



96-04 Toyota Tacoma  
 99-04 Toyota Tundra  
 2-2.5" Platinum Series Coil Over  
 Installation Guide  
 Part# SKTOY30



Part #	Description	Qty
TOY20153-S	TOYOTA 3" COIL	2
SKY202-S	2" COIL OVER SHOCK	2
SKSPC-TOYLWLG	SHOCK SPACERS-LONG LOWER	2
SKSPC-TOYLWSH	SHOCK SPACERS-SHORT LOWER	2
SPC-50X375	SPACER, 1/2" ID X .375 LONG	4
SKY-SEAT20	SPRING SEAT: FOR SKY202-S	2
TTCSKUP-RING	TOYOTA COIL OVER UPPER RING	2
12X4SHB	1/2 X 4 SOCKET HEAD BOLT	2
38X1FTB	3/8 X 1 FINE THREAD BOLT	6
12CTN	1/2-13 COARSE N/I LOCK NUT	2
38FTN	3/8-24 FINE N/I LOCK NUT	6
SW201	SPANNER WRENCH	1

**IMPORTANT NOTES**

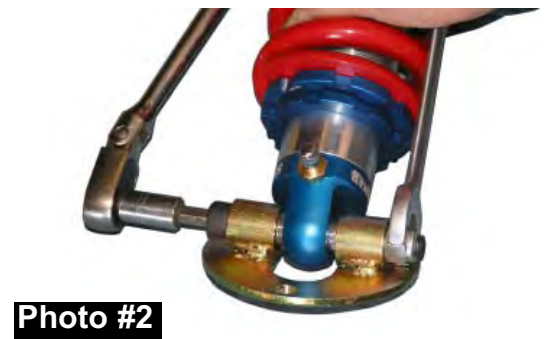
- Skyjacker strongly advises taking extreme caution when working with loaded coil springs to prevent accident or harm.
- On trucks without manual locking hubs, ride height must not be adjusted over 2" above factory ride height.
- Both coil over assemblies should be adjusted to the same length after installation. It is VERY IMPORTANT that after installation the coil does not have any slack between the mounting cups. At no time during axle travel should the coil lose contact with the mounting points.
- When final adjustments are made the upper spanner must be tightened. At no time should the coil over assembly be ran without the spanner being tight.

**Instructions:**

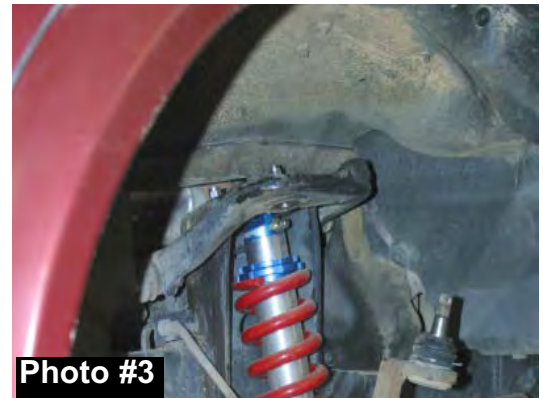
\* PreAssemble Coil Overs per instructions on page #4.

**Front:**

1. With vehicle on flat level ground, measure from center of front spindle to the top of fender opening. Record this measurement for later use.
2. Raise the front of vehicle in the center of the front cross member using floor jack.
3. Support the vehicle on the frame cross member so that the front tire/wheels are off the ground.
4. Using 19mm wrench remove bottom bolt from bottom of factory shock. Bolt will be reused to install new Platinum Series assembly.
5. Using 14mm wrench remove top three retaining nuts from top of factory coil over assembly. Remove factory coil over assembly. ( See Photo #1).
6. Attach upper bracket to the top of the new shock using 1/2" Allen head bolt and self-locking nut as shown in Photo #2. Be sure to use the 1/2" x .375" long spacer on each side of the shock eye.



