TRAIL FORTRESS

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Rough Country 73040 Installation Instructions

2-Inch Lift Kit for 2024–2025 Toyota Land Cruiser AWD

Part number: 73040

trailfortress.com/rough-country-2-inch-lift-kit-73040

Scan for fitment, price and install help

ROUGH COUNTRY SUSPENSION SYSTEMS®

TOYOTA 2024 Land Cruiser 2” Lift Kit

Thank you for choosing Rough Country for your suspension needs.

Rough Country recommends a certified technician install this system. In addition to these instructions, professional knowledge of disassembly/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

Please read instructions before beginning installation. Check the kit hardware against the parts list on this page and the product layout on the last page. Be sure you have all needed parts and know where they go. Also please review tools needed list and make sure you have needed tools.

PRODUCT USE INFORMATION

⚠WARNING As a general rule, the taller a vehicle is, the easier it will roll. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur.

Generally, braking performance and capability are decreased when larger/heavier tires and wheels are used. Take this into consideration while driving. Do not add, alter, or fabricate any factory or after-market parts to increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands is not recommended.

Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

If questions exist we will be happy to answer any questions concerning the design, function, and correct use of our products.

This suspension system was developed using a Maximum tire size of 33x12.50 on a 17”x8.5” wheel with +0 offset. For other wheel and tire combinations consult your tire and wheel specialist.

⚠NOTICE **NOTICE TO DEALER AND VEHICLE OWNER**

Any vehicle equipped with any Rough Country product should have a “Warning to Driver” decal installed on the inside of the windshield or on the vehicle’s dash. The decal should act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics.

INSTALLING DEALER - it is your responsibility to install the warning decal and forward these installation instructions on to the vehicle owner for review. These instructions should be kept in the vehicle for its service life.

Torque Specs:

Size	Grade 5	Grade 8	Size	Class 8.8	Class 10.9
5/16”	15 ft/lbs	20ft/lbs	6MM	5ft/lbs	9ft/lbs
3/8”	30 ft/lbs	35ft/lbs	8MM	18ft/lbs	23ft/lbs
7/16”	45 ft/lbs	60ft/lbs	10MM	32ft/lbs	45ft/lbs
1/2”	65 ft/lbs	90ft/lbs	12MM	55ft/lbs	75ft/lbs
9/16”	95 ft/lbs	130ft/lbs	14MM	85ft/lbs	120ft/lbs
5/8”	135ft/lbs	175ft/lbs	16MM	130ft/lbs	165ft/lbs
3/4”	185ft/lbs	280ft/lbs	18MM	170ft/lbs	240ft/lbs

KIT CONTENTS:

2 - Rear Stud Kit
2 - Rear N3 Shock
73030BAG1
2 - Strut Spacer
4 - Strut Spacer Shim
2 - Rear Coil Spring Spacer

73030BAG1

2 - 3/8” x 1” Bolt
2 - 3/8” Flat Washer
2 - 3/8” Flange Lock Nut
8 - 10mm x 45mm Bolt
8 - 10mm Serrated Flange Nut

