



off-road driven!™

PRO COMP SUSPENSION

65205

**2005-2014 Toyota Tacoma 6-Lug 2WD Pre Runner/4WD
Leveling Kit**

65205

**2005-2014 Toyota Hilux 4WD
Leveling Kit**

This document contains very important information that includes warranty information and instructions for resolving problems you may encounter. Please keep it in the vehicle as a permanent record.

Part #	Description	Qty.
94-2836m	STRUT SPACER	2
90-6317m	HARDWARE PACK: Spacer Mount 10mm-1.25 FLANGE NUT	1 6
90-6739	HARDWARE PACK: Diff/ Skid Plate Spacers	1
.80C400HCS1Z	M8-1.25 X 40mm HEX BOLT GR. 10.9	4*
31NWUSZ	5/16" USS FLAT WASHER	4*
.140F1500HCS1Y	M14-1.5 X 150mm HEX BOLT GR. 10.9	2
.140NWHDY	M14 FLAT WASHER	4
.140FNNEZ	M14-1.5 NYLOCK NUT	2
90-6743	HARDWARE PACK: Differential	1
90-2840	DIFF MOUNT SPACER	2
90-8076	SKID PLATE SPACER	4*

*Tacoma's use 3 of each part, Hilux uses 4.

NOTE: All part images may vary from catalog and instructions.

RECOMMENDED PRO COMP SHOCKS

2005-2014 Tacoma 4WD

Front Strut: **622053**

ES9000 (rear): **922511**

MX-6 (rear): **MX6134**

Optional Equipment Available from your Pro Comp Distributor!

Tacoma 4WD/2WD Pre Runner Lift Kit: K5066B/ K5066BMX 2005-2006

Tacoma 4WD/2WD Pre Runner Lift Kit: K5073B/K5073BMX 2007-2014

Coil Over Upgrade Kit: 57097B/57097BMX

Traction Bars: 72500B Mounting kit: 72083B

Skid Plate: 57196

Light Bar: 25000

Add-A-Leaf Kit: 13129

Hilux 4WD Lift Kit: K5084B 2005-2014

Also, Check out our outstanding selection of Pro Comp tires to compliment your new installation!

Introduction:

- ◆ This installation requires a professional mechanic!
- ◆ We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- ◆ Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, ball joints, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- ◆ Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
- ◆ Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- ◆ Check the special equipment list and ensure the availability of these tools.
- ◆ Secure and properly block vehicle prior to beginning installation.
- ◆ ALWAYS wear safety glasses when using power tools or working under the vehicle!
- ◆ Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
- ◆ Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread lock retaining compound where specified.
- ◆ **Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.**

FRONT INSTALLATION:

1. Measure the vehicle from the center of the hub to the fender lip and record this measurement below.

LF: _____ RF: _____

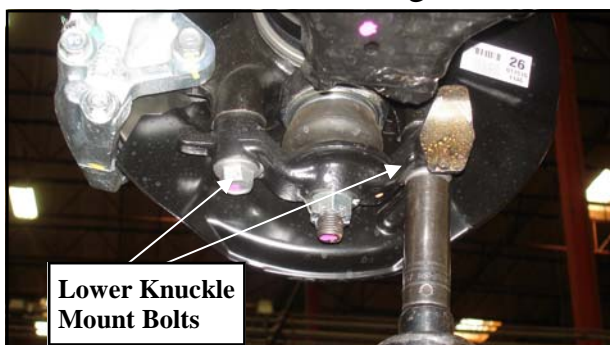
LR: _____ RR: _____

2. Be sure you are working on a level surface. Block the rear tires and raise the front of the vehicle. Support the frame with jack stands.
3. Remove the front wheels.
4. Starting on the driver's side, remove the lower strut bolt from the lower control arm.

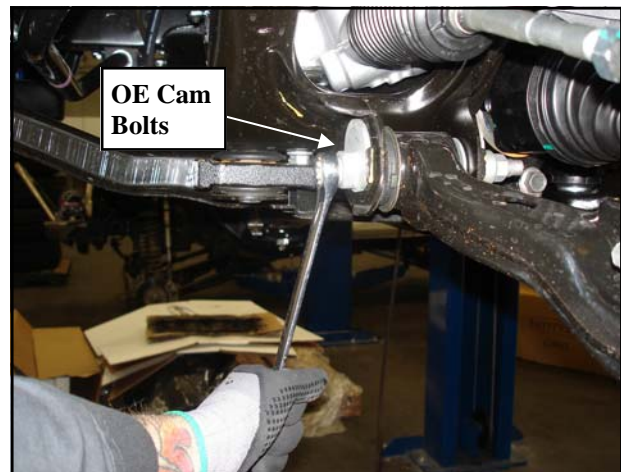
NOTE: *the direction of the bolt for reinstallation.*



5. Support the lower control arm with a floor jack and remove the (2) lower knuckle mounting bolts.



6. Loosen, but **DO NOT** remove, the lower control arm cam bolts.



7. Remove the upper strut nut on the strut tower (3) on each side of the vehicle that holds the strut assembly to the strut tower.



8. Remove the strut assembly from the vehicle and install securely in a bench vise.
9. Now would be a good time to inspect the front struts for damage or fluid leakage. Replace if necessary.

NOTE: *For improved perform-*

ance Pro Comp struts/shocks are recommended. See the box on page 2 for applications.

