Installation Instructions

Eibach Springs, Inc. • 264 Mariah Circle • Corona, California 92879-1751 • USA • Tech Support 800-222-8811 Ext 114

Stabilizer Bar Relocation Bracket #8001192.1

2005-17 Toyota Tacoma

Kit Contents	Description	Part Number	Qty
	Relocation Bracket	8001192	2
	Bolt, M10-1.5 Hex	H13074749	4
	Washer, M10	H50025100	4
	Instructions	8001192.1INST	1

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.**

Stabilizer Bar Relocation Bracket Install

Photo 1

1. Loosen and remove the hardware that secures the underbody cover, then, remove the cover as shown. **(See Photo 1)**

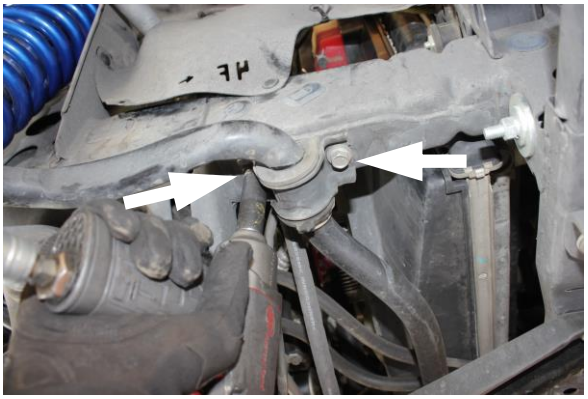

Photo 2

Photo 3

2. Loosen and remove the OE hardware that secures both the left and right side bushing brackets to the frame and let the bar rotate downward as shown. **(See Photos 2 & 3)**

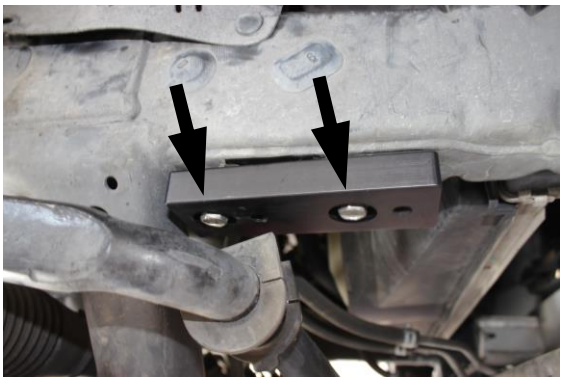

Photo 4

3. Install both left and right side Eibach relocation brackets and secure them to the frame with the OE hardware removed in Step 2 Photo 2. **(See Photo 4)**

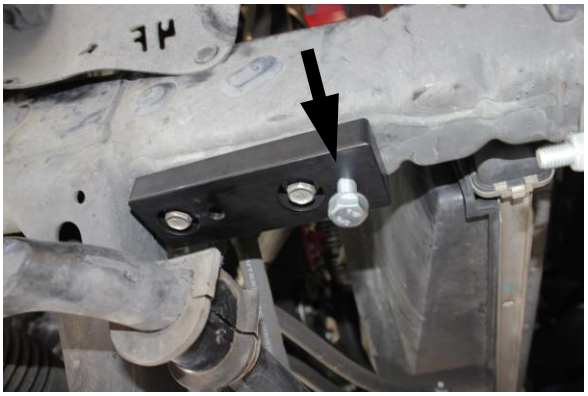

Photo 5

Photo 6

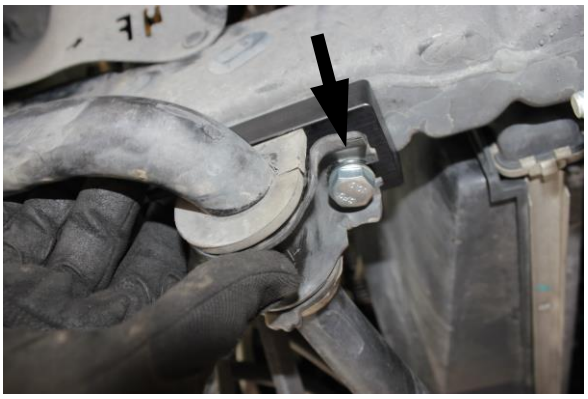

Photo 7

4. Install one of the provided hex bolts into the forward hole, but do not tighten, then, reinstall the OE bushing bracket onto the bushing and slide the slotted end of the bracket forward until its fully seated against the hex bolt as shown. **Note: Do not tighten the hardware at this time. (See Photos 5, 6 & 7)**

Photo 8

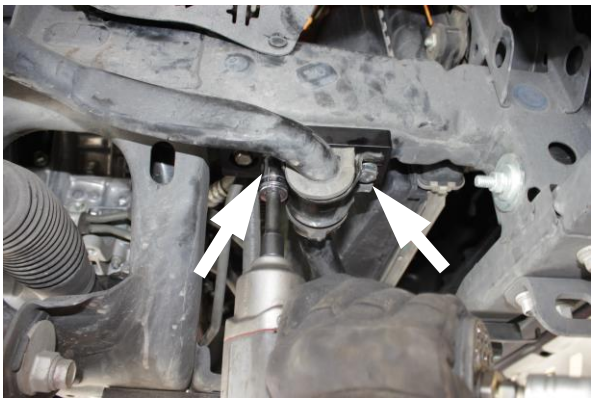

Photo 9

5. You can now install the provided rear hex bolt and secure the bushing bracket as shown. **Note: If the holes don't line up with the bushing bracket, you may need to loosen the relocation bracket hardware to adjust the alignment for better fitment. (See Photos 8 & 9)**

6. Double check to make sure everything is properly positioned and tightened, then, reinstall the underbody cover using the OE hardware.

