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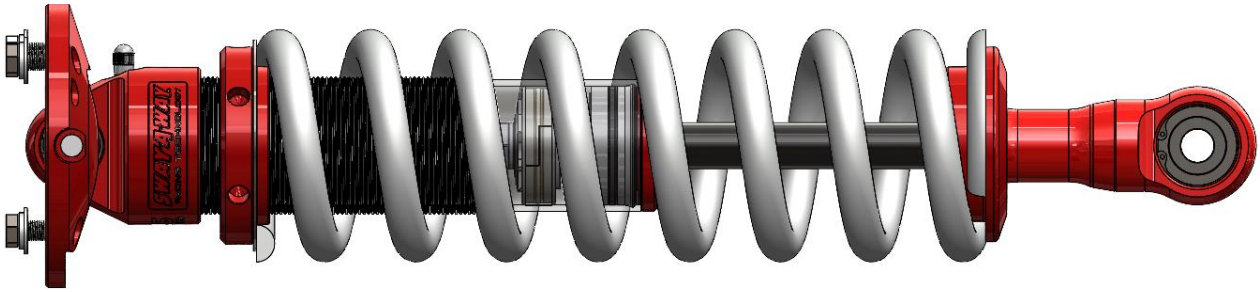
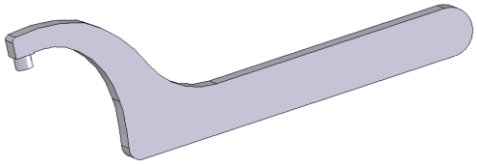
2022+ Toyota Tundra Coilover Kit Installation

Parts List

-2 *Sway-A-Way* Shocks
-1 Spanner Wrench





Tool List

- **22mm** deep socket and wrench
- **17mm** wrench or socket
- **14mm** wrench or socket
- **19mm** wrench or socket
- Needle Nose Pliers
- Breaker Bar
- **5/32”** Allen wrench
- **9/16”** wrench or socket
- Jack and jack stands
- Ball joint remover
- Spanner wrench (included)
- Impact wrench (Optional)
- Pry-Bar/Cheater Bar
- Safety Glasses

Removal and Installation Procedure for Tundra Front

(Shocks are already charged with 200 PSI of Nitrogen)

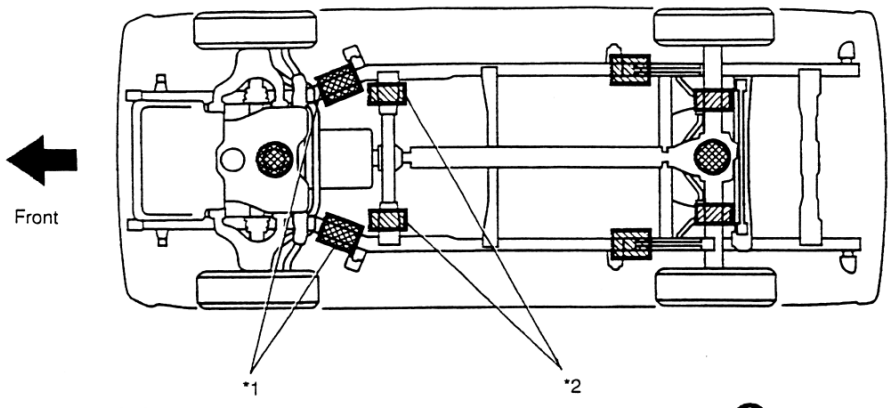
1. Park the vehicle on a level concrete surface where it is safe to work on your vehicle.

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.



JACK POSITION . . . . . ●

Front . . . . . Center of crossmember
Rear . . . . . Center of rear axle housing

CAUTION: When jacking–up the front and rear make sure the car is not carrying any extra eight.

SUPPORT POSITION

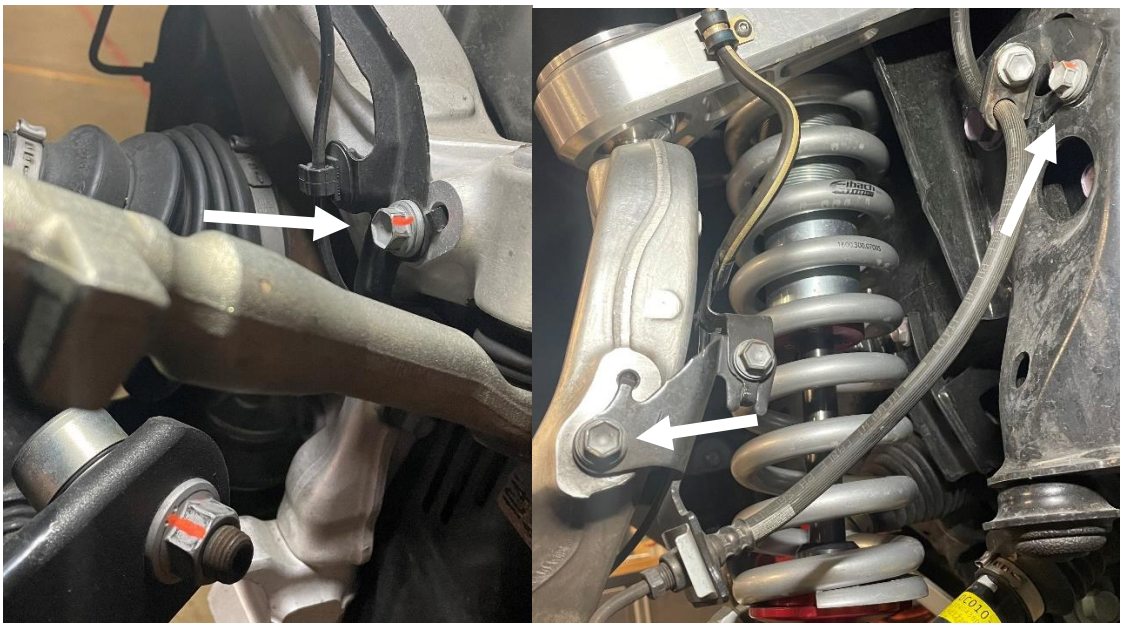
Safety stand . . . . . ▨
Swing arm type lift . . . . . ▨