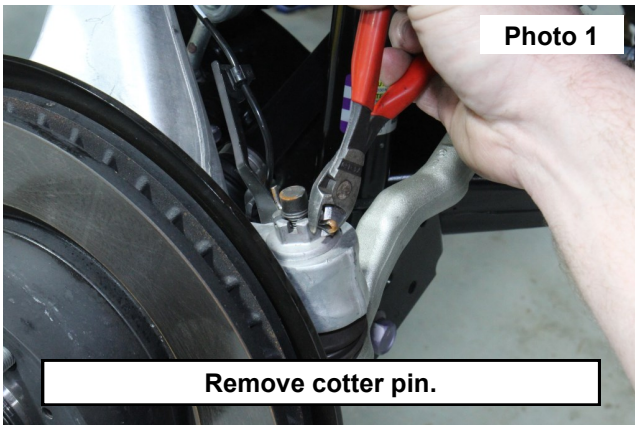


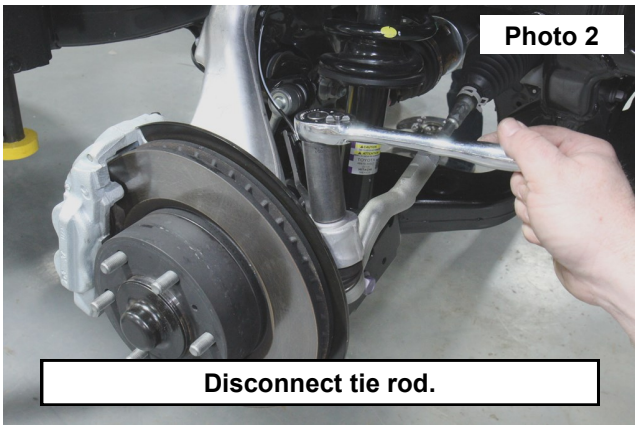
TOOLS REQUIRED:

Hammer
Pliers
Jack
Jack Stands
10mm Wrench or Socket
12mm Wrench or Socket
14mm Wrench or Socket
15mm Wrench or Socket
16mm Wrench or Socket
17mm Wrench or Socket
18mm Wrench or Socket
19mm Wrench or Socket
22mm Wrench or Socket
24mm Wrench or Socket
36mm Wrench or Socket
1/2” Wrench or Socket
9/16” Wrench or Socket

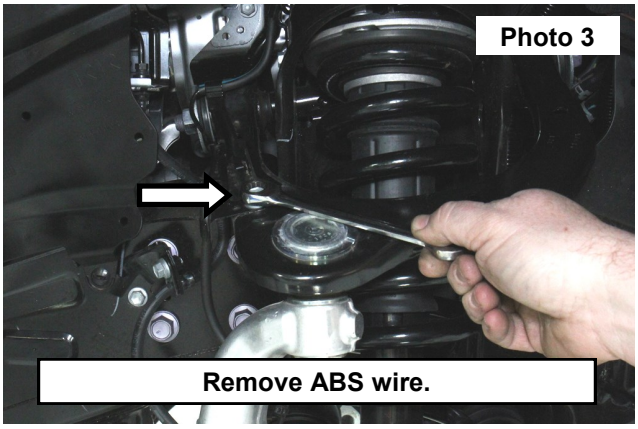
FRONT INSTALLATION

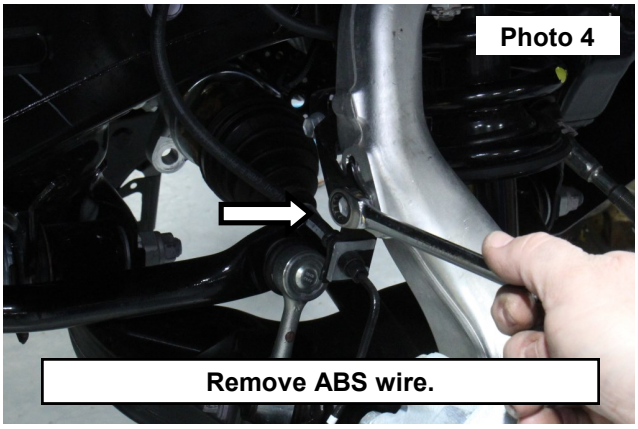
1. Jack up the front of the vehicle and support the vehicle with jack stands, so that the front wheels are off the ground
2. Remove the front tires/wheels using a 21mm deep well socket.
3. Remove the cotter pin from the tie-rod end with a pair of pliers. Retain hardware for reuse. **See Photo 1.**
4. Loosen, but do not fully remove the castle nut with a 24mm socket. Strike the steering knuckle where the tie-rod end is with a hammer to release the taper. Finish removing the castle nut. Retain hardware for reuse. **See Photo 2.**