7. After road testing, double check all hardware to make sure everything is properly tightened and re-tighten if necessary.

Installation Instructions

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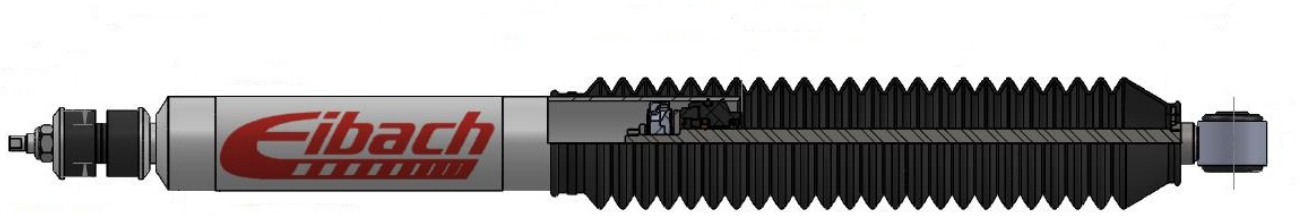
Pro-Damper – # E60-82-007-02-01

Contents	Description	Part Number	Qty
	Damper Assy.	82110.8004.1	1
	Dust Boot	84-2015	1
	Cupped Washer	84-1756CZ	2
	Stem Bushing	84-1286	1
	Hat Bushing	84-1359	2
	Sleeve	8000961CZ	1
	Rod End Assy.	28-1685	1
	Nut, Nylock M10-1.25	H63074700	1
	Zip Tie	H70065500	1
	Information Kit	EPAK	1
	Installation Instructions	82110.8004INST	1



NOTES: Read All Instructions Before Beginning Installation

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.

Installation

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 SPRINGS for any necessary service or repairs.

PLEASE READ THESE INSTRUCTIONS ENTIRELY BEFORE BEGINNING

- Proper installation is a must to realize the maximum performance improvements. Follow these steps carefully.

USE THE RIGHT SHOCK FOR YOUR VEHICLE

- Use EIBACH SPRINGS 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.

IMPORTANT INSTALLATION 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 SPRINGS 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.

Installation Instructions

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

PRO COILOVER 2.0 #E86-82-007-01-20

Kit Contents

Description	Part Number	Quantity
Coilover Assembly 2.0	82113.9003	2
Anti-Roll Bar Bracket	8001192.1	1
Height Adjustment Tool	ETCO 2.0	1

Tool List

10mm socket or wrench	19mm socket or wrench	Pull straps
12mm socket or wrench	Dike cutters	Zip ties
17mm socket or wrench	2 hammer	3/8” torque wrench
14mm socket or wrench	2 new cotter pins	1/2” torque wrench
21mm socket or wrench	Pry bar	

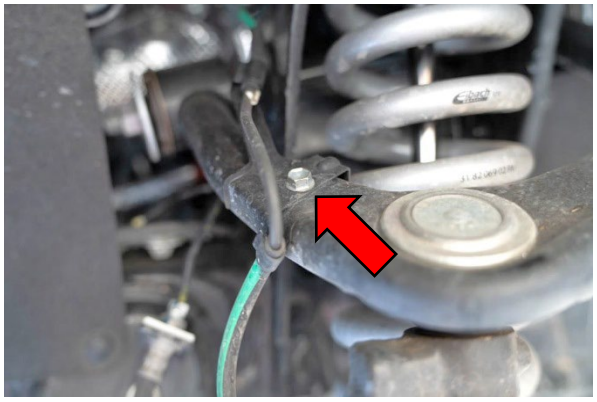
Notes

Read all instructions before beginning installation

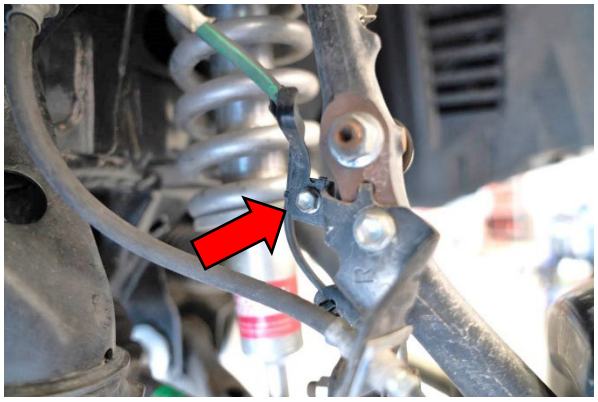
Only qualified mechanics experienced in the installation and removal of suspension components should perform this installation.
Use of a hoist and screw jack is highly recommended and will substantially reduce installation time.

Never work on or under a vehicle unless it is properly supported.

