

Installation Instructions

Eibach Inc. 264 Mariah Circle Corona, CA 92879
USA Tech Support 800-507-2338 ext. 114



PRO-LIFT KIT: E30-82-105-01-20

4TH Gen Tacoma Front Lift Spring

Notes

The Pro Truck Leveling springs must not be used with the OE shocks. Extended travel shocks are required to avoid damage to the suspension.

Kit Contents

Description	Part Number	Quantity
PLK FRONT SPRING	F31-82-105-01-FA	2

Installation Notes

Read all instructions before beginning installation

- Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.
- Use of a hoist and screw jack is highly recommended and will substantially reduce installation time.
- Never work on or under a vehicle unless it is properly supported by safety stands and wheels are blocked.
- Never use impact wrenches or impact guns to install or remove shock absorber piston components, shafts and Piston rod nuts.
- All Eibach springs should be installed with the Eibach logo right-side-up. All original stock spring isolators and dampers should be retained from the stock springs when installing Eibach springs.
- After Installation, inspect and adjust the following: Wheel Alignment; tire/wheel fender clearance when using aftermarket wheels or tires; brake line clearance and attachments; anti-lock-brake system sensors.
- Tire Rotation: In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.
- For MacPherson Strut type front suspension, it is important to mark the orientation of the upper perch with respect to the lower perch before disassembly. This orientation must remain the same with the installation of the springs. Noise may result if this procedure is not performed correctly.

Additional Eibach Components for your Vehicle

Eibach Kits	Part Number	Description	Front	Rear
PRO-LIFT KIT REAR	E30-82-105-01-20	REAR PLK		+1.0"

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Shock Instructions and Safety Tips

IMPORTANT NOTES:

- Any time you are working under a vehicle, be sure to use the proper jack stands and tire chocks to prevent any shifting or slipping of the car. Never use a jack only to support the vehicle while changing shocks.
- Inspect shock brackets or mounting points before installation to make sure they are not broken or bent.
- Do not attempt to disassemble these shocks. Return damaged shocks to Eibach for any necessary service or repairs.

USE THE RIGHT SHOCK FOR YOUR VEHICLE

- Use EIBACH shocks only for the applications for which they are listed. Each shock is specifically tuned for that vehicle's weight, suspension geometry, and other characteristics.
- Compare original shock mounting style and hardware with your new shocks before starting installation. If original hardware is not reusable, it should be replaced with OEM quality and style hardware.
- Shocks are tuned to vehicle manufacturer's recommendation for tire pressure, not necessarily the max inflation pressure listed on sidewall of tire.
- The OEM spring perch will have to be removed from the OEM strut assembly and installed onto the Eibach Pro Truck Sport Damper.

ADDITIONAL NOTES

- If you are uncertain of proper shock installation procedure, please consult appropriate service manual. Torque all fasteners to vehicle manufacturer's specs. Note: On Post Mount shocks, finger tighten nut to achieve zero clearance between the retaining washers and the bushings, then continue to tighten approximately 5-6 turns to achieve proper pre-load. Bushings should be slightly bulged. Secure with Jam Nut. On some vehicles, nut may bottom out on stud before 5-6 turns, which is proper for those applications.
- OEM mounting hardware may be either standard or metric. Make sure you have the proper tools before starting. Do not interchange hardware. Use new mounting hardware provided with your shocks, and re-use original mounting hardware in all other locations.
- Eibach shocks have a high-pressure nitrogen gas charge and may come with a restraining strap, which holds the shock in a compressed position. To ease most installations, leave the strap on until you have secured one end of the shock, then cut the strap and quickly guide the other end of the shock into position as it expands. Strap must be cut before some installations, such as when strap goes around post.
- Wire ties are provided to secure the shock boot to the shock body. On some installations (especially where the shock must pass through a hole in the lower control arm), it is necessary to put the wire tie on after the shock is installed.
- After installing shocks and before driving vehicle, check for clearance of exhaust, brake or gas lines, electrical wiring, etc.
- After installation, drive the vehicle cautiously for the first few miles to develop a feel for the improved handling and ride quality. After 10 miles, inspect installation, re-check torque on all fasteners, and verify adequate component clearance.
- When installing rear shocks, install with the dust boot facing down to allow moisture to escape. Failure to do so may result in sediment and buildup around the seals causing premature failure of the shock.

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Installation Notes

1. Park vehicle on level surface and set emergency brake. Raise and support the vehicle with safety stands. Refer to factory manual for proper location of safety stands
2. Power washing your chassis will make the installation cleaner. NOTE: Never work on or under a vehicle unless it is properly supported by safety stands.
3. Loosen and remove the OE shock per the factory recommended removal procedure.
4. Installation of the Eibach Pro Damper shock should be done in the reverse order of removal.

Heights with Eibach PRO-LIFT-KIT Springs

	4X4 MODEL	RWD MODEL
	Use only for extra weight	Use only for extra weight
	Use only for extra weight	Use only for extra weight
	Average Lift 2.3"	Average lift 3"
	Average Lift 1.8"	Average Lift 2.5"

- Shocks are tuned to vehicle manufacturer's recommendation for tire pressure, not necessarily the max inflation pressure listed on sidewall of tire.
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Perch Installation

1. Ensure that the Snap Ring is fully seated in the snap ring groove (you should be able to rotate it manually).
2. Install the spacer ring if included in the orientation shown, making sure the snap ring is fully seated into the groove on the bottom side of the spacer ring. **Improper installation will cause permanent damage to the shock.**

