



FALCON SHOCKS

TOYOTA 4RUNNER 2" SHOCK & SPACER LIFT SYSTEM

QUICK START GUIDE

Every aspect of vehicle dynamics must be considered in developing a properly engineered suspension system to ensure predictable handling and a smooth ride. This includes correct suspension geometry as well as properly matching the shock's compression and rebound to the spring rate.

Falcon Shocks went back to the drawing board to engineer brand-new shock absorber systems that are properly matched to the factory spring rate resulting in a sportier ride with better control and handling without sacrificing ride quality. Our in-house engineering experts have invested hundreds of hours in dyno verified – as well as real world on and off-road driving – shock tuning to deliver optimal results. Results that can be felt in a "seat-of-the-pants" drive.

All Falcon Shocks are designed, engineered, and built with state-of-the-art methods including CAD designs, finite element analysis (FEA), in-house lab simulation, and real-world street and trail testing.

For more information regarding Falcon Shocks installation view the Video Installation Guide found on: <https://www.falconshocks.com/videos>



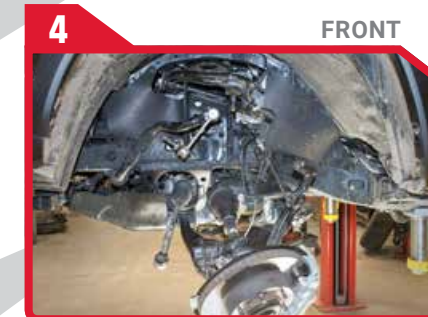
- INSTALL PREP:**
- Set the snap ring (pre-installed on "Level") to the desired ride height.
 - Install the coil carrier and the spring retainer onto the front shocks.



- Orient and install the bump stop onto the shock shaft as shown.



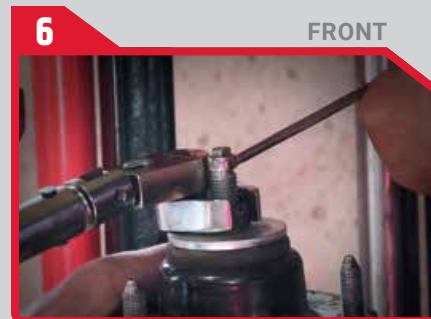
- Before removing the strut assemblies mark the coil spring, spring isolator and strut tower to ensure the spring is reinstalled correctly. **The spring must be reinstalled in the same orientation that it was removed.**



- Remove front strut assemblies (refer to factory service manual)
- Have a qualified mechanic separate the coil spring from the factory strut.



- ATTENTION INSTALLER:**
- Install the coil spring and strut mount onto the front Falcon Shock.
 - Note the strut mount orientation in relation to lower eyelet and grease zerk.



- Tighten the nut until it bottoms out.
- To keep the shaft from spinning use a crow foot wrench (as pictured) and torque to 40 ft. lbs.
- DO NOT use an impact gun to torque the shaft nut.



- Install the strut assembly onto the vehicle with the grease zerk facing the wheel.
- Use the factory hardware on the lower end and torque to 61 ft. lbs.



- Reassemble the IFS components.
- Torque all the IFS hardware to factory torque specifications.



- Remove the rear shocks. Reuse the factory bushings on the Falcon Shocks.
- Disconnect the sway bar links, brake line bracket, and ABS line bracket (see additional instructions 999338)
- Disconnect the rear track bar at the axle and lower the axle to full droop.



- Remove the rear coil springs.
- Install the 1" spacer between the isolator and spring.
- Reinstall the spring onto the vehicle. It may be a tight fit.



- Install the roost guard using the provided thread lock and hardware.
- Torque to 30 in. lbs.



- Install the Falcon Shock lower eyelet onto the axle mounting post first.
- Torque to 72 ft. lbs.



- Compress the shock and as it expands guide the post into the shock mount.
- Add the top bushing and nut.
- Tighten the top nut until it bottoms out on the shoulder (15 ft. lbs.)



- Reconnect the rear track bar and torque to 64 ft. lbs.

NOTES

- Red Line full synthetic oil has a high viscosity index of 540 for superior all-weather performance.
- Hand wash with soap and water for cleaning. Do NOT clean with acids.
- 3 year warranty to be free of defects and workmanship. Repair or replace at no cost.