Rough Country 75630B Installation Instructions

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

Part number: 75630B

trailfortress.com/rough-country-3-5-inch-lift-kit-75630b

Scan for fitment, price and install help

ROUGH COUNTRY
SUSPENSION SYSTEMS®

TOYOTA 2024 Tacoma 3.5” Lift Kits

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

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RC
RC
ROUGH COUNTRY
PREMIUM SHOCK ABSORBER
ROUGH COUNTRY
PREMIUM SHOCK ABSORBER

PART LIST



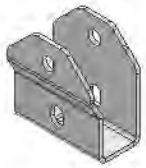
A



B



C



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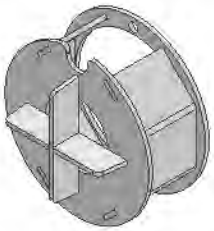

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F



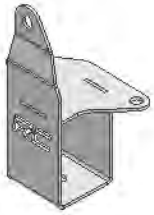
G



H



I



J



K



L

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

Part	QTY	Description
A	2	Strut Spacer Shim
B	2	Front Preload Spacer
C	2	Front Strut Spacer
D	1	Rear Track Bar Bracket
E	2	Rear Spring Spacer
F	1	Rear Track Bar Bracket Shim (Narrow)
G	1	Rear Track Bar Bracket Shim (Wide)
H	2	Rear Sway Links
I	1	Dr. Rear Bump Stop Extension
J	1	Pass. Rear Bump Stop Extension
K	2	Rear Brake Line Bracket
L	2	Bump Stop
AI	2	N3 Rear Shocks (Not Shown)

HARDWARE LIST - 72900BAG2



M



N



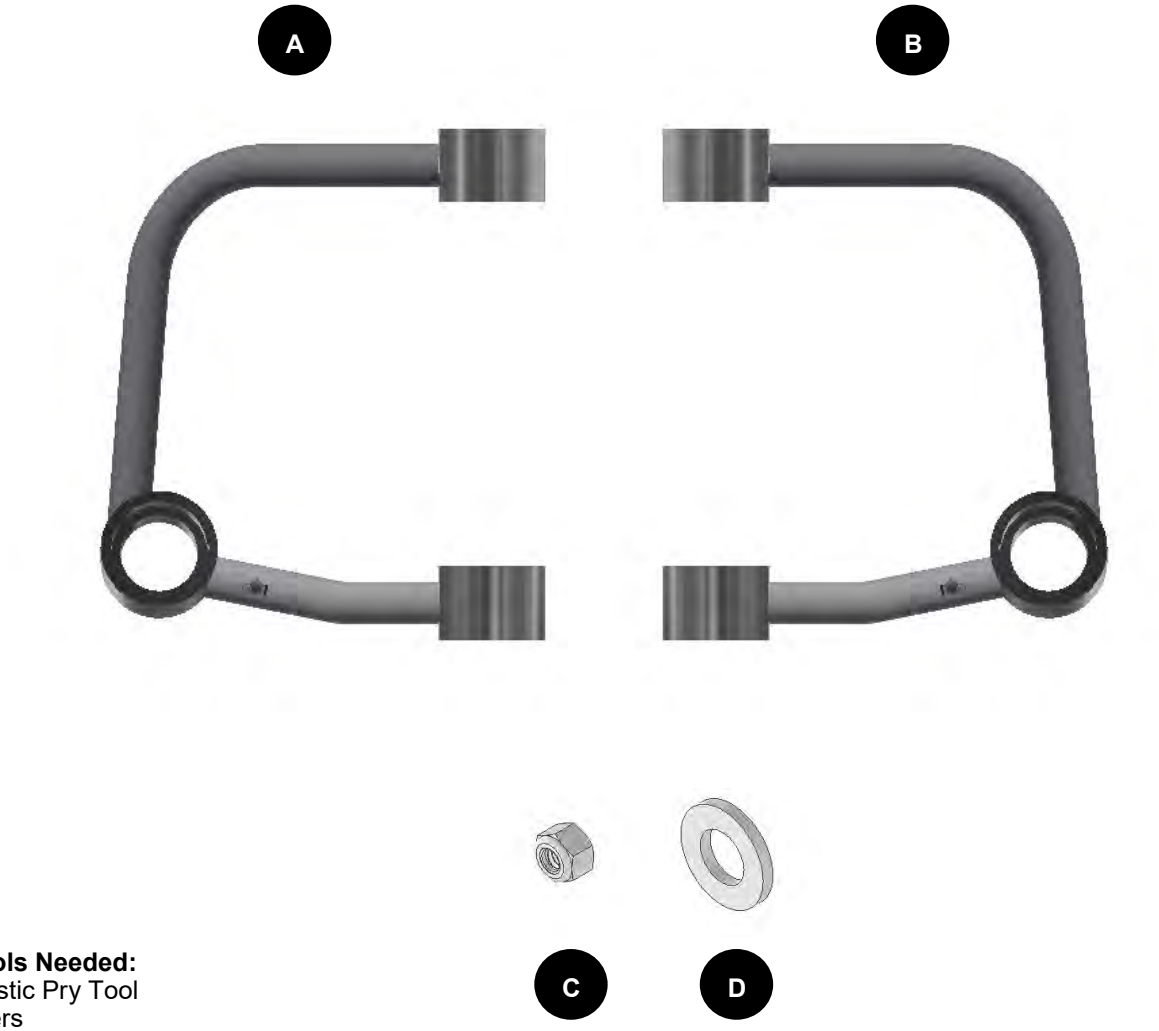


Part	QTY	Description
M	8	10mm Stud
N	8	10mm Serrated Flange Nut

UCA PART LIST

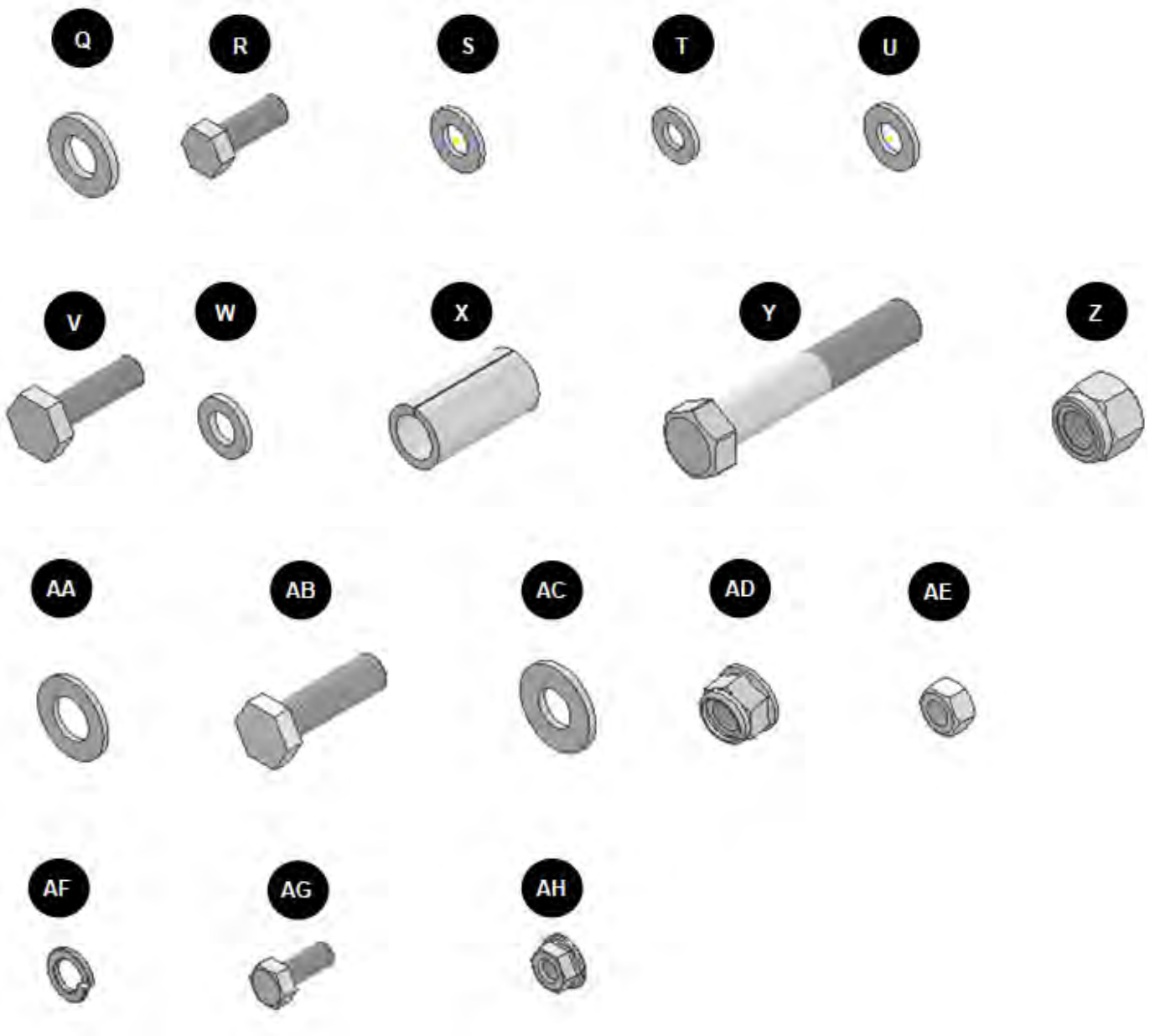
(A) Dr. Side Upper Control Arm
(B) Pass. Side Upper Control Arm
75601BAG1

