

Installation Instructions

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PRO-TRUCK COILOVER 2.0 : E86-82-073-01-20

4TH GEN 4RUNNER, 03-09

Kit Contents

Description	Part Number	Quantity
Coilover Assembly 2.0	82112.9003	2
Height Adjustment Tool	ETCO2.0	1

Tool List

10mm socket or wrench	21mm socket (OE Lug Nuts)	Pull straps
12mm socket or wrench	Dike cutters	Zip ties
14mm socket or wrench	2 hammers	3/8" torque wrench
17mm socket or wrench	2 new cotter pins	1/2" torque wrench
19mm socket or wrench	Pry bar	

Notes

Read all instructions before beginning installation

Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.

Use of a hoist and screw jack is highly recommended and will substantially reduce installation time.

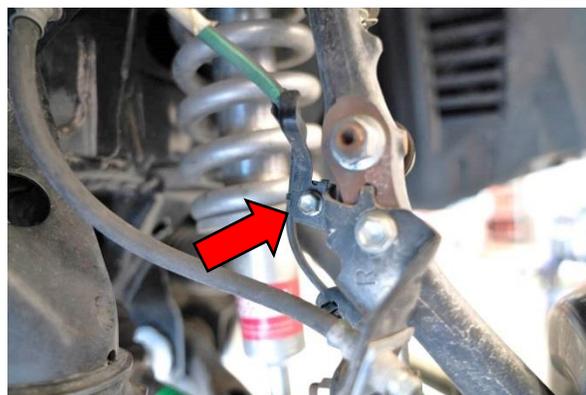
Never work on or under a vehicle unless it is properly supported.

Installation



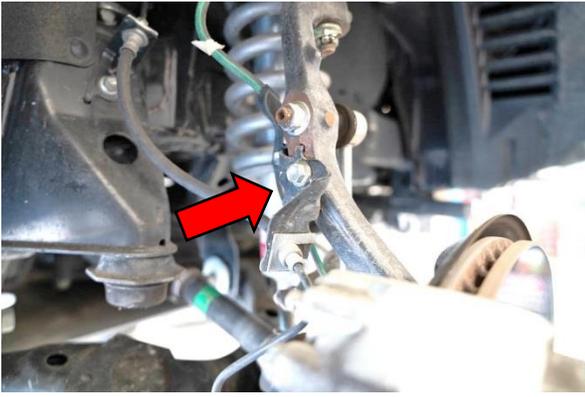
Step 1

Step 1. Remove the 10mm bolt holding the wheel speed sensor to the upper control arm



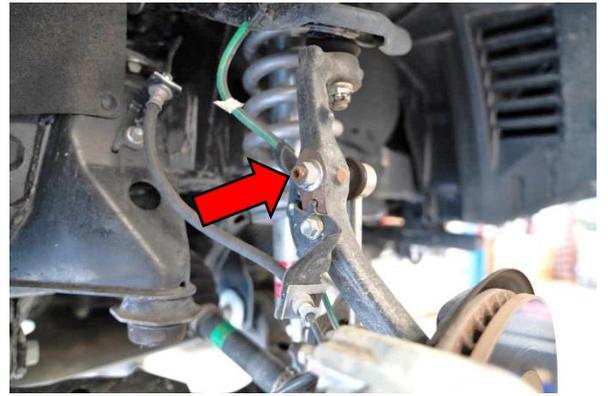
Step 2

Step 2. Remove the 10mm bolt for the wheel speed sensor to the lower brake line bracket



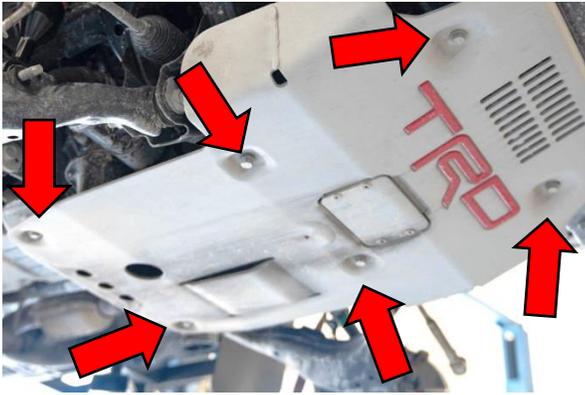
Step 3

Step 3. Remove the 12mm bolt for the brake line bracket. (Being careful NOT to bend the hard line pull the bracket away from the knuckle gently as this gives us just a little extra play so we do not risk stretching the brake line).



