

READYLIFT[®]

SUSPENSIONS

69-5530 Toyota Tacoma 3"/2" SST Lift Kit

IF your ReadyLIFT[®] product has a damaged or missing part, please contact customer service directly and a new replacement part will be sent to you immediately. For warranty issues, please return to the place of installation and contact ReadyLIFT.

(877) 759-9991

MON-FRI 7AM-4PM PST

OR

EMAIL: support@readylift-ami.COM

WEBSITE: ReadyLIFT.COM

****Please retain this document in your vehicle at all times.****

READYLIFT "NO HASSLE" PRODUCT WARRANTY

This unique "no hassle" product warranty proves our commitment to the quality of every product the ReadyLIFT produces. ReadyLIFT product warranty only extends to the Original Purchaser of any ReadyLIFT product. If it breaks, we will give you a new part.

READYLIFT "NO HASSLE" WARRANTY PROCEDURES

Any ReadyLIFT products containing missing or defective components will be covered under warranty by ReadyLIFT. Please call 800-549-4620 to initiate a warranty claim. Rest assured our customer service team will urgently address the matter and expedite the replacement parts. In the event of a defective product, ReadyLIFT may request a return of the defective product (at ReadyLIFT's expense) so the quality team can analyze the nature of the defect. Returning defective product will not delay the replacement part delivery.

ReadyLIFT leveling kit, block kits, and lift kit products are NOT intended for off-road abuse. Any abuse or damage as a result of off-road use voids the warranty of the ReadyLIFT product. Exception: ReadyLIFT Jeep SST and Terrain Flex Lift Kits are designed for normal off-road use to compliment the Jeep vehicle's off-road capability. All Jeep Lift Kit products are covered under warranty when used in recreational off-road environments.

Warranty does not apply to discontinued, clearance or outlet products. Wearable components including but not limited to, shocks, ball joints, heim joints, bushings, and steering extensions, are covered for up to 1-year. Labor, installation, surcharges or any other applicable fees from the original purchase are non-refundable. ReadyLIFT is not responsible for any consequential damage to the vehicles.

ReadyLIFT reserves the right to change, modify, or cancel this warranty without prior notice.



READ INSTRUCTIONS THOROUGHLY AND COMPLETELY BEFORE BEGINNING INSTALLATION.

INSTALLATION BY A CERTIFIED PROFESSIONAL MECHANIC IS HIGHLY RECOMMENDED.

READYLIFT IS NOT RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.

Safety Warning

MISUSE OF THIS PRODUCT COULD LEAD TO INJURY OR DEATH.

Suspension systems or components that enhance the on and off-road performance of your vehicle may cause it to handle differently than it did from the factory. Extreme care must be used to prevent loss of control or vehicle rollover during abrupt maneuvers.

Always operate your vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Failure to drive safely may result in serious injury or death to driver and passengers.

Driver and passengers must ALWAYS wear your seat belts, avoid quick sharp turns and other sudden maneuvers. ReadyLIFT Suspension does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your vehicle under the influence of alcohol or drugs.

Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.

It is the responsibility of the retailer and/or the installer to review all state and local laws, with the end user of this product, related to bumper height laws and the lifting of their vehicle before the purchase and installation of any ReadyLIFT products.

It is the responsibility of the driver/s to check their surrounding area for obstructions, people, and animals before moving the vehicle.

All raised vehicles have increased blind spots; damage, injury and/or death can occur if these instructions are not followed.

Installation Warning

All steps and procedures described in these instructions were performed while the vehicle was properly supported on a two post vehicle lift with safety jacks.

Use caution during all disassembly and assembly steps to insure suspension components are not over extended causing damage to any vehicle components and parts included in this kit.

Included instructions are guidelines only for recommended procedures and are not meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications.

ReadyLIFT Suspension recommends the use of an OE Service Manual for model/year of vehicle when disassembly and assembly of factory and related components.

Unless otherwise specified, tighten all bolts and fasteners to standard torque specifications listed within the OE Service Manual.

Suspension components that use rubber or urethane bushings should be tightened with the vehicle at normal ride height. This will prevent premature wear or failure of the bushing and maintain ride comfort.

Larger tire and wheel combinations may increase leverage on suspension, steering, and related components.

Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle ride height. Always measure the vehicle ride height prior to beginning installation.

