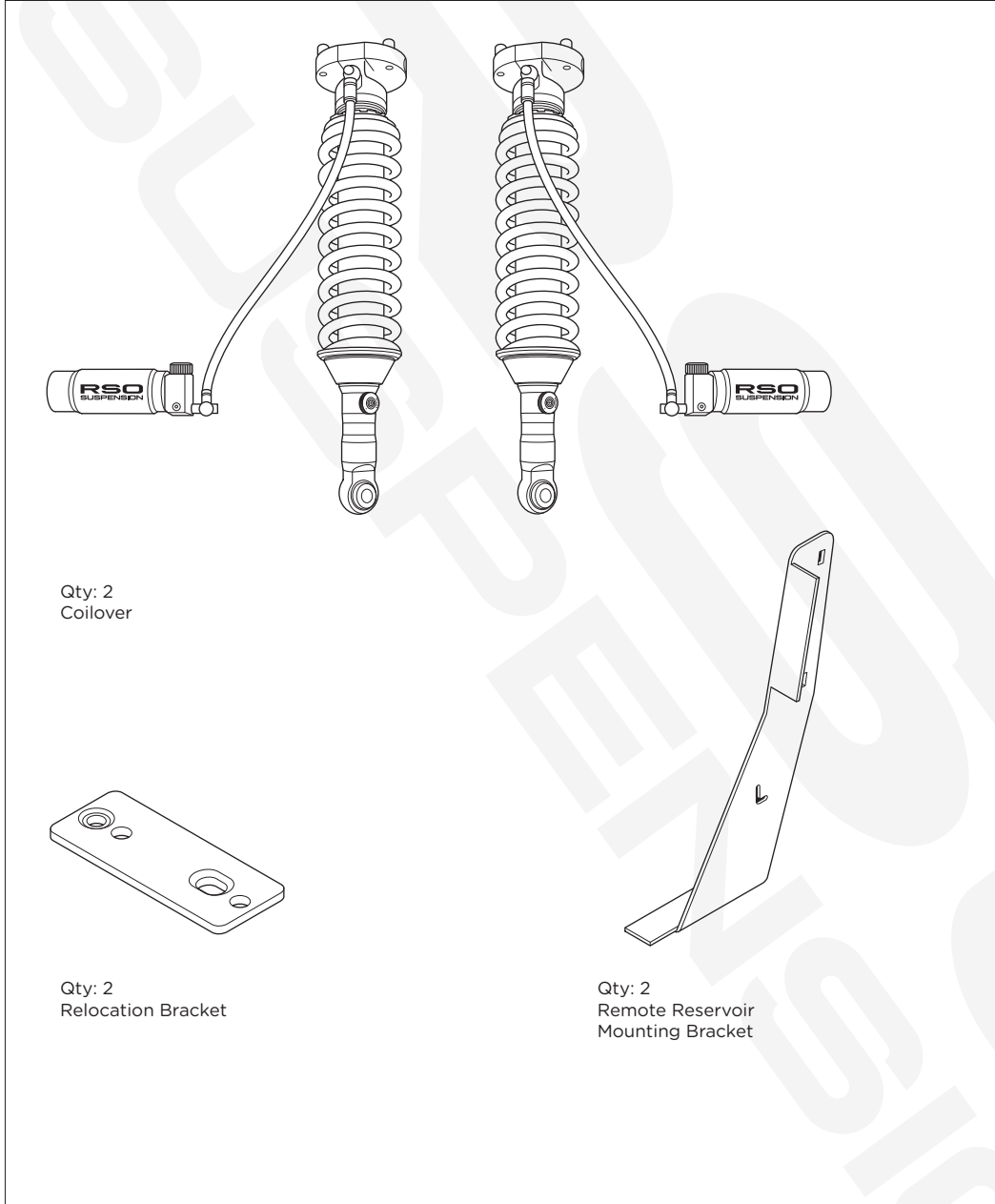


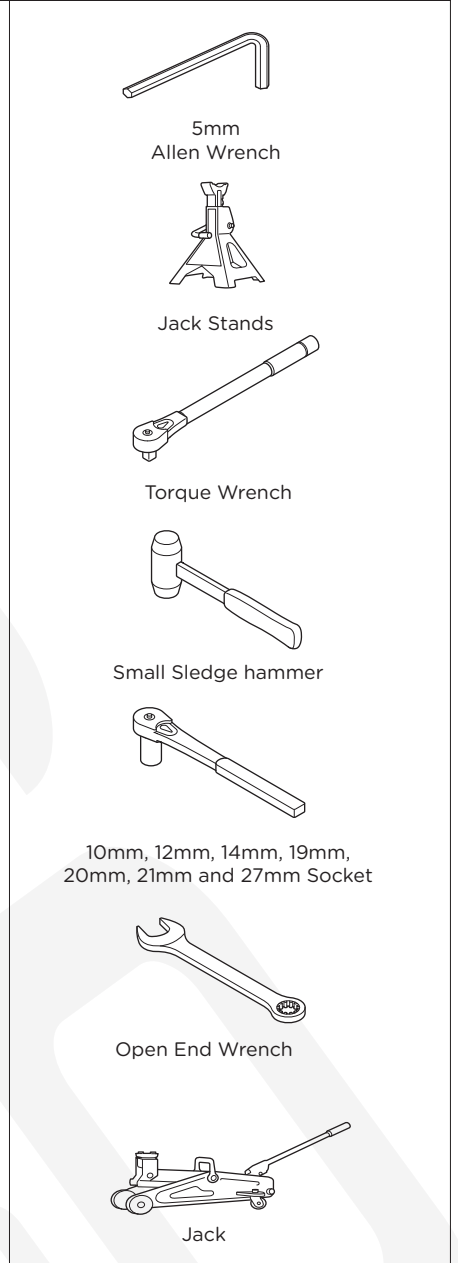
COMPONENTS **TOOLS REQUIRED**



Qty: 2
Coilover

Qty: 2
Relocation Bracket

Qty: 2
Remote Reservoir
Mounting Bracket



5mm
Allen Wrench

Jack Stands

Torque Wrench

Small Sledge hammer

10mm, 12mm, 14mm, 19mm,
20mm, 21mm and 27mm Socket