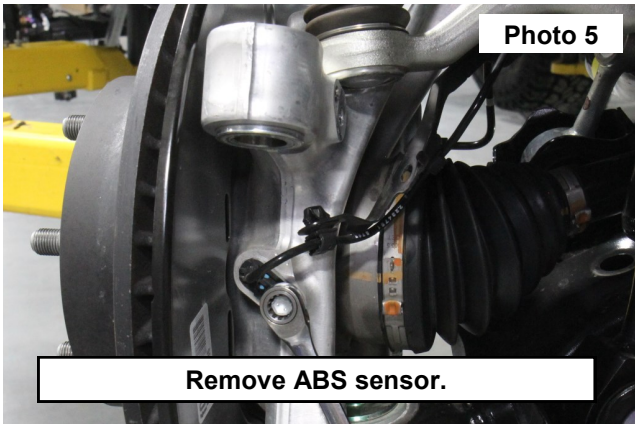


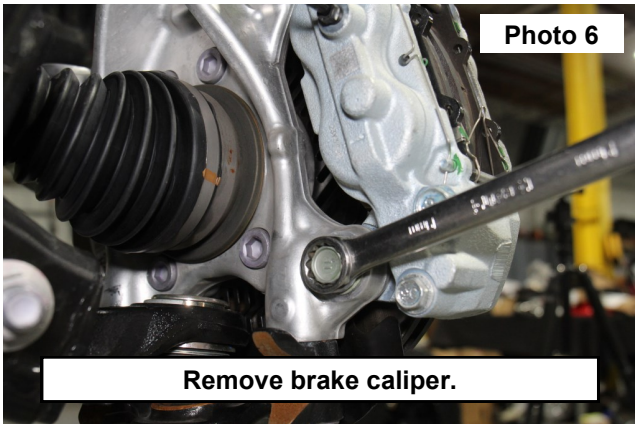
5. Remove the ABS wires from the upper control arm and steering knuckle using a 12mm wrench. Retain hardware for reuse. **See Photo 3 and Photo 4.**



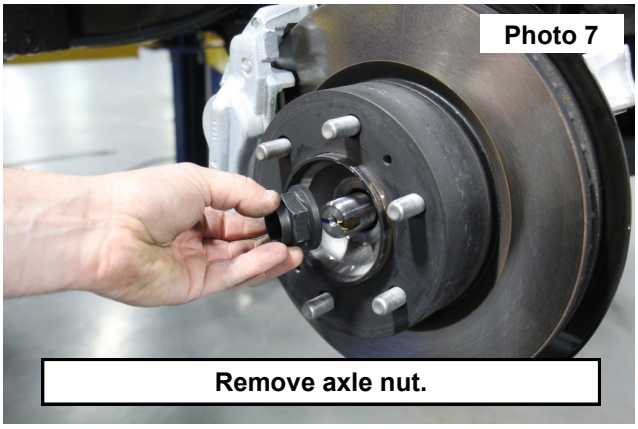


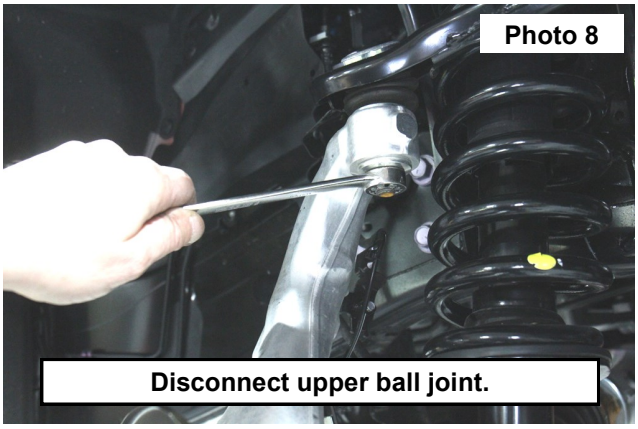
6. Remove ABS sensor from knuckle using a 10mm wrench. Retain hardware for reuse. **See Photo 5.**
7. Use a 19mm socket to remove the bolts holding the brake caliper to the knuckle. Hang brake caliper out of the way. Retain hardware for reuse. **See Photo 6.**



