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PRO COMP SUSPENSION

Suspension Systems that Work!

**PN# 65660K
2005-2011
Toyota Tacoma
5-Lug 2WD
2 3/4" Front &
1 3/4" Rear
Spacer Kit**

This document contains very important information that includes warranty information and instructions for resolving problems you may encounter. Please keep it in the vehicle as a permanent record.

Part #	Description	Qty.
94-8089m	STRUT SPACER	2
90-6317m	HARDWARE PACK: Strut Spacer	1
.100FNFLZ	10mm-1.25 SERRATED FLANGE NUT	6
13-90061Em	U-BOLT	4
13120-1	ADD-A-LEAF	2
90-3856m	HARDWARE PACK: Center Bolt	1
20-65992m	HARDWARE PACK: Hi Nuts	1

NOTE: All part images may vary from catalog and instructions.

RECOMMENDED PRO COMP SHOCKS

2005-2011 Tacoma 2WD

Front Strut: N/A

ES9000 (rear): 922518

MX-6 (rear): MX6143

Optional Equipment Available from your Pro Comp Distributor!

Light Bar: 25000

Also, Check out our outstanding selection of Pro Comp tires to compliment your new installation!

Introduction:

- ◆ This installation requires a professional mechanic!
- ◆ We recommend that you have access to a factory service manual for your vehicle to assist in the disassembly and reassembly of your vehicle. It contains a wealth of detailed information.
- ◆ Prior to installation, carefully inspect the vehicle's steering and driveline systems paying close attention to the tie rod ends, ball joints, wheel bearing preload, pitman and idler arm. Additionally, check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition. Repair or replace all worn or damaged parts!
- ◆ Read the instructions carefully and study the illustrations before attempting installation! You may save yourself a lot of extra work.
- ◆ Check the parts and hardware against the parts list to assure that your kit is complete. Separating parts according to the areas where they will be used and placing the hardware with the brackets before you begin will save installation time.
- ◆ Check the special equipment list and ensure the availability of these tools.
- ◆ Secure and properly block vehicle prior to beginning installation.
- ◆ ALWAYS wear safety glasses when using power tools or working under the vehicle!
- ◆ Use caution when cutting is required under the vehicle. The factory undercoating is flammable. Take appropriate precautions. Have a fire extinguisher close at hand.
- ◆ Foot pound torque readings are listed on the Torque Specifications chart at the end of the instructions. These are to be used unless specifically directed otherwise. Apply thread lock retaining compound where specified.
- ◆ **Please note that while every effort is made to ensure that the installation of your Pro Comp lift kit is a positive experience, variations in construction and assembly in the vehicle manufacturing process will virtually ensure that some parts may seem difficult to install. Additionally, the current trend in manufacturing of vehicles results in a frame that is highly flexible and may shift slightly on disassembly prior to installation. The use of pry bars and tapered punches for alignment is considered normal and usually does not indicate a faulty product. However, if you are uncertain about some aspect of the installation process, please feel free to call our tech support department at the number listed on the cover page. We do not recommend that you modify the Pro Comp parts in any way as this will void any warranty expressed or implied by the Pro Comp Suspension company.**

FRONT INSTALLATION:

1. Measure the vehicle from the center of the hub to the fender lip and record this measurement below.

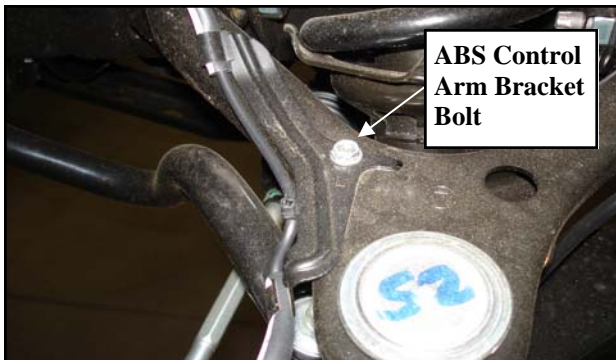
LF: _____ RF: _____

LR: _____ RR: _____

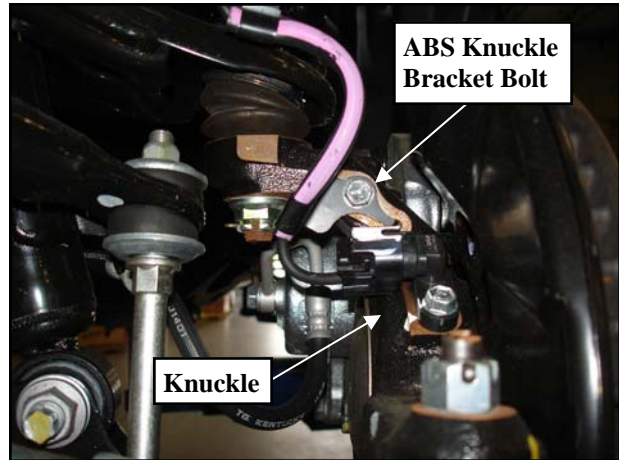
2. Be sure you are working on a level surface. Block the rear tires and raise the front of the vehicle. Support the frame with jack stands.
3. Remove the front wheels.
4. Unbolt the upper and lower sway bar mounts. Remove it from the vehicle. Save the hardware for reinstallation.



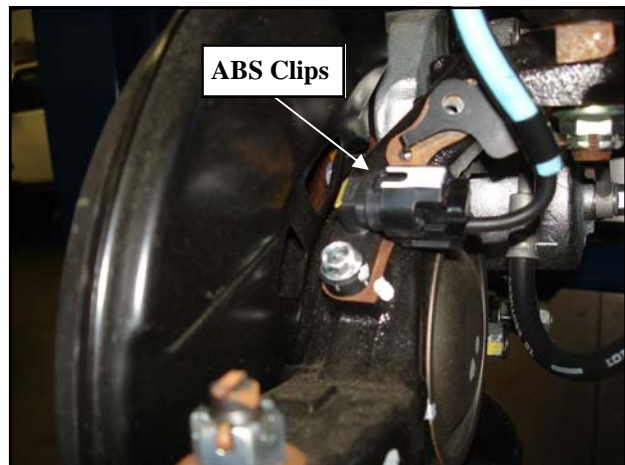
5. Starting on the driver's side, remove the ABS bracket retaining bolt from the upper control arm. Save the bolt for reinstallation.



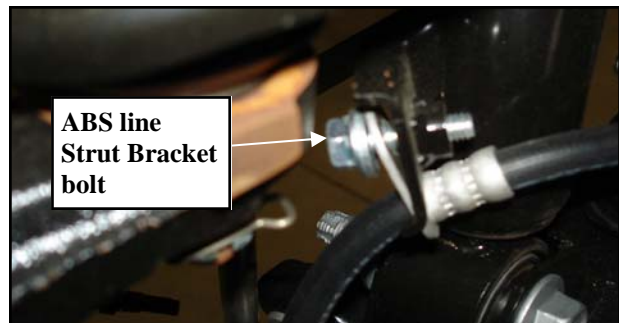
6. Remove the ABS bracket retaining bolt from the knuckle. Save the bolt for reinstallation.