Open End Wrench

Jack

INSTALLATION NOTES

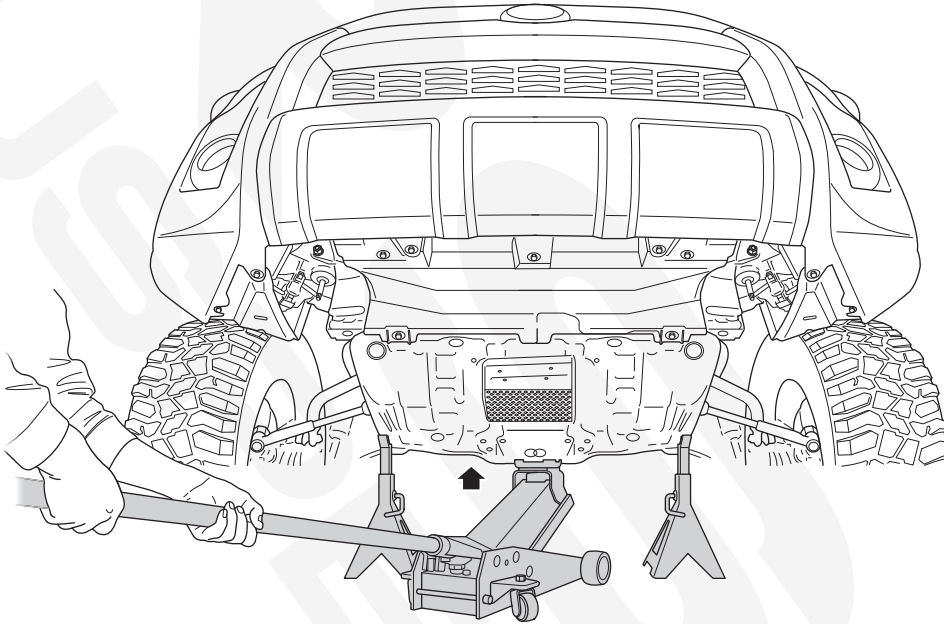
Lift Heights are based on factory vehicle height without any aftermarket accessories. Please note lift height range can vary depending on your accessories, aftermarket wheels, tires, gear and other suspension components you have added to your vehicle."

