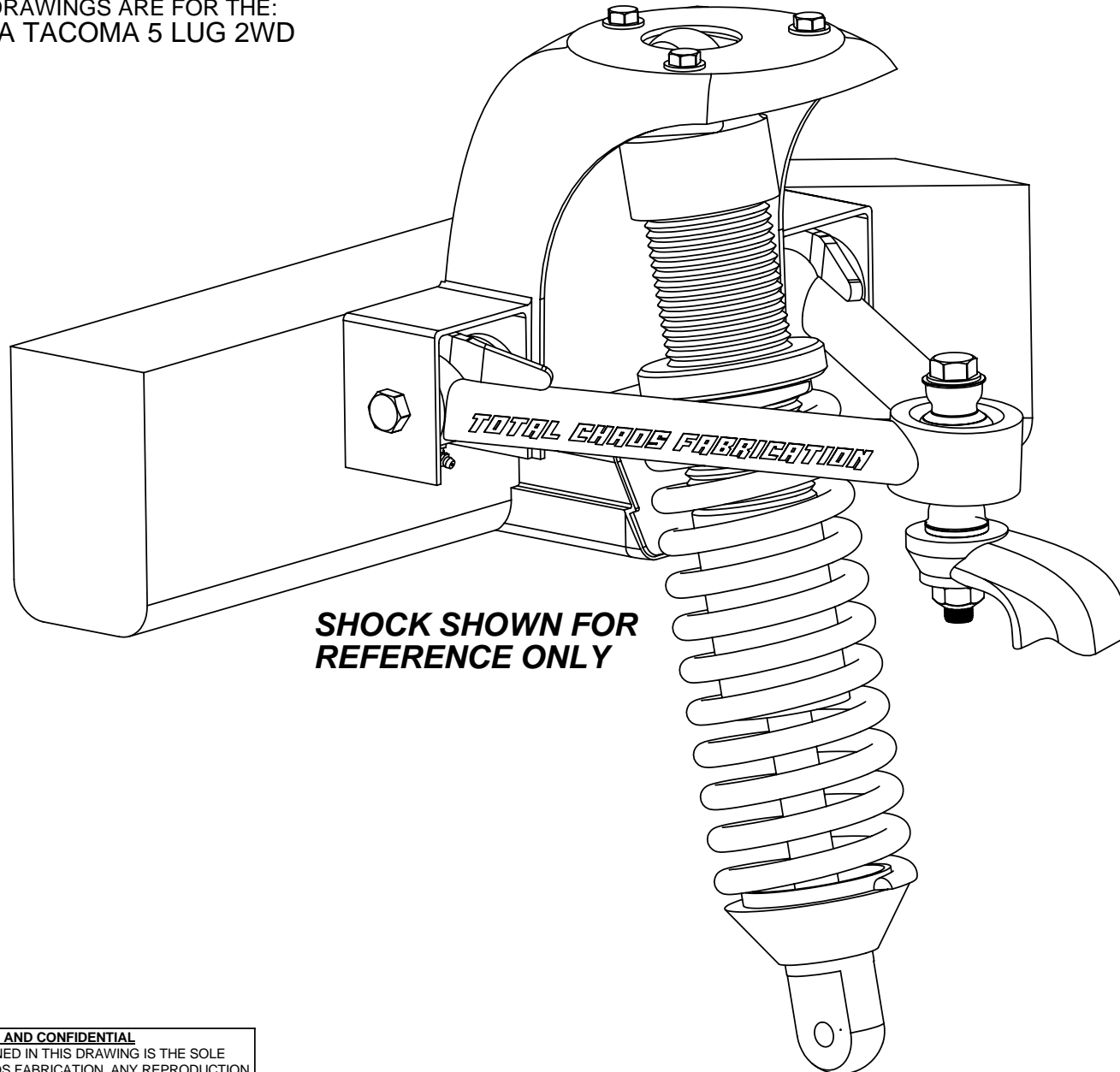


INSTALLATION DRAWINGS ARE FOR THE:  
2005+ TOYOTA TACOMA 5 LUG 2WD



**SHOCK SHOWN FOR  
REFERENCE ONLY**

**PROPRIETARY AND CONFIDENTIAL**

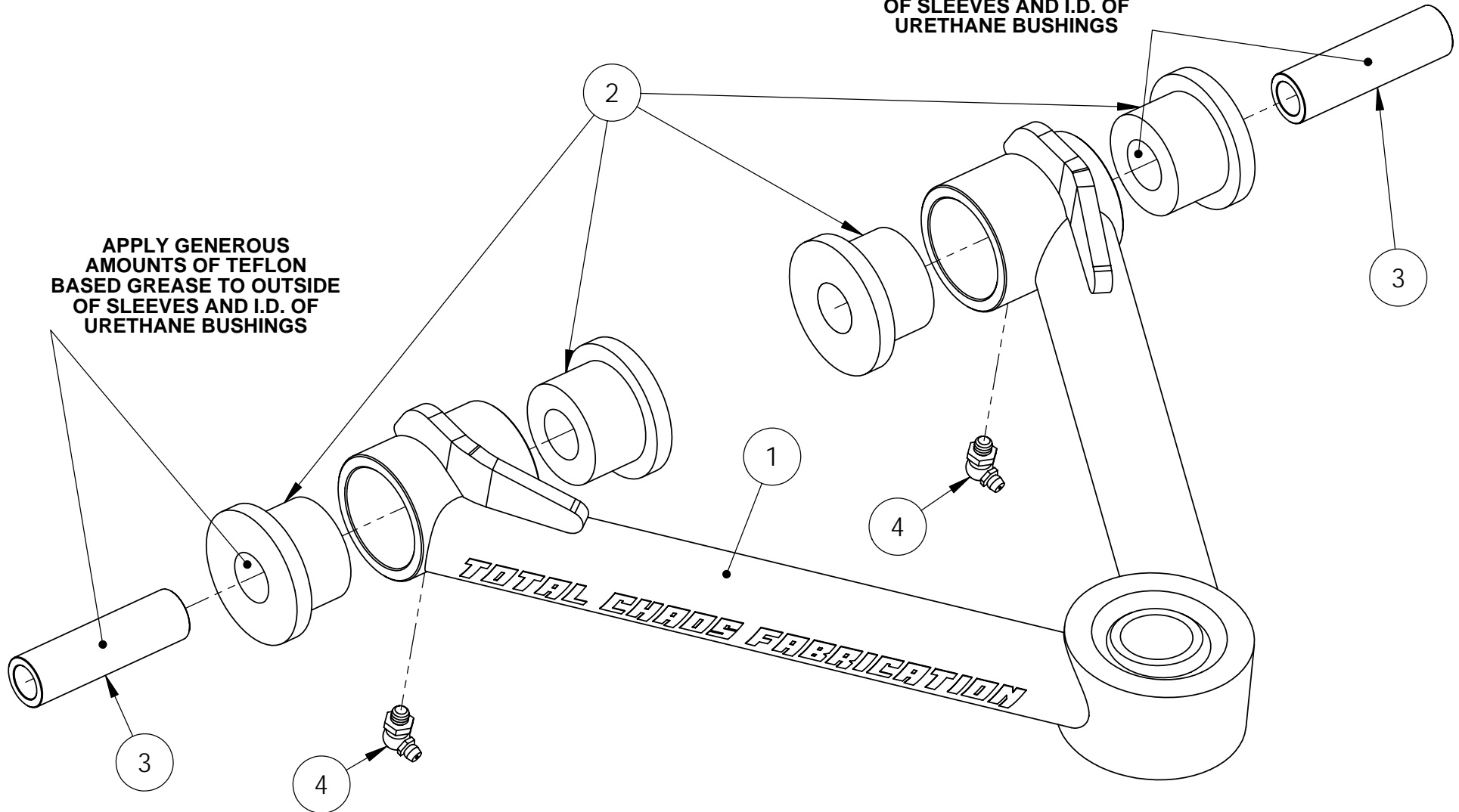
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TOTAL CHAOS FABRICATION. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TOTAL CHAOS FABRICATION IS PROHIBITED.

\*LEFT SIDE OF TRUCK SHOWN. SOME ITEMS NOT SHOWN FOR CLARITY.

