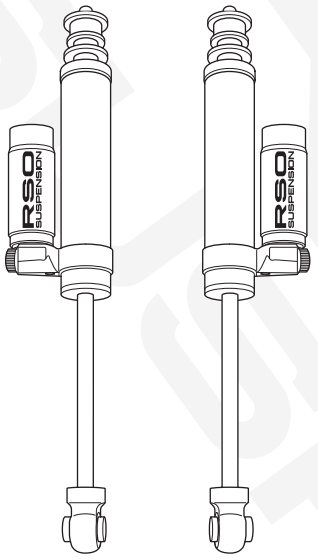
TOYOTA TACOMA REAR SHOCKS
SKU# 150405-458901

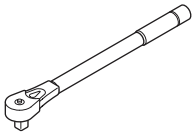
COMPONENTS



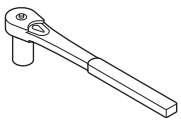
Qty: 2
Shocks

TOOLS REQUIRED

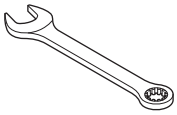
Jack Stands



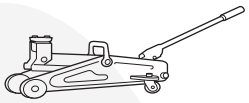
Torque Wrench



12mm, 17mm, 19mm Sockets



Open End Wrench

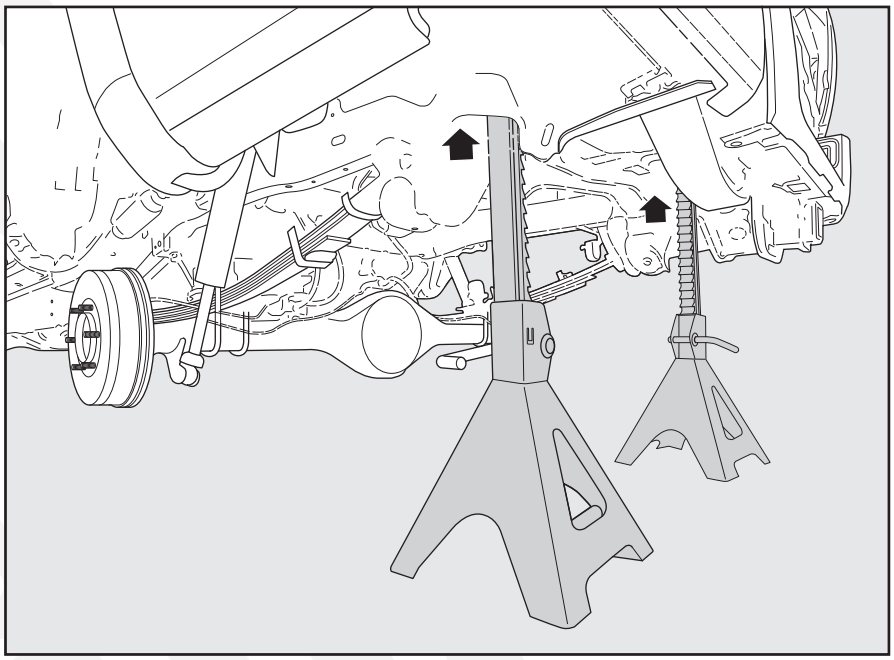


Jack

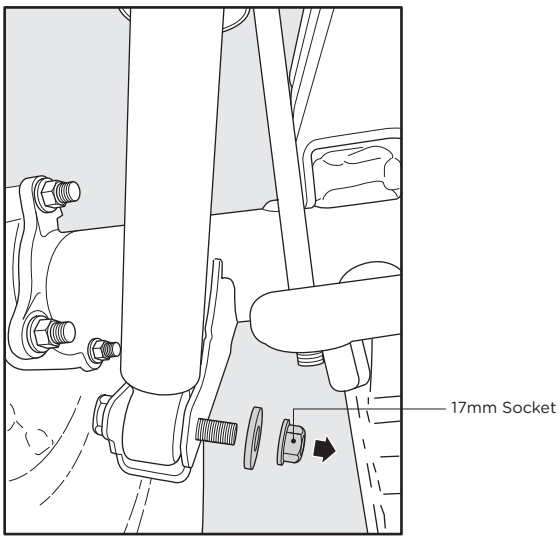
INSTALLATION NOTES

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.