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



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

HARDWARE LIST - 75600BAG1

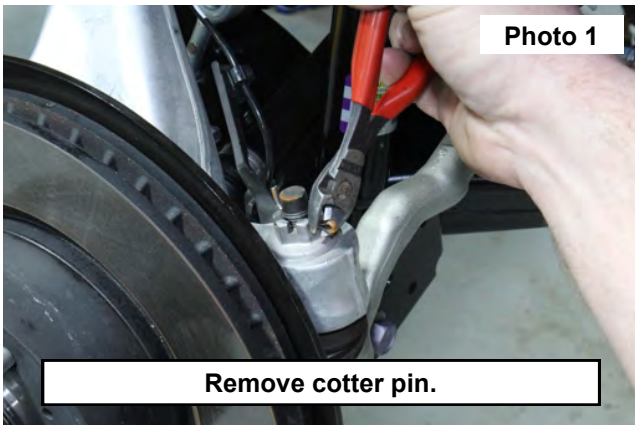


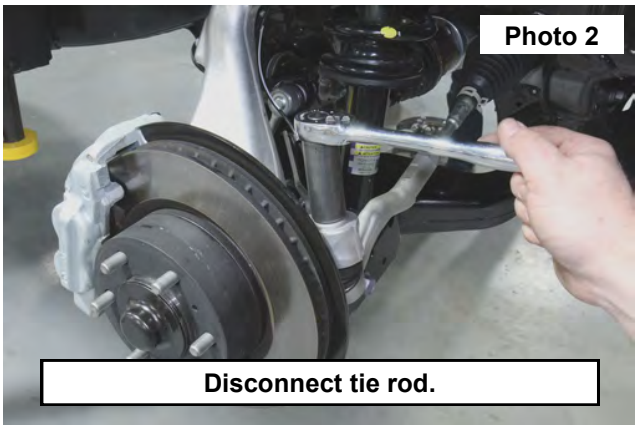
Part	QTY	Description
Q	2	1/2” Flat Washer
R	2	3/8” x 1” Bolt
S	4	3/8” Flat Washer
T	2	5/16” Flat Washer
U	2	3/8” Flange Lock Nut
V	1	10mm x 35mm Bolt
W	1	10mm Flat Washer
X	1	Sleeve
Y	1	14mm x 80mm Bolt
Z	1	14mm Lock Nut

Part	QTY	Description
AA	2	9/16” Flat Washer
AB	2	12mm x 35mm Bolt
AC	2	12mm Flat Washer
AD	2	12mm Flange Lock Nut
AE	2	3/8” Hex Nut
AF	2	3/8” Lock Washer
AG	2	5/16” x 3/4” Bolt
AH	2	5/16” Flange Lock Nut

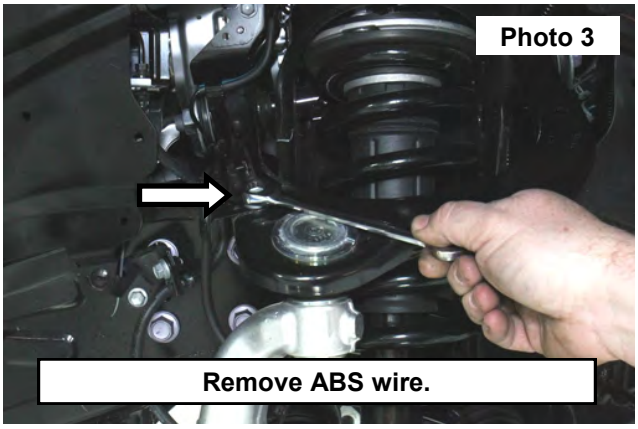
FRONT INSTALLATION

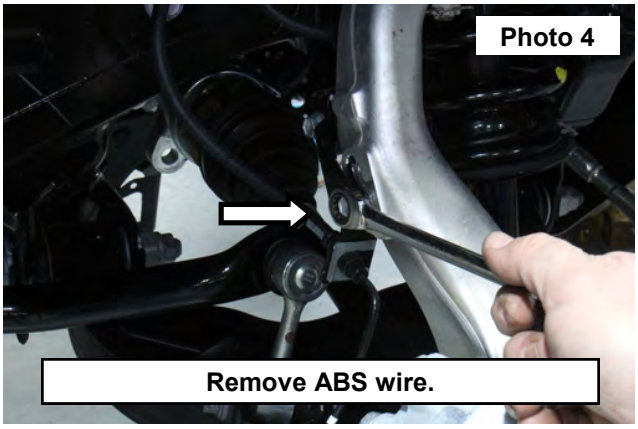
1. Jack up the front of the vehicle and support the vehicle with jack stands, so that the front wheels are off the ground
2. Remove the front tires/wheels using a 21mm deep well socket.
3. Remove the cotter pin from the tie-rod end with a pair of pliers. Retain hardware for reuse. **See Photo 1.**
4.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



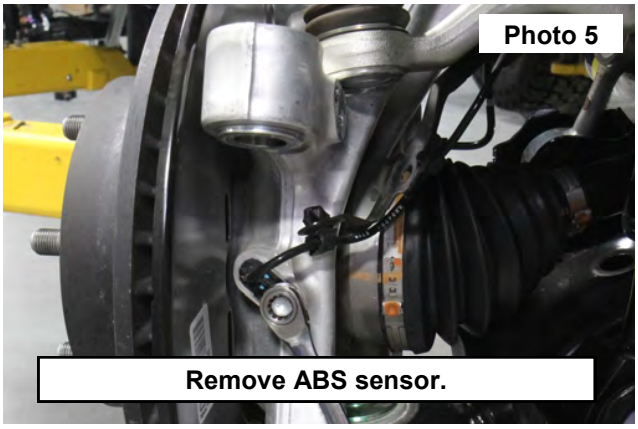


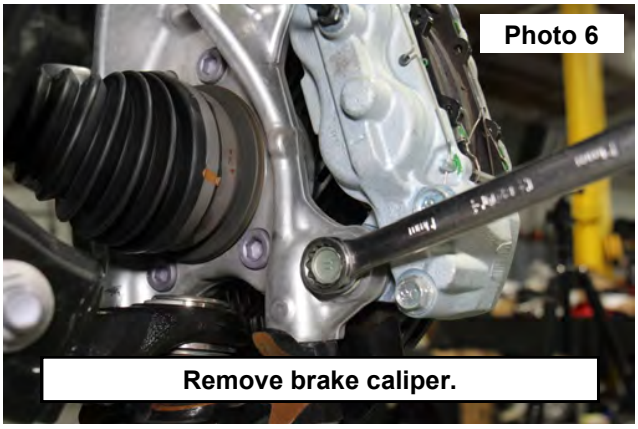
5. Remove the ABS wires from the upper control arm and steering knuckle using a 12mm wrench. Retain hardware for reuse. **See Photo 3 and Photo 4.**



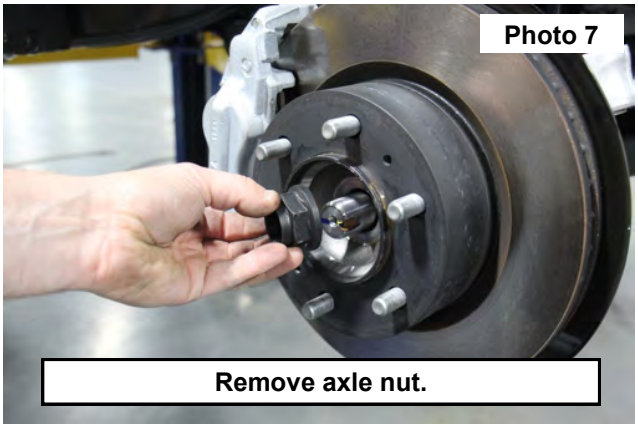


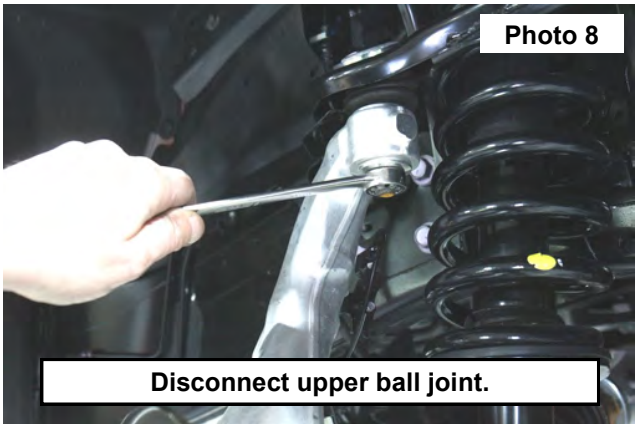
6. Remove ABS sensor from knuckle using a 10mm wrench. Retain hardware for reuse. **See Photo 5.**
7. Use a 19mm socket to remove the bolts holding the brake caliper to the knuckle. Hang brake caliper out of the way. Retain hardware for reuse. **See Photo 6.**