7. Disconnect the ABS sensor and secure the line out of the work area.

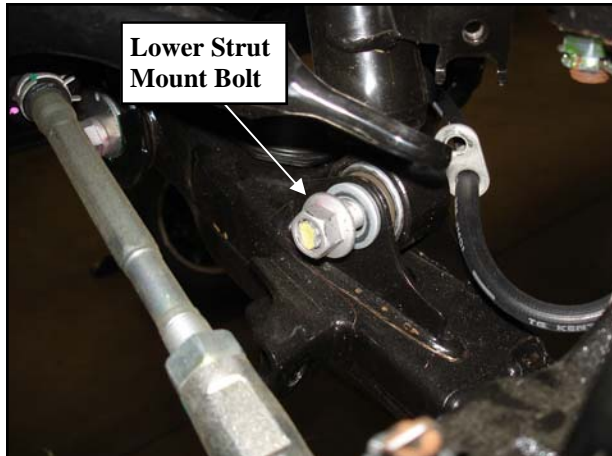


8. Remove the brake line retaining bolt from the bracket connected to the strut. Save the bolt for reinstallation.

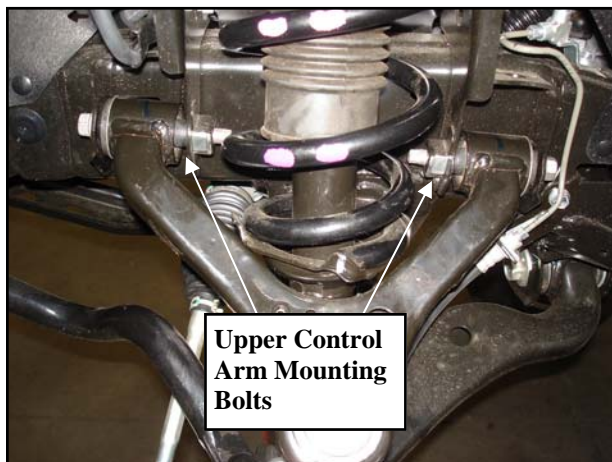


9. Remove the lower strut bolt from the lower control arm.

NOTE: *the direction of the bolt for reinstallation.*

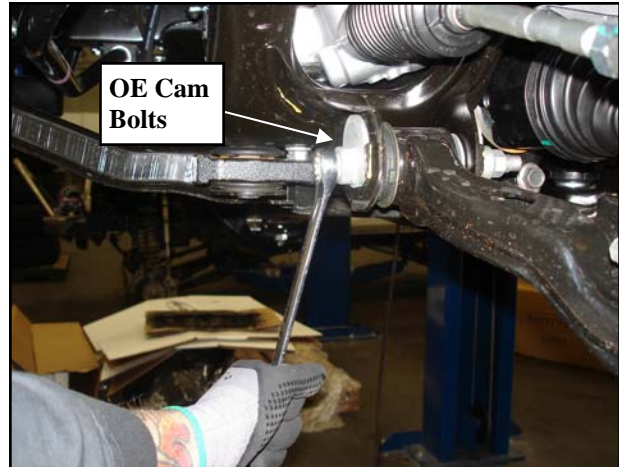


10. Remove the upper control arm mounting bolt and hardware. Save the hardware for reinstallation.



11. Loosen, but **DO NOT** remove, the lower control arm cam bolts.

IMPORTANT!: *Before removing loosening the cam nuts, mark the positions of the cams in relation to the mounting pocket.*



12. Remove the upper strut nut on the strut tower (3) on each side of the vehicle that holds the strut assembly to the strut tower.

13. Remove the strut assembly from the vehicle and install securely in a bench vise.

14. Using a cut-off wheel or another appropriate tool, carefully trim 1/2" off the long stud on the top of the strut.

NOTE: *Be sure that the nut is threaded onto the stud before cutting. Removing the nut will de-bur and re-thread the trimmed stud.*

15. Now would be a good time to inspect the front struts for damage or fluid leakage. Replace if necessary.

NOTE: *For improved performance Pro Comp struts/shocks are recommended. See the box on page 2 for applications.*

16. Install the strut spacer (94-8089m) onto the OE strut and secure using the previously removed OE hardware.



17. Rotate the top of the strut 120 degrees before installing the strut back into the vehicle.

NOTE: Doing this will put the lower mounting bracket back into the stock position.

18. Install the strut assembly into the strut tower and secure using the upper (3) **10mm** flange nuts with washer. Do not tighten the nuts. (Make sure the bottom of the strut is aligned properly)



19. Install the lower strut bolt in the original position that it was removed.
20. Reinstall the upper control arm into the frame mounting pockets using the previously removed **OE** hardware. Torque the bolts to **60** ft./lbs.
21. Reinstall the brake line to the bracket connected to the strut using the previously removed **OE** bolt. Torque the bolts to **24** ft./lbs.
22. Reconnect the ABS wiring sensor clips.
23. Reinstall the ABS bracket retaining bolt to the knuckle using the previously removed **OE** bolt. Torque the bolts to **44** in./lbs.
24. Reinstall the ABS bracket retaining bolt to the upper control arm using the previously removed **OE** bolt. Torque the bolts to **44** in./lbs.
25. Repeat steps 5 through 24 on the remaining side of the vehicle.
26. Reinstall the sway bar end links using the previously removed **OE** hardware. Torque the hardware per **OE** specifications.
27. Reinstall the front tires/wheels and lower the vehicle onto the ground. Torque the lug nuts to **83** ft./lbs.
28. Re-align the lower control arm cams to the previously applied marks. Torque the lower control arm cam bolts to **155** ft./lbs.
29. Torque the upper strut nuts to **47** ft./

lbs. and the lower bolt to 61 ft./lbs.

30. Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.

IMPORTANT! BE SURE TO BRING THE VEHICLE IMMEDIATELY TO A REPUTABLE ALIGNMENT SHOP TO BE ALIGNED!

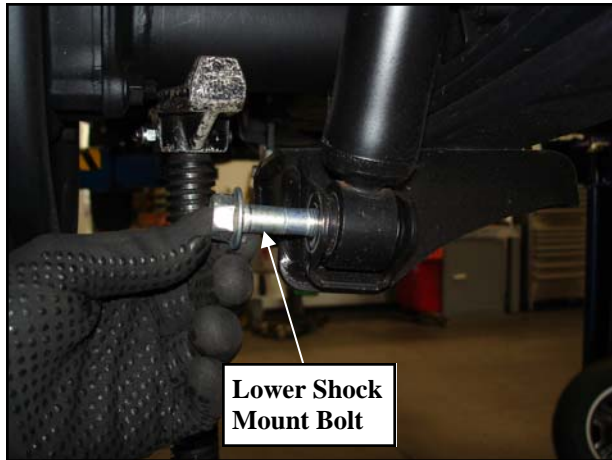
Use this only as a guide for hardware without a called out torque specification in the instruction manual.

Bolt Torque and ID						
Decimal System			Metric System			
All Torques in Ft. Lbs. Maximums						
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 9.8	Class 10.9	Class 12.9
5/16	15	20	M6	5	9	12
3/8	30	45	M8	18	23	27
7/16	45	60	M10	32	45	50
1/2	65	90	M12	55	75	90
9/16	95	130	M14	85	120	145
5/8	135	175	M16	130	165	210
3/4	185	280	M18	170	240	290

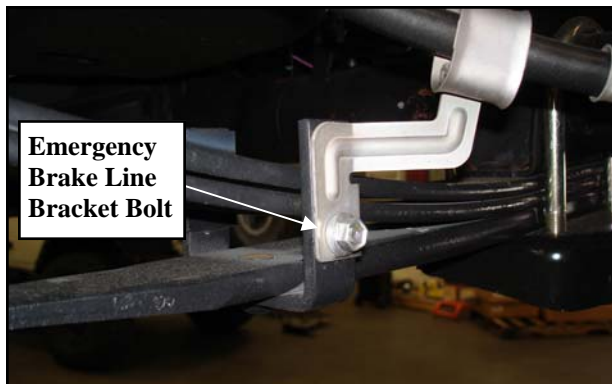
<p>1/2-13x1.75 HHCS</p> <p>Grade 5 Grade 8</p> <p>(No. of Marks + 2)</p> <p>D T L X</p>	<p>M12-1.25x50 HHCS</p> <p>D T L X</p>
<p>G = Grade (Bolt Strength)</p> <p>D = Nominal Diameter (Inches)</p> <p>T = Thread Count (Threads per Inch)</p> <p>L = Length (Inches)</p> <p>X = Description (Hex Head Cap Screw)</p>	<p>P = Property Class (Bolt Strength)</p> <p>D = Nominal Diameter (Millimeters)</p> <p>T = Thread Pitch (Thread Width, mm)</p> <p>L = Length (Millimeters)</p> <p>X = Description (Hex Head Cap Screw)</p>

REAR INSTALLATION:

1. Block the front tires and raise the rear of the vehicle. Support the frame with jack stands forward of the rear springs.
2. Remove the rear wheels.
3. Unbolt the lower shock mounts on both sides of the vehicle. It may be necessary that you slightly raise the axle to unload the shocks for removal.



