



INSTALLATION INSTRUCTIONS

ENT-119-002

OEM SHOCK ABSORBER SPACER KIT TO SUIT TOYOTA TACOMA
4th Gen (2WD & 4WD) 2024+ and TOYOTA 4RUNNER 6th Gen 2025+



Lift Height Approx: 3" (76.2mm) Front / 1" (25.4mm) Rear - *(No Accessories Fitted)*



NOTE

Not compatible with TRD Pro, SR Model or other Tacoma variants with rear leaf spring.

Some images contained in these instructions are generic and are a representation of the actual model and/or parts used. Some steps may also show parts out of sequence to the instructional steps.



4 Hours
Approximately



SAFETY WARNING

ENTHUZE requires you read and understand the safety and pre-install directions on page 2 and 3 before commencing installation of this product.

**Occupational health and safety procedures
must be observed at all times**

IMPORTANT WARNINGS

**BEFORE COMMENCING INSTALLATION OF THIS KIT
IT IS MANDATORY THAT YOU READ THE BELOW WARNINGS.**



SAFETY WARNING

- Read and understand instructions fully.
- Check the hardware supplied against the contents list on the following pages.
- This suspension kit can only be fitted to the vehicles Original Equipment Manufacturer (OEM) suspension components.
Do not combine suspension lifts kits, body lifts, or other lifting devices.
- Do not use this product for any vehicle make or model other than specified in these instructions.
- It is highly recommended that this kit be installed by a certified professional mechanic. ENTHUZE CANNOT BE HELD RESPONSIBLE FOR ANY DAMAGE OR FAILURE RESULTING FROM IMPROPER INSTALLATION.
- While working on this vehicle, always use appropriate safety equipment.
- This product and or hardware must not be modified in any way. Do not remove labels from this product.
- Some images contained in these instructions are generic and are a representation of the actual model and/or parts used. Some steps may show parts out of sequence to the instructional steps.
- Fitting instructions are correct at the time of publication date and ENTHUZE cannot be held responsible for any vehicle changes from the manufacturer. It is the responsibility of the installer to ensure correct fitment.
- ENTHUZE recommends consulting a vehicle specific OEM Service Manual for proper disassembly and reassembly.
Tighten all bolts and fasteners to the torque specifications in the OEM Service Manual unless specified otherwise.
- Generally, altering your suspension system may change the way your vehicle handles. Take care when driving both on and off the road.
- Laws in regards to suspension modification vary from state, retailer and installers must inform end users about local laws and any breaches prior to installation.
- The vehicle must be in optimal operating condition prior to fitting this suspension kit. Repair or replace any worn or damaged components before proceeding.
- After installation of this product, a wheel alignment **MUST** be performed
- Read SAEJ2492 warning below.



SAEJ2492 WARNING

By installing this product, you acknowledge the suspension of this vehicle has been modified. As a result, this vehicle may handle differently than that of factory equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or roll-over during sharp turns or abrupt maneuvers.

Always wear seat belts and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions.

Some modifications (and combinations of modifications) are not recommended and may not be permitted in your State. Consult your owner's manual, the instructions accompanying this product and State laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.



CUSTOMER INFORMATION

Customer Name: _____ Date: _____

Contact: _____

Part Number: _____ Batch Number: _____

PRE-INSTALLATION PROCEDURES

Prior to starting the installation it is mandatory to measure vehicle heights and head light positions. With the vehicle on a level surface, measure the vertical distance from hub center to fender on each of the four corners and recording the measurements in the below table.

Once the installation is finished, roll the vehicle forward and back to settle the suspension and then remeasure the vehicles hub center to fender values.

After installation, readjust the headlights close as possible to factory heights to prevent safety hazards.

VEHICLE HEIGHT MEASUREMENTS

	Left-hand Side Before	Left-hand Side After	Right-hand Side Before	Right-hand Side After
Front				
Rear				

Measurement is to be performed from the center of the hub to fender edge, straight up from the hub.

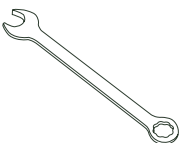
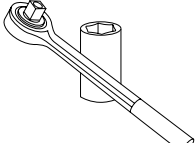
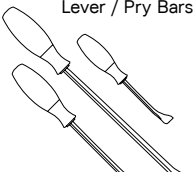
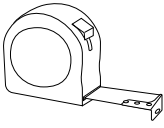
HEADLIGHT MEASUREMENTS

Left-hand Side Before	Left-hand Side After	Right-hand Side Before	Right-hand Side After

We strongly recommend using a Factory Service Manual for the specific Year / Make / Model as reference while installing.

- Before proceeding with this installation, the vehicle should be in optimal operating condition, and any worn or damaged components replaced first.
- All lifted vehicles may require additional driveline modifications and / or balancing.
- After installation of this product, a wheel alignment MUST be performed.
- If changing +/- 10% from OEM tire diameter, a Speedometer / Computer recalibration is required.

