2008-2018 TOYOTA SEQUOIA 2WD & 4WD
INSTRUCTIONS
2.5" SUSPENSION LIFT KIT
P/N 40041

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
1/2-13 FLANGE NUT	2
10MM X 1.5MM X 50MM SOCKET STUD	8
DIFF DROP SPACER	2
10MM X 1.5MM SERRATED FLANGE NUT	8
M8 FLAT WASHER	3
M8 X 35MM BOLT	3
SKID PAN SPACER	3
1/2-13 X 6" BOLT	2

FRONT CONTINUED

O-RING	2
½ - FLAT WASHER	2
INSTRUCTIONS	1
DECALS	2

REAR

POLY LIFT SPACER	2

FRONT OF SEQUOIA

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.
8. Remove the lower sway bar end link bolt from the sway bar end link, using a 19mm socket (both sides). See Figure 1.
9. Remove the brackets that hold the brake lines to the upper control arm and spindle. See Figure 2 & 3.
10. 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.
11. Remove the nut from the upper ball joint using a 19mm wrench and separate the ball joint from the knuckle using the proper ball joint separating tool. See Figure 5.
12. Remove the lower strut bolt using a 22mm socket. See Figure 1.

13. 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 6.
14. Remove the four nuts at the top of the strut using a 14mm wrench. (DO NOT REMOVE CENTER NUT ON STRUT).
15. 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.

16. Compress the coil assembly and remove the center nut using a 17mm wrench or socket.
17. 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. See Figure 7.
18. 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 7.
19. 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 PRO Logo centered on your mark from step 13, and the OUT ARROW facing out towards you.
20. 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!
21. With all the alignment marks lined up from step 13, 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.
22. Install the 4 Stainless Steel Allen headed studs using Loctite and torque to 10 Ft. lbs. See Figure 8.
23. Reinstall the strut by reversing the removal procedure; Torque all factory hardware to factory specs, and torque the 4 new supplied retaining flange nuts for the top of the strut to 10 FT. Lbs. (**DO NOT** USE LOCTITE ON THESE).
24. Completed strut assembly will look like this! See Figure 8.
25. Reinstall wheels and torque to wheel manufactures specs.
26. 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 provided washer, then the head of the bolt. Tighten with the supplied flange nut to 65 Ft Lbs. See Figure 10.

27. Install the front skid plate using the factory bolts on the front edge and the new supplied M8 X 35mm bolts, washers and spacers on the rear mounting points. Torque to factory specs. See Figure 11.

Figure 1.

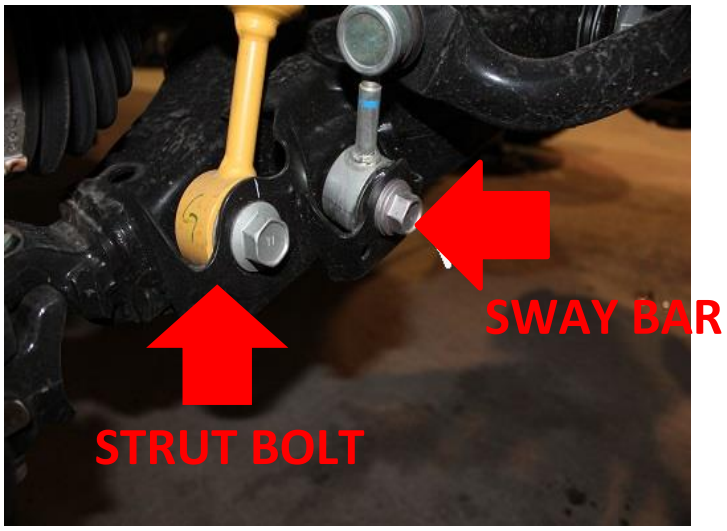


Figure 2.

