



4. Now undo the bolts holding the swaybar bushing brackets and then remove the swaybar from the vehicle. **Tip:-** The front 2 holes on the bracket are open allowing you to slide the bracket out. Thus remove the 2 bolts to the rear and then undo the 2 front, but don't remove. Then simply slide the bracket and swaybar out towards the rear.



5. Undo the cotter pin in the steering outer tie rod end and then remove the castle nut.





6. Use a tie rod puller to separate the tie rod from the spindle. Be careful not to damage the rubber boot on the tie rod. Once separated move the steering link away from the spindle to allow more space to remove the strut assembly later.

7. Undo the lower bolt on the front strut, then remove the bolt. **Tip:-** Using a pry bar on the upper control arm and forcing down can help to make it easier to pull the bolt out.



8. Remove the 3 top bolts holding the strut assembly to the frame.



9. Push down on the upper control arm with a pry bar while moving the strut out of the lower mount and down slightly. Then slide it out towards the front while releasing the pry bar and moving it out underneath the upper control arm.

10. Using the reverse of step 9 push in the new coilover assembly. Make sure the charge port faces away from the frame and towards the fender. **Tip:-** Only insert the rear bolt in the top plate of the coilover. Once the rear bolt is through the frame holes tighten it slightly and then insert the other 2 bolts and tighten the bolts.





11. Tighten the top 3 bolts. Make sure to use the supplied washers. Hand tight only.
12. Push down on the upper control arm with a pry bar and slide the bottom of the coilover assembly in the lower strut bucket on the lower control arm. Make sure the supplied spacers are in the coilover lower heim joint (one on each side). **The longer spacer should be towards the front of the vehicle** to create more room for the swaybar.
13. Insert the lower bolt and tighten the nut. Reverse of step 7. Torque the lower bolt to **100 ft/lb**. Tip:- Push down on the upper control arm with a pry bar to make it easier to line up the coilover hole with the lower mount and bolt.
14. Insert the outer tie rod back into the spindle. Torque the castle nut to **67 ft/lb**. Insert a new cotter pin in the nut and tie rod, bend the end of the pin to hold it in place.





15. Install swaybar spacers on the frame. Use stock bolts and install the spacer so the stock bolt heads go into the machine holes, and also that the new holes are towards the front of the vehicle, thus moving the swaybar mount point forward. Torque the swaybar bolts to **30 ft/lb.**



16. Install the swaybar and swaybar brackets on the spacers. Make sure that the swaybar ends push in above the CV axles on each side. Note the tip in step 4 and apply in reverse. Torque the swaybar spacer bolts to **30ft/lb.**





17. Insert the swaybar end link bolts through the spindle holes. Reverse of step 3. Torque the nuts to **52 ft/lb**.
18. Install the front skid plate. Reverse of step 2. Only tighten the bolts hand tight with a wrench.
19. Install the wheels and torque the lug nuts to **85 ft/lb**.
20. Drive a small distance with the new coilovers to settle the suspension and then measure for the desired ride height.
21. The coilovers can be adjusted to provide the desired ride height if needed. Do not exceed 3" of lift over stock to avoid front suspension and alignment issues.
22. To adjust the coilovers both front wheels need to be drooped completely. There is no need to remove the wheels. Use a C-Spanner wrench (not supplied) to loosen the top lock collar of the adjustment ring. Using the C-Spanner wrench rotate the adjustment collar down for additional lift or up for less lift. The lift will be approximately double the distance the collar is moved. Once the desired lift is reached tighten the lock collar on the adjustment collar again. Tip:- Using some lubrication on the thread and collar will make it easier to adjust. **DO NOT adjust the collar beyond 1" of exposed thread between the top of the collar and the bottom of the top shock cap.** We recommend that the shock maintains approximately 2.5" of droop for proper operation. To measure this, take a measurement from the center of the hub to the bottom of the fender while the vehicle is in the air (jacked up by frame) and at ride height and subtract the difference.

For technical support please contact Toytec directly at (303)255-4959 Monday - Friday 8:00 am - 5:00 pm Mountain time or email support @toyteclifts.com . Thank you for your purchase of Toytec Suspension products.