SoCal and seeing people confused as to how we finished one so soon. These same mods can be performed on your new Tundra, so pick up the phone and get started.

Here is the McGaughys drop: a pair of coils and a flip kit, plus rear shocks. We went to GO EZ Customs, a custom shop in Placentia, California, to have it installed. We figured that since this was a brand-new kit-as in kit number 001 that had been hastily sent to us by McGaughys, and hence had no instructions or anything-that we should take it to some pros to get the job done right. Luckily, this drop involved a relatively simple set of new coils and a flip kit.



Starting with the front suspension, the coilover assembly was unbolted.



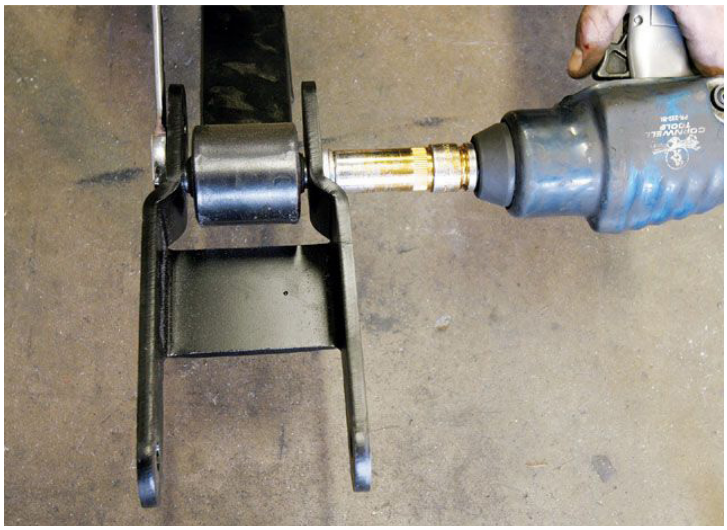


The spindles and lower control arms needed to be separated so the spindles could be pulled out to make room for the removal of the coilovers. The ball joints on the spindles were clamped onto the spindles with three bolts, so this exercise didnt require the ball joint to be broken. (This picture is of the bottom pointing left.)

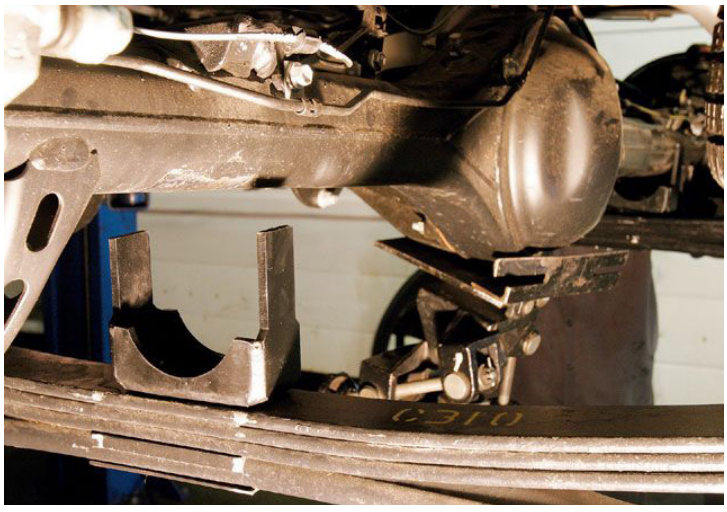
The sway bars were unbolted from the control arms and then the coilovers were removed.

Here, the factory coil is lying next to the McGaughys shorter aftermarket coil. The new spring was installed into the coilover assembly, then the front suspension was put back together.

Moving on to the rear suspension, what we had was a flip kit where the axle was moved from below the leaf springs to above them. Here, you can see the factory U-bolts that clamp the leafs to the axle being unbolted.



The shackles that attach the leafs to the frame were removed, as well. Notice the OE and longer aftermarket shackles compared to each other. The new shackles were bolted onto the ends of the leaf springs. There were two sets of bolts on the parts of the shackles that attach to the frame, which give the option to go low or lower. We chose lower.



The leafs were bolted back into place below the rear axle. Here, you see the aftermarket cradle that bolts to the tops of the leafs and upon which the axle rests.

The mounting points for the brake lines and sensor wires interfered with the fitment of the aftermarket bump stops, so they were sawed off and the brake line and sensor wire were later attached to the new bump-stop assemblies that were secured to the top of the axle with the aftermarket U-bolts.

New shocks replaced the OE models. And that was it

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