*1: Support position when equipping without side step.
*2: Support position when equipping with side step.

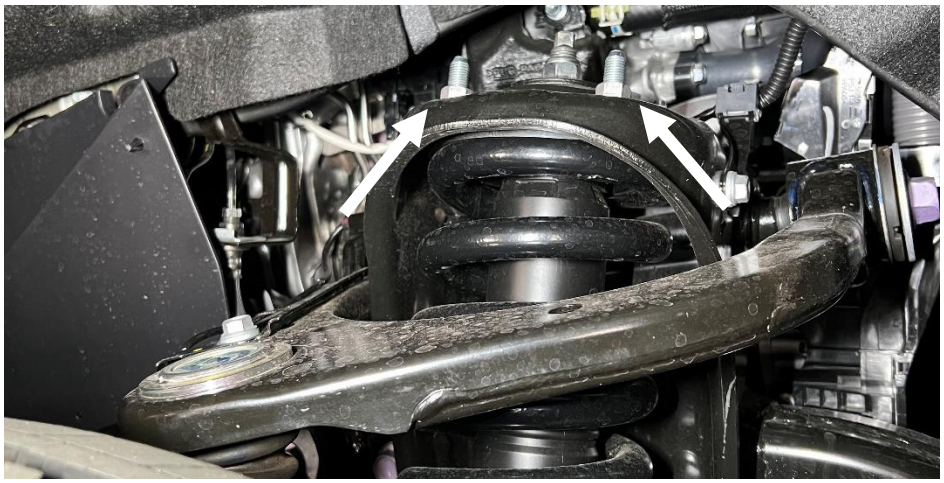
6. Remove the front wheels and set them aside.

7. Remove the sway bar end link bolt and nut from the lower control arm (19mm), and remove the sway bar mounting brackets (17mm).

8. Remove the four (4) brake line bracket bolts (12mm).



9. Remove the four (4) upper strut mount nuts (14mm).
   Note: Leave 1 nut installed loosely so the strut does not fall later.



10. Remove the retaining clip, then loosen, but don't remove, the upper ball joint nut (19mm).

11. Hammer out the lower shock bolt.

12. Completely remove the nut from the upper ball joint.

13. Disconnect the spindle from the upper control arm.
    Note: Ratchet strap the spindle towards the inboard side to prevent the outer CV joint from disconnecting from the half shaft.

14. Remove the coilover from the vehicle by prying down on the lower control arm.
    Note: Remove the last nut from Step 8.

15. 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.

16. Using a 22mm socket and wrench, secure the shock to the lower arm utilizing the stock nut and bolt 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).

17. Using a 9/16” wrench or socket, torque the new spring hat 3/8” bolts to 50ft lbs. Torque the lower shock mount bolt to the factory specification in the table on the last page, using a 22mm wrench and socket.

18. After having secured the shock to the lower arm, you can set the initial ride height. Do steps 6 to 13 for the removal and installation of shock on other side.

19. Re-connect the sway bar mounts to the frame using the stock bolts. Torque to the factory specification in the table below.

20. Replace the wheels. Torque the lug nuts to the factory specification in the table below, and set the vehicle on the ground. Inspect the ride height.

21. If you are happy with the achieved lift, then you are done. The shocks come preset from the factor with approximately 1.875” of lift, but this will vary depending on vehicle and cab configuration. If the lift is too much turn the coil-adjuster counter-clockwise. If the lift is not enough turn the coil spring adjuster clockwise. Repeat until you have achieved the desired lift.

    Note: Remember to loosen the setscrew and lift the vehicle back up with a jack if adjusting the height to unload the spring. About 3 full turns (or 1/4“of adjustment) of the collar will get about 1/2” of lift or drop. Remember to tighten the setscrew when all adjusting has been completed.

Part Tightened	Size	Torque Value
Lower Shock Mount	22mm	122 ft.*lbf.
Upper Strut Mount	14mm	33 ft.*lbf.
Ball Joint Nut	19mm	92 ft.*lbf.
Sway Bar Bracket	17mm	55 ft.*lbf.
Sway Bar End Link	19mm	111 ft.*lbf.
Wheel Lug Nut (Aluminum Wheel)	22mm	97 ft.*lbf.
Wheel Lug Nut (Steel Wheel)	22mm	154 ft.*lbf.

After you have finished installing your suspension kit, you must have the front end aligned.