

READYLIFT[®]

SUSPENSIONS

69-5531 Toyota Tacoma 3"/2" Bilstein 6112 SST Lift Kit

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. For warranty issues, please return to the place of installation and contact ReadyLIFT.



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.

IMPORTANT NOTE:

A lifted vehicle may have different headlight aim performance. ReadyLIFT recommends marking and recording the headlight beam position before kit installation and then adjusting, if necessary, the headlamps to the same height settings after kit installation. Set the vehicle on a level surface 10' to 15' from a solid wall or garage door. (This is a general distance with some manufacturers requiring different distances.) Note the top height of the low beam's bright spot, the top of the most intense part of the beam, for driver and passenger side. Height may vary from side to side. Repeat this procedure and adjust after lift kit is installed. Adjust if the aim is off by turning the adjusters gradually (a quarter of a turn) and looking to see where the new alignment falls. It may be easier to block one headlamp while adjusting the other. Consult the owner operation manual for procedures to adjust headlights - many automakers offer headlight aiming specs. Some states have their own specifications when it comes to headlight aim, so it's best to follow those rules when aligning headlights.

This suspension system was developed using a **33x11.5 R20** tire with **20" x 9"** wheel and a offset of **0**. If wider tires are used, offset wheels may be necessary and trimming may be required. Factory wheels can be used but are not recommended with tires over 11.5" wide. The stock spare rim can be run 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 45mph or damage to differentials may occur.

This kit requires the recommended alignment specs shown on the last page of this instruction booklet. Your vehicle is no longer factory, so factory alignment specs may not apply.

Upper adjustable control arms are not necessary for proper alignment when using the provided specs. They can be added if wanted.

Some models may not need the rear brake line bracket Kit.

RECORD HEAD LAMP MEASUREMENTS

Driver Before	Driver After	Passenger Before	Passenger After

VEHICLE HEIGHT MEASUREMENTS

	Driver Before	Driver After	Passenger Before	Passenger After
Front				
Rear				

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
Bilstein replacement strut assembly	2
1" Diff drop spacer	2
1/2" Skid Plate Spacer	2
Toyota Tacoma Sway Bar Spacer	2
2" Toyota Block Kit	1
Hardware pack	1

HARDWARE	
DESCRIPTION	QTY
Front Strut Top Hat	
M10-1.50 Serrated Flange Nut yellow Zinc	6
1" Diff drop spacer	
M14-1.5 x 2.0 Hex Head Bolt grade 10.9	2
M14 Flat Washers	4
M14- 2.0 Lock Nuts	2
1/2" Skid Plate Spacer	
M8-1.25 x 40 Hex head bolts Clear zinc	2
M8 Flat Washers Clear Zinc	2
Toyota Tacoma Sway Bar Spacer	
M10-1.25 x 20 Hex Head 10.9 Clear Zinc	4
M10 Flat Washer Clear Zinc	4



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. If you need an installer in your area, please contact ReadyLIFT Suspension Customer Service to find one of our "Pro-Grade" Dealers.

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.

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

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.

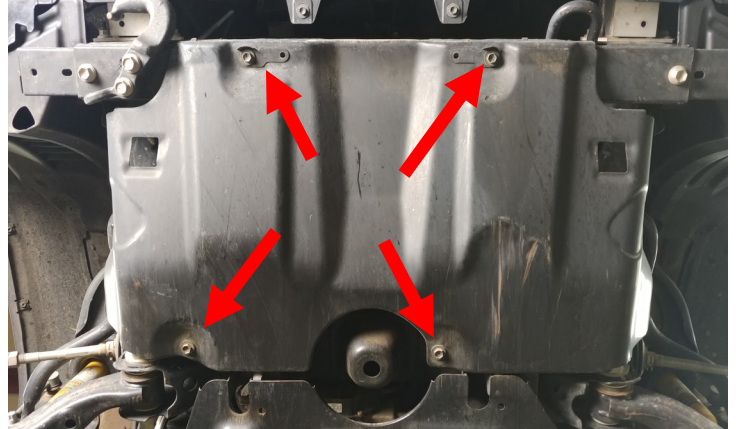
Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

