

PART # K2895-3 & K2895-3\4
INSTALLATION INSTRUCTIONS
1995-2004 TACOMA DROP KIT

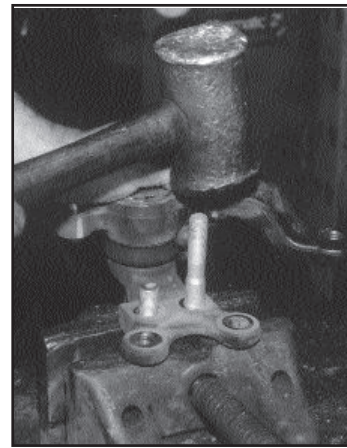
Hardware Parts List:

- 2- Upper Control Arm w\ bushings & sleeves.
- 8- 1/2"x20 Nylock Nuts.
- 4- DJM Custom 1 1/2" Washers
- 8- 1/2"x20x3-1/2" Bolts.
- 8- 1/2" Washers.
- 1- Rear Block Kit.
- 2- Sway Bar End Links.
- 4- Grease Fittings.
- 4- Upper control arm shims

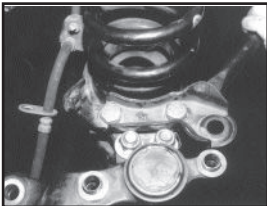
- 3" Rear Kit Only:
2- 2 Pinion Shims.

NEW SHOCKS ARE RECOMMENDED.

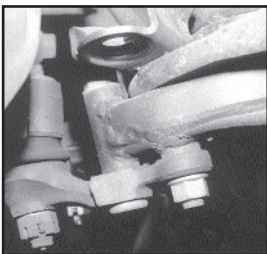
USE DJM #TS1315 FRONT AND DJM #TS1900 REAR SHOCKS.



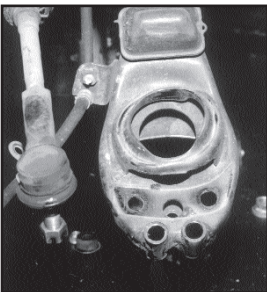
Remove the studs in the spindle-mounting bracket. This can be done on a press or tap them out using a mallet and bench vice.



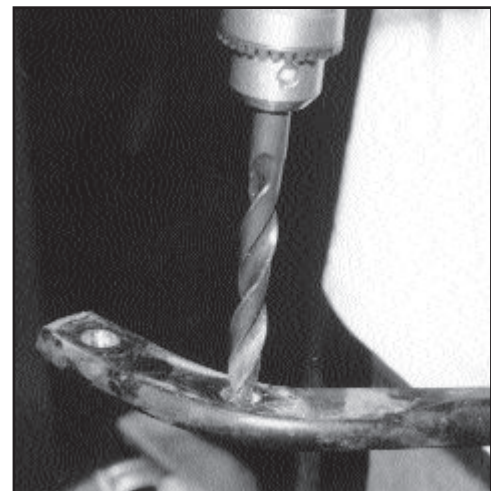
Remove the two bolts that attach the lower ball joint bracket to the spindle, located on each side of the lower ball joint. SECURE SPINDLE TO FRAME WITH SAFETY WIRE. DO NOT LET SPINDLE HANG FROM BRAKE LINE!! Note position of factory parts.



Next remove the two nuts on the bottom of the control arm holding the sway bar bracket and tension/compression rod (T/C) to lower arm. Remove the T/C pivot bolt and remove T/C rod from vehicle. The two studs are pressed into the T/C rod. Keep the T/C pivot bolt, you will need use it later.

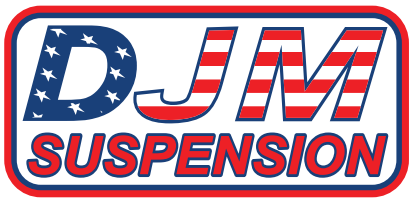


Remove the two nuts on the outer end of the lower arm that hold the spindle mounting bracket and remove bracket. The two studs are pressed into the bracket. When all these parts are removed the lower arm will look like the picture.



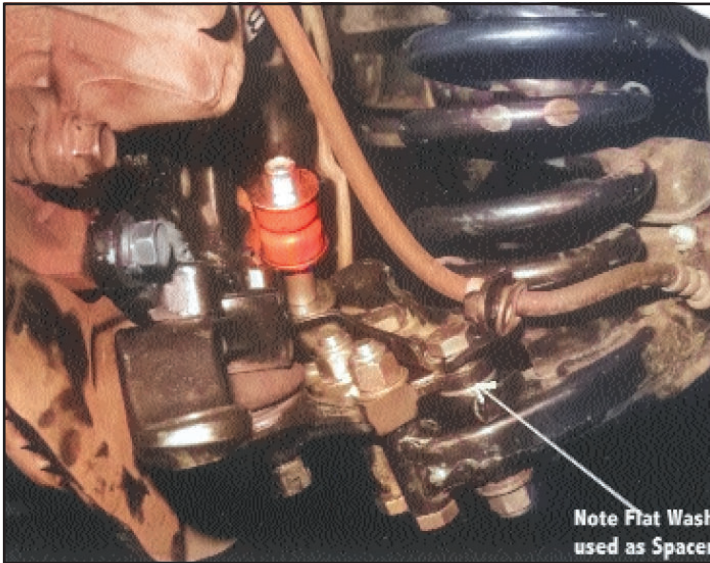
Use the same procedure to remove the studs from the T/C rod. Use a 9/16" bit and drill out the holes for the new bolts.

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Tacoma Upper Arm Installation

Install the T\C rod. Set on top of control arm and align and install the pivot bolt. Tighten nut hand tight. Place one 1/2" flat washer on top of each hole in the T\C rod. These will be use as a spacer for the spindle mounting bracket.

