



**INSTALLATION INSTRUCTIONS FOR 2016
TOYOTA TACOMA 4 X 4 AND PRE RUNNER
3" SUSPENSION LIFT KIT
PART NUMBER 427**

WARNING!!! READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE PROCEEDING. MAKE SURE THAT YOU HAVE ALL TOOLS AND PARTS BEFORE BEGINNING THE INSTALLATION.

SPECIAL TOOLS REQUIRED:

FACTORY CERTIFIED SPRING COMPRESSOR

REVTEK SUSPENSION RECOMMENDS USING RED LOCTITE ON ALL FASTENERS UNLESS OTHERWISE NOTED. ALSO RECOMMENDED IS HAVING THE FRONT END ALIGNMENT CHECKED AFTER INSTALLATION.

KIT CONTENTS INCLUDE

- ♦ INSTRUCTIONS INCLUDING PARTS LIST
- ♦ PRODUCT SAFETY LABEL (ORANGE)
- ♦ WINDOW DECAL
- ♦ WARRANTY

PARTS LIST INCLUDED IN KIT

FRONT	QTY
PRELOAD SPACER	2
TOP OUT EXTENDER	2
10MM X 1.25MM FLANGE NUTS	6
DIFF DROP SPACERS	2
DIFF DROP BOLTS	2
DIFF DROP BOLT NUTS	2
SKID PLATE BOLTS	4
SKID PLATE SPACERS	6
SKID PLATE BOLT WASHERS	4

REAR	
REAR BLOCKS	2
BRAKELINE SPACER	1
M8 X 50MM HEX HEAD BOLT	1
U BOLTS	4
U BOLT NUTS	8
U BOLT WASHERS	8

TORQUE SPECIFICATIONS

10MM FASTENERS	30 LBS.
12MM FASTENERS	55 LBS.
LUG NUTS	75 LBS.

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 lift point in Figure A.
5. Support the vehicle with jack stands from the points in Figure A.
6. Remove the front wheels.
7. Remove sway bar end links from spindle using 17mm socket (both sides). See Figure B.
8. Remove front skid plate using 12mm socket.
9. Remove differential skid plate if equipped.
10. Remove sway bar from frame using 14mm socket. See Figure C.
11. Using 19mm socket, remove lower bolt and nut from the bottom of the strut (both sides).
12. Remove cotter key and 19mm nut from outer tie rod end, rack & pinion utilizing a tie rod end puller (or pickle fork).
13. Remove the three nuts (14mm) from the top of the strut. See Figure D.
14. Remove the struts from the vehicle, making sure that they are marked driver and passenger side respectively for reinstallation.

NOTE: AT THIS TIME, IF YOU DO NOT HAVE A SUITABLE SPRING COMPRESSOR, IT IS HIGHLY ADVISED TO EITHER TAKE THE STRUT TO A QUALIFIED SERVICE CENTER.

15. Compress strut assembly and remove the nut (17mm) on the top of the strut shaft.
16. Release the compressor.
17. Remove the spring top plate from the strut.
18. Remove and discard the rubber spacer.

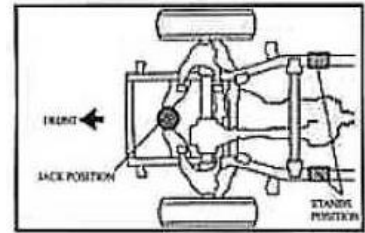


Fig. A



Fig. B



Fig. C

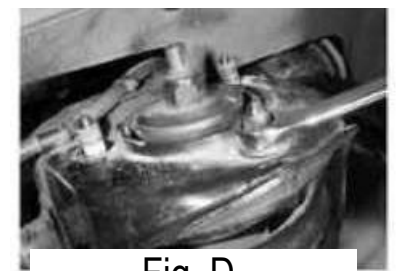


Fig. D.

FRONT OF TACOMA (continued)

19. Install the PRELOAD SPACER between the spring and the spring top plate with the small diameter facing toward the spring and the Revtek Suspension logo facing outward. See Figure H.
20. Compress the strut assembly, making sure you center the strut shaft through the spring top plate hole and that the studs line up with the PRELOAD SPACER reliefs. Replace nut on the top of the strut shaft and torque to spec. (Torque specs can be found on page 1.)
21. Install the TOP OUT EXTENDER over the studs. (Figure H).
22. Reinstall the strut by reversing the removal procedure; torque to spec. (Torque specs on page 1.)
23. When properly installed, Revtek Suspension logo will be centered between preload spacer reliefs.
24. Reinstall tie rod ends, torque to spec.
25. Reinstall sway bar to frame.
26. Reinstall sway bar end links into spindles. Torque to spec.



