

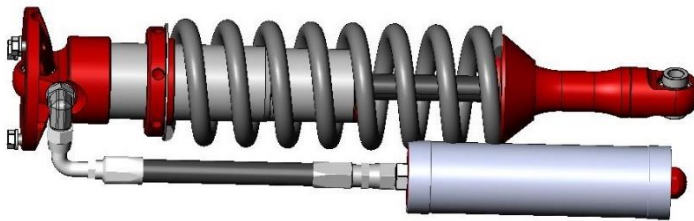


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2005-2022 Tacoma Remote Reservoir Coilover Kit Installation **Extended Travel (for use with aftermarket UCA only)**

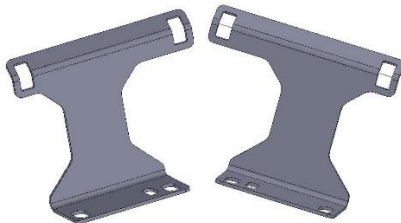
Parts List

-2 Sway-A-Way Coil Over Shocks



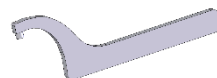
-1 Sway Bar Relocation Kit (PN 19920-1)

-2 Reservoir Mounts and hose clamps



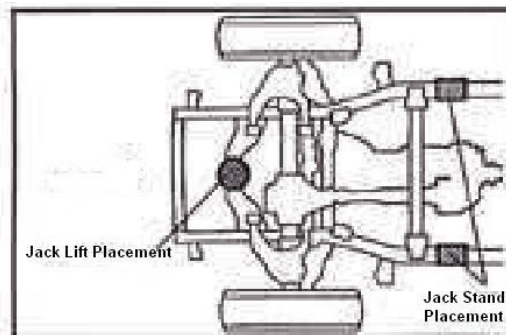
Tool List

-5/32" Allen wrench
-12mm wrench or socket
-14mm wrench or socket
-17mm wrench or socket
-17mm open end wrench
-19mm wrench and deep socket
-21mm socket
-Hammer
-Jack and jack stands
-Spanner wrench (included)(PN 50003-202)

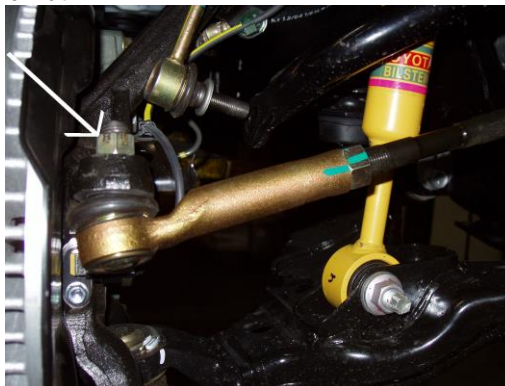


Removal and Installation Procedure for Tacoma Front (Shocks are already charged with 200 PSI of Nitrogen)

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 coil-overs; 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. Remove the safety pin from the tie-rod end nut. Using a **17mm** wrench or a socket remove the tie rod end nut.



8. Screw the tie rod end nut upside down (the safety pin slots facing the ground) back on to the tie rod end bolt until the top of the bolt is level with the top of the nut. Make sure the threads of the bolt are not higher than the nut. Using a hammer hit the tie rod end bolt out of its place. Once the tie rod end bolt breaks loose remove the nut and the tie rod end.

- Using a **17mm** wrench or socket remove the sway bar link lower nuts and disconnect the sway bar links from their lower ends by pulling them out.