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

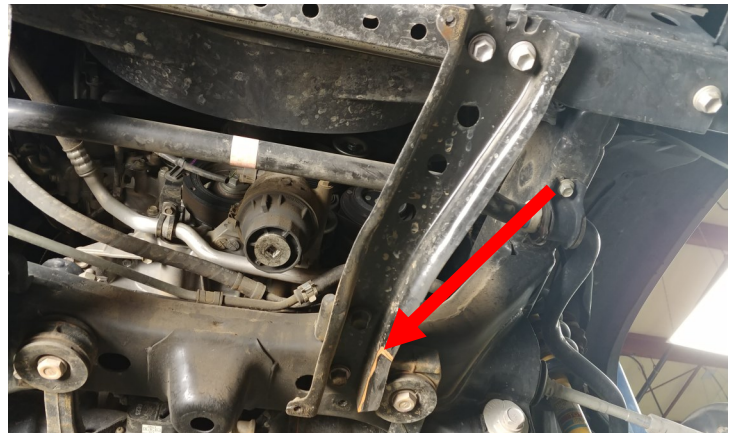
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

Raise the front of the vehicle and support with safety jack stands at each jack point indicated by the service manual. Remove the front wheels. All steps are to be completed on both sides of the vehicle for suspension related steps unless instructed.

Remove the front gravel guard from the frame rail.



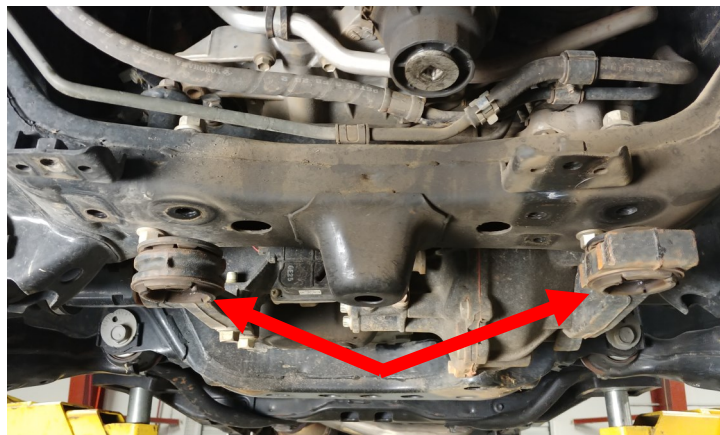
Locate the front driver and passenger side gravel guard mounts on the frame. Look to see if there will be any clearance issues with the front differential mounts when it is lowered. (**Driver side shown.**)



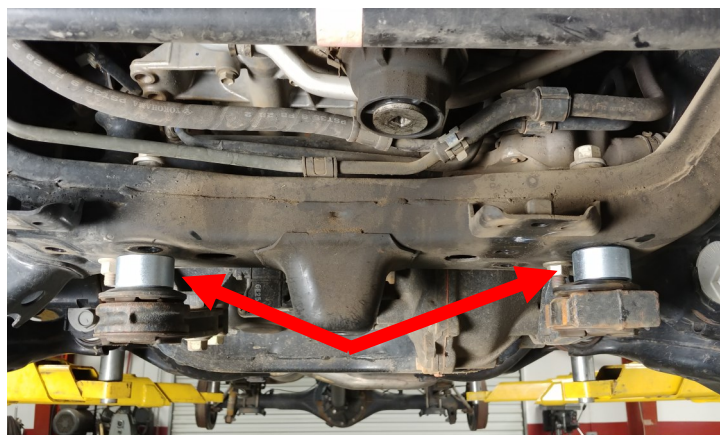
If so, **mark the protruding area** with a suitable marking tool. Remove from the vehicle and use a suitable cutting tool to trim off the marked section. Sand off any burs left over from the cutting. Use a quality rust-preventative paint on the exposed metal.



