Rough Country 75500A Installation Instructions

3.5-Inch Lift Kit for 2024–2025 Toyota Tacoma 4WD

Part number: 75500A

trailfortress.com/rough-country-3-5-inch-lift-kit-75500a

Scan for fitment, price and install help

ROUGH COUNTRY SUSPENSION SYSTEMS®

TOYOTA 2024 TACOMA TRD OFFROAD 3.5” 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” x 8.5” 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 Pic



PART LIST

75500BAG1
72900BAG2
75600BAG1
75600BAG1
81168BAG2
2 - Bump Stop
1 - Rear Track Bar Bracket
1 - Dr. Rear Bump Stop
1 - Pass. Rear Bump Stop
2 - Leveling Spacer
2 - Preload Spacer
2 - Rear Coil Spacer
2 - Rear Sway Links
2 - Rear Shock Bracket Brace
2 - Rear Shock Bracket

75500BAG1
- 2 - Flag Nut
- 2 - 1/2” x 1 1/4” Bolt
- 2 - 1/2” Washer
- 2 - 3/8” x 1” Bolt
- 2 - 3/8” Flange Locknut

72900BAG2
- 8 - 10mm x 45mm Bolt
- 8 - 10mm Serrated Flange Nut

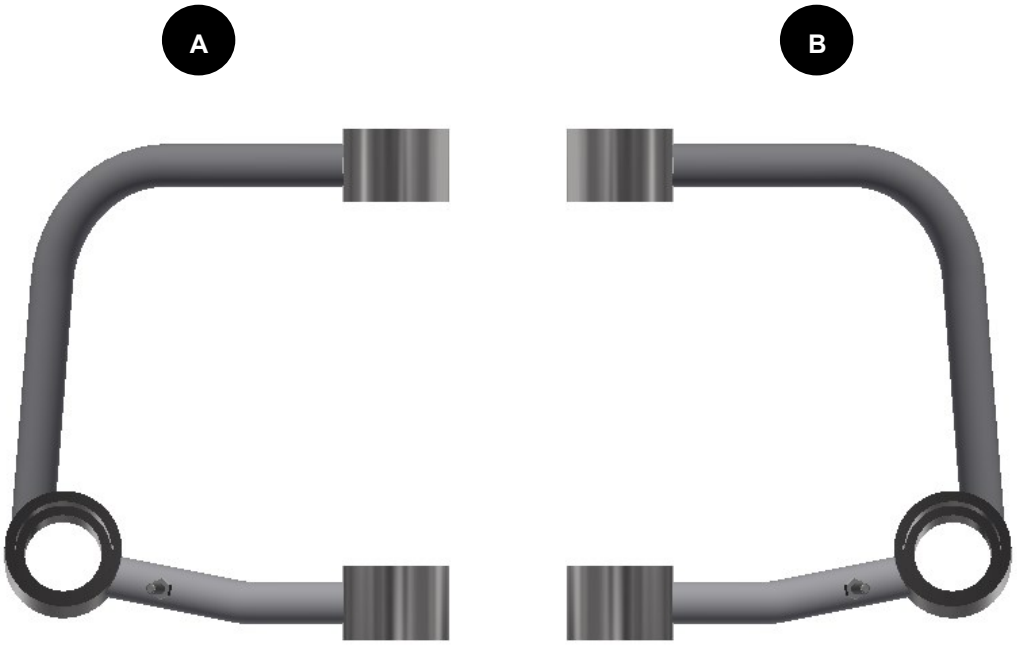
75600BAG1
- 2 - 3/8” Lock Washer
- 2 - 3/8” Hex Nut
- 2 - 5/16” Flange Locknut
- 2 - 3/8” Flange Locknut
- 1 - 10mm x 35mm Bolt
- 1 - 10mm Flat Washer
- 4 - 3/8” Flat Washer
- 2 - 3/8” x 1” Bolt
- 1 - 14mm x 80mm Bolt
- 2 - 5/16” x 3/4” Bolt
- 1 - 14mm Locknut
- 2 - 12mm x 35mm Bolt
- 2 - 12mm Flange Locknut
- 2 - 9/16” Flat Washer
- 2 - 12mm Flat Washer
- 2 - 10mm Serrated Flange Nut
- 1 - Sleeve
- 2 - Axle Brake Line Bracket
- 1 - Rear Track Bar Bracket Shim - L
- 1 - Rear Track Bar Bracket Shim - S
- 2 - 5/16” Flat Washer
- 2 - 1/2” Flat Washer

TOOLS REQUIRED:
Strut Compressor
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

UCA PART LIST

(A) Dr. Side Upper Control Arm
(B) Pass. Side Upper Control Arm
75601BAG1

75601BAG1
2 - (C) 1/4” Lock Nut
2 - (D) 1/2” Flat Washer



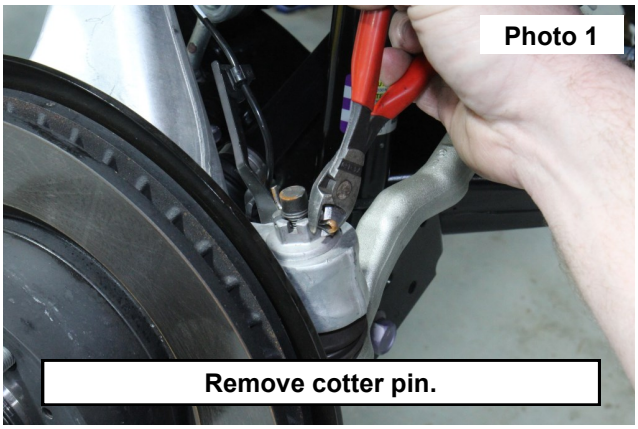


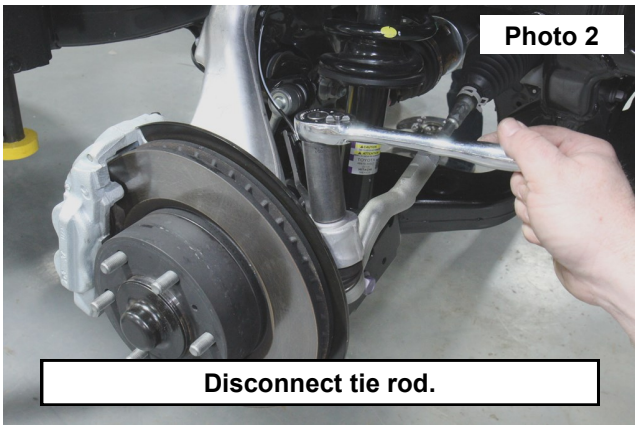
C D

Tools Needed:
Plastic Pry Tool
Pliers
Ratchet Wrench
10mm Wrench or Socket
12mm Wrench or Socket
19mm Wrench or Socket
22mm Wrench or Socket

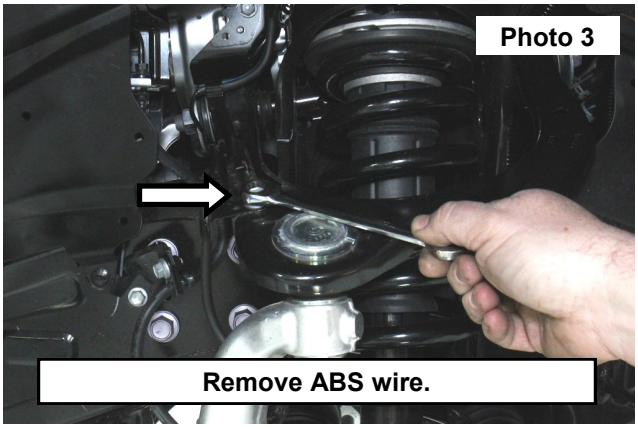
FRONT INSTALLATION

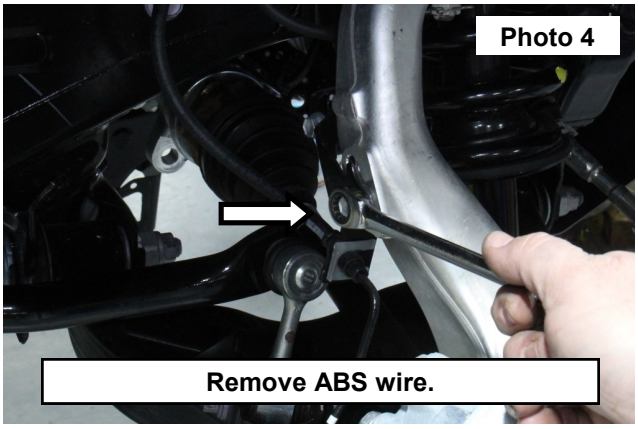
1. Jack up the front of the vehicle and support the vehicle with jack stands, so that the front wheels are off the ground
2. Remove the front tires/wheels using a 21mm deep well socket.
3. Remove the cotter pin from the tie-rod end with a pair of pliers. Retain hardware for reuse. **See Photo 1.**
4. 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.**