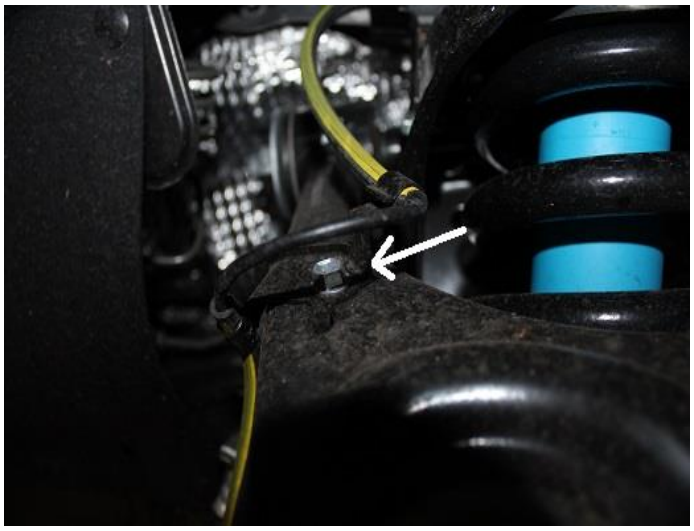
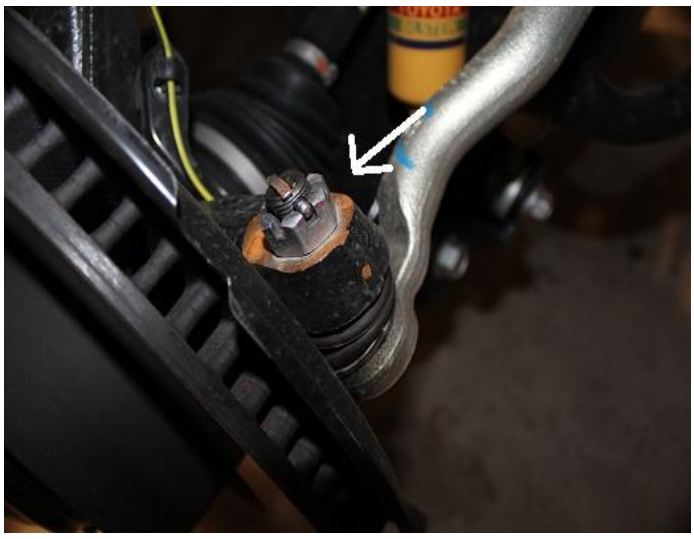


Figure 3.

Figure 4.



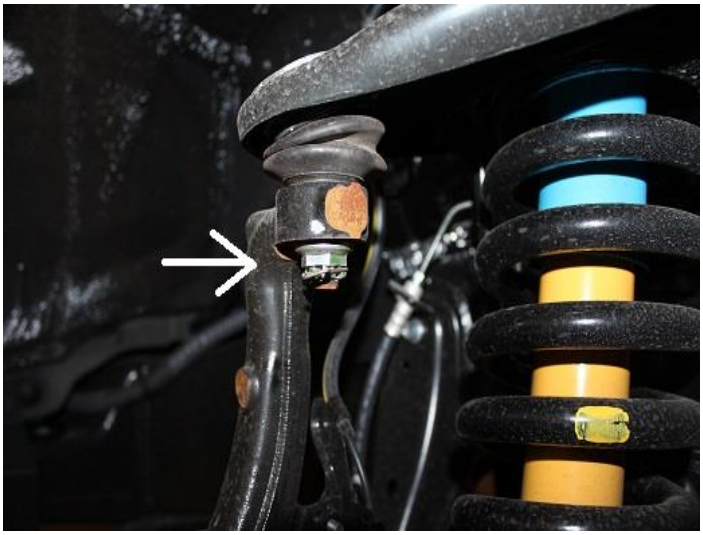


Figure 5.

Figure 6.

Figure 7.

Figure 8.