Installation



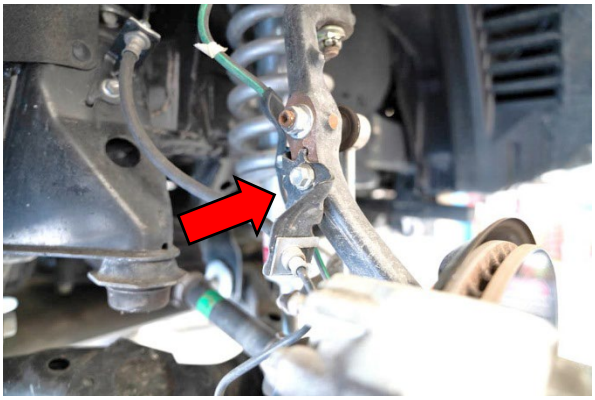
Step 1



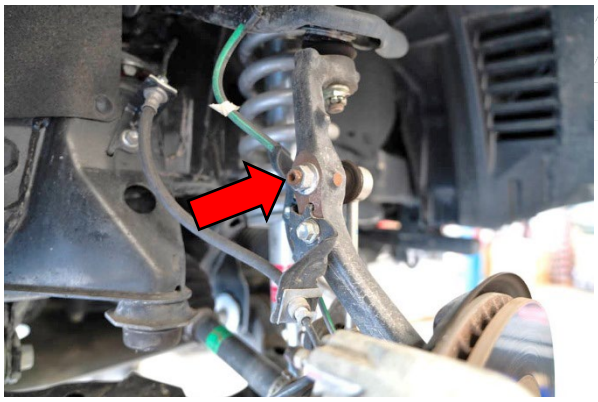
Step 2

Step 1. Remove the 10mm bolt holding the wheel speed sensor to the upper control arm

Step 2. Remove the 10mm bolt for the wheel speed sensor to the lower brake line bracket



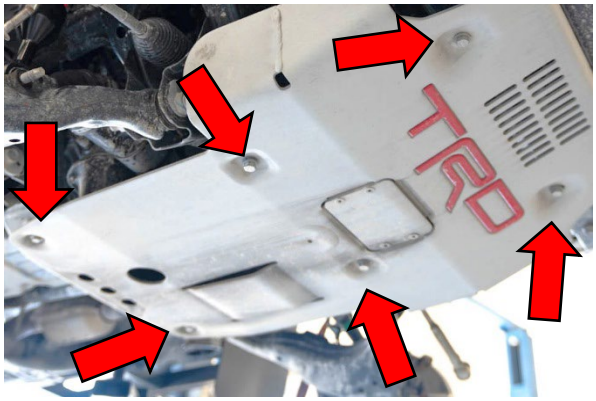
Step 3



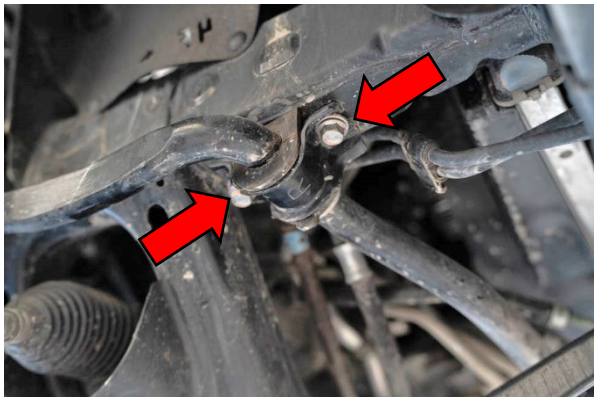
Step 4

Step 3. Remove the 12mm bolt for the brake line bracket. (Being careful NOT to bend the hard line pull the bracket away from the knuckle gently as this gives us just a little extra play so we do not risk stretching the brake line).

Step 4. Remove the 17mm attaching the end link to the knuckle (do this on both sides at this time)



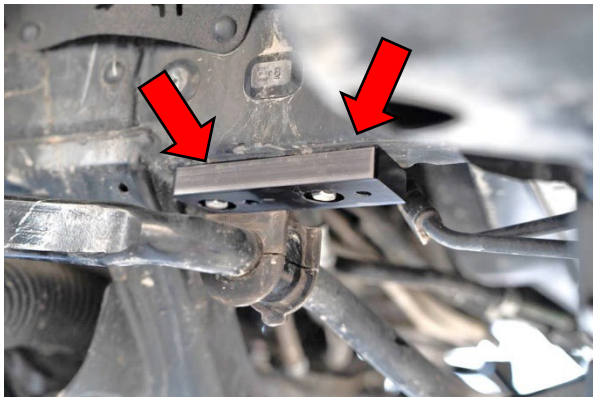
Step 5



Step 6

Step 5. Remove the 4x 17mm bolts and 2x 12mm bolts holding on the skid plate

Step 6. Remove the 2x 14mm bolts holding on the D-Bracket for the sway bar. (do this on both sides. There are 4x 14mm bolts holding on the whole sway bar.