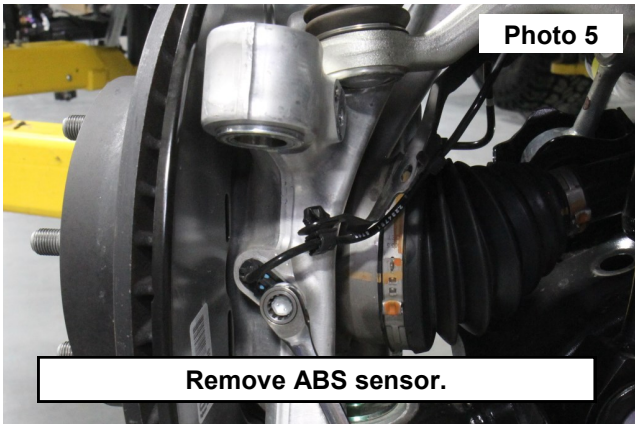


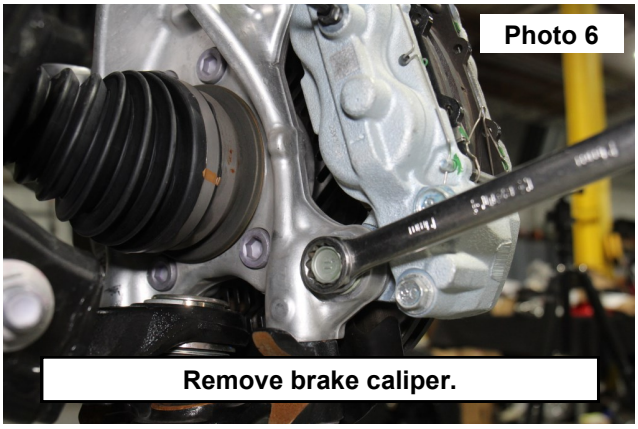
5. Remove the ABS wires from the upper control arm and steering knuckle using a 12mm wrench. Retain hardware for reuse. **See Photo 3 and Photo 4.**



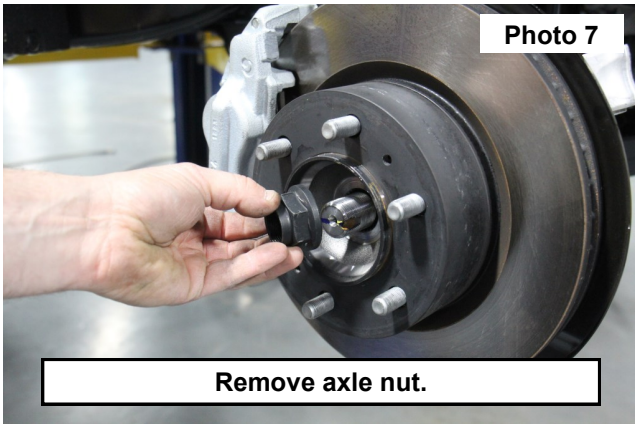


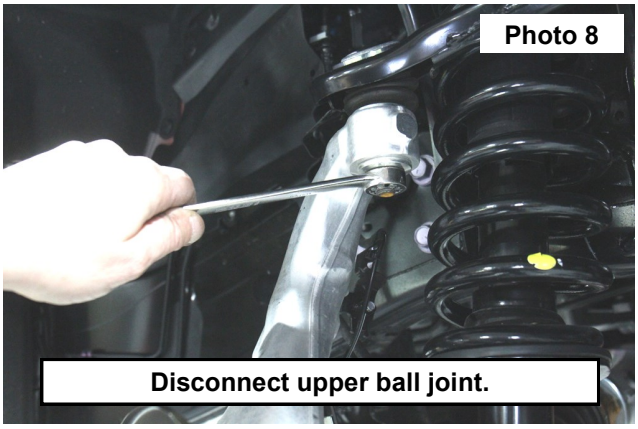
6. Remove ABS sensor from knuckle using a 10mm wrench. Retain hardware for reuse. **See Photo 5.**
7. Use a 19mm socket to remove the bolts holding the brake caliper to the knuckle. Hang brake caliper out of the way. Retain hardware for reuse. **See Photo 6.**



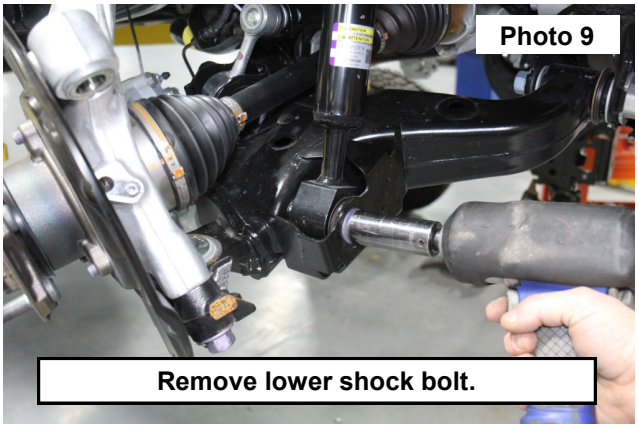


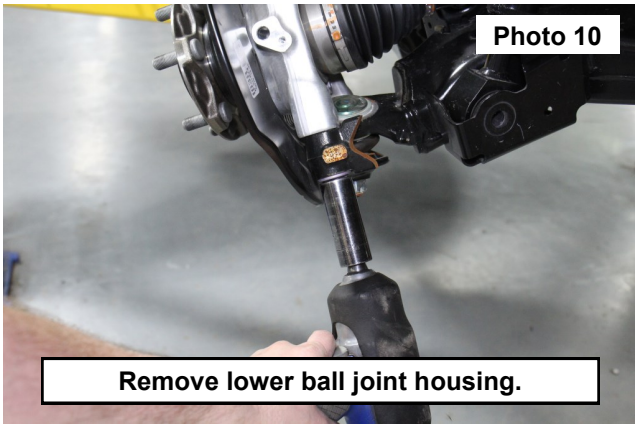
8. Remove the dust cover from the hub bearing with a pry tool and use a 36mm socket to remove the axle nut. Retain hardware for reuse. **See Photo 7.**
9. Remove the cotter pin from the upper ball joint nut and use a 19mm socket to loosen, but not remove the nut. Use a hammer to release the taper of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



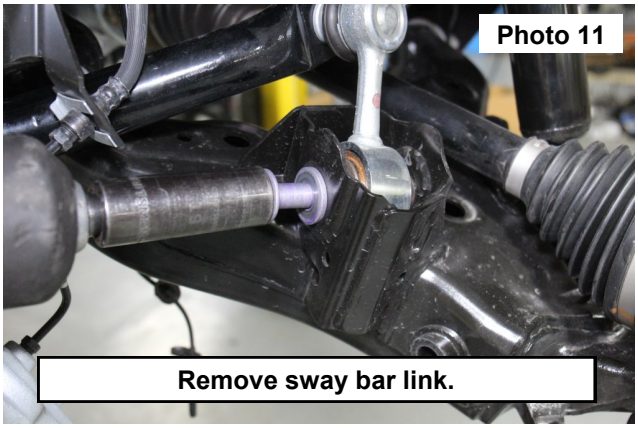


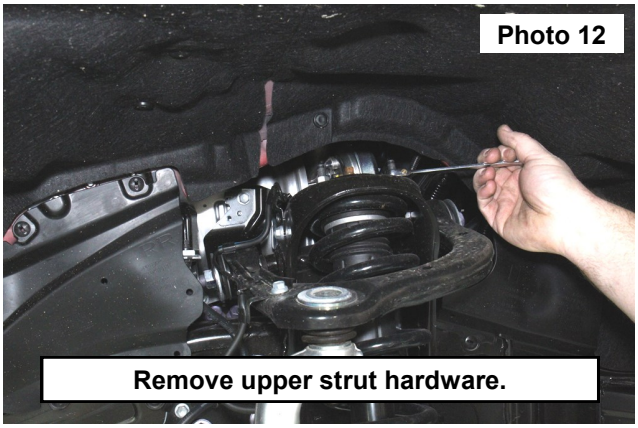
10. Remove lower strut bolt using a 22mm socket. Retain hardware for reuse. **See Photo 9.**
11. Use a 22mm socket to remove the factory bolts holding the lower ball joint housing to the steering knuckle. Retain hardware for reuse. **See Photo 10.**