IMPORTANT NOTE:

This suspension system was developed using a 33" x 11.5" tire with 20" x 9" wheel and a offset of +6. If wider tires are used, offset wheels may be necessary and trimming may be required. Factory wheels can be used but are not recommended with tires over 11.5" wide.

Wheel offset is key for tire clearances as well as true diameters of the tires.

This kit requires the recommended alignment specs shown on the last page of this instruction booklet. Your vehicle is no longer factory, so factory alignment specs may not apply.

Upper adjustable control arms are not necessary for proper alignment when using the provided specs. They can be added if wanted.

The stock spare rim can be run in an emergency - exercise extreme caution under stock spare tire operating conditions. Please note that, if running the spare factory tire, it is done for short distances and a speed not to exceed 45mph or damage to differentials may occur.

A lifted vehicle may have different headlight aim performance. ReadyLIFT recommends marking and recording the headlight beam position before kit installation and then adjusting, if necessary, the headlamps to the same height settings after kit installation. Set the vehicle on a level surface 10' to 15' from a solid wall or garage door. (This is a general distance with some manufacturers requiring different distances.) Note the top height of the low beam's bright spot, the top of the most intense part of the beam, for driver and passenger side. Height may vary from side to side. Repeat this procedure and adjust after lift kit is installed. Adjust if the aim is off by turning the adjusters gradually (a quarter of a turn) and looking to see where the new alignment falls. It may be easier to block one headlamp while adjusting the other. Consult the owner operation manual for procedures to adjust headlights - many automakers offer headlight aiming specs. Some states have their own specifications when it comes to headlight aim, so it's best to follow those rules when aligning headlights.

Rear shock extensions and rear brake line bracket should only be used with non Bilstein equipped models.

Measure the extended length of the rear shock. If the length is 23" or longer do not use the shock extension or rear brake line bracket. Failure to do so may result in the shock bottoming out before the bump stop. This could cause premature wear or failure to the shocks.

Do not use the rear shock extensions with the 1" rear blocks kits.

Pre Installation Measurements

It is imperative that you record the following measurements and factory components. ReadyLIFT test and records as much data from each application as possible. Vehicle manufactures may change components or add models with different options. By recording and not exceeding the fender to hub center that ReadyLIFT call out will ensure the lift on your vehicle is correct. This measurements and components will effect the completion of this lift kit. Failure to do so may result in over lifting, causing premature failure of axles, CV boots and drivetrain. Over lifting a vehicle will also result in a incorrect wheel alignment. This will wear tires incorrectly inside or outside edge. An Incorrect alignment will cause poor vehicle handling issue such as under steer. Over lifting will also cause a shock top off condition, creating poor ride quality and pops and clunks prematurely wearing components. Failure to adjust head lamps may cause dangerous driving conditions for you and other drivers on the road. Record the head lamp position before the installation of this lift or leveling kit and adjusting to factory position after the completion will ensure a safe and enjoyable experience.

RECORD HEAD LAMP MEASURMENTS

Driver Before	Driver After	Passenger Before	Passenger After

Factory components

Bilstein Rear Shocks	Yes / no
Rear Shock length	22"/ 23"
ReadyLIFT Rear Block	1"/ 2"
Stock front Struts	Standard / Bilstein yellow / Bilstein silver

VEHICLE RIDE HEIGHT MEASURMENTS Measure from the fender edge to the axle hub center

	Factory front axle		Factory rear axle	
	ReadyLIFT target	23.5	ReadyLIFT target	23.5
	After Lifted		After Lifted	

BILL OF MATERIALS

COMPONENTS	
DESCRIPTION	QTY
Front Strut Preload Spacer	2
Front Strut Spacer	2
1" Diff drop spacer	2
1/2" Skid Plate Spacer	2
Toyota Tacoma Sway Bar Spacer	2
2" Toyota Block Kit	1
Rear Shock Extension	2
Rear brake Line Bracket	1
Hardware pack	1

