BLACK DIAMOND
HIGH PERFORMANCE OFF-ROAD EQUIPMENT
300 HUEY LENARD LOOP | WEST MONROE | LA 71292
OFFICE: 318-397-3000 | FAX: 318-397-3040
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SUPERLIFT.COM
TRUCK HERO

2005-2019 Toyota Tacoma 3 Inch Upper Control Arm Kit INSTALLATION INSTRUCTIONS

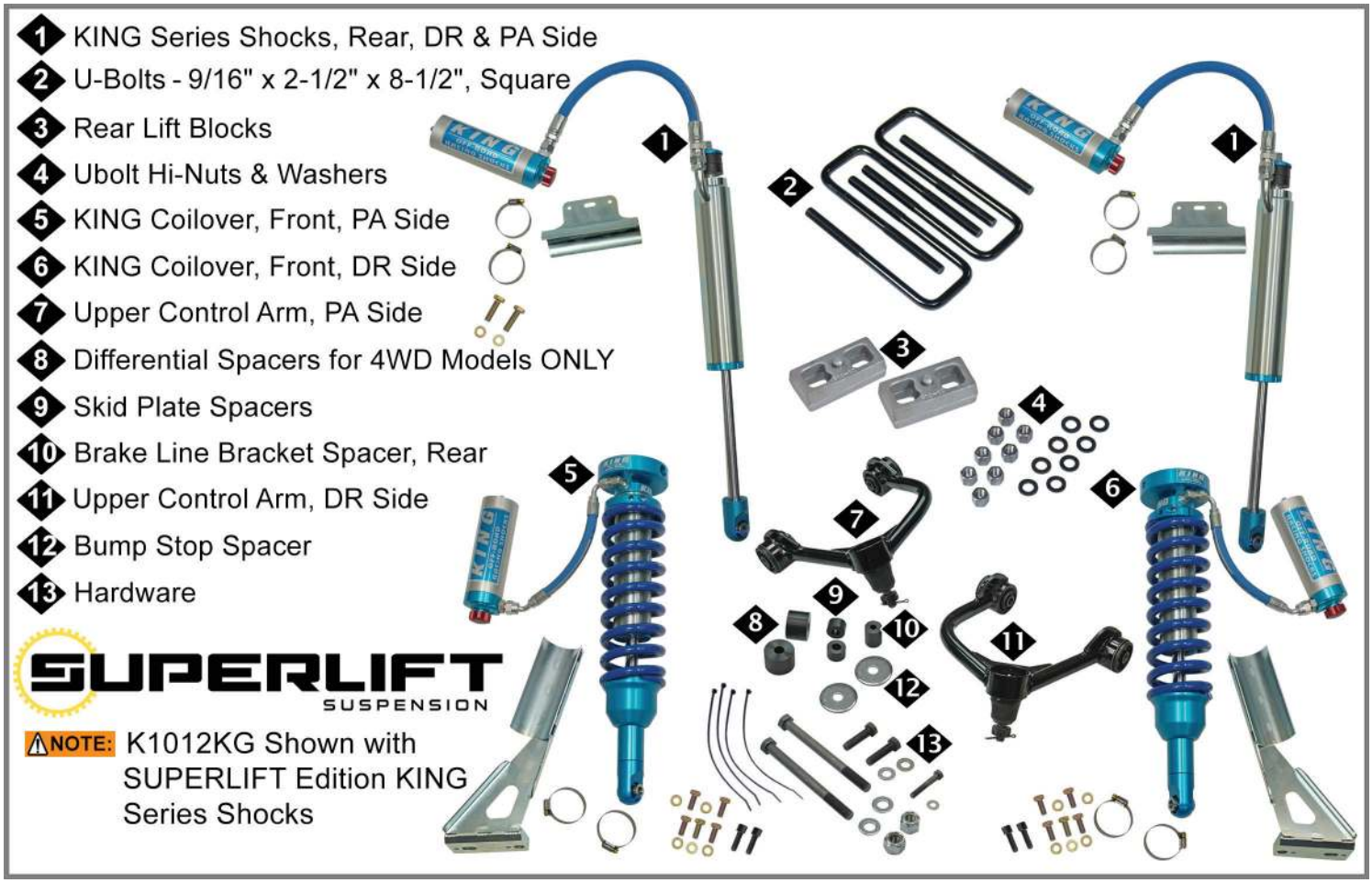
Engineered for Both 4WD & 2WD Models.
Fits 2005-2019 Toyota Tacoma 4WD & 2WD

NOTE: **Does NOT Fit Models with 5-Lug Wheels.**
Does NOT Fit T/X Baja Models.
Does NOT Fit XSP-X Models.
Does NOT Fit TRD Pro Models.

CAUTION: MAKE SURE YOU HAVE THE CORRECT LIFT FOR YOUR VEHICLE:
Double check the Year, Make, Model, Lift Height and KIT Part Numbers.

NOTE: Prior to beginning the installation, OPEN the Boxes and CHECK the Included Components Compared to the Parts Breakdown. Check all parts and hardware in the box with the parts list below. Be sure you have all needed parts and know where they install.

IF you find a packaging error, contact SUPERLIFT directly. Do not contact the dealer where the system was originally purchased. You will need the control number from each box when calling; this number is located at the bottom of the part number label and to the right of the bar code.



How to Read the Kit Breakdown Charts:

The 'K KIT BREAKDOWN' lists the Part Numbers, Quantities & Part Description of the Boxes that are included in the K KIT. The 'KIT BOX BREAKDOWN' lists Part Numbers, Quantities & Part Description of the Individual Components & Hardware Bags that are included in Each Box. The 'HARDWARE BREAKDOWN' lists the Part Numbers, Quantities & Part Description of the Individual Components.

K KIT BREAKDOWN		
Kit Part Number	**K1012KG**	
Part Number	**Qty.**	**Description**
8400	1	3 Inch Upper Control Arm Kit
2500119A-EXT	1	SUPERLIFT Edition KING Coilovers, Front
2500121A-EXT	1	SUPERLIFT Edition KING Coilovers, Rear

KIT BOX BREAKDOWN		
Kit Part Number	**8400**	
Part Number	**Qty.**	**Description**
66-01-8400	1	Upper Control Arm, Driver Side
66-02-8400	1	Upper Control Arm, Passenger Side
77-8401	1	Hardware Bag: Spacers
77-8400A	1	Hardware Bag: Kit
028	2	Rear Lift Block
10442	4	Rear Ubolts: 9/16" x 2-1/2" x 9-1/2", Square
77-1509	1	Hardware Bag: Hi-Nut & Ubolt Flat Washers
Kit Part Number	**2500119A-EXT**	
Part Number	**Qty.**	**Description**
25001-119	2	SUPERLIFT Edition KING Coilovers, Front
KH02-103	1	Hardware Bag: Kit
Kit Part Number	**2500121A-EXT**	
Part Number	**Qty.**	**Description**
25001-121	2	SUPERLIFT Edition KING Reservoir, Rear
KH02-135	1	Hardware Bag: Kit

K1012KG HARDWARE BREAKDOWN					
Kit Part Number	**77-8400A**		**Kit Part Number**	**77-1509**	
Part Number	**Qty.**	**Part Description**	**Part Number**	**Qty.**	**Part Description**
12MX1.5X50CS	3	12mm x 50mm Bolt, 1.5 Pitch	1511-B09	8	9/16" U-Bolt Washer
12MFW	3	12mm Washer, Flat	916CW	8	9/16" High Nut, Fine Thread
8MX1.25X50CS	1	8mm x 50mm Bolt, 1.25 Pitch			
8MFW	1	8mm Washer, Flat	**Kit Part Number**	**KH02-103**	
14MX2.0X160CS	2	14mm x 155mm Bolt, 2.0 Pitch	**Part Number**	**Qty.**	**Description**
14MFW	2	14mm Washer, Flat	62032	4	Hose Clamp: 1-9/16"-to-2-1/2"
14MLN	2	14mm Nut, Nyloc	CB1804	4	SHCS, 10mm x 40mm-1.25 THD Allen Bolt
1112CT	4	Cable Ties	CB4702	4	HHCS, 3/8" x 3/4" -16 THD, Grade 8, Plated
			CW1701	10	3/8" SAE Washer, Yellow Zinc Plated
Kit Part Number	**77-8401**		CB4701	6	HHCS, 3/8" x 1" -16 THD, Grade 8, Plated
Part Number	**Qty.**	**Part Description**			
55-05-8400	1	Brake Line Spacer, Rear	**Kit Part Number**	**KH02-135**	
55-06-8400	2	Differential Spacer	**Part Number**	**Qty.**	**Description**
55-08-8400	2	Bump Stop Spacer	62032	4	Hose Clamp: 1-9/16"-to-2-1/2"
55-09-8400	2	Skid Plate Spacer	CB3825	2	HHCS, M8 x 25mm -125 THD
			CN1801	2	Hex Nut, M8 -1.25 THD

THANK YOU For Choosing SUPERLIFT For ALL Your Suspension Needs!

Read And Understand All Instructions And Warnings Prior To Installation Of System AND Operation Of Vehicle.

INTRODUCTION BEFORE INSTALLATION...

Installation requires a professional mechanic. In addition to these instructions, professional knowledge of disassembly / reassembly procedures and post installation checks must be known.

PRIOR to beginning, inspect the vehicles steering, driveline, and brake systems, paying close attention to the suspension link arms and bushings, sway bars and bushings, tie rod ends, pitman arm, idler arm, ball joints and wheel bearings. Also check the steering sector-to-frame and all suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace all worn parts.
Read instructions several times before starting.
Read each step completely as you go.

Be sure you have all needed parts and know where they install.

⚠ NOTES:

- Do NOT install this suspension system in conjunction with any other type of aftermarket or fabricated components to gain additional suspension height.
- Front end alignment is necessary.
- A foot-pound torque reading is given in parenthesis ( ) after each appropriate fastener.
- Tool and Wrench/Socket size is given in brackets [ ] after each appropriate step.
- Prior to attaching components, be sure all mating surfaces are free of grit, grease, excessive undercoating, etc.
- Always wear safety glasses when using power tools.
- A factory service manual should be on hand for reference.

BEFORE YOU DRIVE...

Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering components for clearance.

Test and inspect brake system. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/replacement may result in component failure.

Perform head light check and adjustment.

⚠WARNING: It is the ultimate buyer's responsibility to have all bolts / nuts checked for tightness after the first 100 miles and then every 1000 miles. The steering, suspension and driveline systems, plus wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

TECH TIP / TIME SAVER...

