



FRONT COIL INSTALLATION INSTRUCTIONS

'07+ FJ, '03+ 4Runner, '05+ TACOMA

support@toyteclifts.com

Prior to installation, please read all install directions and paperwork provided.

ToyTec Lifts L.L.C. recommends that all components be installed by a certified automotive technician.

1. Park on a level concrete surface with the tires straight and steering wheel locked in the center position.
2. Block/chuck the rear wheels, both in front and behind the tire to prevent vehicle movement.
3. Jack the front end up and secure the vehicle on suitable large jack stands from the frame on both sides.
4. Remove the front skid plate from vehicle.
5. Remove both front wheels/tires.
6. Remove the top sway bar links on both sides. Now loosen and remove the sway bar mounts from the frame. Remove the sway bar from the vehicle.



7. Remove the lower shock nut and bolt.



8. Remove the 2 lower ball joint mount bolts and separate the ball joint from the spindle.



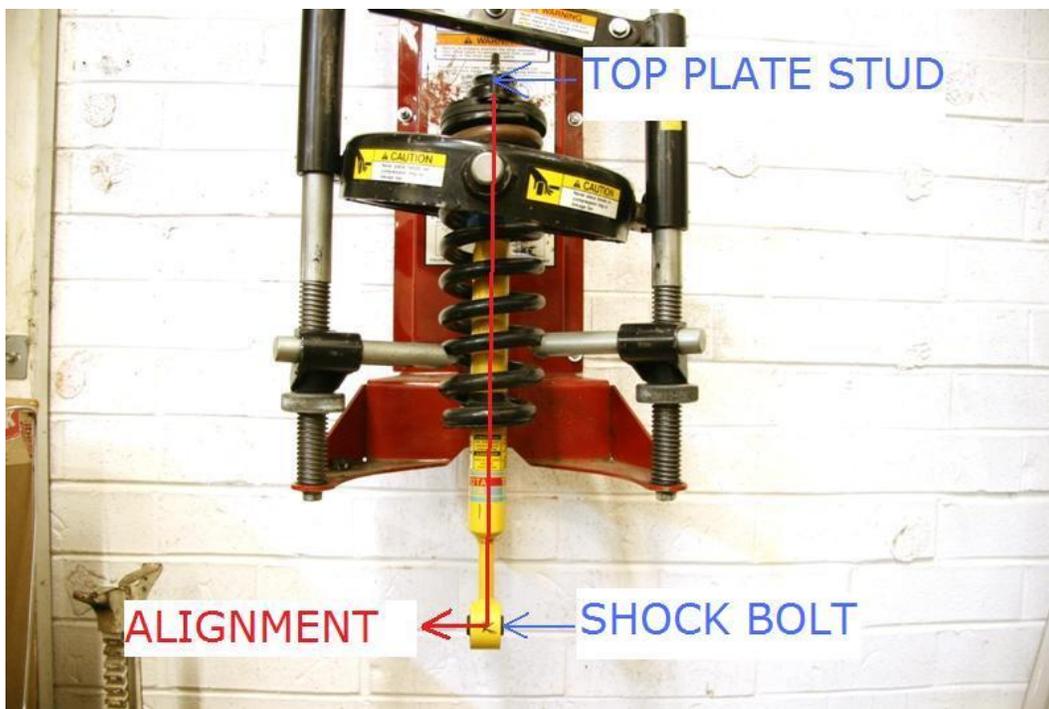
9. Remove the top 3 nuts holding the coilover to the shock tower.



10. **Being careful not to overextend and pull apart the inner CV Axle joint**, move the spindle/hub assembly out of the way so the coilover can be removed from the vehicle. Remove the coilover on both sides.



11. **Before compressing the coils, note the alignment of the top plate stud in relation to the lower shock eyelet hole. The stud which is closest to the engine is aligned directly down the center of the shock body, 90 degrees from the bottom shock eyelet hole center.**



12. Secure and compress the coil-over spring using a suitable spring compressor.

IF YOU DO NOT HAVE A HEAVY DUTY SPRING COMPRESSOR OR THE EXPERIENCE REQUIRED TO COMPRESS COIL SPRINGS, IT IS RECOMMENDED THAT YOU TAKE THE COILOVER TO A QUALIFIED SERVICE PROFESSIONAL! MANY PARTS STORES AND AUTOMOTIVE CENTERS CAN PROVIDE THIS SERVICE.

13. Remove the top nut holding the coilover assembly together. Remove all washers, bushings, spring isolator, and top plate from coilover assembly. **Note in what order all washers, bushings, top plate, and spring isolator come off the shock shaft. Both above and below the top plate. Re-assembly of these parts must be accomplished in the same order.**



14. Remove the three top plate studs on both of the top plates. This can be accomplished with a vice and large deep socket, or by placing a large deep socket on the concrete and hammering them out. Replace O.E. studs with new longer bolts supplied in your kit.
15. Secure and compress the new spring. Install the shock, washers, bushings, spring isolator, top plate, remaining washers, bushings, and top nut in the reverse order as disassembly. **Double check that the top plate bolt is aligned correct with the bottom of the shock before and during uncompressing the coil. See step #11.** Repeat assembly for the other side.
If your kit came with an OME Trim Packer, it should be installed below the coil cup and placed on the driver side of the vehicle.
16. Install the new top plate spacer provided on top of the coilover assembly.
17. Position the coilover onto the vehicle, sliding the top into the shock tower first. Install the top three nuts which hold the coilover to the shock tower finger tight. Install the lower shock bolt and nut. You may need to pry down on the upper control arm in order to get the lower shock bolt installed. Torque upper nuts and lower bolt/nut to manufacture specs.



18. Reinstall the lower ball joint bolts and sway bar.
19. **If your kit came with a front diff drop kit, now is a good time to install it.** Reinstall the wheels/tire, and the skid plate. Torque all bolts and nuts to manufacturer specs.
20. **Recheck the torque of all bolts/nuts which have been taken apart during the installation of this lift after 15 miles, and periodically thereafter.**

A front end alignment must be performed after installation.