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

Radflo Suspension Technology Front Suspension Install Instructions 2.0" Coilovers 2010+ Toyota 4Runner / FJ Cruiser (Non KDSS)

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

☐ 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.
2. Remove front plastic trim below bumper (if fitted). It is held in place by bolts and large plastic plugs. To remove large plastic plugs, pull the center piece and then remove the plug.

3. Remove plastic air scoop from skid plate (if fitted). Pull out the center of the large plugs before removing them.

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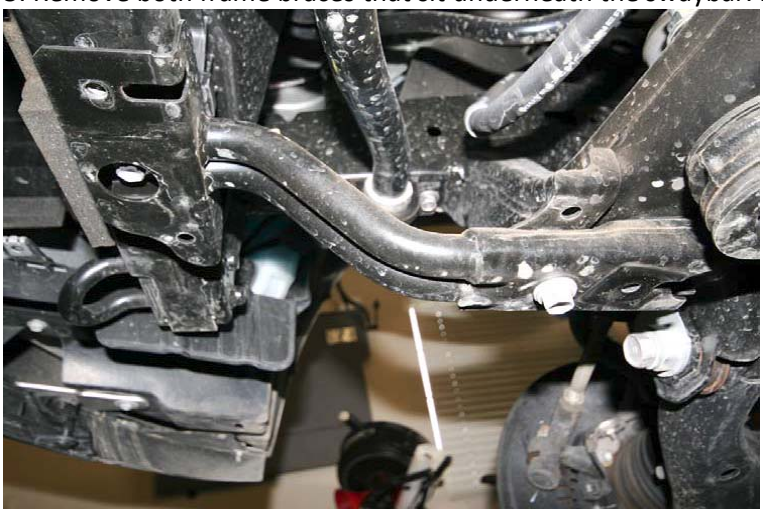
4. Remove the 4 bolts retaining the front skid plate. Then remove skid plate.

5. Remove both frame braces that sit underneath the swaybar. Each is held in place with 3 bolts.



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6. Remove the swaybar end link nut and swaybar link from the spindles on each side. Let the links hang loose from the spindle. **Tip:-** If the nut simply rotates the bolt on the ball joint, insert a metric allen wrench to the end of the bolt to hold it in place.

7. Now undo the bolts holding the swaybar bushing brackets and then remove the swaybar from the vehicle. **Tip:-** The front 2 holes on the bracket are open allowing you to slide the bracket out. Thus remove the 2 bolts to the rear and then undo the 2 front, but don't remove. Then simple slide the bracket and swaybar out towards the rear.

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

9. Use a tie rod puller to separate the tie rod form 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.

10. 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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11. Remove the 3 top bolts holding the strut assembly to the frame.

12. 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.

13. Using the reverse of step 12 push in the new coilover assembly. Make sure the Charge Port faces away from the frame and towards the fender.

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14. Tighten the top 3 bolts. Make sure to use the supplied washers. Hand tight only.

15. 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.

16. Insert the lower bolt and tighten the nut. Reverse of step 7. Torque the lower bolt to **75 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.

17. 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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18. Install the swaybar. Make sure that the swaybar ends push in above the CV axles on each side. Note the tip in step 4 and apply in reverse. Torque the swaybar bracket bolts to **30ft/lb**.

20. Insert the swaybar end link bolts through the spindle holes. Reverse of step 3. Torque the nuts to **52 ft/lb**.

21. Install the frame braces, the reverse of step #5

22. Install the front skid plate. Be careful not to over tighten the bolts.

23. Install the air scoop on the skid plate, reverse of step 3.

24. Install the front plastic trim under the bumper, reverse of step 2.

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

26. Drive a small distance with the new coilovers to settle the suspension and then measure for the desired ride height.

27. 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.

28. 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. Use the spanner wrench to rotate the adjustment collar down for

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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.**

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.