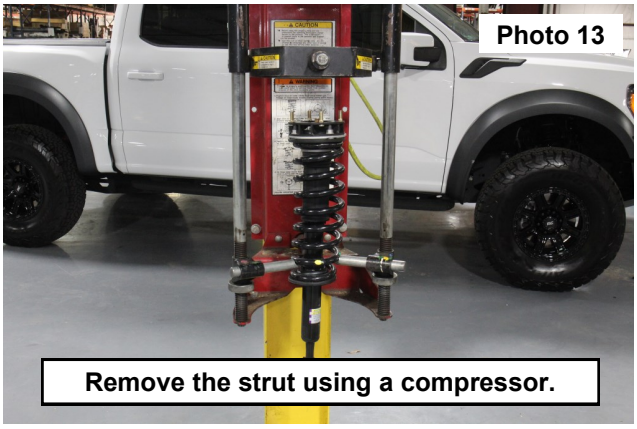


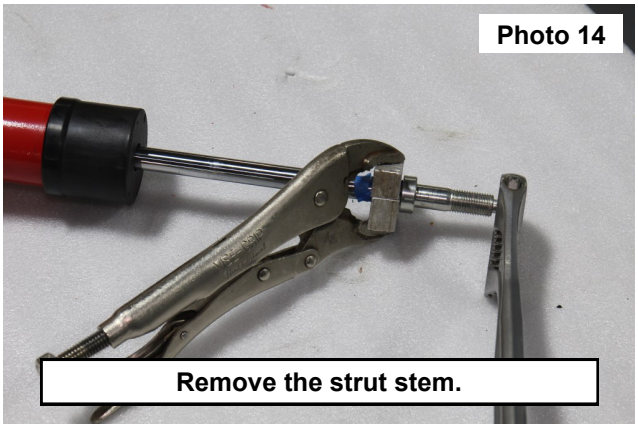
12. Remove sway bar link from the lower control arm with a 19mm socket. Retain hardware for reuse. **See Photo 11.**
13. Loosen, but do not remove, the lower control arm bolts using a 24mm wrench. Swing lower control arm out of the way.
14. Remove upper strut nuts using a 14mm wrench. Retain hardware for reuse. **See Photo 12.**
15. Remove strut from vehicle.
16. Remove factory upper control arms and install upper control arms per **UCA Installation** instructions beginning on page 10 of this instruction sheet.



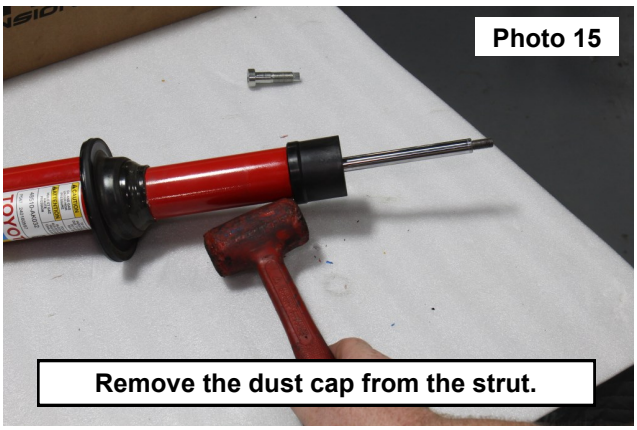


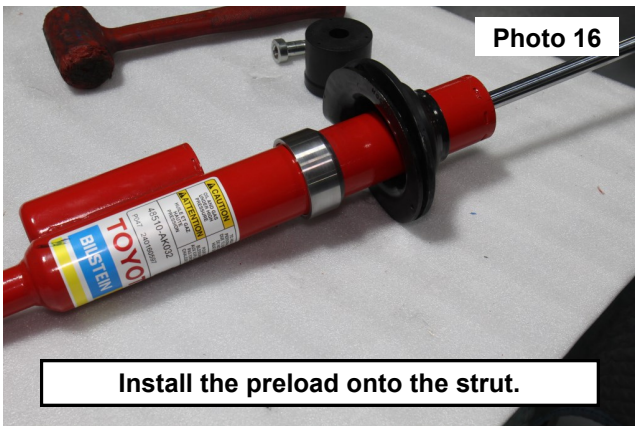
17. Place strut in a strut compressor and mark the placement of the lower spring seat in relation to the shock with a paint pen. Compress the strut and use a 19mm socket to remove the top strut hat. Disassemble strut. **See Photo 13.**
18. Remove the upper strut stem from the shaft of the strut. Wrap tape or small pieces of aluminum can be clamped on-to the shaft of the strut to hold wile removing the stem. **See Photo 14.**



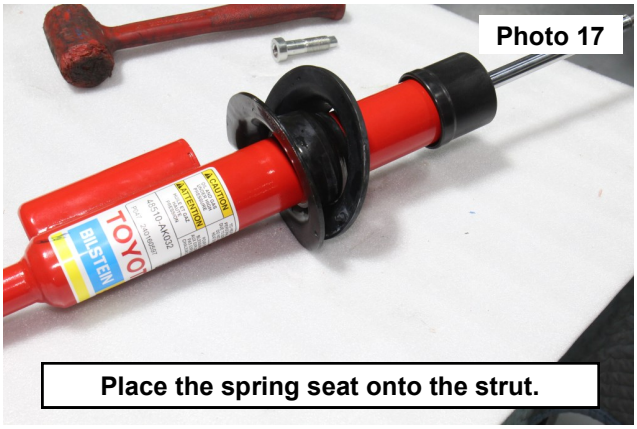


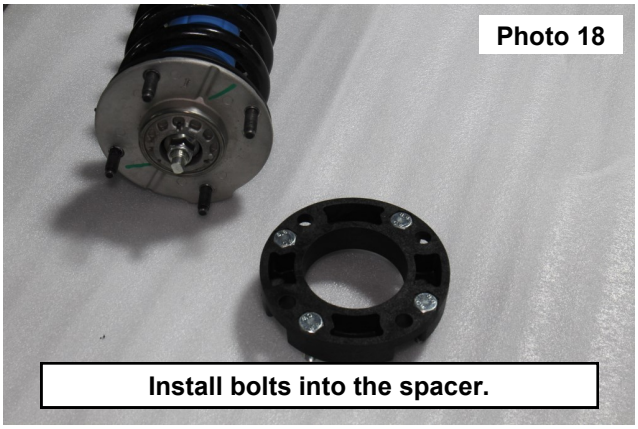
19. Remove the upper dust cap from the strut using a rubber mallet and the coil spring seat. **See Photo 15.**
20. Install the front preload spacer onto the strut body with the wider part of the spacer going towards the lower strut mount. **See Photo 16.**



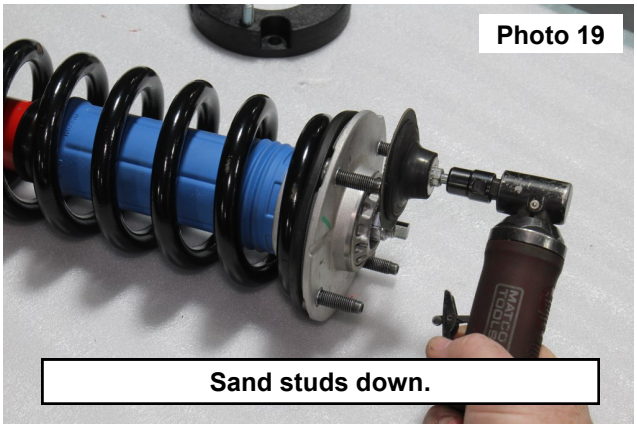


21. Rest the spring seat and spring isolator on the preload spacer. Install the dust shield and the strut stem onto the strut. Reassemble the strut using a strut compressor and 19mm socket. Be sure to keep the previous paint marks aligned. **See Photo 17.**
22. Place the bolts into the new strut spacer. **See Photo 18.**

