



FALCON SHOCKS

TOYOTA TACOMA SPORT LEVELING

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.



1 FRONT

- 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

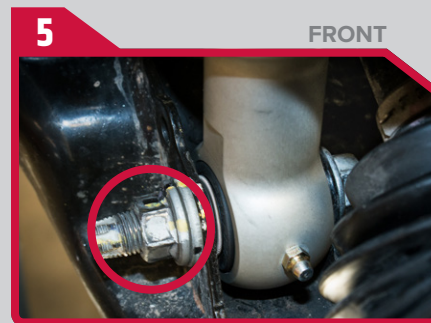


- ATTENTION INSTALLER:**
- Note strut top cap orientation in relation to lower eyelet and grease zerk.
 - Install nut onto shaft until it bottoms; then torque to 40 ft-lb
 - DO NOT use an impact gun to torque shaft nut

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.



- 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 (see factory service manual)
- 2ND GENERATION (2004-2015) DO NOT DRILL OUT UPPER SHOCK MOUNT CENTER HOLE
- 3rd Generation (2015-Present) Must drill out upper shock mount
- Use a 7/8” drill bit to drill out upper shock mount center holes



- Install roost guard using provided thread lock and hardware
- Torque to 30 in-lb

* FOR O.E.M. REAR WHEEL & TIRE OFFSETS REFER TO **999330** FOR CLEARANCE INSTRUCTIONS.



- Install Falcon shocks with shaft down and upper shock cap alignment tab seated against the outer edge of the shock bucket
- Orient driver side shock reservoir facing forward and passenger side shock reservoir facing rearward



- Rotate driver side roost guard to face rearward and passenger side roost guard to face forward
- Torque lower shock bolts and upper post nut to 15 ft-lb