TOYOTA 4RUNNER COILOVER ACR SHOCKS

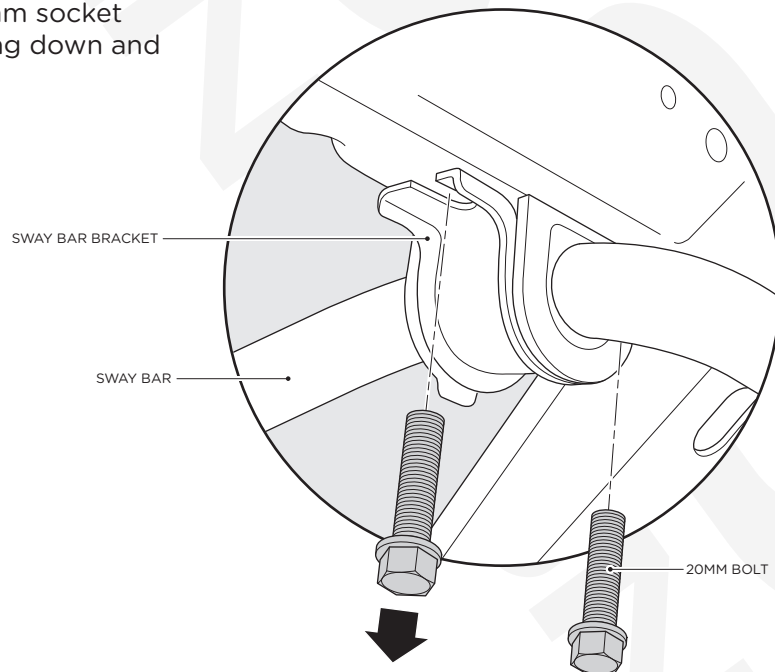
SKU# 150310-450300

RSO SUSPENSION

1. Chock your rear tires and then raise the front tires off the ground using a properly rated jack and jack stands. Remove the front tires. Remove the vehicles front skid plate by removing the 4 mounting bolts. Then swing the skid plate forward and off of the front hook tabs holding it in place. Some models will require removing the bumper air dam in order to remove the skid plate.

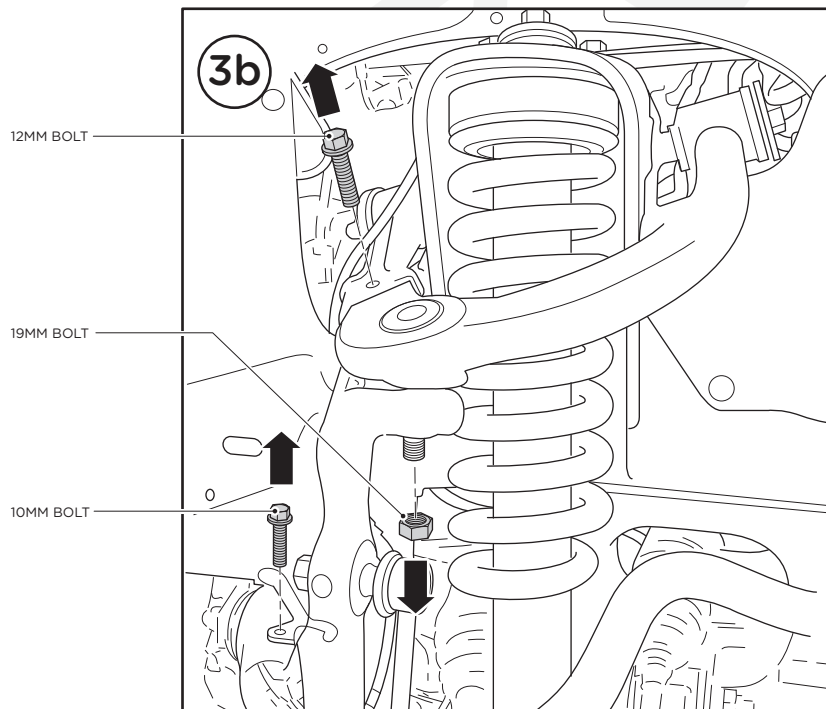
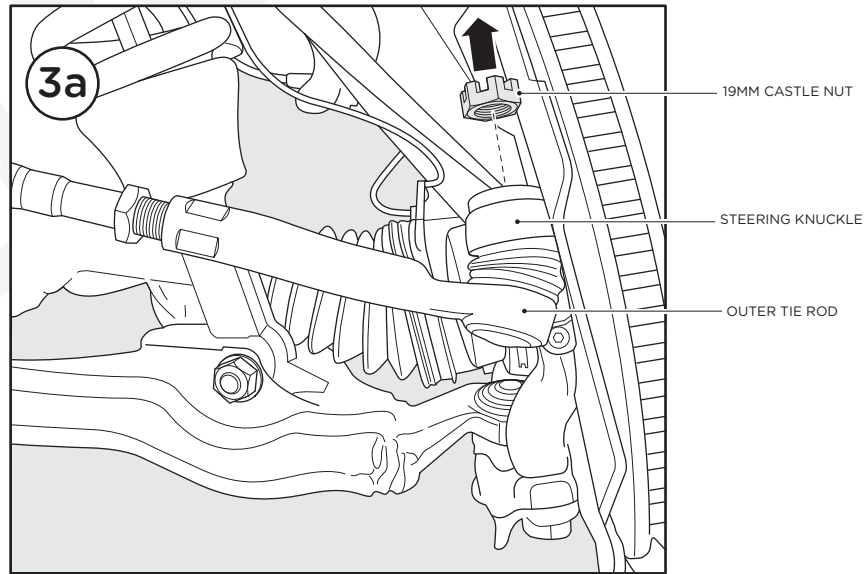