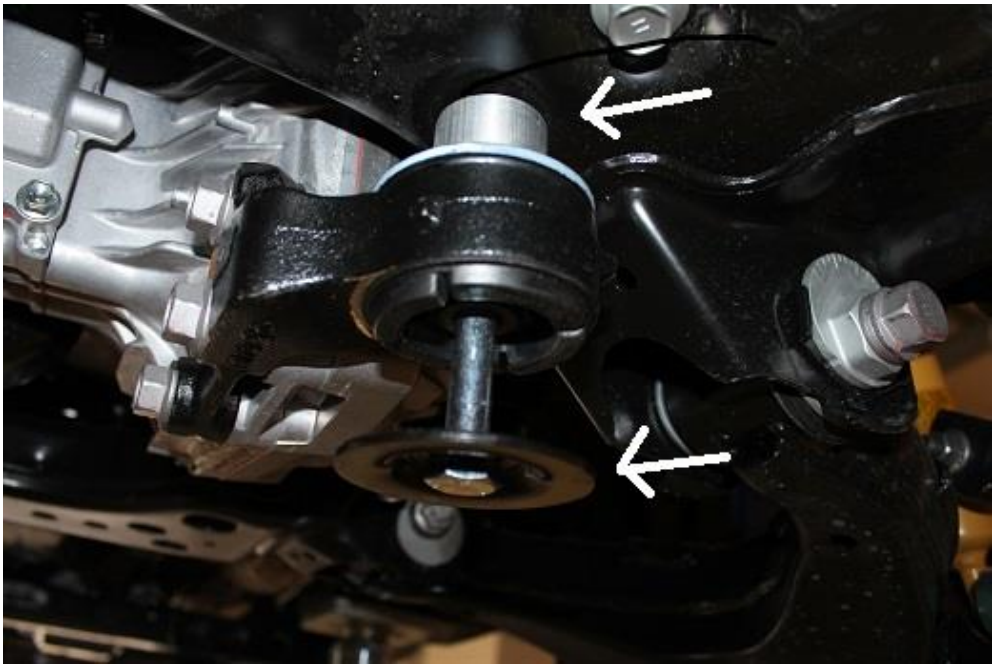


Figure 10.

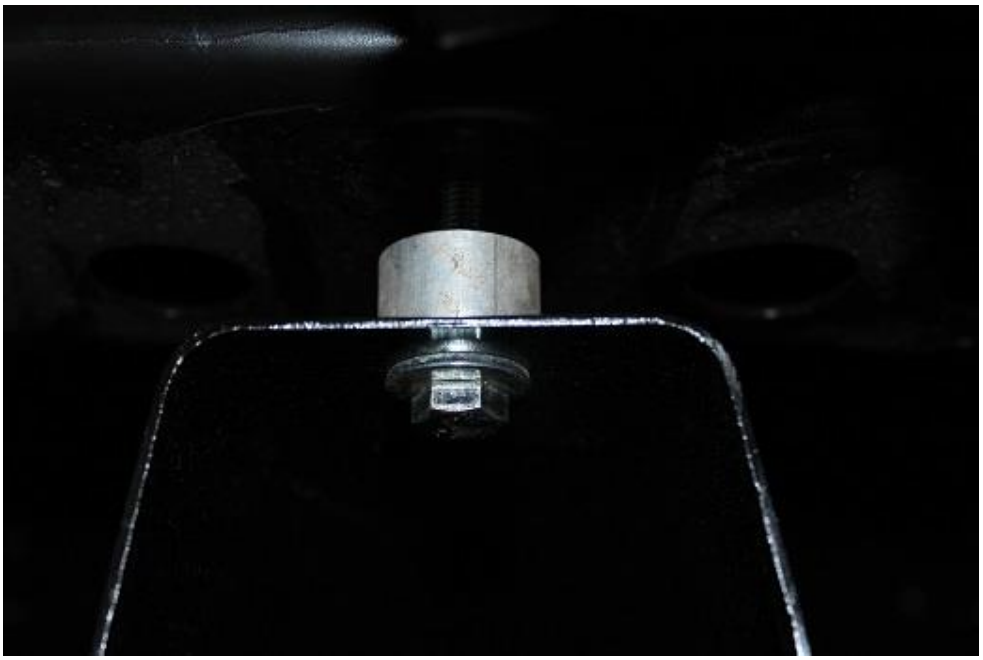


Figure 11.