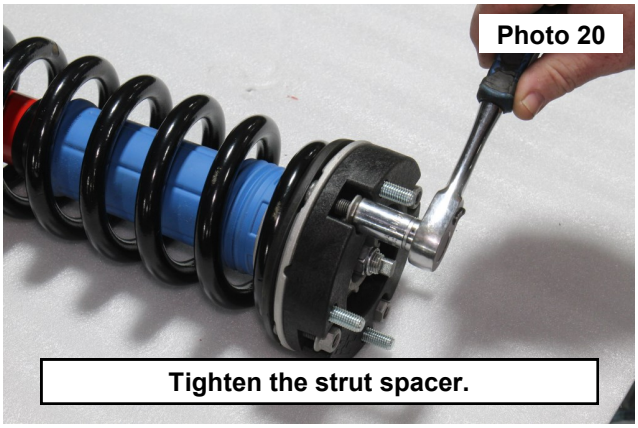




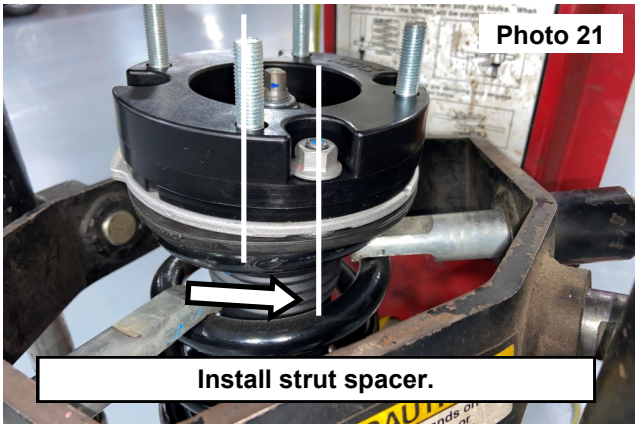
23. Install the strut spacer onto the strut. Check the clearance from the top of the OE studs. Mark the studs and remove the spacer, then use a sander to sand the studs down. **See Photo 19.**
24. Once the studs are fully clearance from the top of the strut secure the spacer. Use the factory strut nuts to secure spacer to strut. Tighten with a 14mm socket. Place the strut spacer on top of the strut. Use the factory top strut hardware to secure the spacer to the strut. Tighten with a 14mm wrench. **See Photo 20.**



25.

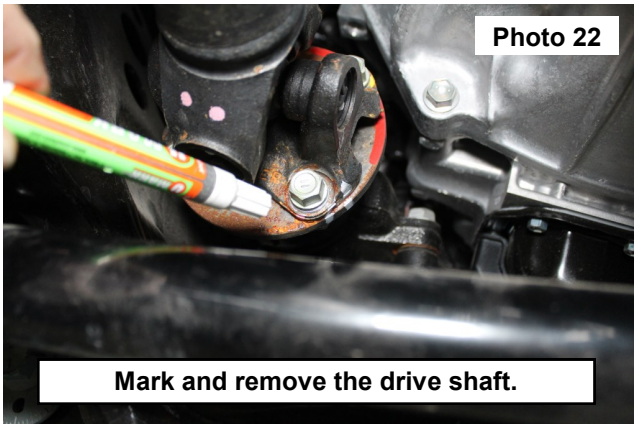


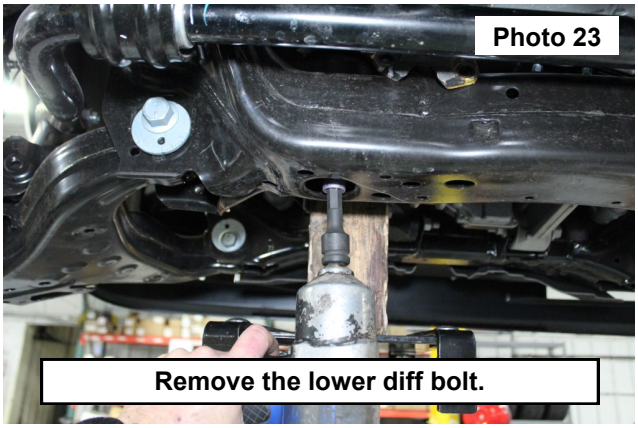
26. Place strut back into a strut compressor. Compress strut enough so the top hat can spin. Clock the top hat so the stud in the strut spacer is in the same location as the factory stud was. **See Photo 17.**



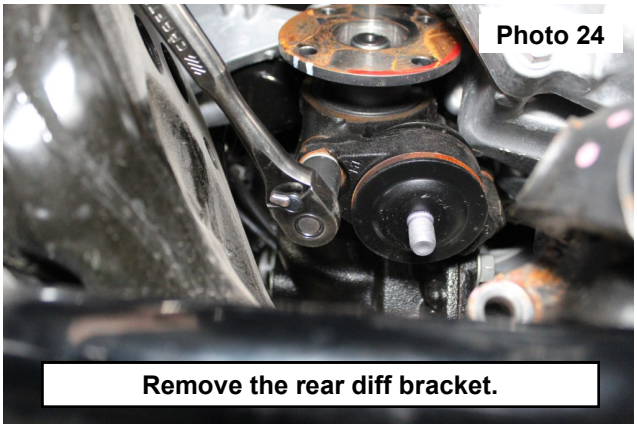
27. Repeat for other side of vehicle.
28. Reinstall factory lower strut hardware using a 22mm socket and wrench. Torque to 61ft-lbs
29. Reinstall the lower ball joint housing to the knuckle using the factory hardware. Tighten with a 22mm socket. Torque to 118ft-lbs.

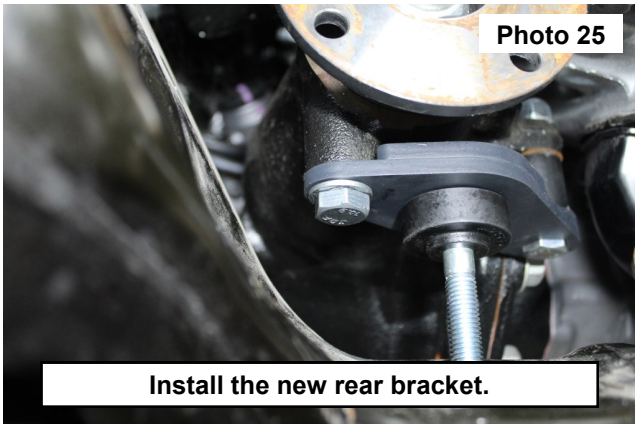
30. Support the front diff. Mark the drive shaft and remove front drive shaft from diff 14mm socket and wrench. **See Photos 22.**
31. Remove the lower diff bolt from the cross member using a 12mm Allen wrench. **See Photo 23.**



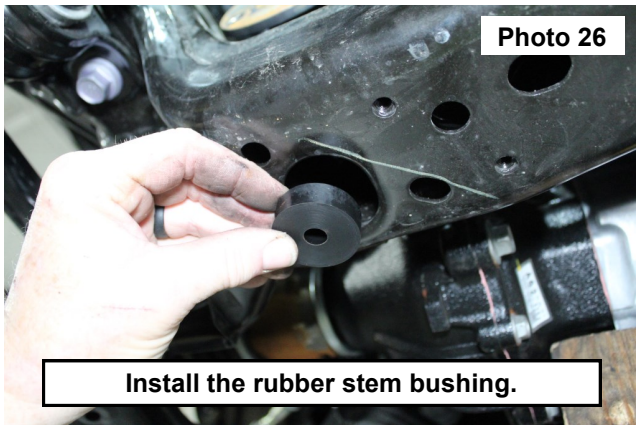


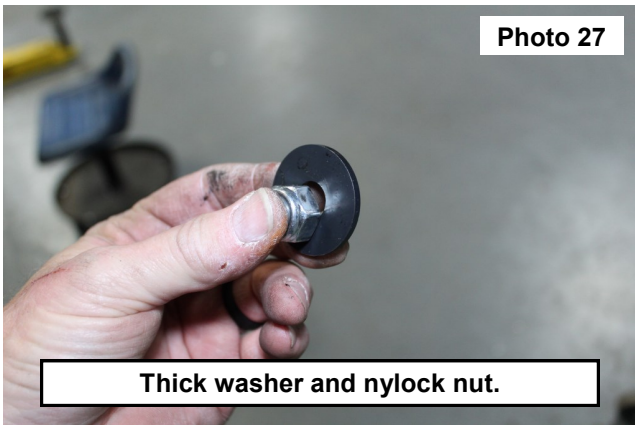
32. Remove the (2) rear diff mount bolts using a 17mm socket. Then remove the bracket. **See Photo 24.**
33. Install the new diff bracket using the supplied hardware. (1) 12mm x 70mm center rear diff bolt, uses (2) 12mm flat washers and (1) 12mm lock nut. (1) sleeve. (1) Flat bracket. 14mm x 60mm diff bolt. And 1) 12mm x 80mm diff bolt, uses (2) 12mm flat washers and (1) 12mm lock nut. Placing (1) rubber stem bushing on the center bolt. Tighten using a 19mm socket. **See Photo 25.**



