



PRODUCT: **K756864 - 6" [LIFT KIT](#)**
05-12 TOYOTA TACOMA 2WD

PARTS LIST

QTY

SPINDLE, TACOMA 4" LIFT, DRIVER	1
SPINDLE, TACOMA 4" LIFT, PASSENGER	1
5/8-11 X 3-1/4 HEX BOLT, GRD 8	4
5/8-11 STOVER LOCKNUT, GRD 8	4
5/8 FLAT WASHER, SAE, GRD 8	8
1/4" ADEL/LOOP CLAMP	4
5/16" ADEL/LOOP CLAMP	2
1/4-20 X 1-1/4 HEX BOLT, GRD 5, ZINC	4
1/4-20 NYLON LOCKNUT, ZINC	4
1/4 SAE FLAT WASHER, ZINC	8
STEEL LIFT BLOCKS	2
U-BOLTS	4
NYLOCK NUTS, 9/16-8	8
FLATWASHER, 9/16, SAE	8
STRUT SPACER	2
10mm X 1.25 FLANGE NUT	6

PRIOR TO INSTALLATION:

1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation
3. Always wear safety glasses when using power tools or working under the vehicle
4. Modifications to any part will void the warranty associated with that product.
5. Jack up front of vehicle, place jack stands under frame, behind front suspension.

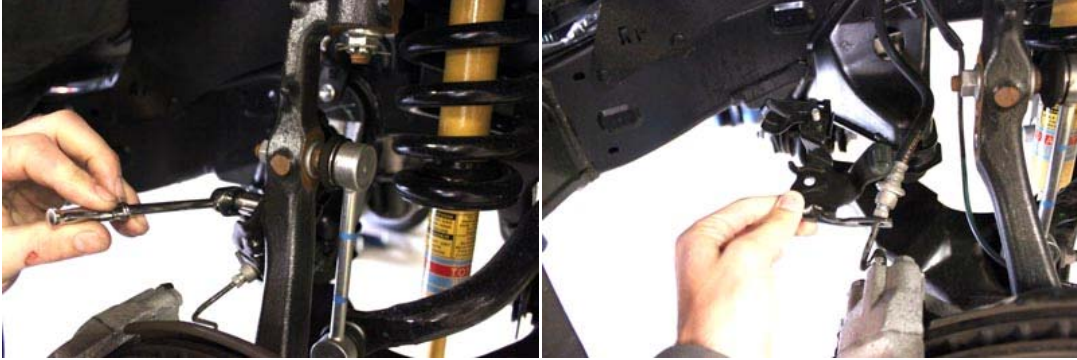
After removing parts from vehicle, save hardware for reinstallation

IT IS RECOMMENDED THAT YOU HAVE YOUR VEHICLE'S ALIGNMENT CHECKED WHEN INSTALLING NEW TIRES. IT IS ALSO RECOMMENDED THAT YOU ADJUST YOUR HEADLIGHTS WHENEVER YOUR VEHICLE'S RIDE HEIGHT IS ALTERED.

INSTALLATION INSTRUCTIONS

KNUCKLE REMOVAL

1. On level ground, using a floor jack, raise the front end of your Tacoma and place jack stands under frame behind the front suspension.
2. Remove the brake line bracket that is attached to the spindle, and move out of the way.



3. Remove brake caliper, then support it, do not allow it to hang from the brake hose.



4. Remove brake rotor.
5. Remove the sway bar end link from the spindle.



6. Remove the unit bearing, then discard backing plate & dust shield.



7. Remove the cotter pins from the tie rod and upper ball joint.
8. Remove the nut from the tie-rod end, and then break loose the tie rod by hitting the steering arm side, but do not hit the threads or tie rod/ball joint as this will cause damage!



9. Remove the ABS Sensor, then upper ball joint nut.



10. Remove bolts from lower ball joint / steering stop plate, then break upper ball joint loose by hitting the side of the spindle, do not hit the thread, remove spindle.