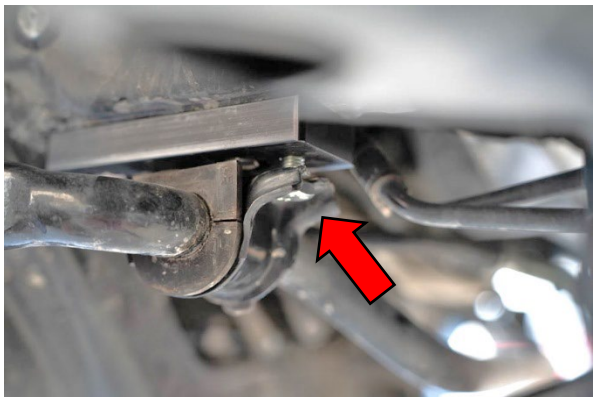


Step 7

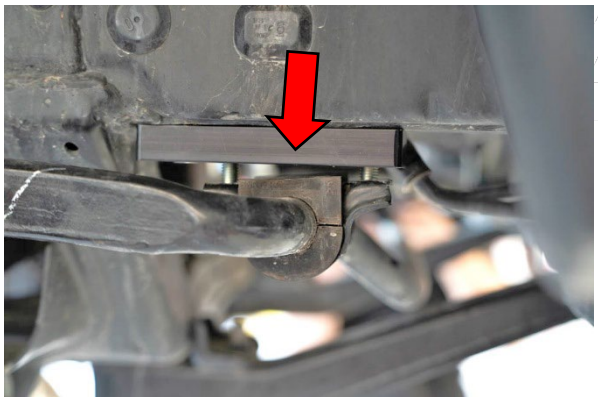
Step 8

Step 7. Install the provided sway bar re-locating block with the 4x 14mm bolts you took off in the previous step and torque to (37 ft-lb)

Step 8. Insert 1 of the 4x 17mm bolts provided onto the front of the block and leave a small gap.



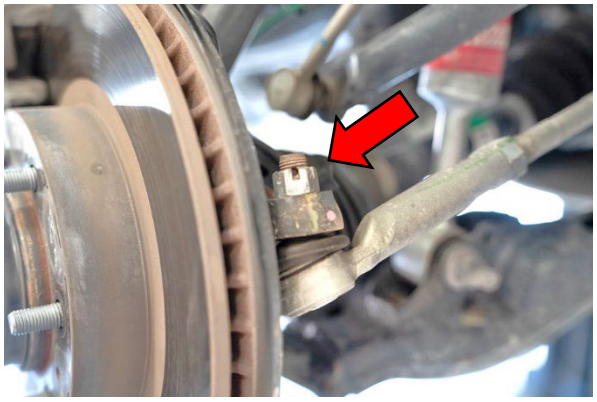
Step 9



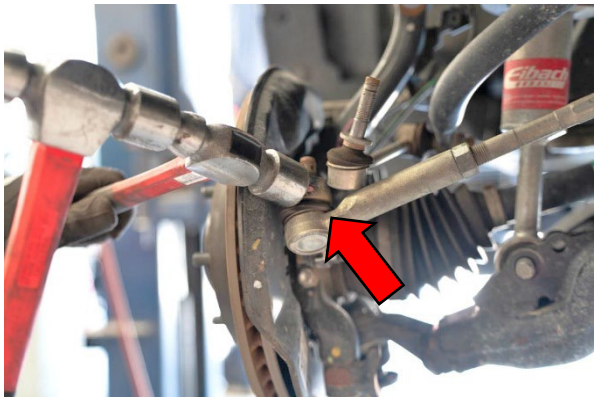
Step 10

Step 9. Now slide the D-Bracket into the space between the bolt head and the block and insert the 2nd 17mm bolt into the back.

Step 10. Leave hand tight for now.



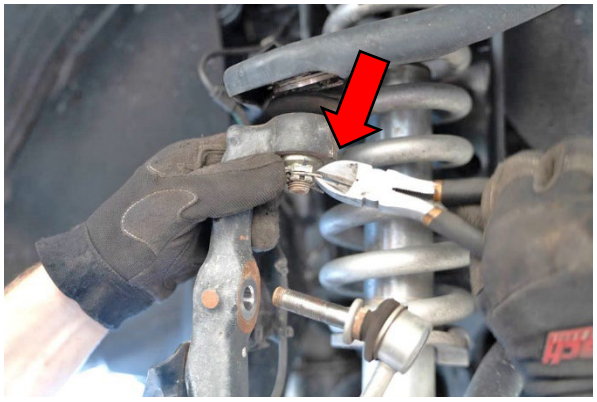
Step 11



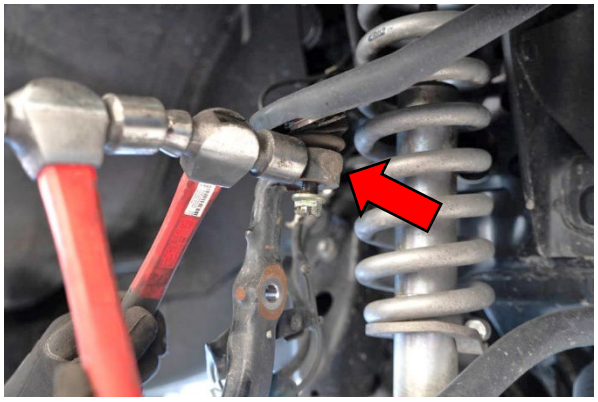
Step 11b

Step 11. Remove the cotter pin, then, loosen and remove the 19mm nut that secures the tie rod to the knuckle.

Step 11b. Using two hammers, strike the knuckle to release the tie rod taper.