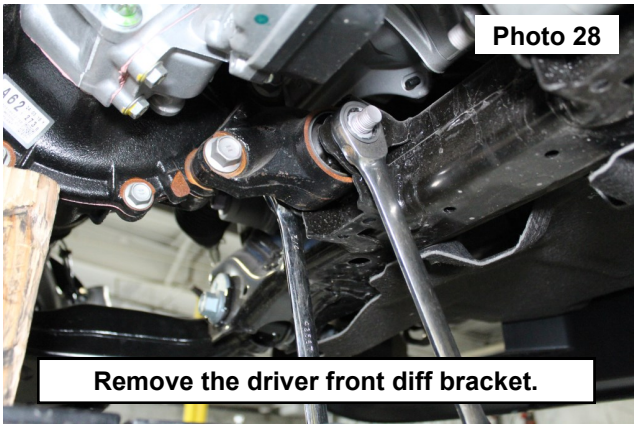


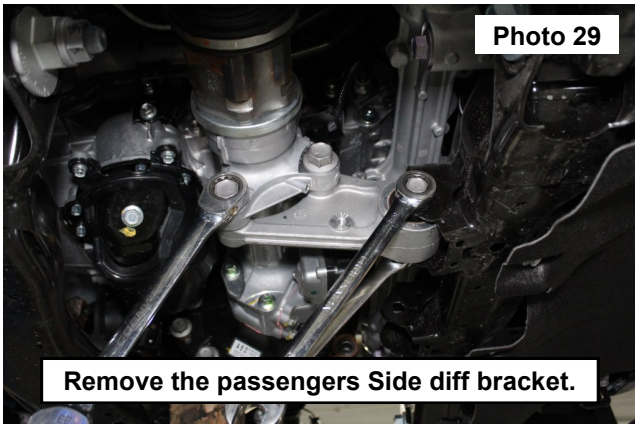
34. Lower the rear diff into the rear crossmember. Secure using (1) thick 12mm washer (1) stem bushing and (1) 12mm nylock nut. **See Photos 26 and 27.**



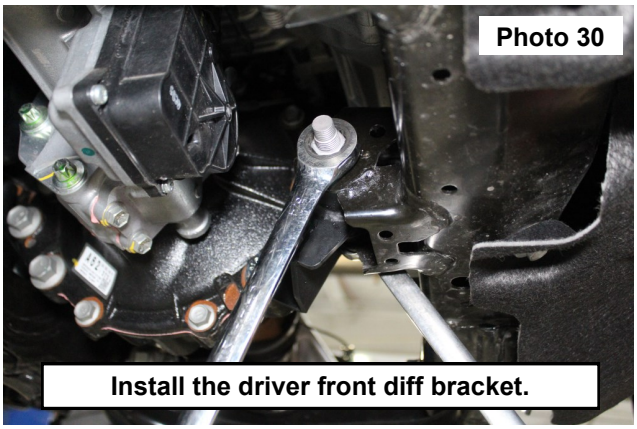


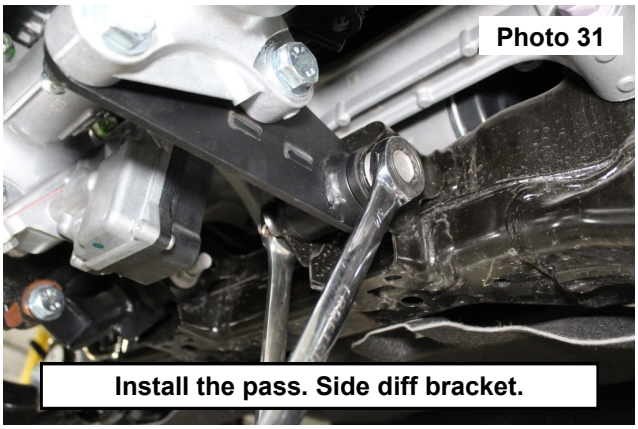
35. Remove the driver and passengers sides front diff brackets. Using 19mm and 22mm wrenches. **See Photo. 28 and 29.**





36. Install the bushings and sleeve into the bracket then install the drivers side diff bracket using (1) 16mm bolt (2) washers and (1) 16mm nylock nut. (2) 12mm bolts and (2) 12mm washers. **See Photo 30.**
37. Install the bushings and sleeve into the bracket then install the Passengers side diff bracket using (1) 16mm bolt (2) washers and (1) 16mm nylock nut. (2) 12mm bolts and (2) 12mm washers and (1) 12mm nuts. **See Photo 31.**
38. Tighten using 19 and 22mm wrenches.



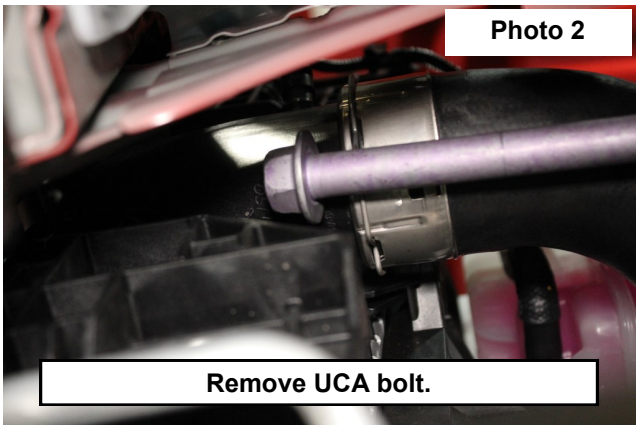


39. Reinstall wheels and tires and lower vehicle to the ground. Torque to 83ft-lbs
40. Reinstall lower sway bar link with factory hardware once the vehicle is on the ground. Tighten with a 19mm wrench. Torque to 52ft-lbs.
41. Retighten lower control arm bolts with a 24mm wrench.

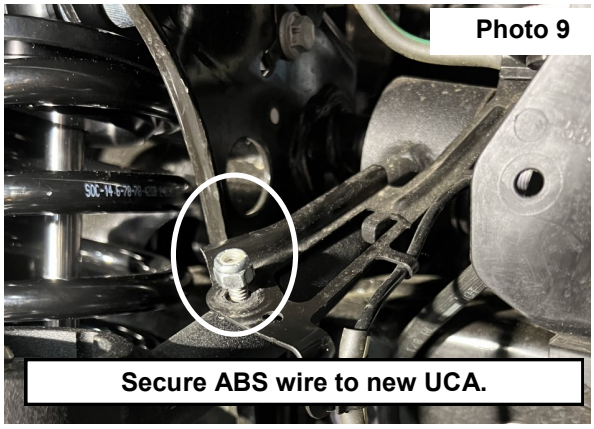
UCA INSTALLATION

1. Locate the driver side radiator mount. Use an oversized socket/pipe and a jack to compress the mount bushing. **NOTE:** Grille removed to show location of mount. Removal not necessary for installation. **See Photo 1.**
2. Maneuver the UCA bolt out the front of the vehicle. Retain hardware for reuse. **See Photo 2.**



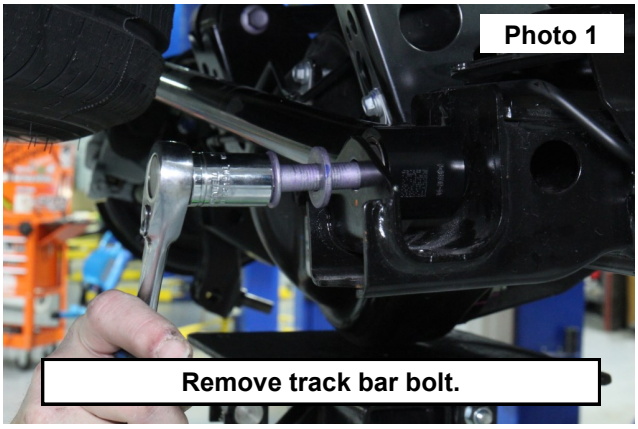


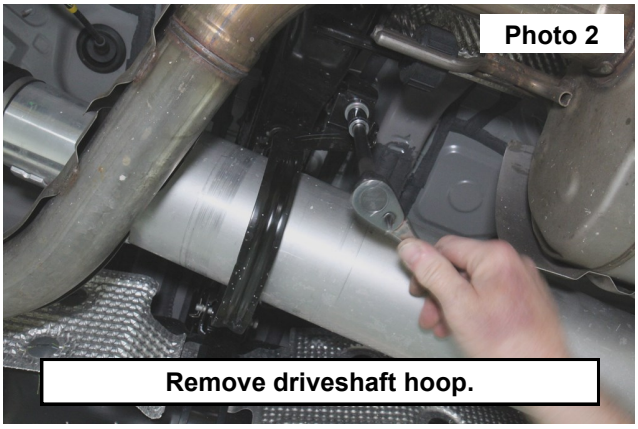
3. Remove the factory upper control arm.
4. Place the supplied driver side upper control arm into the mounting pockets on the frame of the vehicle and slide the factory upper control arm bolt through. Tighten the upper control arm bolt using the factory nut and tighten with a 22mm wrench.
5. Connect the upper control arm to the steering knuckle using the supplied washer with the factory upper ball joint nut. Tighten with a 19mm wrench.
6. Place the ABS wire bracket over the threaded post of the supplied upper control arm and secure with supplied lock nut. Tighten with a 7/16” wrench. **See Photo 3.**
7. Repeat on the passenger side of the vehicle. **NOTE:** Compressing the radiator support mount is not necessary for the passenger side.
8. Reinstall remaining components in reverse order of disassembly using factory hardware.