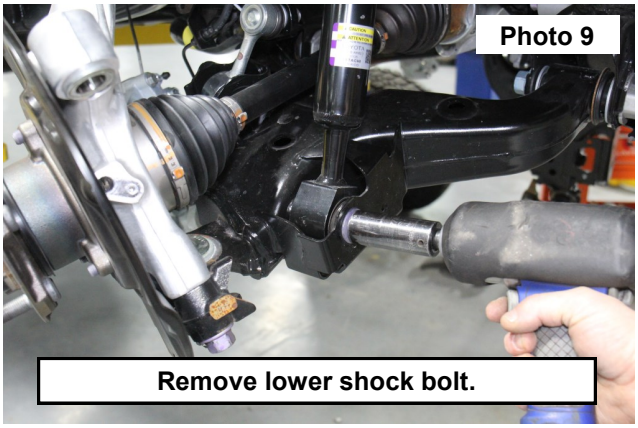


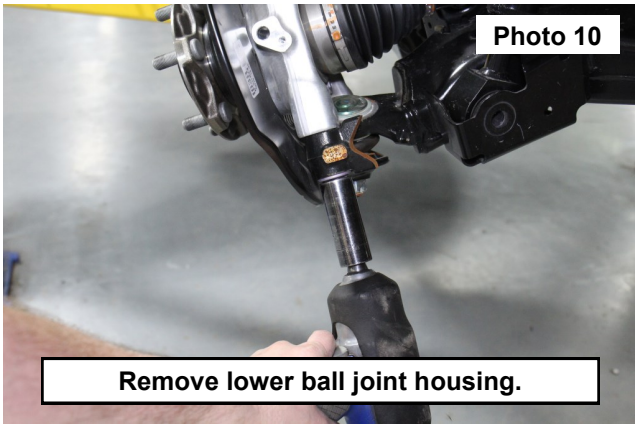
8. Remove the dust cover from the hub bearing with a pry tool and use a 36mm socket to remove the axle nut. Retain hardware for reuse. **See Photo 7.**
9. Remove the cotter pin from the upper ball joint nut and use a 19mm socket to loosen, but not remove the nut. Use a hammer to release the taper of the upper ball joint. Remove the nut. Retain hardware for reuse. **See Photo 8.**



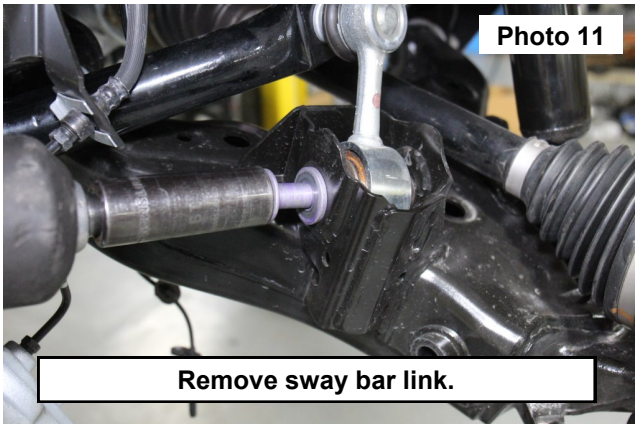


10. Remove lower strut nut using a 22mm socket. Retain hardware for reuse. **See Photo 9.**
11. Use a 22mm socket to remove the factory bolts holding the lower ball joint housing to the steering knuckle. Retain hardware for reuse. **See Photo 10.**



