2005-2015 TOYOTA TACOMA 4WD & PRERUNNER INSTRUCTIONS
3" SUSPENSION LIFT KIT W/BLOCKS
P/N 40012

WARNING!!!! PRODUCT SAFETY LABEL MUST BE INSTALLED INSIDE THE CAB OF THE VEHICLE IN PLAIN VIEW OF ALL OCCUPANTS! READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE PROCEEDING. MAKE SURE THAT YOU HAVE ALL TOOLS AND PARTS BEFORE BEGINNING THE INSTALLATION.

SPECIAL TOOLS REQUIRED:
Branik Model 7400 Spring Compressor or equivalent
Factory manual to reference certain procedures and torque specs.

REVTEK SUSPENSION RECOMMENDS USING RED LOCTITE ON ALL FASTENERS UNLESS OTHERWISE NOTED. ALSO, HAVE THE FRONT END ALIGNMENT CHECKED AFTER INSTALLATION. (YOU WILL NEED TO ADJUST YOUR HEADLIGHTS).

KIT CONTENTS INCLUDE

- INSTRUCTIONS
- PRODUCT SAFETY LABEL (YELLOW)
- DECALS
- WARRANTY

PARTS LIST INCLUDED IN KIT

FRONT	**QTY**
INTEGRATED FRONT SPACER	2
½-13 NYLOCK NUT	2
10MM X 1.5MM X 50MM STUD	6
DIFF DROP SPACER	2
SHORT SKID PAN SPACER	2
10MM X 1.5MM FLANGE NUT	6
M8 FLAT WASHER	4
M8 X 35MM BOLT	4
TALL SKID PAN SPACER	2
1/2-13 X 6" BOLT	2

TACOMA Installation Instructions

FRONT CONTINUED

O-RING	2
BOX	1
INSTRUCTIONS	1
DECALS	2

REAR

LIFT BLOCK	2
9/16 X 2.5” X 8.5” U-BOLT (SQUARE)	4
9/16” U-BOLT HIGH NUT	8
9/16” U-BOLT THICK WASHER	8
BRAKE LINE SPACER	1
M8 X 50MM HEX HEAD BOLT	1

FRONT OF TACOMA

1. Park vehicle on level concrete surface.
2. Center and lock the steering wheel.
3. Block the rear wheels of the vehicle to prevent vehicle from moving in either direction.
4. Jack up the vehicle from the center front cross member.
5. Support the vehicle with jack stands on both sides of the frame, just behind the front tires.
6. Remove the front wheels.
7. Remove the front skid pan using a 12mm socket.
8. Remove the sway bar end link nut from the top of the sway bar end link, using a 17mm socket (both sides). See Figure 1.
9. Remove the sway bar from the frame by removing the 4 bolts that hold the sway bar to the vehicle using a 14mm socket, then set the sway bar aside for later install. See Figure 2.
10. Remove the lower strut bolt using a 19mm socket. See Figure 3.

11. Remove the cotter key and nut from the outer tie rod end and use a tie rod end puller to remove the tie rod from the steering knuckle. See Figure 4.
12. Take a marking pen, and mark the alignment of the coil to the shock, and also mark if this is the driver strut or passenger strut. See Figure 5.
13. Remove the three nuts at the top of the strut using a 14mm wrench. (DO NOT REMOVE CENTER NUT ON STRUT).
14. Remove the strut from the vehicle.

NOTE/DANGER: STRUTS ARE UNDER EXTREME PRESSURE!

IF YOU DO NOT HAVE A SUITABLE SPRING COMPRESSOR, IT IS RECOMMENDED TO TAKE YOUR STRUTS TO A QUALIFIED SERVICE CENTER FOR THE FOLLOWING STEPS.

