



Toyota Tacoma 6" Lift Kit

Part # 44-5660

If your ReadyLIFT® product has a damaged or missing part, please contact customer service directly and a new replacement part will be sent to you immediately.



READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

READYLIFT® IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers.

Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers.

Driver and passengers must ALWAYS wear your seat belts, avoid quick sharp turns and other sudden maneuvers. ReadyLIFT Suspension does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your vehicle under the influence of alcohol or drugs.

Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.

It is the responsibility of the retailer and/or the installer to review all state and local laws, with the end user of this product, related to bumper height laws and the lifting of their vehicle before the purchase and installation of any ReadyLIFT products.

It is the responsibility of the driver/s to check their surrounding area for obstructions, people, and animals before moving the vehicle.

All raised vehicles have increased blind spots; damage, injury and/or death can occur if these instructions are not followed.

Installation Warning

All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks.

Use caution during all disassembly and assembly steps to insure suspension components are not over extended causing damage to any vehicle components and parts included in this kit.

Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications.

ReadyLIFT Suspension recommends the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components.

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

WARNING

Before starting installation: ReadyLIFT Suspension highly recommends that the installation of this product be performed by a professional mechanic with experience working on and installing suspension products. Professional knowledge and skill will typically yield the best installation results.

INSTALLATION BY A PROFESSIONAL IS HIGHLY RECOMMENDED.

A Factory Service Manual for your specific Year / Make / Model is highly recommended for reference during installation.

All lifted vehicles may require additional driveline modifications and / or balancing.

A vehicle alignment is REQUIRED after installation of this product.

Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.

A vehicle lift or hoist greatly reduces installation time. Installation time estimates are based on an available vehicle hoist.

Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

IMPORTANT NOTE:

This suspension system was developed using a **35" x 12.5"** tire with **20" x 9"** wheel and a offset of **0**. This wheel and tire combination does not require any trimming, negative offset wheels can be used but may require trimming. Factory wheels can not be used.

The **stock spare steel rim and tire may be used in an emergency** - exercise extreme caution under stock spare tire operating conditions. Please note that, if running the spare factory tire, it is done for short distances and a speed not to exceed **45 MPH** or **damage to the differential may occur**. The stock spare must be used on the **rear of the vehicle**. If you encounter an issue with a front tire, you must move a rear tire to the front and use the spare on the rear.

This kit was designed for vehicles with stock lift heights. Measurements need to be assessed before continuing the install. Measure from the center of the wheel to the fender lip edge above, the front cannot exceed **21.5"** If you measure more than this stop and verify the parts on the vehicle otherwise over lifting is possible and damage to vehicle can occur.

This kit was not designed to work in conjunction with other kit manufacturer parts like **upper control arms, leveling struts, or rear shackles**. The upper control arms if replaced, need to be based off stock mounting locations, the **upper ball joint location is key for proper clearances**. Everything must be installed according to the instructions for proper clearances and fitments.

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
Front Stut Spacer Billet Clamp	4
Front Strut Preload Spacer	2
Front Stut Extension	2
Front Strut Spacer bushing	2
Front Sway Bar Spacer	2
Driver Side Steering Knuckle	1
Passenger Side Steering Knuckle	1
Steering Stops	2
Front Bump Stop Extension	2
Front Cross Member	1
Front Cross Member Cam block off plate	4
Rear Cross Member	1
Rear Cross Member Cam block off plate	4
Rear Cross Member Nut Plate	1
Driver Side Differential Drop Bracket Washer	3
Driver Side Differential Drop Bracket	1
Passenger Side Differential Drop Bracket	1
Differential drop Bracket Bushing	8
Diff Drop Crush Sleeve .875x.5625x2.00	4
Skid Plate	1
Front/E Brake Cable Bracket	4
E Brake Cable Bracket Long	2
Rear Brake Line Bracket	1
Carrier Bearing Spacer 1"	2
Fabricated 5" rear block	2
M14-1.5 X 67mm x 292 mm, BLACK (11.5" Long)	4
Rear Shocks	2
Hardware pack	1
Instuction manual	1

HARDWARE	
DESCRIPTION	QTY
Front Cross Member	
7/8-9 x 5" hex head bolt grade 8	2
7/8-9 hex head top locking nut grade 8	2
7/8" flat washer	4
Rear Cross Member	
5/8-11 x 5.5" hex head bolt grade 8	2
5/8-11 hex top locking nut grade 8	2
5/8" flat washer	4
Rear Cross Member Nut Plate	
5/16-18x1.00" hex head bolt grade 8	3
5/16" lock washer washer	3
Skid Plate	
3/8-16 x 3/4" hex head grade 8	6
3/8" flat washer	6
Front Stut Spacer Bushing	
9/16-12 x 3.00" hex head bolt grade 8	2
9/16-12 hex top locking nut grade 8	2
9/16" flat washer	4
Front Stut Spacer Billet clamp	
5/16-18 x 2.5" hex head bolt grade 8	8
5/16-18 hex top locking nut	8
5/16" locking washer	16
Sway Bar Bracket	
M10-1.25x20 hex head 10.9	4
M10 flat washer	4
Differential Drop Bracket Bushing	
9/16-12 x 3.50" hex head bolt grade 8	4
9/16-12 hex top locking nut grade 8	4
9/16" flat washer	8
Carrier Bearing Spacer	
M10-1.25x50 hex head 10.9	2
M10 flat washer	2
Front/E/Rear Brake Bracket	
5/16-18 x .75" hex head bolt grade 5	7
5/16-18 hex top locking nut grade 5	7
5/16" flat washer	14
U Bolt Kit	
M14-1.50 BARREL NUT	8
M14 THICK WASHER	8

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

Note:

ReadyLIFT recommends all steps and procedures described in these instructions be performed while the vehicle is properly supported on a two post vehicle lift with safety jacks.

Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

Disconnect the vehicle power source at the ground terminal on the battery.

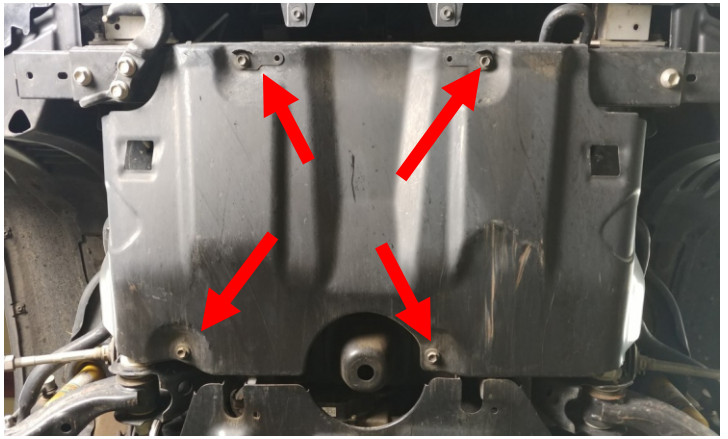
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

Raise the front of the vehicle and support with safety jack stands at each frame rail behind the lower control arms. Remove the front wheels. Remove the front and bottom skid plate.

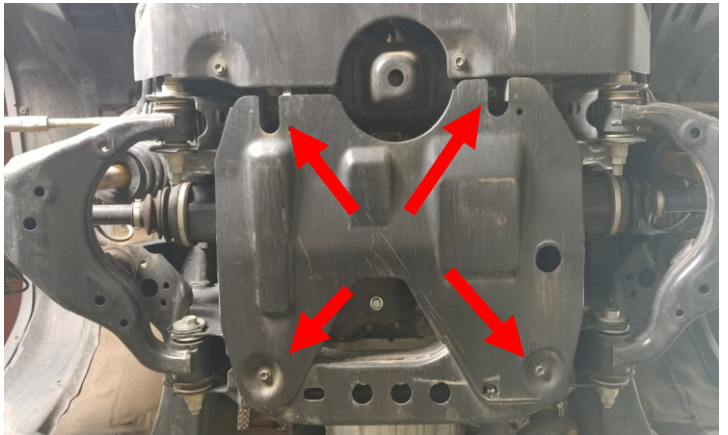
Work on the driver and passenger side simultaneously unless otherwise stated.

*****Parts shown in red for picture clarification only*****

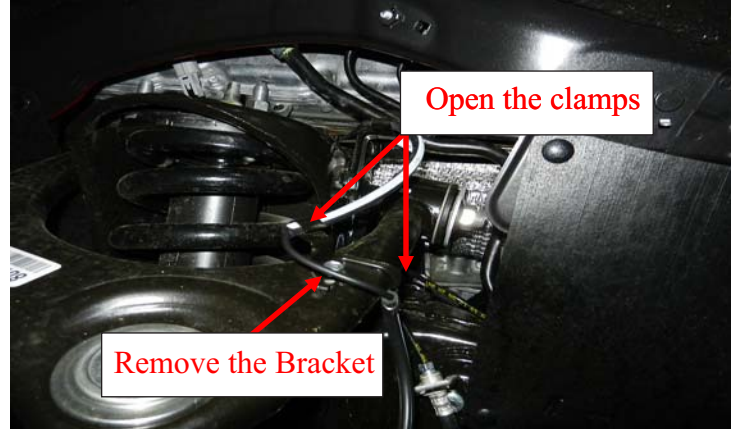
Remove the front gravel guard from the sub frame rails.



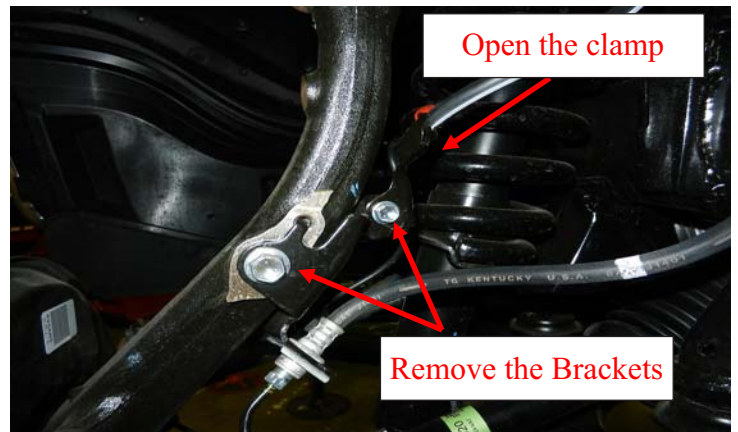
Remove the differential gravel guard.



Open the ABS bracket where they pinch over the ABS line. Remove the ABS wire from the brackets. Remove the ABS bracket from the upper control arm and knuckle. Discard the factory brackets.



Remove the brake line from the frame and steering knuckle.



Remove the wheel speed sensor from the steering knuckle.