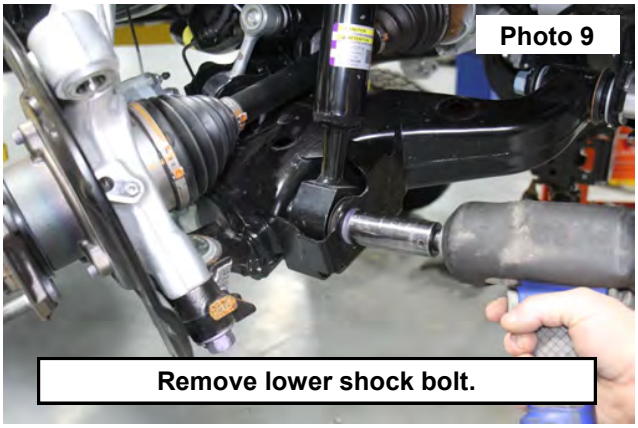


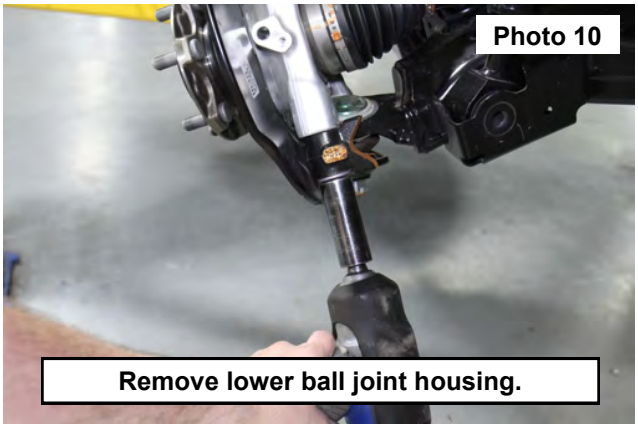
8. Remove the dust cover from the hub bearing with a pry tool and use a 36mm socket to remove the axle nut. Retain hardware for reuse. **See Photo 7.**
9. Remove the cotter pin from the upper ball joint nut and use a 19mm socket to loosen, but not remove the nut. Use a hammer to release the taper of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



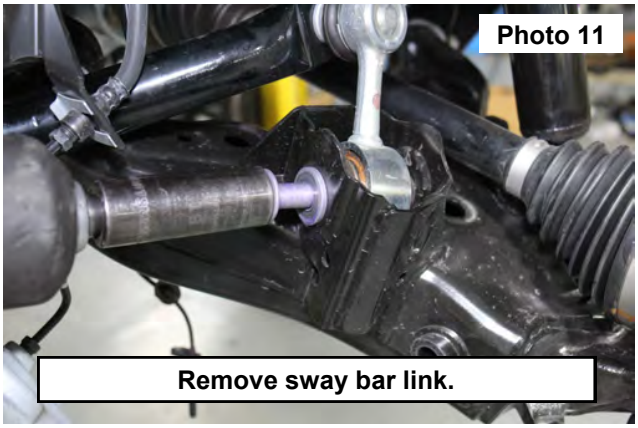


10. Remove lower strut bolt using a 22mm socket. Retain hardware for reuse. **See Photo 9.**
11. Use a 22mm socket to remove the factory bolts holding the lower ball joint housing to the steering knuckle. Retain hardware for reuse. **See Photo 10.**



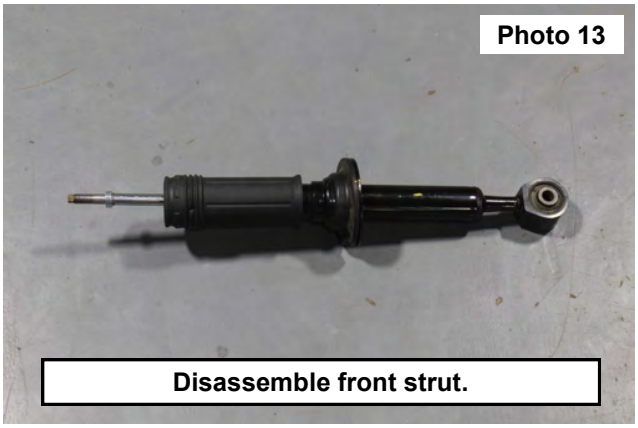


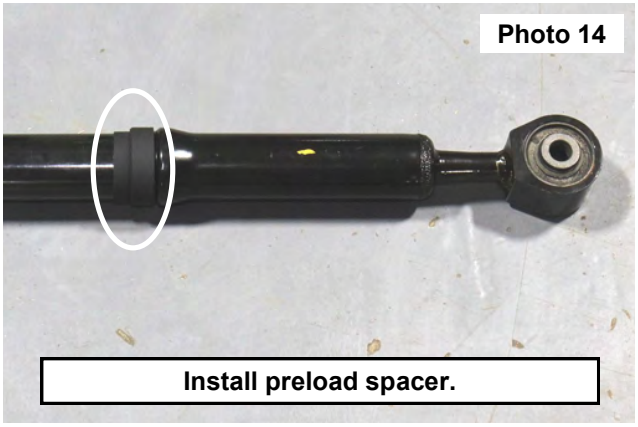
12. Remove sway bar link from the lower control arm with a 19mm socket. Retain hardware for reuse. **See Photo 11.**
13. Loosen, but do not remove, the lower control arm bolts using a 24mm wrench. Swing lower control arm out of the way.
14. Remove upper strut nuts using a 14mm wrench. Retain hardware for reuse. **See Photo 12.**
15. Remove strut from vehicle.
16. Remove factory upper control arms and install upper control arms per instruction sheet **921756010** included with the upper control arm box.



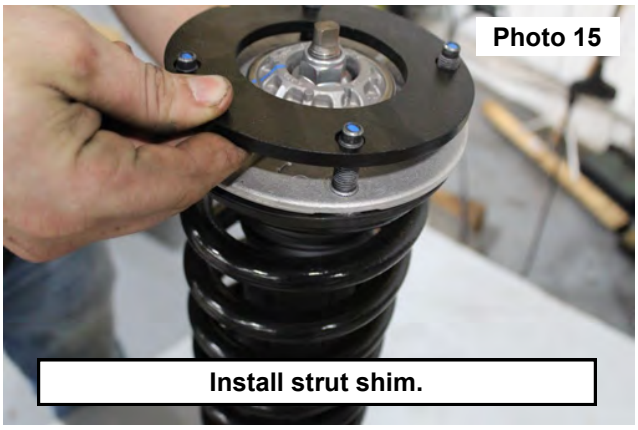


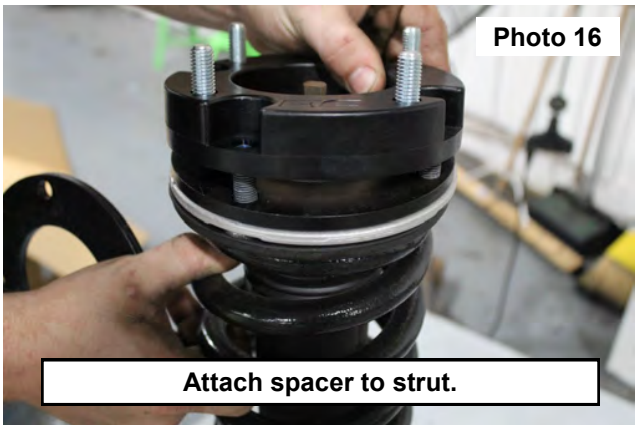
17. Place strut in a strut compressor and mark the placement of the lower spring seat in relation to the shock with a paint pen. Compress the strut and use a 19mm socket to remove the top strut hat. Disassemble strut. **See Photo 13.**
18. Install the front preload spacer **(B)** onto the strut body with the wider part of the spacer going towards the lower strut mount. **See Photo 14.**
19. Rest the spring seat and spring isolator on the preload spacer. Reassemble the rest of the strut with the strut compressor and 19mm socket. Be sure to keep the previous paint marks aligned.