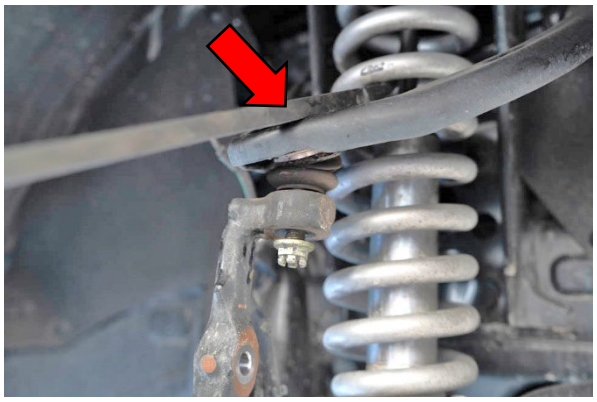
Step 12



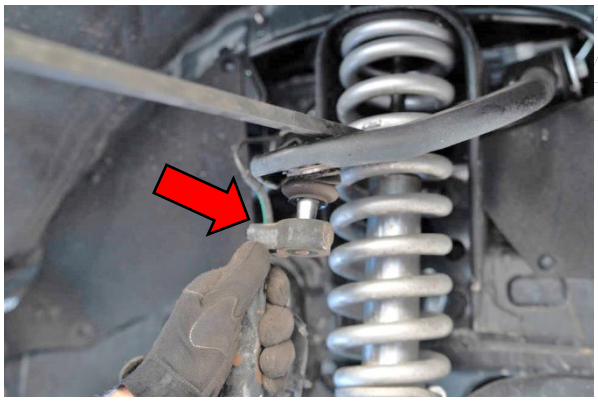
Step 12b

Step 12. Remove the OE cotter pin, then, loosen but do not remove the 19mm nut.

Step 12b. Using two hammers, strike the knuckle to release the tapper on the upper ball joint.



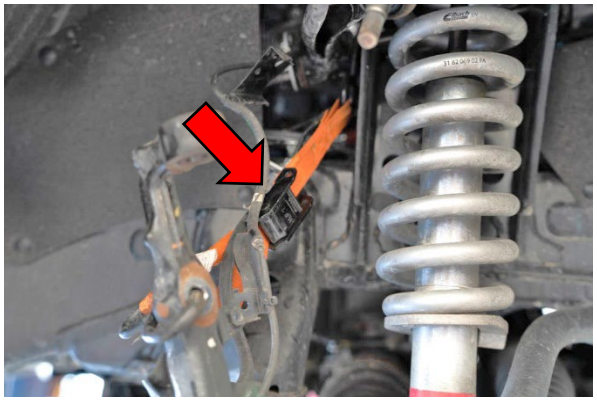
Step 12c



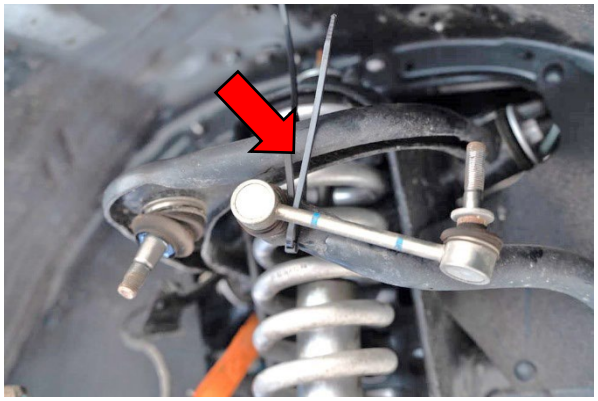
Step 12d

Step 12c. Pry down on the upper control arm

Step 12d. Remove the nut and release the pressure on the pry bar while holding the knuckle so it doesn't fall.



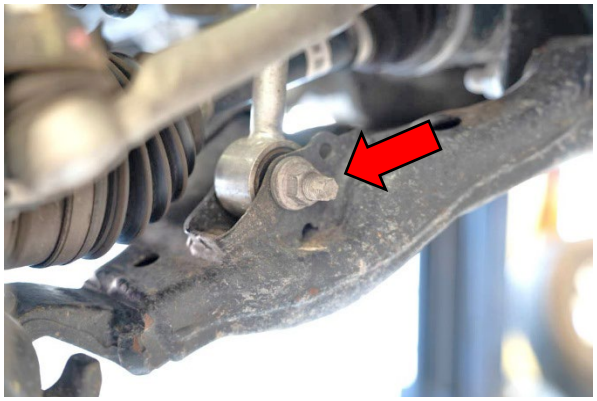
Step 13



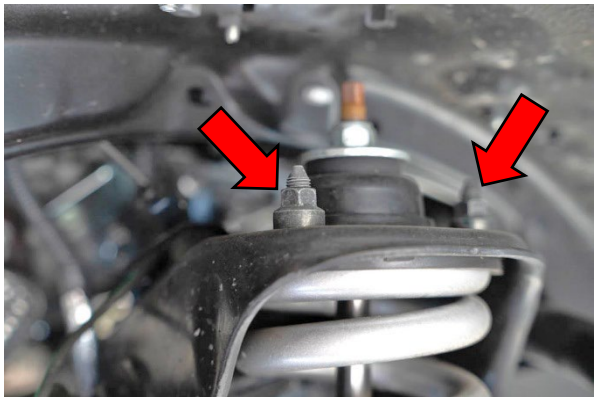
Step 14

Step 13. Strap the knuckle to the chassis to unsure the lower control arm doesn't fall.

