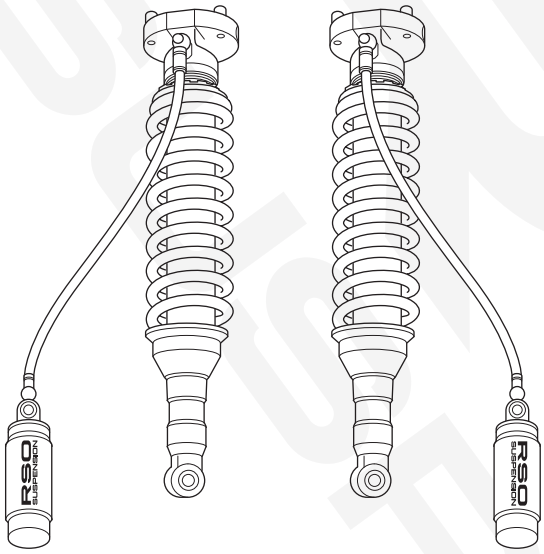
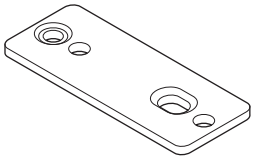
TOYOTA TACOMA COILOVER SHOCKS
SKU# 150405-458900

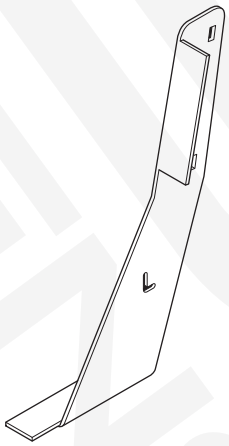
COMPONENTS



Qty: 2
Coilover



Qty: 2
Relocation Bracket

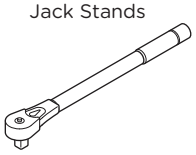


Qty: 2
Remote Reservoir
Mounting Bracket

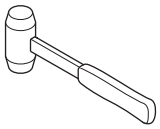
TOOLS REQUIRED

5mm
Allen Wrench

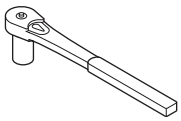
Jack Stands



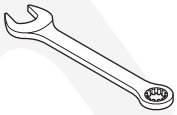
Torque Wrench



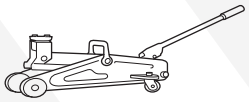
Small Sledge hammer



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



Open End Wrench

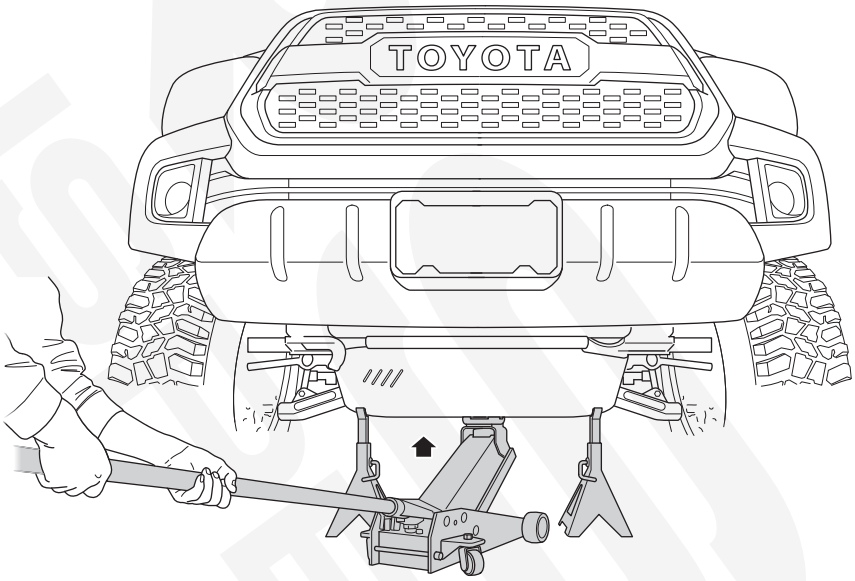


Jack

