ALL-PRO MODULAR LONG TRAVEL KIT

INSTALL INSTRUCTIONS

FOR 2005-2015 TOYOTA TACOMA

ALL-PRO OFF-ROAD
5356 E PINE AVE • FRESNO, CA • 93727
TOLL FREE • (951) 658-7077 WWW.ALLPROOFFROAD.COM

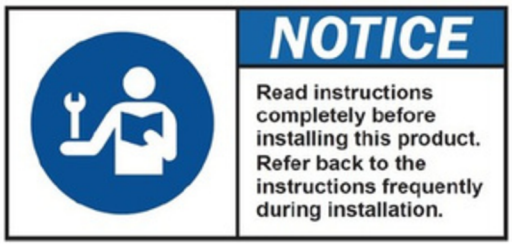
AP-313144

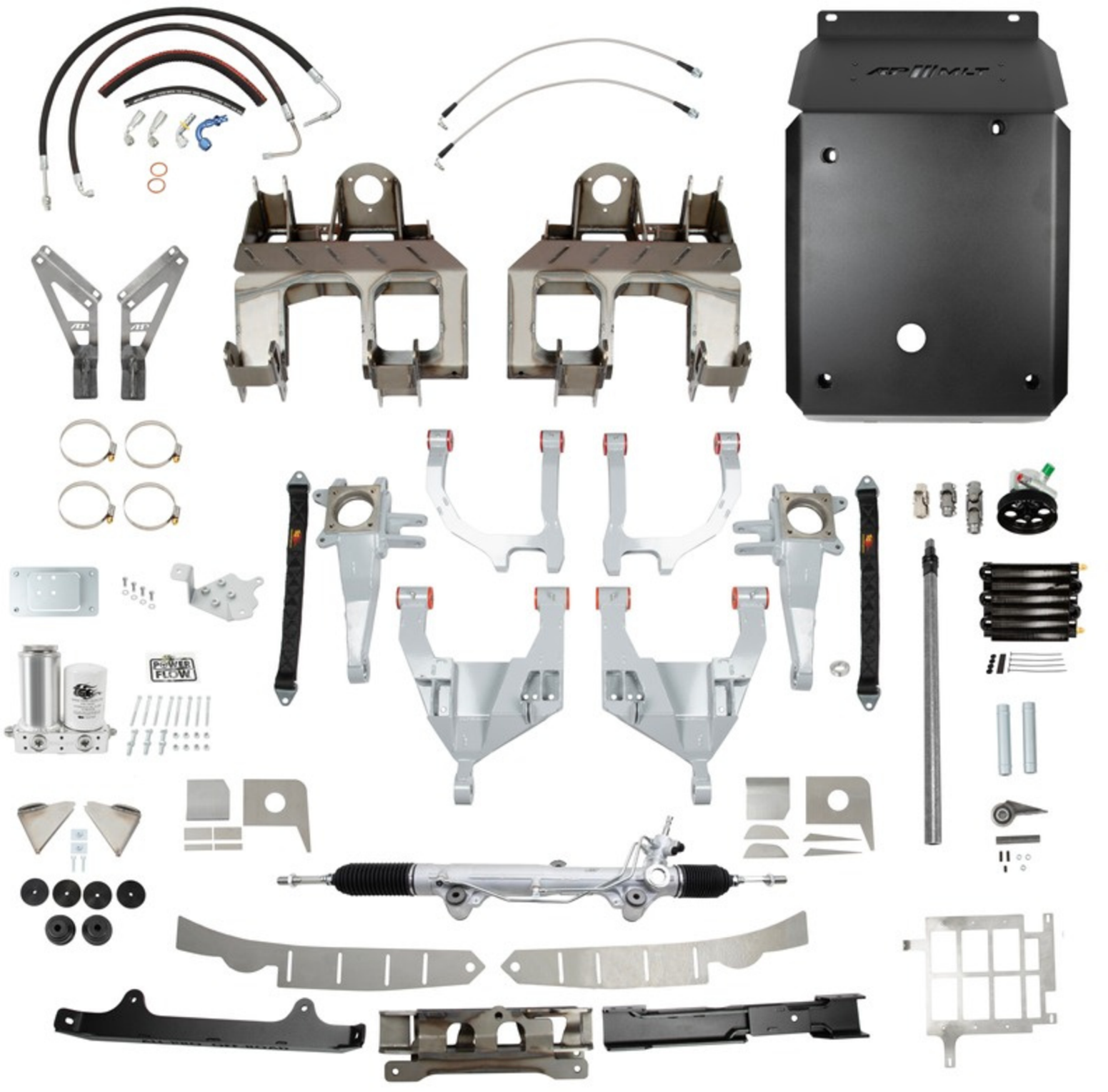
CAUTION

1. Read all instructions completely and carefully before you begin.
   If anything is not clear, please call our tech support line at 1.877.4X4.TOYS or 559.252.4950 or e-mail tech@trail-gear.com before proceeding.
2. Check to make sure the kit is complete and that no parts are missing (refer to the Kit Contents Section on the first page of these instructions). If anything is missing, please contact Trail-Gear at 1.877.4X4.TOYS or 559.252.4950 or e-mail tech@trail-gear.com.
3. Park vehicle on a clean, dry, flat, level surface and block the tires so the vehicle cannot roll in either direction.
4. This product is for off-road use only. It is recommended that the installation steps below be performed by a competent mechanic. Buyers and users of this product hereby expressly assume all risks associated with the installation and use of this product.
5. This installation is typical for most Toyota IFS vehicles. Some years or models may vary. If necessary, refer to the proper Toyota Factory Service Manual for the year and model of your vehicle.

WELDING SAFETY INSTRUCTIONS