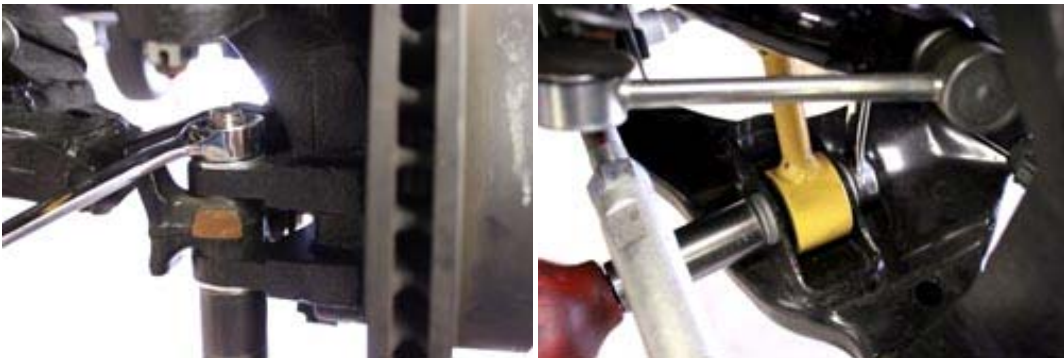
STRUT SPACER INSTALLATION

11. Remove the sway bar end links from the steering knuckle, then loosen the upper and lower strut mount nuts.



12. Loosen, but do not remove the 19mm lower control arm nut and bolt. Remove the 19mm lower ball joint bolts. It's recommended on a stock knuckle to remove the lower ball joint so the lower control arm can droop down, for easier access to the strut tower. On an aftermarket lifted knuckle, it's recommended to loosen the upper ball joint for additional droop.

13. Remove the lower strut mount nut and bolt. Push the lower control arm down.



14. Remove the three upper strut mounting bolts. Remove the strut from the vehicle and mount it in a vise. Install the Maxtrac leveling kit, and torque fasteners to OEM specs. The strut will be rotated 180 degrees when reinstalled.



15. Reinstall the strut assembly. Leave the three upper strut mounting nuts loose. Raise the lower control arm and install the lower strut mounting bolt and nut. Use a floor jack to raise the lower arm up in order to get the lower ball joint bolts installed. Be sure to use thread locker on the lower ball joint bolts. Tighten all bolts to factory spec.

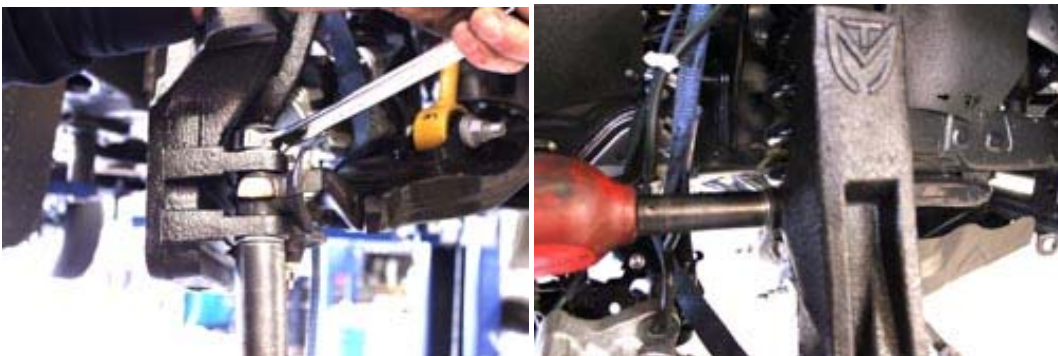


KNUCKLE INSTALLATION

16. Guide ABS line down between the new spindle and lower ball joint/ steering stop plate. Mount new spindle, and slide lower ball joint into the double shear mount. Attach upper ball joint to new spindle, tightening nut on ball joint, align cotter pin hole & install OEM cotter pin.



