

## Installation Notes: # 96602 & 97702

### 96-04 Tacoma Prerunner & 4WD & 96-02 4Runner & 00-06 Tundra

**IMPORTANT NOTE!** This kit must be installed with aftermarket coil over shocks that use 3/8"-16 mounting hardware.

#### **Before you start disassembly:**

- 1 ¼ - 1 ½ wheel spacers may be required depending on wheels, tires and shock combinations installed.
- The factory Sway Bar will be removed and is not reused.

WARNING!!! Fitment varies on every vehicle. Some set up is required. This install process includes cutting, grinding and welding. Do not attempt to perform these steps if you are inexperienced or not qualified. Seek a qualified install facility.

- This install can be done without removal of lower arms and outer tie rod ends. However removal of these items is highly recommended.
- Removal of the coil-over shock will be necessary to cycle suspension and set up the secondary shock tabs.

#### **Disassembly:**

**Step 1:** Remove sway bar.

**Step 2:** Cut sway bar link mount off of lower arm, removing the whole tab and grind off the bracket like it was never there.



**Step 3:** Set lower shock mount onto the lower arm and line up the two notches in the shock mount with the rivet heads, this will set the location of the lower shock mount. Now trace around the entire perimeter of the mount top and underneath with a bright marker or silver pencil to mark the area in order to prep the surface.



**Step 4:** Use a wire wheel or fine grit sanding disc to remove all paint and prep the surface for welding.

**Step 5:** Tack weld the lower shock mount to arm first, final welding will take place at the end once the hoop and upper shock mount is measured, set, and finalized.



**Step 6:** Bolt the TC circular plate onto the top of the factory coil bucket with the 1/4" spacers facing down using the longer supplied bolts directly into the existing aftermarket coil over shock top cap.

**Step 7:** Hold the hoop into place locating it onto the center of the circle. It is recommended to massage the inner fender well with a small sledge in order to prevent the hoops from contacting. Mark the area on side of frame where the tubular boss and diamond overlay plate will go (see pic 3). Prep this surface also by sanding and remove all paint.



Pic1



Pic2



Pic3



**Step 8:** Tack weld the diamond overlay onto side of frame. Then tack the main hoop to the 1 1/2" tube boss, then to the side of the frame. Complete the set up by tack welding the hoop to the circular mount. Leave these items only tack welded for now. (See Pic 1, Pic 2 & Pic 3)

- Step 9:** Install the secondary shock into place. Inspect for clearance with frame, the side tube of the hoop and the upper control arm.
- Step 10:** Remove the primary coil over shock and cycle the suspension. Check shock for clearance throughout the entire range of travel. Tack welds may need to be disc cut to relocate the hoop side to side for adequate clearance throughout entire range of travel. Fitment varies on every vehicle. TC recommends setting the secondary shock angle in line parallel to the primary coil over shocks.
- Step 11:** Once clearance is checked and good, cut tacks on 1 ½ " tube boss to diamond overlay. Leave overlay on frame and unbolt the hoop assembly. With the hoop off, weld overlay completely around. On the workbench, completely weld hoop to circular plate and weld shock tabs on the inside first then the outside.
- Step 12:** After the welds are cool, paint the hoop but mask off the last 1" of tubing where it connects to 1 ½ " boss.
- Step 13:** Bolt coil-over back in with the shock hoop and push 1 ½ " tube boss tight up to frame overlay and re-tack.
- Step 14:** Tighten the three bolts on top of hoop. See manufacturers torque specs for their brand shocks. Completely weld the 1 ½ " boss to overlay and then the hoop to the 1 ½ " boss.
- Step 15:** Once hoop is cool from welding, finish painting hoop and frame to prevent rust.
- Step 16:** Finally, completely weld lower shock mount to the stock lower control arm. Paint to prevent rust when its cooled.
- Step 17:** Install secondary shock.
- Step 18:** If the outer tie rods were disconnected, reinstall and torque to factory specs. Always install new cotter pins.
- \*\*\*\*\* Double check all hardware is tight. Re-torque all again after the first 100 miles.**