Remove the brake rotor and caliper. Hang the caliper out of the way using a S hook or hanger. Do not let it hang from the brake line.



Remove the safety clip from the upper ball joint, cotter pin from the tie rod ends, and axle nut.



Remove the axle nut keeper and then remove the axle nut.



Take care not to damage the threads on the axle. Use an air hammer with a pointed bit in the axle center hole. Slowly press the axle through the hub.



Remove the hub mounting bolts. Note: The bolts will not come off the hub.



Remove the tie rod nut. Strike the tie rod boss with a hammer to dislodge the taper, and from the knuckle.



Remove the sway bar clamps from the driver and passenger side frame rails. Install sway bar relocation billet spacers, the offset holes go forward and reattach the sway bar.

Remove the sway bar from the steering knuckles.



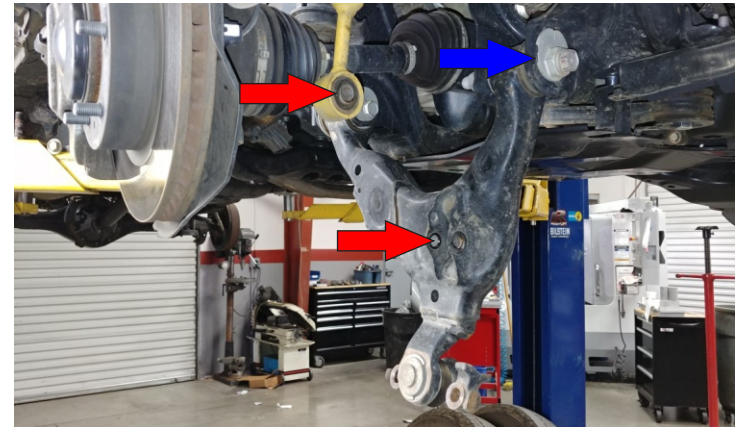
Loosen but do not remove the upper ball joint nut. Strike the ball joint boss with a hammer to dislodge the taper.



Separate the lower ball joint cradle from the knuckle. Separate the axle from the knuckle and use a S hook or hanger to support the axle. Remove the upper ball joint nut, then remove the knuckle from the vehicle. Note: Hold onto the "knuckle it" will fall during this step.



Remove **lower strut hardware**. Loosen the **lower control arm** (LCA cams and let the LCA swing out of the way.

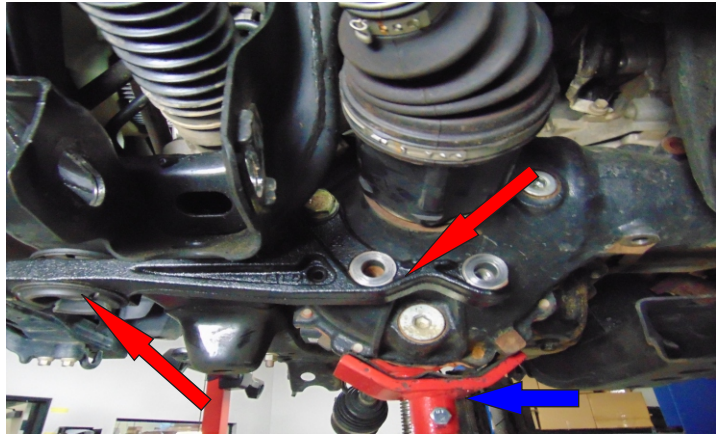


Remove the LCA from the vehicle. Loosen but do not remove the upper control arm. Hold onto the strut, remove the upper strut hardware, remove the strut from the vehicle.



Parts shown in red for picture clarification only

Use a suitable jack to hold the front differential and axle. Remove the OEM axle and differential brackets. Raise the front axle as high as possible.

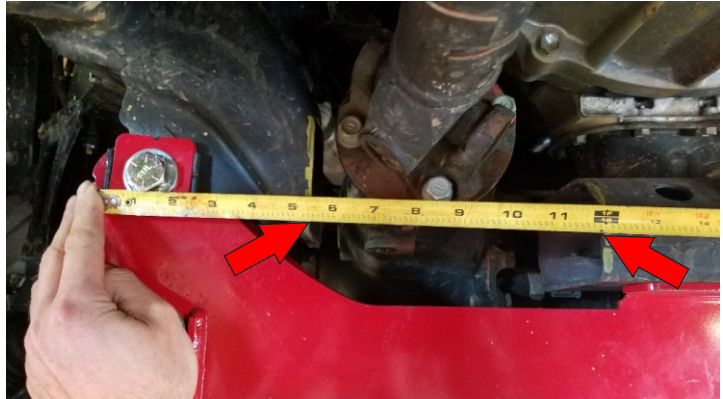


Install the new ReadyLift crossmembers use provided hardware, and cam block off plates. The cam block off plates have notches cut, start with the notches up you, can turn them 90 degrees for different fitments for frame deflection. Do not tighten hardware at this time.



2WD Ignore this step.

