



## FRONT COILOVER KIT INSTALLATION

'07-'11 FJ CRUISER, '03-'11 4RUNNER, '05-'11 TACOMA

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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

- Do not adjust coil over higher than 3" of lift. For every 1/2 inch of thread usually gives a 1" of lift.
  - Always take measurements before and after lift to insure the proper amount of lift is achieved.
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.

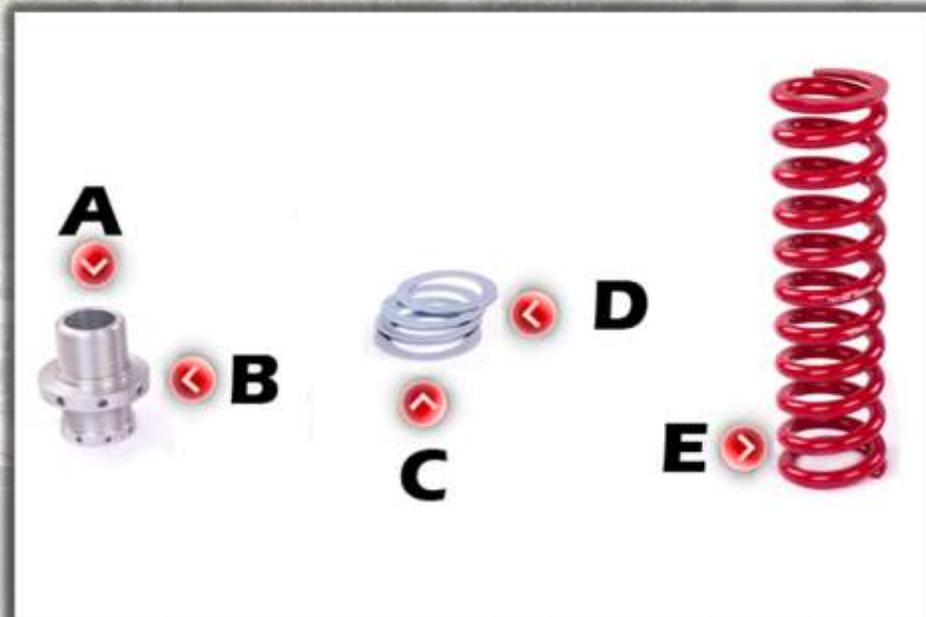


# TOYTEC™ lifts

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 spring and remove the lower aluminum stock spring seat, this will not be reused.
15. When using Bilstein 5100 height adjustable shock, the C-clip needs to be on the bottom groove; which is the closest to the bottom shock eyelet.

**For steps 16- use Diagram A**

Diagram A



- PART A- Threaded sleeve
- PART B- Adjusting nut
- PART C- Thin washer
- PART D- Thick Washer
- PART E- ToyTec coil

16. Slide the threaded sleeve (PARTS A & B) over the shock body with the non threaded end of the sleeve on the bottom.
17. Adjust the nut to where there is 2" of thread below the nut on the Height adjustable 5100s and the Red Toyota Bilstein shocks and 1" of thread showing below the nut with the silver Toyota Bilsteins, this should be approximately 3" lift.

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18. With adjusting nut set, place 1 thin washer (PART C) on the adjusting nut. Now place a thick washer (part D) on top of the thin washer.
19. Take the coil (PART E) and compress it using a suitable coil compressor. Now slide the shock into the compressed spring (PART E). Make sure to leave the coil compressed as you will **NOT** be able to reassemble otherwise. Also the lettering on the coil should be upright. Place a thick washer (PART D) on top of the coil, then a thin washer (PART C). Now install the shock washers, bushings, spring isolator, top plate, remaining washers, bushings, and top nut in the reverse order as disassembly. Check that the top plate bolts are aligned correctly with the bottom of the shock, before and during uncompressing the coil. Repeat this process for both sides.



20. 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 and tighten 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.
21. Reinstall the lower ball joints.
22. Install the sway bar relocates, followed by the sway bar.



23. Reinstall the wheels/tires and the skid plate. Torque all of the bolts and nuts to manufacturer specs.
24. Recheck the torque of all the bolts and 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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