2. Remove the bolts holding the sway bar brackets to the frame using a 20mm socket and wrench. Let the sway bar swing down and towards the front of the vehicle.



- 3.** To make enough room for the factory coilovers to be removed, disconnect the outer tie rod from the steering knuckle using a 27mm socket on the castle nut and tie rod removal tool. Take off the castle nut holding the ball joint to the steering knuckle using a 19mm socket (3a).

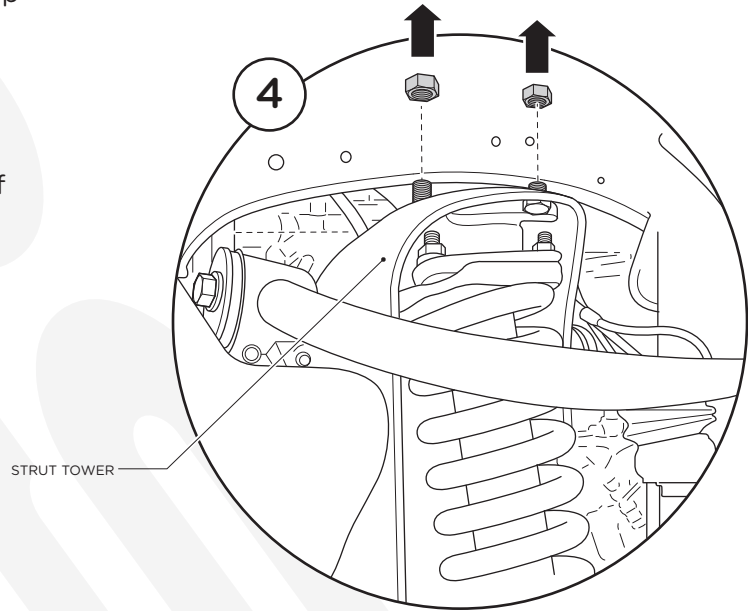
Support the spindle and lower control arm and let it droop down. Disconnect the abs line bracket using a 10mm socket, as well as the brake line bracket using a 12mm socket from the upper control to avoid overextension and damage (3b).



- 4.** To remove the factory coilover start at the top by removing the 3 bolts holding the coilover to the strut tower using a 14mm socket or open end wrench.

Next remove the lower shock bolt using a 19mm socket. Keep note of the orientation of the lower shock bolt as it will be reused during installation of your RSO coilovers.

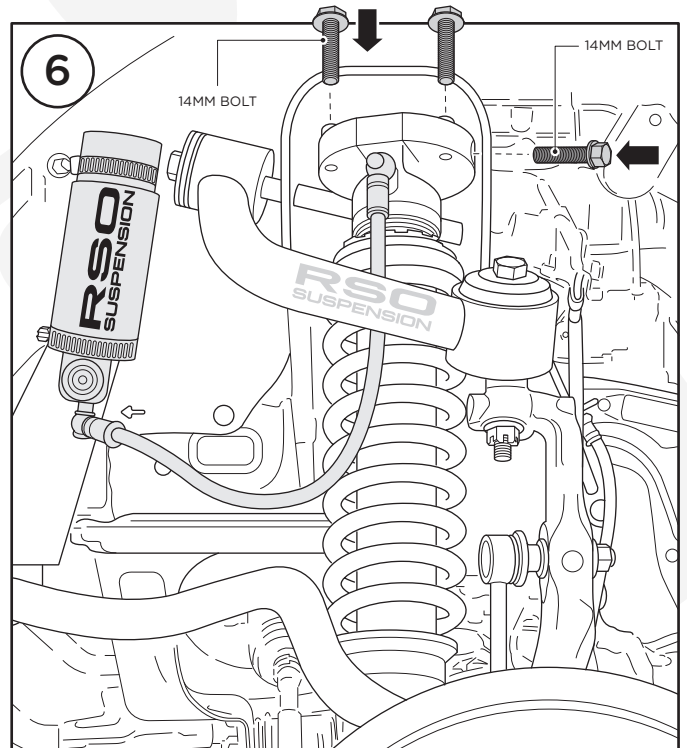
- 5.** Using slight pressure push the lower control arm down to allow removal of the factory coilover. Be careful not to put too much pressure on the lower suspension to avoid damage.