REAR OF SEQUOIA

1. Place your Sequoia on a 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 vehicle from the frame in front of the rear axle.
5. Support the vehicle with jack stands from the points indicated.
6. Remove rear wheels.
7. Loosen the bolt that fastens the front lower control arm to the frame. See (Fig. 12.) on both sides of the rear axle.
8. Loosen bolt that fastens the rear lower control arm to the frame. See (Fig. 13.) on both sides of the rear axle.
9. Loosen the bolt that fastens the spring carrier arm to the frame. See (Fig. 14.) on both sides of the frame.
10. Remove the bolt that fastens the rear shock to the lower control arm on both sides of the rear axle, but do not pull the shocks off of the studs yet. See (Fig. 15.)
11. Remove the bolts that fasten the sway bar end links to the sway bar on both sides of the rear axle. See (Fig. 16.)
12. Swing the sway bar up and out of the way of the shocks. See (Fig. 17.)
13. Support the bottom of the control arm with a floor jack and remove the shock from the stud.
14. Remove the bolt that fastens the upper control arm to the spindle. See (Fig. 17.)
15. Lower the floor jack and let the lower control arm open up from the upper control arm, this will provide more room to access the rear coil spring.
16. Install a “clam type” spring compressor to the rear coil spring and compress the spring. See (Fig. 18.)
17. Remove the spring and replace the upper rubber isolator with p/n LS-QR175 and re-install the spring. See (Fig. 19.)
18. Raise the floor jack to re-attach the bolt that fastens the knuckle to the upper control arm.
19. To complete installation, reverse step numbers 16 through 6 and torque all hardware to OE specification.

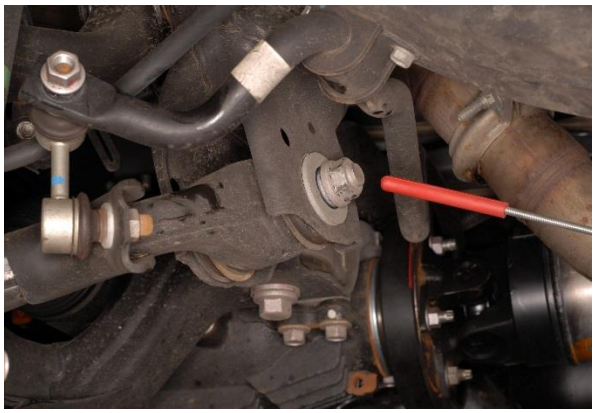


Figure 12.

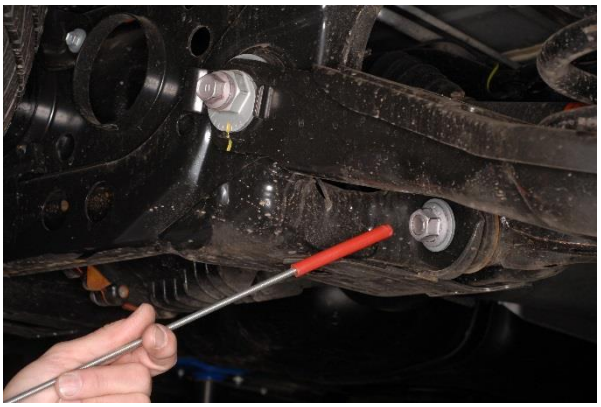


Figure 13.

Figure 14.

Figure 15.