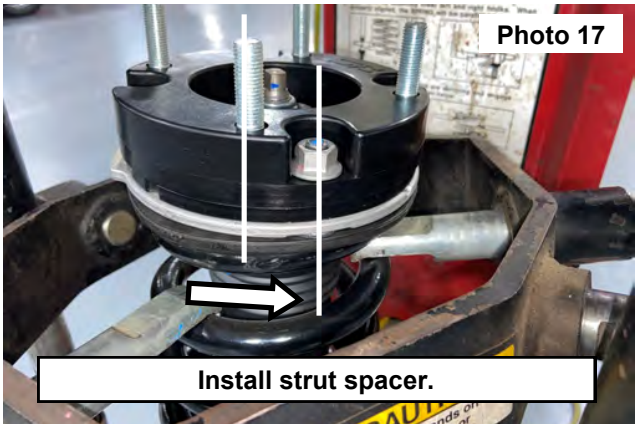


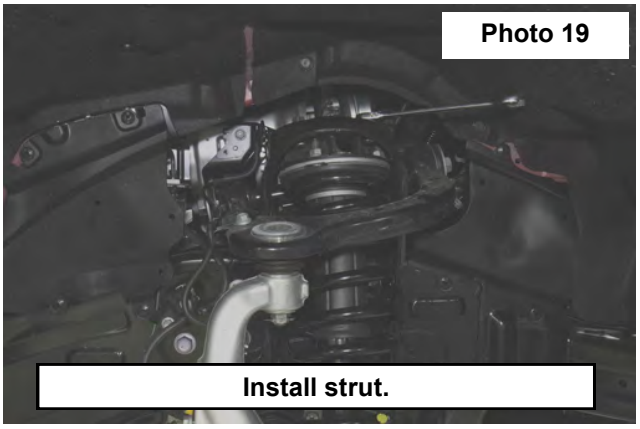
20. Place one of the strut shims **(A)** on the top hat of the strut. **See Photo 15.**
21. Install the supplied 10mm bolts **(M)** into the nylon strut spacer and place strut spacer on front strut. Use the factory strut nuts to secure spacer to strut. Tighten with a 14mm socket. Place the strut spacer **(C)** 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 16.**





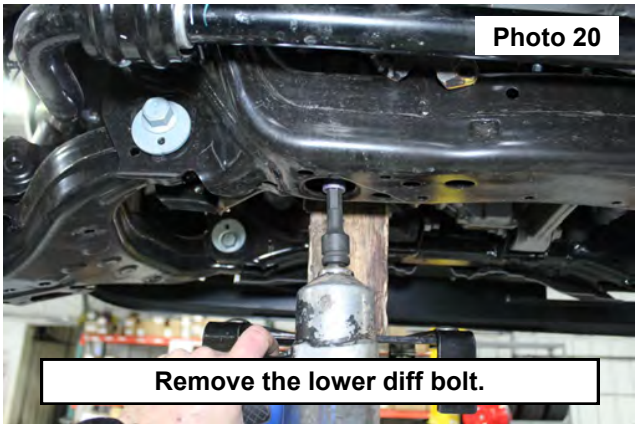
22. Place strut back into a strut compressor. Compress strut enough so the top hat can spin. Clock the top hat so the stud in the strut spacer is in the same location as the factory stud was. **See Photo 17.**
23. Reinstall the strut using the supplied 10mm flange nuts **(N)**. Tighten with a 15mm wrench. Torque to 45ft-lbs. **See Photo 18.**
24. Repeat for other side of vehicle.
25. Reinstall factory lower strut hardware using a 22mm socket and wrench. Torque to 61ft-lbs
26. Reinstall the lower ball joint housing to the knuckle using the factory hardware. Tighten with a 22mm socket. Torque to 118ft-lbs.



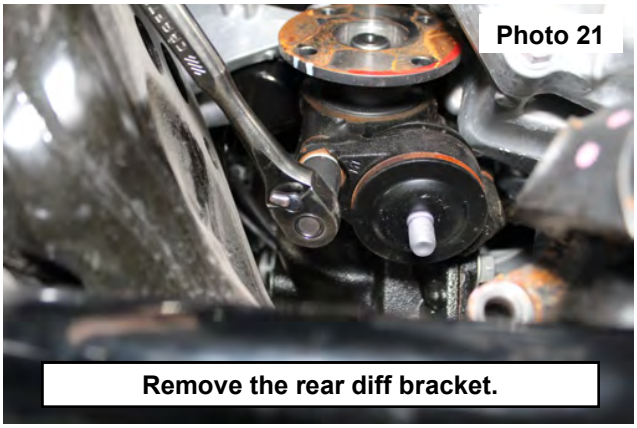


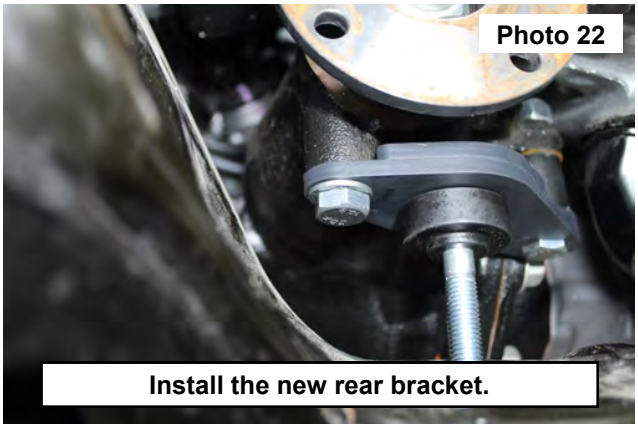
27. Support the front diff. Mark the drive shaft and remove front drive shaft from diff 14mm socket and wrench. **See Photos 19.**
28. Remove the lower diff bolt from the cross member using a 12mm Allen wrench. **See Photo 20.**



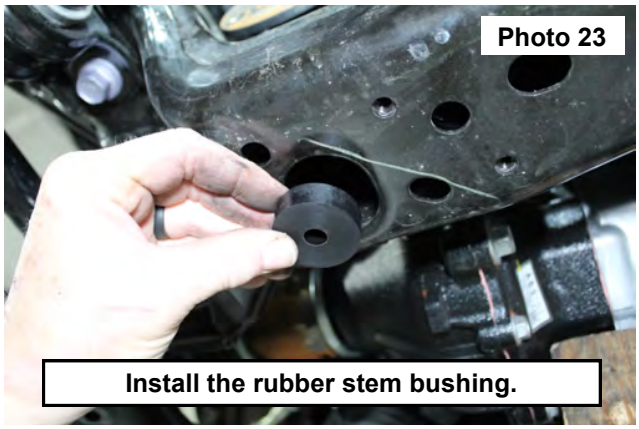


29. Remove the (2) rear diff mount bolts using a 17mm socket. Then remove the bracket. **See Photo 21.**
30. Install the new diff bracket using the supplied hardware. (1) 12mm x 70mm center rear diff bolt, uses (2) 12mm flat washers and (1) 12mm lock nut. (1) sleeve. (1) Flat bracket. 14mm x 60mm diff 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 22.**



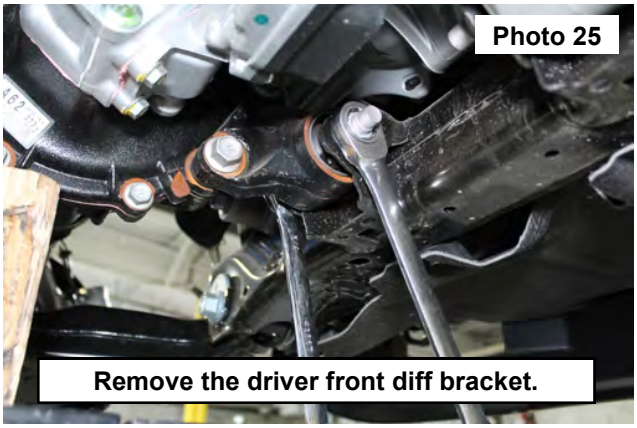


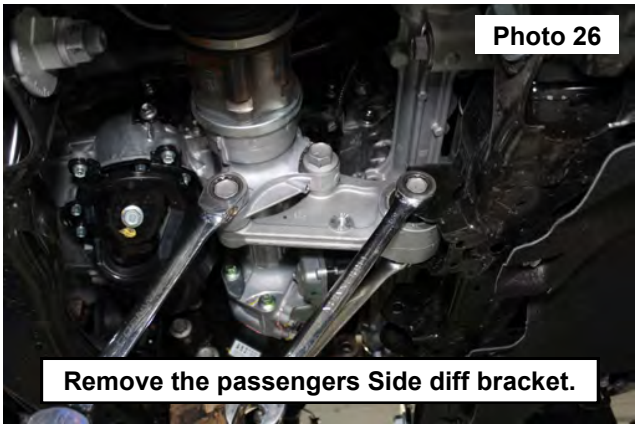
31. Lower the rear diff into the rear crossmember. Secure using (1) thick 12mm washer (1) stem bushing and (1) 12mm nylock nut. **See Photos 23 and 24.**



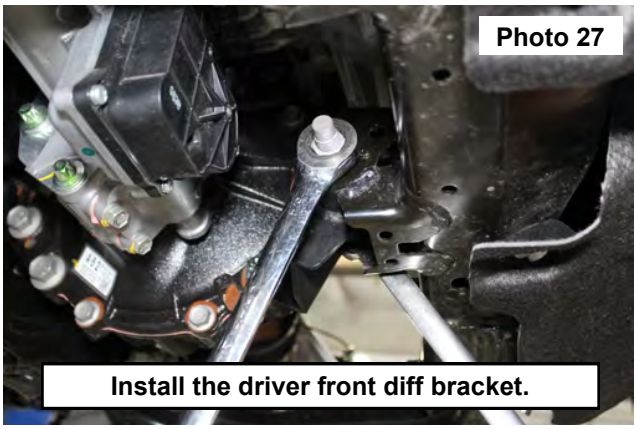


32. Remove the driver and passengers sides front diff brackets. Using 19mm and 22mm wrenches. **See Photo. 25 and 26.**





33. 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 27.**
34. 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 28.**
35. Tighten using 19 and 22mm wrenches.