**CONTROL ARM ASSEMBLY**

APPLY GENEROUS  
AMOUNTS OF TEFLON  
BASED GREASE TO OUTSIDE  
OF SLEEVES AND I.D. OF  
URETHANE BUSHINGS

APPLY GENEROUS  
AMOUNTS OF TEFLON  
BASED GREASE TO OUTSIDE  
OF SLEEVES AND I.D. OF  
URETHANE BUSHINGS

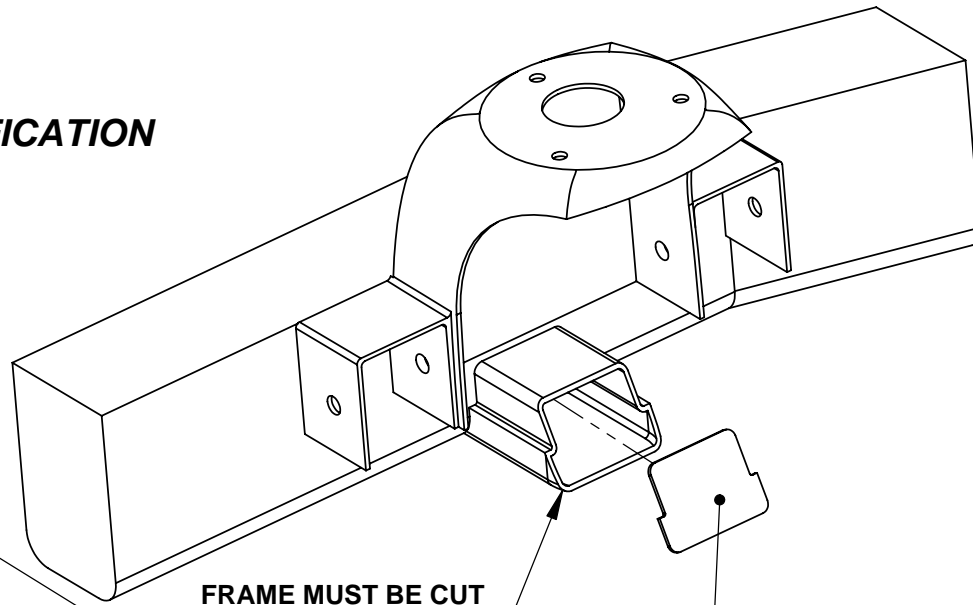
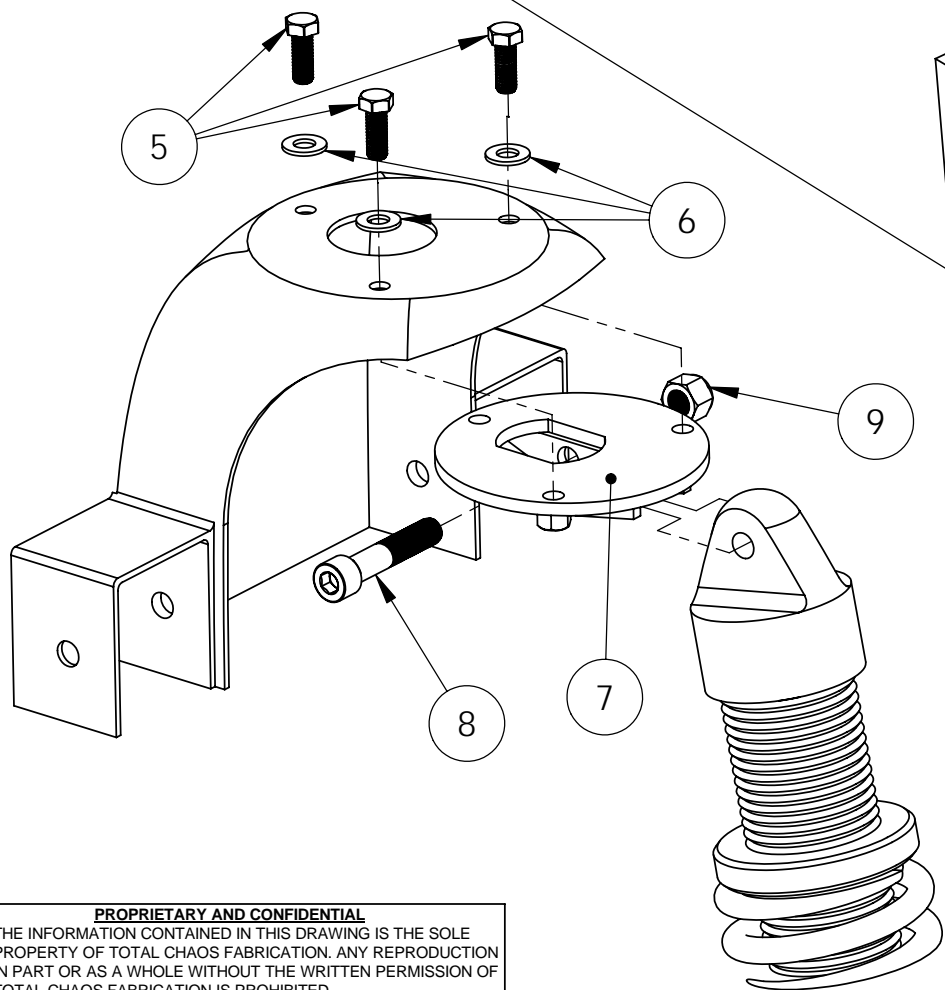


**PROPRIETARY AND CONFIDENTIAL**  
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE  
PROPERTY OF TOTAL CHAOS FABRICATION. ANY REPRODUCTION  
IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF  
TOTAL CHAOS FABRICATION IS PROHIBITED.