7. Disconnect sway bar end link and upper ball joint. This will allow the steering knuckle to drop allowing for an easier installation. Attach the upper bracket to factory tower using "3" 7/16" x 1 1/2" fine thread bolts and self-locking nuts. Bolts come from bottom of bracket through the top.(See Photo #3).
8. Using a pry bar, pry the lower A-Arm down to allow for installation of the lower shock bolt. Install so that thickest bushing is toward the C.V. Shaft. (See Photo #4). Install using factory bolt.
9. With Coil Over installed, Place a bottle jack under the lower A-Arm. Raise the lower A-Arm and re-attach upper ball joint. Re-attach sway bar end links.
10. Be sure to lock the upper spanner using the provided spanner wrench. (See Photo #6 and #7)
11. Lower the vehicle to the ground and measure the amount of lift gained. Due to different engines and aftermarket accessories such as winches and bumpers, the ride height may need to be adjusted.
12. If the height is too high or too low, raise the vehicle again from the cross member to relieve the load on the coil. Using the supplied spanner wrench, adjust the upper spanner up or down as needed. Lower vehicle back on the ground and re-measure ride height. Repeat this process as necessary.



## Rear:

10. Raise the rear of the vehicle and remove the rear tires. Remove the rear shocks using a 17mm socket. (See Photo #8).
11. Disconnect the brakeline bracket from the axle housing using a 18mm wrench. (See Photo #9). Disconnect the emergency brake cable from the ends of the axle tube.
12. Remove the rear U-Bolts using a 19mm socket.
13. Place 2 C-Clamps around the leaf spring as shown in Photo #10. Tighten C-Clamps against the leaf spring. With C-Clamps tightened onto leaf spring, remove the center tie bolt using a pair of vice grips to hold the head of the bolt. "Slowly" remove C-Clamps to release spring tension.
14. Install the new add-a-leaf above the bottom over load in the factory spring pack. Note the location of the tie bolt hole in the add-a-leaf. If the hole is not centered, measure the factory spring to determine the long end and short end. Be sure to install the add-a-leaf with the long end towards the long end of the leaf spring.
15. Use a screw driver to line up the tie bolt hole in the leaves. It is recommended to leave the screwdriver in to help keep the leaves aligned as you tighten the C-Clamps. Tighten until there is enough space to install the new tie bolt. With tie bolt installed, tighten the nut by hand and continue to tighten the C-Clamps, then the nut by hand. Repeat this process until leaves are pulled together. **Torque the 3/8 tie bolt to 17 Ft. Lbs. DO NOT USE THE TIE BOLT TO PULL THE LEAVES TOGETHER. THIS CAN RESULT IN AN EXPLOSIVE DISASSEMBLY AND POSSIBLE INJURY!**
16. After add-a-leaf is installed, reinstall U-Bolts and bump stops. (See Photo #11). Install new shocks. (See Photo #12). Reinstall tires and lower to the ground.

- \* After install is complete, check all hardware and brackets for accurate installation. Be sure all bolts are tight and properly installed.
- \* Readjust headlights to proper setting.
- \* Check all bolts for tightness after the first 100 miles.

**\*Seat Belts Save Lives, Please Wear Your Seat Belt\***





## Platinum Series Coil Over Assembly

- Each Platinum Series coil over assembly will require assembly prior to installation. The final settings will have to be made when installation occurs. The final adjustment will differ depending on engine size, winch, bumper, accessories, etc.
- When final adjustments are made the spanner should be tightened. At no time should the coil over assembly be installed without the spanner being tight! After final installation, both Coil Over Assemblies should be adjusted to the same height.
- Do not adjust Coil Over assembly outside of lift height specifications. This will result in limiting the shock travel causing possible damage to the shock and other components.

1. Photo #1 shows the shock the way the coil over will be received in the box.
2. Install lower spring seat on to shock. Using a spring compressor, install the coil spring on to the shock. (See Photo #2)
3. Spin the upper locking spanner all the way to the top. Photo #3 shows 1 3/8" between the top of the upper spanner and the top of the lower. This is the recommended starting point for installation.
4. After installation, Be sure to tighten the upper spanner securely using the supplied spanner wrench and a 3/8" drive ratchet.



Photo #1



Photo #2



Photo #3