HARDWARE	
DESCRIPTION	QTY
Front Strut Top Hat	
M10-1.25 Serrated Flange Nut	6
1" Diff drop spacer	
M14-1.5 x 2.0 Hex Head Bolt grade 10.9	2
M14 Flat Washers	4
M14- 2.0 Lock Nuts	2
1/2" Skid Plate Spacer	
M8-1.25 x 40 Hex head bolts Clear zinc	2
M8 Flat Washers Clear Zinc	2
Toyota Tacoma Sway Bar Spacer	
M10-1.25 x 20 Hex Head 10.9 Clear Zinc	4
M10 Flat Washer Clear Zinc	4
Rear Brake Line Bracket	
5/16-18 x .75" hex head bolt	1
5/16-18 hex top locking nut	1
5/16" flat washer	2
1/4-20 x 1/4 set screw	4



Before starting installation: ReadyLIFT Suspension highly recommends that the installation of this product be performed by a professional mechanic with experience working on and installing suspension products. Professional knowledge and skill will typically yield the best installation results. If you need an installer in your area, please contact ReadyLIFT Suspension Customer Service to find one of our "Pro-Grade" Dealers.

INSTALLATION BY A PROFESSIONAL IS HIGHLY RECOMMENDED.

- A Factory Service Manual for your specific Year / Make / Model is highly recommended for reference during installation.
- All lifted vehicles may require additional driveline modifications and / or balancing.
- A vehicle alignment is REQUIRED after installation of this product.
- Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.
- A vehicle lift or hoist greatly reduces installation time. Installation time estimates are based on an available vehicle hoist.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

*****Parts shown in red for picture clarification only*****

ReadyLIFT recommends all steps and procedures described in these instructions be performed while the vehicle is properly supported on a two post vehicle lift with safety jacks.

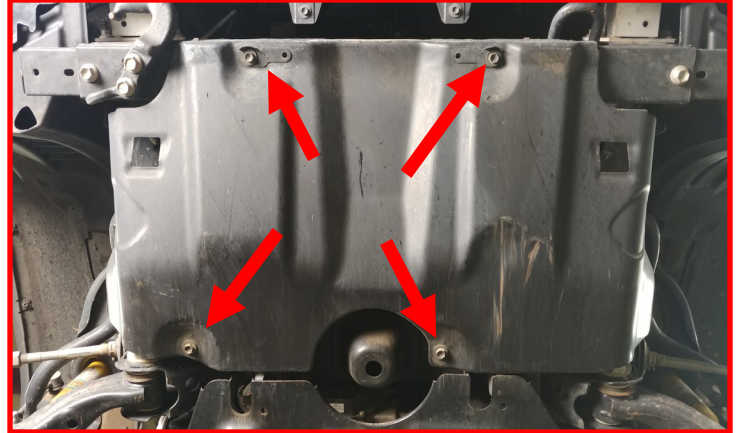
Otherwise, park vehicle on a clean flat surface and block the rear wheels for safety. Engage the parking brake.

Disconnect the vehicle power source at the ground terminal on the battery.

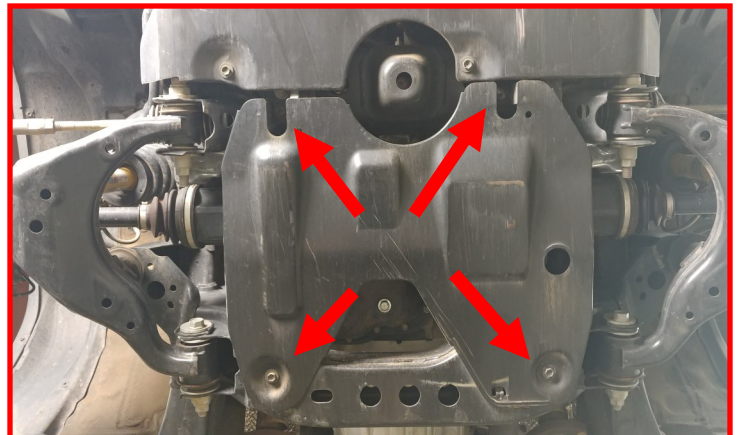
Lock the steering wheel in the straight forward position with the column lock or steering wheel locking device.

Raise the front of the vehicle and support with safety jack stands at each jack point indicated by the service manual. Remove the front wheels. All steps are to be completed on both sides of the vehicle for suspension related steps unless instructed.

Remove the front gravel guard from the frame rail.



If equipped, remove the differential gravel guard.