- Some minor trimming will be required with certain wheel/ tire combination. This is normal with most aftermarket tire/wheel fitment on today's trucks. Trimming will normally include the bottom edge of the inner fender shrouds and/or lower corner of front bumper valance. As a rule of thumb, deeper backspacing and shorter/ narrower tires will reduce/eliminate trimming required.

TIRES & WHEELS...

Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.

⚠NOTE: Stock \ Factory Wheels Will Fit back on the vehicle once this suspension system is installed.

⚠WARNING: ANY larger or wider tire & wheel combination other than listed Will Require Vehicle Trimming.

⚠NOTE: ALL Tire & Wheel Combinations Should Be Test Fit Prior to Installation. * Some Minor Trimming Maybe Required. Some minor trimming will be required with certain wheel/tire combinations. This is normal with most aftermarket tire/wheel fitments on today's trucks. Trimming will normally include the bottom edge of the inner fender shrouds and/or lower corner of front bumper valance. As a rule of thumb, deeper backspacing and shorter/narrower tires will reduce/eliminate trimming required.

TIRE SIZE SPECIFICATIONS			
Tire Size	Wheel	Backspacing (INCH)	Offset (MM)
265/70 R17	17 x 8.5	4.75	0mm
265/65 R18	18 x 8.5	4.75	0mm
275/55 R20	20 x 8.5	4.75	0mm
275/45 R22	22 x 8.5	4.75	0mm

TOOLS & TECH...

This is a list of tools needed to install this lift kit. Double check the list to make sure that you have all the tools and equipment required to accomplish the complete install.

We have also included a **Tech Tip** noted by this icon TECH TIP to help if we have found a quicker or easier way to accomplish a task in the steps.

Tools		
Miscellaneous Tools	**Wrench / Socket Sizes**	
Floor Jacks Jack Stands	Standard	Metric
Adjustable Pliers	9/16"	6mm
Torque Wrench	7/8"	10mm
Flathead Screwdriver	13/16"	13mm
Ball Peen Hammer		15mm
C-Clamp or Vise Grip C-Clamps		18mm
Plastic Fastener Removal Tool		19mm
Tie Rod & Ball Joint Puller Tool		21mm
Adjustable Crescent Wrench		22mm

Torque Specifications					
STANDARD			**METRIC**		
Size	**Grade 5**	**Grade 8**	**Size**	**Grade 8.8**	**Grade 10.9**
5/16"	15 ft/lbs.	20 ft/lbs.	6mm	5 ft/lbs.	9 ft/lbs.
3/8"	30 ft/lbs.	35 ft/lbs.	8mm	18 ft/lbs.	23 ft/lbs.
7/16"	45 ft/lbs.	60 ft/lbs.	10mm	32 ft/lbs.	45 ft/lbs.
1/2"	65 ft/lbs.	90 ft/lbs.	12mm	55 ft/lbs.	75 ft/lbs.
9/16"	95 ft/lbs.	130 ft/lbs.	14mm	85 ft/lbs.	12 ft/lbs.
5/8"	135 ft/lbs.	175 ft/lbs.	16mm	130 ft/lbs.	165 ft/lbs.
3/4"	185 ft/lbs.	280 ft/lbs.	18mm	170 ft/lbs.	240 ft/lbs.

Step	Part Number	Qty. Per Kit	Description	New Attaching Hardware	Qty. Per Bracket	Hardware Bag Number
4	55-06-8400	2	Differential Spacer	14mm x 155mm Bolt, 2.0 Pitch	1	77-8400A
				14mm Washer, Flat	1	
				14mm Nut, Nyloc	1	
11	66-01-8400	1	Upper Control Arm, Driver Side	#1112CT - Cable Ties	2	77-8400A
11	66-02-8400	1	Upper Control Arm, Passenger Side	#1112CT - Cable Ties	2	77-8400A
12	25001-119/A/EXT	1	SUPERLIFT Edition KING Coilovers, Front	Hose Clamp: 1-9/16"-to-2-1/2"	2	H-2500119A-EXT
				SHCS, 10mm x 40mm-1.25 THD Allen Bolt	2	
				HHCS, 3/8" x 3/4" -16 THD, Grade 8, Plated	2	
				3/8” SAE Washer, Yellow Zinc Plated	5	
				HHCS, 3/8" x 1" -16 THD, Grade 8, Plated	3	
17	55-08-8400	2	Bump Stop Spacer			
19	55-09-8400	3	Skid Plate Spacer	12mm x 50mm Bolt, 1.5 Pitch	1	77-8400
				12mm Washer, Flat	1	
28	028	2	Rear Lift Block	#10422 - Rear Ubolts: 9/16" x 2-1/2" x 8-1/2", Square	2	
				9/16" U-bolt Hi-Nut, Fine Thread	4	77-1509
				9/16" U-bolt Washer	4	
28	25001-121/A/EXT		SUPERLIFT Edition KING Reservoir, Rear	Hose Clamp: 1-9/16"-to-2-1/2"	2	KH02-135
				HHCS, M8-125 THD X 25mm	1	
				Hex Nut, M8-1.25 THD	1	
30	55-05-8400	1	Brake Line Spacer, Rear	8mm x 50mm Bolt, 1.25 Pitch	1	77-8400
				8mm Washer, Flat	1	

⚠NOTE: Use the check-off box ☐ found at each step to help you keep your place. Two ☐☐ denotes that one check-off box is for the Driver Side (Left) and one is for the Passenger Side (Right). Unless otherwise noted, always start with the Driver Side.

FRONT DISASSEMBLY & INSTALLATION

NOTE: Save ALL factory components and hardware for reuse, unless noted.

1. PREPARE VEHICLE FOR FRONT...

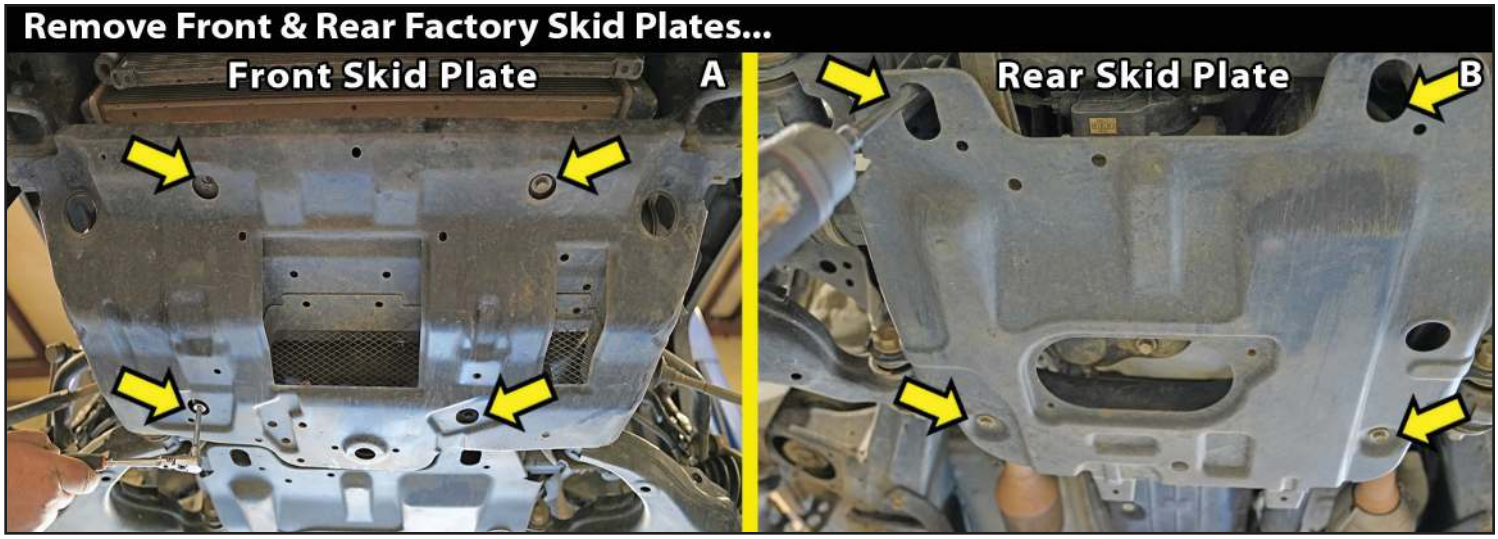
☐ Disconnect the battery.

☐☐ Chock rear tires and place transmission in neutral. Raise the front of vehicle with a jack and secure a jack stand beneath each frame rail. Ease the frame down onto the stands, place transmission in low gear for Manual Transmission or Park for Automatic. Remove the front wheels & tires. [Lug Nuts 22mm]

2. REMOVE FRONT & REAR FACTORY SKID PLATES/BELLY PAN…

☐ **[Illustration 1-A & 1-B]** If equipped, remove the front and rear factory skid plates. **⚠NOTE:** Hold the skid plate when removing fasteners, so it does not fall. On the front skid plate, remove the (4) factory bolts. On the rear skid plate, remove the (4) factory bolts. [12mm] **TECH TIP** An extension is needed for the (2) forward bolts. Both factory skid plates and hardware will be retained.

[Illustration 1]



TECH TIP When you remove a factory nut or bolt, like the skid plate fasteners, sway bar links, ball joint nut, etc., put it back into the factory spot for safe keeping. You will not have to look or sort through removed hardware to find the proper factory fastener.

3. REMOVE FRONT SKID PLATE BRACES…

2WD INSTALLERS SKIP TO STEP 5

☐☐ **[Illustration 2]** Remove the (2) front skid plate braces. [17mm] Front mounts: (2) bolts on the Driver side & (1) Bolt on the Passenger side. Rear mounts: (2) bolts per side. **⚠NOTE:** Toyota Tacoma year models have various skid plate braces designs. Yours may look different from the photo, but the removal is similar.

[Illustration 2]

4. INSTALL DIFFERENTIAL SPACERS...

Locate the SUPERLIFT hardware in Bag #77-8401. PER Side: (1)

Locate the SUPERLIFT hardware in Bag #77-8400A. Hardware PER Side: PER Side: (1) 14mm x 155mm Bolt, 2.0 Pitch, 14mm Flat Washer & (1) 14mm Nyloc Nut.