- **Disconnect power:** Unplug battery cables and isolate sensitive electronics before welding on any vehicle.
- **PPE required:** Always wear flame-resistant gloves, long sleeves, welding helmet (shade 10–14), leather boots, and safety glasses.
- **Fire prevention:** Remove all flammable materials and keep a Class ABC fire extinguisher within 10 ft.
- **Ventilation:** Ensure proper airflow to prevent fume inhalation; avoid welding in enclosed spaces.
- **Ground safely**: Attach the ground clamp to clean, bare metal near the weld zone; never use drivetrain or suspension parts as a ground path.
- **Prep surfaces**: Clean all weld areas to bright metal—remove paint, rust, oil, and grease.
- **Eye protection:** Never view the arc without an approved lens; arc flash causes serious injury.
- **Cool-down time:** Allow parts to cool naturally; do not quench with water.
- **Power awareness:** Keep cables dry and clear of hot surfaces or sharp edges.





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(V6 KIT SHOWN)

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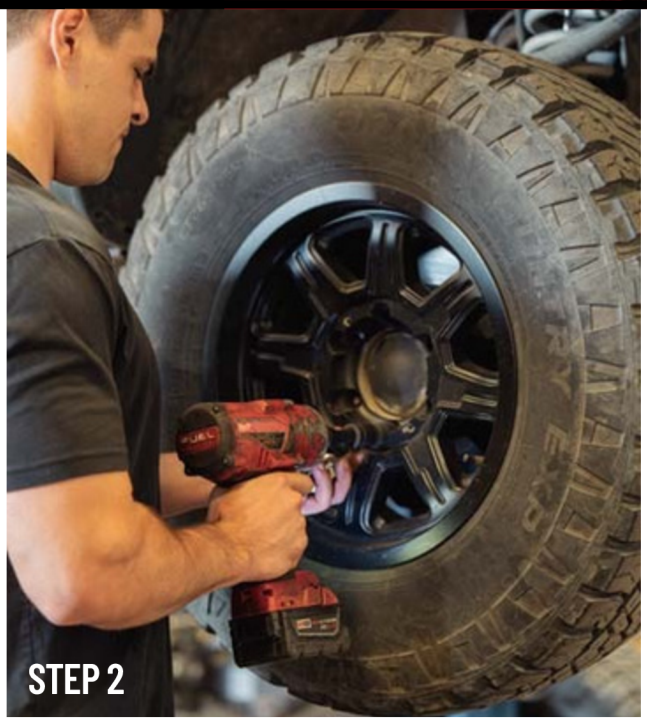
PART 1 - STOCK SUSPENSION REMOVAL:

STEP 1

1. Jack vehicle up on tall jackstands or put on lift (jackstands must be tall enough to fully droop out suspension for later measurements)
   a. Jackstands will need to be placed in the front of vehicle and behind the factory rear differential mount
   b. Vehicle lift is highly recommended for install

