



Installation Manual
1.5" Suspension Lift System
2018 - Current
Toyota Tacoma TRD Pro
Part # 51020 & 51025

SS04292019

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2018 - Current Toyota Tacoma TRD Pro
1.5" Lift kit

Part #	Description	Qty.
51020-01	Strut spacer	2
5U-247S	Rear u-bolt	4
916NW	U-bolt hardware	1
*52925-04	Rear block	2
**TCI-R25	Rear add-a-leaf	2
**CB38	Add-a-leaf hardware	1
51025NB	Hardware bag	1

* - Items included in the 51020 kit only
 ** - Items included in the 51025 kit only

Congratulations on your selection to purchase a Tuff Country EZ-Ride Suspension System. We at Tuff Country EZ-Ride Suspension are proud to offer a high quality product at the industries most competitive pricing. Thank you for your confidence in us and our product.

If you desire to return your vehicle to stock, it is the customers responsibility to save all stock hardware and components.

The Tuff Country EZ-Ride Suspension product safety label that is included in your kit box must be installed inside the cab in plain view of all occupants.

Special note: Before installation begins, it is the customers/installers responsibility to make sure that all parts are on hand. If any parts are missing, please feel free to call one of our customer service representatives @ (801) 280-2777.

Important customer information:

Tuff Country EZ-Ride Suspension highly recommends that a qualified or a certified mechanic performs this installation.

It is the responsibility of the customer/installer to wear safety glasses at all times when performing this installation.

It is the customers/installers responsibility to read and understand all steps BEFORE installation begins. If you have any questions or concerns, please contact our technical department @ (801) 280-2777. Also, the OEM manual should be used as a reference guide.

This vehicles reaction and handling characteristics may differ from standard cars and/or trucks. Modifications to improve and/or enhance off road performance may raise the intended center of gravity. Extreme caution must be utilized when encountering driving conditions which may cause vehicle imbalance or loss of control. DRIVE SAFELY! Avoid abrupt maneuvers: such as sudden sharp turns which could cause a roll over, resulting in serious injury or death.

It is the customers responsibility to make sure that a re-torque is performed on all hardware associated with this suspension system after the first 100 miles of installation. It is also the customers responsibility to do a complete re-torque after every 3000 miles or after every off road use.

After the original installation, Tuff Country EZ-Ride Suspension also recommends having the alignment checked every 6 months to ensure proper tracking, proper wear on tires and front end components. Tuff Country EZ-Ride Suspension takes no responsibility for abuse, improper installation or improper suspension maintenance.

Limited lifetime warranty

Notice to all Tuff Country EZ-Ride Suspension customers: It is your responsibility to keep your original sales receipt! If failure should occur on any Tuff Country EZ-Ride Suspension component, your original sales receipt must accompany the warranted unit to receive warranty. Warranty will be void if the customer can not provide the original sales receipt. Do not install a body lift in conjunction with a suspension system. If a body lift is used in conjunction with any Tuff Country EZ-Ride Suspension product, your Tuff Country EZ-Ride Suspension WARRANTY WILL BE VOID. Tuff Country Inc. ("Tuff Country") suspension products are warranted to be free from defects in material and workmanship for life if purchased, installed and maintained on a non-commercial vehicle; otherwise, for a period of twelve (12) months, from the date of purchase and installation on a commercial vehicle, or twelve thousand (12,000) miles (which ever occurs first). Tuff Country does not warrant or make any representations concerning Tuff Country Products when not installed and used strictly in accordance with the manufacturer's instructions for such installation and operation and accordance with good installation and maintenance practices of the automotive industry. This warranty does not apply to the cosmetic finish of Tuff Country products nor to Tuff Country products which have been altered, improperly installed, maintained, used or repaired, or damaged by accident, negligence, misuse or racing. ("Racing is used in its broadest sense, and, for example, without regards to formalities in relation to prizes, competition, etc.) This warranty is void if the product is removed from the original vehicle and re-installed on that or any other vehicle. This warranty is exclusive and is in lieu of any implied warranty of merchantability, fitness for a particular purpose or other warranty of quality, whether express or implied, except the warranty of title. All implied warranties are limited to the duration of this warranty. The remedies set forth in this warranty are exclusive. This warranty excludes all labor charges or other incidental or consequential damages. Any part or product returned for warranty claim must be returned through the dealer of the distributor from whom it was purchased. Tuff Country reserves the right to examine all parts returned to it for warranty claim to determine whether or not any such part has failed because of defect in material or workmanship. The obligation of Tuff Country under this warranty shall be limited to repairing, replacing or crediting, at its option, any part or product found to be so defective. Regardless of whether any part is repaired, replaced or credited under this warranty, shipping and/or transportation charges on the return of such product must be prepaid by the customer under this warranty. Important information that needs to be read before installation begins:

Tuff Country developed this kit using a 265/75 R17 tire with a stock wheel. The stock tires and wheels can be used in conjunction with this lift kit. If a wider tire is installed on the stock wheel, contact with the upper control arm will occur, and is not recommended. **Our tire and wheel fitments are only a guideline. Different production times or tolerances will vary and this size should only be used as a starting point. Each vehicle is different and will need to be treated as such.**

Before installation begins, Tuff Country EZ-Ride Suspension highly recommends that the installer performs a test drive on the vehicle. During the test drive, check to see if there are any uncommon sounds or vibrations. If uncommon sounds or vibrations occur on the test drive, uncommon sounds or vibrations will be enhanced once the suspension system has been installed. Tuff Country EZ-Ride Suspension highly recommends notifying the customer prior to installation to inform the customer of these issues if they exist.

Make sure to use loctite on all new and stock hardware associated with the installation of this suspension system.

Recommended tools selection:

- Cutoff tool
- Wall mounted strut compressor
- Torque wrench
- Standard socket set
- Standard wrench set
- Metric socket set
- Metric wrench set
- Tape measure
- Hydraulic floor jacks

Hardware bag 51025NB includes:

Part#	Description	Quantity
S10105	1.000" x .325" x 1.300" spacer	1
S10051	1.750" x .510" x .950" spacer	2
S10090	1.000" x .500" x .400" spacer	4
M835B	8mm x 35mm bolt	2
M8501.25	8mm x 50mm bolt	1
M8WA	8mm flat washer	3
126B	1/2" x 6" bolt	2
12UN	1/2" unitorque nut	2
716WA	7/16" flat washer	2

Please follow instructions carefully:

Before installation begins, measure from the center of the hub, to the bottom of the fender well, and record measurements below.

Pre-installation measurements:

Driver side front: _____

Passenger side front: _____

Driver side rear: _____

Passenger side rear: _____

At the end of the installation take the same measurements and compare to the pre-installation measurements.

Post-installation measurements:

Driver side front: _____

Passenger side front: _____

Driver side rear: _____

Passenger side rear: _____

Front end installation:

1. To begin installation, block the rear tires of the vehicle so that the vehicle is stable and can't roll backwards. Safely lift the front of the vehicle and support the vehicle with a pair of jack stands. Place a jack stand on both the driver and the passenger side. Next, remove the front wheels and tires from both sides.

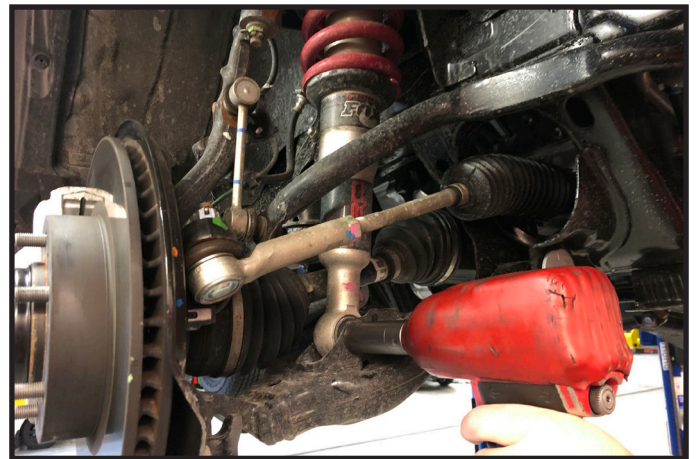
2. Working on the driver side, remove 2 of the upper strut mounting nuts, and leave 1 of them loosely threaded on to hold strut into the vehicle.