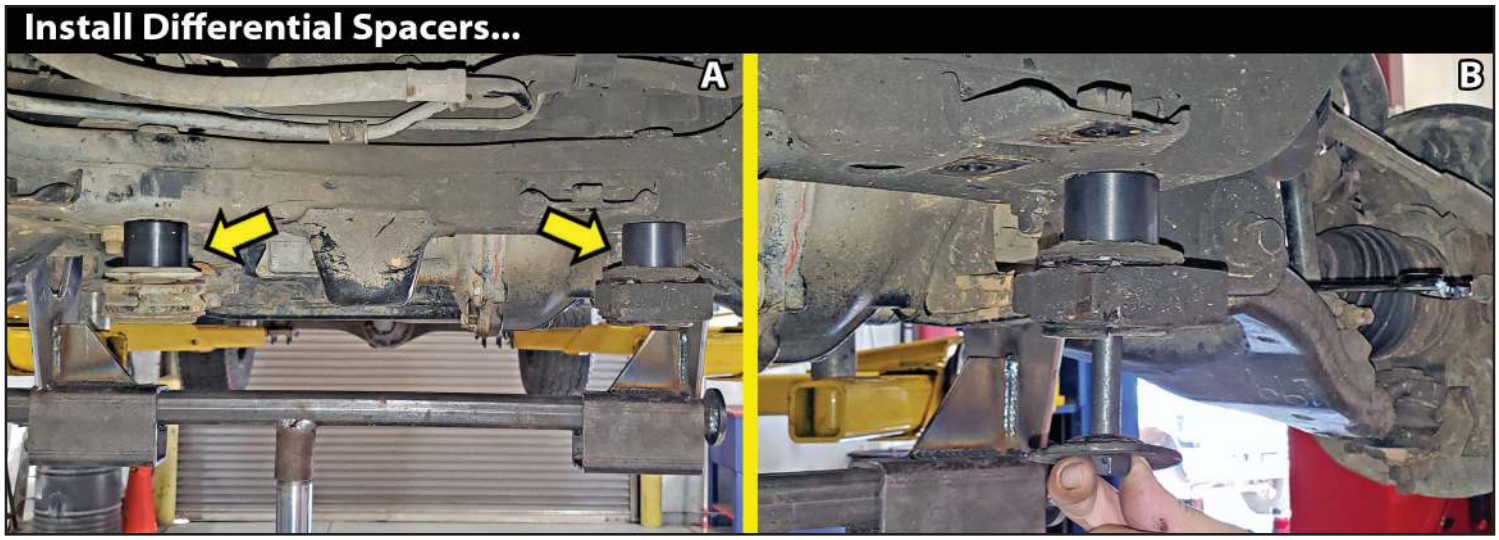
☐ Support the differential housing with a jack.

☐ **[Illustration 3-A & 3-B]** Locate the (2) front differential mounts. Remove the two (2) mount bolts from the crossmember. [22mm bolt | 19mm nut] Retain the large factory concave washers. Leave the differential factory rubber isolator in place. **⚠NOTE:** The front differential mounting brackets will remain attached to the differential.

☐☐ Lower the differential. Place the factory concave washer onto the supplied 14mm x 155mm Bolt. Slide the bolt up through the differential mount, factory rubber isolator, #55-06-8400 differential spacer and through the crossmember. Attach with 14mm flat washer & 14mm Nyloc nut. [22mm bolt | 19mm nut] Tighten (100)

☐ Lower the differential housing with a jack. Remove the jack from the differential.

[Illustration 3]

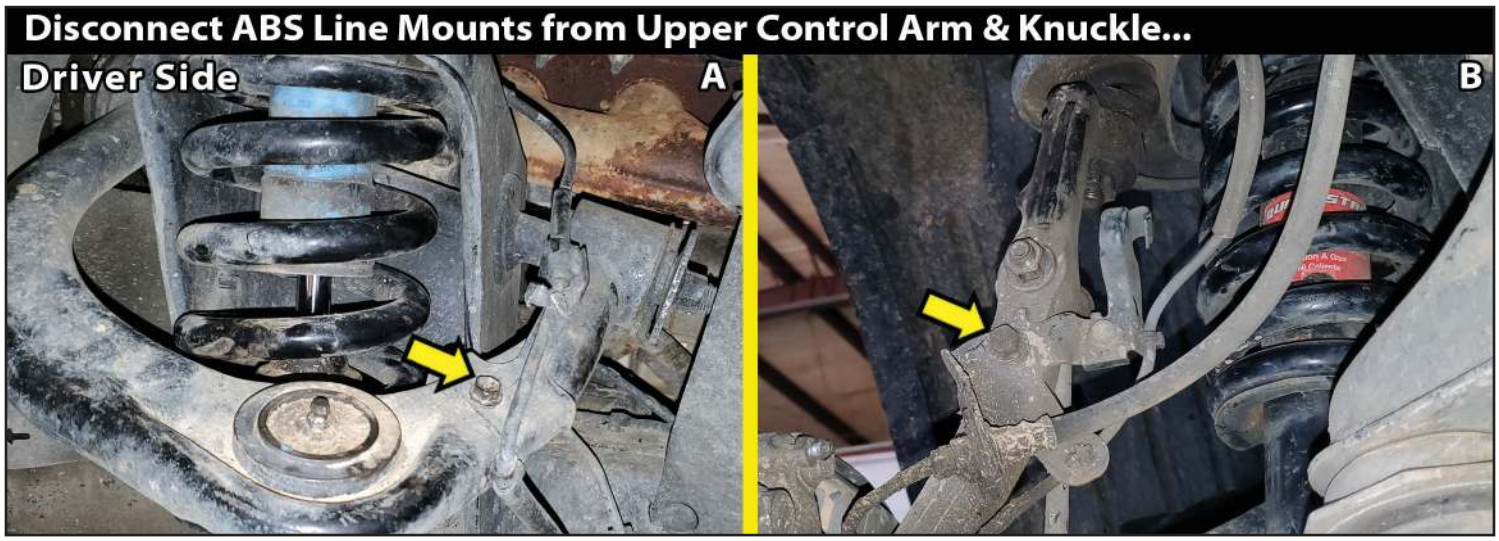


5. DISCONNECT ABS & BRAKE LINES FROM KNUCKLE…

☐☐ **[Illustration 4-A]** Disconnect ABS bracket from the top of the Upper Control Arm (UCA) [10mm]

☐☐ **[Illustration 4-B]** Disconnect ABS/brake line bracket from the knuckle [10mm]

[Illustration 4]



6. DISCONNECT TIE ROD END…

☐☐ **[Illustration 5-A]** Remove the tie rod cotter pin & nut. [19mm] Reinstall the nut a couple of turns by hand.

☐☐ **[Illustration 5-B]** Use a Tie Rod Puller to separate the tie rod from the knuckle. TECH TIP If you do not have a puller, you can use the method of striking the knuckle near the ball joint end to dislodge the knuckle. Strike the knuckle portion only.

☐☐ Remove the tie rod nut and save for re-install.

[Illustration 5]

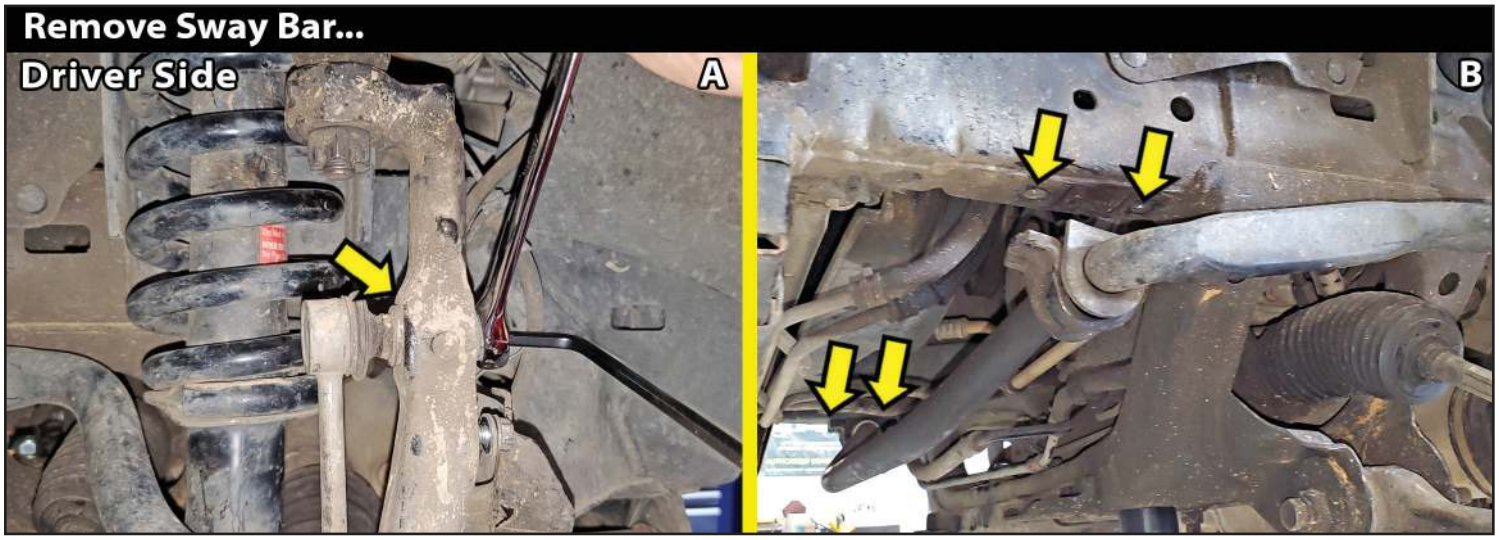
7. REMOVE SWAY BAR…

☐☐ **[Illustration 6-A]** Disconnect the sway bar link from the knuckle. [17mm] Retain factory hardware. TECH TIP If the sway bar link bolt spins, use an Allen wrench to hold the bolt.

☐☐ **[Illustration 6-B]** Remove the bolts securing the sway bar to the frame. Two (2) per frame rail. [14mm]

☐☐ Remove sway bar. ⚠NOTE: Note the orientation of the sway bar for reference during reassembly.

[Illustration 6]



8. DISCONNECT UPPER BALL JOINT FROM KNUCKLE…

☐☐ **[Illustration 7]** Using a jack, slightly lift the lower control arm to prevent the arms from being at full droop. At the top of the knuckle, remove cotter pin and pull down on upper control arm to remove the ball joint nut. [19mm] Slowly allow upper control arm to return to neutral position. Reinstall the nut a couple of turns by hand.

