



**INSTALLATION INSTRUCTIONS FOR 1995-2004
TOYOTA TACOMA 4 X 4 AND PRERUNNER, 1996-2002 4RUNNER,
1-3/4" FRONT LEVELING KIT
PART NUMBER 414**

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
- Differential Spacer Kit (see page 4 of instructions)

TORQUE SPECIFICATIONS

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

PARTS LIST INCLUDED IN KIT

FRONT	<u>QTY.</u>
PRELOAD SPACER	2
DIFFERENTIAL SPACER KIT	
DIFFERENTIAL DROP SPACERS	2
1/2 – 13 X 8 GRADE 5 HEX BOLT (ZINC)	2
½ - 13 NYLOCK NUT (ZINC)	2
M8 X 1.25 X 35MM HEX BOLT (ZINC)	2
M8 FLAT WASHERS (ZINC)	2

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

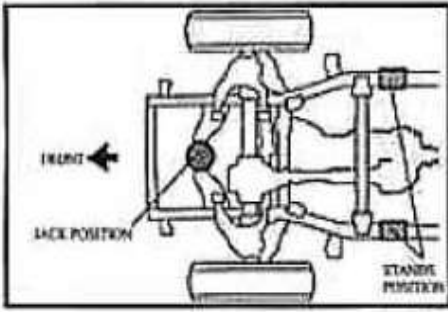


FIG "A."



FIG "C."



FIG "B."



FIG "D."

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 (19mm) and bolt from the bottom of the strut.
8. Remove the three nuts (14mm) from the top of the strut. See Figure "B."
9. With a marking pen, mark the center of the strut where the spring connects to the top plate and the lower plate so that they line back up on re-assembly. See Figure "C."
10. Remove the strut from the vehicle, it may be necessary to separate outer tie rod end from knuckle for more clearance when removing the strut.

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.
12. Release the compressor.
13. Remove the spring top plate from the strut.
14. Remove and discard the rubber spacer. See Figure "D."
15. Install the PRELOAD SPACER between the spring and the spring top plate with the small diameter facing toward the spring.
16. Compress the strut assembly, making sure you center the strut shaft through the spring top plate hole. Make sure that the V on the Revtek logo is aligned with your center mark on the strut so that when it's re-assembled the logo will be facing the correct way on re- installation in the vehicle. Replace nut on the top of the strut shaft and torque to spec. (Torque specs can be found on page 1.)
17. Reinstall the strut by reversing the removal procedure; torque to spec. (Torque specs on page 1.)
18. When properly installed, Revtek logo should face outward. See Figure "D."
19. Replace the wheels; torque to spec.

DIFFERENTIAL DROP SPACER KIT

(MANDATORY TO MINIMIZE OR AVOID CV BOOT WEAR)

1. Remove both skid plates under the front of the vehicle. Save the OEM bolts (total of nine (9) 12mm bolts).
2. Remove factory 19mm x 7" long bolts and nuts, supporting the front differential. (See Figure 1). Save the OEM washers for step 3.
3. Install Revtek spacers RTDDS-1 between the two front differential supports and front cross-member. Fasten to cross-member using new ½ x 8" long bolts and nuts (making sure to reuse the factory washers). (See Figure 2.)
4. Install the FRONT skid plate using three (3) OEM bolts on the front and two (2) new M8 x 35mm bolts in the rear. DO NOT TIGHTEN YET.
5. To install the REAR skid plate, elongate the rear mounting holes with a file for fitment. Once holes are elongated, mount rear skid plate with OEM 12mm bolts.
6. Torque all skid plate bolts to specs.



Figure 1



Figure 2

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.