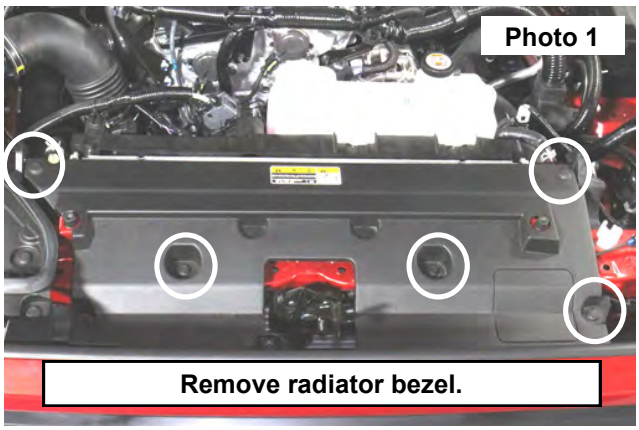


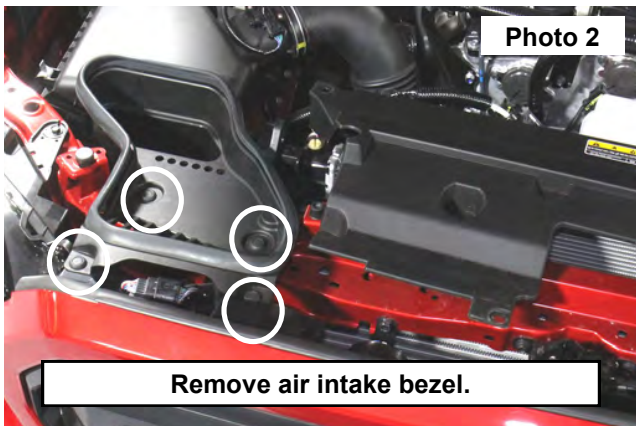


36. Reinstall wheels and tires and lower vehicle to the ground. Torque to 83ft-lbs
37. Reinstall lower sway bar link with factory hardware once the vehicle is on the ground. Tighten with a 19mm wrench. Torque to 52ft-lbs.
38. Retighten lower control arm bolts with a 24mm wrench. Torque to 100ft-lbs

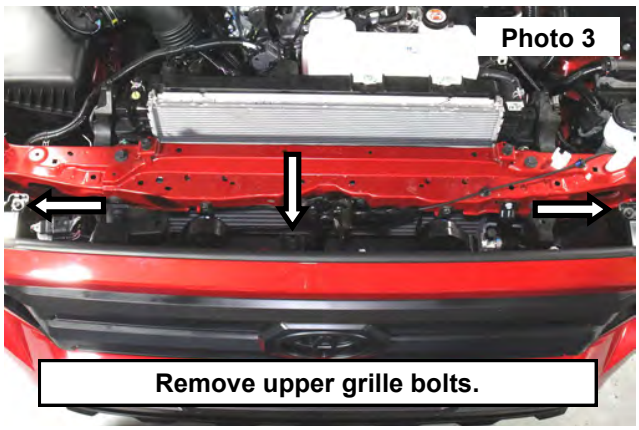
UCA INSTALLATION

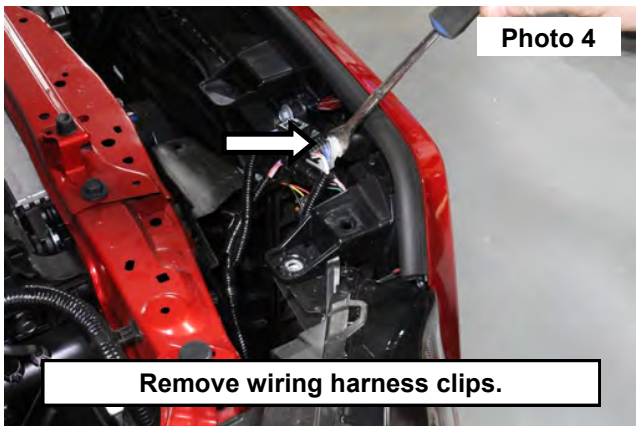
1. Remove the five clips securing the radiator bezel and remove the radiator bezel. Retain hardware for reuse. **See Photo 1.**
2. Remove the four clips securing the air intake bezel and remove the bezel. Retain hardware for reuse. **See Photo 2.**
3. Remove the three bolts holding the upper part of the grille with a 10mm wrench. Retain hardware for reuse. **See Photo 3.**
4. Remove the five wiring harness clips from the grille using a flat pry tool. **See Photo 4.**



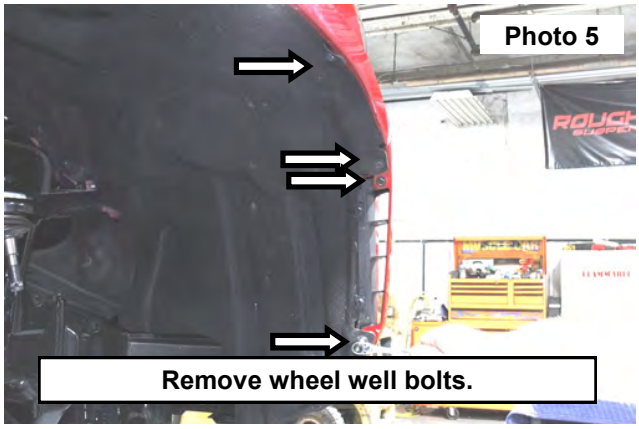


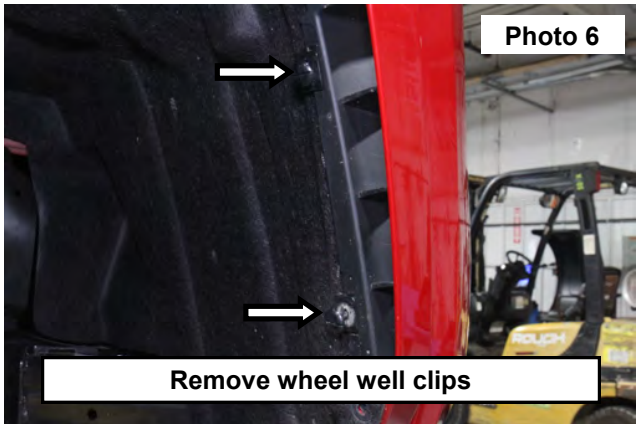
5. Remove the four bolts holding the wheel well to the bumper with a 10mm socket. Retain hardware for reuse. **See Photo 5.**
6. Remove the two plastic clips holding the wheel well to the bumper with a flat head screwdriver. Retain hardware for reuse. **See Photo 6.**



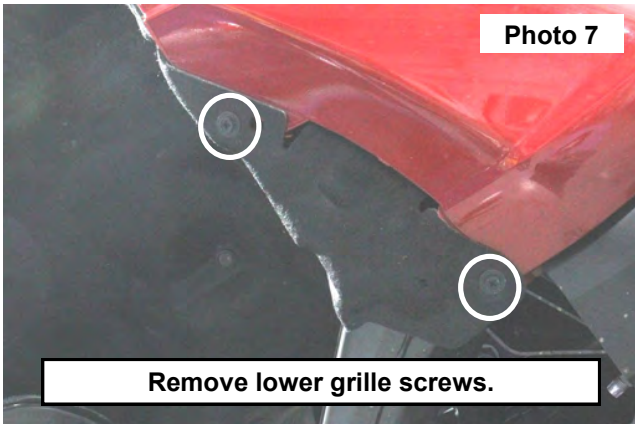


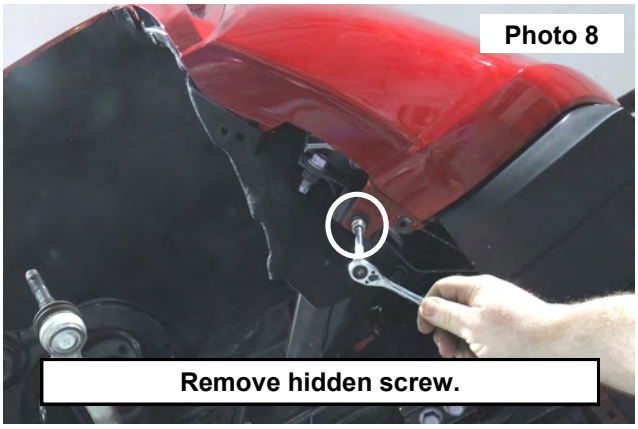
7. Use a phillips screwdriver to remove the two screws holding the fender liner to the bottom of the grille. Retain hardware for reuse. **See Photo 7.**
8. Remove the final screw under the fender liner. Retain hardware for reuse. **See Photo 8.**