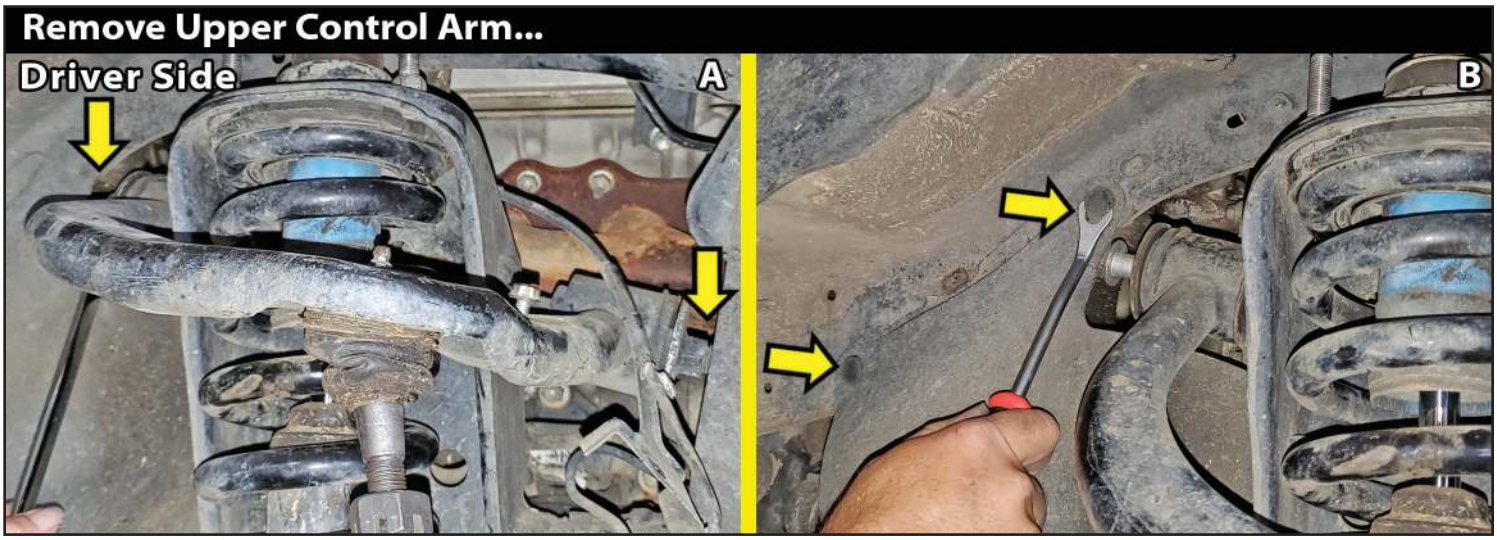
Using the appropriate puller tool, disconnect the ball joints from the knuckle. TECH TIP If you do not have a puller tool you can use a hammer by very carefully striking the ball joint boss' of the knuckle; do not strike the ball joint.

[Illustration 7]

9. REMOVE UPPER CONTROL ARM…

☐☐ **[Illustration 8-A & 8-B]** Remove control arm nut and washer. [19mm] ⚠NOTE: The inner fender liner on some models may need to be removed to allow access. [plastic fastener removal tool]

[Illustration 8-A & 8-B]



☐☐ **[Illustration 8-C & 8-B]** Push the upper control arm bolt toward the front of the vehicle until it contacts the body. Mark where bolt contacts body. Push bolt back into control arm. Using pliers or an adjustable crescent wrench, slowly bend body out at mark to provide clearance to remove the upper control arm bolt.

☐☐ Slowly push the upper control arm bolt forward and behind bent lip of body: Bend more if needed. Guide bolt through any obstructions in engine compartment. **⚠NOTE:** The bolt will have to be guided between the wire harness and body. Be careful not to disconnect or damage the wiring harness.
TECH TIP A punch or 3/8" socket extension may be used to tap bolt out of the frame. (The bolt does not have to be removed from engine compartment).

☐☐ Remove upper control arm and remaining washer.

☐☐ Lower the jack to allow the removal of the strut.

[Illustration 8C & 8D]

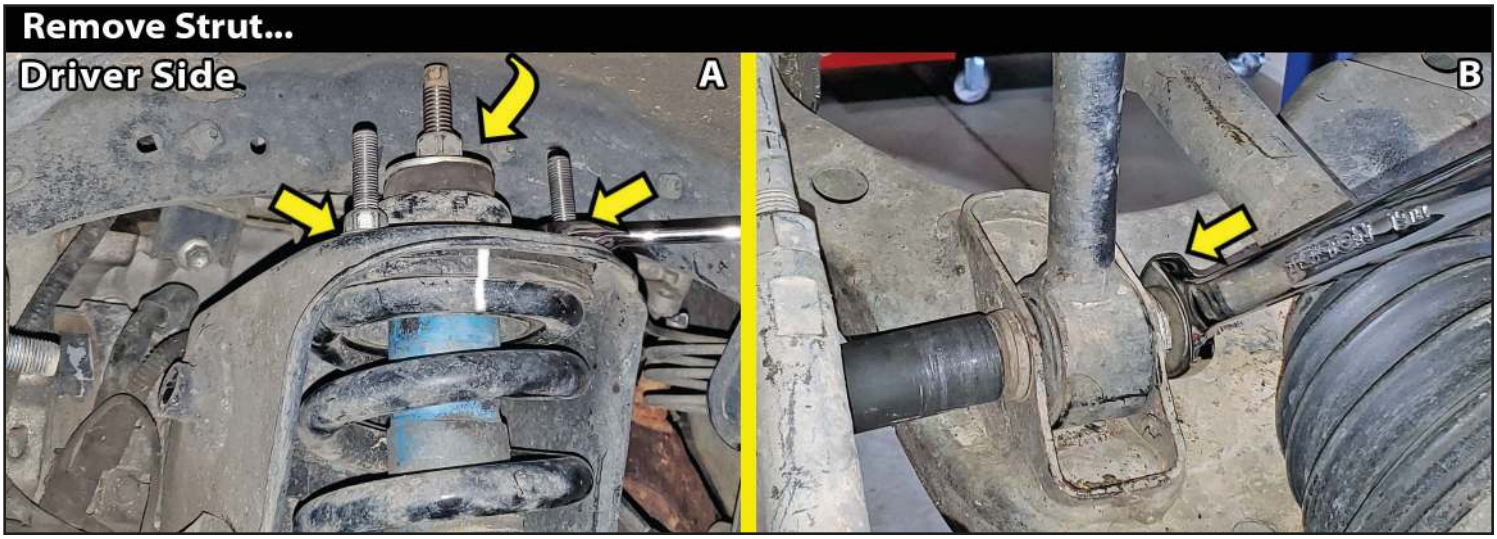
10. REMOVE STRUT…

☐☐ **[Illustration 9-A]** Remove the (3) upper strut nuts. [14mm]

☐☐ **[Illustration 9-B]** Remove bolt from bottom of strut at the lower control arm. [19mm] Retain hardware.

☐☐ Remove the strut from the vehicle. Leave the jack support under the knuckle assembly, so the CV axles do not over extend.

[Illustration 9]



11. GREASE BALL JOINT & INSTALL UPPER CONTROL ARM (UCA)...

Locate the (1) SUPERLIFT #66-01-8400 UCA-Driver Side & (1) #66-02-8400 UCA-Passenger Side. These UCAs are side specific. **⚠NOTE:** The longer, bent tube of the UCA goes to the front of the vehicle. The UCA short leg goes toward the rear.

⚠WARNING: Note that the new UCAs Must Be Greased BEFORE vehicle is Driven.

⚠NOTE: Failure to add grease to the UCA Ball Joint Will Void the UCA Warranty.

☐☐ **[Illustration 10-A]** Using a standard manual powered grease gun, attach hose coupler fitting to grease fitting. Press down squarely until you feel the 'snap' of the adapter grabbing the grease fitting.

Watch the dust boot and slowly give the grease gun a few good pumps until you see the boot begin to swell STOP as soon as you boot begins to swell. Detach the coupler from the grease fitting.

☐☐ **[Illustration 10-B]** Install the new UCA using the factory hardware. [19mm] Secure hardware, but do not tighten at this time.

⚠NOTE: Using pliers or an adjustable crescent wrench, slowly bend body back into the factory position. Reattach the factory inner fender liner.

[Illustration 10]

Grease Ball Joint & Install Upper Control Arm...

12. INSTALL SUPERLIFT Edition KING COILOVER ASSEMBLY...

Locate the (2) #25001-119 SUPERLIFT Edition KING Coilover Assemblies. Locate the Hardware Bag inside the KING Box. Hardware PER Side: (2) Hose Clamp: 1-9/16"-to-2-1/2", (2) SHCS, (2) 10mm x 40mm-1.25 THD Allen Bolt, (3) 3/8" SAE Washer, Yellow Zinc Plated & (3) HHCS, 3/8" x 1" -16 THD, Grade 8, Plated.

TECH TIP Leave the packaging wrap on the reservoir during the install to prevent scratching and to prevent the frame coating, dirt & grime from getting on the part. You may also want to wrap the reservoir hose with plastic & tape to keep clean too.

☐☐ If a jack was used to support the knuckle assembly, lower & remove now.

☐☐ **[Illustration 11-A & 11-B]** Bolt the KING remote reservoir mount into the factory sway bar frame mount with the two (2) supplied SHCS, 10mm x 40mm Allen head bolts. [8mm Allen wrench] (32)