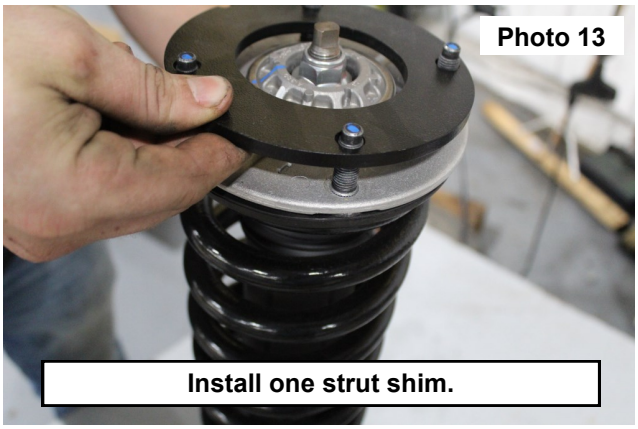


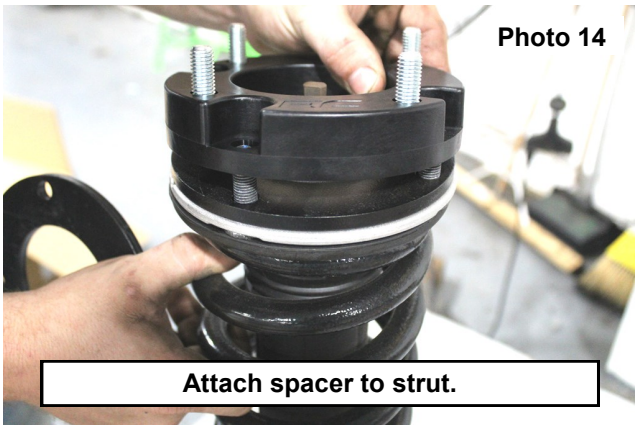
12. Remove sway bar link from the lower control arm with a 19mm socket. Retain hardware for reuse. **See Photo 11.**
13. Loosen, but do not remove, the lower control arm bolts using a 24mm wrench. Swing lower control arm out of the way.
14. Remove upper strut nuts using a 14mm wrench. Retain hardware for reuse. **See Photo 12.**



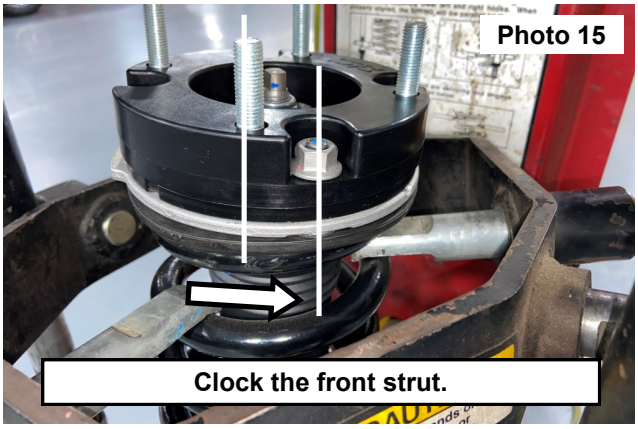


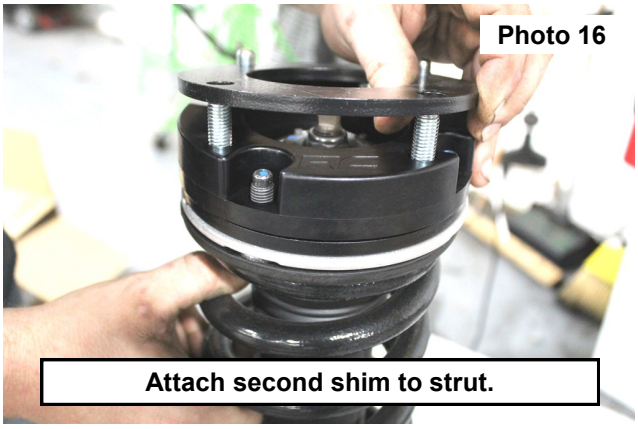
15. Remove strut from vehicle.
16. Place one of the strut shims on the top hat of the strut. **See Photo 13.**
17. Install the supplied 10mm bolts into the nylon strut spacer and place strut spacer on front strut. Use the factory strut nuts to secure spacer to strut. Tighten with a 14mm socket. **See Photo 14.**





18. Place strut back into a strut compressor. Use a paint pen to mark the factory location of the strut stud onto the coil and isolator. Compress strut enough so the top hat can spin. Clock the top hat so the stud in the strut spacer is in the same location as the factory stud was. **See Photo 15.**
19. Stack a second strut spacer shim on top of the nylon strut spacer. **See Photo 16.**
20. Reinstall the strut using the supplied 10mm flange nuts. Tighten with a 15mm wrench. Torque to 45ft-lbs.