\*LEFT SIDE OF TRUCK SHOWN. SOME ITEMS NOT SHOWN FOR CLARITY.

**FRAME MODIFICATION**

**SHOCK MOUNT**



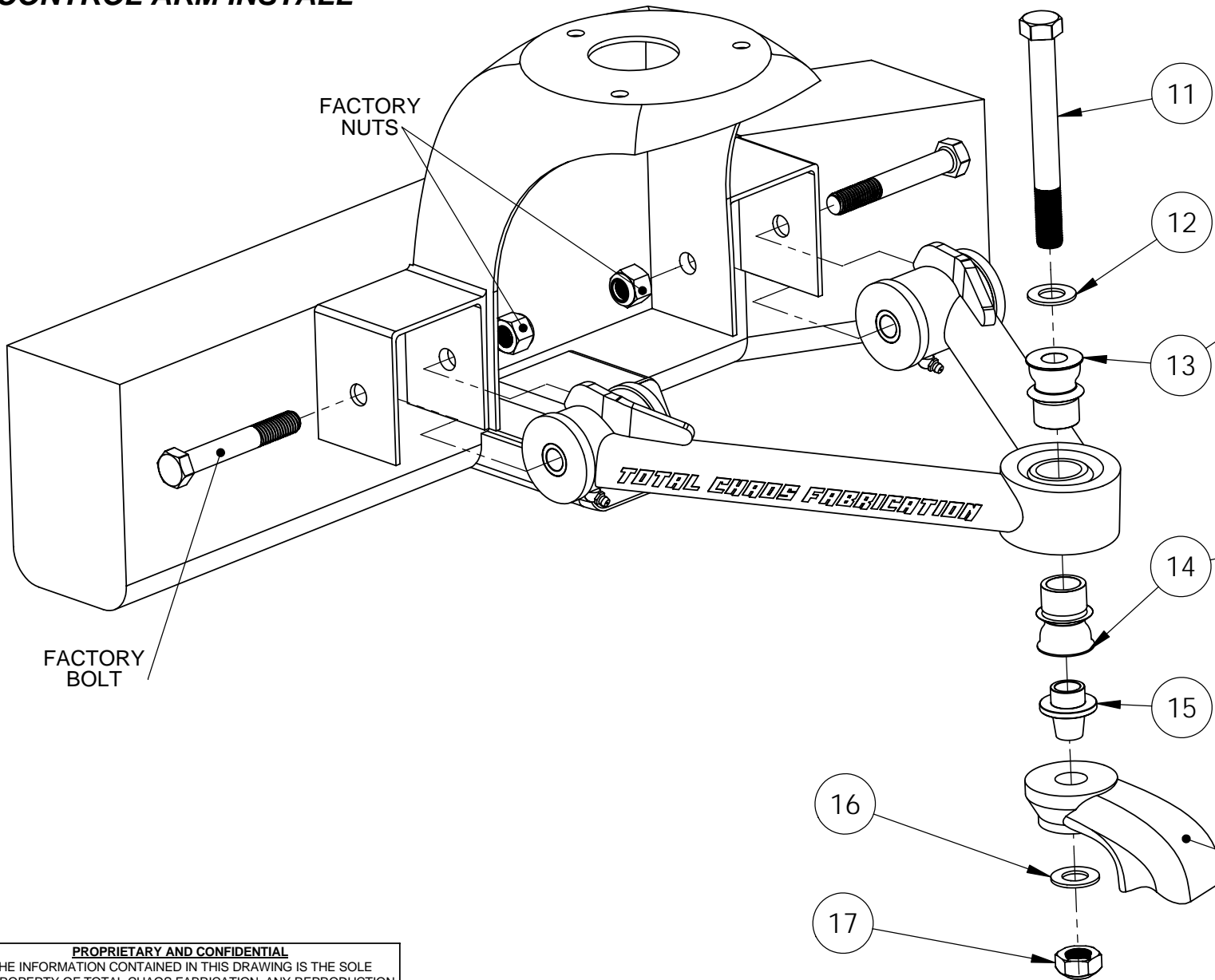
FRAME MUST BE CUT  
IN ORDER TO INSTALL  
COILOVER SHOCKS

SEE PAGE 6 FOR DETAILED  
INSTRUCTIONS ON THIS  
PROCEDURE

**PROPRIETARY AND CONFIDENTIAL**  
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE  
PROPERTY OF TOTAL CHAOS FABRICATION. ANY REPRODUCTION  
IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF  
TOTAL CHAOS FABRICATION IS PROHIBITED.