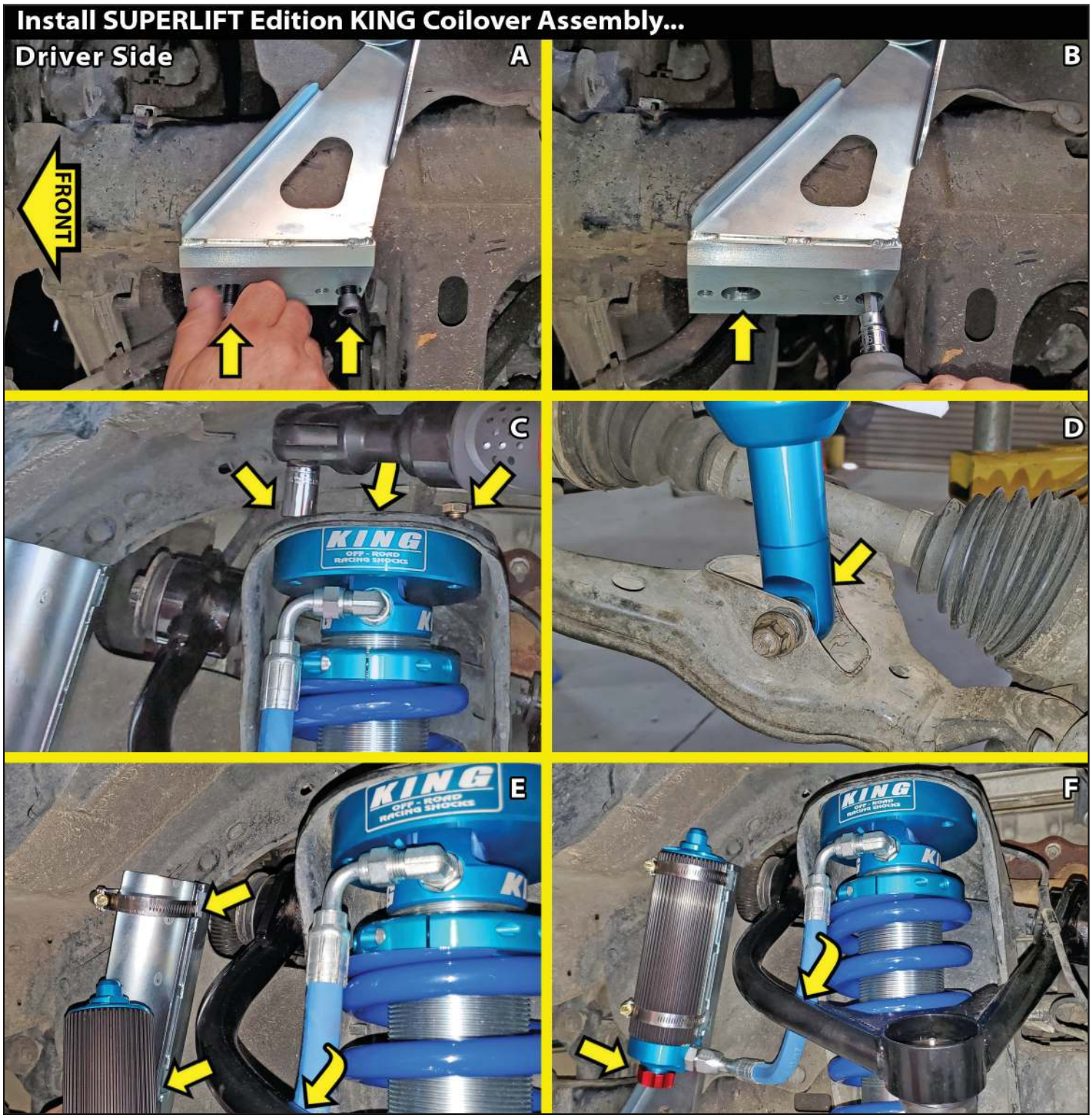
☐☐ **[Illustration 11-C]** Insert KING assembly into the upper spring tower. Using the supplied hardware, attach a 3/8" SAE washer onto a 3/8" x 1" bolt. Attach the coilover top mount to the spring tower with the three (3) 3/8" x 3/4" bolts/washers. Secure hardware, but do not tighten at this time. [15mm]

☐☐ **[Illustration 11-D]** Connect the lower KING mount to the lower control arm using the factory hardware. Install bolt rear-to-front. Secure hardware, but do not tighten at this time. **TECH TIP** A pry bar and an alignment punch may be useful to position the lower shock mount into the pocket of the lower control arm.

☐☐ **[Illustration 11-E & 11-F]** Install the two (2) supplied 1-9/16"-to-2-1/2" hose clamps onto the remote reservoir mount through the upper and lower openings. Install the reservoir into the reservoir mount. Secure in place by tighten the hose clamps. [1/4"] Make sure the reservoir hose is under the upper control arm.

⚠WARNING: Double check the clearance in between the coil over hose and the coil, upper control arm and other areas that may case chaffing or would allow the hose to rub. Adjust as need to gain clearance.

[Illustration 11]



13. CONNECT UPPER BALL JOINT TO KNUCKLE & TIE ROD TO KNUCKLE...

☐☐ **[Illustration 13-A]** Connect the upper ball joint to the knuckle with the supplied castle nut. [13/16"] (81) Install supplied cotter pin.

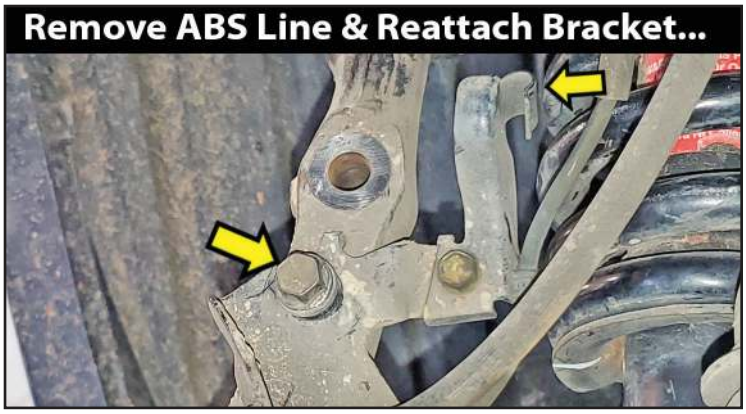
☐☐ **[Illustration 13-B]** Connect the tie rod end to the knuckle using the factory hardware. Tighten castle nut. [19mm] (67) Install cotter pin.

[Illustration 13]

14. REATTACH BRAKE LINE BRACKET TO KNUCKLE... **[Illustration 14]**

☐☐ **[Illustration 14]** To allow additional slack in the line, remove the ABS line from the ABS/brake line bracket at the upper mount tab. Carefully bend the tab open with a flat screw driver taking care not to damage the ABS line.

☐☐ Reattach the factory ABS/brake line bracket to the knuckle using the factory hardware. [10mm] Tighten.



15. DISCONNECT ABS LINE FROM BRACKET & ATTACH ABS LINE TO UCA...

Locate Hardware Bag #77-8400A. Hardware PER Side: (2) #1112CT Cable Ties.

☐☐ **[Illustration 15-A & 15-B]** Disconnect the ABS line from the factory ABS bracket that was connected to the upper control arm. Carefully bend the (2) tabs open with a flat screw driver taking care not to damage the ABS line. Attach the ABS line to the rear leg of the SUPERLIFT upper control arm with (2) cable ties. Trim excess cable tie. Re-install the factory inner fender liner.

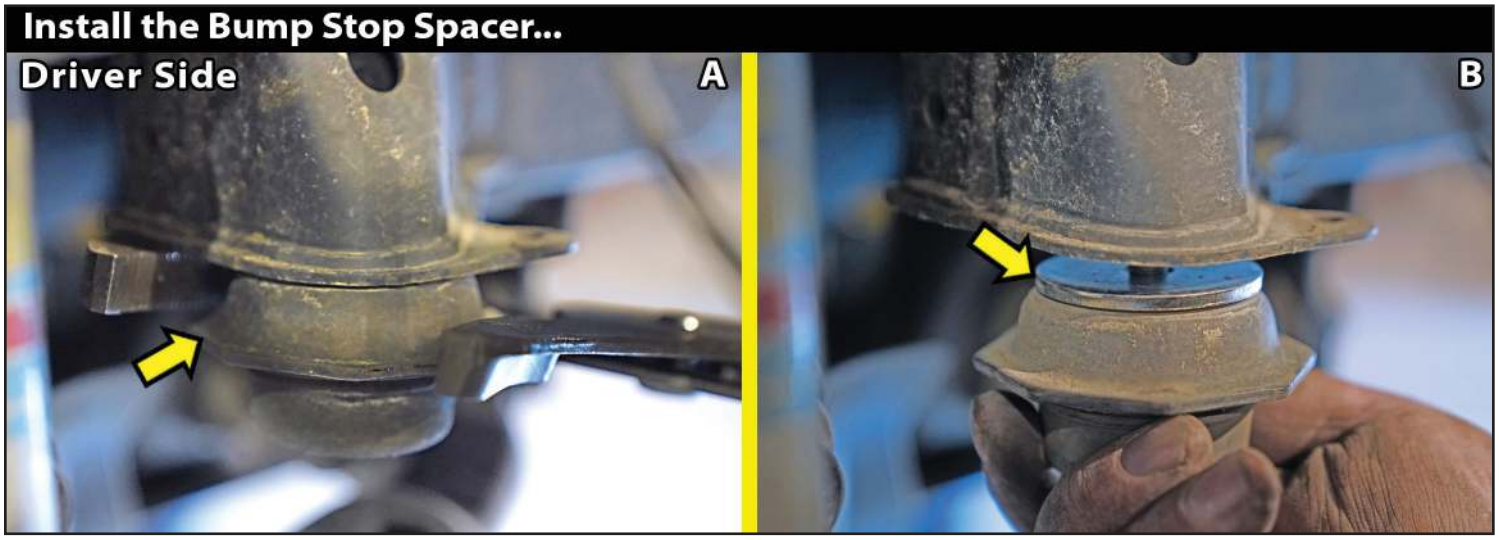
[Illustration 15]

16. INSTALL BUMP STOP SPACER...

Locate the SUPERLIFT hardware in Bag #77-8401. PER Side: (1)

☐☐ **[Illustration 16-A & 16-B]** Locate the factory bump stop above the rear of the lower control arm. Remove the factory rubber bump stop from the frame mount. [large adjustable pliers] Install the #55-08-8400 bump stop spacer onto the bump stop and re-install the bump stop into place. Tighten.

[Illustration 16]



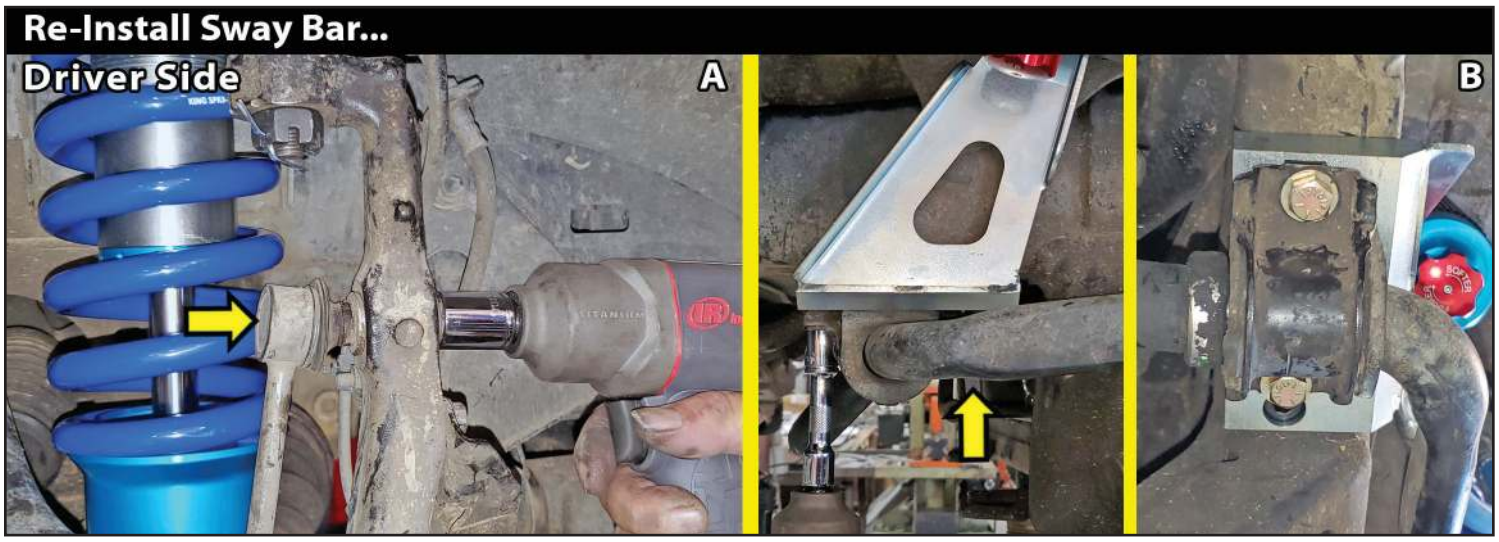
17. RE-INSTALL SWAY BAR...