TOOLS REQUIRED

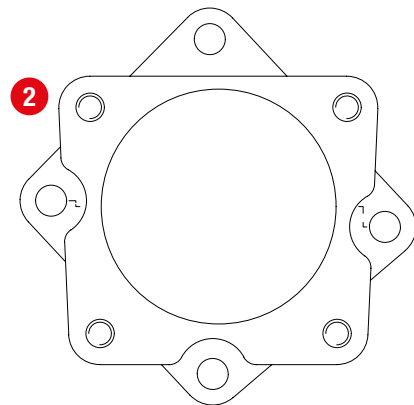
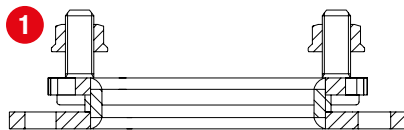
 Metric Wrench Set	 Metric Socket Set	 Lever / Pry Bars	 Spring Compressor	 Tape Measure
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Any damage or loss caused by improper installation, application or failure to observe and follow our recommendations, goes beyond our quality warranty.

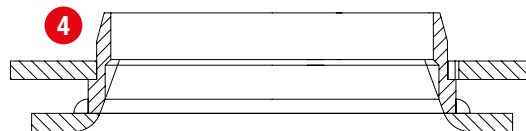
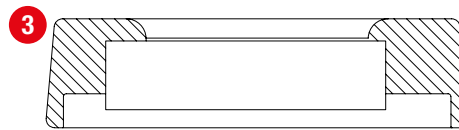
ENT-119-002 KIT PARTS LIST

SPACER KIT TO SUIT OEM SHOCK ABSORBERS

No.	Description	Qty
Front Lift Kit		
1.	Nut - Hex Flange Nyloc (M10 x 1.25)	8
2.	Spacer - Shock Coilover Steel	2
3.	Spacer - Coil Alloy	2

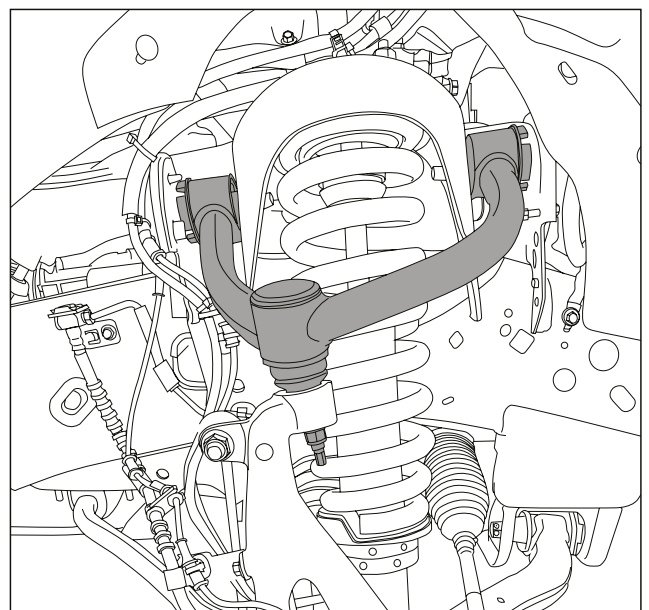


No.	Description	Qty
Rear Coil Spacer Kit		
4.	Spacer - Coil Steel (for Tacoma only) LCR30 (for 4Runner only)	2



UPPER CONTROL ARMS TO SUIT OEM SHOCK ABSORBERS

No.	Description	Qty
UCA Kit		
1.	UCA Steel - LHS	1
2.	UCA Steel - RHS	1
3.	Cap with O-ring	2
4.	Flange Nut (M8 x 1.25)	2
5.	Ball joint Flange Nut (M14 x 1.5)	2
5.	Ball joint Split Pin	2



Generic image for reference only.

Any damage or loss caused by improper installation, application or failure to observe and follow our recommendations, goes beyond our quality warranty.

PRE-INSTALLATION

1. Before installing, ensure spacer kit application is compatible with the vehicle.

Unwrap all components taking care not to damage or scratch in the process. Inspect for any damage.



NOTE

Retain all OEM (factory) hardware and components unless advised to discard.



TIP

It is good practice to lay out all parts to cross-reference against the parts list and record Batch Numbers.



2. All of the following steps should be repeated on the opposite side of the vehicle, unless otherwise specified.

REMOVAL AND INSTALLATION PROCEDURES - FRONT

3. Set the vehicle on a clean, level area and block the rear wheels for safety.

Engage parking brake.

Disconnect the vehicle power by removing the ground cable from the battery.

Fix the steering wheel in a straight position using a steering or column lock.

Lift the front of the vehicle and support it with jack stands under each frame rail.

Remove the front wheels and use a suitable workshop stand to support the front axle.



TIP

We suggest using a two (2) post vehicle lift if available, to lift and support the vehicle while completing the front and rear installation simultaneously.