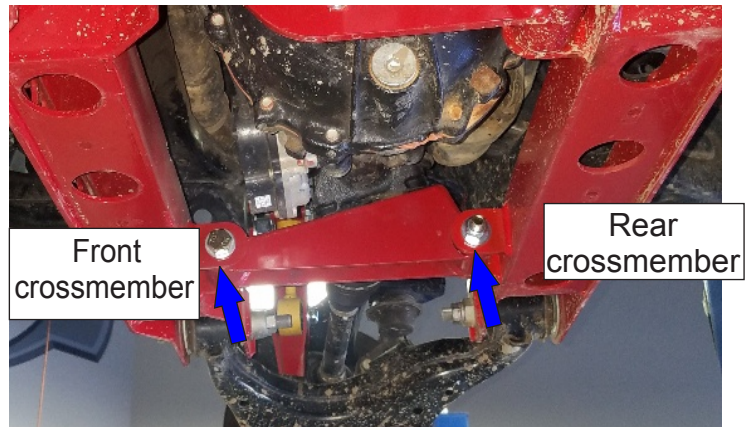
From the driver side rear crossmember cam plate make a mark on the OEM crossmember 5 1/2" and 12". Use a reciprocating saw and cut completely through the OEM crossmember for drive line clearance.



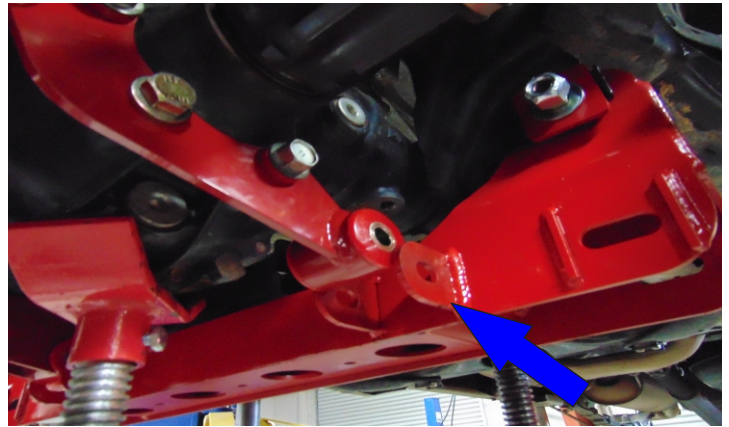
Install the bushings and sleeves into the ReadyLift differential brackets, use soapy water to aid in this. Oil or grease will destroy the urethane.



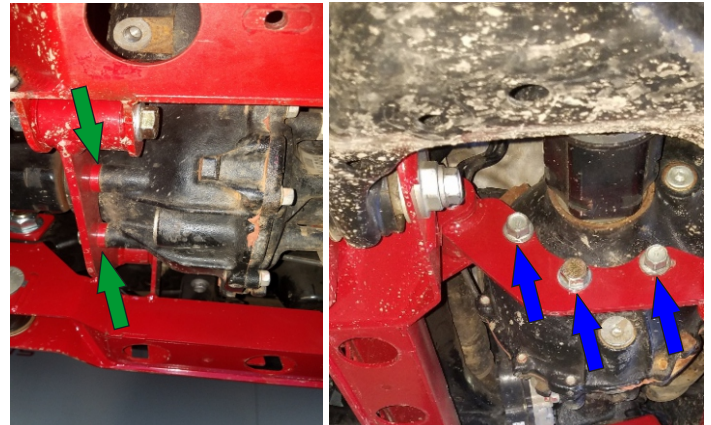
Install the passenger side ReadyLift differential bracket to the front and rear crossmember the pointed end of the bracket goes toward the front of the vehicle. Use provided hardware do not tighten at this time.



Install the driver side ReadyLift differential bracket to the **front only** crossmember use provided hardware. Do not tighten at this time.



Lower the axle and differential down to the passenger side bracket start the original factory bolts, do not tighten. Rotate the driver side bracket to the differential add the **three laser cut washers** between the bracket and the differential use the original factory bolts to fasten. Do not tighten at this time.



Align the driver side rear differential bracket to the **rear crossmember** mount, use provided hardware. Do not tighten at this time.



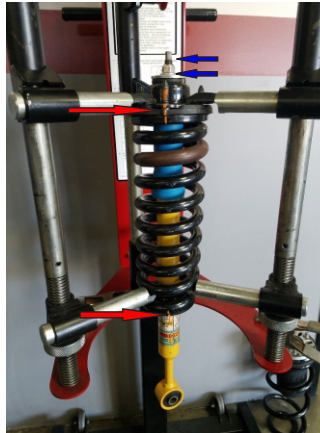
Reinstall the lower control arm to the ReadyLift crossmember use the original **factory hardware**. Do not tighten at this time.



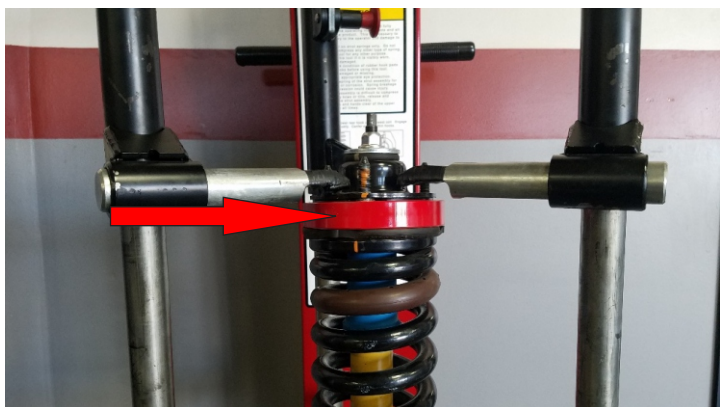
Remove the bump stops by turning them counter clockwise to unscrew from the frame. Install the Ready-Lift extensions onto the frame and bump stops on to the extensions with a drop of thread locker. Tighten down until the bump stop extension bottoms out onto the frame rail.