Locate KING Hardware Bag #KH02-103. Hardware PER Side: (2) HHCS, 3/8" x 3/4" -16 Bolts & (2) 3/8" SAE Washers

☐☐ **[Illustration 17-A]** Reconnect the sway bar end link into the steering knuckle using the factory hardware. [17mm] Secure hardware, but snug tighten only. TECH TIP If the sway bar link bolt spins, use an Allen wrench to hold the bolt.

☐☐ **[Illustration 17-B]** Rotate the sway bar up into the factory position on the frame. Attach a 3/8" SAE washer onto a 3/8" x 3/4" bolt. Attach bolt/washer through the factory sway bar mount to the KING Reservoir Mount. [9/16"] Tighten. (95)

[Illustration 17]



18. RE-INSTALL FRONT SKID PLATE BRACES…

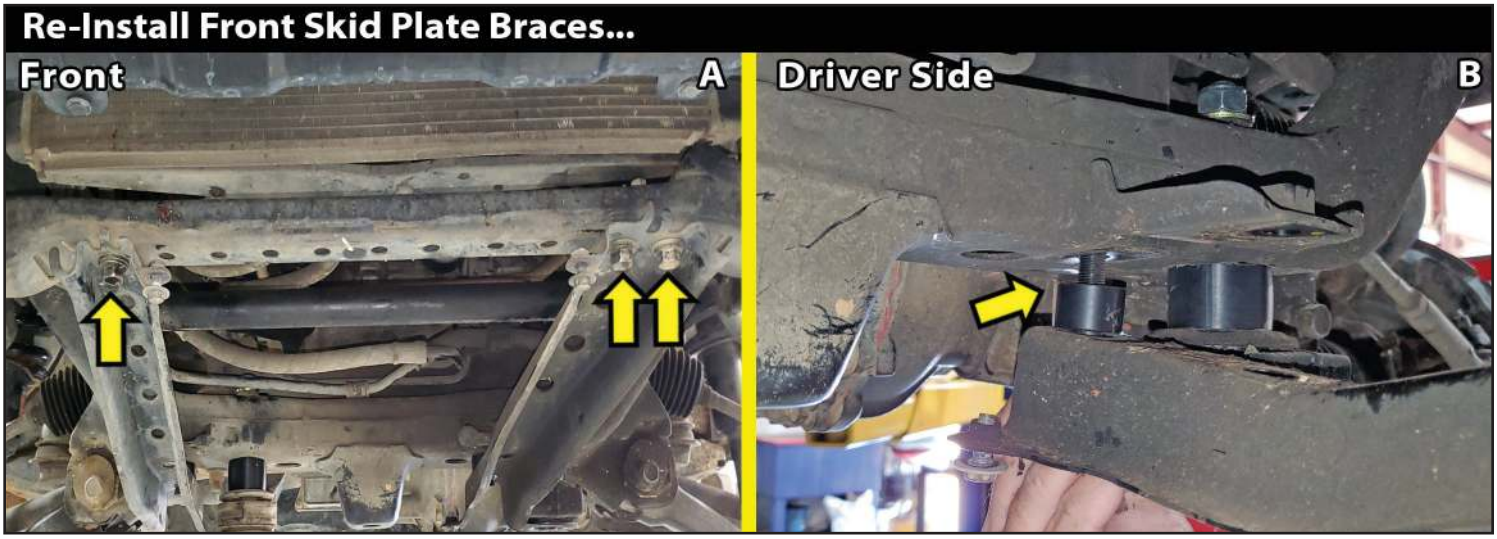
Locate the SUPERLIFT #55-09-8400 skid plate spacer in Hardware Bag #77-8401. PER Side: (1)

Locate the Hardware Bag #77-8400A. PER Side: (1) 12mm x 50mm Bolt, 1.5 Pitch & (1) 12mm Flat Washers.

☐☐ **[Illustration 18-A]** Re-install the front mounts of the (2) front skid plate braces using the factory hardware: (2) bolts on the Driver side & (1) Bolt on the Passenger side. [17mm] ⚠**NOTE:** Toyota Tacoma year models have various skid plate braces designs. Yours may look different from the photo, but the re-installation is similar.

☐☐ **[Illustration 18-B]** At the rear mount, place the #55-09-8400 skid plate spacer in between the skid plate brace and the crossmember. Install (1) Per Side in the rear mounting hole. Attach the 12mm flat washer onto the 12mm x 50mm bolt and install up through the brace, spacer and into the crossmember. [18mm]

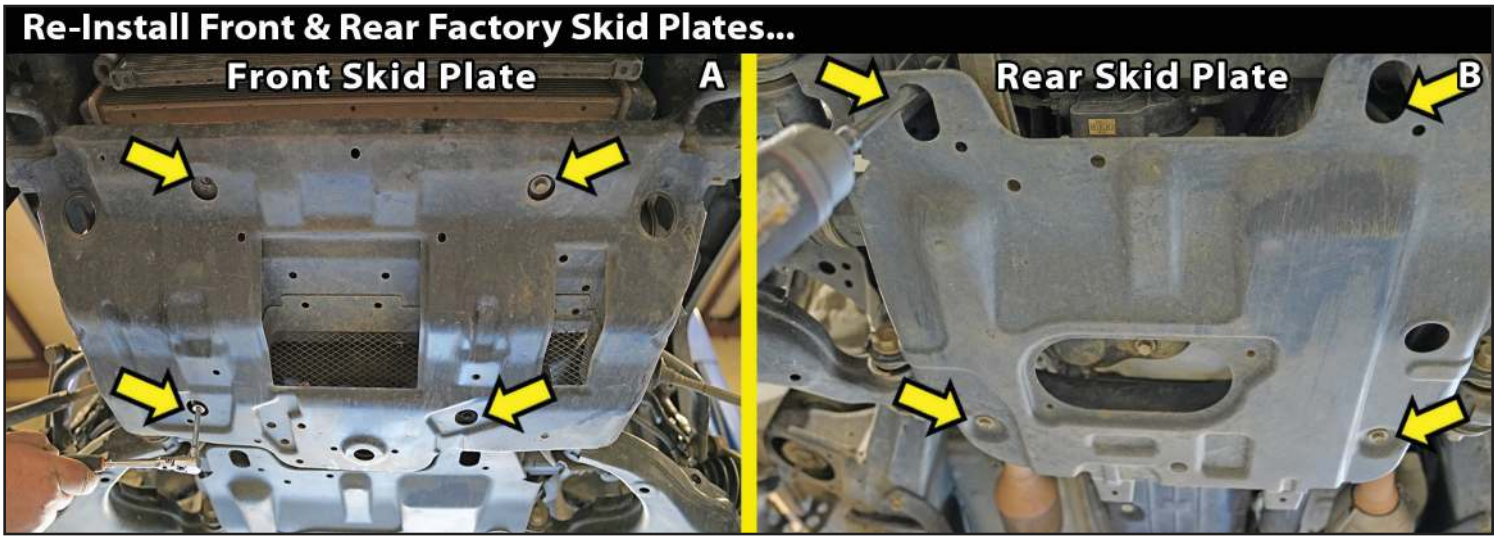
[Illustration 18]



19. RE-INSTALL FRONT & REAR FACTORY SKID PLATES/BELLY PAN…

☐ **[Illustration 19]** If equipped, re-install the front and rear factory skid plates. On the front skid plate, re-install the (4) factory bolts. On the rear skid plate, re-install the (4) factory bolts. [12mm] TECH TIP An extension is needed for the (2) forward bolts.

[Illustration 19]



20. FRONT TIGHTEN & TORQUE SEQUENCE...

☐☐ Now tighten and torque everything up... (All Except the upper control arms, the lower coilover mount & the sway bar links.) These will be tighten once the lift is complete and the vehicle is on the ground.

Double check all other components to be sure they are all tight & torqued.

21. FRONT TIRES / WHEELS...

☐☐ **[Illustration 20]** Install the front tires & wheels. [Lug Nuts 22mm] (2005-2010 85 ft-lbs: 2011-2019 83 ft-lbs)

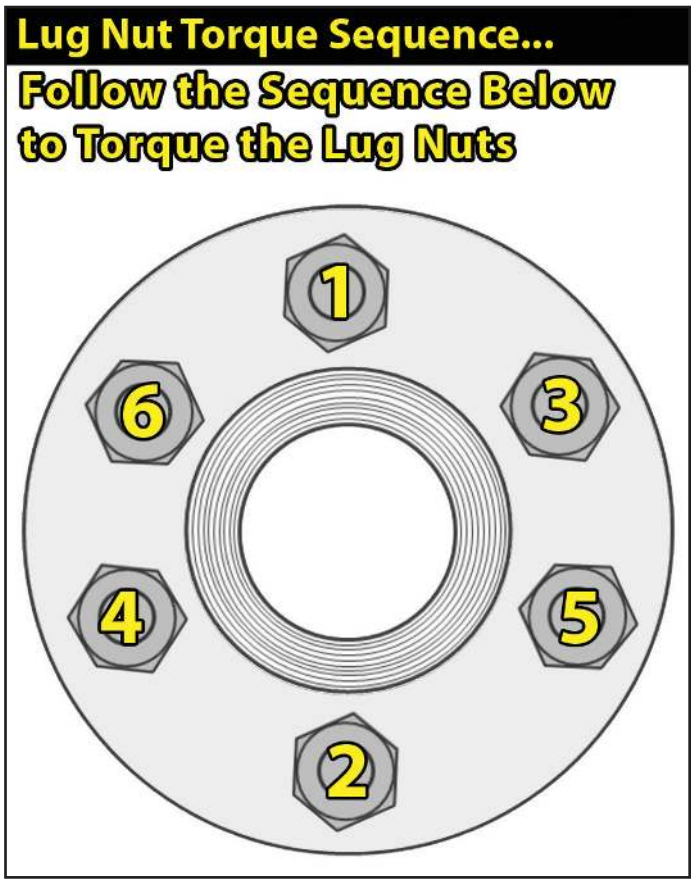
⚠WARNING: When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

Lower the vehicle to the ground.