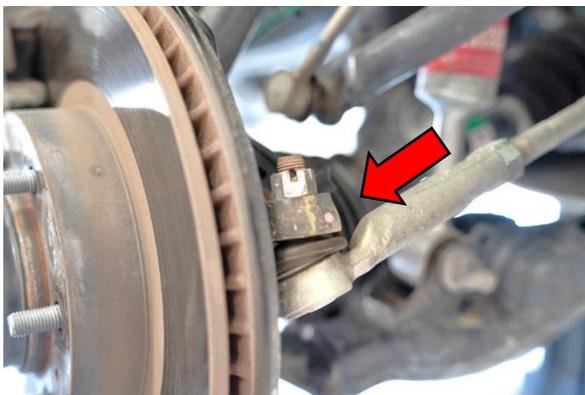
Step 4

Step 4. Remove the 17mm attaching the end link to the knuckle (do this on both sides at this time)



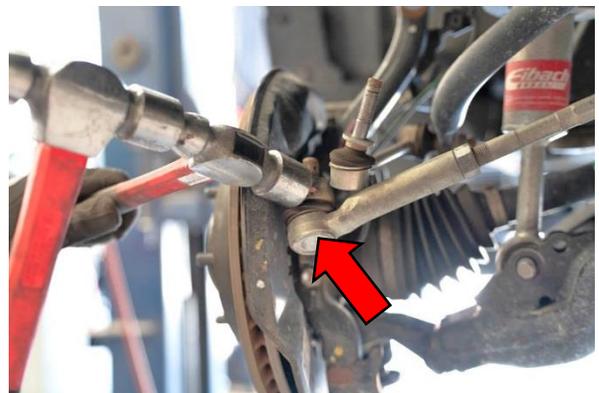
Step 5

Step 5. If equipped with a skid plate, remove the 4 x 17mm bolts and 2 x 12mm bolts holding on the skid plate



Step 6a

Step 6a. Remove the cotter pin, then, loosen and remove the 19mm nut that secures the tie rod to the knuckle.



Step 6b

Step 6b. Using two hammers, strike the knuckle to release the tie rod taper.



Step 7a

Step 7a. Remove the OE cotter pin, then, loosen but do not remove the 19mm nut.



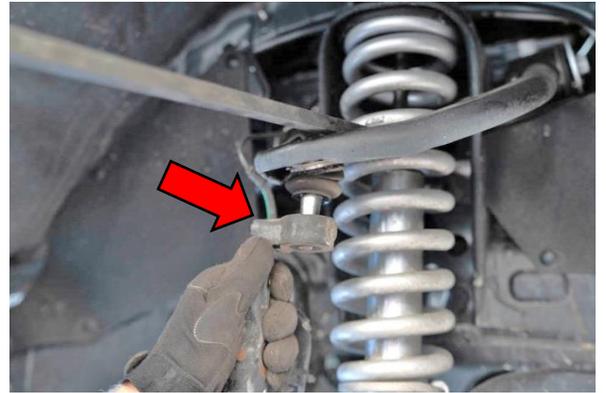
Step 7b

Step 7b. Using two hammers, strike the knuckle to release the taper on the upper ball joint.



Step 7c

Step 7c. Pry down on the upper control arm



Step 7d

Step 7d. Remove the nut and release the pressure on the pry bar while holding the knuckle so it doesn't fall.