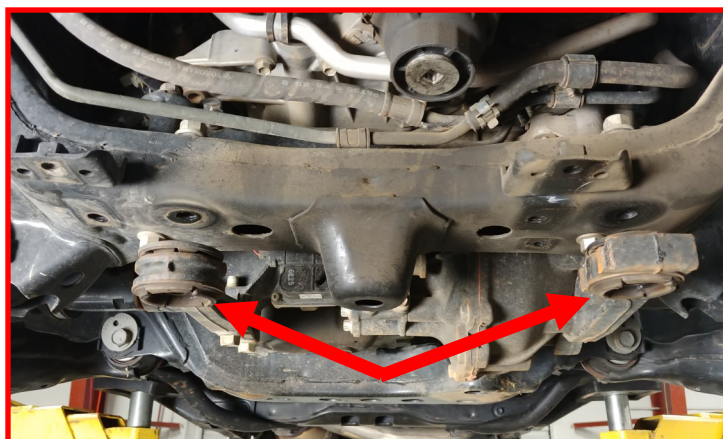
Locate the front gravel guard mounts on the frame. Look to see if there will be any clearance issues with the front differential mount when it is lowered. (Driver side shown.)



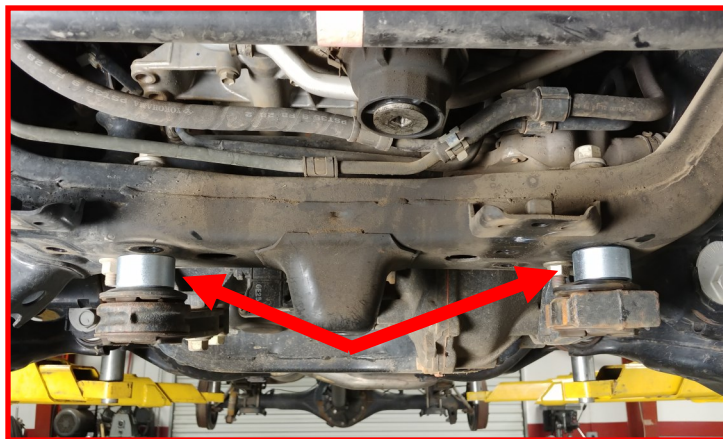
If so, mark the protruding area with a suitable marking tool. Remove from the vehicle and use a suitable cutting tool to trim off the marked section. Sand off any burs left over from the cutting. Use a quality rust-preventative paint on the exposed metal.



Remove front differential mounts from the frame and let it hang.



Install the ReadyLIFT differential drops in between the factory mounts and frame.



Install to the frame using the **provided hardware** and the **factory large bushing washers** in their original location. Torque to **95 ft-lbs.**



Install the previously removed driver side gravel guard support using the **factory hardware**. Torque to **45 ft-lbs.** (Modified mount shown)



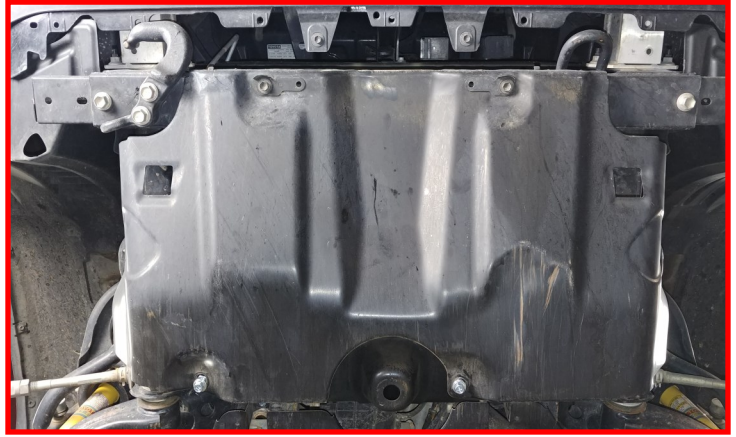
Install the previously-removed passenger side gravel guard support using the **factory hardware**. Torque to **45 ft-lbs.** (Modified mount shown)