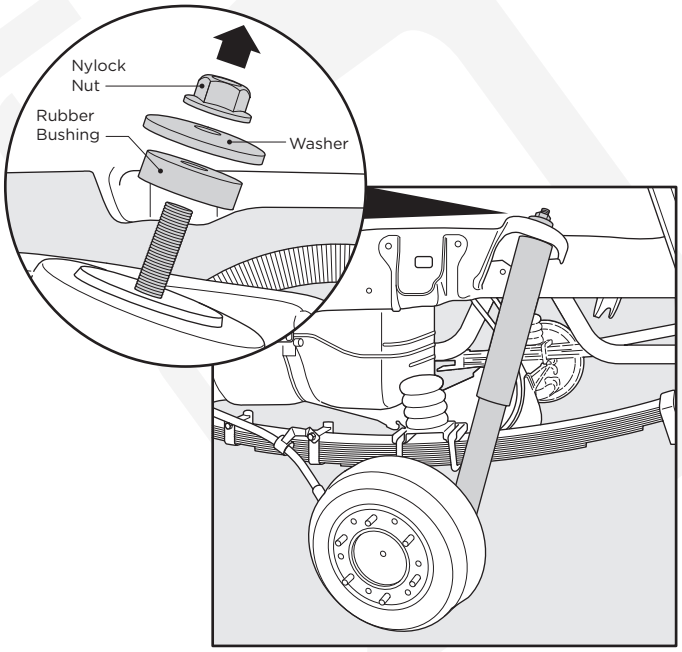
1. Use properly rated jack stands to support the vehicle, chock the front tires to ensure no movement while working under your vehicle. Once the back of the vehicle is off the ground and secured, remove the rear wheels.



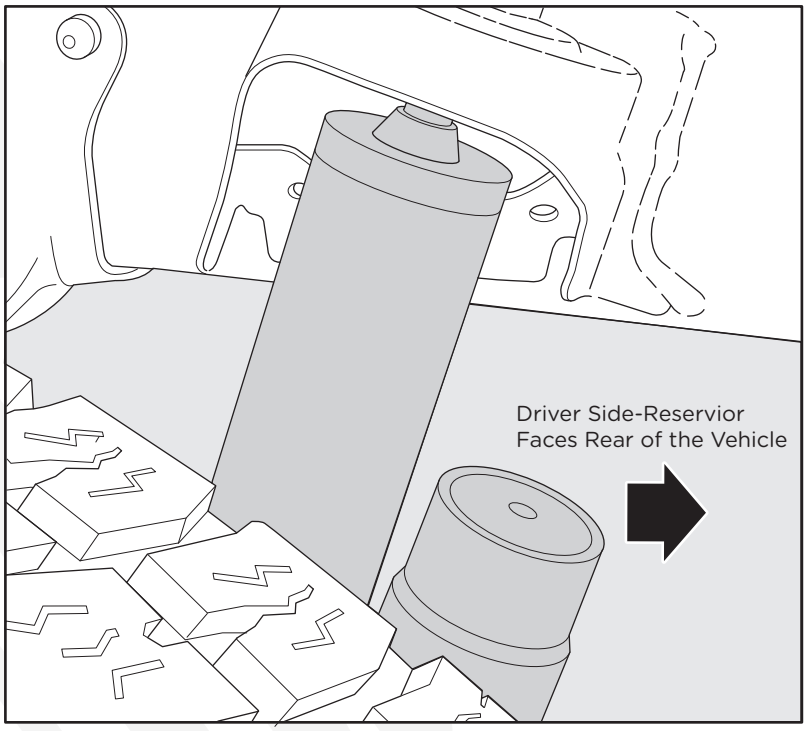
2a. Using a properly rated hydraulic jack under the axle housing raise the jack to remove tension and compress the shock. Remove the lower shock bolt using a 17mm socket.



