



Installation Instructions Tundra 4", TRD Pro +2

IF YOUR ReadyLIFT® PRODUCT IS MISSING HAS A DAMAGED OR MISSING PART, PLEASE CONTACT CUSTOMER SERVICE DIRECTLY. For warranty issues please return to the place of installation and contact ReadyLIFT® .

A NEW REPLACEMENT PART WILL BE SENT TO YOU IMMEDIATELY

(800)549-4620

MON-FRI 7AM-5PM PST

OR

EMAIL: INFO@ReadyLIFT.COM

WEBSITE: ReadyLIFT.COM

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

Limited Lifetime Warranty

This unique product warranty proves our commitment to the quality and reliability of every product that ReadyLIFT® manufactures. The ReadyLIFT® product warranty only extends to the original purchaser of any ReadyLIFT® product, if it breaks, we will give you a new part. Warranty does not apply to discontinued parts. Our Limited Lifetime Warranty excludes the following ReadyLIFT® items; bushings, bump stops, ball joints, tie rod ends, heim joints and shock absorbers. These parts are subject to wear and are not considered defective when worn. They are warranted for 12 months from the date of purchase for defects in workmanship. **This product warranty is voided if the vehicle is not aligned after kit installation and proper maintenance is routinely done.**

Product purchased directly from ReadyLIFT® has a 30 day return policy on uninstalled products from the date of purchase. Uninstalled product returns must be in the original ReadyLIFT® packaging. Please call **800-549-4620** to get an RGA# for any return. Customer is responsible for shipping costs back to ReadyLIFT®. **Returns without RGA# will be refused.** Contact ReadyLIFT® directly about any potentially defective parts prior to removal from vehicle. If the part in question is deemed warrantable an RGA# will be assigned and can be returned for repair or replacement. Replacement parts required prior to warranty claim completion must be purchased. Upon receipt and verification of deemed warranty parts claim, a credit or refund can then be processed to complete warranty claim transaction.

ReadyLIFT® products are **NOT** intended for off-road abuse. Any damage or failure as a result from off-road abuse voids the warranty of the ReadyLIFT® product. ReadyLIFT® is **NOT** responsible for any subsequent damages to any related vehicle parts due to misuse, abuse, improper installation, or lack of maintenance. Furthermore, ReadyLIFT® reserves the right to change, modify or cancel this warranty without prior notice.



Installation Instructions Tundra 4", TRD Pro +2

Please read Instructions thoroughly and completely before beginning installation.
Installation by a certified mechanic is recommended.

ReadyLIFT® Suspension is NOT responsible for any damage or failure resulting from improper installation.

Safety Warning: 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 and damage, injury and/or death can occur if these instructions are not followed.

This suspension system was developed using a 35 - 12.5 tire with 20" x 9" wheel and a offset of +25. 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" wide. The stock spare rim can be run in an emergency. 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.

VEHICLE HEIGHT MEASUREMENTS

Driver Front:	Driver Rear:	Pass. Front:	Pass. Rear:
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BILL OF MATERIALS

TRD PRO and Standard Models		Standard Model Only	
Driver Side Control Arm	1	Strut Extension	2
Pass Side Control Arm	1	M10 Flange Nut	8
Sway Bar Drop	2	TRD PRO Model Only	
Diff Drop	2	Billet Top Hat	2
Bump Stop Extension	2	Rectangular Spacer	2
Parking Brake Bracket	2	Small Round Spacer	4
Shock Extension	2	Medium Round Spacer	2
Rear Lift Block	2	Large Round Spacer	1
U-bolt	4	M8 x 60mm Bolt	2
U-bolt Nut	8	M8 x 95mm Bolt	2
Grease Pack	1	M8 x 120mm Bolt	1
Poly Bushing	8	M8 Flat Washer	5
Crush Sleeve	4	M10 x 120mm Bolt	2
5/16" x 3/4" Bolt	2	M10 Flat Washer	2
5/16" Flat Washer	2	M10 Flange Nut	8
5/16" Flange Nut	2	M12 x 60mm Bolt	4
1/4" Nyloc Nut	2	M12 Flat Washer	4
1/4" Flat Washer	2	Hose Clamp	2
M12 x 55mm Bolt	4		
M12 Washer	4		
M14 x 150mm Bolt	2		
M14 Flat Washer	4		
M14 Nyloc Nut	2		
Large Flat Washer	4		

Safety Warning

Before you start 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.

Notes:

- Installation by a professional mechanic is highly recommended.
- A Factory Service Manual for your specific Year / Make / Model is highly recommended for reference during installation.
- Vehicles with a two piece rear driveline may require a carrier bearing drop support bracket, call technical assistance for details.
- All lifted vehicles may require additional driveline modifications and or balancing.
- A four wheel vehicle alignment will need to be performed after installation of this product.
- Speedometer / Computer recalibration is required if changing +/- 10% from factory tire diameter.
- Use of a Vehicle Hoist will greatly reduce installation time.
- Vehicle must be in excellent operating condition. Repair or replace any and all worn or damaged components prior to installation.