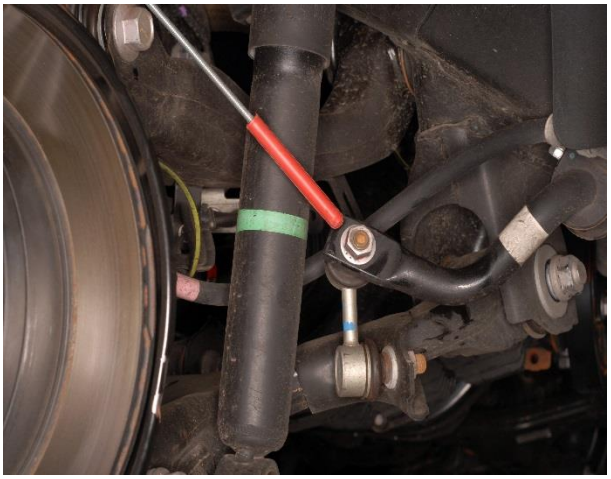


Figure 16.

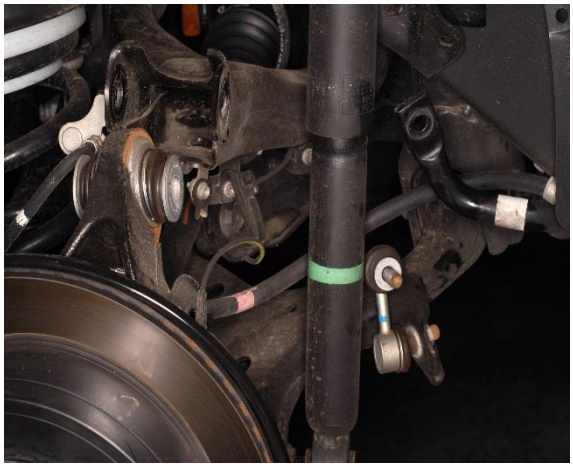


Figure 17.

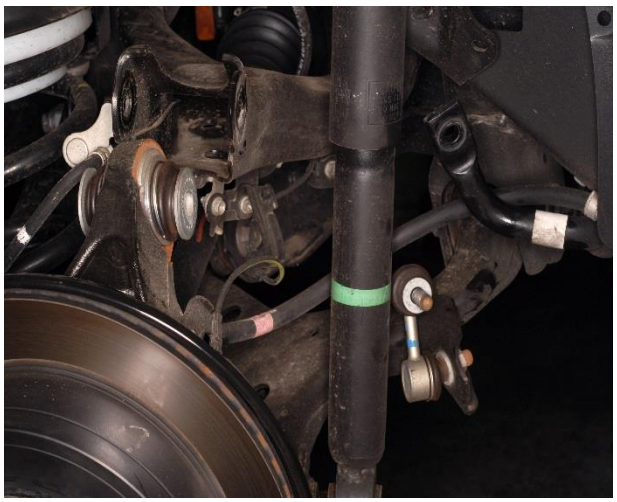


Figure 18.

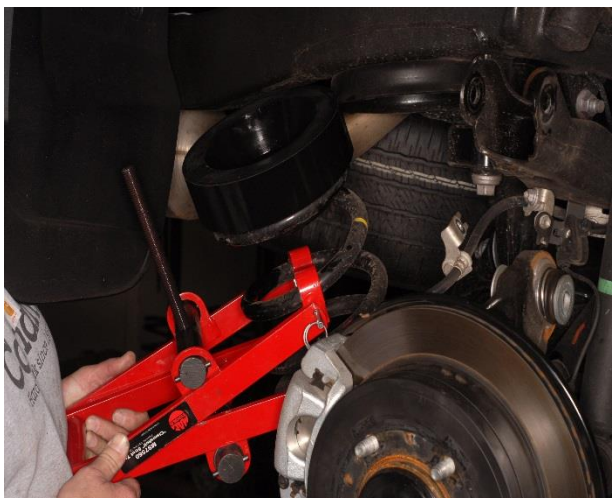


Figure 19.

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.