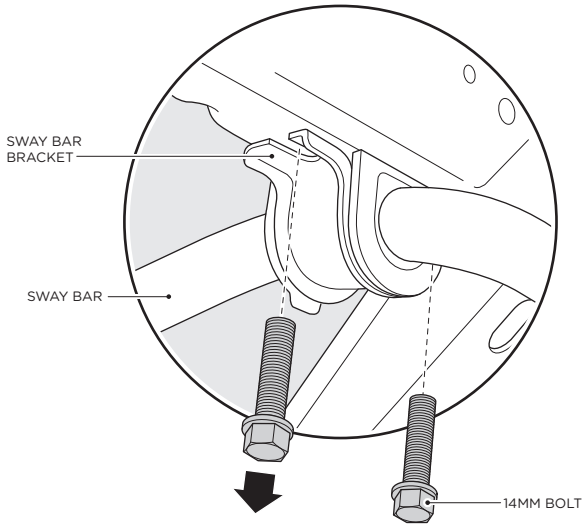
INSTALLATION NOTES

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.

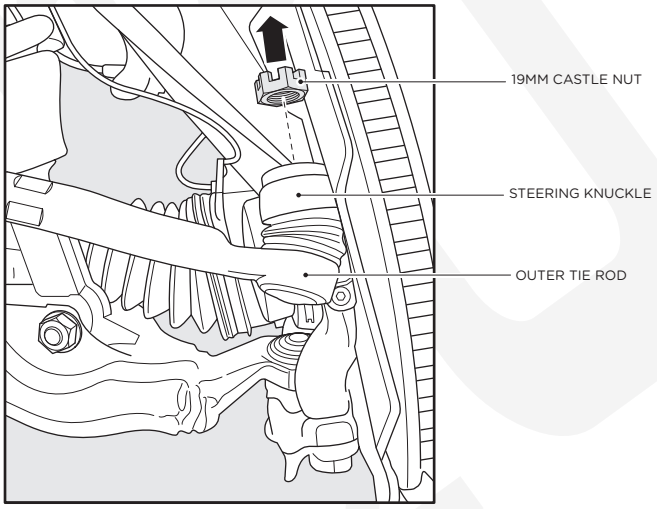
1. Chock your rear tires and then raise the front tires off the ground using a properly rated jack and jack stands. Ensure the vehicle is properly supported then remove the front tires.



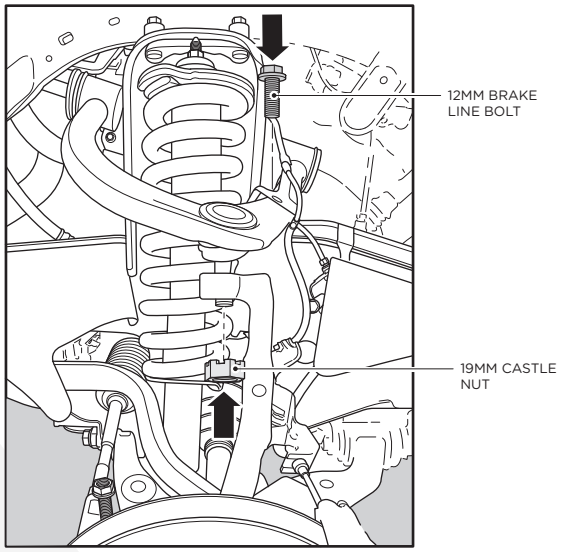
2. Remove the sway bar brackets using a 14mm socket, once the brackets have been removed from the frame swing the sway bar forward and out of the way of installation.



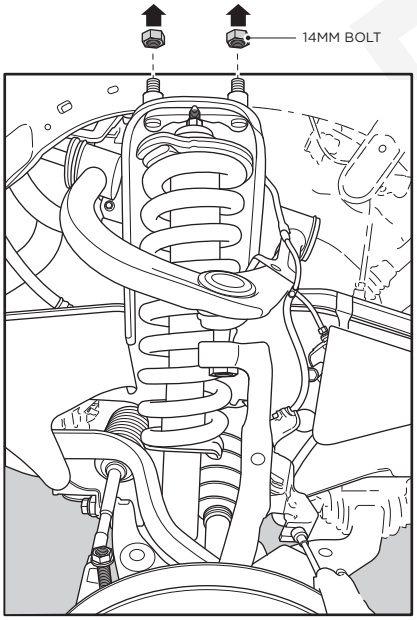
3. Disconnect the outer tie rods by removing the cotter pin then using a 19mm socket to remove the castle nut.