STEP 2

Remove front rims and tires


STEP 2

STEP 3

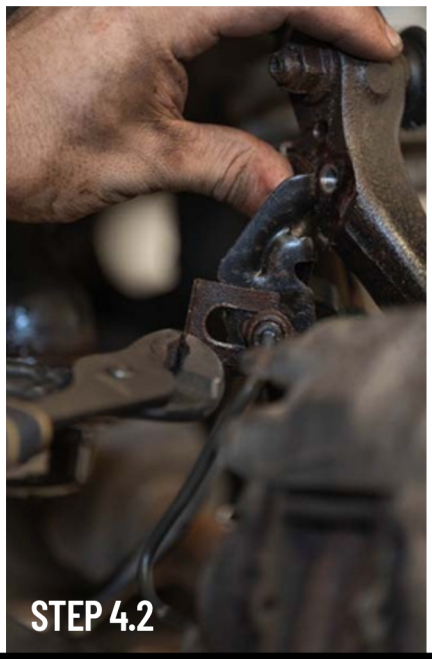
Remove any front skids you may have, factory or aftermarket. It is also recommended to remove the bumper for better access, but it is not required.


STEP 3


STEP 4.1

STEP 4

Remove the brake line from the intermediate fitting on the spindle. We will be saving the small section of hard line along with the OEM caliper, so please take care to preserve the fittings.


STEP 4.2

PART 1 - STOCK SUSPENSION REMOVAL:

STEP 5

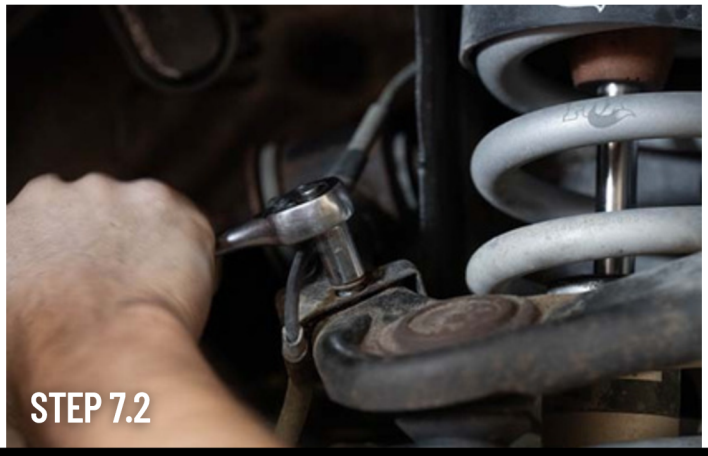
Once the section of hard line is free, remove the caliper with the two bolts fixing it to the spindle. We recommend taking the opportunity to upgrade to a higher quality pad and rotor set, but if you are reusing your brakes, please set them to the side with the calipers.

STEP 6

Unplug the wheel speed sensor from the wire running into the engine bay and remove the wheel speed sensor from the spindle. The sensor will be reinstalled in the new spindle, so take care when removing.

STEP 7

Remove the wire running from the speed sensor into the engine bay. There will be a plastic connector on the engine bay side of the inner fender, unplug at this connector. Wire will need to be removed from all mounts on spindle and UCA. Wire will be reinstalled with sensor, please take care when removing.



PART 1 - STOCK SUSPENSION REMOVAL:

STEP 8

Remove steering tie rod from spindle. You can also cut the narrow section of the tie rod if you are going to throw away the OEM rack.

STEP 9

Remove axle nut cover, pin, keeper, and nut. All of these parts can be reused, either on your existing hubs or on your new set of hubs. We highly recommend replacing hubs with a quality set of OEM replacement hubs and seals.

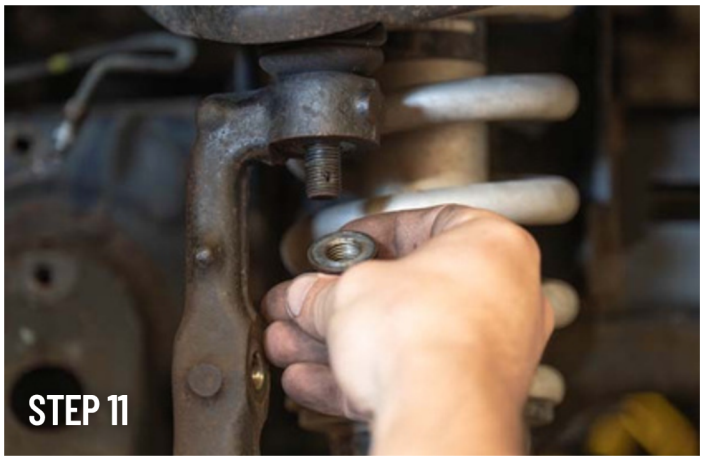
PART 1 - STOCK SUSPENSION REMOVAL:

STEP 10

1. Remove sway bar link from spindles and sway bar itself from mounts behind bumper.
   a. This step will need to happen on both sides to remove sway bar completely
   b. Sway bar will not be reinstalled

STEP 11

Remove top joint of stock spindle connecting to the UCA. If stuck, a solid hit from a hammer on the front flat surface usually knocks it loose.



STEP 12

Remove bottom joint from spindle with the two bolts running into the base of the spindle.

STEP 13

Pull axle shaft from outer hub and remove spindle from truck.

PART 1 - STOCK SUSPENSION REMOVAL:

STEP 14

1. Unscrew bumpstop from truck and remove
   a. If using aftermarket bumpstop that you would like to retain, set aside.
   b. If not reusing, the existing bumpstops can be thrown out

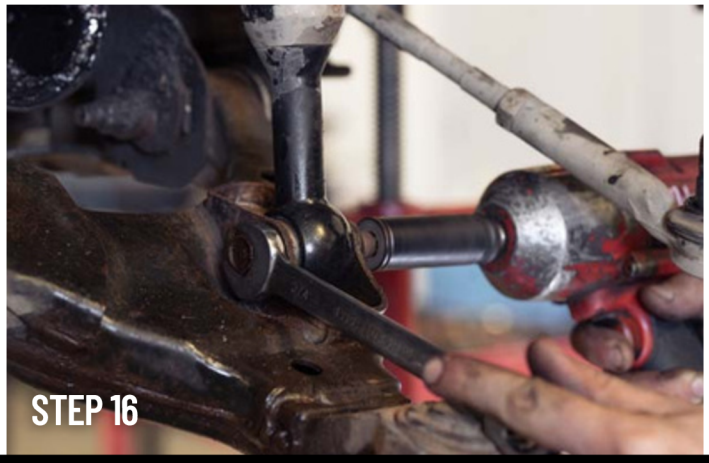
STEP 15

Pry axle shaft out of differential and remove from truck. If the shaft pulls out of the inner joint, the joint may be left in until the LCA is removed if that is more convenient.

STEP 16

Loosen bottom bolt on coilover

   a. Nut may be removed, but leave bolt loosely in place



PART 1 - STOCK SUSPENSION REMOVAL:

STEP 17
Support bottom of LCA with jack to maintain slight pressure on coilover

STEP 18
Remove top bolts from coilover

a. Slight pressure from jack should allow bolts to be unthreaded easily

STEP 19
Slowly lower LCA and coilover, removing the bottom bolt from coilover and removing the coilover from the vehicle

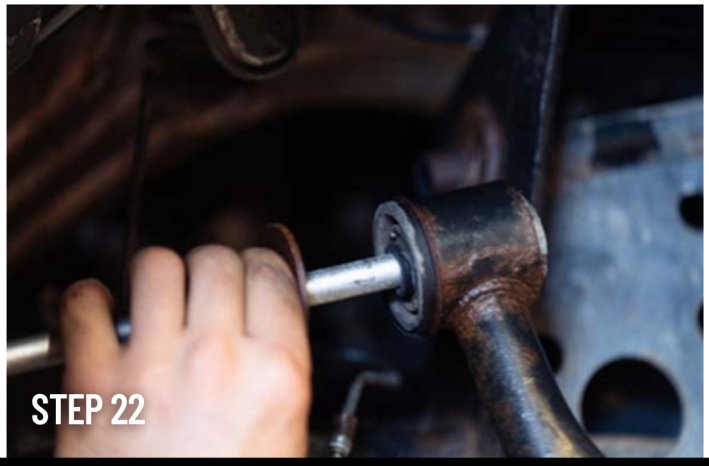
STEP 20
Remove LCA bolts and alignment sleeves

STEP 21
Remove LCA from the vehicle

STEP 22
Remove top bolt from UCA

a. You can cut to remove this bolt, it will not be reused and this is far easier. Pull slightly out, cut, pull a little more, cut, etc. until the bolt allows the UCA to come free.

b. If you will be selling your stock setup, the bolt will need to be pulled through the radiator support and the grille will need to be removed.