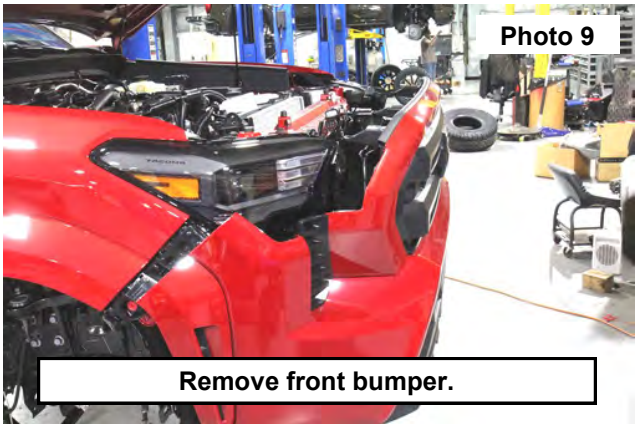


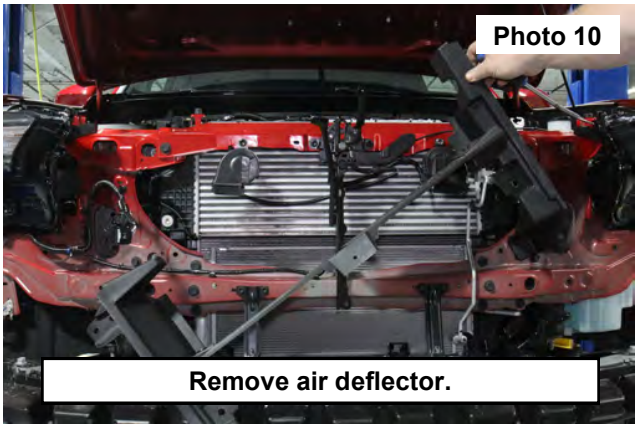
9. Repeat for other side.
10. Use a plastic pry tool to release the clips holding the bumper to the vehicle. Remove the front bumper. **See Photo 9.**
11. Remove the plastic clips from the air deflector . There are three per side and one in the middle to remove air deflector. **See Photo 10.**





12. Undo the metal retaining clips for the intercooler hose. Do this for both sides. **See Photo 11.**
13. Unplug the mass airflow sensor and pull the wire harness from the airbox.
14. Loosen the air intake hose clamp at the airbox with a 10mm socket. Disconnect air intake hose from the air box.



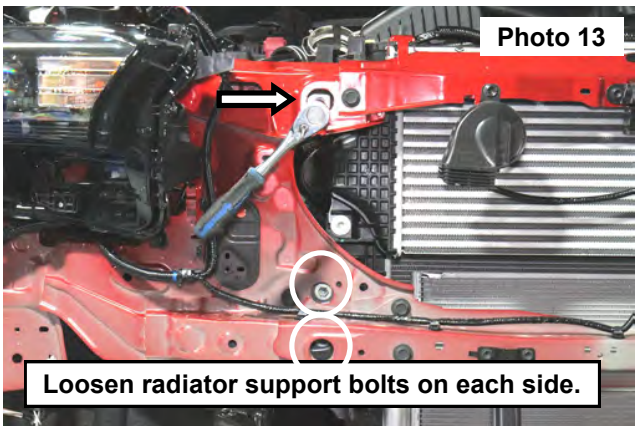


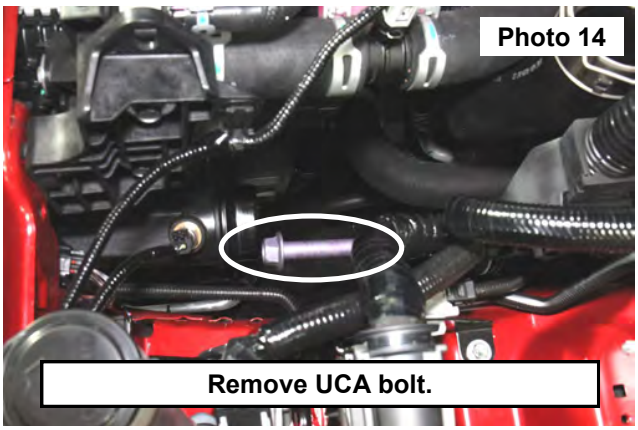
15. Undo the air box clamps and remove the air filter. Set the top half of the air box aside. Wiggle the lower half of the air box off the rubber retaining posts and set aside. **See Photo 12.**



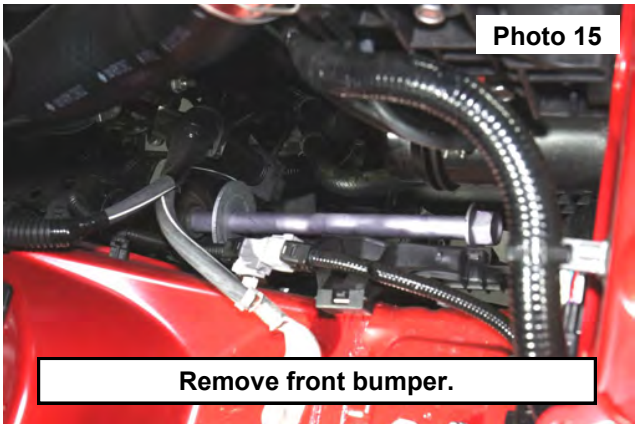


16. Remove the bottom passenger side radiator support bolts (shown with circles) with a 12mm socket. Loosen the top passenger side radiator support bolt (shown with an arrow) using a 12mm socket. Repeat for other side. **See Photo 13.**
17. Support the radiator on the driver side and remove the top bolt on radiator then remove the upper control arm bolt . **NOTE:** You will have to raise the radiator on drive side some to remove bolt. This may require two people.
18. Using a 22mm wrench remove driver side upper control arm bolt. **See Photo 14.**





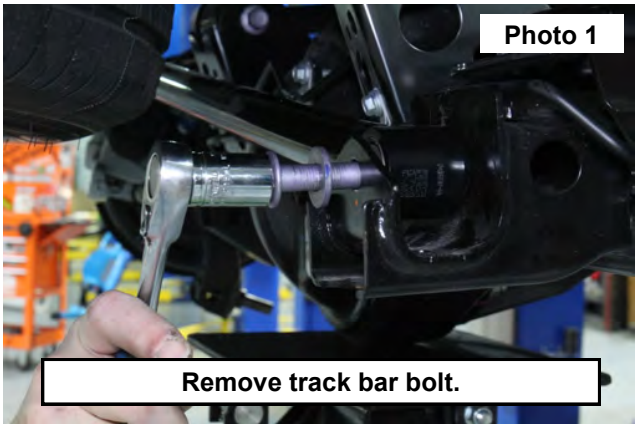
19. Install the driver side upper control arm **(A)** using the factory hardware. Tighten with a 22mm wrench.
20. On the passenger side, push the wiring harness out of the way and remove the factory upper control arm bolt with a 22mm wrench. **See Photo 15.**

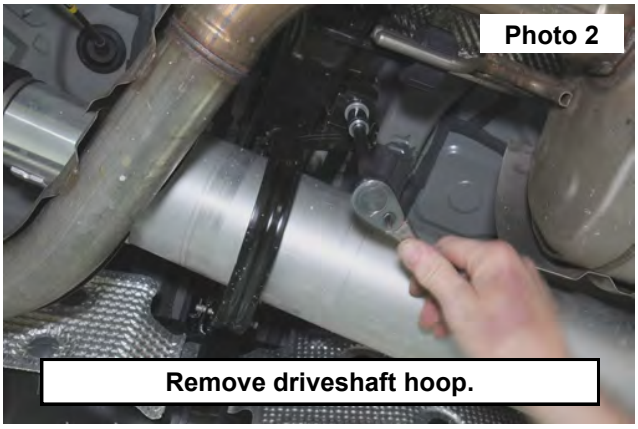


21. Install passenger side upper control arm **(B)** using the factory hardware.
22. Reinstall remaining radiator and bumper components in reverse order of disassembly.
23. **NOTE:** Supplied 1/4” lock nut **(C)** will be used to attach the factory ABS wire to the new UCA.
24. **NOTE:** Use supplied 1/2” flat washer **(D)** when connecting the new UCA to the steering knuckle.

