



FALCON SHOCKS

TOYOTA 4RUNNER 2" SPORT LIFT SUSPENSION 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.



INSTALL PREP:

- Move snap ring (pre-installed on “Level” setting) to desired ride height
- Install coil carrier and spring retainer onto front shocks



- Orient and install bump stop on shock shaft as shown



- Remove front strut assemblies (refer to factory service manual)
- Have a qualified mechanic separate coil spring from factory strut and reinstall on Falcon shocks



ATTENTION INSTALLER:

- Note strut top cap orientation in relation to lower eyelet and grease zerk
- Install nut onto shaft until it bottoms; then torque to 40 ft-lb



- Install Falcon strut assemblies using original shock bolts and nuts
- Torque to 61 ft-lb



- Reassemble IFS components
- Torque all hardware to factory torque specs



- Remove rear shocks
- Disconnect upper sway bar links, brake line bracket, and ABS line bracket (see additional instructions)
- Remove the axle end track bar bolt and lower the axle



- Remove rear coil springs
- Install 1' spacer with the isolator between the spacer and spring
- Install the assembly onto the spring
- Allow the rear axle to fully extend to install the coil spring assembly



- Install shock lower eyelet onto axle mounting post
- Torque to Factory Specifications



- Insert upper post mount by pulling down on the shock body cap to compress the shock
- Reuse factory bushings
- Torque to 15 ft-lb



- Install the alignment tab between the main shock body and reservoir
- Bolt to frame with the provided hardware
- Install sway bar extension spacers and reinstall sway bar links
- Install brake line and ABS line extension brackets



- Torque to Factory Specifications

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.