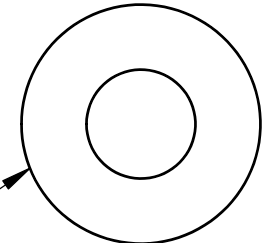
\*LEFT SIDE OF TRUCK SHOWN. SOME ITEMS NOT SHOWN FOR CLARITY.

**CONTROL ARM INSTALL**

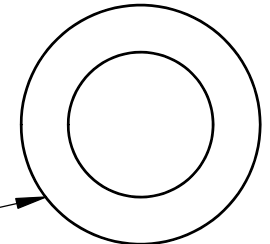


**IMPORTANT NOTE:**  
During assembly, upper & lower spacers are specific. Failure to follow these instructions will result in damage of all components.

Upper spacer has 9/16" hole



Lower spacer has 3/4" hole



**PROPRIETARY AND CONFIDENTIAL**  
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TOTAL CHAOS FABRICATION. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TOTAL CHAOS FABRICATION IS PROHIBITED.

\*LEFT SIDE OF TRUCK SHOWN. SOME ITEMS NOT SHOWN FOR CLARITY.

**INSTALLATION NOTES**

The factory manual is required for torque specifications on all factory hardware. This procedure will involve the removal and re-installation of many parts. Always use factory replacements for worn or damaged parts.

Some items are not shown for clarity.

**Page 2**  
Apply generous amounts of teflon based grease to outside of sleeves and I.D. of urethane bushings. (Teflon based grease is available from TOTAL CHAOS. Part # - Superlube )

**Page 4**  
Torque Item# 11 to 100 ft/lbs.

Inspect all components and re-torque all hardware within 500 miles.

**PARTS LIST: 05-07 TOYOTA TACOMA 5-LUG 2WD Part#:88500**

ITEM#	PART#	QTY. PER KIT	DESCRIPTION
1	89501L	1	CONTROL ARM, 05+ TACOMA UPPER LEFT
	89501R	1	CONTROL ARM, 05+ TACOMA UPPER RIGHT
2	42005	8	BUSHING, URETHANE HALF
3	68501	4	INNER SLEEVE
4	10005	4	FITTING, 1/4" ZERK
5	10710	6	BOLT, 3/8" X 1.00"L
6	12011	6	WASHER, 3/8"
7	58821S	2	SHOCK CIRCLE W/ WELDED NUTS
8	10024	2	BOLT, 1/2" x 2.50"L SHOCK
9	11001	2	NUT, 1/2" NYLOCK
10	59801	2	PLATE, WELD-ON PATCH
11	10251	2	BOLT, 9/16 x 5.00L
12	12203	2	WASHER, 9/16" AN
13	100916	2	SPACER, 9/16" MISALIGNMENT
14	10034TCF	2	SPACER, 3/4" MISALIGNMENT
15	30004	2	ADAPTER, 9/16" I.D. TAPER
16	12204	2	WASHER, 9/16" SAE
17	11202	2	NUT, 9/16" C-LOCK
	59802	2	TAB, BRAKE LINE RELOCATION
	59803	2	SPRING, BRAKE LINE RETENTION

**TOTAL CHAOS Fabrication Inc.**  
159 North Maple St. Unit J  
Corona, CA 92880  
951.737.9682

**PROPRIETARY AND CONFIDENTIAL**  
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF TOTAL CHAOS FABRICATION. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF TOTAL CHAOS FABRICATION IS PROHIBITED.

\*LEFT SIDE OF TRUCK SHOWN. SOME ITEMS NOT SHOWN FOR CLARITY.

### Brake line attachment



### Frame modification for 2.5" Sway-A-Way Coilover Shock

1. Cut the frame at a diagonal for shock clearance. Using a reciprocating saw, cut through the hole on the top of the bumpstop horn to the lower edge. The result should look like this. →

2. Tack weld the supplied plate to the frame and attach the shock to the shock mounts. At full droop, the coil spring should not contact the frame. If needed, cut the tackwelds and grind off more material so the shock does not contact.

3. Once clearanced, weld the plate to the frame. After it has cooled, spray paint the bare metal to prevent rusting.