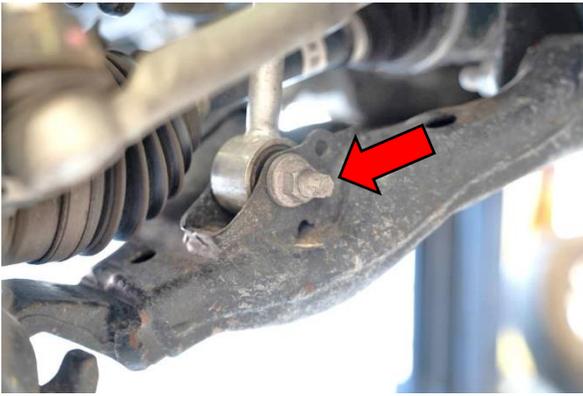
Step 8

Step 8. Strap the knuckle to the chassis to ensure the lower control arm doesn't fall.



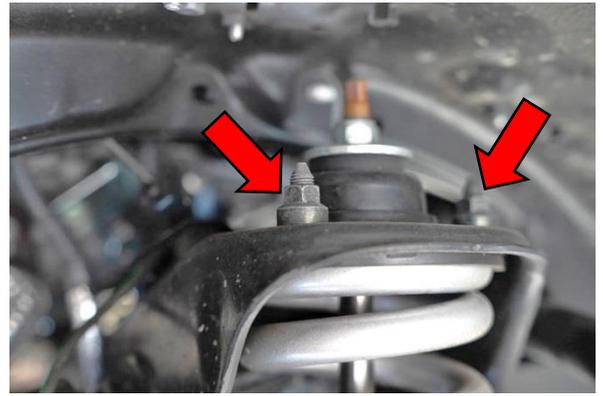
Step 9

Step 9. Now zip tie the sway bar up and out of the way of the front of the shock.



Step 10

Step 10. Remove the 19mm nut from the lower shock bolt and remove the bolt.



Step 11

Step 11. Remove the 3 x 14mm nuts holding the shock to the chassis.



Step 12

Step 12. Remove the old strut assembly



Step 13

Step 13. Install the new coil over.



Step 14

Step 14. Install (hand tight as this will make it easier to install the lower shock bolt) the 3x 17mm bolts and lock washers provided.



Step 15

Step 15. Install the 19mm lower shock bolt.



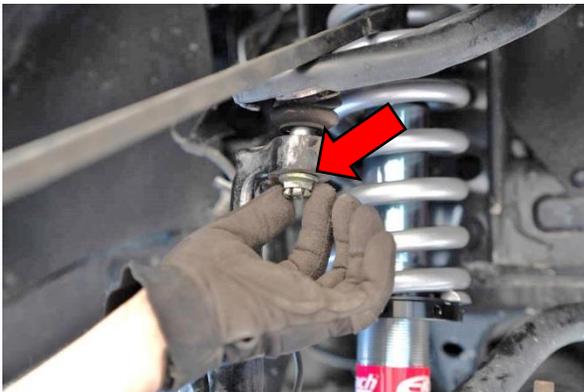
Step 16

Step 16. Torque the nut to (61 ft-lb)



Step 17

Step 17. Torque the 3 x 17mm bolts to (35 ft-lb)



Step 18

Step 18. Pry down on the upper control arm, line up the upper ball joint with the knuckle, and thread on the 19mm nut. Torque to (67 ft-lb if the holes don't line up for the clip tighten it a little more) and re install the cotter clip



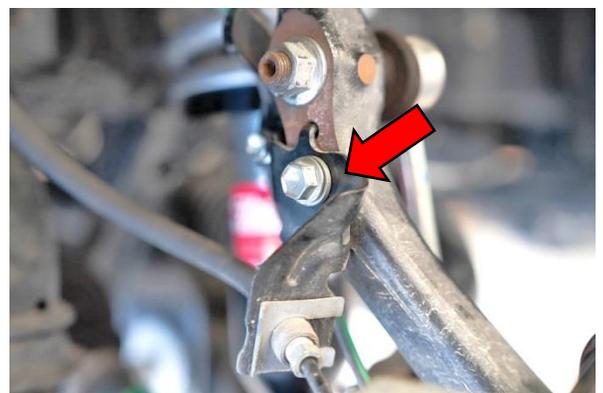
Step 19

Step 19. Re-install the 10mm bolt for the wheel speed sensor to the upper control arm.