Step 14. Now zip the sway bar up and out of the way of the front of the shock.



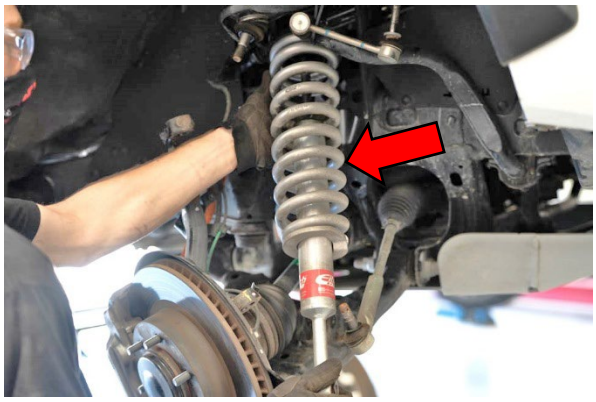
Step 15



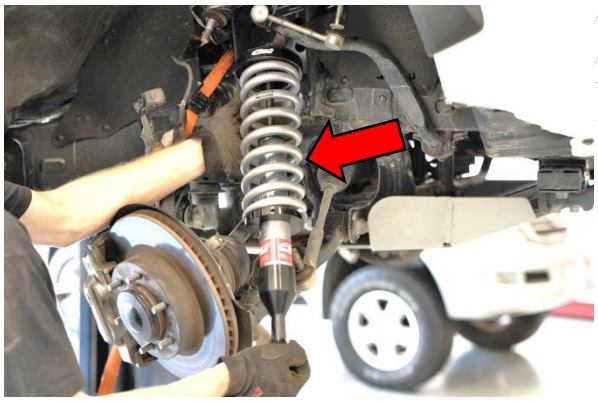
Step 16

Step 15. Remove the 19mm nut from the lower shock bolt and remove the bolt.

Step 16. Remove the 3x 14mm nuts holding the shock to the chassis.



Step 17

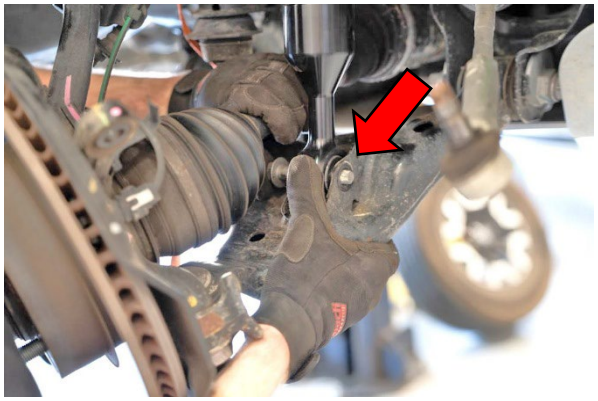


Step 18

Step 17. Remove the old strut assembly

Step 18. Install the new coil over.

Step 19

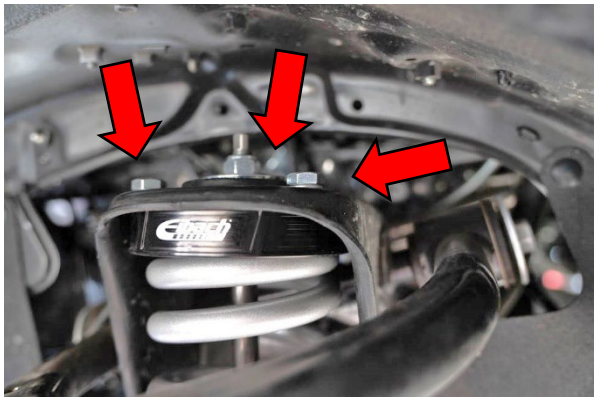


Step 20

Step 19. Install (hand tight as this will make it easier to install the lower shock bolt) the 3x flange nuts provided.

Step 20. Install the 19mm lower shock bolt.

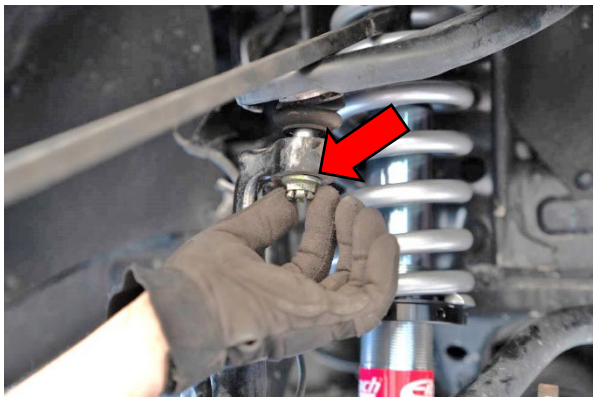
Step 20b



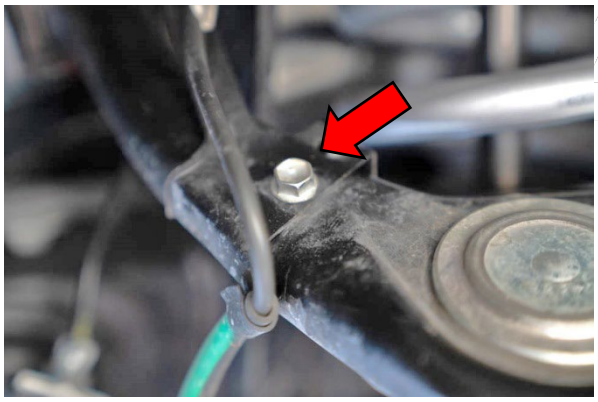
Step 21

Step 20b. Torque the nut to (61 ft-lb)