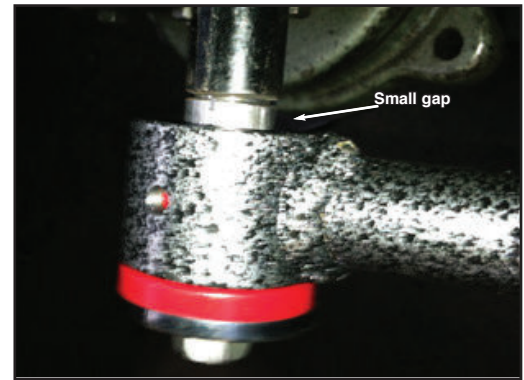


Set the spindle-mounting bracket on the top of the control arm and on top of the T\C rod. Be sure flat washer spacer are in place and holes are aligned, Fig 6. Place sway bar bracket on top of T\C rod and install two 1/2"x20x3 1/2" bolts down from the top and attach with 1/2" nuts.

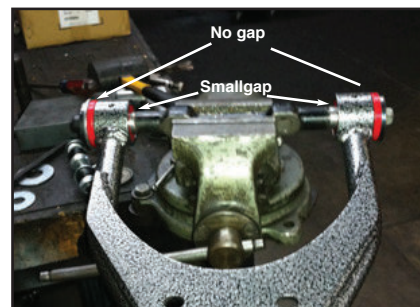
Install two 1/2"x20x3 1/2" bolts up through the bottom of the control arm and attach nuts on top. Hand tighten.

Install upper ball joint in spindle and tighten the upper ball joint nut completely. Be sure they are tight and the taper is seated in spindle. Install new cotter pins.

Install sway bar links to new control arms. You may need to raise lower arms to align end links. Grease all grease fittings. Install your new DJM front shocks.



Now that you have removed the stock upper arm from the truck and removed the mounting shaft there are a few important things when installing the new DJM upper control arms. Simply mount a bushing on one side with a mallet then install the sleeve now you can set in the mounting shaft and repeat on the other side. Use a little grease on the shaft only do not grease the bushing. After installing the washers and bolts on the mounting shaft you should see a small gap between the sleeve and shoulder of the shaft.



Now that the control arm is mounted you need to check for end play. Your kit will come with 2 washers that will help you with the end play. After tightening the bolts there should be no gap between the large thick washer and the bushing but still

maintained the cap on the sleeve and shoulder of the mounting shaft. If this is how you control arm mount look just remove the bolts and loctite and you ready to reinstall them on the truck.



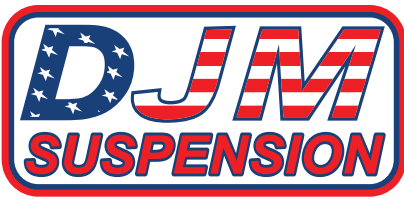
If there is shimming that needs to be done the kit will contain 2 washer that should slip fit over the sleeves. Start with one side does not matter which but do both arms the same if needed. Install one shim making sure when the bolt starts to tighten that the shim is no getting caught on the sleeve go ahead and tighten then check to make sure the sleeves, bushing and shim rotate with the control arm but not the bolts or the thick washers they should remain stationary. Loctite and your ready to reinstall the arm.

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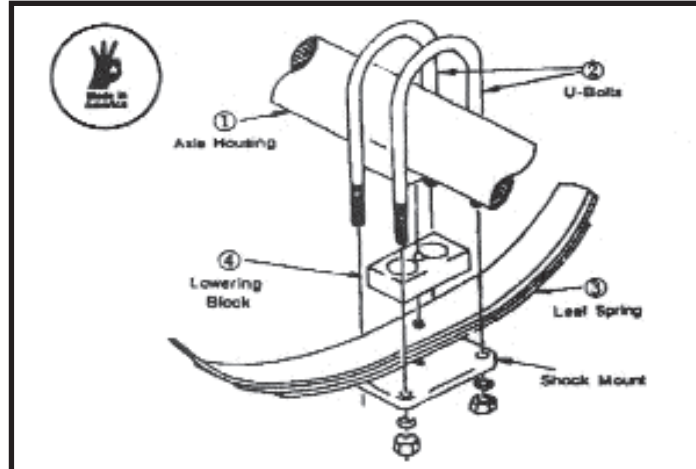
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Installing Rear Block Kit



Install 3" block with pinion shim on top, with the thick end to the rear.

4" blocks have a 4 degree taper, install with the taller end to the rear.

Trim u bolts to length.

Completing Installation and Test Driving.

You now should set your toe in/out close for test drive. Turn your steering wheel until it is straight. Loosen the nut on the tie rod end and turn it until the tires are in a straight line from front to rear. Close is all you need, your alignment shop will set it exactly. Don't forget to tighten the nuts.

Take your truck for a test drive. Start off slowly and listen for any unusual noises. Now measure height of front and record on installation helper. Your measurements should be about 3" less than the before measurement in front and 3" or 4" in the rear depending on the block size.

TAKE YOUR TRUCK TO A QUALIFIED ALIGNMENT SHOP FOR A PROFESSIONAL ALIGNMENT. ALIGN TO FACTORY SPECS.

After about 100 miles, check all bolts for correct torque.

Raising Carrier Bearing

Some Xtra cab models, with 2 piece drive shafts, may experience some drive line vibration. To correct this you will need to raise the carrier bearing. The bearing has a bracket attached to it and is mounted to a cross member with two bolts. The bracket is offset from the center of the bearing. Remove the two bolts, turn the bracket 180° and reattach with factory bolt.