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2005-2019 Tacoma 2.0" Dia. Sway-A-Way Rear Performance Shocks

Parts List
-2 *Sway-A-Way* Shocks
-1 Sway-A-Way Lift Block Kit (P/N: 17-2004)

Tool List
-**1/4"** Allen wrench
-**3/4"** open-end wrench
-**14mm** open-end wrench
-**5mm** open-end wrench
-**18mm** wrench and a socket (or two wrenches)
-Jack and jack stands

Removal and Installation Procedure for Tacoma Rear

(Shocks are already charged with 150 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. With the vehicle on the ground loosen and remove the upper nut on the stock shock using the **14mm** open-end wrench while holding the shaft with the **5mm** open-end wrench.

4. Place blocks in front and behind the front and rear tires. Blocks at the front tires keep the vehicle from moving forwards or backwards and the blocks at the rear tires keep the rear end in place while you are adding the lift blocks.

5. Using a jack, lift the rear of the vehicle until the rear tires are almost off the ground (make sure rear tires are still touching the ground).

6. Using an **18mm** wrench and an **18mm** socket loosen and remove the stock shock mounting nut and the bolt. Save the stock lower shock mount bolts and nuts as you will be reusing them with your new Sway-A-Ways.

7. Lower the shock until it is free of the upper mount hole in the frame. Remove the shock.

8. Remove the stock u-bolt nuts and u-bolts that connect the rear end to the leaf spring packs.

9. Lift the rear of the vehicle until there is about 2 inches between the leaf pack and the axle.

10. Insert the 1 inch lift block between the leaf pack and the axle with the side with the hole up (side with pin down) and the thinner part of the block facing the front of the truck. This compensates for the angle change between the rear end and the drive shaft. Make sure the pins fall into their corresponding holes on top of the axle.

11. Lower the vehicle slowly checking to make sure the pin at the bottom of the leaf pack mates with the hole on top of the lift block. You may have to move the rear end around little bit to make the pin fall in to the hole. Once the pin is lined up lower the vehicle until the pin is fully inserted and the block is in its desired location.

12. Use the u-bolts and the nuts provided with the lift kit to mount the axle, lift block and the leaf pack together. Set the vehicle down and remove the jack. Torque the u-bolt nuts to specs at Appendix A. Add the second jam nuts and lock the nuts in place by tightening the secondary jam nuts against the first ones.

13. Place blocks in front and behind the front tires, if you haven't done so already.

14. Using a jack, lift the rear of the vehicle until the rear tires are off the ground.

15. Install the Sway-A-Way shocks by reversing the removal technique. First send the stud through the hole in the frame. Only one black urethane bushing should be on the stud when you insert the stud to the hole in the frame. Make sure the Sway-A-Way logo is facing out and the Schrader valve axis is parallel to the vehicle axis.

16. Reuse the stock lower shock mount bolts and the nuts that you saved earlier to mount the lower ends of the Sway-A-Way shocks. Torque the nuts to 75 ft-lb.

17. Lower the vehicle slowly while checking to make sure the upper studs of the Sway-A-Way shocks stay centered in the holes in the frame.

18. Set the vehicle down. Make sure the vehicle is sitting on its own (no jacks or jack-stands). Using the ¾" wrench tighten the ½-20 shallow locknut (provided with the shock) to the top stud (using the ¼" Allen wrench to keep the stud from rotating). ***Tighten the lock nut until the washer between the top bushing and the nut is not loose (just tight enough so that the washer doesn't move side ways when you push on it with a finger) and than tighten half a turn more.*** **DO NOT OVER TIGHTEN THE NUT, OVERTIGHTENING THE NUT WILL OVER STRESS THE STUD AND CAUSE IT TO**

FAIL OVERTIME. This nut is a locknut and it does not need to be torqued to prevent it from becoming loose, if you torque it like a regular nut it will be over tightened and it will break the stud. Also this locknut is reusable for multiple times however if after multiple installations the nut turns freely (not locking anymore) it should b replaced with a brand new one that locks.

19. Set the vehicle on the ground. Remove the jacks and jack-stands as well as the blocks that are in front and behind the tires. Drive the vehicle for 5 miles and check for loose nuts and interference. Check the Schrader valve clearance with the frame. If the Schrader valve is hitting to the frame (or close to hitting) turn the shock so that the Schrader is away from the frame walls and tighten the locknut another quarter turn to prevent the shock from turning again. Repeat the step by driving 5 miles and checking the vehicle again.

20. Drive the vehicle for 30 miles and recheck for loose nuts and leaks. Recheck periodically (every 3 months) for loose nuts and leaks.

21. Your installation is now complete.