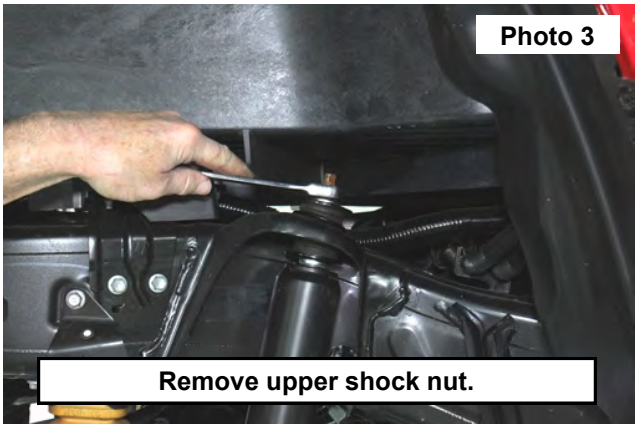
REAR INSTALLATION

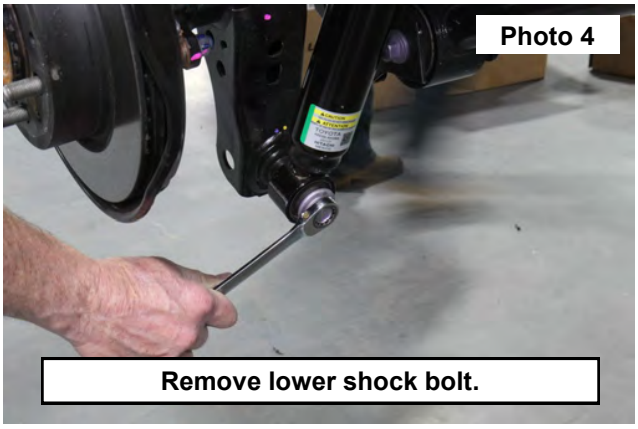
1. Jack up the rear of the vehicle and support the vehicle with jack stands, so that the rear wheels are off the ground
2. Remove the rear tires/wheels using a 21mm deep well socket.
3. Remove the rear track bar bolt with a 19mm socket. Retain hardware for reuse. **See Photo 1.**
4. Use a 14mm socket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



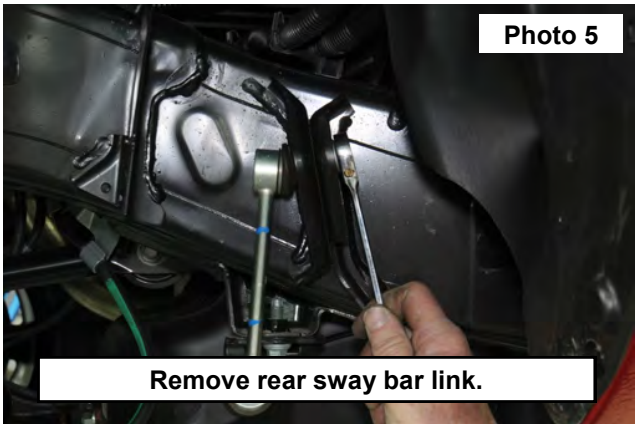


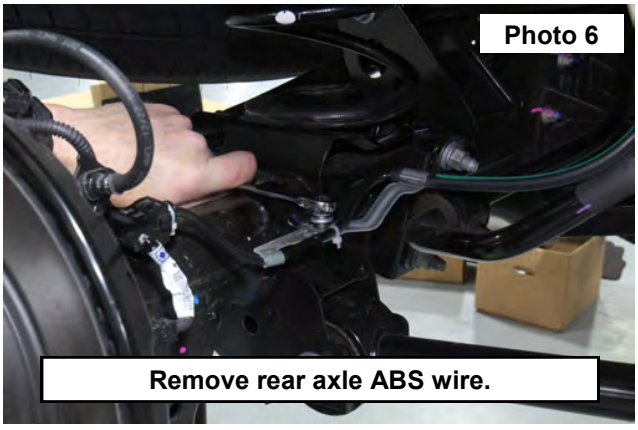
5. Use a pair of pliers to prevent the rear shock from turning. Remove the upper shock nut with a 19mm wrench. **See Photo 3.**
6. Remove the lower shock bolt using a 17mm wrench. **See Photo 4.**



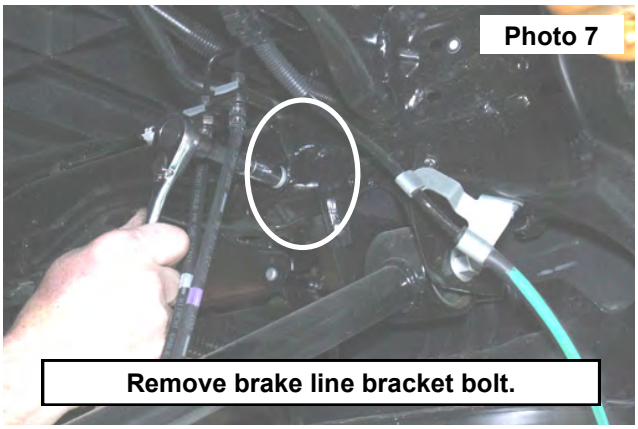


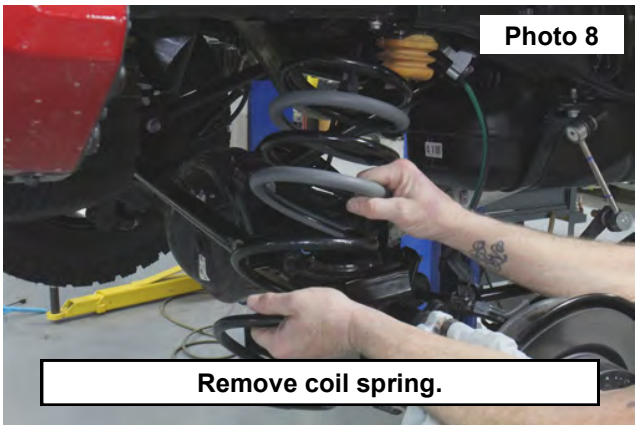
7. Remove rear sway bar link from the frame with a 17mm wrench. Retain hardware for reuse. **See Photo 5.**
8. Remove the ABS wire hardware from the rear axle using a 12mm wrench. Retain hardware for reuse. **See Photo 6.**



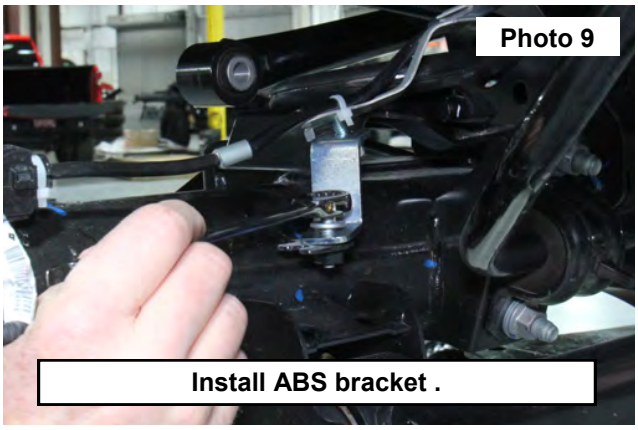


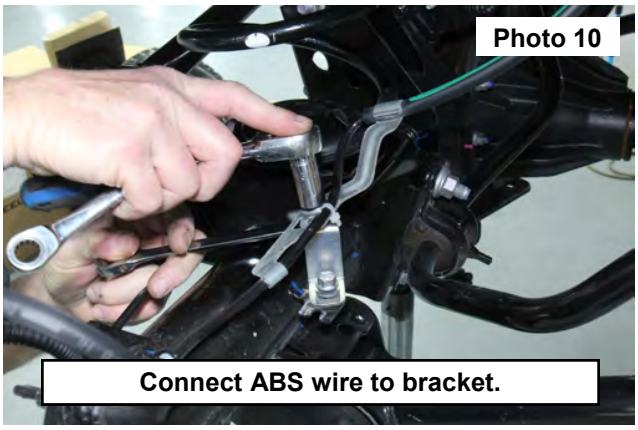
9. Remove the bolt holding the two flexible brake lines to the frame with a 12mm socket. Retain hardware for reuse. **See Photo 7.**
10. Lower the axle and remove the rear coil spring. **See Photo 8.**



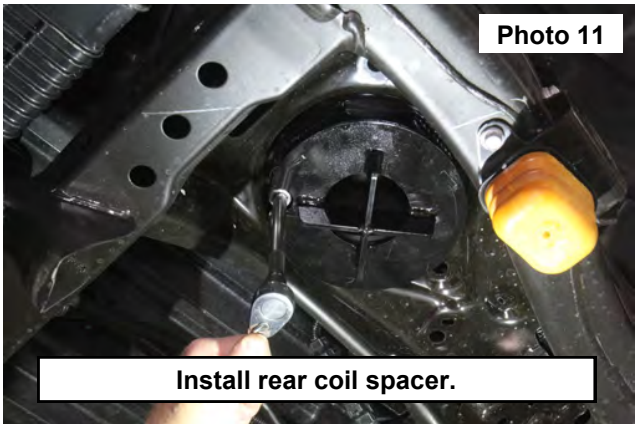


11. Install supplied ABS bracket **(K)** onto the axle using the factory hardware. Tighten with a 12mm wrench. **See Photo 9.**
12. Connect the ABS wire mount to the previously installed ABS bracket using the supplied 5/16” x 3/4” bolt **(AG)**, 5/16” flat washer **(T)**, and 5/16” flange lock nut **(AH)**.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