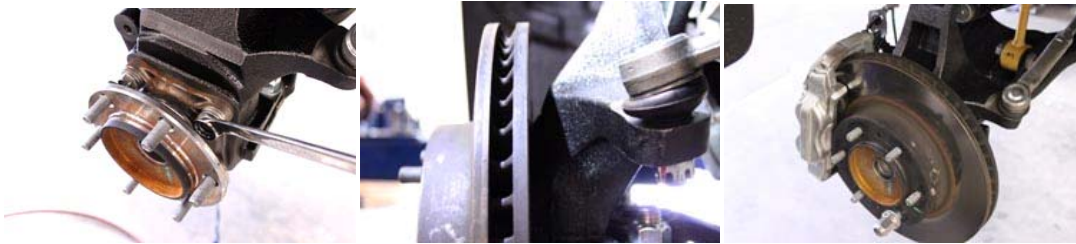
17. Attach lower ball joint / steering stop plate to the new spindle, tighten supplied 5/8"x3 1/4" bolts



18. Rotate outer tie rods 180 degrees, this will now allow you to install the tie rod ends from the top of the steering arm.



19. Reinstall Unit Bearing without the backing plate / dust shield, then install the rotor and caliper per earlier instructions. Make sure that your rotor has enough clearance on the back side near the spindle, we've manufactured the spindle to allow for all OEM, and some aftermarket rotors.



EXTENDED BRAKE LINE INSTALLATION

20. Remove the ABS line from the clip on the upper control arm, then remove the ABS line from the clip on the back of the shock tower.



21. Remove bracket from upper control arm and discard, then remove ABS bracket from brake line bracket and discard



22. Bend the tab on the brake line bracket, then attach brake line bracket to the new spindle using the supplied hardware.

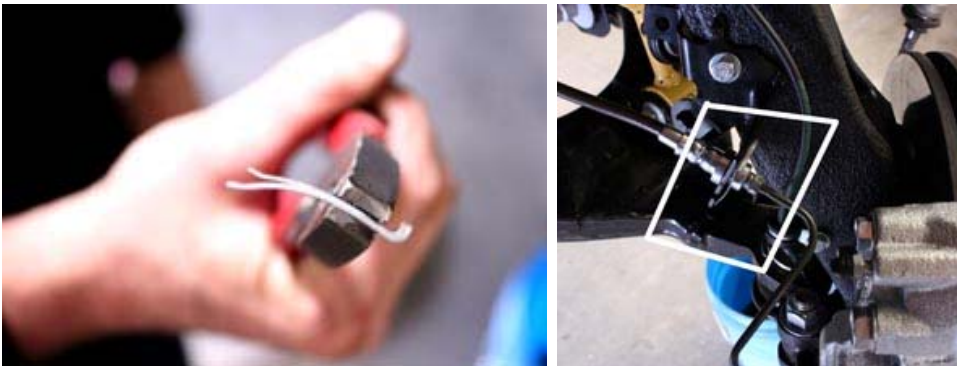


23. Remove stock brake line at the frame & caliper, then install new one. We suggest installing on frame side first, to let fluid bleed through the new line, then attach on caliper side.



24. Tighten the new brake lines, per reversing the above steps.

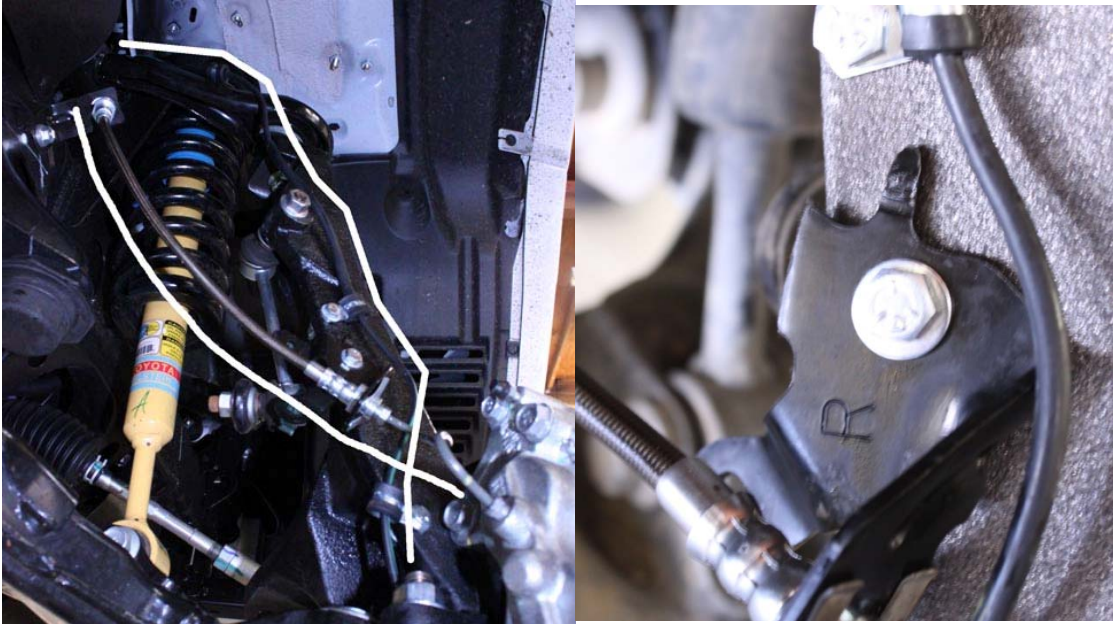
25. Add more 'bend' to the brake line retainer clip to create more tension on the new brake line.