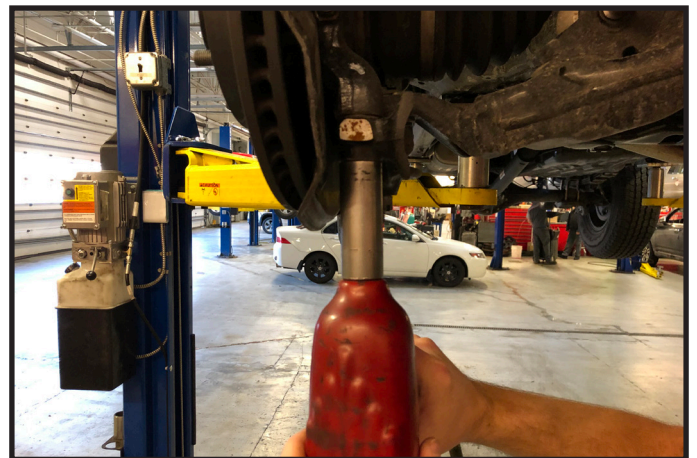
3. Remove the front skid plate and set aside.



4. Loosen but do not remove the lower strut mounting hardware.



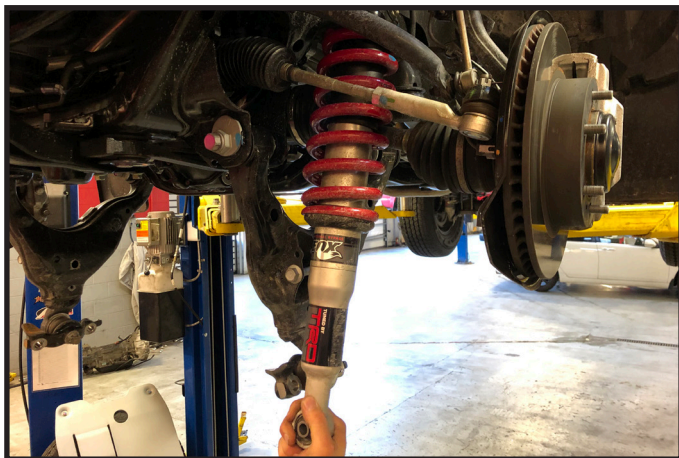
5. Locate and remove the 2 bolts that attach the lower control arm ball joint piece to the steering knuckle.



6. Loosen, but do not remove the lower control arm cam adjusting bolts.

7. Support the lower control arm using a suitable jack. Remove the 3rd upper strut mounting nut, and remove the

lower strut mounting hardware. Carefully lower the jack down so that the strut can be removed from the vehicle.

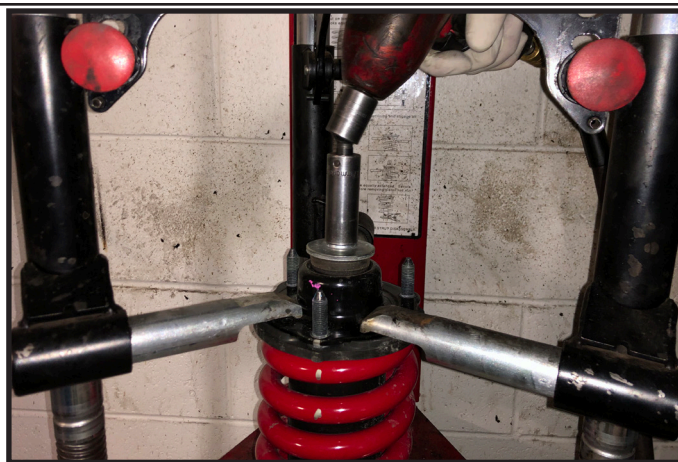


Tuff Country EZ-Ride Suspension recommends a wall mounted strut compressor be used when performing the steps that talk about installing the spacer into the strut. If you do not have a wall mounted strut compressor, please have these steps performed by your local Toyota Dealership