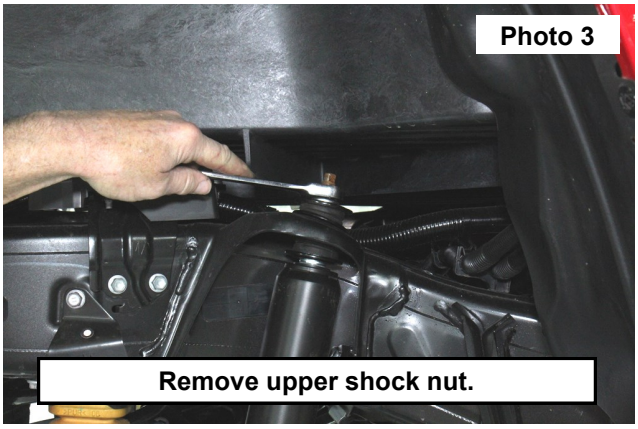
REAR INSTALLATION

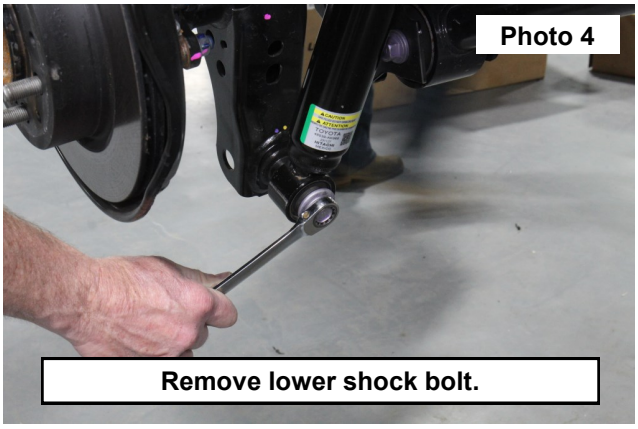
1. Jack up the rear of the vehicle and support the vehicle with jack stands, so that the rear wheels are off the ground
2. Remove the rear tires/wheels using a 21mm deep well socket.
3. Remove the rear track bar bolt with a 19mm socket. Retain hardware for reuse. **See Photo 1.**
4. Use a 14mm socket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



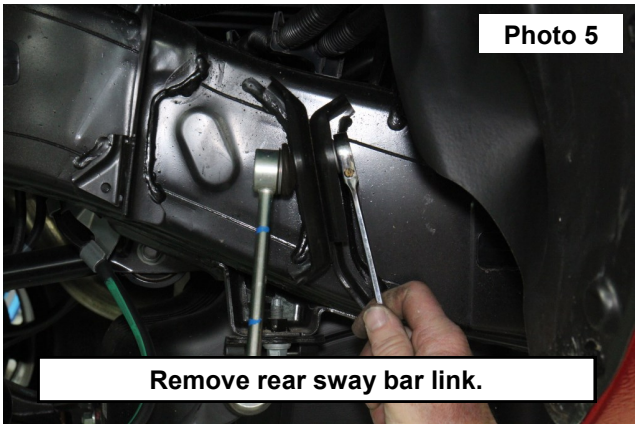


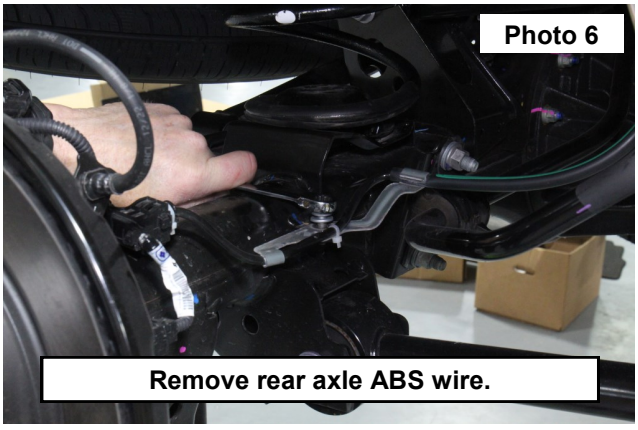
5. Use a pair of pliers to prevent the rear shock from turning. Remove the upper shock nut with a 19mm wrench. **See Photo 3.**
6. Remove the lower shock bolt using a 17mm wrench. **See Photo 4.**



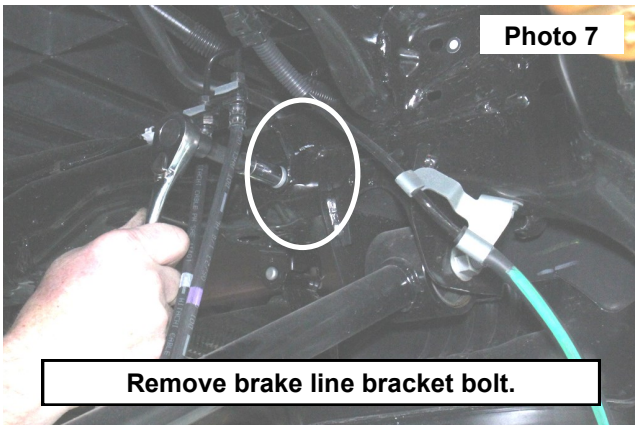


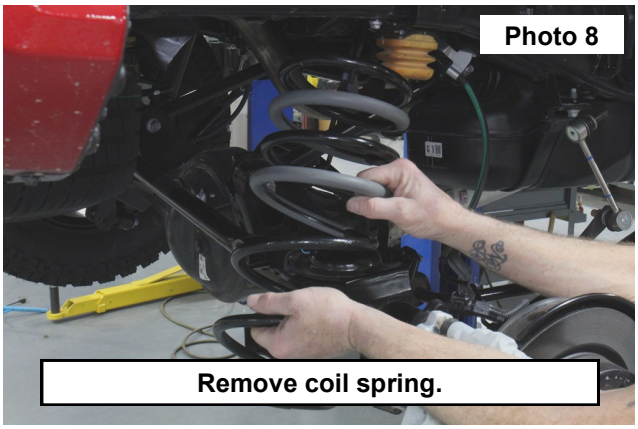
7. Remove rear sway bar link from the frame with a 17mm wrench. Retain hardware for reuse. **See Photo 5.**
8. Remove the ABS wire hardware from the rear axle using a 12mm wrench. Retain hardware for reuse. **See Photo 6.**



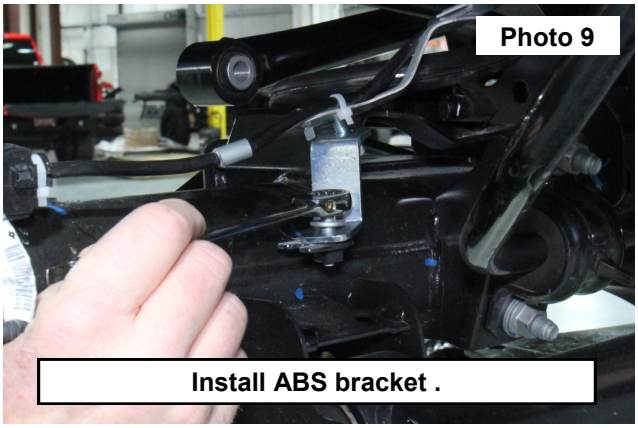


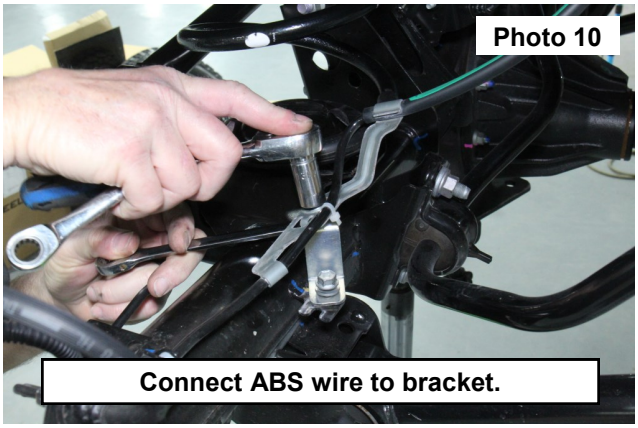
9. Remove the bolt holding the two flexible brake lines to the frame with a 12mm socket. Retain hardware for reuse. **See Photo 7.**
10. Lower the axle and remove the rear coil spring. **See Photo 8.**