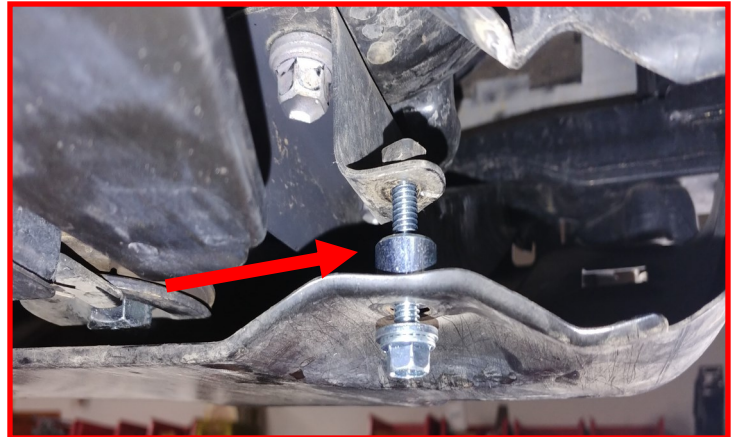
If equipped, install the differential gravel guard to the rear most cross member with the **factory hardware** and the front cross member with the **provided hardware and spacers**. Torque to **5 ft-lbs.** (Driver side shown)



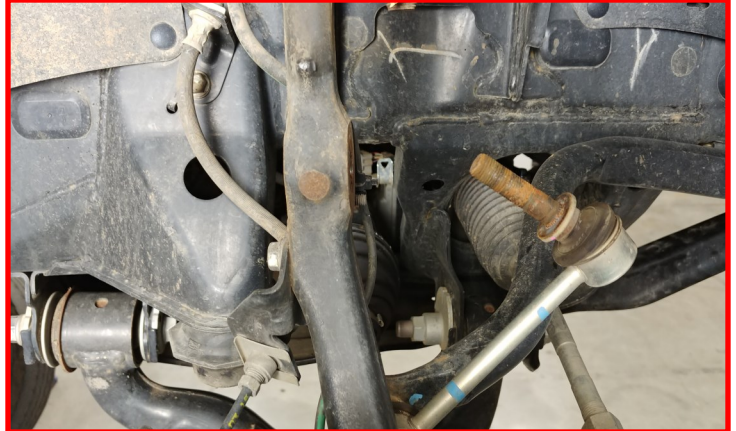
Install the front gravel guard to the core support cross member using the factory hardware. Do not tighten at this time.



Install the rear of the front gravel guard using the **provided hardware and spacers**. Torque front and rear hardware to **5 ft-lbs**.



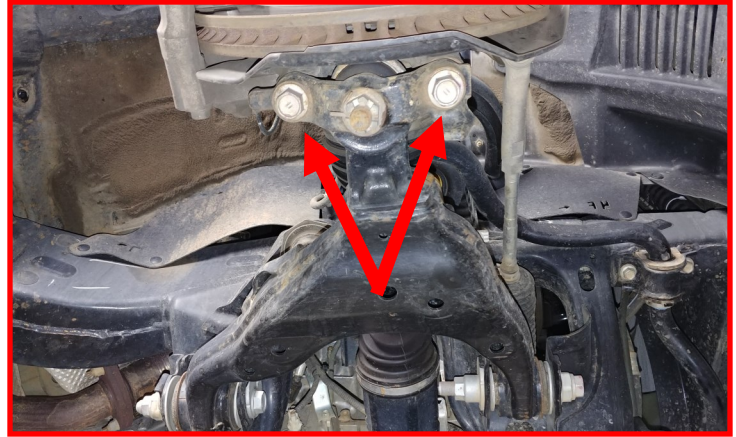
Move to the suspension, remove the sway bar end link from the knuckle. Let hang out of the way.



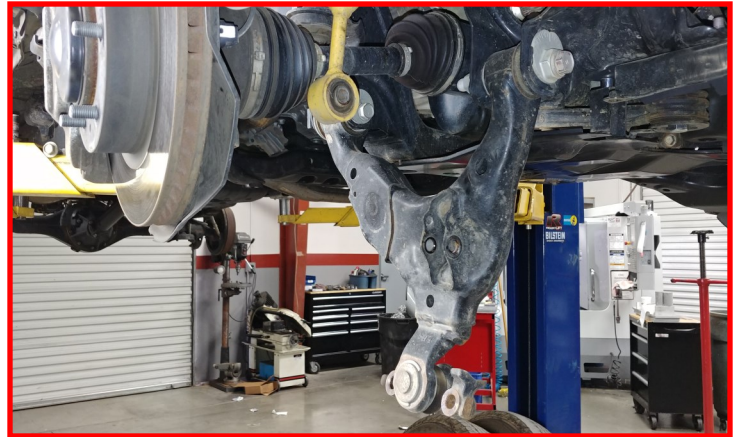
Remove the lower strut hardware.