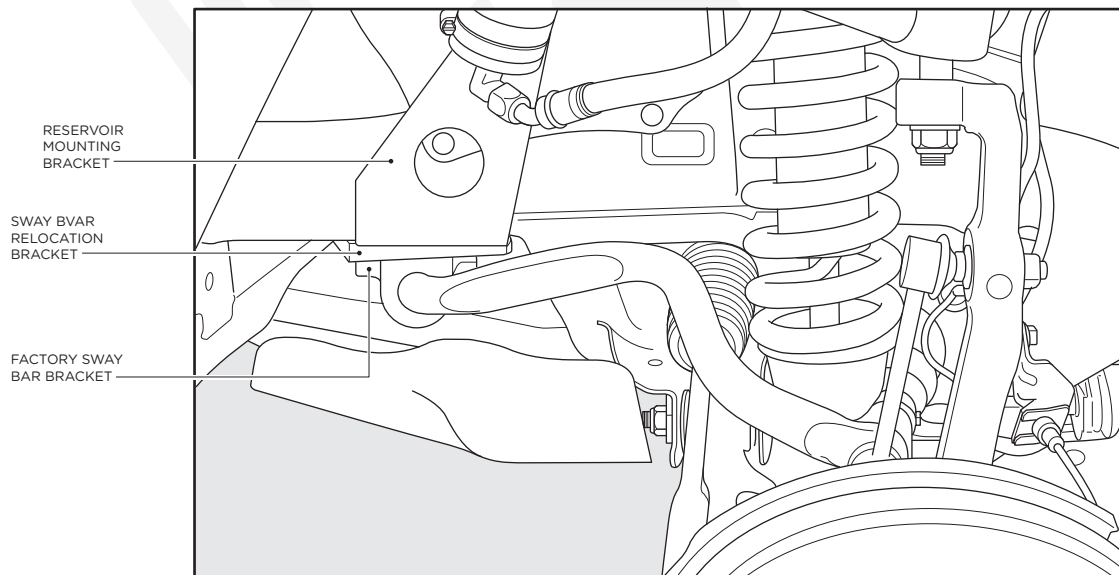
- 6.** Carefully place the new RSO coilover into position and align the holes of the upper coilover mount with the holes in the factory strut tower. Note the reservoir hose connection should be facing outward and the hose will swing forward below the upper control arm. Fasten the three provided bolts through the factory strut tower to the RSO coilovers billet mount to secure it in place and torque to 30ft/lbs.

- 7.** Place the lower coilover rod end into the factory shock mount on the lower control arm. Ensure the provided misalignment spacers are in the spherical bearing and using the factory lower shock mount bolt secure the new RSO coilover in place and torque to 70ft/lbs.

- 8.** Once the coilover is in place secure the upper control arm to the steering knuckle. Torque the ball joint castle nut to 82ft/lbs and install cotter pin. Reconnect the outer tie rods to the steering knuckle and torque to 67ft/lbs and install cotter pin.



9. To mount the reservoirs start by installing the reservoir mounting brackets and sway bar relocation brackets. The relocation brackets mount to the frame using the factory sway bar bracket hardware with the head of the bolts being recessed into the relocation bracket and threaded into the frame. The reservoir mounting brackets are sandwiched in between the frame and the sway bar relocation brackets. Ensure the relocation brackets have the threaded holes in front of the recessed holes. Using the supplied hardware re-install the sway bar and factory sway bar brackets to the relocation brackets. The sway bar will now be mounted lower and forward of it's original position for more clearance on the larger coilovers.



10. Route the reservoir hose under the upper control arm and towards the front of the vehicle. Line up the reservoir with the reservoir mounting brackets and secure in place with the included hose clamps. Center the reservoir on the bracket so it avoids contact with moving suspension components as well as the fender liner. The compression adjustment knob will be on top and the hose connection at the bottom. You may rotate the reservoir to the desired location then tighten the hose clamps to secure.
11. Torque all bolts to spec and cycle the suspension to ensure no contact between components. Install skid plate and wheels to finalize installation. We now recommend a professional alignment. Re-torque bolts after 1,000 miles of driving.

