



FALCON SHOCKS

TOYOTA TACOMA SHOCK LEVELING 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.

For more information regarding Falcon Shocks installation view the Video Installation Guide found on:
<https://www.falconshocks.com/videos>



INSTALL PREP:

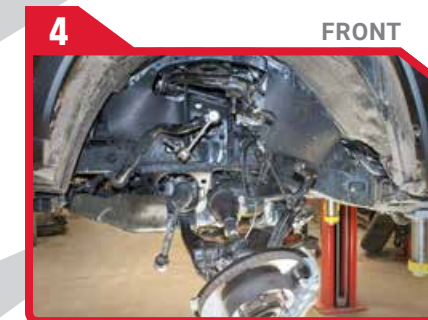
- Set the snap ring (pre-installed on “Level”) to the desired ride height.
- Install the coil carrier and the spring retainer onto the front shocks.



- Orient and install the bump stop on the shock shaft as shown.



- Before removing the strut assemblies mark the coil spring, spring isolator and strut tower to ensure the spring is reinstalled correctly.
The spring must be reinstalled in the same orientation that it was removed.



- Remove the front strut assemblies. (Refer to the factory service manual)
- Have a qualified mechanic separate the coil spring from the factory strut.



ATTENTION INSTALLER:

- Install the coil spring and strut mount onto the front Falcon Shock.
- Note the strut mount orientation in relation to lower eyelet and grease zerk.



- Tighten the nut until it bottoms out.
- To keep the shaft from spinning use a crow foot wrench (as pictured) and torque to 40 ft. lbs.
- DO NOT use an impact gun to torque the shaft nut.



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



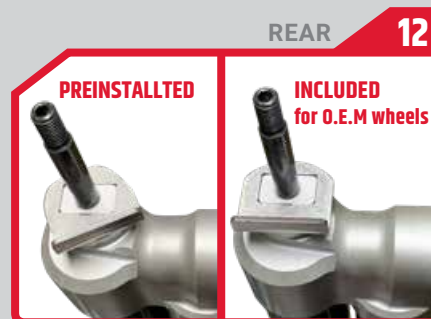
- Reassemble the IFS components.
- Torque all the IFS hardware to the factory torque specifications.



- Remove rear shocks (see factory service manual)
- Use a 7/8” drill bit to drill out upper shock mount center holes. (2015-Present ONLY)



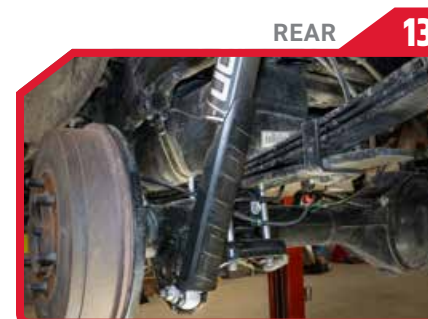
- Install the roost guard using the provided thread lock and hardware
- Torque to 30 in. lbs.



- Make sure the correct alignment tab is installed on the Falcon Shocks.
To install the shocks with O.E.M. wheels additional steps are needed. Consult 999330 to install shocks with O.E.M. wheels.



- Install the rear Falcon Shocks using the provided bushings and hardware.
- Tighten the top nut until it bottoms out on the shoulder (15 ft. lbs.)
- The alignment tab rests against the outside of the shock mount.



- Orient the roostguards to face away from the axle.
- Install the lower eyelet using the factory hardware and torque to 74 ft. lbs.

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.