Make **alignment marks** on the strut assembly. Compress the strut and remove the **containment nut**. Do not use an air ratchet/gun for this and use a **clamp or correct size wrench to hold the top stud**. If the stud spins with the nut the shock shaft will unscrew from the shock body, resulting in the shock blowing apart and a new shock will have to be purchased.



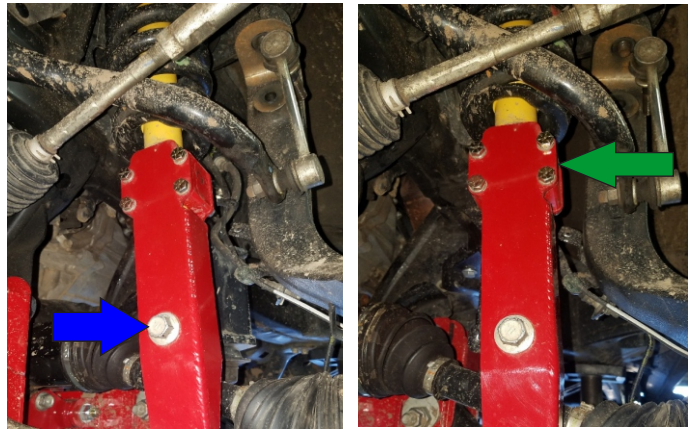
Release the spring tension and remove the factory top hat. Add the ReadyLIFT Spring spacer align the three relief pockets in the spacer to the studs on the top hat. Use the rubber isolator between the spring and aluminum spacer. **Realign the alignment marks** and compress the strut assembly. Reinstall the containment nut and torque to **35 ft-lbs**.



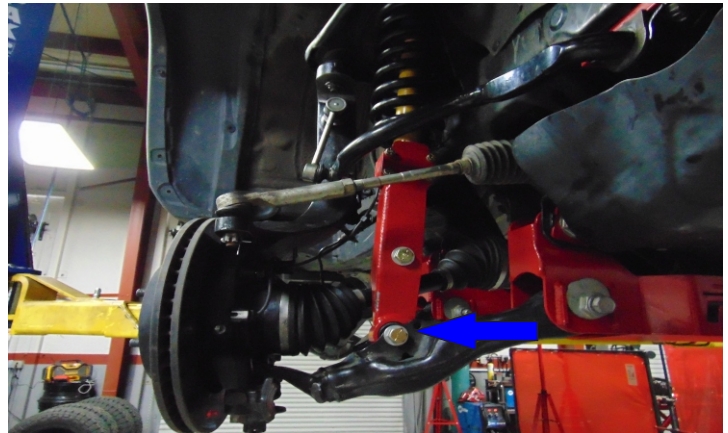
Reinstall the strut to the strut tower on the vehicle. Use factory hardware hand tighten only at this time.



Add the lower strut extension to the strut assembly. Align the lower strut bushing with the through hole on the strut extension. Use factory hardware to fasten torque to **125 ft-lbs**. Add the **billet clamps** to the strut extension use provided hardware torque **35 ft-lbs**.



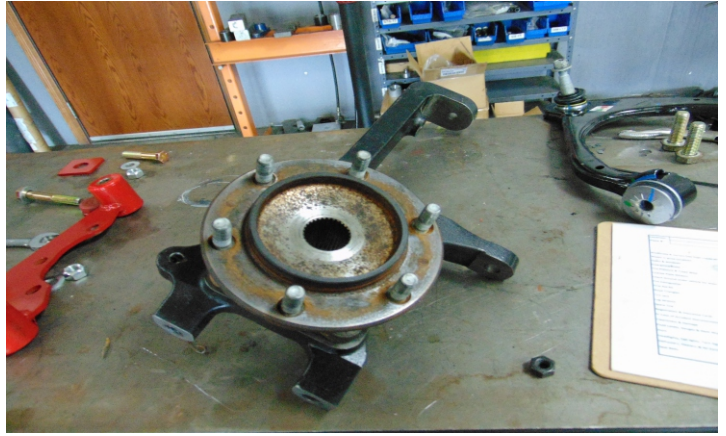
Raise the lower control arm and fasten to the **lower strut**, use provided hardware hand tight only.



Protect the axle and ball joint boots with a wet rag or other suitable protection from grinding and welding sparks. Clean/grind off the paint/rust on the steering stop on the ball joint cradle. Weld the turn stop extension plates on their corresponding sides (match the contours of the stops) across the top and bottom.



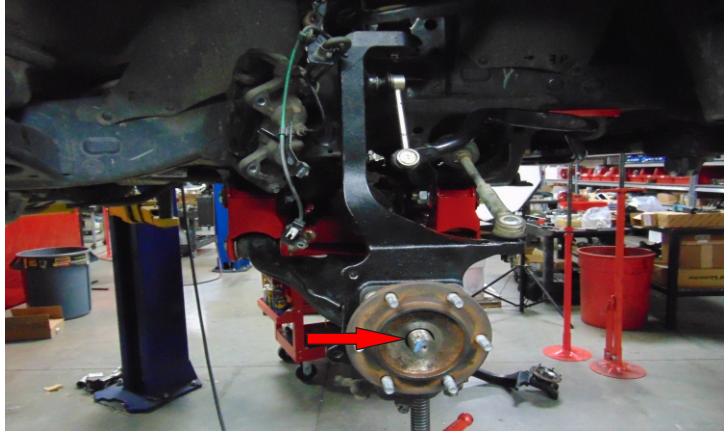
Install the axle bearing. The bearing is a bolt in press fit, start all four bolts, and tighten evenly. Torque to **75 ft-lbs**. Remove the axle dust shield from the OEM steering knuckle, reinstall on the ReadyLift steering knuckle.



