Rough Country 744RED Installation Instructions

2-Inch Red Strut Spacer Leveling Kit for Toyota Tacoma

Part number: 744RED

trailfortress.com/2-inch-red-strut-spacer-leveling-kit-toyota-tacoma-rough-country-744red

Scan for fitment, price and install help

9274400A

ROUGH COUNTRY SUSPENSION SYSTEMS®

Second/Third Generation Tacoma 2in Leveling Kit

Thank you for choosing Rough Country for all your suspension needs.

Rough Country recommends a certified technician install this system. In addition to these instructions, professional knowledge of disassemble/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 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. We strongly recommend, because of roll-over 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 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 question exist we will be happy to answer any questions concerning the design, function, and correct use of our products.

This lift was designed as a leveling kit. It provides 2” of lift to the front of the vehicle. The recommended tire size when using this kit is a 265/75R 17 on stock wheels. If wider tires are desired or wheels with something other than factory offset please consult a tire and wheel expert to confirm fitment.

⚠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

Kit Contents:

2-Front Strut Extensions
6-10mm Nuts

Tools Needed:

12 mm Wrench
14 mm Socket
17 mm Socket
17 mm Wrench
19 mm Socket
19 mm Wrench
Hammer
16mm Wrench
21mm Socket
Needle Nose Pliers

Torque Specs

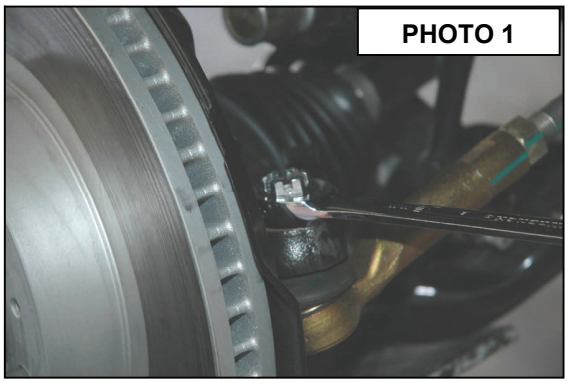
Size	Grade 5	Grade 8
5/16”	15 ft/lbs	20 ft/lbs
3/8”	30 ft/lbs	35 ft/lbs
7/16”	45 ft/lbs	60 ft/lbs
1/2”	65 ft/lbs	90 ft/lbs
9/16”	95 ft/lbs	130 ft/lbs
5/8”	135 ft/lbs	175 ft/lbs
3/4”	185 ft/lbs	280 ft/lbs

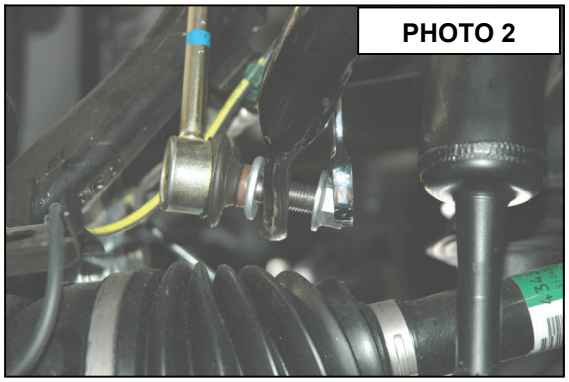
MM	8.8	10.9	12.9
10MM	32ft/lbs.	45ft/lb	50ft/lbs

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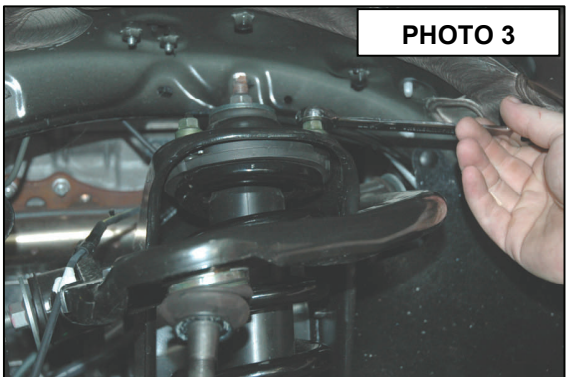
FRONT INSTALLATION