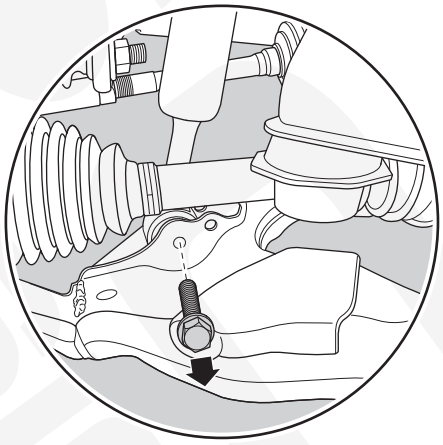
4. To avoid overextending and damaging the brake line during removal of the factory coilover start by removing the brake line brackets. Use a 10mm socket on the bracket attached to the upper control arm and a 12mm socket on the bracket attached to the spindle. Use a jack to support the lower control arm and spindle assembly to avoid damage. Remove the castle nut from the ball joint using a 19mm socket, once unbolted disconnect the upper control arm from the spindle and allow the spindle and lower control arm to swing down.



5. To Remove the factory coilover start by removing the 3 bolts on top of the strut tower using a 14mm socket.

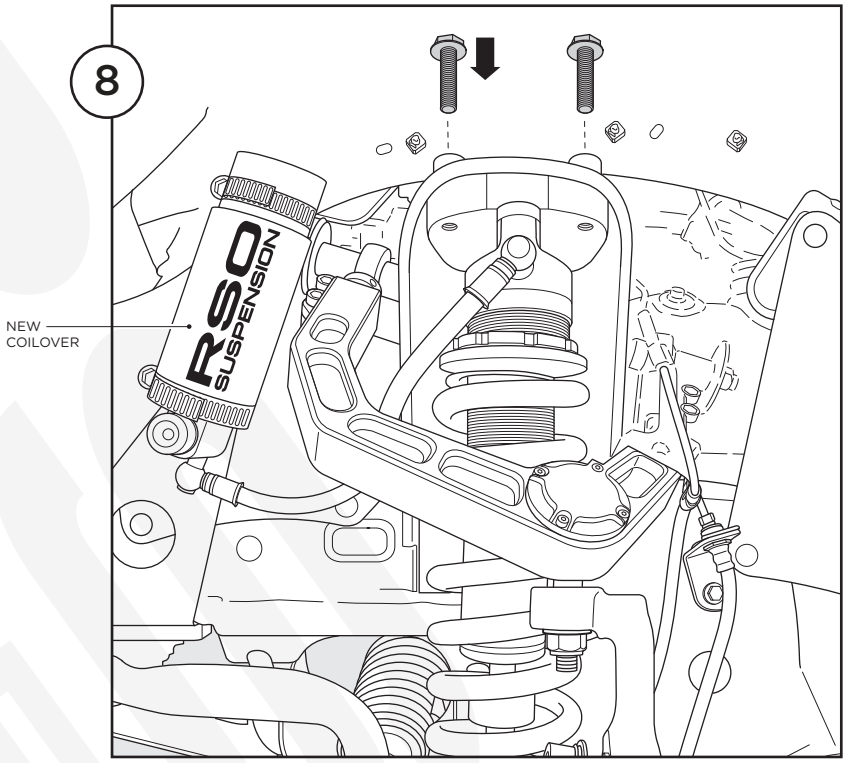


6. Remove the lower shock bolt using a 19mm socket, keep note of the orientation of the factory lower shock bolt as it will be reused for installation.