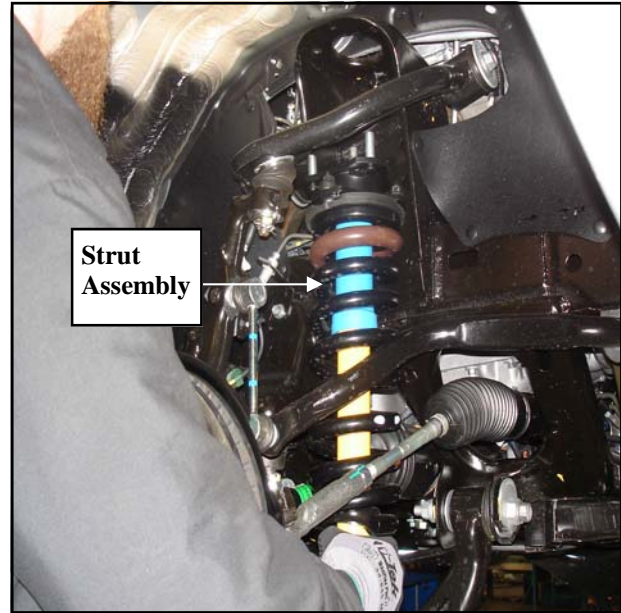
10. Install the strut spacer (**94-2836m**) onto the **OE** strut and secure using the previously removed **OE** hardware.



11. Install the strut assembly into the strut tower and secure using the upper **(3) 10mm** flange nuts. (Make sure the bottom of the strut is aligned properly)

NOTE: It may be necessary to push the lower a-arm down to aid in the re-installation of the strut assembly, and a floor jack to raise the lower a-arm up in order to get the lower ball joint mount installed.

12. Install the lower strut bolt in the original position that it was removed.



13. Using the floor jack, raise the lower control arm and secure the lower ball joint mount to the knuckle using the previously removed **(2) OE** bolts. Torque per **OE** specifications.

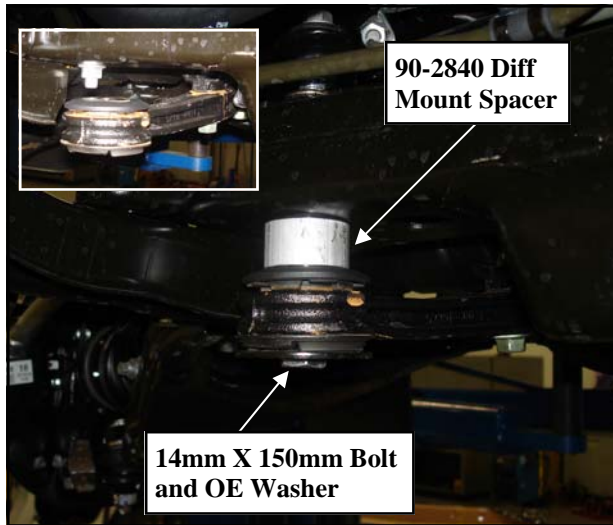
14. Repeat steps 4 through 13 on the remaining side of the vehicle.

15. Carefully position a floor jack under the front differential and raise the pad to contact the differential.

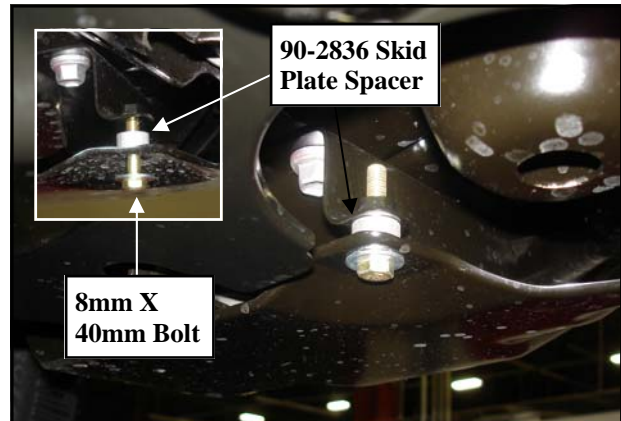
16. Remove the **OE** differential mounting nuts and bolts.

NOTE: The large OE washer will be reused.

17. Install the differential mount spacers (**90-2840**) between the diff mounts and the front crossmember. Secure the diff mount using the supplied **14mm X 150mm** bolts, large **OE** washer and **14mm** hardware. Torque per **OE** specifications.



18. Reinstall the front skid plate using the (2) **OE** bolts to the front skid plate mounts. Torque per **OE** specifications.
19. Secure the rear of the skid plate to the rear skid plate frame mounts using the supplied **8mm X 40mm** bolts, skid plate spacers (**90-8076**) and **5/16"** washers.



20. Install the front tires/wheels and lower the vehicle onto the ground.
21. Torque the lower control arm cam bolts per **OE** specifications.
22. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.

IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!

Use this only as a guide for hardware without a called out torque specification in the instruction manual.

Bolt Torque and ID						
Decimal System			Metric System			
All Torques in Ft. Lbs. Maximums						
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15	20	M6	5	9	12
3/8	30	45	M8	18	23	27
7/16	45	60	M10	32	45	50
1/2	65	90	M12	55	75	90
9/16	95	130	M14	85	120	145
5/8	135	175	M16	130	165	210
3/4	185	280	M18	170	240	290

1/2-13x1.75 HHCS **Grade 5** **Grade 8**
(No. of Marks + 2)

D T L X

G = Grade (Bolt Strength)
D = Nominal Diameter (Inches)
T = Thread Count (Threads per Inch)
L = Length (Inches)
X = Description (Hex Head Cap Screw)

M12-1.25x50 HHCS

D T L X

P = Property Class (Bolt Strength)
D = Nominal Diameter (Millimeters)
T = Thread Pitch (Thread Width, mm)
L = Length (Millimeters)
X = Description (Hex Head Cap Screw)