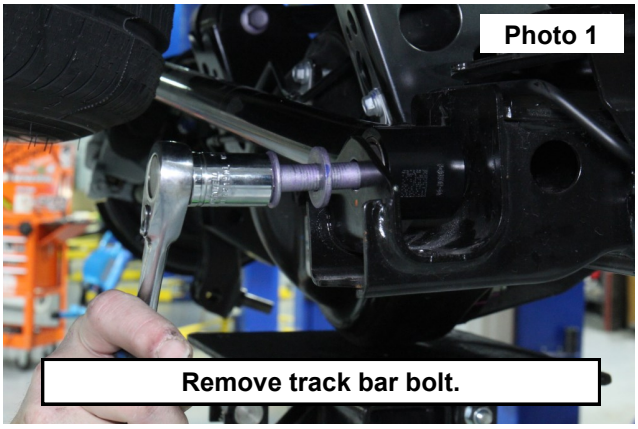


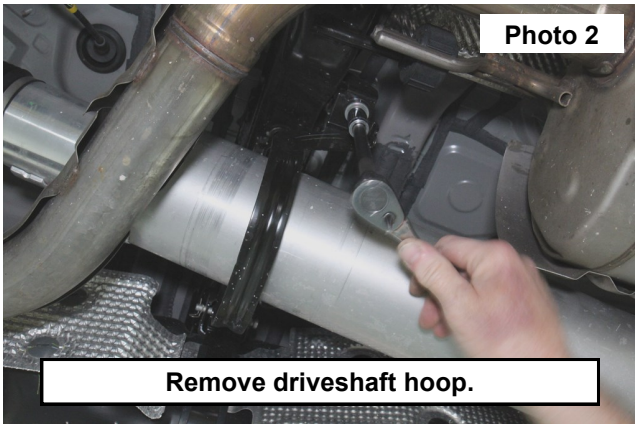


21. Repeat for other side of vehicle.
22. Reinstall factory lower strut hardware using a 22mm socket and wrench. Torque to 61ft-lbs
23. Reinstall the lower ball joint housing to the knuckle using the factory hardware. Tighten with a 22mm socket. Torque to 118ft-lbs.
24. Reinstall wheels and tires and lower vehicle to the ground. Torque to 83ft-lbs
25. Reinstall lower sway bar link with factory hardware once the vehicle is on the ground. Tighten with a 19mm wrench. Torque to 52ft-lbs.
26. Retighten lower control arm bolts with a 24mm wrench. Torque to 100ft-lbs