PART 1 - STOCK SUSPENSION REMOVAL:

STEP 23
Remove UCA from truck

STEP 24
Repeat steps 4 through 23 on opposite side

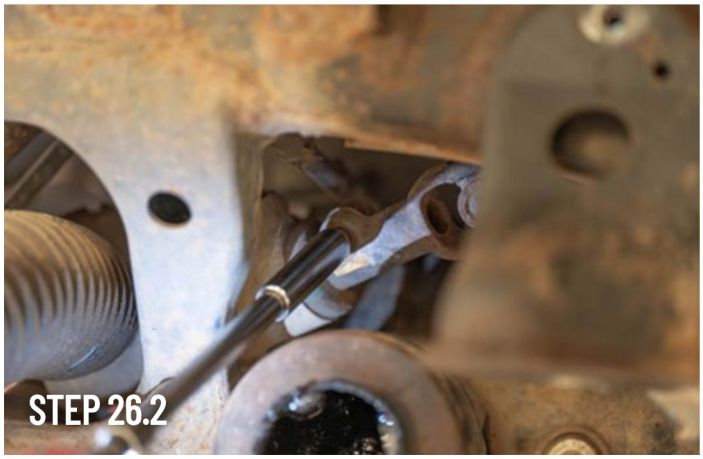
PART 2 - STEERING AND DIFFERENTIAL REMOVAL:

STEP 25

If you still have factory front crossmember supports on your truck, remove them at this time.

STEP 26

Remove U-joint from steering rack



STEP 27

Remove U-joint underneath steering wheel column connecting to sector shaft

PART 2 - STEERING AND DIFFERENTIAL REMOVAL:

STEP 28
Remove sector shaft and both U-joints

STEP 29
Remove the high pressure and low pressure lines to the steering rack

a. Place a drain pan underneath the rack to catch steering fluid

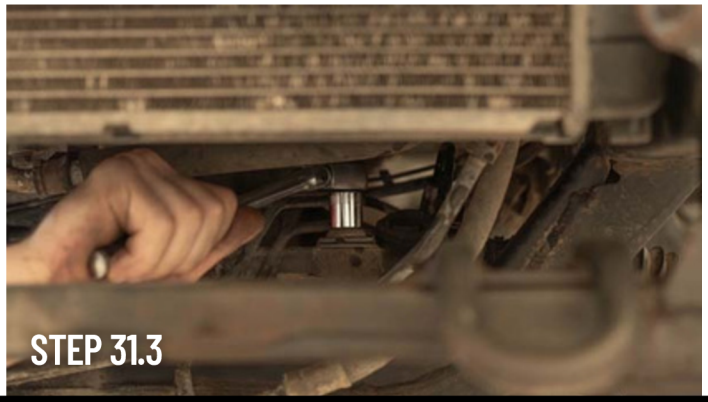
b. Opening the power steering reservoir will allow the fluid to drain faster

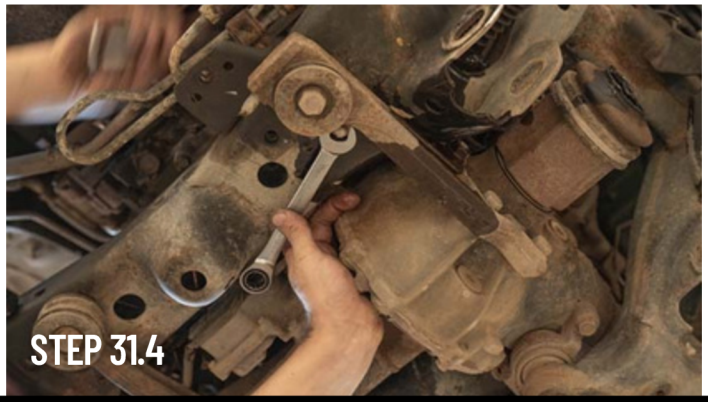
STEP 30
Remove the opposite ends of the power steering lines

a. The high pressure line will trace back to the power steering pump

b. The low pressure line will trace back to either a cooler or the OEM reservoir (depending on your setup)

STEP 31
Finish unbolting the rack which should now be free of lines and connections.