8. Place the strut into a wall mounted strut compressor. Mark a line on the top plate, rubber isolator, and the top of the coil spring. Also, scribe a line on the bottom of the coil and the bottom coil seat. **Special Note: if these steps are not performed properly, reinstalling the strut back into the vehicle will be difficult.**



9. Carefully compress the strut until the upper hardware can be removed. Remove the nut and hardware and save for re-assembly.



10. Remove the shock absorber from the strut assembly out of the bottom of the coil spring. Remove the metal washer and plastic dust boot. Save for re-installation



11. Locate a new strut spacer part # 51020-01 and install it over the body of the shock. **Make sure to install the new spacer so that the "coil shelf" is facing upwards.**

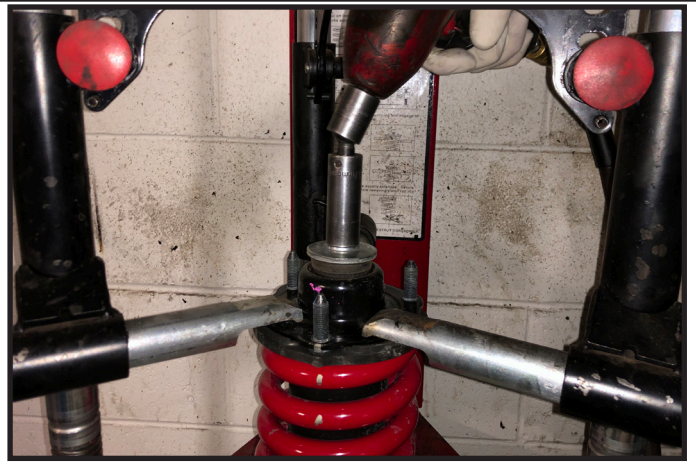


12. Re-install the plastic dust boot and metal washer



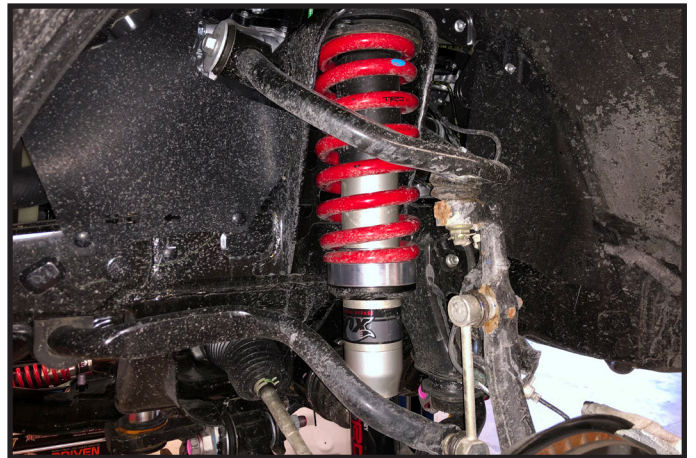
13. Re-install the shock absorber into the strut assembly an make sure to line up your reference marks made on step #8.

14. Re-install the OE upper shock hardware.



15. Remove the strut assembly from the strut compressor and take it back over to the vehicle.

16. Install the strut back into the original location and use the 3 OE nuts to loosely hold the strut in place.



17. Raise the lower control arm back up until you can install the OE lower mounting bolt and hardware. Leave this loose for now.



18. Raise the lower control arm up even more until you can re-install the 2 lower ball joint bracket bolts to the steering knuckle. Torque to 160 ft lbs.