Remove the ball joint cradle bolts.



Loosen but do not remove the lower control arm cam bolts. Let the control arm swing down and hang out of the way.

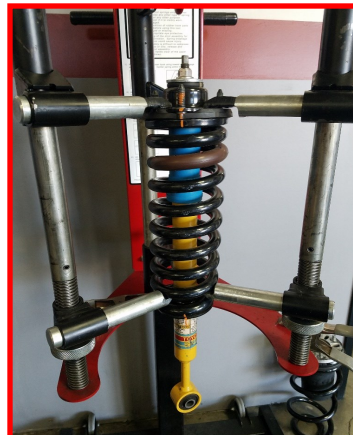


Remove the strut from the vehicle.



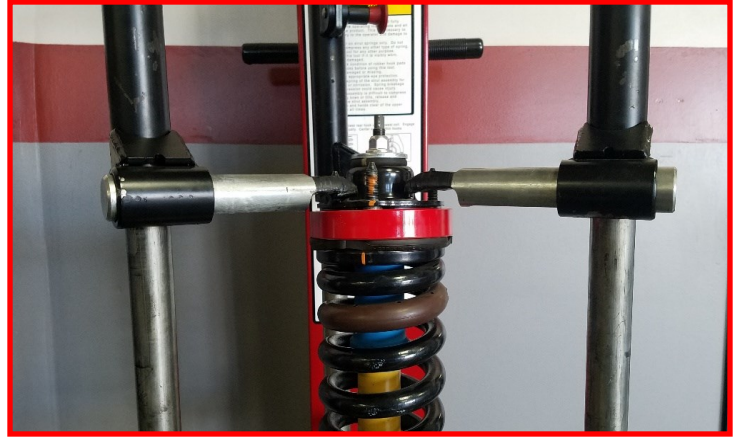
WARNING: Take special care when assembling and disassembling the strut assemblies. Damage to the strut or personal injury can occur if done improperly.

Make **alignment marks** on the strut assembly. Compress the strut and remove the **containment nut**. Do not use an air ratchet/gun for this and use a **clamp or correct size wrench to hold the top stud**. If the stud spins with the nut the shock shaft will unscrew from the shock body, resulting in the shock blowing apart and a new shock will have to be purchased.



Release the spring tension and remove the factory top hat. Add the ReadyLIFT Spring spacer; align the three relief pockets in the spacer to the studs on the top hat. Use the rubber isolator between the spring and aluminum spacer. **Re-align the alignment marks** and compress the strut assembly. Re-install the containment nut and torque to **35 ft-lbs.**

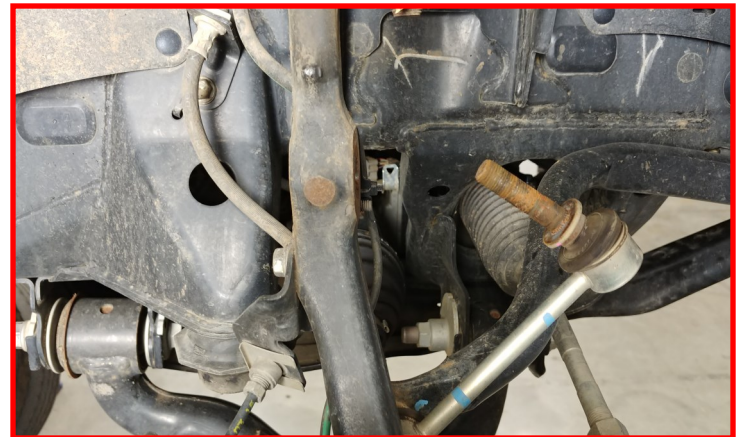
Install the completed strut assembly to the frame using the provided hardware. Do not tighten at this time.