Remove front differential mounts from the frame and let it hang. Retain large bushing washers.



Install the ReadyLIFT **differential drops** in between the factory mounts and frame.



Attach differential brackets with provided hardware. Use factory large bushing washers in their original location. Torque to **95 ft-lbs.**



Install the previously removed driver side gravel guard support using the factory hardware. Torque to 45 ft-lbs. (Modified mount shown)



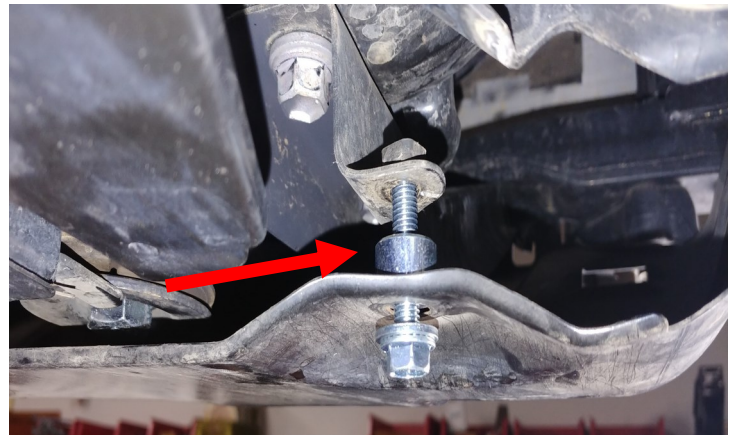
Install the previously-removed passenger side gravel guard support using the factory hardware. Torque to 45 ft-lbs. (Modified mount shown)



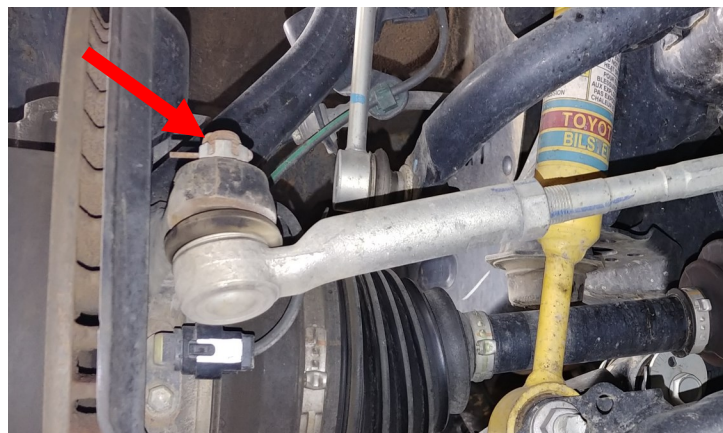
Install the front gravel guard to the core support cross member using the factory hardware. Do not tighten at this time.



Install the rear of the front gravel guard using the provided hardware and spacers. Torque front and rear hardware to 5 ft-lbs.



Remove the **tie rod cotter pin and castle nut**. Retain factory hardware.



Strike the tie rod boss with a hammer to dislodge the taper. Remove the tie rod from the knuckle. Let the tie rod hang out of the way.



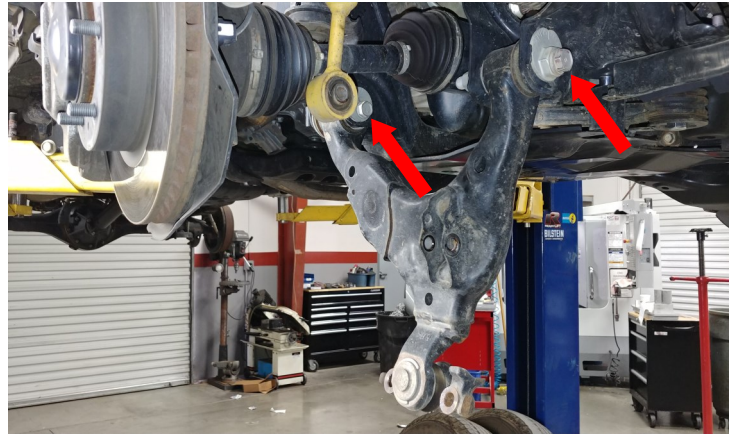
Remove the **lower strut hardware**. Retain lower hardware.