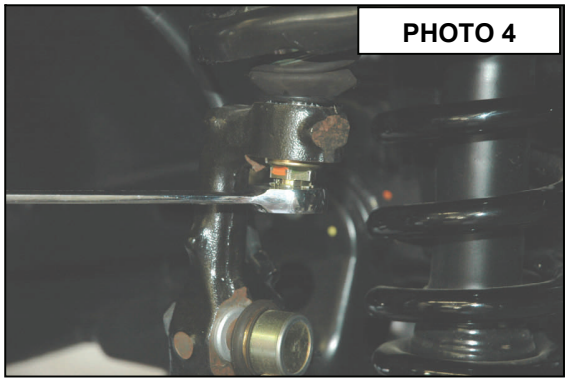
1. Jack up the front of the vehicle and support the vehicle with jack stands, so that the front wheels are off the ground
2. Remove the front tires/wheels. Using a 21mm deep well socket.
3. Remove cotter pin from the outer tie rod end on the steering linkage. Using 19mm socket remove the nut. Using a hammer hit on the side of the cast knuckle to allow the tie rod end to separate from the knuckle. Remove the linkage from the knuckle. Push linkage forward to make room for installation. Retain factory nut & cotter pin. **See PHOTO 1.**
4. Using a 17mm wrench, remove the sway bar bolts, allowing the sway bar to drop. Retain factory hardware. **See PHOTO 2.**





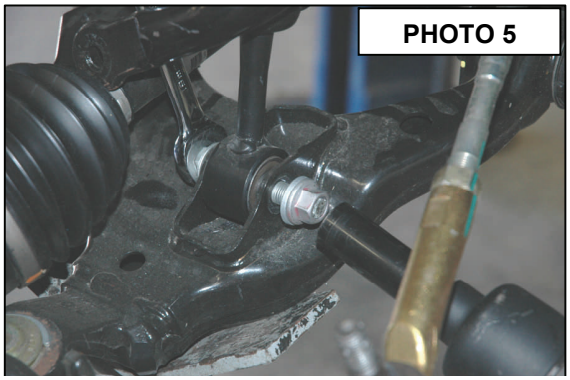
5. Using a 14mm socket, remove the strut nuts on the upper strut tower that holds the assembly in place. **See PHOTO 3**. One nut can be left on an upper stud to hold the strut in place.
6. Place jack stand under the knuckle for support. Using 19 mm socket remove nut from the ball joint on the upper control arm. Using a hammer hit the knuckle to allow the ball joint to separate from the upper control arm **See PHOTO 4**.

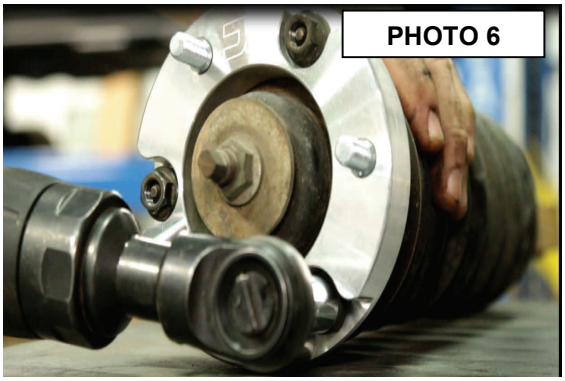




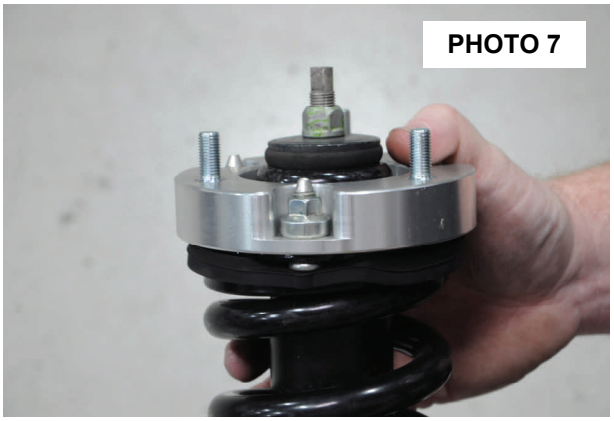
Do not allow the knuckle to pull out far enough that it pulls the CV shaft out of the differential.

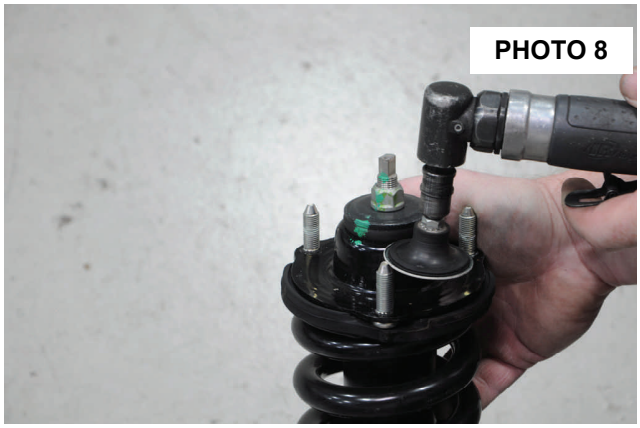
7. Using a 19mm socket and wrench, remove the strut bolt from the lower control arm and remove the strut assembly from the vehicle. Retain the factory lower hardware for reassembly. Note the direction of the bolt for reassembly. **See PHOTO 5.**
8. Install Rough Country strut spacer on top of strut using factory hardware. Tighten using 14mm socket. **See Photo 6.**