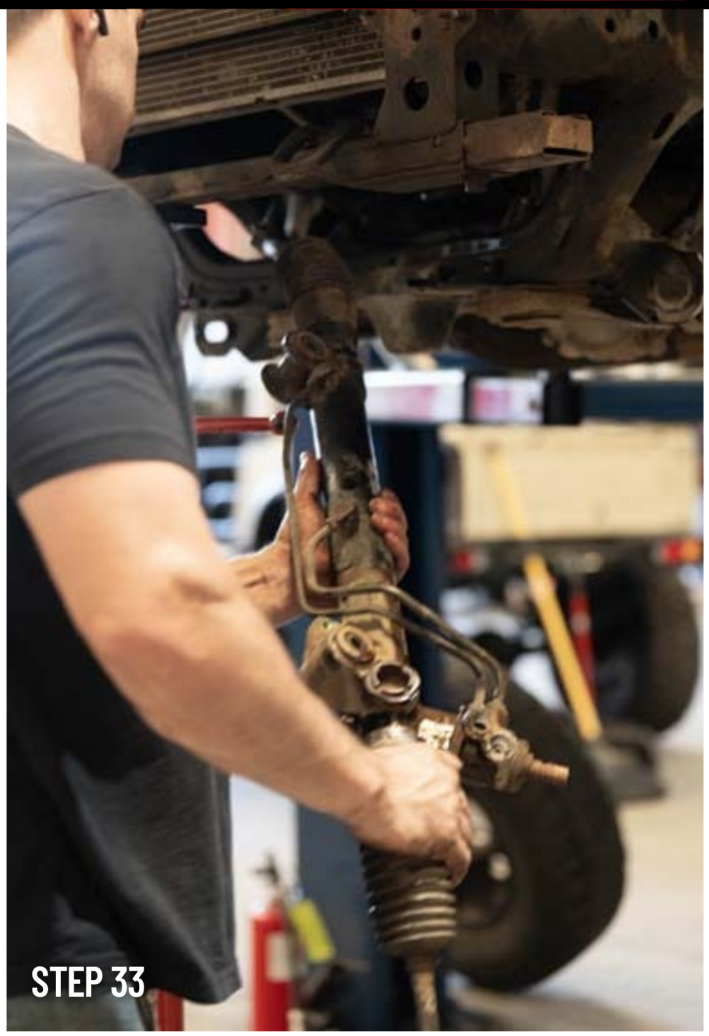


PART 2 - STEERING AND DIFFERENTIAL REMOVAL:

STEP 32
Slide rack to the passenger side through the factory hole in the subframe, then tilt the driver side bringing it out of the stock subframe

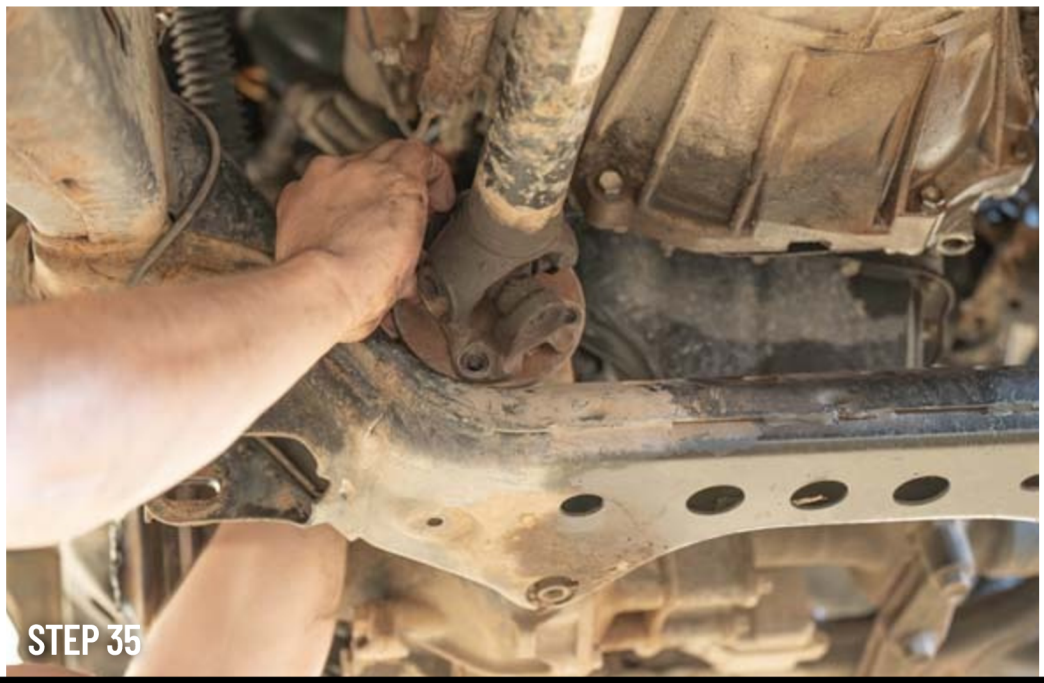
STEP 33
Slide the rack back to the driver side, rotating it until it clears the frame completely

