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1000 BEACON STREET ~ BREA, CA 92821
TEL 714-990-8850 FAX 714-990-8854

1995–2001 TOYOTA TACOMA OEM “PRERUNNER” AND 4WD
FTS2300K 0”- 3.5” COIL OVER SYSTEM

PARTS LIST:

2 EA. FT2300S	SHOCKS	2 EA. FTS2300	COILS
1 EA. FT2301	SPANNER WRENCH	2 EA. FT2300-1	ADJUSTER NUTS
2 EA. FT2300-2	THRUST WASHERS	2 EA. FT2300-3	THREADED SLEEVES
6 EA. 1/4”- 28	SET SCREWS	2 EA. FTT34	SNAP RINGS
2 EA. FT2300-4	COIL INSULATOR		

TOOL LIST:

FLOOR JACK AND JACK STANDS, ASSORTED METRIC WRENCHES, SOCKETS AND EXTERNAL COIL SPRING COMPRESSOR.

READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION!

WARNING: FABTECH RECOMMENDS THAT YOU EXERCISE EXTREME CAUTION WHEN WORKING WITH COIL SPRINGS TO AVOID POSSIBILITY OF SERIOUS INJURY.

ON TRUCKS WITHOUT MANUAL LOCKING FRONT HUBS, DO NOT SET THE FRONT RIDE HEIGHT MORE THEN 2” OVER ORIGINAL RIDE HEIGHT.

THE FTS205 REAR ADD A LEAF KIT IS RECOMMENDED TO LIFT THE REAR OF YOUR TRUCK IF YOU ARE SETTING A LIFT OF OVER 2”.

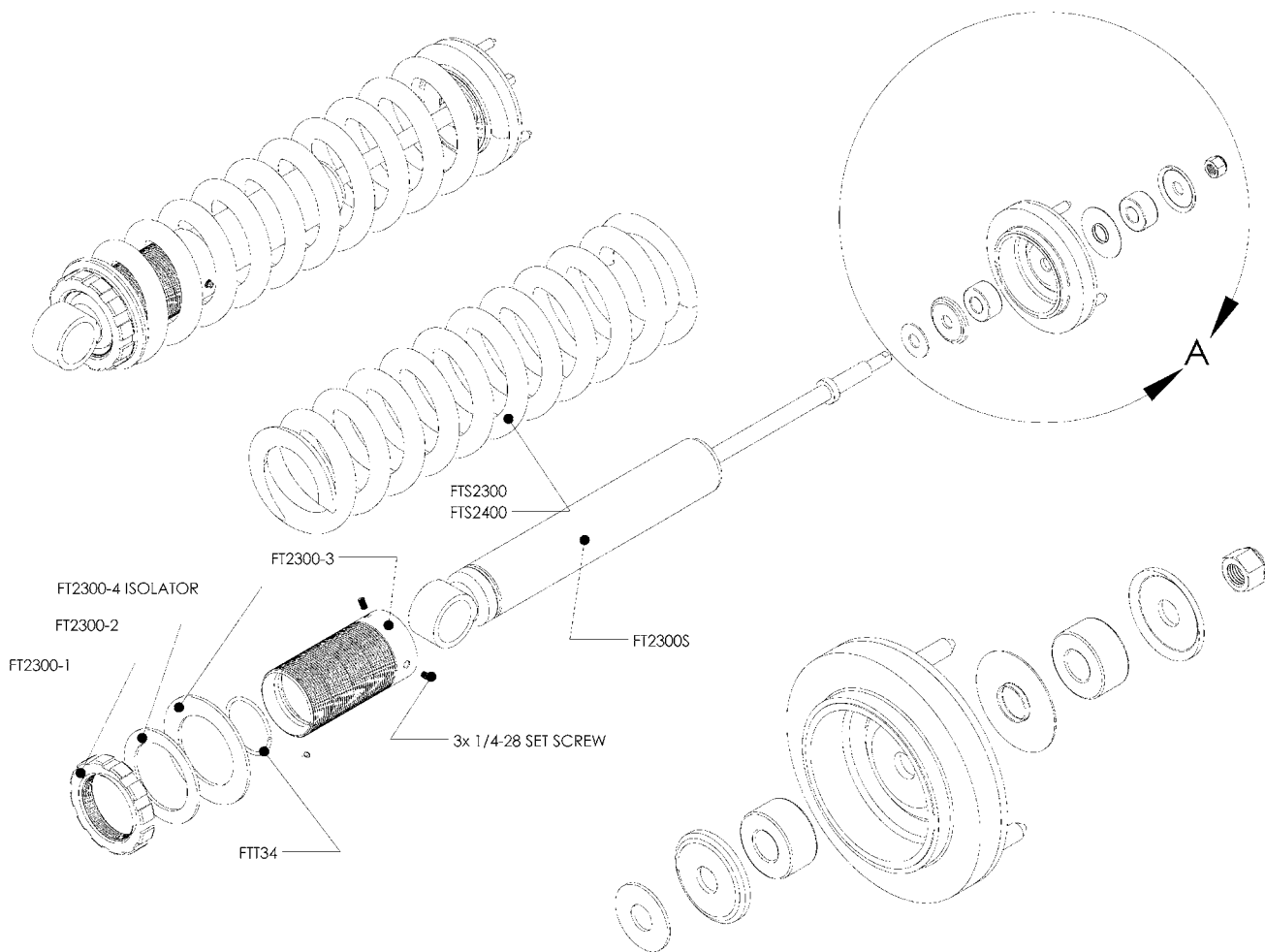
INSTRUCTIONS:

1. With the truck sitting on a flat and level surface, measure the distance from the center of the front spindle to the top of the fender opening. Write this measurement down, you will need to refer back to it later.
2. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires and remove the sway bar endlinks.

- Remove the three nuts securing the upper spring seat to the frame mount. Remove the nut and bolt securing the bottom of the spring seat/strut assembly to the lower control arm and remove the assembly from the truck.



- Take the stock strut assembly place into a vise, then use the external coil spring compressor to compress the spring enough to remove top nut. **WARNING: COIL SPRING IS UNDER EXTREME LOAD.** Remove the top nut and remove stock isolator mount, discard stock coil spring and shock.



- Take the new shock and install snap ring, then slide the threaded sleeve over the shock until it seats over the snap ring. Install the three 1/4" x 28 set screws into the sleeve. **WARNING: DO NOT OVER TIGHTEN SET SCREWS, DAMAGE CAN OCCUR TO THE SHOCK.** See above illustration to complete assembly.
- Take the newly assembled shock and position it on the truck. Torque the three top nuts on the upper spring seat to 28 ft/lbs. And torque the lower coil-over mount to 65 ft/lbs. Tighten the lower coil spring collar on

the coil-over until you start to compress the coil spring. Make sure the top of the coil spring is seated in the stock isolator and the bottom of the coil spring is properly resting on the thrust washer. Continue to tighten the lower collar by hand until you can go no farther. Using the supplied spanner wrench, tighten the adjusting nut to adjust the suspension height.

7. Repeat steps three through six on the opposite side of the truck.
8. Reinstall the front tires and torque the front lug nuts to factory specifications, factory torque specifications can be found in your owner's manual. Raise the front of the truck off of the jack stands and set it back onto the ground. Bounce up and down on the front end of the truck to settle the front coil springs.
9. Front ride height can be set from 1" to 3" over the original ride height. **ON TRUCKS WITHOUT MANUAL LOCKING HUBS, DO NOT EXCEED 2" OVER ORIGINAL RIDE HEIGHT UNLESS YOU ARE INSTALLING MANUAL LOCKING HUBS DURING THE INSTALLATION OF THIS COIL-OVER KIT.** Measure the distance from the center of the front spindle to the top of the fender opening. Compare this with your original measurement and adjust the ride height as desired. To make adjustments to the ride height of your truck, jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!**
10. After you have set the proper ride height, reinstall the front sway bar links and check the toe in of the front tires. Adjust the toe in if necessary and test drive the truck. Check the torque on all newly installed hardware and make any ride height adjustments if necessary. Measure the ride height after 50 miles, adjust if necessary and have the truck aligned to factory specifications.

RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER.

For technical assistance call: 714-990-8850

Fabtech Motorsports Suspension Products

Fabtech Motorsports warrants to the original retail purchaser who owns the vehicle on which the product was originally installed. Fabtech Motorsports does not warrant the product for finish, alterations, modifications and/or installation contrary to Fabtech Motorsports' instructions. Fabtech Motorsports suspension products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or for similar activities. (A "RACE" is defined as any contest between two or more vehicles, or any contest of one or more vehicle against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America. Fabtech suspension products that increase the vehicle's ride height may greatly increase the risk of vehicle roll over. Vehicles should be operated in a safe manner at all times as not to cause a roll over or an accident resulting in injury or death. Fabtech Motorsports' obligation under this warranty is limited to the repair or replacement, at Fabtech Motorsports option of the defective product. Any and all costs of removal, installation or re-installation, freight charges, incidental or consequential damages are expressly excluded from this warranty. This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been subject to accident, negligence, alteration, abuse or misuse. Fabtech Motorsports does not warrant products not manufactured by Fabtech Motorsports. Please see Fabtech's Jobber Price Sheet for additional conditions and warnings.