15. Compress the coil assembly and remove the center nut using a 17mm wrench or socket.
16. Remove the factory top plate with rubber isolator. You will (**not)** be reusing the top plate or rubber isolator, but you will be reusing the factory shock bushing and steel washer located in the middle of your factory top plate.
17. Using a socket or punch; Drive the factory shock bushing and metal washer out of the middle of your factory top plate and slide the bushing and steel washer back onto the shock shaft. This will be reused. See Figure 6.
18. Install the small diameter of the Revtek PRO Integrated spacer down into the top of your coil spring, making sure to have the laser engraved Revtek PRO logo centered on your mark from step 12.
19. Slide the shock back through your coil, making sure you center the shock shaft through the Revtek PRO center spacer hole. Remember: There must be a shock bushing under the spacer and another one on top of this spacer with the factory shock bushing and washers on both sides!
20. With all the alignment marks lined up from step 12, tighten the center strut nut to factory specs using a 17mm wrench. There should be 4 to 5 threads sticking out above the top of the factory strut nut when tight.
21. Install the 3 Stainless Steel allen headed studs using Loctite and torque to 10 Ft. lbs.
22. Reinstall the strut by reversing the removal procedure; Torque all factory hardware to factory specs, and torque the 3 new supplied retaining flange nuts for the top of the strut to 10 FT. Lbs. (**DO NOT** USE LOCTITE ON THESE).
23. Completed strut assembly will look like this! See Figure 8.

24. Reinstall factory sway bar and sway bar end link. Torque to factory specs.
25. Reinstall tie rod ends, torque to factory specs.
26. Reinstall wheels and torque to wheel manufactures specs.
27. Remove the two factory bolts that are holding the differential to the frame on the front side of the differential. Install the two supplied differential drop spacers between the factory cast mount, and the frame. Fasten to the cross-member using the new supplied 6" long bolts and nuts (making sure to reuse the factory large black washer against the head of the bolt. Tighten with the supplied nylock nut to 65 Ft Lbs. See Figure 9.
28. Place 1 tall skid plate spacer on each side of the rear of the front skid plate between plate and frame. This will allow additional clearance for relocated differential. Use the longer 8MM bolts provided. If vehicle has optional differential skid plate then use one small spacer on each side and a longer bolt here as well. See Figure 10

Figure 1.

Figure 2.

Figure 3.

Figure 4.

TACOMA Installation Instructions

Figure 5

Figure 6

Figure 8.

Figure 9.

Figure 10.

REAR OF TACOMA

1. Place vehicle on level concrete surface.
2. Block front wheels to prevent vehicle from moving in either direction.
3. Make sure parking brake is off.
4. Lift the truck from the center of the rear differential housing, leaving the jack in place to support the differential.
5. Support the vehicle with jack stands on both sides of the frame just in front of the rear tires.
6. Remove the rear wheels.
7. Remove the bolt holding the rear brake line bracket to the axle housing and install the supplied aluminum brake line spacer and new bolt supplied. This will be just to the left of the center on the axle housing. See Figure 11.
8. Remove the lower shock mounting bolts and remove the lower part of the shock from its mounting point, leaving the upper part of the shock still attached. Save the hardware.
9. (Doing one side at a time) Remove the rear U-bolts, and then carefully lower the axle until you have about 3" between the bottom of the spring pack and the axle pad. Make sure none of your brake lines are too tight! This will allow you enough room to insert the new supplied lift block between the rear spring pad and leaf pack; making sure that the locating pin faces down and inserts into the axle spring perch and also that the small end of the taper faces towards the front of the vehicle. These blocks have a slight taper machined into them to eliminate driveline angles. (MAKE SURE TAPER OR SMALL END OF BLOCK FACES TOWARDS THE FRONT OF THE VEHICLE). See Figure 12.
10. Raise the axle with the floor jack to put enough pressure to hold the spring pack to the block and the block to the axle, while making sure the center pin is seated properly in the axle housing hole.
11. Install the new supplied U-bolts, washers, nuts and torque to 90 FT Lbs.
12. Repeat these steps on the other side and torque to 90 FT LBS as well.
13. After both sides are complete, raise the axle to allow the factory shocks to be bolted back together and reinstall the factory bolt and torque to factory specs.
14. Reinstall the tires and wheels and torque to wheel manufacturers specs.

Figure 11.