a. Rack will not be reused, it can be set aside



STEP 34
Remove factory power steering reservoir and make sure all fluid is drained from factory pump.

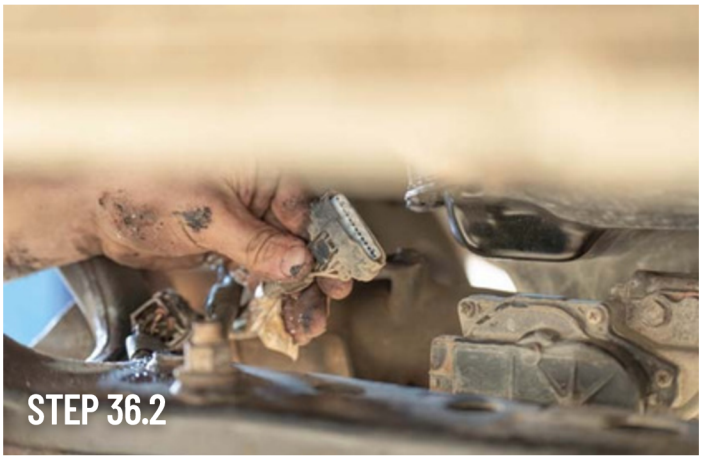
STEP 35
Remove the front driveshaft from the front differential.

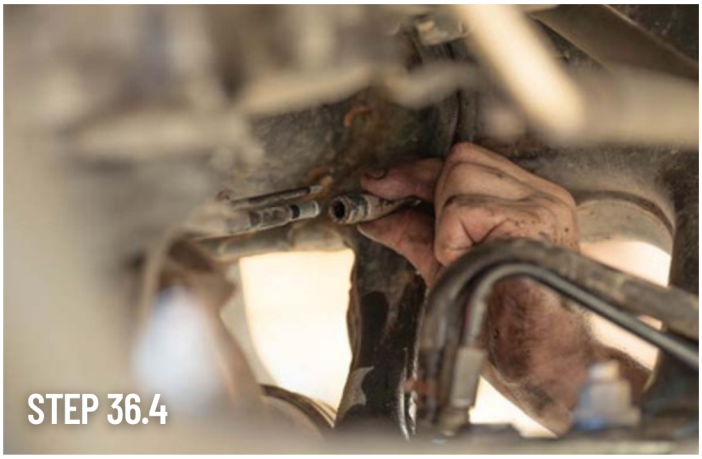


PART 2 - STEERING AND DIFFERENTIAL REMOVAL:

STEP 36

Remove the plug and harness to the front ADD and any other lines to the front that may be connected (breather and potentially e locker / air locker lines)





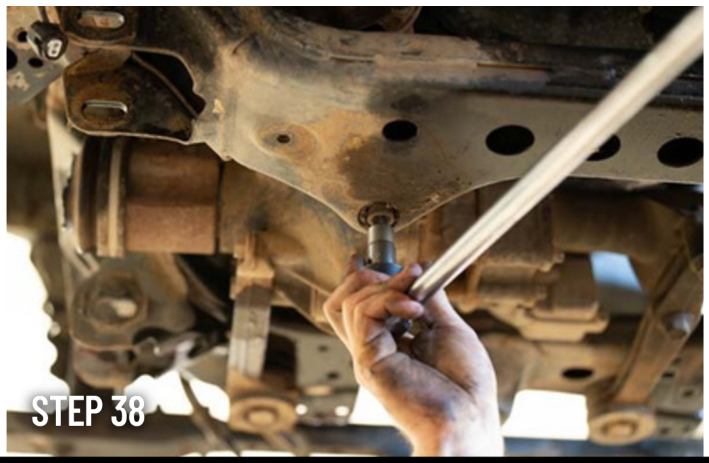
STEP 37

Unscrew drain plug from the differential and allow all fluid to drain

STEP 38

Remove the rear differential mount from the stock crossmember

a. It will sit in place on top of the crossmember while finishing the rest of the differential removal, but be aware it is now loose



PART 2 - STEERING AND DIFFERENTIAL REMOVAL:

STEP 39

Support the bottom of the differential and strap the differential to the support

a. A transmission jack is the recommended support system, but it can be done with 2 people or a floor jack if the truck is on jackstands.