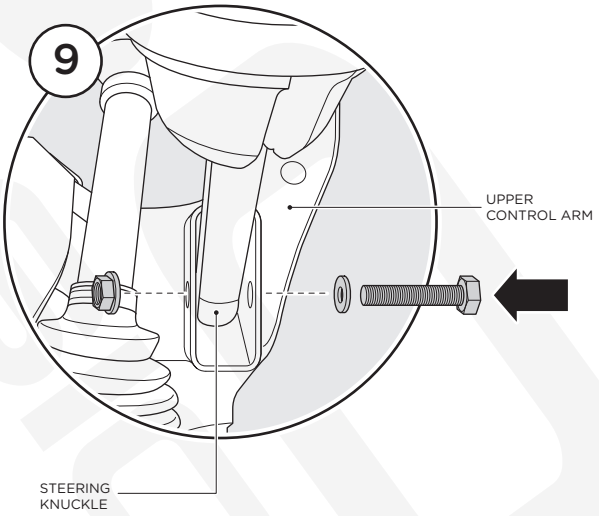


7. Once unbolted slowly lower the factory coilover through the upper control arm, you might have to raise the upper control arm and gently push down on the lower control arm to give enough room for the factory coilover to be removed.

8. To install the new RSO coilover start by ensuring the reservoir hose connection on the coilover body is pointing out. Line up the upper coilover mounting holes with the holes in the strut tower use the provided hardware to secure the RSO coilover to the strut tower and torque to 45ft/lbs.

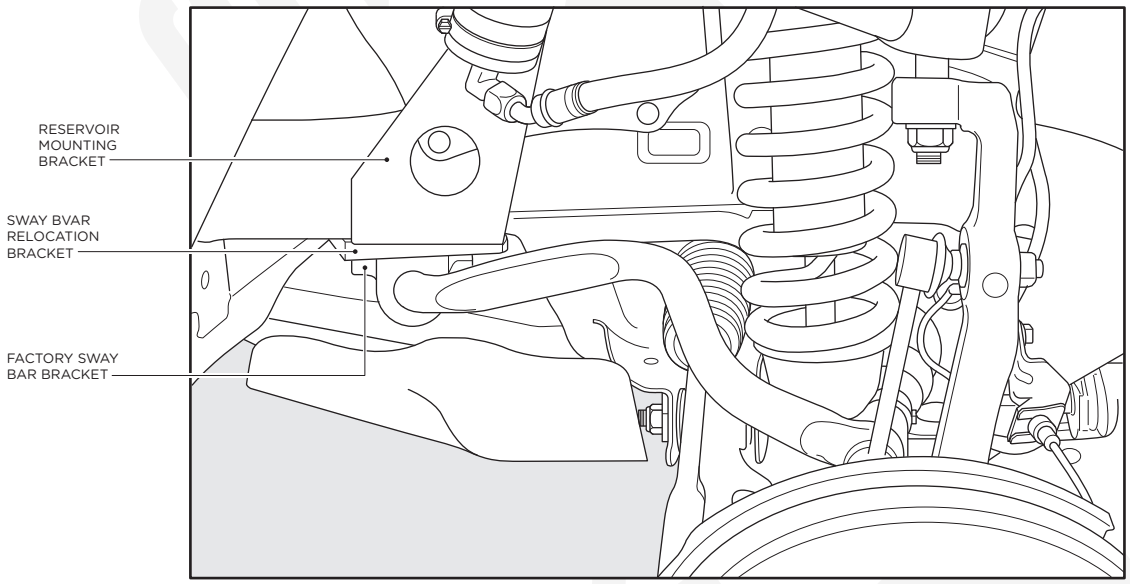


9. Line up the lower rod end to the lower control arm shock mount, ensure the misalignment spacers on the lower rod end stay lined up and secure using the factory lower shock bolt and torque to 60ft/lbs.



10. Reinstall the upper control to the spindle using the factory castle nut on the ball joint stud and torque to 80ft/lbs. Bolt the brake line brackets back onto the spindle and the front upper control arm using a 10mm and 12mm socket.

11. To mount the reservoir's 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 reser voir mounting brackets are sandwiched in between the frame and the sway bar relocation brackets. Ensure the relocation brackets have the pre-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.



12. 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. You may rotate the reservoir to the desired location then tighten the hose clamps to secure.