



**INSTALLATION INSTRUCTIONS FOR 2000-2006
 TOYOTA TUNDRA 2WD
 2 1/2" SUSPENSION LIFT KIT
 PART NUMBER 436 (Patent Pending)**

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 THAT RED LOCTITE BE USED ON ALL FASTENERS UNLESS OTHERWISE NOTED. IT IS ALSO RECOMMENDED TO HAVE 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

<u>FRONT</u>	<u>QTY.</u>
PRELOAD SPACER - D	1
PRELOAD SPACER - P	1
TOP OUT EXTENDER	2
10MM X 1.25MM STUD	6
<u>REAR</u>	
LIFT BLOCK	2
U-BOLT	4
U-BOLT NUT	8
U-BOLT WASHER	8
EXTENSION BRACKET	1
8 X 1.25 X 16 BOLT	1
8 X 1.25 LOCK NUT	1

TORQUE SPECIFICATIONS

8MM FASTENERS	17 LBS.
10MM FASTENERS	30 LBS.
12MM FASTENERS	55 LBS.
9/16" U-BOLT	75 LBS.
LUG NUTS	75 LBS.

**PRODUCT SAFETY LABEL MUST BE INSTALLED INSIDE CAB
 IN PLAIN VIEW OF ALL OCCUPANTS.**

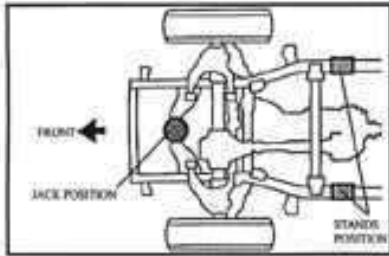


Fig. A



Fig. B



Fig. C



Fig. D



Fig. E



Fig. F



Fig. G



Fig. H



Fig. R

FRONT OF VEHICLE

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 the nut (14mm) and the hardware from the anti-sway bar. See Figure "B."
8. Remove the nut (19mm) and bolt (14mm) from the bottom of the strut. See Figure "C."
9. Remove the three nuts (14mm) from the top of the strut. See Figure "D."
10. Remove the strut from the vehicle.

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

11. Compress strut assembly and remove the nut (17mm) on the top of the strut shaft in Figure "E."
12. Release the compressor.
13. Remove the spring top plate from the strut.
14. Remove and **discard** the rubber spacer.
15. Remove (hammer) the studs from the spring top plate. See Figure "F."
16. Install (hammer) the LONGER STUDS (10MM) (provided) in the spring top plate. See Figure "G."
17. Install the PRELOAD SPACER between the spring and the spring top plate with the small diameter facing toward the spring and the Revtek Industries Logo facing out. (NOTE: The PRELOAD SPACERS are marked "P" for the passenger side and "D" for the driver side to help orient the SPACERS properly.) See Figures "H" and "R."
18. 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. (Figure "E"). (Torque specs can be found on page 1.)
19. Install the TOP OUT EXTENDER over the STUDS (Figure "H").
20. Reinstall the strut by reversing the removal procedure; torque to spec. (Torque specs on page 1.)
21. When properly installed, the Revtek Industries logo should face outward. (Figure R)
22. Reinstall hardware and nut on anti-sway bar; torque to spec.
23. Replace the wheels; torque to spec.

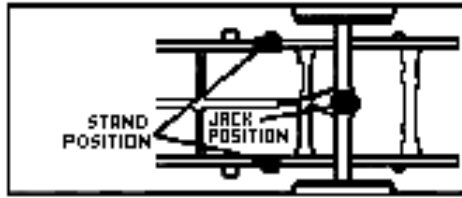


Fig. I



Fig K



Fig. P

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 proportioning valve arm where it attaches to the differential housing. Retain hardware. (Figure "K")
8. Attach the provided EXTENSION BRACKET to the differential housing using one of the original bolts (in lower position). Attach the proportioning valve arm to the EXTENSION BRACKET using the supplied BOLT (PV16B) and LOCK NUT (PVBN) for the top position and the remaining original bolt in the middle position; torque to spec. (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.
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.

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.