19. Now you can move back to the 3 upper strut mounting nuts and torque them to 55 ft lbs.



Repeat steps # 2 - 19 on the passenger side front of the vehicle.

20. Locate the front differential mounting points, carefully remove the (2) OE bolts that connect the front differential brackets to the front crossmember, save the oversized washer and discard the bolt and nut.

21. Locate (2) new S10051 Diff drop sleeves, and (2) 1/2" x 6" bolts, (4) 716WA (2) 1/2" unitorque nuts. Also locate the OE oversized washers removed earlier, Install the front differential drop spacers between the OE brackets and front crossmember. Secure using new 1/2" x 6" bolts and 1/2" nuts. Torque to **80 ft lbs.**



22. Locate (4) S10090 spacers, (2) 8mm x 35mm bolts, and (2) 8mm flat washers. Also get the OE front skid plate.

23. The Skid plate has 6 mounting bolts, the 2 forward most ones will stay the same as it was removed. The middle 2 mounts will need to have a S10090 installed at each mount to space the skid plate down, and the 2 rear most mounts will need (2) S10090 spacers with new 8mm bolts and washers.



24. Once the required spacer sleeves and hardware have been installed, lift the skid plate back into place and secure all 6 mounting bolts to their OE locations. Torque to 20 ft lbs.

25. Install the tires and wheels, make sure to torque the lug nuts to the vehicle/wheel manufacturer specs. Carefully lower the vehicle back down on the ground.

26. Torque the lower control arm cam adjuster bolts to 135 ft lbs.

27. Torque the lower strut mounting bolt to 85 ft lbs.

Front end installation Complete.

****Attention****

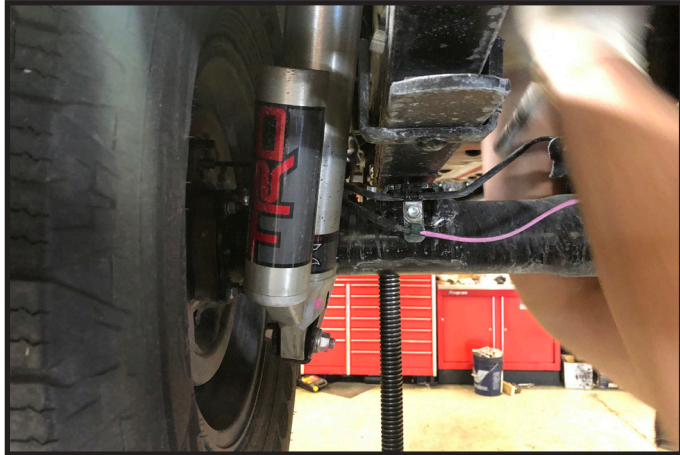
If you are installing part #51020 with rear blocks, follow steps 28 - 32

If you are installing part #51025 with rear add-a-leaf, follow steps 32 - ??

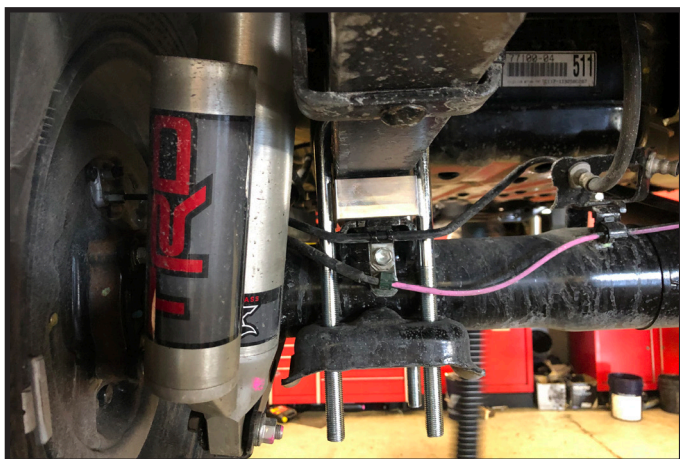
28. To begin installation, block the front tires of the vehicle so that the vehicle is stable and cannot roll. Safely lift the rear of the vehicle so that the tires are roughly at least 6" off the ground. (If you are using a hoist, you can go as high up as you need too).