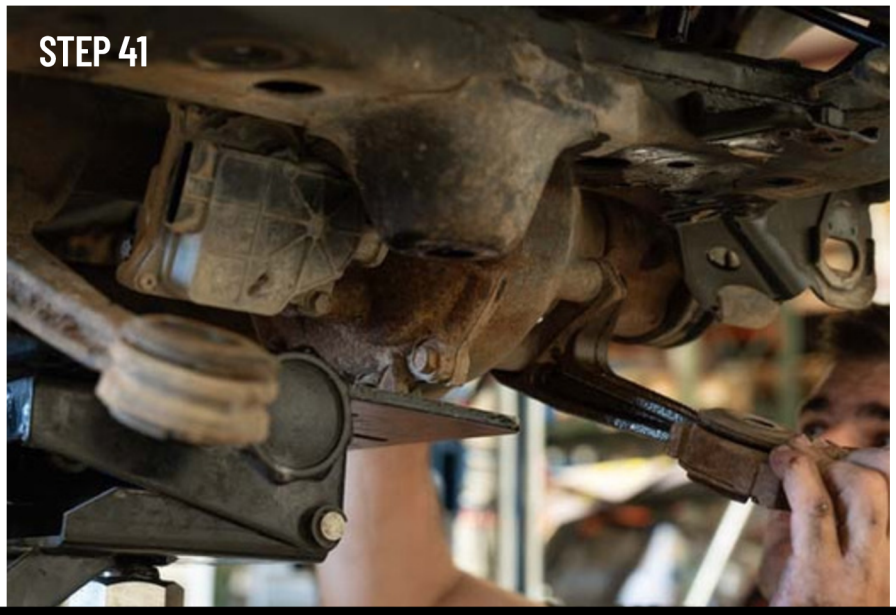
b. The differential is weighted heavily to one side and wants to rotate, so take care to secure it well

STEP 40

Slowly remove the front differential mount bolts, taking care to watch where the differential wants to roll to and controlling its descent

STEP 41

Fully remove differential bolts and lower differential slightly



STEP 42

Jack differential back up after front bolts are fully removed to unseat the rear mount from the frame

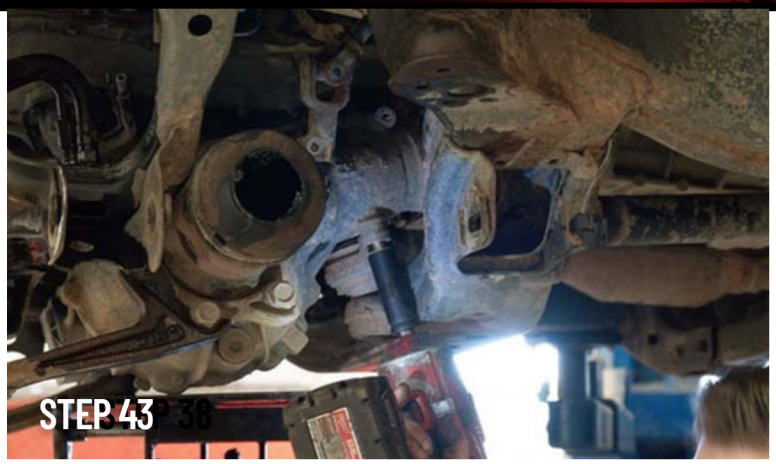
PART 2 - STEERING AND DIFFERENTIAL REMOVAL:

STEP 43

Once the rear mount is unseated from the frame, rotate the differential slightly and lower away from the vehicle

a. The differential will be reinstalled with both factory front mounts, but the rear mount will get modified to accommodate our HD diff mount.

b. Rear differential mount may be removed at this point



STEP 44

Differential can be sent out for rebuild at this point if that is part of your specific needs (install of locker, gears, etc.)