⚠WARNING: Re-tighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.

☐ Reconnect the battery.

[Illustration 20]



22. OVERALL TIGHTEN & TORQUE SEQUENCE...

Tightening sequence... Bounce the front end to settle the suspension.

☐☐ **[Illustration 10]** Upper control arms with cams in the "neutral position" [19mm] (85)

☐☐ **[Illustration 17]** Factory sway bar links to knuckle [17mm] (52)

☐☐ **[Illustration 12]** KING Coilover lower bolt [19mm] (61)

23. FRONT CLEARANCE CHECK...

☐☐ With the vehicle on the ground, cycle the steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and knuckles, brake hoses, wiring, etc.

☐☐ Raise the vehicle back onto jack stands and secure as per **Step 1**. With the suspension 'hanging' at full extension travel, cycle the steering lock-to-lock and check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels and knuckles, brake hoses, wiring, etc. Lower the vehicle to the floor.

REAR PROCEDURE

NOTE: Save ALL factory components and hardware for reuse, unless noted.

24. PREPARE VEHICLE FOR REAR...

☐☐ Chock front tires and place transmission in neutral. Raise the rear of vehicle with a jack and secure a jack stand beneath each frame rail, just ahead of the front leaf spring hangers. Ease the frame down onto the stands, place transmission 'Park'. Remove the rear wheels & tires. [Lug Nuts 22mm]

☐ Support the rear axle with a hydraulic jack. Leave plenty of room to lower the rear axle.

TECH TIP Secure the axle at the drive shaft yoke with a ratchet strap. The strap acts as a safety precaution and it allows you to adjust/roll the axle as need to position axle rear blocks, u-bolts, etc.

25. DISCONNECT REAR BRAKE LINE BRACKET FROM AXLE...

☐ **[Illustration 21]** Disconnect the factory brake line bracket from the driver side axle housing. [12mm]

[Illustration 21]

26. REMOVE REAR SHOCKS...

☐☐ **[Illustration 22-A]** Disconnect the shock from the upper mount at the frame. [14mm socket | 6mm wrench]

☐☐ **[Illustration 22-B]** Disconnect the shock from the lower mount at the axle. [17mm wrench | 17mm socket] Retain lower shock mount hardware.

[Illustration 22]

27. INSTALL REAR BLOCK KIT...

NOTE: The u-bolt plates are Side Specific. The plates are noted on the bottom side LH and RH.

TECH TIP We have found it easier to replace the blocks and u-bolts one (1) side at a time. Start on the Driver side.

Locate the (2) SUPERLIFT #028 rear lift blocks.

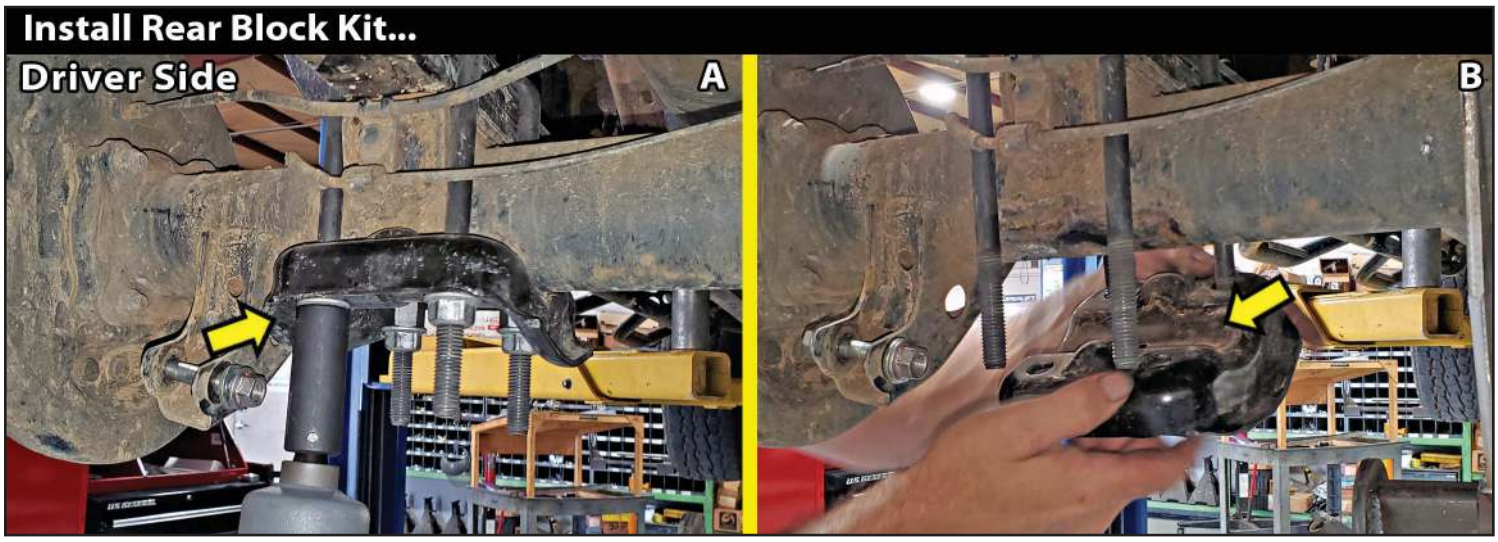
Locate the (4) SUPERLIFT #10422 - 9/16" x 2-1/2" x 8-1/2" U-Bolts, Square Bend.

Locate the SUPERLIFT hardware in Bag #77-1509. Hardware PER Side: (4) 9/16" Nut, Hi U-Bolt & (4) 9/16" Washer, U-Bolt.

☐☐ **[Illustration 23-A & 23-B]** Remove the u-bolts & u-bolt plate. [21mm]

Clean spring pads of all debris.

[Illustration 23]



☐☐ **[Illustration 24-A & 24-B]** The lift block is flat. Position the SUPERLIFT block #028 on top of the axle pad.

Using the floor jack(s), mate the springs to the blocks, be sure that the center bolt heads seat properly with the pin offset to the front and hole to the rear. Carefully lower axle enough to install new blocks. Make sure to not overextend any brake lines or ABS lines.

☐☐ Install the supplied 9/16" u-bolts. Evenly torque the u-bolts using an "X" tightening sequence. (130) [7/8"]

[Illustration 24]

28. INSTALL REAR SHOCKS...

Locate the (2) # 25001-121 SUPERLIFT Edition KING Reservoir Shocks, Rear.

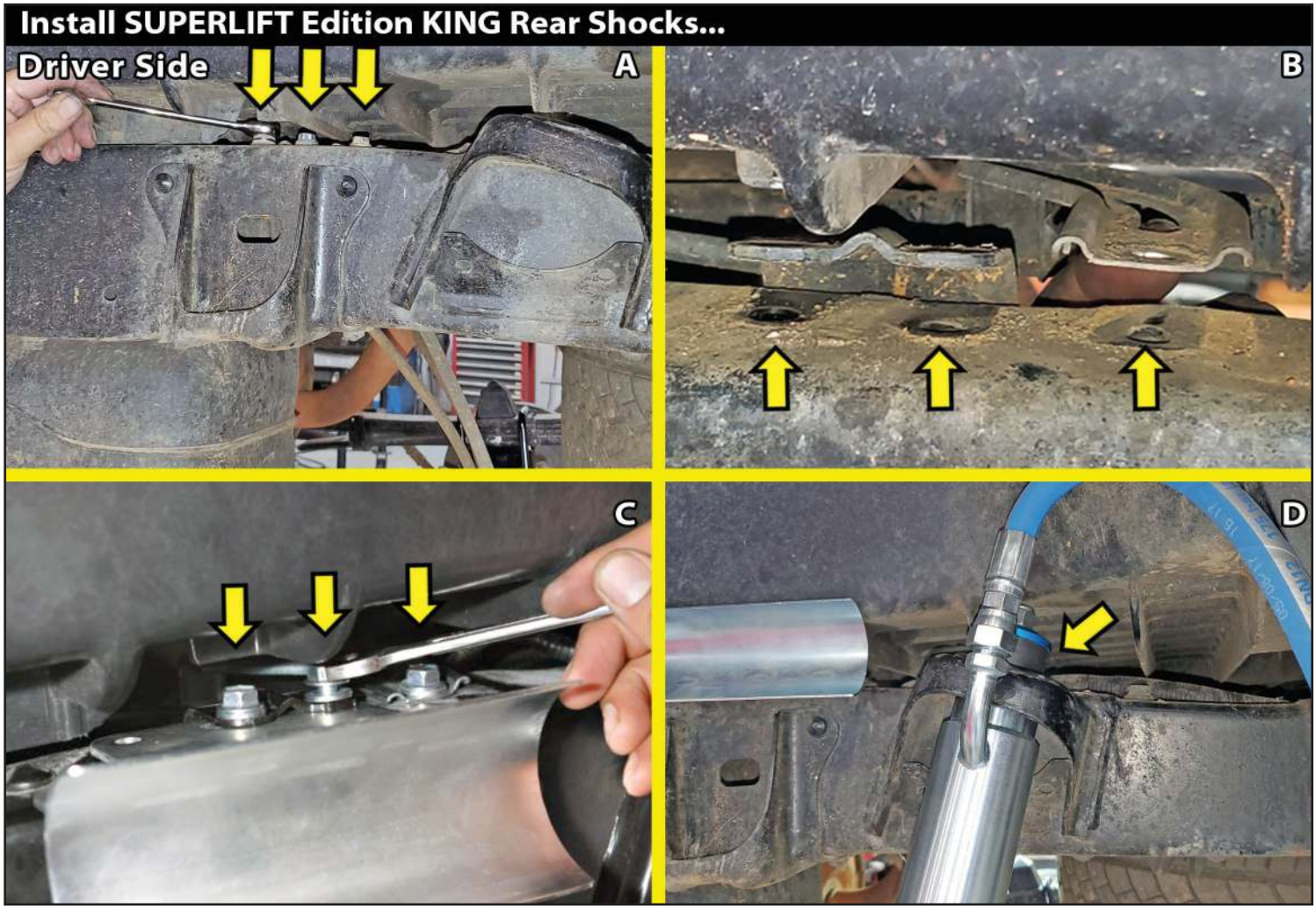
Locate the KING hardware in Bag #KH02-135. Hardware PER Passenger Side: (2) HHCS, M8 x 25mm -125 THD & (1) Hex Nut, M8 -1.25 THD.