29. Working on one side of the vehicle at a time, remove the OE u-bolts, hardware, and discard.

30. Place a jack under the rear leaf spring and carefully raise it up on it until you have enough gap between the leaf spring and perch to install the new rear block. **Special note: the new rear block is slightly tapered and will need to be installed so that the thicker end is towards the rear of the vehicle.**



31. Locate the new rear u-bolts along with the new nuts and washers. Install the u-bolts and torque them to 150 ft lbs.



32. Carefully remove the jack from underneath the leaf spring and repeat on the opposite side of the vehicle.

Rear add-a-leaf instructions:

33. To begin installation, carefully block the front tires and wheels so that the vehicle can not roll forward. Safely lift the rear of the vehicle and support the vehicle with a pair of jack stands. Place a jack stand on both the driver and the passenger side. Next, remove the tires and wheels.

34. Working on one side at a time, remove the lower shock mounting hardware.

35. Place a jack under the rear axle housing and carefully raise up on it until it contacts the axle.

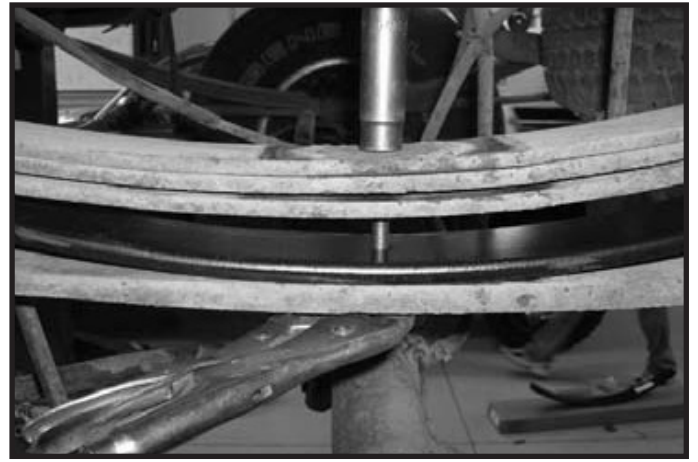
36. Remove the rear u-bolts and hardware and discard.

37. Carefully lower down the hydraulic floor jack allowing enough room for the new rear add-a-leaf to be installed.

38. Using a pair of "C" channel vise grips, clamp the stock rear springs together. Place one towards the front of the stock centering bolt and one towards the rear. **Special note: Make sure NOT to clamp the over load spring.**



39. Carefully remove the centering bolt and discard. **Special note: Once the centering bolt has been removed, the overload spring will fall out. Save the overload.**