4. Remove the OE emergency brake line bracket bolt.

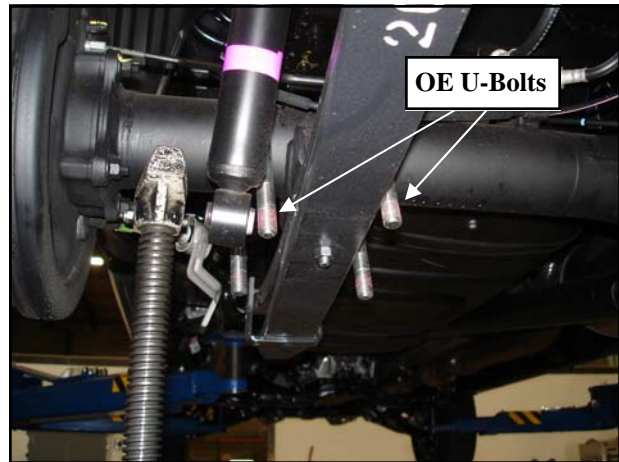


5. Now would be a good time to inspect the shocks for damage or fluid leakage. Replace if necessary.

NOTE: For improved performance Pro Comp shocks are recommended. See the box on page 2 for applications.

6. Work on one side of the vehicle at a time.
7. Support the rear axle with a floor jack and remove the U-bolts on the driver side. Loosen the U-bolts on the passenger side and carefully lower the rear axle.

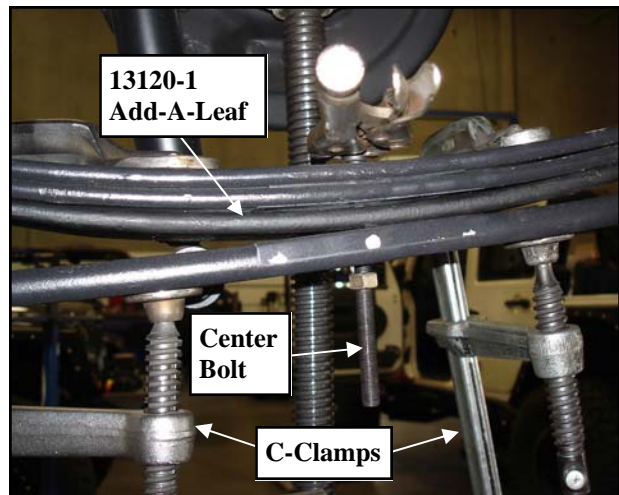
NOTE: Be sure not to over extend the rear brake line and rear axle vent line.



8. Use C-clamps to hold the leaves of the rear leaf spring together and remove spring center bolt.
9. Disassemble the leaf spring and insert the add-a-leaf (13120-1).

NOTE: Add-a-leaf will be placed in the spring assembly progressively according to length. For example, if the existing leaves are 32" long and 25" long and the add-a-leaf is 28" long, place the add-a-leaf between the existing leaves.

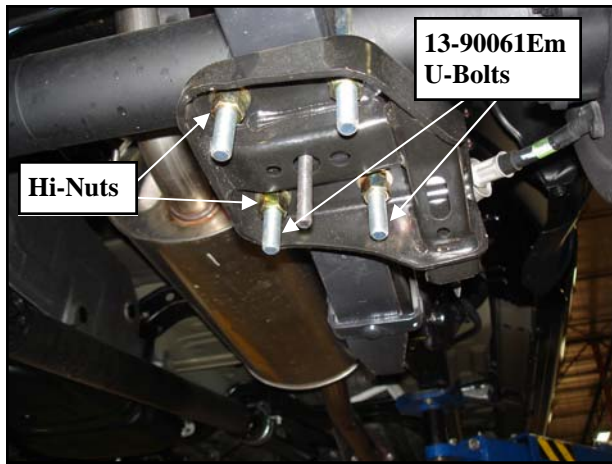
10. Using the C-clamps, re-clamp and bolt the leaf pack back together using the supplied center bolt with the head of the bolt facing up.



11. Use your floor jack to raise the axle to the

spring. Make sure the pins on the spring fit properly into the holes on the spring perch.

12. Secure the assembly with the U-bolts (**13-90061Em**) and new hi-nuts and washers from hardware pack (**20-65992m**). Do not torque the U-bolts at this time.