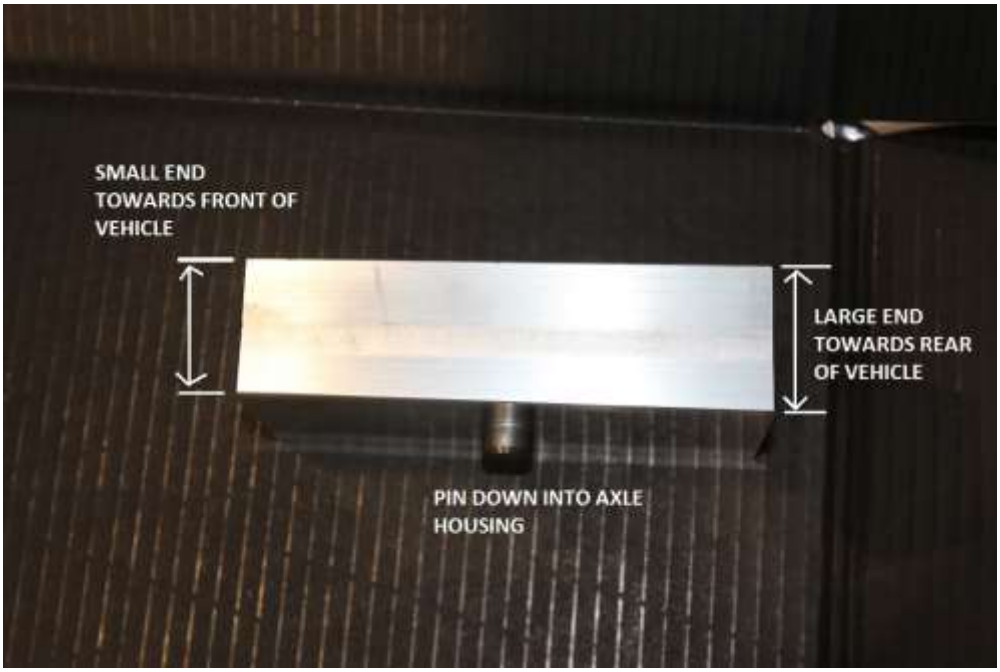

Figure 12.

TACOMA Installation Instructions

Important Installation Notes:

- Manufacturing tolerances do create certain variations that we cannot fully account for. At times you may need to use a punch, or pry bar to get holes to line up. Also you may need to slightly enlarge a hole to create a proper alignment. These are all normal situations.
- Altering your suspension may change the way your vehicle handles. Care must be taken to operate your vehicle safely.
- Adding large wheels and tires, will change how your suspension operates. It may put extra strain on certain components causing them to wear sooner than normal.
- While every effort is made to design our kits to work within factory geometry, there are situations where additional alignment tools like adjustable or replacement components may be needed. This is normal.
- It is possible when changing the driveline angles that a vibration may occur, and require an adjustment to repair this situation.
- Other modifications may be needed due to optional equipment on the vehicle or other prior modifications that have been made.
- All fasteners should be checked and retightened after 500 miles. After the initial recheck, they should be checked and tightened as needed with every following service.
- Once the installation is complete a thorough road test should be performed to verify proper clearance of all items.
- Revtek Suspension kits are not designed for race applications.
- Altering the suspension on your vehicle may change the characteristics of some systems such as: fuel economy, transmission shift points, etc.
- While Revtek systems are designed to work within all factory specifications and tolerances, there are some situations where exceeding the capability of the vehicle such as load capacity or speed will result in some undesirable results. If you overload your vehicle it will not handle correctly. If you drive or turn with excessive speed your vehicle will handle differently and some onboard vehicle systems may detect this and take appropriate action.
- Our tire and wheel fitments are only a guideline. Different production times or tolerances will vary and this sizes should only be used as a starting point. Each vehicle is different and will need to be treated as such.
- Our lift heights can vary slightly based on manufacturing tolerances. Some vehicles will exhibit slightly different amounts of lift heights and different final heights. Every vehicle is not identical and every vehicle will not be perfectly the same at all four corners.
- Once your vehicle is lifted components may wear faster, this is normal. A lifted vehicle is exerting more stress on most components and therefor causing them to wear faster.
- After altering the height of your vehicle, you should aim the headlights for proper coverage.
- The use of Loctite on fasteners is highly recommended.