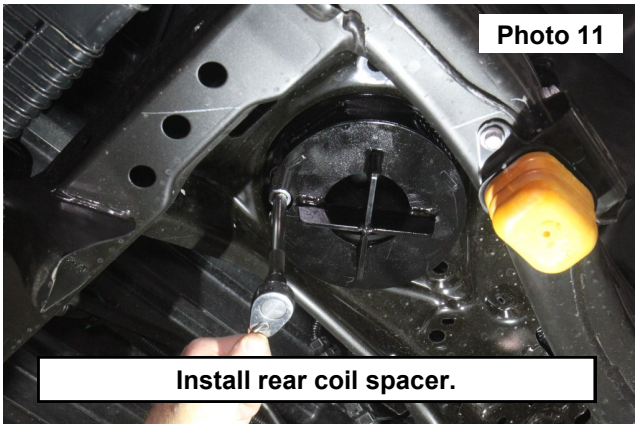


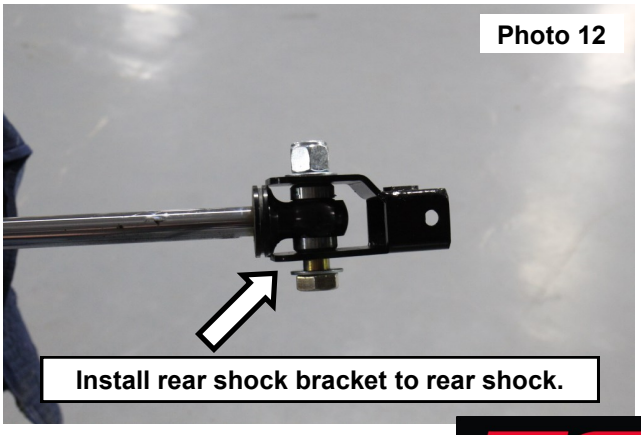
11. Install supplied ABS bracket onto the axle using the factory hardware. Tighten with a 12mm wrench. **See Photo 9.**
12. Connect the ABS wire mount to the previously installed ABS bracket using the supplied 5/16” x 3/4” bolt, 5/16” flat washer, and 5/16” flange lock nut. Tighten with a 1/2” wrench and socket. Repeat for other side. **See Photo 10.**



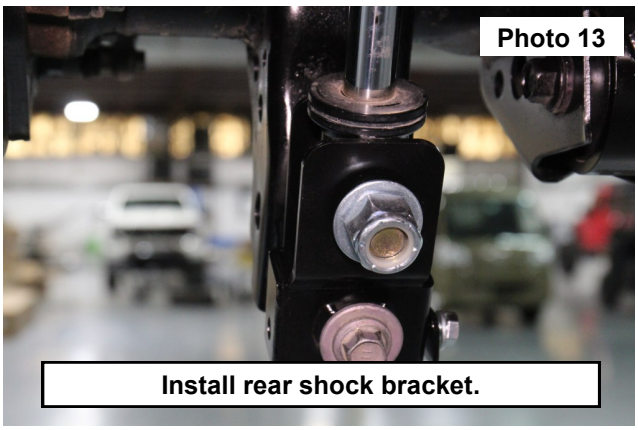


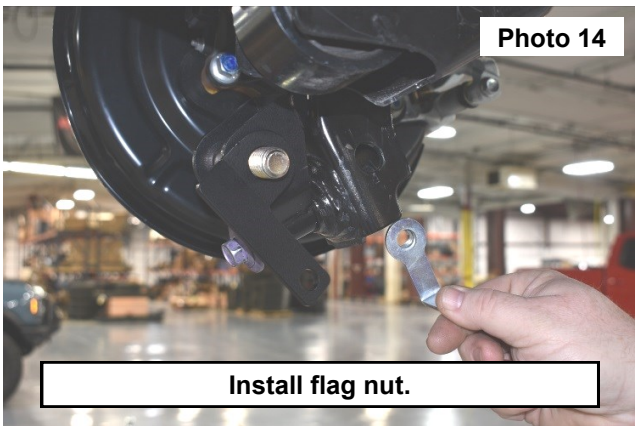
13. Install the supplied 3/8” x 1” bolt and 3/8” washer into the small hole in the frame where the coil spring was. Align the rear coil spring spacer with the bolt that was previously installed and secure the spacer with the supplied 3/8” flanged lock nut. Tighten with a 9/16” wrench and socket. **See Photo 11.**
14. Reinstall factory coil spring.
15. Install the rear shock brackets to the lower shock mount with the supplied 3/4” x 3 1/2” bolts, (2) 3/4” washers, and 3/4” lock nuts. Tighten with two 1 1/8” wrenches. **NOTE:** Bolt head must be on the flat side of the bracket. **See Photo 12.**



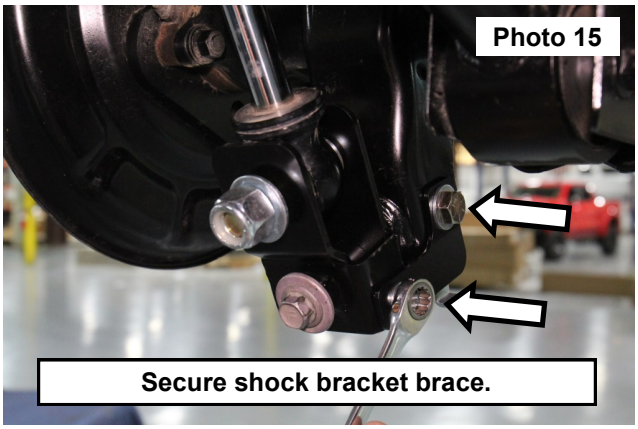


16. Install the rear shock mount with rear shock installed using the factory lower shock bolt. Tighten with a 17mm wrench. **See Photo 13.**
17. Secure the shock bracket brace with the supplied flag nut and (2) 1/2” x 1.25” bolt and (2) 1/2” washers using a 3/4” socket/wrench. **See Photo 14** and **Photo 15**.



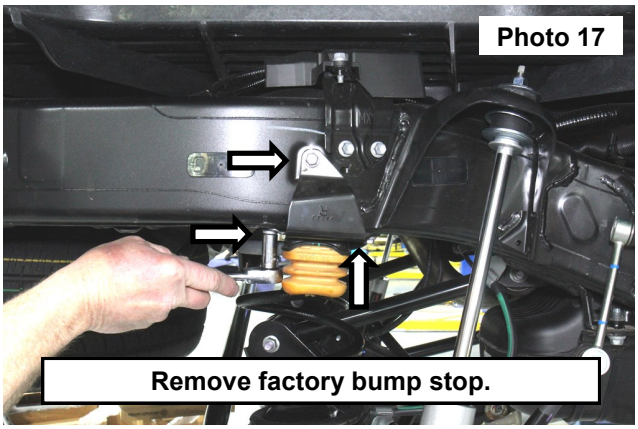


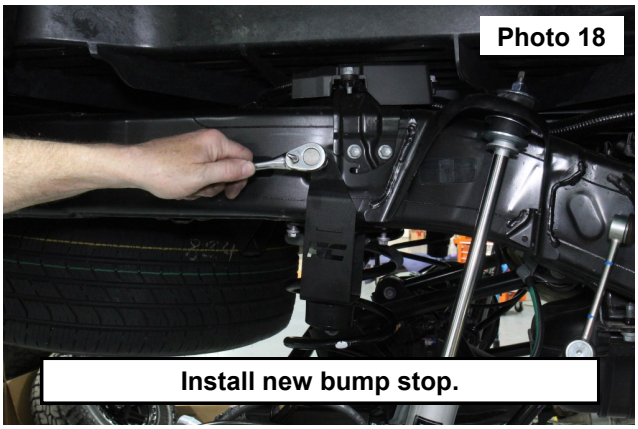
18. Install the shock into the upper frame mount using the supplied hardware. Tighten using a 18mm wrench. **See Photo 16**.



