STOP--READ THIS FIRST

McGAUGHY'S *2007 TOYOTA TUNDRA*
C-NOTCH INSTRUCTIONS

1. Use wheel chalks to secure the front of the vehicle from rolling/movement.
2. Put jack stands under the rear of the vehicle (frame) lifting only the back of the truck.
3. Place a floor jack under the rear-end raising the rear of the vehicle to get the tires off the ground.
4. Remove both rear tires/wheels from the truck.
5. On the inside of the frame rail on the drivers side above the axle there is a small fuel relay box mounted to the frame. Unbolt the box from the factory frame and move it out of the way so that you will not cut it or the wires. Make sure there are no electrical wires, brake lines, etc. that will be damaged or in the way for when you cut and install the c-notch.
6. There is a left and a right c-notch. There is a slight bend built into the c-notch at one end. The end that is closest to the bend goes toward the back of the vehicle. On the passenger side of the vehicle the shock is mounted on the outside of the frame behind the axle.
7. The end of the c-notch that faces the rear of the truck locates flush against the factory shock mount weld. The c-notch and shock mount both have the same angle.
8. On the driver's side, the shock mounts on the outside of the frame and in front of the axle. The front of the c-notch mounts flush against the shock mount weld for the drivers side.
9. Once you have verified which side the c-notch goes to, hold the c-notch up against the outside of the frame. It will not sit flat against the frame because the notch has not been cut out yet.
10. Make sure the back edge of the c-notch lines up with the front edge of the shock mount. Once it is positioned, scribe/mark the notch of the c-notch to the factory frame.
11. Support the back half of the frame so that when the notch is cut out, the factory frame doesn't sag.
12. Cut the notch that you marked out of the factory frame. Slide the McGaughy's c-notch into place, making sure the c-notch sits flat against the bottom and side of the frame. Make sure the c-notch lines up against the factory shock mount weld. You do not want the C-notch to sit on top of the weld, only right next to it.
13. Clamp the McGaughy's c-notch to the factory frame using "C" clamps. Mark and drill the nine holes for each side.
14. Install the provided c-notch hardware and tighten to 75 ft. lbs torque for both sides.
15. Provided in the McGaughy's c-notch box is a fuel relay box relocator plate (flat plate w/ 4 holes). Bolt the fuel relay box to the new plate using the factory nuts. Bolt the McGaughy's plate which is installed to the fuel relay box to the top of the factory frame through the two factory holes using McGaughy's provided hardware. (see picture #1)
16. You may have to modify the brake line bracket that is bolted to the top of the rear end housing. (see picture #2) Drill a 1/4" hole in the bracket between the two brake lines. Make sure that you don't rub or snag a brake line while drilling. Use the factory hardware to bolt it back on.
17. Now that you have a couple more inches between the axle and the frame, make sure there aren't any other parts on the truck that will come in contact or hit the bottom of the truck bed. The rear end may want to hit the exhaust now that there is more clearance for it. Depending on your exhaust, you may have to re-route the exhaust pipe and/or tail pipe.
18. Re-install wheels using manufacturer's torque specifications.
19. Set the truck back on the ground and remove the jack stands.
20. Job is complete, make sure that after 200 miles are driven, retighten all hardware from above.

Picture #1

Picture #2