13. Install the supplied 3/8” x 1” bolt **(R)** and 3/8” washer **(S)** 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 **(U)**. Tighten with a 9/16” wrench and socket. **See Photo 11.**
14. Reinstall factory coil spring.
15. Install the supplied rear shocks using the hardware supplied in the shock box. Use an 18mm wrench to tighten the upper shock bolt and a 17mm wrench to tighten the lower shock bolt. **See Photo 12.**





16. Remove the three factory bolts holding the rear bump stop with a 12mm wrench. **See Photo 13.**
17. Install the supplied bump stops **(L)** to the RC bump stop bracket **(I and J)** with the supplied 3/8" flat washer **(S)**, lock washer **(AF)**, and nut **(AE)**. Tighten with a 9/16" wrench. Install new rear bump stop with factory hardware. Tighten with a 12mm wrench. **See Photo 14.**

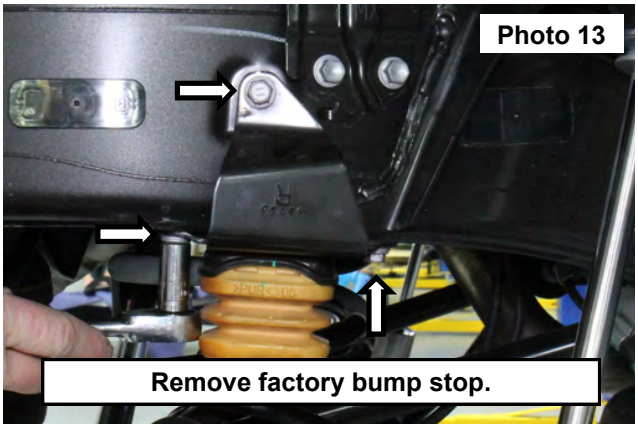


Photo 13
Remove factory bump stop.

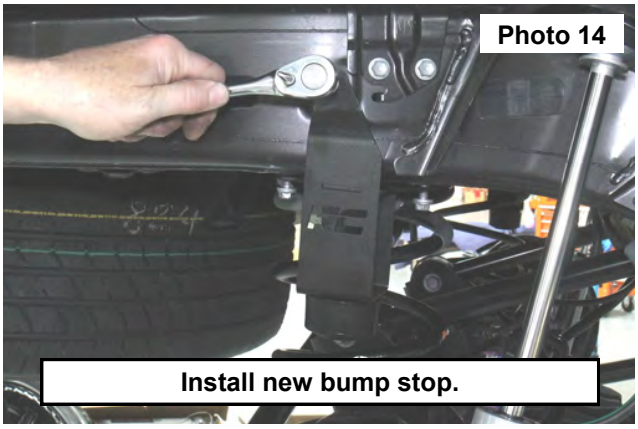


Photo 14
Install new bump stop.

18. Remove sway bar link from the rear sway bar using a 17mm socket. Retain hardware for reuse. **See Photo 15.**
19. Locate the new rear Drive and Passenger sway links. **See Photo 16.**

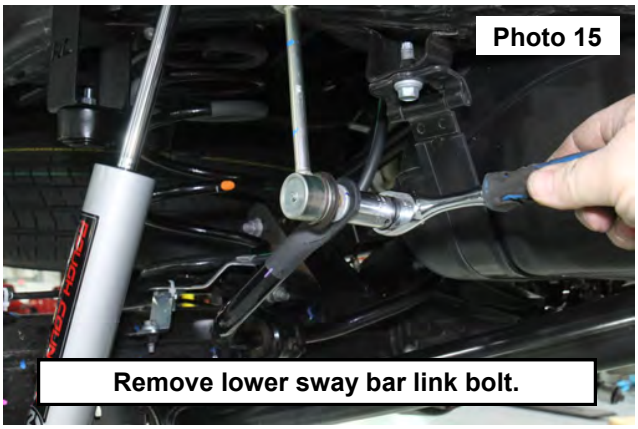


Photo 15
Remove lower sway bar link bolt.


Photo 16
Driver and passenger sway link.

20. Connect sway bar link to the frame using the supplied hardware. Tighten with a 17mm wrench. Torque to 52ft-lbs. **See Photo 17.**
21. Connect sway bar link to the sway bar using the supplied hardware. Tighten with a 17mm wrench. Torque to 52ft-lbs. **See Photo 18.**

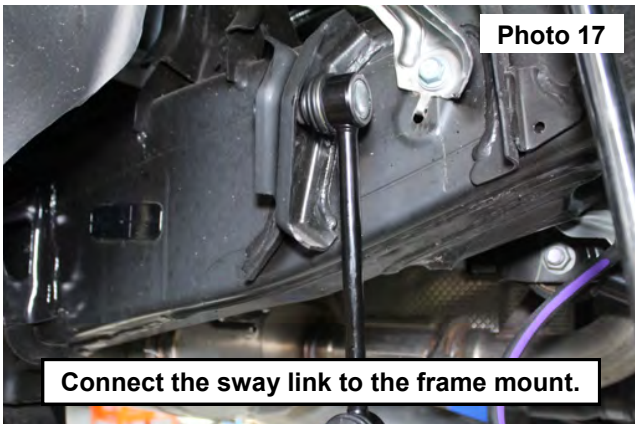


Photo 17
Connect the sway link to the frame mount.

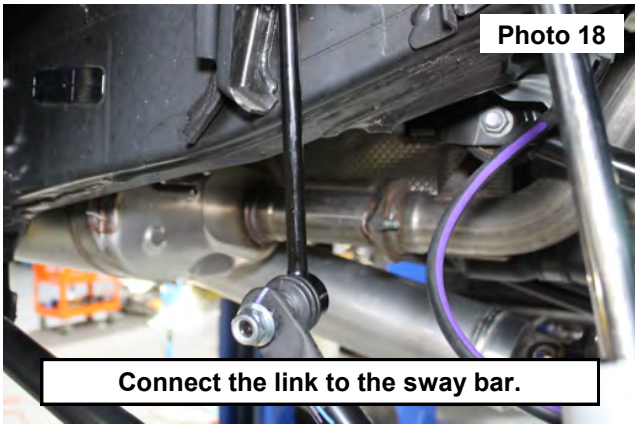
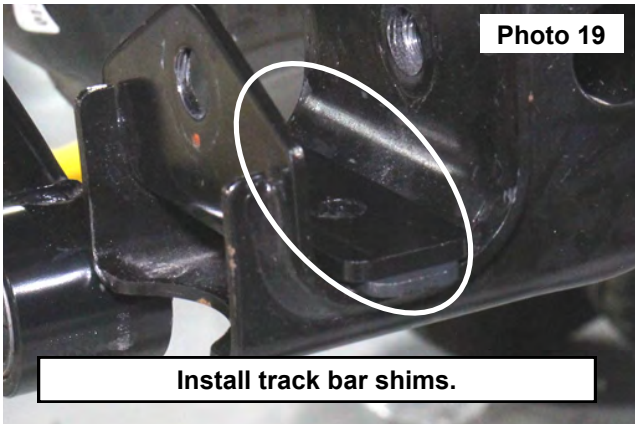
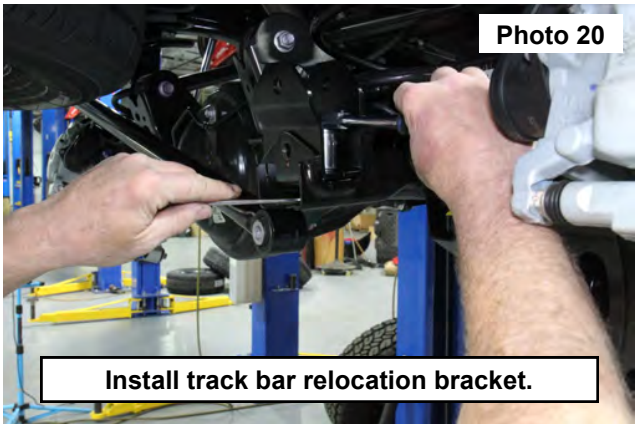


Photo 18
Connect the link to the sway bar.

22. Place the two track bar shims in the factory track bar mount. The narrow shim **(F)** will be placed underneath the wider shim **(G)**. **See Photo 19.**
23. Place track bar relocation bracket **(D)** on top of the two shims. Slide supplied 10mm flange nut **(N)** underneath the bracket. Place supplied 10mm flat washer **(W)** on top of the relocation bracket. Slide the supplied 10mm x 35mm bolt **(V)** through the relocation bracket and two shims and tighten the hardware with a 16mm wrench and socket. **See Photo 20.**





24. Install supplied sleeve **(X)** with the factory track bar bolt in the factory bolt location. Tighten with a 19mm socket. **See Photo 21.**
25. Install the rear track bar into the relocation bracket using the supplied 14mm x 80mm bolt **(Y)**, (2) 9/16” Flat washer **(AA)** and 14mm lock nut **(Z)**. Tighten with a 22mm wrench. **See Photo 22.**
26. Reinstall the factory bolt holding the two flexible brake lines to the frame with a 12mm socket.
27. 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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