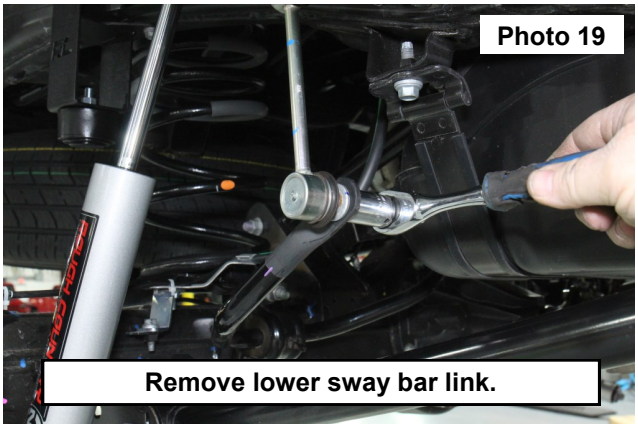


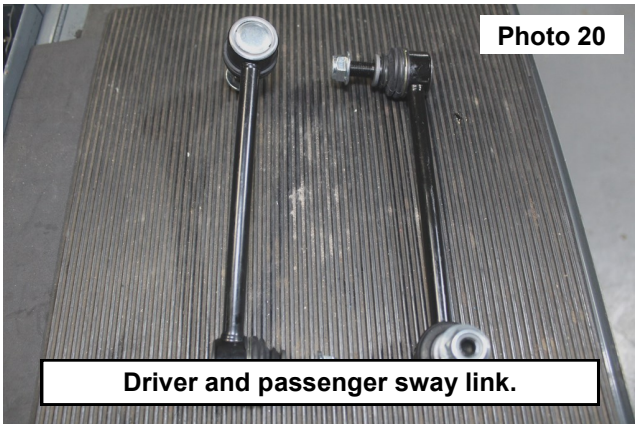
19. Remove the three factory bolts holding the rear bump stop with a 12mm wrench. Retain hardware for reuse. **See Photo 17.**
20. Install the supplied bump stops to the RC bump stop bracket with the supplied 3/8” flat washer, lock washer, and nut. Tighten with a 9/16” wrench. Install new rear bump stop with factory hardware. Tighten with a 12mm wrench. **See Photo 18.**



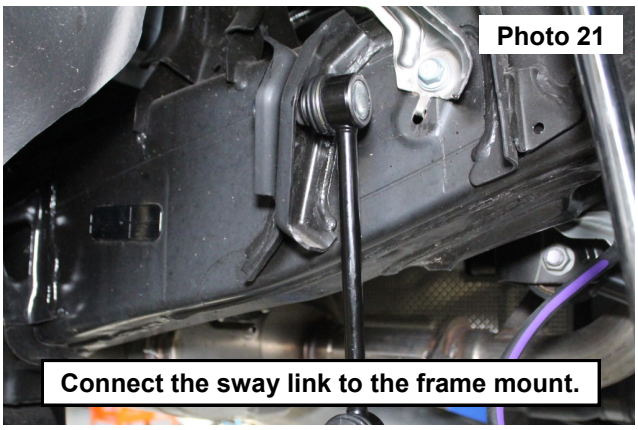


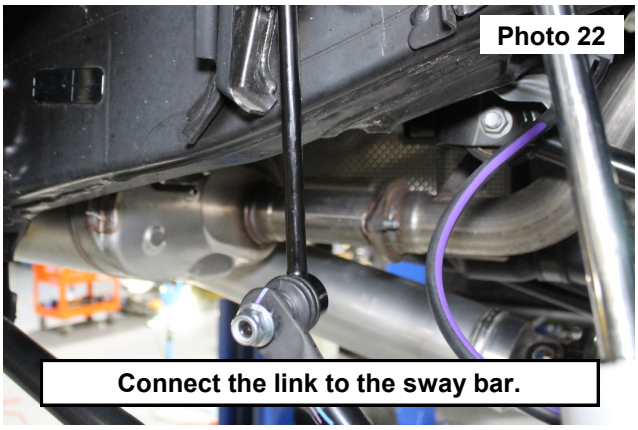
21. Remove sway bar link from the rear sway bar using a 17mm socket. Retain hardware for reuse. **See Photo 19.**
22. Locate the new rear Drive and Passenger sway links. **See Photo 20.**



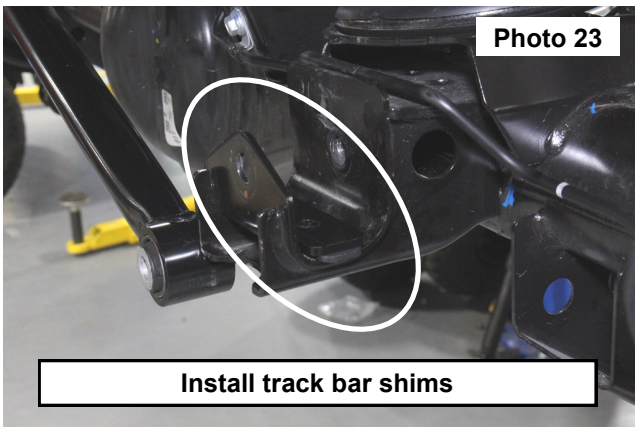


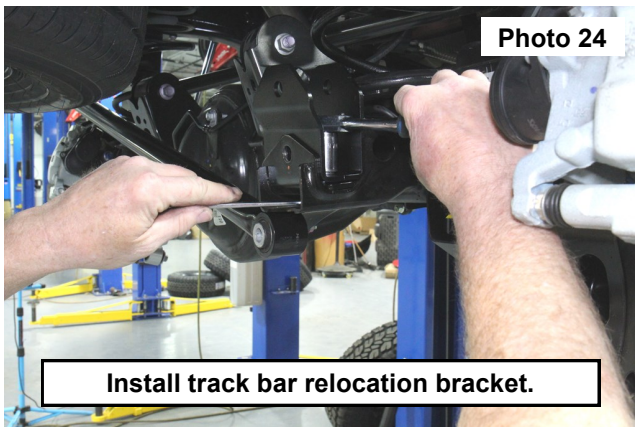
23. Connect sway bar link to the frame using the supplied hardware. Tighten with a 17mm wrench. Torque to 52ft-lbs. **See Photo 21.**
24. Connect sway bar link to the sway bar using the supplied hardware. Tighten with a 17mm wrench. Torque to 52ft-lbs. **See Photo 22.**



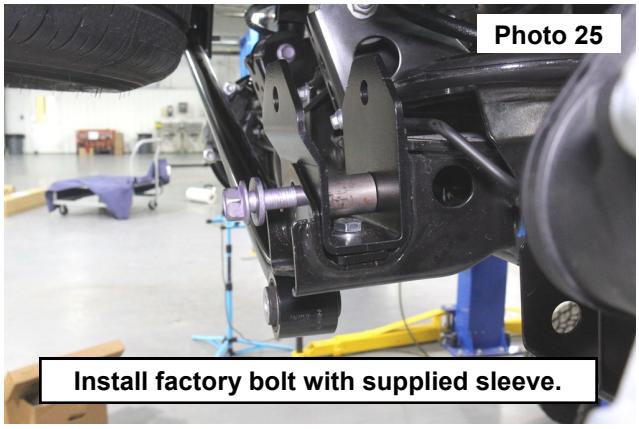


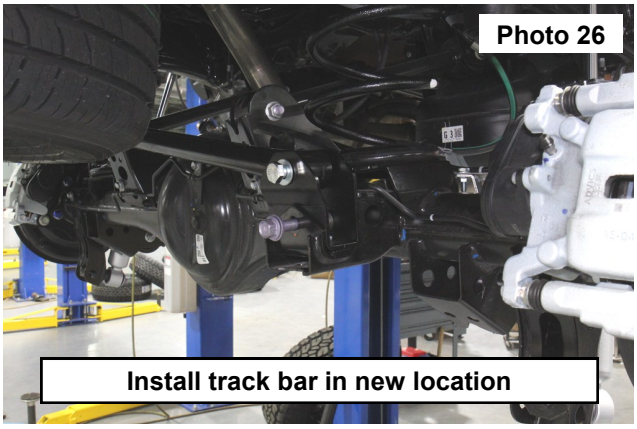
25. Place the two track bar shims in the factory track bar mount. The narrow shim will be placed underneath the wider shim. **See Photo 23.**
26. Place track bar relocation bracket on top of the two shims. Slide supplied 10mm flange nut underneath the bracket. Place supplied 10mm flat washer on top of the relocation bracket. Slide the supplied 10mm x 35mm bolt through the relocation bracket and two shims and tighten the hardware with a 16mm wrench and socket. **See Photo 24.**





27. Install supplied sleeve with the factory track bar bolt in the factory bolt location. Tighten with a 19mm socket. **See Photo 25.**
28. Install the rear track bar into the relocation bracket using the supplied 14mm x 80mm bolt, (2) 9/16" Flat washer and 14mm lock nut. Tighten with a 22mm wrench. **See Photo 26.**
29. Reinstall the factory bolt holding the two flexible brake lines to the frame with a 12mm socket.
30. Reinstall wheels and lower vehicle to the ground. Torque to 83ft-lbs





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.

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