

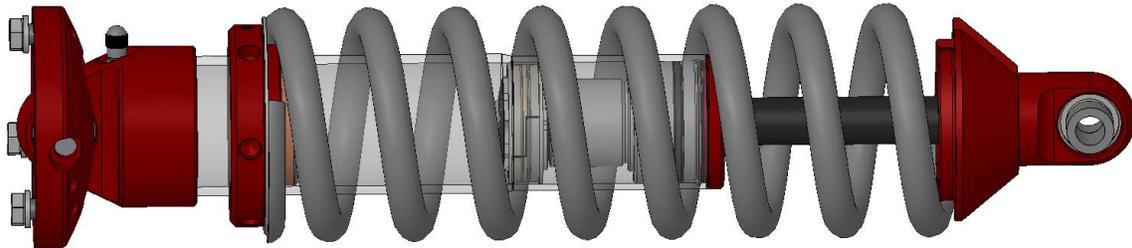


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96-04 Tacoma, 00-06 Tundra, 96-03 4Runner
2.5" Front Coilover installation

Parts List

-2 Sway-A-Way Coilover Shocks



Tool List

- 5/32" Allen wrench
- 9/16" wrench or socket (Sway A Way top mount)
- 14mm wrench or socket (OEM top mount)
- 19mm wrench and deep socket (Lower front shock bolt and OEM U-Bolts)
- 21mm socket (lug nuts)
- Jack and jack stands
- Spanner wrench (included)

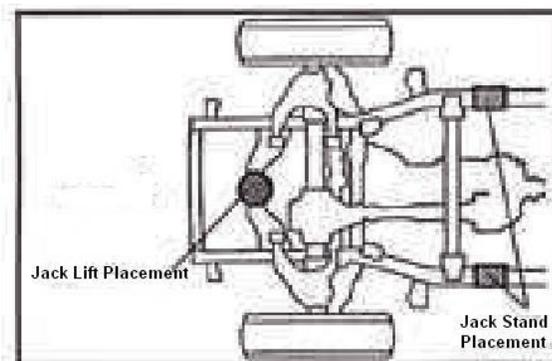


- Impact wrench

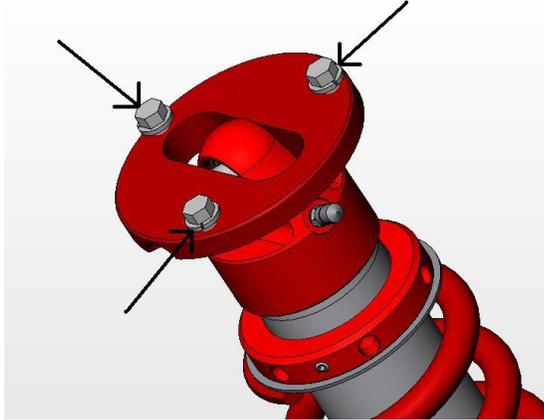
Removal and Installation Procedure for Front Coilovers

(Shocks come pre-charged direct from the factory with Nitrogen)