13. Repeat the installation on the other side of the vehicle.
14. When the installation of the remaining side is complete, torque the **U-bolts** to **85** ft./lbs.
15. Reinstall the lower shock absorbers using the previously removed **OE** bolts. Torque this hardware to **74** ft./lbs.
16. Reinstall the emergency brake line bracket using the previously removed **OE** bolt.
17. Check all hardware at this time to ensure that everything is tight. Check for adequate clearance on all repositioned brake lines and emergency brake cables. Make sure you check with the suspension fully extended, and compressed.
18. Reinstall the wheels and lower the vehicle to the ground. Torque the lug nuts to **83** ft./lbs.

NOTES:

- ⇒ **On completion of the installation, have the suspension and headlights re-aligned.**
- ⇒ **After 100 miles recheck for proper torque on all newly installed hardware.**
- ⇒ **Recheck all hardware for tightness after off road use.**

Notice to Owner operator, Dealer and Installer:

Vehicles that have been enhanced for off-road performance often have unique handling characteristics due to the higher center of gravity and larger tires. This vehicle may handle, react and stop differently than many passenger cars or unmodified vehicles, both on and off-road. You must drive your vehicle safely! Extreme care should always be taken to prevent vehicle rollover or loss of control, which can result in serious injury or even death. Always avoid sudden sharp turns or abrupt maneuvers and allow more time and distance for braking! Pro Comp reminds you to fasten your seat belts at all times and reduce speed! We will gladly answer any questions concerning the design, function, maintenance and correct use of our products.

Please make sure your Dealer/Installer explains and delivers all warning notices, warranty forms and instruction sheets included with Pro Comp product.

Application listings in this catalog have been carefully fit checked for each model and year denoted. However, Pro Comp reserves the right to update as necessary, without notice, and will not be held responsible for misprints, changes or variations made by vehicle manufacturers. Please call when in question regarding new model year, vehicles not listed by specific body or chassis styles or vehicles not originally distributed in the USA.

Please note that certain mechanical aspects of any suspension lift product may accelerate ordinary wear of original equipment components. Further, installation of certain Pro Comp products may void the vehicle’s factory warranty as it pertains to certain covered parts; it is the consumer’s responsibility to check with their local dealer for warranty coverage before installation of the lift.

Warranty and Return policy:

Pro Comp warranties its full line of products to be free from defects in workmanship and materials. Pro Comp’s obligation under this warranty is limited to repair or replacement, at Pro Comp’s option, of the defective product. Any and all costs of removal, installation, freight or incidental or consequential damages are expressly excluded from this warranty. Pro Comp is not responsible for damages and / or warranty of other vehicle parts related or non-related to the installation of Pro Comp product. A consumer who makes the decision to modify his vehicle with aftermarket components of any kind will assume all risk and responsibility for potential damages incurred as a result of their chosen modifications. Warranty coverage does not include consumer opinions regarding ride comfort, fitment and design. Warranty claims can be made directly with Pro Comp or at any factory authorized Pro Comp dealer.

IMPORTANT! To validate the warranty on this purchase please be sure to mail in the warranty card.

Claims not covered under warranty-

- Parts subject to normal wear, this includes bushings, bump stops, ball joints, tie rod ends and heim joints
 - Discontinued products at Pro Comp’s discretion
- Bent or dented product
- Finish after 90 days
- Leaf or coil springs used without proper bump stops
- Light bulbs
- Products with evident damage caused by abrasion or contact with other items
- Damage caused as a result of not following recommendations or requirements called out in the installation manuals
- Products used in applications other than listed in Pro Comp’s catalog
- Components or accessories used in conjunction with other manufacturer’s systems
- Tire & Wheel Warranty as per Pro Competition Tire Company policy
- Warranty claims without “Proof of Purchase”
- Pro Comp Pro Runner coil over shocks are considered a serviceable shock with a one-year warranty against leakage only. Rebuild service and replacement parts will be available and sold separately by Pro Comp. Contact Pro Comp for specific service charges.
- Pro Comp accepts no responsibility for any altered product, improper installation, lack of or improper maintenance, or improper use of our products.

E-Mail: tech@explorerprocomp.com
Website: www.explorerprocomp.com
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PLACE
WARRANTY REGISTRATION
NUMBER
HERE: _____