



BK0510 INSTALLATION

'05+ TACOMA

Support@toyteclifts.com

Read all of the installation instructions prior to ToyTec Lifts Coil Over installation.

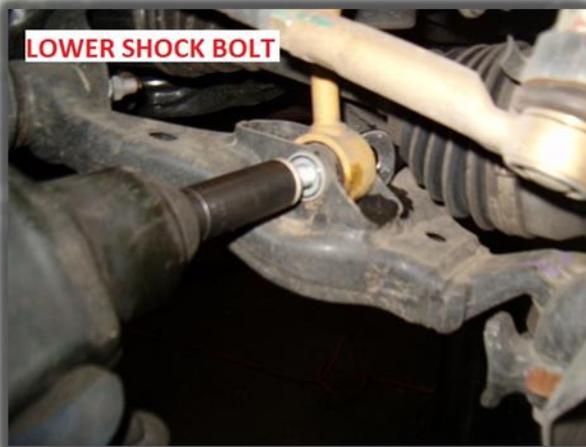
ToyTec Lifts L.L.C. recommends that this be installed by a certified auto technician

- When using the Bilstein 5100's and ToyTec/Eibach coils make sure to not adjust coil over higher than 3" of lift. The second setting up from the bottom setting (.85") is the highest clip that can be used and is approximately 3" of lift on a vehicle with no additional weight. The bottom setting usually gives an average of 1.6" of lift.

1. Park the Vehicle on a level concrete surface with the steering wheel centered.
2. Block/chuck rear wheels to prevent the vehicle movement.
3. Jack the front end up and secure the vehicle on large jack stands
4. Remove front wheels/tires
5. Remove the front skid plate.
6. Remove the upper sway bar link from the sway bar 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.



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



9. Remove the top three nuts holding the coil over 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 that the coilover can be removed from the vehicle. Remove the coilover on both sides.





11. Before compressing the coil, make note of the stud orientation in relation to the lower shock eyelet hole. The stud which is closest to the engine is aligned directly down the center of the strut body, 90 degrees from the center bottom shock eyelet hole.
12. Secure and compress the coil 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 PART STORES AND AUTOMOTIVE CENTERS CAN PROVIDE THIS SERVICE.**
13. Remove the top nut holding the coilover assembly together. Remove all washers, bushing, spring isolator, and top plate from the 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. The spring isolator always goes next to the spring!**
14. Discard the stock shock and spring.
15. With the Bilstein 5100 adjustable shock make sure the C-clip is on either the bottom groove which is the closest to the bottom shock eyelet for 1.6" average lift. Or use the second setting from the bottom (0.85") to achieve an average of 3" of lift. **Note: Double cab Tacoma's will need the top plate spacers to achieve an average lift of 3", and will only achieve an average lift of 2.25-2.5" without the top plate spacers.**
16. **DOUBLE CAB TOP PLATE SPACERS:** Remove the three top plate studs on both of the top plates. This can be accomplished with a vice and a large deep socket, or by placing a large deep socket on the concrete and hammer them out. Replace the O.E. studs with the new longer studs.
17. Install the coil seat on the new shock.
18. Secure and compress the new spring. Install the new 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 bolts is aligned correctly with the bottom of the shock, before and while uncompressing the coil. Repeat assembly for the other side. The ¼" top plate spacer goes on the driver side. **DOUBLE CAB TACOMA NOTE: IF USING THE TOP PLATE SPACERS THAT ARE THICKER THAN THE ¼". TO FIX THE LEAN USE THE ¼" ON THE PASSENGER SIDE INSTEAD OF THE THICKER TOP PLATE SPACER.**
18. If top plate spacer is being used install on top of the coilover assembly.
19. 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.
20. Reinstall the lower ball joint bolts, sway bar, wheels/ tires, and the skid plate. Torque all of the bolts and nuts to manufacturer specs.
21. Recheck the torque of all the 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.

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