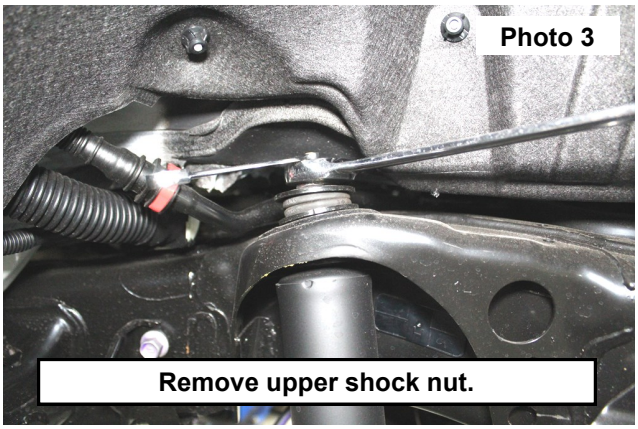
REAR INSTALLATION

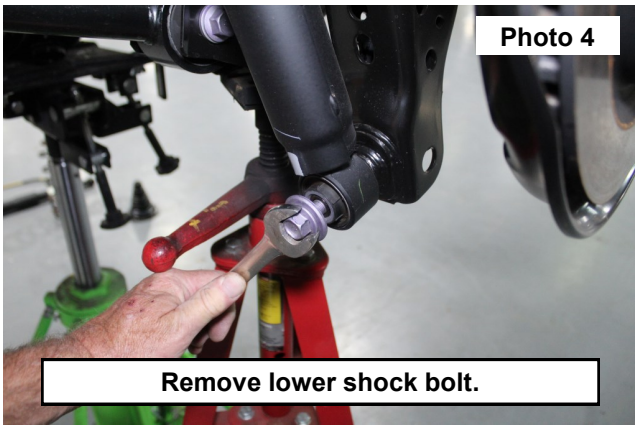
1. Jack up the rear of the vehicle and support the vehicle with jack stands, so that the rear wheels are off the ground
2. Remove the rear tires/wheels using a 21mm deep well socket.
3. Remove the rear track bar bolt with a 19mm socket. Retain hardware for reuse. **See Photo 1.**
4. Use a 14mm socket to remove the rear driveshaft hoop. Retain hardware for reuse. **See Photo 2.**



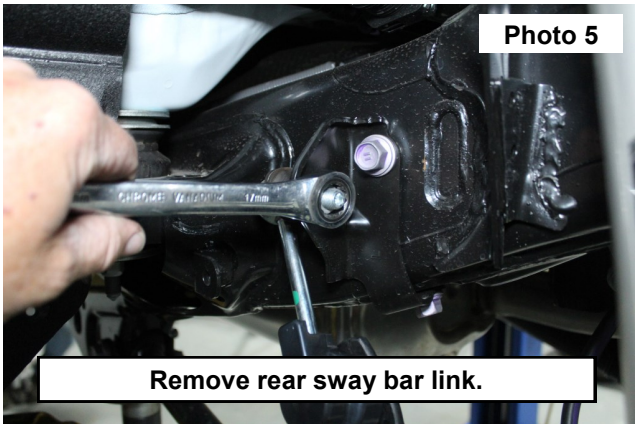


5. Use a pair of pliers to prevent the rear shock from turning. Remove the upper shock nut with a 19mm wrench. **See Photo 3.**
6. Remove the lower shock bolt using a 17mm wrench. Remove rear shock from vehicle. Retain hardware for reuse. **See Photo 4.**



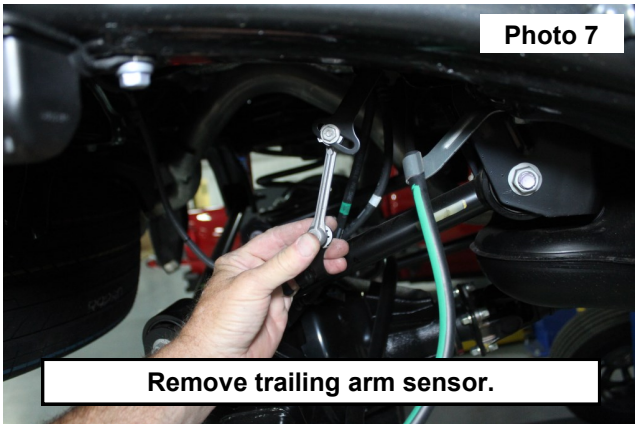


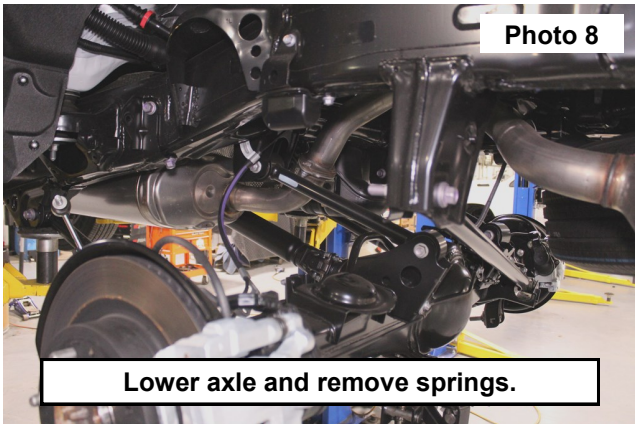
7. Remove rear sway bar link from the frame with a 17mm wrench. Retain hardware for reuse. **See Photo 5.**
8. Remove the ABS wire hardware from the rear axle using a 12mm wrench. Retain hardware for reuse. **See Photo 6.**