Fig. H

DIFFERENTIAL DROP SPACER KIT

1. Remove skid plate under the front of the vehicle. Save the OEM bolts.
2. Remove factory 19mm x 5" long bolts and nuts, supporting the front differential. (See Figure 1). Save the OEM washers for step 3.
3. Remove the front cross member to radiator support bars. You may need to trim the side of the drivers' side support bar to clear the differential support bar once installed. (See Figure 4 & 5)
4. Install Revtek spacers between the two front differential supports and front cross-member. Fasten to cross-member using new 1/2 x 6 1/2" long bolts and nuts (making sure to reuse the factory washers), (See Figure 2.)

5. Place 1 small 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 and washers provided. If vehicle has optional differential skid plate then use two small spacers on each side and a longer bolt with washers here as well. (See Figure 3)
6. Torque skid plate bolts to specs. (You may need to adjust the skid plate holes.)
7. Replace the wheels; torque to spec.

Figure 1



Figure 2



Figure 3

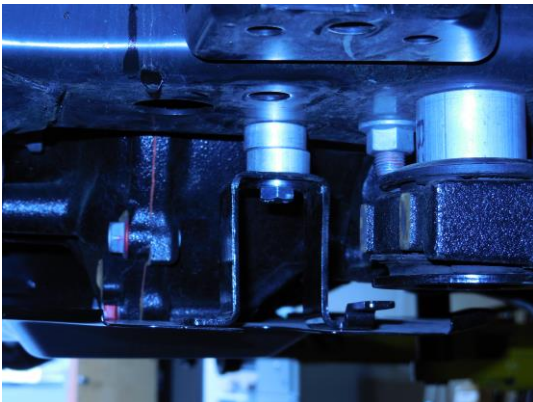
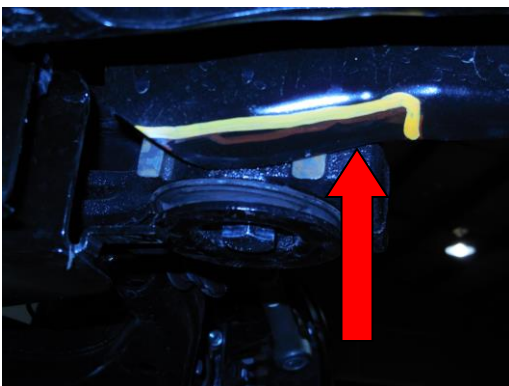


Figure 4



Figure 5



SPECIAL NOTE: YOU WILL NEED TO ADJUST THE HEADLIGHTS AFTER THE ENTIRE KIT IS INSTALLED!!!

REAR OF VEHICLE

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 from the points indicated in Figure "I."
6. Remove rear wheels.
7. Remove the two (2) brake line clip hangers. (Figure "K")
8. Install the spacer under the brake line bracket in order to raise it up. (Figure "K")
9. Remove the lower bolt on shocks to allow the differential to drop. **Do not** remove upper bolt on shocks.
10. Remove the U-bolts. (Do one side at a time)
11. Carefully lower the floor jack, creating just enough room to place the LIFT BLOCK between the spring pad and the spring pack with the locating pin facing down. Make sure that the small end of taper of the BLOCK faces toward the front of the vehicle. (Figure P)
12. Raise the floor jack slightly, with just enough tension to hold the spring, BLOCK, and differential housing together.
13. Put in the new U-BOLTS, WASHERS AND NUTS supplied in the kit (Figure P); torque to spec.
14. Replace the bolt on the rear shocks.
15. Replace the wheels; torque to spec.

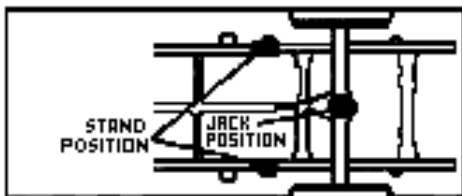


Fig. I

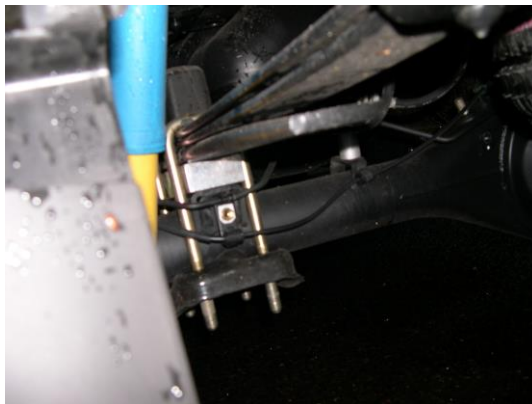


Fig K

Fig P

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.