



**INSTALLATION INSTRUCTIONS FOR 1995-2004
TOYOTA TACOMA 4 X 4 AND PRERUNNER
3" SUSPENSION LIFT KIT
PART NUMBER 425 (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:
METRIC TUBING WRENCHES
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 6 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.

ADDITIONAL PARTS REQUIRED

LONGER SHOCKS ARE REQUIRED FOR THE REAR; SEE PAGE 5 - #23

PARTS LIST INCLUDED IN KIT

<u>FRONT</u>	<u>QTY.</u>
PRELOAD SPACER	2
TOP OUT EXTENDER	2
10MM X 1.25MM STUD	6
<u>DIFFERENTIAL SPACER KIT</u>	
DIFFERENTIAL DROP SPACERS	2
1/2 - 13 X 8 GRADE 5 HEX BOLT (ZINC)	2
1/2 - 13 NYLOCK NUT (ZINC)	2
M8 X 1.25 X 35MM HEX BOLT (ZINC)	2
M8 FLAT WASHERS (ZINC)	2
<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	2
8 X 1.25 X 30 BOLT	2
8 X 1.25 LOCK NUT	2
SPACER	2
BRAKE LINE	1

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

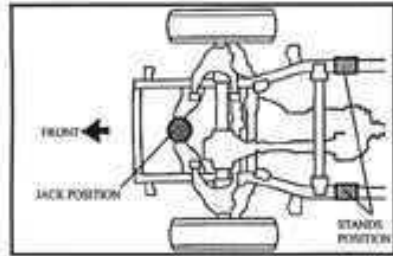


Fig. A



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 EITHER 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.
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. See Figure "H."
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. (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, PRELOAD SPACER relief and 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.

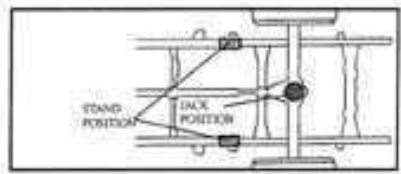


Fig. I



Fig. J



Fig. K



Fig. L



Fig. M



Fig. N



Fig. O



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 rubber brake line that goes from the frame to the distribution block on the differential housing. (Figure "J")
8. Replace the BRAKE LINE with the LONGER ONE supplied in the kit.
9. **BLEED THE BRAKES AND TOP OFF THE FLUID LEVEL.**
10. Remove the proportioning valve arm where it attaches to the differential housing. (Figure "K")
11. Attach the provided EXTENSION BRACKET between the differential housing and the proportioning valve arm using the supplied SPACERS AND HARDWARE; torque to spec. (Figure "K")
12. Carefully support the fuel tank.
13. Disconnect the parking brake cables at the backing plates on the differential housing. (Fig. "L")
14. Remove the bracket that supports the fuel tank on the rear of the driver's side. (Figure "M")
15. Remove the bracket that supports the parking brake cable on the fuel tank. (Figure "N")
16. Turn the bracket over (to move the parking brake cable down) and reattach to the outside of the fuel tank bracket (Figure "O"); torque to spec.
17. Reattach the bracket that supports the fuel tank; torque to spec.
18. Remove the shocks.
19. Remove the U-bolts.
20. 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)
21. Raise the floor jack slightly, with just enough tension to hold the spring, BLOCK, and differential housing together.
22. Put in the new U-BOLTS, WASHERS AND NUTS supplied in the kit (Figure P); torque to spec.
23. Replace the rear shocks with a longer shock that extends to 25" & collapses to 15".
24. Reconnect the parking brake cables at the backing plates (now located under the spring pack). (Figure P)
25. 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 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.



Limited Lifetime Warranty

Revtek Suspension products are warranted to be free from material and workmanship defects for as long as the original retail purchaser owns the vehicle upon which such products were originally installed (proof of purchase required). The consumer will be responsible for removing from the vehicle and returning any defective item, freight prepaid, and for reinstallation. This warranty is non-transferable. Revtek Suspension's limit of liability under this warranty is to repair or replace the product at Revtek Suspension's option. Consequential costs such as, but not limited to labor fees, loss of use, loss of time or freight charges are not covered. Any product that has been abused, altered incorrectly installed, or used in competition is not covered. Product finish is excluded from this warranty. Items that are subject to wear are not considered defective when worn and are not covered. The warranty is void if the "Warning to Driver" decal is not properly displayed on the vehicle. No other warranties are expressed or implied. We reserve the right to make changes in design, materials, and specifications without prior notice.

This warranty gives you specific legal rights and you may also have other rights which may vary from state to state. Some states do not allow limitations on how long an implied warranty lasts or allow the exclusion or limitation of incidental or consequential damages, the above limitation or exclusion may not apply to you.

Other than stated above, there are no warranties.

SELLER DISCLAIMS ANY IMPLIED WARRANTY OF MERCHANTABILITY

SELLER DISCLAIMS ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE

This warranty to be free from material and workmanship defects shall not apply to any product which has been improperly installed modified or customized and does not apply to any components used for racing purposes or racing type activities.

To make a claim under this warranty to be free from material and workmanship defects, contact Revtek Suspension about the problem prior to removing any parts from the vehicle. If it appears that the part is warrantable, you will be given a Return Authorization (RA) number and asked to return the part freight prepaid. If the part is found to be warrantable, it will be repaired or replaced and returned to you. All freight charges are the customer's responsibility. If a replacement part is needed before the part in question can be returned, you must first purchase the replacement part. Then if the part in question is deemed warrantable, you will be credited / refunded.

Shocks and bushings are considered to be wear items. As such, they will be covered for a period of 12 months from the original installation. Any failure outside of 12 months will be considered typical wear.

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