



FRONT BAJA/TRD PRO Spacer Installation

PN: BAJA1, FJ4RPRO

Applies to Tacoma BAJA models and 4Runner/Tacoma TRD PRO models

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

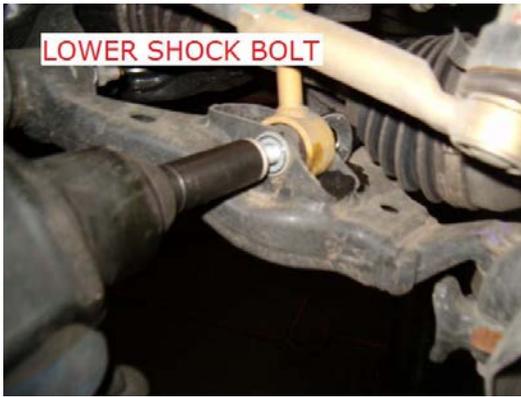
ToyTec Lifts L.L.C. recommends that all components be installed by a certified automotive technician.



1. Park on a level concrete surface with the tires straight and steering wheel locked in the center position.
2. Block 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 coil-over 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 strut body, 90 degrees from the bottom shock eyelet hole center.**
12. Secure and compress the coilover 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 coil-over assembly and slide the shock out from the coil spring. **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. **For kits that include Top plate spacers (part number 25912):** Remove the three top plate studs on each 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 studs supplied in your kit.
15. Remove factory black lower spring seat from shock and install the taller spring seat (part number 90513)
16. Install the shock, washers, bushings, spring isolator, lift spacer, 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**

17. Repeat assembly for the other side.

NOTE: The shocks for the TRD Pro and Baja models have 2 height adjustment clip settings for the spring perch. The driver side shock is set at the top clip and the passenger side shock is set at the bottom clip. This is to account for the driver side of the vehicle being heavier. We recommend keeping the same settings as your vehicle will have a lean if both are set to the same clip.

18. For kits that include Top plate spacers (part number 25912):

Install the new top plate spacer provided on top of the coilover assembly.

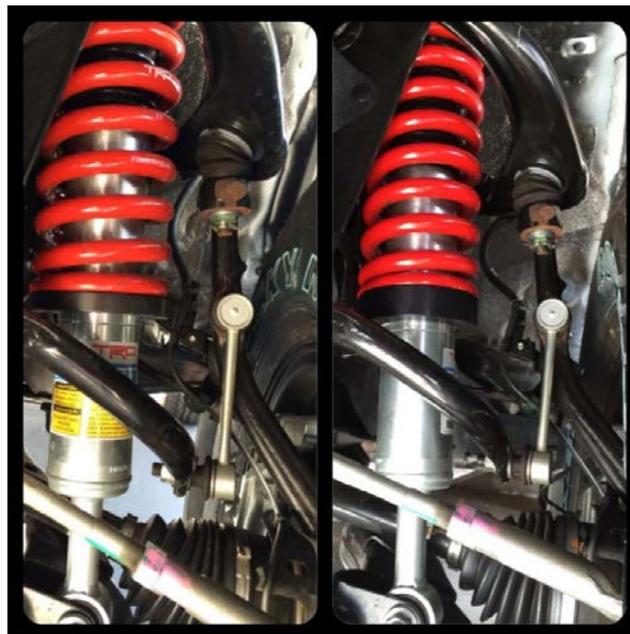


19. Position the coilover onto the vehicle, sliding the top into the shock tower first. Install the top three nuts which hold the coilover to the shock tower finger tight. Install the lower shock bolt and nut. **You may need to pry down on the upper control arm in order to get the lower shock bolt installed.** Torque upper nuts and lower bolt/nut to manufacture specs.

20. Reinstall the lower ball joint bolts and sway bar. Reinstall the wheels/tires and skid plate. Torque all nuts and bolts to manufacturer specs.

21. **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 install.



Stock

Installed