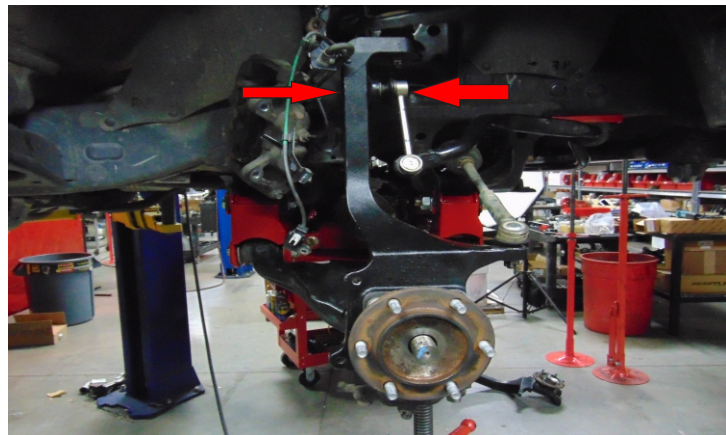
Reinstall the steering knuckle to the upper control arm use factory hardware torque to **67 ft-lbs** then tighten until the castle nut aligns with the cotter pin hole, insert cotter pin. Place the axle in the knuckle bearing block. Raise the lower control arm and reattach the knuckle cradle to the knuckle. Use factory hardware Torque **180 ft-lbs** with a drop of thread locker.



Align the **CV axle spines** with the bearing press it through, spin the hub to be sure you have proper alignment with the axle and bearing. Install the axle nut seat the axle by tightening the nut until the axle locks against the bearing. Torque the axle nut **180 ft-lbs** Reinstall cotter pin.



Install the **sway bar end links** to the ReadyLift knuckle. Using a 5mm allen wrench thread the stud through the knuckle. Torque to **50 ft-lbs** the nuts from the OEM knuckle can be discarded.



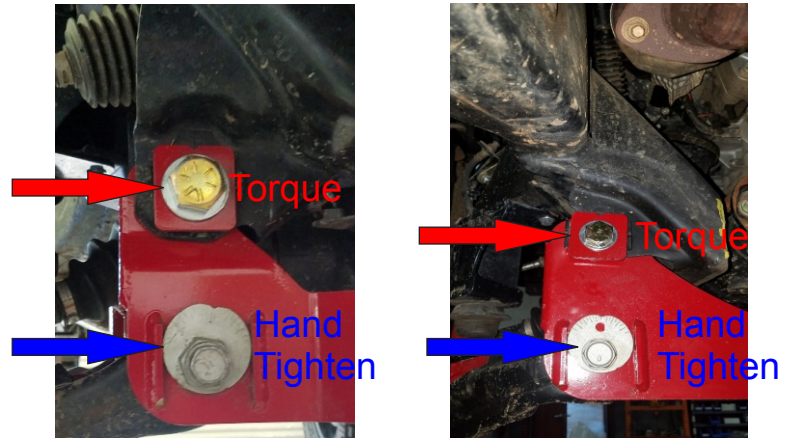
Rotate the tie rod end 180 degree, and attach to the ReadyLIFT steering knuckles. Torque to 60 ft-lbs, then tighten until the castle nut aligns with the cotter pin hole, install cotter pin.



Tighten and torque the front and rear crossmember.

Front torque 180 ft-lbs

Rear torque 150 ft-lbs

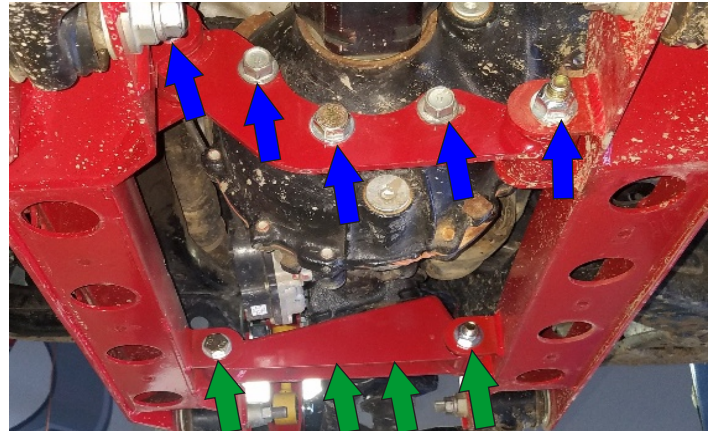


Tighten and torque the passenger differential bolts 75 ft-lbs.

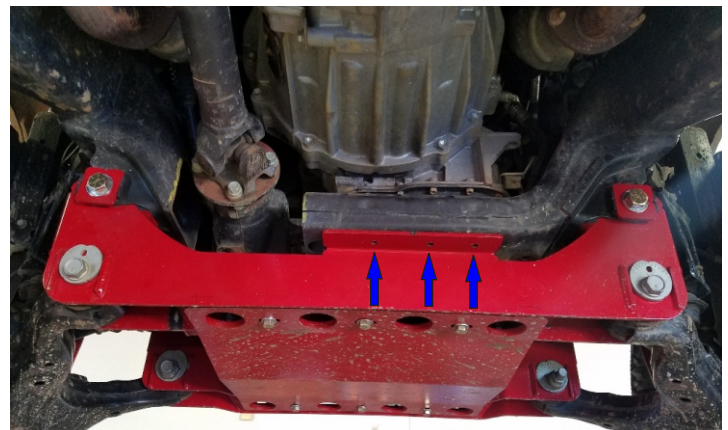
Tighten and torque the passenger differential bracket bolts 75 ft-lbs.