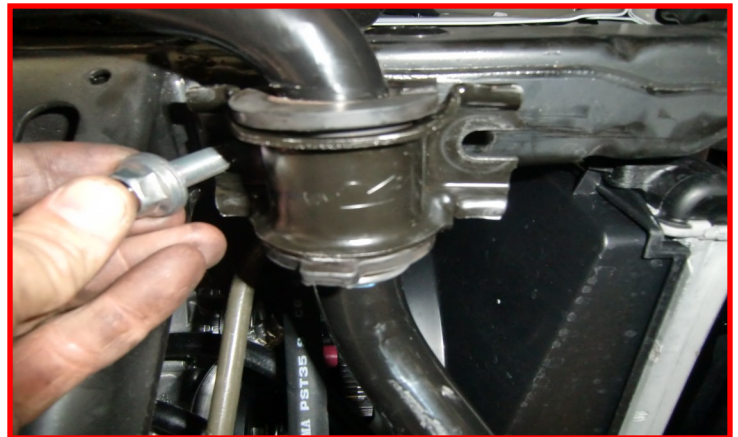
Raise the lower control arm up and install the lower strut hardware. Do not tighten at this time. Loosen but do not remove the upper control arm hardware to allow the bushings to relax and have the suspension droop out. Install the lower ball joint cradle to the knuckle using the **factory hardware**, and a drop of thread locker. Torque to **125 ft-lbs.**



Install the sway bar end link to the knuckle using the **factory hardware**. Torque to **45 ft-lbs.**



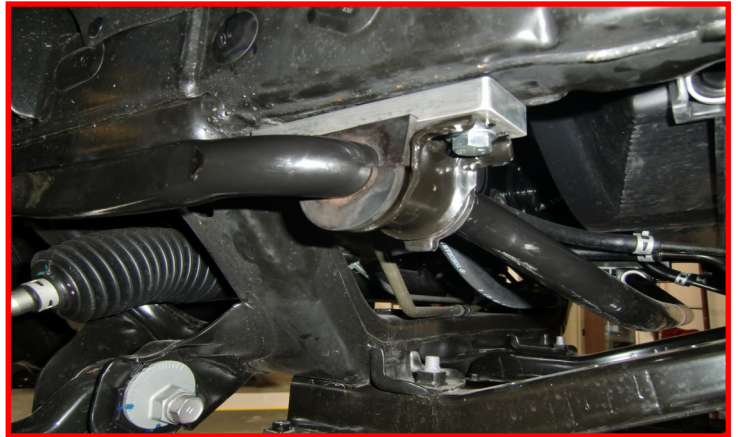
Remove the sway bar from the frame rail. Let hang out of the way.



Install the ReadyLIFT sway bar brackets to the frame using the **factory hardware**. Torque to **35 ft-lbs**.



Install the sway bar to the ReadyLIFT brackets using the **provided hardware**. Torque to **35 ft-lbs**.



Install the wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacture's specs. Jounce the suspension to get it to settle to the new ride height.

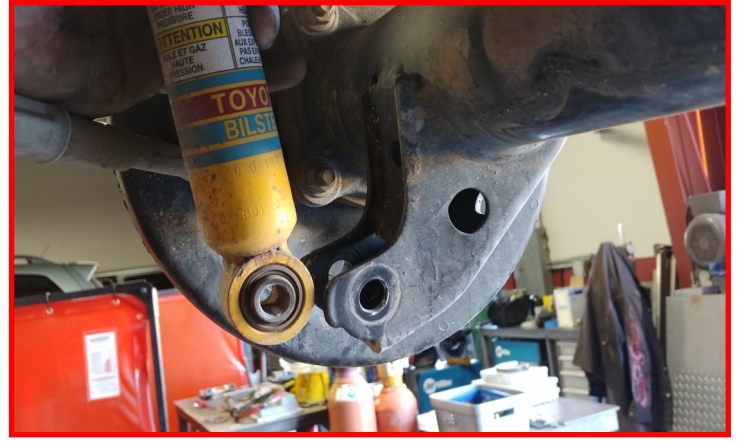
Torque the upper control arm and lower strut hardware to **125 ft-lbs**, and the upper strut hardware to **30 ft-lbs**. Center the lower cam bolts and torque to **125 ft-lbs** (final torque to be done by alignment tech).

Chock the front wheels for safety. Raise the rear of the vehicle and support with safety stands at each jack point indicated by the service manual. Remove the rear wheels.

Support the axle with a suitable jack. Remove the rear **brake line bracket** from the rear axle. This will create slack for the rubber brake lines. Retain factory hardware.