Step 21. Torque the 3x flange nuts to (35 ft-lb)



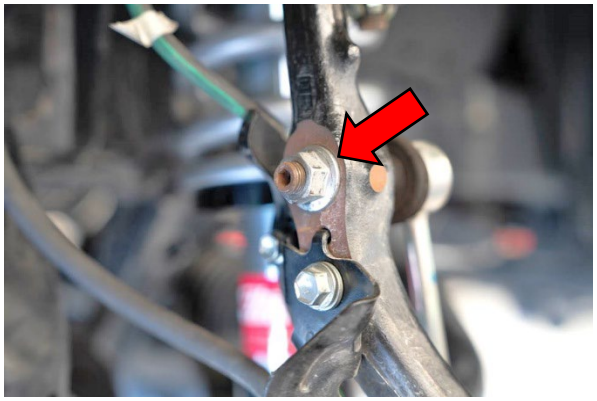
Step 22



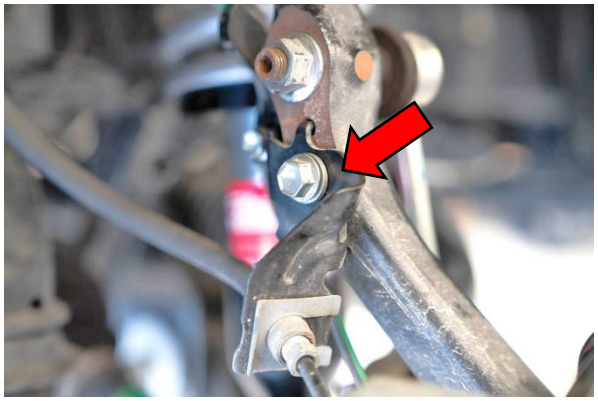
Step 23

Step 22. Pry down on the upper control arm, line up the upper ball joint with the knuckle, and thread on the 19mm nut. Torque to (67 ft-lb if the holes don't line up for the clip tighten it a little more) and re install the cotter clip

Step 23. Re-install the 10mm bolt for the wheel speed sensor to the upper control arm.



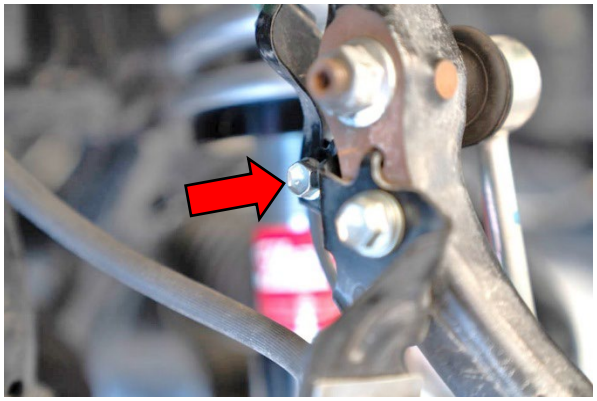
Step 24



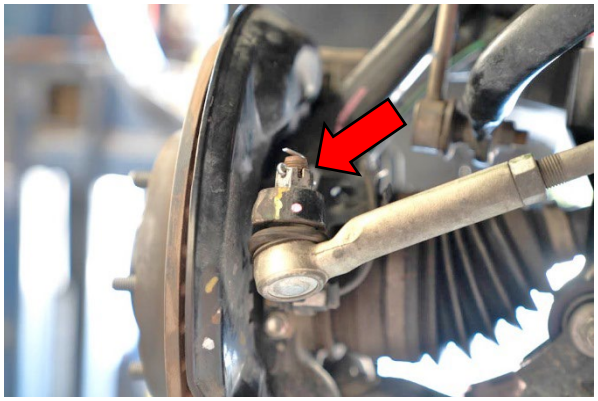
Step 25

Step 24. Re-install the sway bar link into the knuckle on both sides and torque the 17mm nut to (52 ft-lb)

Step 25. Re-install the brake line bracket into the knuckle and tighten the 12mm bolt (snug)