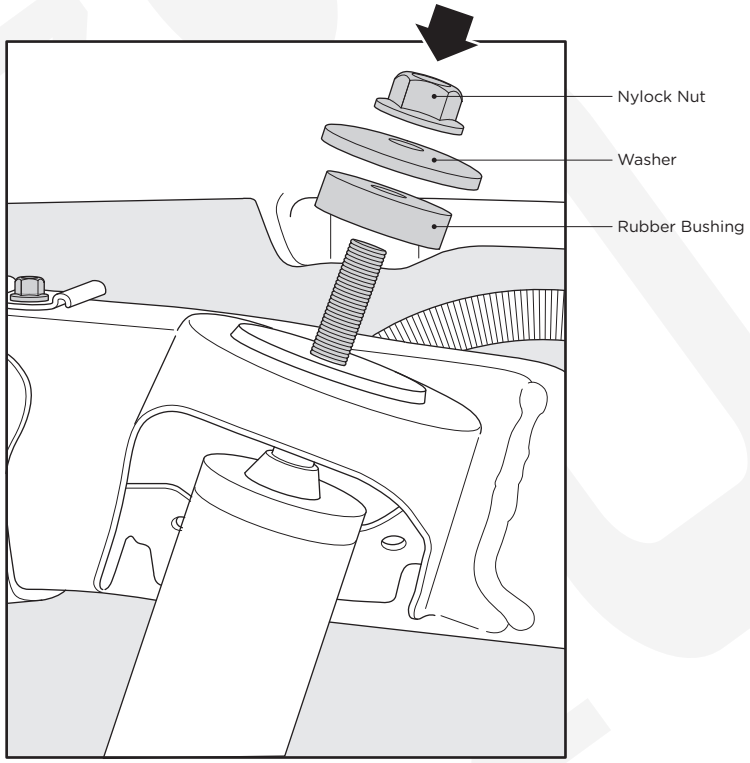
2b. Ensure the axle is secure on the jack, remove the upper shock mounting stem nut using a 17mm socket/wrench. Remove the rear shock.



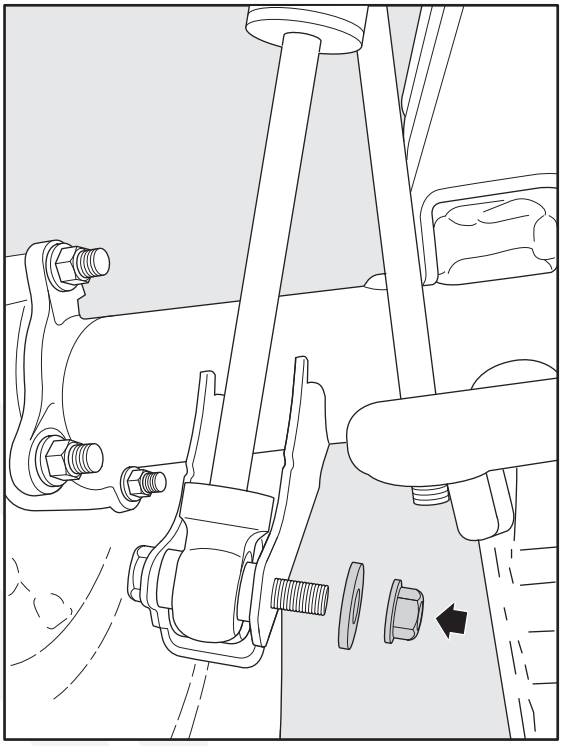
3. When going to install the new RSO piggyback reservoir rear shock ensure the reservoir is facing down with the shock angled for installation. The driver side reservoir will face the rear of the vehicle and the passenger side will face the front of the vehicle. This will ensure proper clearance of the tire sidewall and suspension components throughout its travel cycle while still allowing easy access to the compression adjustment knob.



4. Ensure the rubber stem bushings and metal washers are placed in the correct orientation. Line up the new RSO shock stem with the factory upper shock mounting bracket and insert the shock. Secure the shock using the supplied Nylock nut and torque to 20 lb/ft or until the rubber bushing expands 5-10mm.



5. Line up the lower rod end with the factory lower shock mount. While holding the misalignment spacers onto the lower rod end in-line with the spherical bearings slide into the shock mount and insert the factory rear lower shock mounting bolt and torque to 50 ft/lbs.



6. Reinstall the rear wheels and tires, torque the lug nuts to factory specs and lower the vehicle. Inspect the suspension hardware and re-torque to spec as necessary after 500 miles of driving.