



1995.5-2002  
 Toyota Tacoma 2-2.5"  
 Platinum Series Coil Over  
 Installation Guide  
 Part# PSTOY30



Part #	Description	Qty
TTCSK3S	3" COIL,TOYOTA TACOMA	2
SKTOY3-S	3" PLATINUM SHOCK,TACOMA	2
SKSPC-TOYLWLG	SHOCK SPACER-TOYOTA LOWER	2
SKSPC-TOYLWSH	SHOCK SPACER-TOYOTA LOWER	2
SKSPC-TOYUPR	SPACERS-TOY UPPER CENTER	4
SKSTD-SEAT	STANDARD BOTTOM COIL SEAT	2
SW250	SPANNER WRENCH ALL 2.5"	1
TTCSKUP-RING	TOY TACOMA UPPER BRACKET	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

**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 setscrew MUST be tightened. At no time should the coil over assembly be ran without the set screw being tight.

**Instructions:**

- \* **PreAssemble Coil Overs per instructions on page #4. Adjust the spanner all the way to the top so that there is no load on the coil spring.**

**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).



**See Photo #1**

6. Attach upper bracket to the top of the new shock using  $\frac{1}{2}$ " Allen head bolt and self-locking nut as shown in picture.
7. Attach upper bracket to factory tower using "3"  $\frac{7}{16}$ " x 1  $\frac{1}{2}$ " fine thread bolts and self-locking nuts. Bolts come from bottom of bracket through the top.(See Photo #2).
8. Using a pry bar, pry the bottom of the Coil Over up to allow for installation of the lower shock Bolt. It is recommended to put a piece of Duct Tape on the bottom of the shock so that the shock is not scratched during installation. Be sure that there is no load on the coil spring prior to installation. It is recommended to Tape the lower spring seat to the bottom of the coil spring to keep it from moving around during installation. Remove after installation. Attach bottom of shock to factory mount using factory hardware. Install bottom of shock so that thickest bushing is toward the rear. (See Photo #3).
9. Once Coil Over Assembly is installed, adjust the upper coil seat down by hand so that there is a load on the coil spring. Then follow the instructions for adjustment on step #4 of Page #4.

**Important Note: Measure from the Center of the top shock mount to the center of the bottom shock mount once installed and weight is on the Coil Over . A 17.5" measurement will yield roughly 2.5" lift.**





## Rear:

10. Raise the rear of the vehicle and remove the rear tires. Remove the rear shocks using a 17mm socket. (See Photo #5).
11. Disconnect the brakeline bracket from the axle housing using a 18mm wrench. (See Photo #6). 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 #7. 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 #8). Install new shocks. (See Photo #9). 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\***



Photo #5

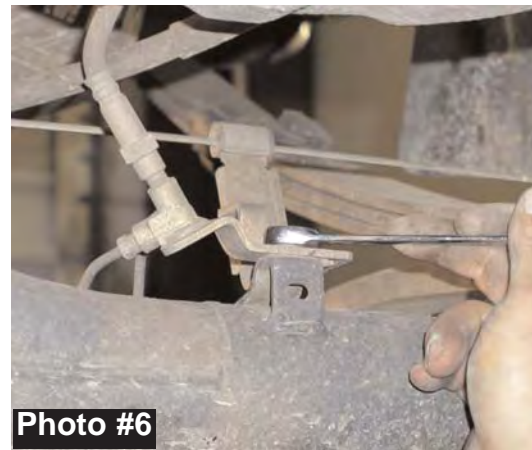


Photo #6



Photo #7



Photo #8



Photo #9

- 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 setscrew should be tightened. At no time should the coil over assembly be installed without the set screw 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 it will be received in the box. Be sure to adjust spanner all the way to the top, if not already there.
2. Install coil onto shock and slide up. The Coil springs needs to be installed with the thick step to the bottom. Install lower spring seat on to shock.
3. With lower spring seat installed, stand shock up straight. Loosen the set screw on the upper spring seat.
4. Install the Skyjacker Coil Over assembly into the vehicle. Adjust upper seat down by hand. The upper seat should be tightened onto the coil by hand. Let the weight of the vehicle down. Measure the gained lift height. It will now be necessary to adjust the upper coil seat to gain desired lift height. Raise the vehicle so that there is no load on the coil. Adjust the upper seat using a spanner wrench to gain desired lift height. Adjust both driver and passenger side coils to the same height. Let the weight back down on the spring to check the lift height. Repeat this process until accurate lift height is gained.
5. Once adjustment is done, tighten the set screw on the upper seat. Tighten the screw gradually so the upper spring seat does not move. Be careful not to overtighten the set screw. Not tightening the set screw may allow the coil to become loose causing possible damage to the shock and other components. This could result in possible injury or death.

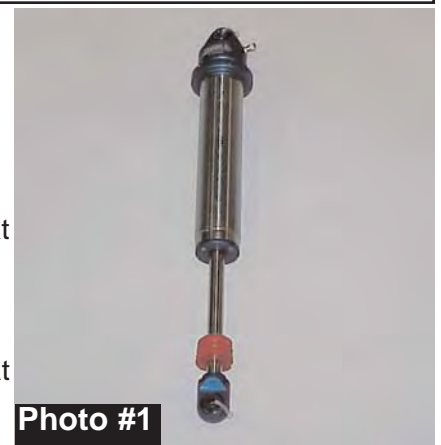


Photo #1

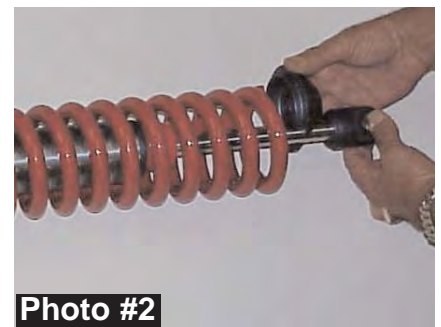


Photo #2

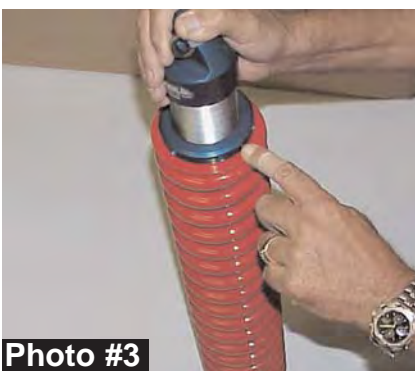


Photo #3



Photo #5