

SWAY-A-WAY[®]

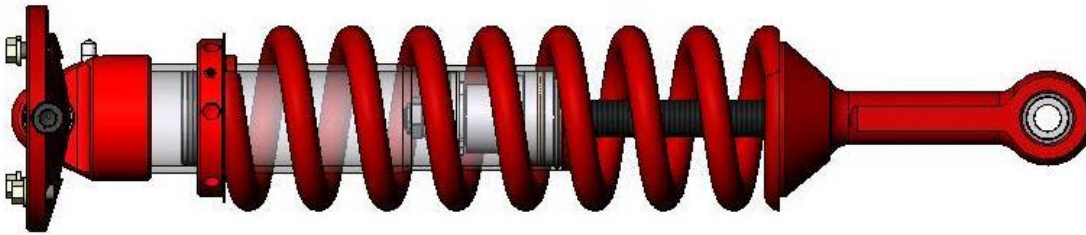
RACING TECHNOLOGY

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2007-2019 Toyota Tundra Coilover Kit **Installation**

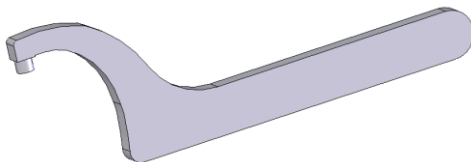
Parts List

-2 Sway-A-Way Coil Over Shocks



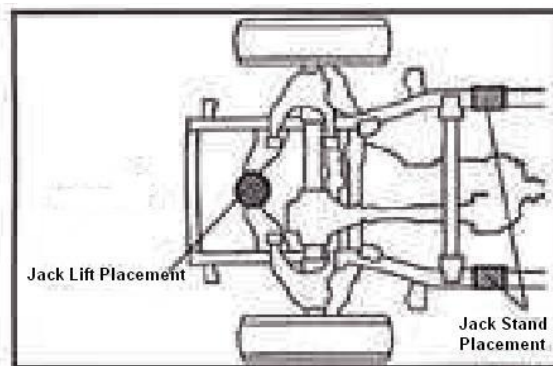
Tool List

-22mm socket
-14mm wrench or socket
-19mm wrench or socket
-Needle Nose Pliers
-22mm wrench and deep socket
-Breaker Bar
-5/32" Allen wrench
-9/16" wrench or socket
-Jack and jack stands
-Spanner wrench (included)
-Impact wrench
-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.



6. Remove the front wheels and set them aside.
7. Using a 14mm wrench or socket remove the four nuts from the top of the OEM spring hat.



8. Using a standard screwdriver, remove the three screws that hold the front of the skid plate onto the front bumper.
9. Using the 12mm deep socket and wrench, remove the bolts holding the skid-plate in place.

- Using the 17mm socket and wrench, remove the 4 bolts that mount the sway bar to the frame-rails. This will help in removal of the stock strut.



- Using a 22mm socket and an open end wrench or socket, remove the bolt and nut from the lower shock mount. Remove the entire shock assembly from the truck. It will be necessary to use a pry-bar to pull down on the upper arm to get the lower eyelet out of the lower arm pocket.
- 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.
- 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).
- 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 85ft lbs using a 22mm wrench or socket.
- 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.
- Re-connect the sway bar mounts to the frame using the stock bolts. Torque to 50ft lbs.
- Replace the wheels. Tighten the lug nuts to factory torque specifications and set the vehicle on the ground. Inspect the ride height. At this time you can also reinstall the skid plate with the stock hardware.
- If you are happy with the achieved lift you are done. The shocks come preset from the factor with approximately 2" of lift, 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. 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.

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