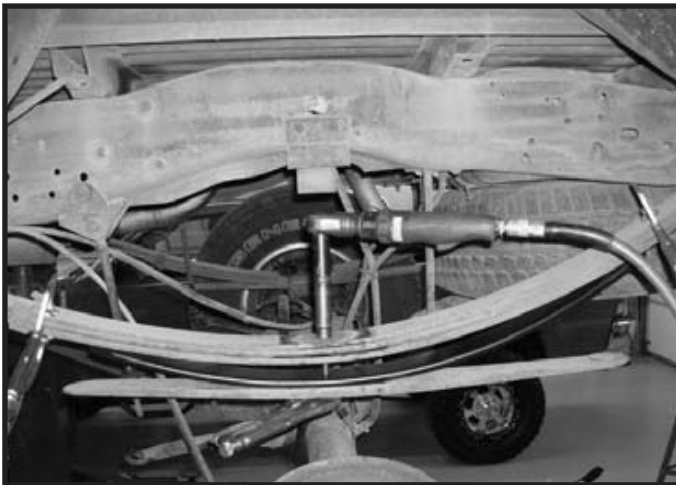


40. Locate the new rear add-a-leaves and hardware. Working on the driver side, install the new add-a-leaf between the stock spring and the stock overload. Secure using the new centering bolt and nuts. Tighten the new centering bolt until all the springs come together. Special note: If the centering bolt that you are using is a 5/16" torque to 32 ft lbs. 3/8" centering bolt to 40 ft lbs. 7/16" centering bolt to 45 ft lbs. 1/2" centering bolt to 52 ft lbs. Special note: Tuff Country does not recommend using an air gun to tighten the nut all the way down. Once the springs are starting to come together, Tuff Country recommends using a hand wrench to finish tightening the nut. If an air gun is used to tighten the centering bolt all the way down, the centering bolt may strip causing the springs to come apart. Also, if the new add-a-leaf that you are installing into the spring pack has an off set centering bolt hole, place the longest side of the add-a-leaf towards the rear of the vehicle. The new add-a-leaf should be installed into the spring pack in progression in order, from the longest to the shortest. The new add-leaf should be installed between the overload and the spring pack. The overload is usually the un-arched spring at the bottom of the spring pack.

41. Using a die grinder, or suitable cutoff tool carefully cut off the excess thread from the new centering bolt.



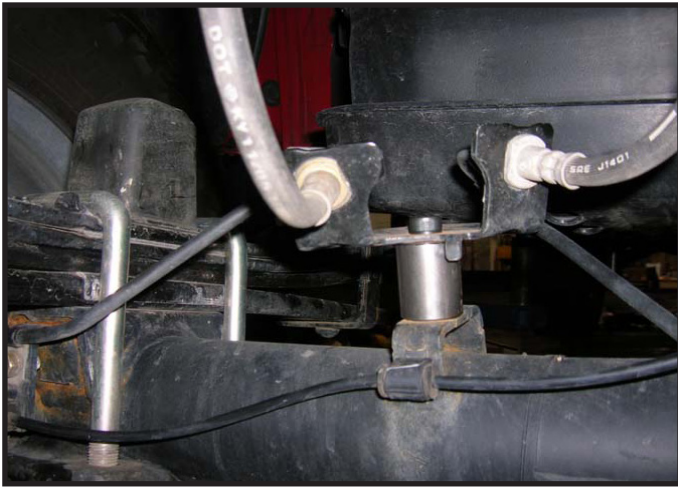
42. Secure the axle to the spring pack using the new u-bolts, u-bolt hardware and stock u-bolts plates. Special note: If the rear u-bolts are 1/2", torque to 52 - 70 ft lbs. 9/16" torque to 75 - 100 ft lbs. 5/8" torque to 107 - 143 ft lbs. 3/4" torque to 190 - 253 ft lbs.



Repeat Steps 35 - 42 on the opposite side

43. Locate where the 2 rear rubber brake hoses drop down from the frame rail to the bracket on the rear axle. Remove the OE mounting bolt on that bracket and discard the bolt.

44. Locate a new S10105 spacer sleeve along with the 8mm x 50mm bolt and 8mm flat washer. Install this spacer between the axle bracket and the brake hose bracket and secure using the new 8mm bolt with washer .



45. Install the tires and wheels, make sure to torque the lug nuts to the vehicle/wheel manufacturers specs.

46. Carefully lower the vehicle back down to the ground.

Installation Complete!

Check and double check to make sure that all steps were performed properly. After the completion of this install, Tuff Country Recommends taking the vehicle in for a complete front end alignment.

Tuff Country EZ-Ride Suspension recommends that a complete re-torque is done on all bolts associated with this suspension system. It is the customers responsibility to make sure that a re-torque is performed on all hardware associated with the system after the first 100 miles of installion. It is also the Customers responsibility to do a complete re-torque after every 3,000 miles or after every off road use. Neglect of following these steps could cause brackets to come loose and cause serious damage to the suspension system and to the vehicle.