Step 20

Step 20. Re-install the sway bar link into the knuckle on both sides and torque the 17mm nut to (52 ft-lb)



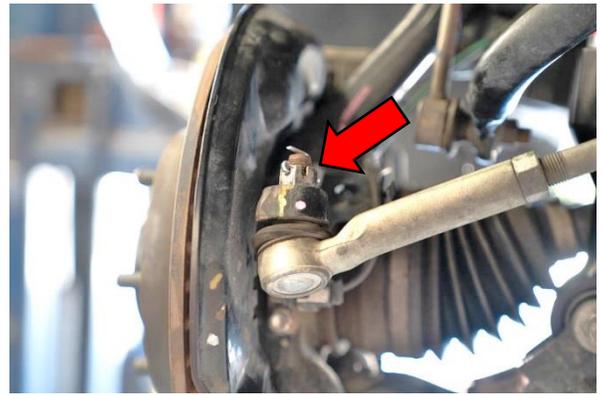
Step 21

Step 21. Re-install the brake line bracket into the knuckle and tighten the 12mm bolt (snug)



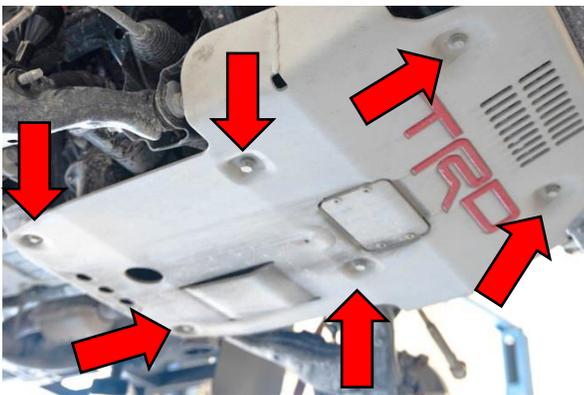
Step 22

Step 22. Re-install the 10mm bolt for the wheel speed sensor to the brake line bracket.



Step 23

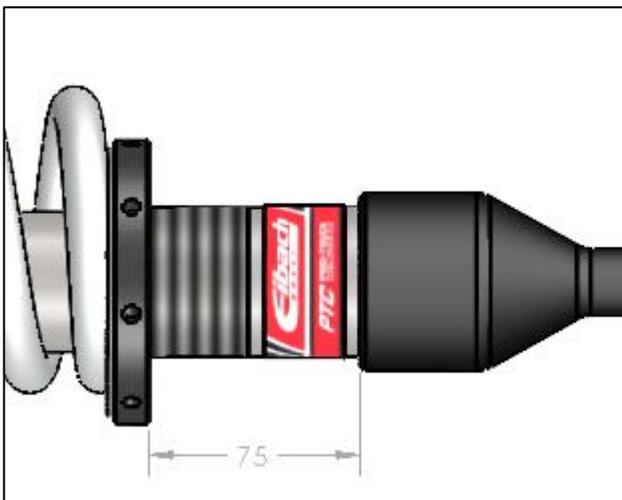
Step 23. Re-install the tie rod into the knuckle and torque the 19mm nut to (67 ft-lb), then, re-install the OE cotter pin.



Step 24

Step 24. Re install the skid plate and torque the 4 x 17mm bolts to (30 ft-lb) and the 2 x 12mm bolts (snug)

Step 25. Double check to make sure everything is properly positioned and tightened, then, road test the vehicle and retighten if necessary.



Note: Do **NOT** go above a spring perch height of 75mm or else damage to the shock and suspension will occur.