Tighten and torque the driver differential bolts 75 ft-lbs.

Tighten and torque the driver differential bracket bolts 75 ft-lbs.



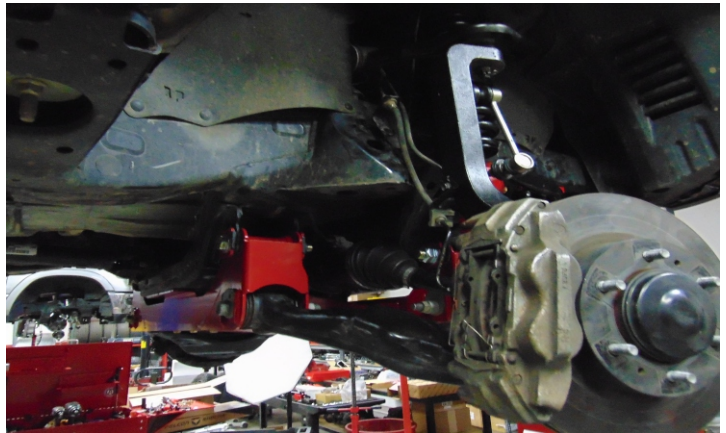
Use a 5/16 or one size larger drill bit to drill out the OEM rear crossmember use the ReadyLIFT crossmember as a guide. Install the nut plate, and fasten the two crossmembers together. Use provided hardware torque to 65 ft-lbs.



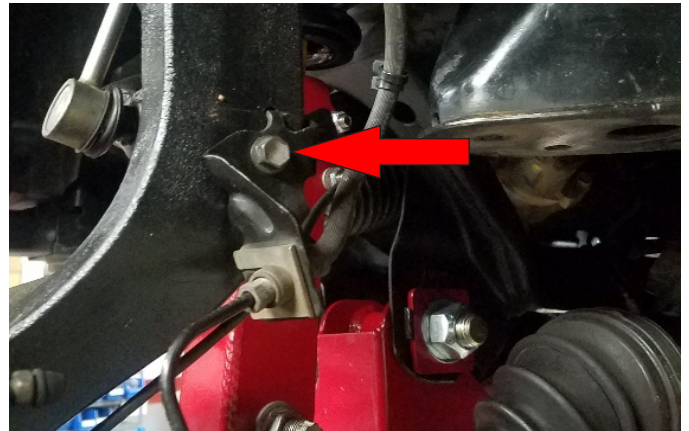
Install the ReadyLIFT skid plate. Use provided hardware, torque to **75 ft-lbs.**



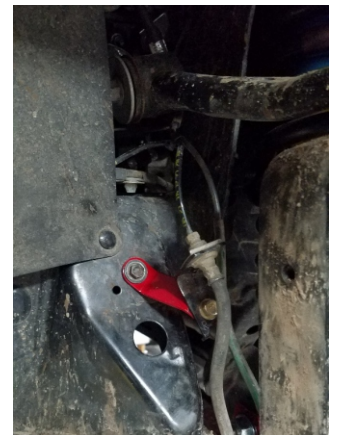
Install the brake rotor and brake caliper, use the factory hardware torque **80 ft-lbs.**



Install the **OEM brake line bracket** to the ReadyLift steering knuckle using factory hardware torque to **10 ft-lbs.**

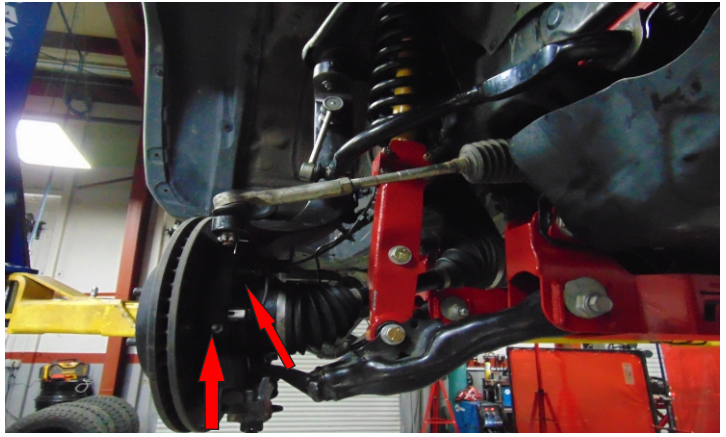


Install the ReadyLIFT front brake line extensions to the original brake line location on the frame using the factory hardware. Gently reposition the metal brake line to the extension fasten the brake line bracket to the extension using the provided hardware.