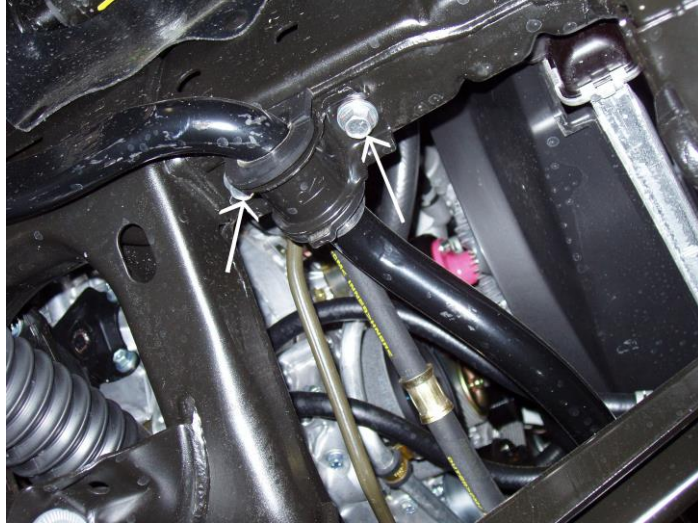


Note: Steps 5 to 8 must be done for both left and right sides before the removal of the sway bar.

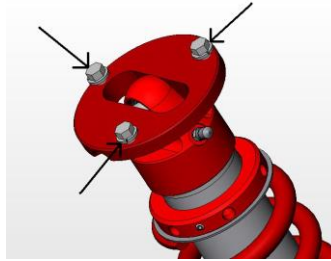
- Using a **12mm** wrench or socket remove the four bolts under the skid plate and remove the skid plate.



- Using a **14mm** wrench or socket remove the sway bar mount bolts (two for each mount) and remove the sway bar mounts. Make sure to save the mount brackets and bushings as well as the bolts since you will be reusing them with your new sway bar. To remove the sway bar, swing the tie rod under the sway bar ends and then rotate the sway bar ends towards the ground. Finally pull the sway bar out from one side.



12. Using a **14mm** wrench or socket remove the three nuts from the top of the OEM spring hat.



13. Using a **19mm** wrench and **19mm** socket or wrench remove the bolt (19mm) 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.



14. To install your new Sway-A-Way shocks align the upper shock mount inside the stock coil housing with the hose fitting facing outwards and hoses pointing towards the front of the truck. Loosely secure with the supplied 3/8" bolts and lock washers.

15. Using a **19mm** wrench and **19mm** socket or wrench, secure the shock to the lower arm utilizing the stock bolt (19mm) and nut (19 mm) as well as the special provided bearing spacers. (You may have to pry the lower arm down some to line up the shock eyelet with the lower mount). The longer spacer should face towards the front of the vehicle.
16. Using **14mm**” wrench or socket torque the upper mount 3/8” bolts to 50ft lbs and the lower shock mount bolt (19mm) to 85ft lbs using a **19mm** wrench or socket.
17. Mount the swaybar relocation pads and reservoir brackets to the frame, using the stock bolts. Remount the swaybar on using the hardware provided, making certain the swaybar clamps are on the correct side of the vehicle and are pointed in the correct direction. The slot or hole should be towards the rear of the vehicle and the fork end should be towards the front.
18. Using the supplied hose clamps, securely mount the reservoirs into the brackets
19. Replace the skid plate.
20. Reconnect the tie-rods. Make sure to use a safety pin on the tie rod end nut.
21. Replace the wheels. Tighten the lug nuts to factory torque specifications and set the vehicle on the ground. Inspect the ride height.
22. The shocks are preloaded from the factory with 2-2.5” of lift, depending on the body style of the vehicle. The preload may also have to be modified to get the truck level from passenger to driver side. 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 setscrew when all adjusting has been completed. It is not recommended to lift the vehicle more than 2.5”.
23. **After you have finished installing your suspension kit, you must have the front end aligned.**

101-5600-19-CA Only

COMPRESSION ADJUSTER. There are a total of 16 clicks on the compression adjuster and comes pre-set to match factory shock settings. Turning the knob clock-wise (right) increases compression, giving your suspension a more “stiff” feeling. Turning the knob counter clock-wise (left) decreases the compression, giving your suspension a more “soft” feeling.