Remove the ball joint cradle bolts. Retain hardware.



Loosen but do not remove the **lower control arm cam bolts**. Let the control arm swing down and hang out of the way.

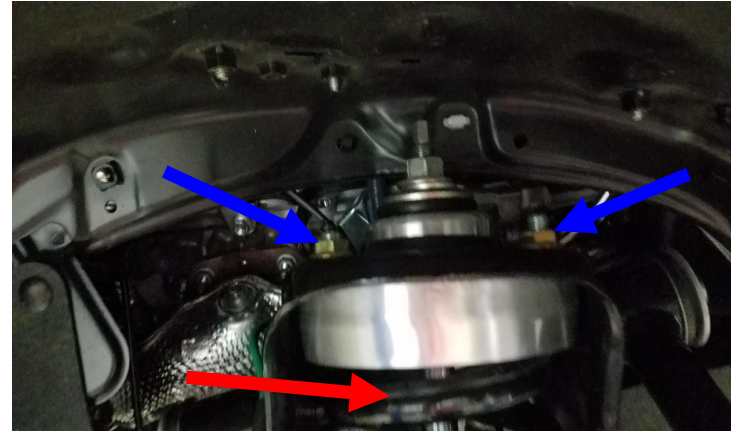


Caution the strut will fall

Hold onto the strut. Remove the three upper strut nuts. Remove the strut from the vehicle. Discard the strut and upper hardware.



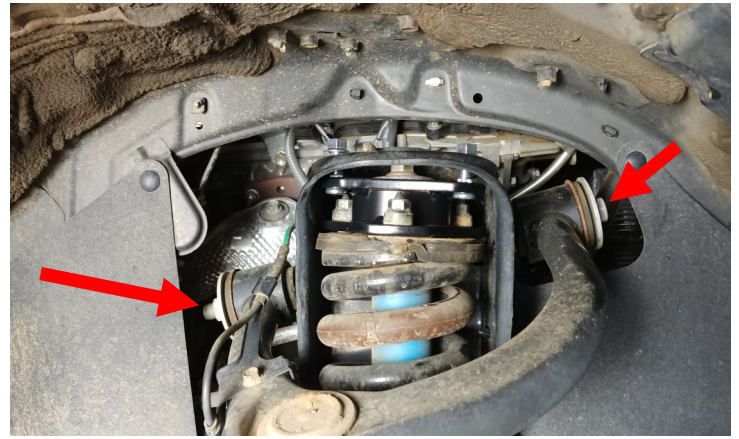
Install the new **strut assembly**. Use the **provided hardware** to secure the strut to the strut tower. Leave the nuts loose, you will properly torque these when the vehicle is lowered to the ground.



Raise the lower control arm up and **install the OE lower strut hardware**. Do not tighten at this time.



Loosen but do not remove the **upper control arm hardware** to allow the bushings to relax and have the suspension droop out. Make sure the CV axles do not over extend.



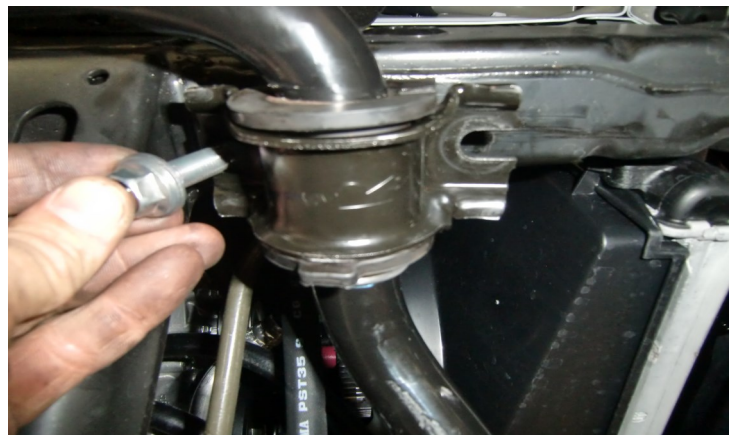
Install the lower ball joint cradle to the knuckle using the **factory hardware**, and a drop of thread locker. Torque to **125 ft-lbs**.