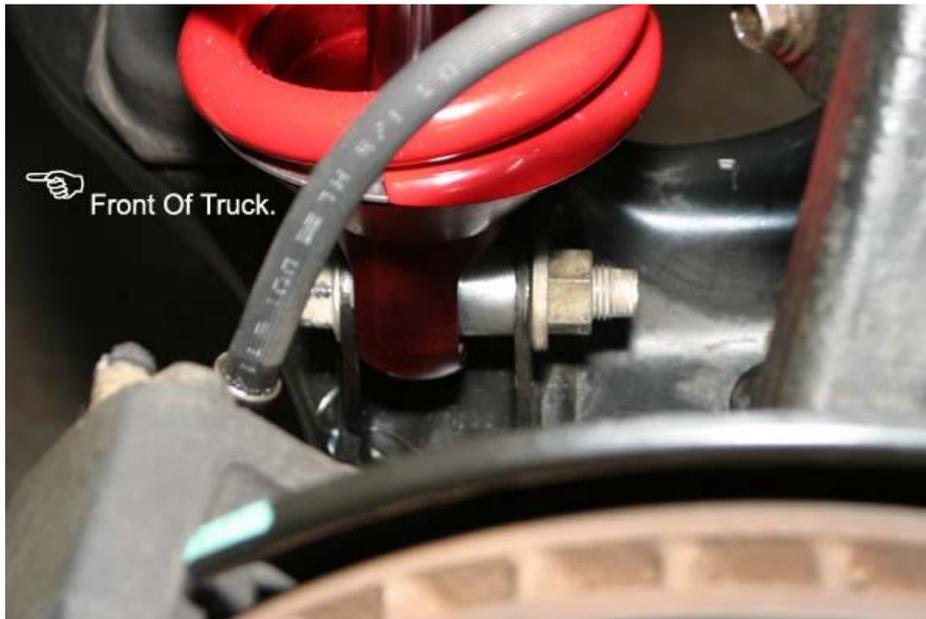
1. Park the vehicle on a level concrete surface where it is safe to work on your vehicle.
2. Lock and center the steering wheel.
3. Place blocks in front and behind the rear tires so as to keep the vehicle from moving forwards or backwards.
4. It is beneficial that you get a reference measurement of the stock ride height prior to the removal of the stock coilovers; measuring the distance from the center of the hub to the bottom of the fender does this. You will use this measurement when you are setting your ride height after installation.
5. Using a jack lift the front of the vehicle and support the vehicle using jack stands. Be sure to place the jack and jack stands securely in the positions shown in the diagram. After placing the jack stands slowly lower the jack and remove the jack so that the front suspension can hang freely. Remember to be alert and cautious when working under a vehicle.



6. Remove the front wheels and set them aside.
7. Using a **14mm** wrench or socket remove the three nuts from the top of the OEM spring hat.



8. Using a **14mm** and **19mm** wrench or socket remove the bolt (14mm) and nut (19mm) from the lower shock mount. Remove the entire shock assembly from the truck. Remember to save the lower shock mount bolt and nut.
9. To install your new *Sway-A-Way* shocks align the upper shock mount inside the stock coil housing with the Schrader valve facing outwards and loosely secure with the supplied 3/8" bolts and lock washers.
10. Using a **14mm** and **19mm** wrench or socket secure the shock to the lower arm utilizing the stock bolt (14mm) and nut (19 mm) as well as the special provided bearing spacers. (Ensure that the Schrader valve is facing outboard towards the tire, you may have to pry the lower arm down some to line up the shock eyelet with the lower mount).



Make sure large spacer is towards the rear

11. Using **9/16"** wrench or socket torque the new spring hat 3/8"bolts to 25ft lbs and the lower shock mount bolt (14mm) to 50ft lbs using a **19mm** wrench or socket.
12. After having secured the shock to the lower arm you can set the initial ride height. Do steps 6 to 11 for the removal and installation of shock on other side.
12. When you are done installing the coilovers now it is time to check the brake line clearance. Turn the wheel to full lock right and check for the brake hose fitting hard tube hitting the coilover shock / spring (figure 12-1). You may need to bend the hard line towards the caliper to make room for the larger coilovers. You will need to do this in both directions right and left. Make sure you turn the steering wheel hard in both direction. Be careful not to damage the brake lines when you first check for contact. Next after you make clearance for the brake line, retighten the fitting on the caliper (figure 12-3). Now check for final clearance.



FIGURE 12-1



FIGURE 12-3

13. Replace the wheels. Tighten the lug nuts to factory torque specifications and set the vehicle on the ground. Inspect the ride height.
14. If you are happy with the achieved lift you are done. If the lift is too much loosen the coil spring adjuster. If the lift is not enough tighten the coil spring adjuster. Repeat until you have achieved the desired lift. Remember to loosen setscrew and lift the vehicle back up with a jack if adjusting the height and also to tighten the set screw when all adjusting has been completed. It is not recommended to lift the vehicle more than 2.5". **After you have finished installing your suspension kit, you must have the front end aligned.**