INSTALLATION INSTRUCTIONS FOR 2007-14 TOYOTA TUNDRA 2WD 2 1/2" SUSPENSION LIFT KIT PART NUMBER 438 (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

TORQUE SPECIFICATIONS

8MM & 5/16 FASTENERS	17 FT. LBS.
10MM FASTENERS	30 FT. LBS.
12MM FASTENERS	55 FT. LBS.
9/16" U-BOLT	75 FT. LBS.
LUG NUTS	140 FT. LBS.

PARTS LIST INCLUDED IN KIT

FRONT	QTY.
PRELOAD SPACER	2
TOP OUT EXTENDER	8
SKID PLATE	3

PARTS LIST CONTINUED

REAR PARTS	
LIFT BLOCK	2
U-BOLT	4
U-BOLT NUT	8
U-BOLT WASHER	8
EXTENSION BRACKET	2
5/16 -18 X 1 BOLT	2
5/16 FLAT WASHER	2
5/16 NYLOC NUT	2

CARRIER BEARING DROP	
SPACER	4

FRONT OF VEHICLE

1. Park your Tundra on a 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 correct lift points. See (Fig. A.)
5. Support the vehicle with jack stands from the proper points. See (Fig. A.)
6. Remove the front wheels.
7. Remove the bracket that holds the brake lines to the upper control arm. (10mm wrench.) See (Fig. B.)
8. Remove the bracket that holds the brake lines to the steering knuckle. (12mm socket.) See (Fig. B1.)
9. Remove the nut from the upper ball joint (19mm socket) and separate the upper ball joint using a ball joint separating tool. See (Fig. C.)
10. Remove the upper coil shock nuts (14mm wrench.) See (Fig. D.)
11. Remove the lower coil shock nut (22mm socket.) and bolt (22mm wrench.) See (Fig. E.)
12. Remove the bolt from the sway bar end. (19mm socket.) See (Fig. E.)
13. Remove the nut from the tie rod end (24mm socket) and separate with proper tool. See (Fig. E1.)
14. Remove coil shock from your Tundra.

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.

15. Count the threads exposed on the shock shaft above the nut, you will need this exact number after the preload spacers are installed. See (Fig. F.)
16. Compress coil shock assembly and remove the nut (17mm socket) on the top of the shock shaft.
17. Release the compressor.
18. Remove the spring top plate from the coil shock.
19. Remove and **discard** the rubber isolator that sits between the spring and the top plate.
20. Install the PRELOAD SPACER between the spring and the top plate with the small diameter facing toward the spring and the Revtek logo facing out. See (Fig. G.) Compress the shock assembly, making sure you center the shock shaft through the spring top plate. Replace the grommet, washer, and nut on the top of the shock shaft, and tighten until you have the same number of threads showing that you had when you counted them in step 15.
21. Install the top out spacers (P/N TOS-8) over the studs. See (Fig. G1.)
22. Re-install the coil shock assembly by reversing the removal procedure.
23. When properly installed, the Revtek logo should face outward. See (Fig. H.)
24. Re-install the upper ball joint assembly.
25. Re-install the line brackets to the upper control arm and the steering knuckle.
26. Re-install the tie rod end.
27. Re-install anti-sway bar.
28. Proceed to the differential drop and skid plate instructions if you are working on a 4x4 ☺

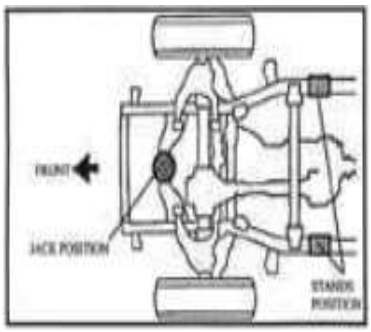

FIG A


FIG B


FIG B1


FIG C


FIG D


FIG E


FIG E1


FIG F


FIG G


FIG G1


FIG H

SKID PLATE

1. Install the skid plate in the reverse operation of removal with the exception of installing the (3) spacers on the rear of the skid plate between the frame and the skid plate. See (Fig. K.)
2. Torque skid plate bolts to specs.

FIG K

REAR OF VEHICLE

1. Place your Tundra 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 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. See (Fig. I.)
6. Remove rear wheels.
7. Remove the park brake brackets. See (Fig. 2.) on both sides of the rear axle.
8. Remove the lower bolt on the shock (do one side of the rear axle at a time) to allow the axle to drop. **Do not** remove upper bolt on shocks.
9. Remove the OEM U-bolts (19mm socket).
10. 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 the taper of the block faces toward the front of the vehicle. Raise the floor jack slightly, with just enough tension to hold the spring, block and differential housing together.
11. Remove the factory bump stop and bend the ears up ½" then Re-install bump stop using Revtek supplied u-bolts.
12. Install the new U-bolts, washers, and nuts supplied in the kit. (7/8" deep socket). See (Fig. 3.)
13. Replace the lower shock bolt.
14. Install the extension brackets on the park brake (PVB-2) cable hangers using the supplied 5/16" hardware. See (Fig4.).
15. Install the 4 Revtek carrier bearing drop spacers (P/N TOS-8) on the rear drive shaft hanger (2 per side) using a 14mm socket. 2 piece drive shafts only! See (Fig 5).

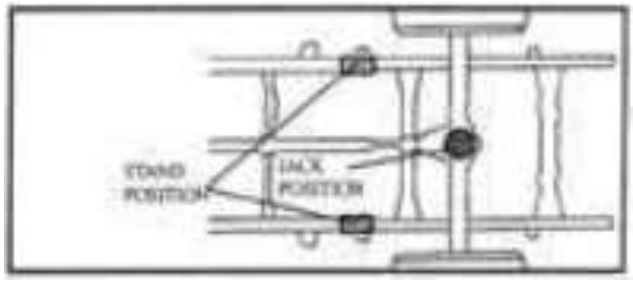

FIG I

FIG 2

FIG 3

FIG 4

FIG 5

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.