9. If the top of the factory studs stick up past the spacer you will need to grind/sand them down below the top of the spacer. **See Photos 7,8, & 9.**


PHOTO 7


PHOTO 8

10. Install the strut and spacer assembly in the upper strut mount and secure with supplied 10mm flange lock nuts. Tighten with a 17mm wrench. **See Photos 10 & 11.**

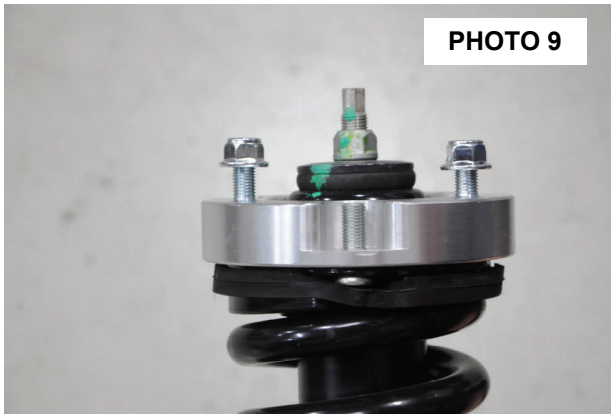
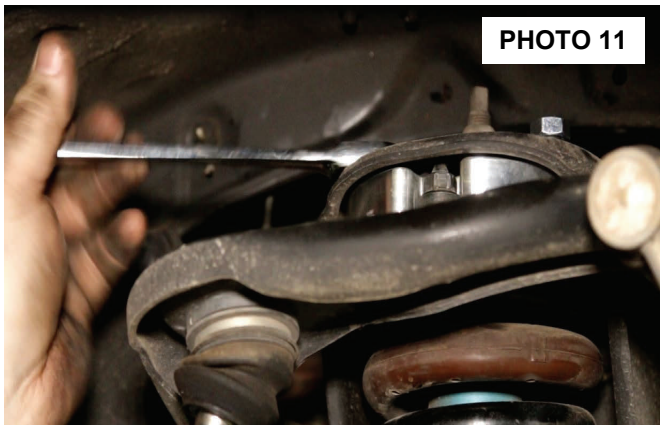

PHOTO 9


PHOTO 10

11. Position the strut assembly to reinstall the lower strut bolt in its original position that it was removed. Using original hardware and a 19mm socket torque to 100ft lbs.
12. Using a floor jack, raise the lower control arm and connect the upper ball joint on the upper control arm to the spindle. Using a original nut and a 19mm socket, torque to 40ft lbs.
13. Reinstall the tie rod end off steering linkage into knuckle using original factory nut using a 19mm socket torque nut to 65ft. Lbs. Install factory cotter pin.
14. Repeat steps 3-12 on opposite side of vehicle.
15. Using 17 mm wrench reinstall sway bar links using factory hardware. Torque to 52 ft. lbs.
16. Install the wheels / tires. Using a 21mm socket. Torque to 85 ft. lbs. With vehicle on the ground, check the clearance between the tire and upper control arm to make sure the arm does not rub the tire.


PHOTO 11

17. Jack up the vehicle and remove the jack stands. Lower the vehicle to the ground and re-check all bolts, to assure they are tight.
18. This vehicle must have a front-end alignment after installation of the suspension kit. The vehicle will be aligned to factory specs.

Caster Left	Caster Right	Camber Left	Camber Right	Toe-in
1.5	1.75	0	-1/4	-1/32

POST INSTALATION

1. Check all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering for interference and proper working order. Test brake system.
2. Perform steering sweep. The distance between the tire sidewall and the brake hose must be checked closely. Cycle the steering from full turn to full turn to check for clearance. Failure to perform inspections may result in component failure.
3. Using an certified alignment professional with experience in aligning lifted vehicles, get an alignment done to factory specifications.
4. Re torque all fasteners after 500 miles. Visually inspect components and re torque fasteners during routine vehicle service.
5. Readjust headlights to proper settings.

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

KIT CONTENT



Thank you for choosing Rough Country for your suspension needs.

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.