☐☐ **[Illustration 25-A & 25-B]** On the Driver side, locate the three (3) bolts on top of the frame rail near the upper shock mount (two (2) bolts attach the rear OEM brake line bracket & one (1) support bracket). Remove bolts. [12mm]

☐☐ **[Illustration 25-C]** Insert the KING reservoir bracket in-between the frame rail and the OEM brake line bracket / support bracket. Re-install the factory bolts and tighten the reservoir into place. [12mm]

☐☐ **[Illustration 25-D]** Attach the rod end of the KING shock to the upper mount at the frame using the supplied stem washers pack & stem bushings. Make sure that you have a rubber bushing on each side of the upper shock mount. [14mm socket | 6mm wrench] (110)

[Illustration 25]



☐☐ **[Illustration 25-E]** On the Passenger side, locate the three (3) OEM holes on top of the frame rail near the upper shock mount. Attach the KING reservoir bracket in the same manner using the (2) supplied M8 x 25mm bolts. Using the outer holes, install the bolts down through the bracket and frame rail. Attach M8 Hex Nut and tighten the reservoir into place. [13mm] (23)

☐☐ **[Illustration 25-F & 25-G]** Attach the rod end of the KING shock to the upper mount at the frame using the supplied stem washers pack & stem bushings. Make sure that you have a rubber bushing on each side of the upper shock mount. [17mm] (110)

[Illustration 25]

☐☐ **[Illustration 25-H]** Connect the lower KING mount to the lower control arm using the factory hardware. Install bolt outside-to-inside. Secure hardware, but do not tighten at this time. [19mm]

⚠NOTE: On Some Toyota Tacoma Models, you may have a clearance issue with the gusset inside of the lower OEM shock mount. IF your Tacoma has this issue, it may be necessary to grind or bend the inner gusset tab to make room for the larger lower rod end of your KING Shocks.

☐☐ **[Illustration 25-I & 25-J]** IF you have contact issues on the lower mount, trim the gusset as needed. Measure from the outside edge of the gusset toward the inside 5/8 Inch. Draw a line out from your mark to the outer edge at each corner curve. Using a die grinder, torch, plasma cutter, or similar tool, trim this area. Check fit the shock alignment and trim as needed.

☐☐ **[Illustration 25-K]** Once you are happy with the cuts, deburr the edges with a grinder and apply a coat of paint or undercoating to prevent rust. Attach with factory hardware, but do not tighten at this time. [19mm]

[Illustration 25]

☐☐ **[Illustration 25-L & 25-M]** Install the two (2) supplied 1-9/16"-to-2-1/2" hose clamps onto the remote reservoir mount through the upper and lower openings. Install the reservoir into the reservoir mount. Secure in place by tighten the hose clamps. [1/4"]

[Illustration 25]

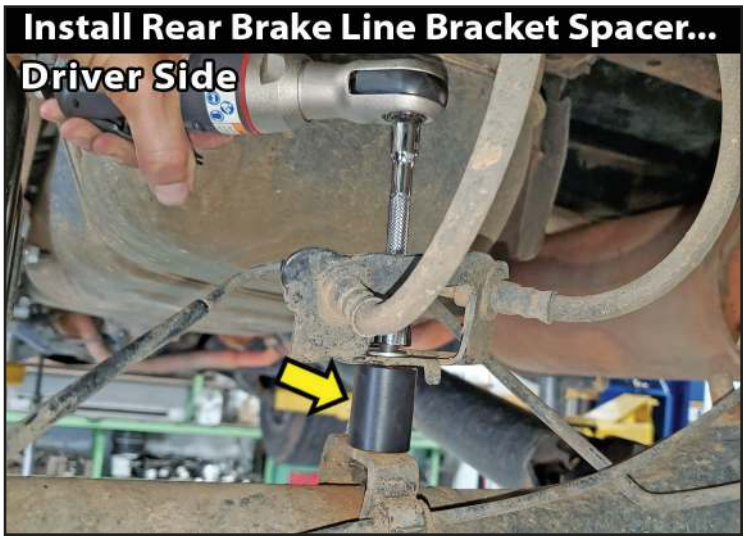
29. INSTALL REAR BRAKE LINE BRACKET SPACER...

Locate the (1) SUPERLIFT #55-05-8400 Rear Brake Line Spacer.

Locate the SUPERLIFT Hardware Bag #77-8400. Hardware PER Side: (1) 8mm x 50mm Bolt, 1.25 Pitch & (1) 8mm Flat Washer.

☐ **[Illustration 26]** Attach the 8mm flat washer onto the 8mm x 50mm bolt. Insert the bolt through the rear brake line bracket, then through the #55-05-8400 spacer and into the factory axle mount. Tighten. [13mm]

[Illustration 26]



30. REAR TIRES / WHEELS...

☐☐ **[Illustration 20]** Install the rear tires & wheels. [Lug Nuts 22mm] **⚠WARNING:** When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

Lower the vehicle to the ground.

31. OVERALL TIGHTEN & TORQUE SEQUENCE...

☐☐☐☐ Torque lug nuts on all four (4) wheels [Lug Nuts 22mm] (2005-2010 85 ft-lbs: 2011-2019 83 ft-lbs)

FINAL CHECKS

32. CLEARANCE CHECK...

☐☐ Check all hardware for proper torque specifications.

With the vehicle on the ground, check all components for proper operation and clearances. Pay special attention to the clearance between the tires / wheels, brake hoses, wiring, etc. Check tire/wheel clearance with the fenders/bumper as well as with the steering knuckle. ⚠**NOTE:** Depending on your choice of tire size and wheel width, it is not uncommon to trim the lower plastic valance of the bumper and inner fender shroud slightly to add proper tire clearance while turning.

33. WHEEL ALIGNMENT...

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

34. HEADLIGHTS...

☐☐ Re-adjust headlights to proper setting. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle head lamps for proper aim and alignment.

35. FOUR WHEEL DRIVE…

☐ Activate the four wheel drive system and check for proper engagement.

36. SUPERLIFT WARNING DECAL...

☐ Install the **WARNING TO DRIVER** decal on the inside of the windshield, sun visor or on the dash, within Driver's view.

IMPORTANT MAINTENANCE INFORMATION

⚠**WARNING:** It is the ultimate buyer's responsibility to have all bolts / nuts checked for tightness after the first 100 miles and then every 1000 miles. The steering, suspension and driveline systems, plus wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

LIMITED LIFETIME WARRANTY / WARNINGS

Your SUPERLIFT® product is covered by the Limited Warranty explained below that gives you specific legal rights. This limited warranty is the only warranty SUPERLIFT® makes in connection with your product purchase. SUPERLIFT® neither assumes nor authorizes any retailer or other person or entity to assume for it any other obligation or liability in connection with this product or limited warranty.

SUPERLIFT, LLC, LIMITED LIFETIME WARRANTY

What is covered? Subject to the terms below, SUPERLIFT® will repair or replace its products found defective in materials or workmanship for so long as the original purchaser owns the vehicle on which the product was originally installed. Your warranter is SUPERLIFT, LLC, doing business as SUPERLIFT® Suspension Systems ("SUPERLIFT®").

What is not covered? Your SUPERLIFT® Limited Warranty does not cover products SUPERLIFT® determines to have been damaged by or subjected to:

- Alteration, modification or failure to maintain.
- Normal wear and tear (bushings, rod ends, etc.). Scratches or defects in product finishes (powder coating, plating, etc.).
- Damage to, or resulting from, the vehicle's electronic stability system, related components or other vehicle systems.
- Racing or other vehicle competitions or contests. Accidents, impact by rocks, trees, obstacles or other aspects of the environment.
- Theft, vandalism or other intentional damage.

Remedy Limited to Repair or Replacement. The exclusive remedy provided hereunder shall, upon SUPERLIFT's inspection and at SUPERLIFT's option, be either repair or replacement of the product covered under this Limited Warranty. Customers requesting warranty consideration should contact SUPERLIFT® by phone (1-800-551-4955) to obtain a Returned Goods Authorization number. All removal, shipping and installation costs are customer's responsibility.

If a replacement part is needed before the SUPERLIFT® 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.

OTHER LIMITATIONS - EXCLUSION OF DAMAGES - YOUR RIGHTS UNDER STATE LAW

- Neither SUPERLIFT® nor your independent SUPERLIFT® dealer are responsible for any time loss, rental costs, or for any incidental, consequential or other damages you may have.
- This Limited Warranty gives you specific rights, and this is the only warranty SUPERLIFT® makes in connection with your product purchase. You may also have other rights that vary from state to state. For example, while all implied warranties are disclaimed herein, any implied warranty required by law is limited to the terms of our Limited Lifetime Warranty as described above. Some states do not allow limitations of how long an implied warranty lasts and / or do not allow the exclusion or limitation of incidental or consequential damages, so the limitations and exclusions herein may not apply to you. SUPERLIFT® neither assumes nor authorizes any retailer or other person or entity to assume for it any other obligation or liability in connection with this product or Limited Warranty.

IMPORTANT PRODUCT USE AND SAFETY INFORMATION / WARNINGS

⚠WARNING: As a general rule, the taller a vehicle is, the easier it will roll over. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall"; always use as wide a tire and wheel combination as feasible to enhance vehicle stability. We strongly recommend, because of rollover possibility, that the vehicle be equipped with a functional roll bar and cage system. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performance and capabilities are decreased when significantly larger / heavier tires and wheels are used. Take this into consideration while driving. Also, changing axle gear ratios or using tires that are taller or shorter than factory height will cause an erroneous speedometer reading. On vehicles equipped with an electronic speedometer, the speed signal impacts other important functions as well. Speedometer recalibration for both mechanical and electronic types is highly recommended.

Do not add, alter, or fabricate any factory or aftermarket parts to increase vehicle height over the intended height of the SUPERLIFT® product purchased. Mixing component brands is not recommended.

WE WANT TO SEE YOUR RIDE...

Grab photos of your SUPERLIFT Equipped truck in various poses and in action.
Email pictures to us at **sales@superlift.com**
Tag us on **Facebook: @superlift suspension systems**
Tag us on **Instagram: #superlift, #superliftsuspension, #superliftequipped**

THANKS For Choosing SUPERLIFT...

For questions, technical support and warranty issues relating to this SUPERLIFT products, please contact SUPERLIFT directly.

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