Reconnect the tie rod to the steering knuckle. Use factory hardware torque 45ft-lbs then tighten until the castle nut aligns with the cotter pin hole. Install cotter pin.



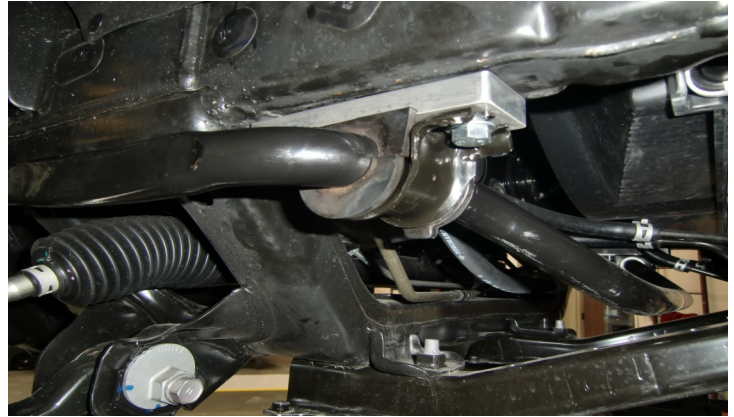
Remove the sway bar from the frame rail. Let hang out of the way.



Install the ReadyLIFT sway bar brackets to the frame with the offset holes forward. Use **factory hardware**. Torque to **35 ft-lbs**.



Install the sway bar to the ReadyLIFT brackets using the **provided hardware**. Torque to **35 ft-lbs**.



Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer's specs. Jounce the suspension to get it to settle to the new ride height.

Torque the upper control arm and lower strut hardware to **125 ft-lbs**, and the upper strut hardware to **30 ft-lbs**. Center the lower cam bolts and torque to **125 ft-lbs** (final torque to be done by alignment tech).

Chock the front wheels for safety. Raise the rear of the vehicle and support with safety stands at each jack point indicated by the service manual. Remove the rear wheels.

Some models may not need the rear brake line bracket Kit.

Support the axle with a suitable jack. Remove the lower shock hardware.



Working on one side at a time, loosen but do not remove the opposite side U-bolts of the side you are working on.

Remove the U-bolts of the side you are working on and discard.



Lower the axle low enough to install the ReadyLIFT block. If the block is tapered, make sure the small end of the block is towards the front of the vehicle. Raise the axle while lining up the center pins. Install the provided u-bolts and hardware. Do not tighten fully, leave loose so that you can repeat the steps for the opposite side. Repeat all steps above regarding the block install.



Install the shock lower hardware. Do not tighten at this time. Install the wheels and lower the vehicle to the ground. Jounce the vehicle to settle the suspension to the new ride height. Torque the lower shock hardware to **45 ft-lbs**, and the u-bolts to **110 ft-lbs**.

Re-connect the power source at the negative terminal. Rotate the steering wheel from lock to lock while making sure all clearances between suspension, wheels/tires, brake lines and all electrical components are good. Adjust as necessary. Have the alignment set to the recommended alignment specs on the last page of this booklet by a reputable shop.



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 recommended 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

Front	Driver	Passenger	Tolerance	Total / Split
Camber	+0.5	+0.5	+/- 0.5	+0.0
Caster	+1.7	+1.7	+/- 0.5	+0.0
Toe	+0.05	+0.05	+/- 0.05	+0.1

Check out the collection of performance suspension parts we offer.