Remove the rear shock from the axle retain hardware.



Working on one side at a time, loosen but do not remove the opposite side u-bolts of the side you are working on.



Remove the u-bolts of the side you are working on and discard.



Lower the axle low enough to install the ReadyLIFT block. If the block is tapered, make sure the small end of the block is towards the front of the vehicle. Raise the axle while lining up the center pins. Install the provided u-bolts and hardware. Do not tighten fully, leave loose so that you can repeat the steps for the opposite side. Repeat all steps above regarding the block install.



This step is for trucks equipped with 22" or less length rear shocks.

Remove the shock from the vehicle, screwing on the provided extension to the stud side of the O.E. shock. The treads bottom out. Add the provided set screws to lock the extension into place. Reinstall the rear shock to the frame mount. Use factory bushings and hardware. Tighten until the bushings compress a quarter inch.

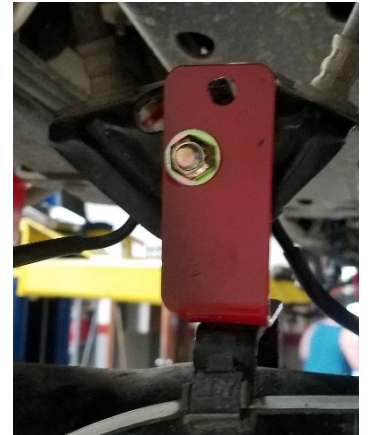
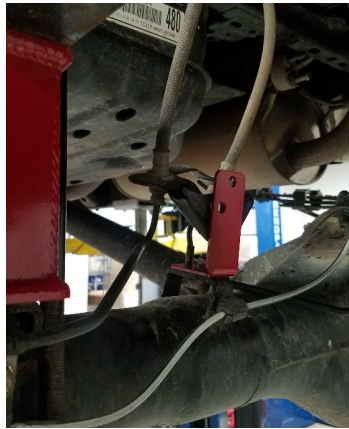


Install the rear lower shock to the axle mount. Use factory hardware. Do not tighten at this time.



This step is for trucks equipped with 22" or less length rear shocks. Using shock extensions.

Add the provided extended brake line bracket to the axle mount. Use factory hardware. Attach the brake line to the extended brake line bracket. Use provided hardware.



Install the wheels and lower the vehicle to the ground. Torque the wheels to manufactures specifications Jounce the vehicle to settle the suspension to the new ride height. Torque the lower shock hardware to **45 ft-lbs**, and the u-bolts to **110 ft-lbs**.

Reconnect the power source at the negative terminal. Rotate the steering wheel from lock to lock while making sure all clearances between suspension, wheels/tires, brake lines and all electrical components are good. Adjust as necessary. Have the alignment set to the recommended alignment specs on the last page of this booklet by a reputable shop.



FAILURE TO PERFORM THE POST INSPECTION CHECKS MAY RESULT IN VEHICLE COMPONENT DAMAGE AND/OR PERSONAL INJURY OR DEATH TO THE DRIVER AND/OR OTHERS.

Final Checks & Adjustments

Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque lug nuts to the wheel manufacturer specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes hoses and ABS lines for adequate slack at full extension, adjust as necessary.

RECHECK ALL HARDWARE FOR PROPER TORQUE VALUES AFTER 500 MILES, AND THEN PERIODICALLY AT EACH SERVICE INTERVAL THERAFTER.

Vehicle Handling Warning

Increasing the height of your vehicle raises the center of gravity and can affect stability and control. Use caution on turns and when making steering corrections.

Vehicles with larger tires and wheels will handle differently than stock vehicles. Take time to familiarize yourself with the handling of your vehicle.

Wheel Alignment/Headlamp Adjustment

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to recommended specifications. It is recommended that your vehicle alignment be checked after any off-road driving.

In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment. If the vehicle is equipped with active or passive safety/collision monitoring and/or avoidance systems including, but not limited to, camera- or radar-based systems, check and adjust your vehicle's systems for proper aim and function.

RECOMMENDED ALIGNMENT SPECS

Front	Driver	Passenger	Tolerance	Total / Split
Camber	+0.5	+0.5	+/- 0.5	+0.0
Caster	+1.7	+1.7	+/- 0.5	+0.0
Toe	+0.05	+0.05	+/- 0.5	+0.1