Installation Instructions Tundra 4", TRD Pro +2

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



Record the stock vehicle measurements on both the front and the rear, this will provide a guideline on vehicle rake and lift height.



Measure from the center of the wheel up to the bottom edge of the fender well opening and record on the chart provided on page 2.

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 jack stands at each frame rail behind the lower control arms.

Remove the front wheels.

Remove the cotter pin and outer tie rod end nut. Strike the tie rod end boss with a dead blow hammer to dislodge the taper. (Fig 1)



Remove the ABS sensor and harness from the knuckle and hang out of the way. (Fig 2)

Remove the brake line bracket from the upper control arm. (Fig 3)

Remove the brake caliper and hang out of the way. (Fig 4)



Remove the brake rotor.

Remove the upper ball joint safety clip and nut. Strike the ball joint boss with a dead blow hammer to dislodge the taper. (Fig 5)

Remove the front splash guards from the frame for access to the upper control arm bolt. (Fig 6)



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Remove the upper control arm from the frame. Take care as the upper control arm bolt is very long and has to pass through the engine compartment by some electrical harness and coolant lines. It is best to remove the lines off the inner fender well on the passenger side to gain enough access to pass the bolt forward. (Strut shown removed for clarification. Will be removed in a later step.) (Fig 7, 8)



Install the bushings and sleeves into the ReadyLIFT® control arms using the supplied grease packet.



Install the ReadyLIFT® upper control arm to the frame using the factory hardware, and supplied large washer to the inside edge of the control arms. Do not tighten at this time. (Fig 9)



Install the upper ball joint to the knuckle using the supplied ball joint nut. Torque to 85 ft-lbs. (Fig 10)

Remove the lower sway bar mount from the control arm. (Fig 11)

Remove the lower strut mounting bolt.

Remove the lower ball joint cradle bolts. (Fig 12)

Loosen but do not remove the lower control to frame bolts. Let the lower control arm swing out of the way.

Remove the strut from the upper frame mount.

Remove the bump stops from the frame. A large pair of pliers may aid in removal. (Fig 13)

Install the ReadyLIFT® bump stop extensions into the frame, and then the factory bump stops to the extensions. (Fig 14)

Notch the lower control arm strut pocket as shown using a suitable cutting device. Sand any burs off the cut edge. Paint the cut area with a quality rust preventative paint. (Fig 15)



Installation Instructions Tundra 4", TRD Pro +2

TRD PRO only. Non pro skip these steps.

Mark the orientation of the factory top hat with the spring and strut body. This needs to be done so when replacing the top hat with the ReadyLIFT® billet top hat, the studs line up with the frame. (Fig 16)

*****Caution, the spring is under extreme pressure and can cause bodily injury and or death if handled improperly.*****

Using a spring compressor, relieve the tension on the strut hat and remove from the strut assembly. Remove the **rubber isolator** from the strut hat and install to the ReadyLIFT® billet top hat replacement. Remove the rubber bushing from the factory top hat. It is glued in place and requires separation. Install in the same order as removed from the factory parts. Install the ReadyLIFT billet top hat with the line pointing to the outside of the strut. (Same as the factory orientation) Install using the **factory hardware**. Torque to 30 ft-lbs. (Fig 17, 18)

Remove the spring compressor from the assembly.

Non pro models

Install the ReadyLIFT® strut extensions to the factory top hats using **factory hardware**. Torque to 30 ft-lbs. (Fig 19)

All models

Install the completed strut assemblies into their corresponding sides using the **supplied 10mm nuts**. Do not tighten at this time. It may be easier to only install the nuts closest to the engine bay finger tight so that the struts have some wiggle room to move around while lining up the lower control arm bolts.

Raise the lower control arm into place and install the lower strut using the **factory hardware**. Do not tighten at this time.

Install the lower ball joint cradle to the knuckle using the **factory hardware** and a **drop of thread locker**. Torque to 200 ft-lbs.



Installation Instructions Tundra 4", TRD Pro +2

Remove the sway bar from the frame and install the ReadyLIFT® sway bar drops using the **supplied hardware**. Torque to **55 ft-lbs.** (Fig 20)



Install the lower sway bar end link to the control arm using **factory hardware**. Do not tighten at this time.

Install the brake rotor and caliper using **factory hardware**. Torque to **80 ft-lbs.** (Fig 21)



Install the brake line bracket to the ReadyLIFT® control arm using the **supplied nut and washer**. Torque to **5 ft-lbs.** (Fig 22)



Install the outer tie rod end to the knuckle using **factory hardware**. Install the cotter pin. Torque to **65 ft-lbs.**

Install the ABS sensor and wire harness to the knuckle using the **factory hardware**. Torque to **5 ft-lbs.**

Under the vehicle

Remove the factory gravel guard / skid plate and set out of the way. (Fig 23)



Locate the 2 front differential hanger bolts on the front cross member.