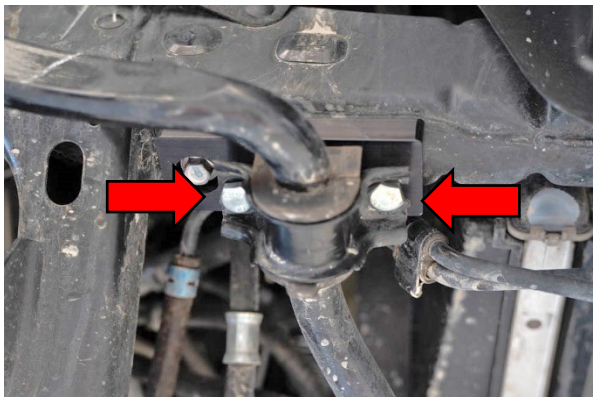
Step 26

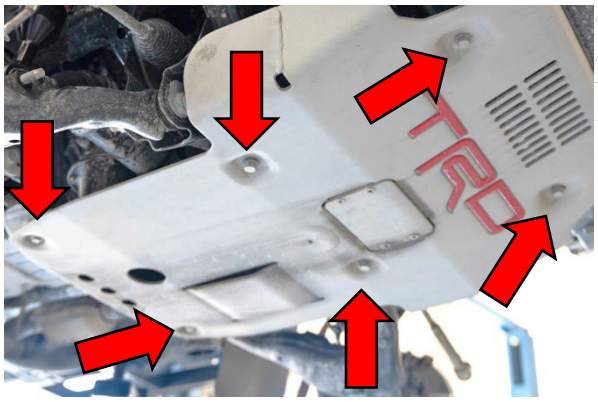


Step 27

Step 26. Re-install the 10mm bolt for the wheel speed sensor to the brake line bracket.

Step 27. Re-install the tie rod into the knuckle and torque the 19mm nut to (67 ft-lb), then, re-install the OE cotter pin.

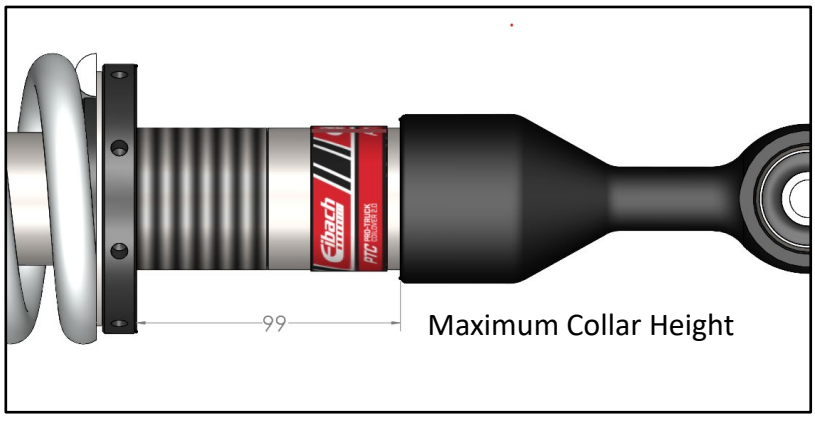




Step 28. Torque the 2x (each side) 17mm bolts for the D-Bracket to (37 ft-lb)

Step 29. Re install the skid plate and torque the 4x 17mm bolts to (30 ft-lb) and the 2x 12mm bolts (snug)

Step 30. Double check to make sure everything is properly positioned and tightened, then, road test the vehicle and retighten if necessary.



Note: **Do NOT go above a spring collar height of 99mm from bottom of collar to base, as shown or else damage to the shock and suspension will occur.**

Each full turn of the collar will result in approximately 1/8” in change of your ride height.

Installation Instructions

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

Part Number

E60-82-007-03-01
E60-82-007-04-01

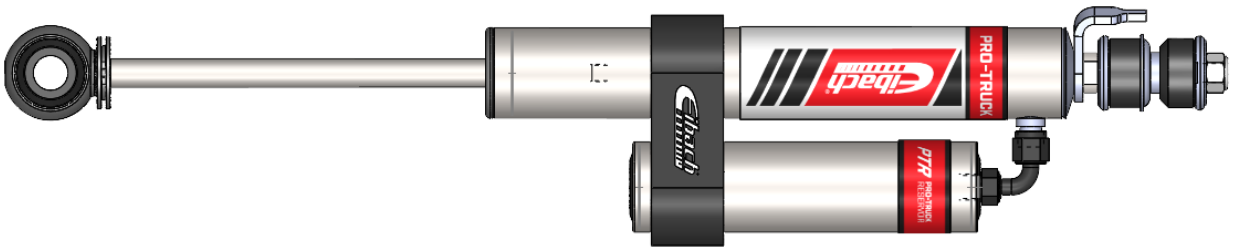
Vehicle

2005-2015 Toyota Tacoma (6 lug Wheel Only Models)

2016+ Toyota Tacoma (excludes TRD Pro)

Kit Contents

Description	Part Number	Quantity
Pro-Truck Reservoir Shock	82110.8004RR-D/P	1
Dust Boot	84-2015	1
Zip Tie	H70065500	1



Shock Instructions and Safety Tips

Read all instructions before beginning installation

- Park vehicle on level surface and set emergency brake. Raise and support the vehicle with safety stands.
- Power washing your chassis will make the installation cleaner.
- Loosen and remove the OE shock per the factory recommended removal procedure.
- Installation of the Eibach PRO-TRUCK Sport Shock should be done in the reverse order of removal.

The reservoir should be mounted towards the top and pointing towards the back of the vehicle on both sides.

The driver and passenger shocks will have a different locating tab to orient the reservoir away from the frame. The locating tabs will be marked with a “D” or “P” to notate with side they belong on. The part number stamped on the shocks will also be marked. Failure to put the shocks on the correct side will cause issues fitting them to the vehicle and damage to your shock.

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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.