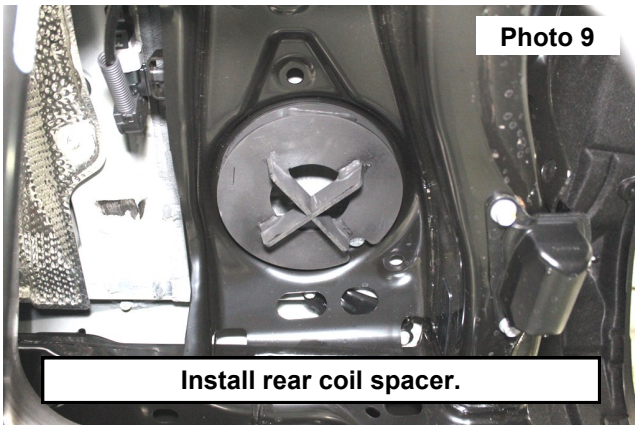


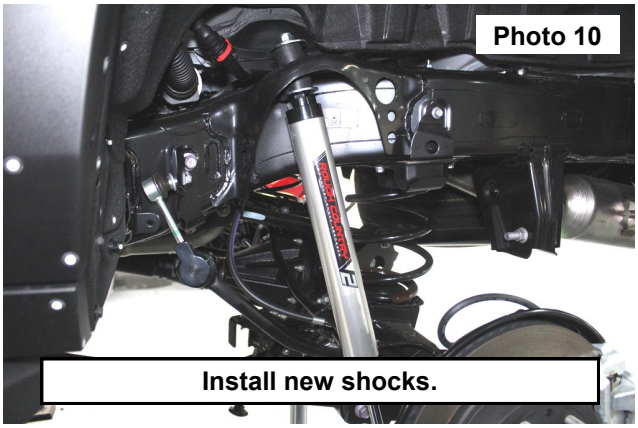
9. Remove the rear trailing arm sensor from the bracket connected to the trailing arm using a 10mm wrench. Retain hardware for reuse. **See Photo 7.**
10. With the rear shocks removed and the sensor disconnected, lower the rear axle. Remove the rear coil springs. **See Photo 8.**





11. Install rear coil spacer at the upper coil spring pocket using the supplied 3/8” hardware. Tighten with a 9/16” socket. **See Photo 9.**
12. Use the hardware included in the rear shock box and install the rear shocks to the factory mounting locations. **See Photo 10.**





13. Reinstall components in reverse order of disassembly using factory hardware.
14. Reinstall wheels and lower vehicle to the ground.

POST INSTALLATION

1. Check and recheck all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check clearance between upper control arm and sidewall of tire for proper clearance. Check steering for interference and proper working order. Test brake system.
2. Perform steering sweep. Cycle the steering from full turn to full turn to check for clearance. Failure to perform inspections may result in component failure.
3. Have vehicle aligned to factory specifications.
4. Re torque all fasteners after 500 miles. Visually inspect components and re torque fasteners during routine vehicle service.
5. Adjust headlights to proper settings given increased vehicle height.

MAINTENANCE INFORMATION

It is the ultimate buyers responsibility to have all bolts/nuts checked for tightness after the first 500 miles and then every 1000 miles. Wheel alignment steering system, suspension and driveline systems must be inspected by a qualified professional mechanic at least every 3000 miles.

By purchasing any item sold by Rough Country, LLC, the buyer expressly warrants that he/she is in compliance with all applicable , State, and Local laws and regulations regarding the purchase, ownership, and use of the item. It shall be the buyers responsibility to comply with all Federal, State and Local laws governing the sales of any items listed, illustrated or sold. The buyer expressly agrees to indemnify and hold harmless Rough Country, LLC for all claims resulting directly or indirectly from the purchase, ownership, or use of the items.