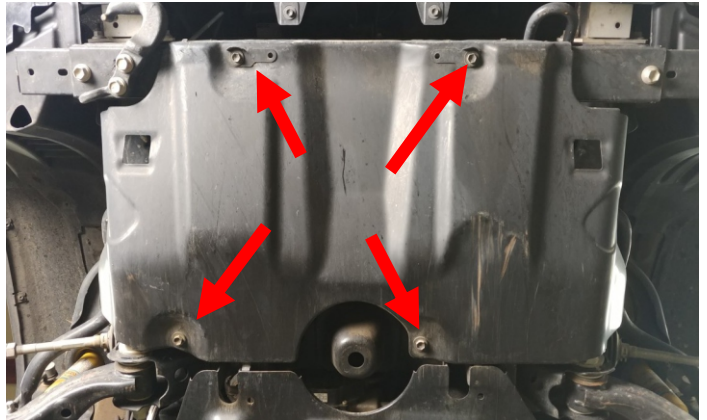


Install the wheel speed sensor to the ReadyLift steering knuckle. Use the factory hardware torque **5 ft-lbs.**

Install the OEM ABS wheel speed sensor bracket, and adjust ABS wire length. Use the factory hardware torque to **10 ft-lbs.**



Reinstall the front gravel guard in its original mounting location. Use factory hardware torque **15 ft-lbs.**



Install the front wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs.

Jounce the front suspension to settle the vehicle to ride height.

Center the lower control arm cams and torque to **100 ft-lbs.** (final torque to be done by alignment technician)

Tighten and torque the top strut mount hardware to **30 ft-lbs,** and then the lower strut mount hardware to **125 ft-lbs.**

With the steering wheel centered, rotate the inner tie rod ends until the tires are straight and lock the jam nut. If the steering wheel is not centered properly, the ABS/traction control lights may activate.

Turn the wheels from lock to lock and make sure the brake lines and ABS routing clears all suspension components adequately. Reposition if necessary.

REAR INSTALL

Block the front wheels, raise the rear of the vehicle and support the frame with jack stands in front of the rear leaf springs.

Remove the rear wheels.

Remove the 3 brake line brackets, and 2 parking brake brackets from the axle.

With the axle fully supported, remove and discard the rear shocks.

Slightly loosen but do not remove the driver side u-bolts.

Remove the passenger side u-bolts completely.

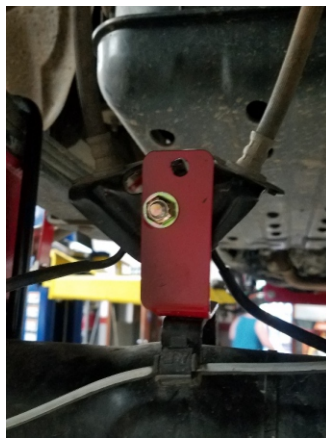
Lower the axle just enough to install the **lift block**. Install the ReadyLIFT block, making sure the tapered end points to the front. Raise the axle and the block up to the spring while aligning the center pin.



Install the provided **U-bolts, nuts**, and extended length shocks. Snug only at this time, wait until the vehicle is on the ground to torque.



Install the ReadyLIFT rear brake extension to the original brake line location on the rear differential. Use the factory hardware torque to **15 ft-lbs.** Gently reposition the brake line to the extension, fasten the brake line bracket to the extension using the provided hardware. Bend the wire loom bracket on the center of the differential **straight up.**



Install the ReadyLIFT parking brake extensions to the original brake line location, on the rear leaf spring use the factory hardware torque to **15 ft-lbs.** Gently reposition the brake line to the extension, fasten the brake line bracket to the extension using the provided hardware.



Parking brake clarification: The straight/flat bracket attaches near the spring perch toward the front of the spring. The Z shaped bracket mounts closer to the tire/mid spring.



Install the ReadyLIFT rear **carrier bearing spacer** between the carrier bearing housing and the frame. Use the provided hardware. Torque to **35 ft-lbs.**



Install the rear wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufactures specs.

Jounce the rear of the suspension to settle the vehicle to ride height.

Check all the brake lines for binding or pinching adjust if necessary.

Torque the U-bolts **110 ft-lbs.**

Torque the rear shocks bottom eyelet hardware to **45 ft-lbs.**

Tighten the upper shock hardware. CAUTION: Do not over tighten as you are setting about 1/4 inch of crush on the rubber bushing.

Reconnect the vehicle power source at the ground terminal on the battery.

After a short trip 10 miles or less retorque the U-bolts and inspect all work completed for this lift kit.



FAILURE TO PERFORM THE POST INSPECTION CHECKS MAY RESULT IN VEHICLE COMPONENT DAMAGE AND/OR PERSONAL INJURY OR DEATH TO THE DRIVER AND/OR OTHERS.

Final Checks & Adjustments

Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes hoses and ABS lines for adequate slack at full extension, adjust as necessary.

RECHECK ALL HARDWARE FOR PROPER TORQUE VALUES AFTER 500 MILES, AND THEN PERIODICALLY AT EACH SERVICE INTERVAL THERAFTER.

Vehicle Handling Warning

Increasing the height of your vehicle raises the center of gravity and can affect stability and control. Use caution on turns and when making steering corrections.

Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle.

Wheel Alignment/Headlamp Adjustment

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory specifications. It is recommended that your vehicle alignment be checked after any off-road driving.

In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment. If the vehicle is equipped with active or passive safety/collision monitoring and/or avoidance systems including, but not limited to, camera- or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

RECOMMENDED ALIGNMENT SPECS

	Driver	Passenger	Tolerance	Total / Split
Camber	+0.3	+0.3	+/- 0.5	+0.0
Caster	+2.0	+2.0	+/- 0.5	+0.0
Toe	+.07	+.07	+/-0.05	+.14