26. Remove the ABS line from behind the shock tower. Use supplied adell clamps to guide line across the Upper Control Arm, do the same with the clamps on the spindle using supplied bolts.



27. Tighten ABS sensor below the lower ball joint. Reinstall cotter pin to the upper ball joint and tie rod. See below for suggested brake line and ABS routing.
28. Manipulate the extra tab on the brake line bracket, either by bending it out of the way to prevent contact on the sway bar at full turn, or cutting it off.



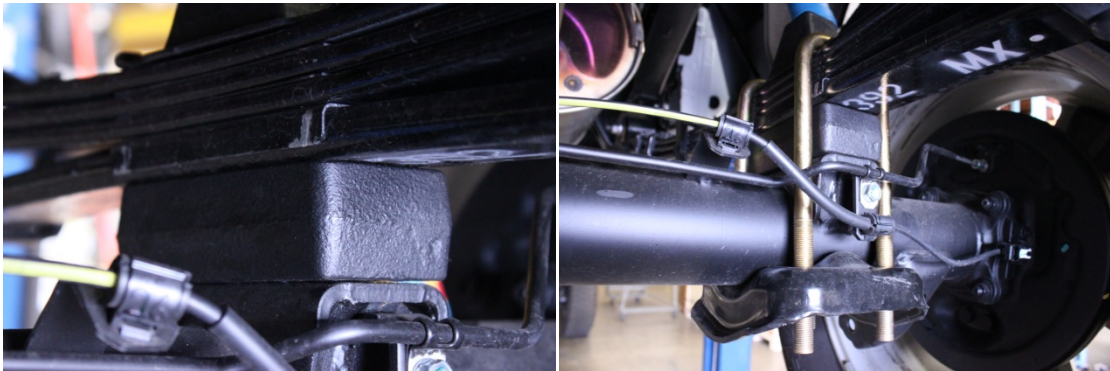
INSTALLATION OF REAR BLOCKS

1. Place a floor jack under the differential and jack up the rear.
2. If you have jack stands, place them under the frame rails and lower
3. Remove tires and wheels.

4. Remove factory shock absorbers, retain factory hardware.
5. Remove factory ubolts, lower the axle using the floor jack.



6. Install the lift block on the factory spring pad with the angled part towards the front.
7. Use the floor jack to lift the rear axle, keeping the pin aligned, and install the new ubolts and hardware.



8. Reinstall stock or aftermarket shock absorbers.
9. Install wheels and tires, set vehicle on the ground.

POST INSTALLATION INSTRUCTIONS

1. Check all fasteners for proper torque. Verify clearance between brake lines. Check steering gear for clearance. Test and inspect brake system.
2. Some vehicles will require the front lower skirt to be trimmed if using certain wheel /tire combinations and with heavy offset wheels. Trim only as needed.
3. Realign to factory specifications. Have headlights adjusted to proper height settings.
7. Check and retighten wheels at 50 miles and again at 500 miles.

Note: Installation of larger tires will require speedometer recalibration.