Support the differential with a suitable jack and remove these two bolts. The nuts on the top of the cross member are hidden and can be reached by going under the rack and pinion on the drivers side and from the back of the front cross member on the passenger side.



Lower the front differential down low enough to install the ReadyLIFT® differential drops. Raise the differential up and install to the front cross member using the **supplied hardware**. Torque to **95 ft-lbs.** (Fig 24)



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Non pro models only

Install the front gravel guard using the **factory hardware** on the front two mounting points, the **supplied hardware and spacers** for the middle and last two mounting points. Torque the 5 main mounting bolts to **5 ft-lbs**. Tighten the three remaining bumper screws.



TRD PRO models

Remove any hardware that is attached to the skid plate by cutting the retaining rings off the bolts. Discard all factory skid plate spacers and bolts. Save the rear most plates and nuts above the rear cross member as these will be reused.



There are 9 billet spacers used on the pro skid plate. 2 rectangular, 4 small round, 2 medium round, and 1 large round. Fig 25 and 26 show the placement for install. (Fig 25, 26)



Install the skid plate using the rectangular spacers and tow hooks, the forward (small), middle (medium and large), and rear (small) spacers using the **supplied hardware**. Make sure to reuse the **plates and factory nuts** on top of the rear cross member. Torque the tow hook hardware to **65 ft-lbs**, and the rest of the hardware to **30 ft-lbs**.



Install the splash guards. (Fig 29)

Install the front wheels and lower the vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs. (Fig 30)



Jounce the front suspension to settle the vehicle to ride height.

Center the lower control arm cams and torque to **100 ft-lbs (final torque to be done by alignment professional)**, upper control arm to **150 ft-lbs**, lower strut hardware to **125 ft-lbs**, and the sway bar end link hardware to **50 ft-lbs**.



With the steering wheel centered, turn the tie rod ends until the tires are straight. If the steering wheel is not centered properly, the ABS/traction control lights may activate. Turn the wheels from lock to lock and make sure the brake lines and ABS routing clears all suspension components adequately. Reposition if necessary.

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Rear Install

Block the front wheels, raise the rear of the vehicle and support the frame with jack stands in front of the rear leaf springs.

Remove the rear wheels.

Gently bend the ABS bracket on the charcoal canister down flat and remove. (Fig 31)

Remove 2 parking brake brackets from the axle. (Fig 32)

Remove the rear shocks. Save all hardware as they will be reused. (Fig 33)

Support the axle with a suitable jack. Slightly loosen but do not remove the driver side u-bolts. Remove the passenger side u-bolts completely and discard. Lower the axle just enough to install the lift block. Locate the passenger side lift block (if block is tapered, make sure the tapered end points to the front). Raise the axle and the block up to the spring while aligning the center pin. Install the provided u-bolts, and nuts. Snug the u-bolt nuts but do not fully tighten at this time. Repeat steps for driver side.

Install the parking brake brackets to the ReadyLIFT® extensions using 5/16" x 1" bolts, washers, and c-lock nuts. Install completed assembly to the axle using factory hardware. Torque all hardware to 5 ft-lbs. (Fig 35)

Install the ABS bracket to the charcoal canister using the factory hardware. Torque to 5-ft-lbs.

Install the ReadyLIFT® shock extensions per your model vehicle. Use the supplemental instructions on the following page for pro model. (Fig 36)

Install the rear wheels and lower vehicle to the ground. Torque the lug nuts to the wheel manufacturer specs, the lower shock hardware to 45 ft-lbs, upper shock hardware to 30 ft-lbs, and u-bolts to 110 ft-lbs.



Installation Instructions Tundra 4", TRD Pro +2

Non pro Shock Extensions:

Install the factory sleeve that was removed into the ReadyLIFT® shock extension.

Install the ReadyLIFT® shock extension onto the top of the shock, using a drop of thread locker.



TRD PRO Shock Extensions:

Remove the shock from the rear of the vehicle saving all hardware.

Remove the boot clamp from the shock and discard.

Remove the boot from the shock and place in a vice or suitable clamp. Drill out the top of the boot washer to 11/16".

Use a suitable cutting device, remove the tip of the shock shaft right above the first thread. Sand any burs off.

Install the factory sleeve that was removed into the ReadyLIFT® shock extension.

Install the ReadyLIFT® shock extension onto the top of the shock, using a drop of thread locker.

Install the boot onto the shock.

Stretch the boot until it fits over the shock body and install the hose clamp to hold boot in place.

Continue installation as normal for the rest of the rear.





Installation Instructions Tundra 4", TRD Pro +2

Final Checks & Adjustments

Post Installation Warnings: Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque wheels to factory 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.

*****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*****

Vehicle Handling Warning: 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 factory 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

Vehicle Re-Torque and Safety Inspection:

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual or the torque chart included.

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

Recommended Alignment Specs

Camber	+0.0	+0.0	Tolerance	+/- 0.5
Caster	+3.5	+3.5	Tolerance	+/- 0.5
Toe	+.05	+.05	Total	+.10