



18375 Bandilier Circle, Fountain Valley, CA, 92708 Tel: 714 965-7828 Fax: 714 965-7829

**Radflo Suspension Technology Front Suspension  
Install Instructions  
2.0" - 2.5" Coilovers  
2010+ Toyota 4Runner / FJ Cruiser KDSS Equipped**

**Note:**

**Radflo Suspension Technology recommends that all products are installed by trained professionals.**

**List of contents:**

- 2 Coilovers
- 4 lower coilover bolt spacers (tied to coilover shock)
- 6 upper coilover mount bolts and nuts with washers (tied to coilover shock)

**Tools required:**

- 10, 12,13,14,17,19 mm wrenches and socket set (ratcheting type recommended)
- Torque wrench
- Tie-rod puller
- Pry bar & breaker bar
- Long nose pliers
- Metric allen wrenches
- 1/8" x 1" cotter pins – 2
- Professional lift or floor jack and 2 large jack stands



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### Instructions

1. Once vehicle front is in the air (via professional lift or floor jack & jack stands on a flat surface) remove the 2 front wheels. **Tip:-** With KDSS it is useful to have both axles fully extended on both sides during the install. This prevents the KDSS from pushing the swaybar down on the axle in the air, with the other axle on the ground.

2. Remove the front swaybar bolts and brackets from the lower control arms on the front suspension on both sides.



3. Undo the cotter pin in the steering outer tie rod end and then remove the castle nut.





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4. Use a tie rod puller to separate the tie rod from the spindle. Be careful not to damage the rubber boot on the tie rod. Once separated move the steering link away from the spindle to allow more space to remove the strut assembly later.



5. Undo the lower bolt on the front strut, then remove the bolt. **Tip:-** Using a pry bar on the upper control arm and forcing down can help to make it easier to pull the bolt out.





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6. Remove the 3 top bolts holding the strut assembly to the frame.



7. Push down on the upper control arm with a pry bar while moving the strut out of the lower mount and down slightly. Then slide it out towards the front while releasing the pry bar and moving it out underneath the upper control arm. **Tip:-** Move the swaybar out of the way of the coilover when sliding it past the lower control arm.

8. Push in the new coilover assembly. Make sure the charge port faces away from the frame and towards the fender.



9. Tighten the top 3 bolts. Make sure to use the supplied washers. Hand/wrench tight only.





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10. Push down on the upper control arm with a pry bar and slide the bottom of the coilover assembly in the lower strut bucket on the lower control arm. Make sure the supplied spacers are in the coilover lower heim joint (one on each side). **The longer spacer should be towards the front of the vehicle** to create more room for the swaybar.

11. Insert the lower bolt and tighten the nut. Torque the lower bolt to **70 ft/lb**. Tip:- Push down on the upper control arm with a pry bar to make it easier to line up the coilover hole with the lower mount and bolt.

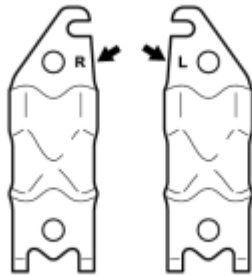
12. Insert the outer tie rod back into the spindle. Torque the castle nut to **67 ft/lb**. Insert a new cotter pin in the nut and tie rod, bend the end of the pin to hold it in place.





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13. Insert the swaybar brackets and bolts to the lower control arms. Reverse of step 2. Torque the nuts to **55 ft/lb**. **Tip:-** The brackets are marked for the left and right side. **Tip:-** Install the swaybar on the passenger side first to make it easier to get the driver side in.



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14. Install the wheels and torque the lug nuts to **85 ft/lb**.

15. Drive a small distance with the new coilovers to settle the suspension and then measure for the desired ride height. Check and retighten all bolts and nuts. **Tip:-** Check nuts and bolts after 100 miles.

16. The coilovers can be adjusted to provide the desired ride height if needed. Do not exceed 3.5" of lift over stock to avoid front suspension and alignment issues.

17. To adjust the coilovers both front wheels need to be drooped completely. There is no need to remove the wheels. Use a C-Spanner wrench (not supplied) to loosen the top lock collar of the adjustment ring. Using the spanner wrench rotate the adjustment collar down for additional lift or up for less lift. The lift will be approximately double the distance the collar is moved. Once the desired lift is reached tighten the lock collar on the adjustment collar again. **Tip:-** Using some lubrication on the thread and collar will make it easier to adjust. **DO NOT adjust the collar beyond 2.5" of exposed thread between the top of the collar and the bottom of the top shock cap.**

**Please retain all stock components if you ever have the need to remove your Radflo suspension products.**

**For technical support please contact Radflo Suspension Technology directly at (714) 965-7828 Monday - Friday 8:00 am - 5:00 pm Pacific time. Thank you for your purchase of Radflo Suspension Technology products.**