4. Using a 19mm socket, loosen and remove the swaybar link bolt and lever the link end from the lower control arm.



TIP

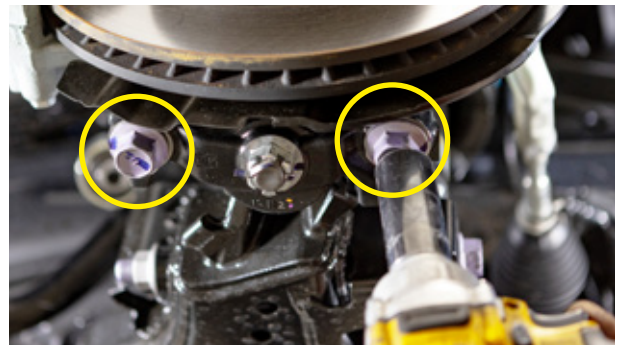
Remove right and left-hand side bolts and lever both out at the same time.



5. Locate the upper control arm pivot bolt and using a 22mm socket and wrench, loosen but do not remove the upper control arm bolt.



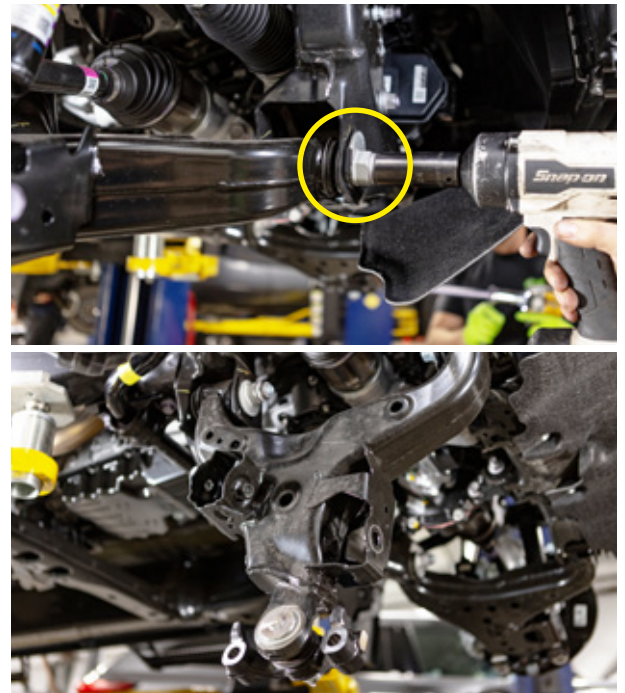
6. Using a 22mm socket, loosen and remove the two (2) lower bolts securing the lower ball joint housing to the upright.



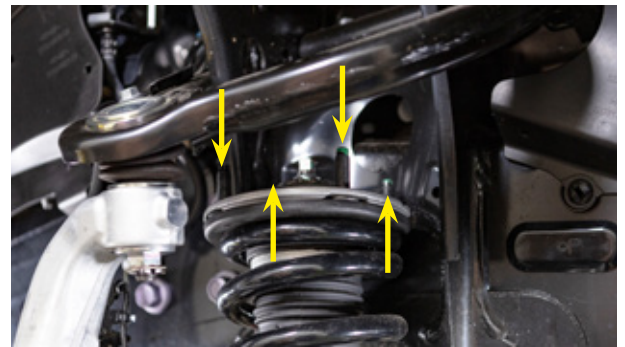
7. Using a 22mm socket, remove the lower strut bolt.
Use a pry bar to pry the lower control arm down, freeing the struts lower eye.



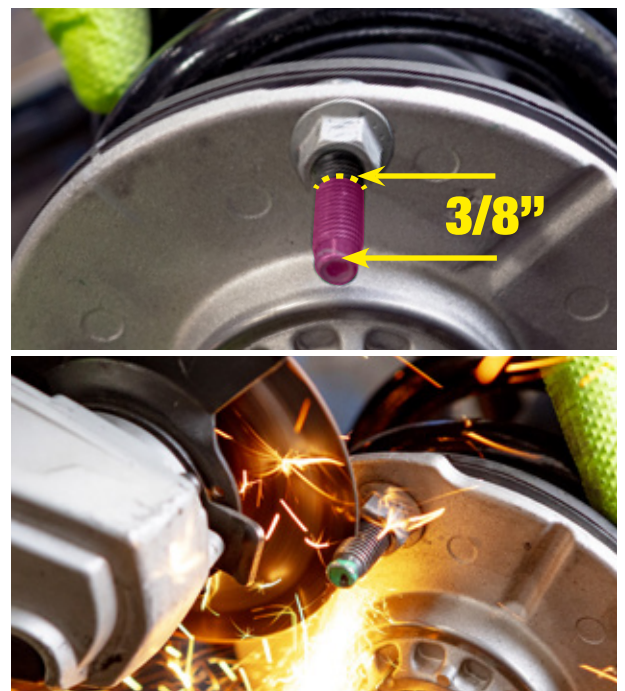
- 8.** Using a 24mm socket, loosen the inner control arm nuts without completely removing them. Allow the lower control arm to swing out of the way.



- 9.** Using a 14mm socket, take out the four upper strut bolts and then detach the strut from the vehicle.



- 10.** Replace the nuts back on each of the studs. Mark 3/8" from the top of each stud on the exposed threads and trim with angle grinder. After studs are cut, remove the nuts to chase the threads.

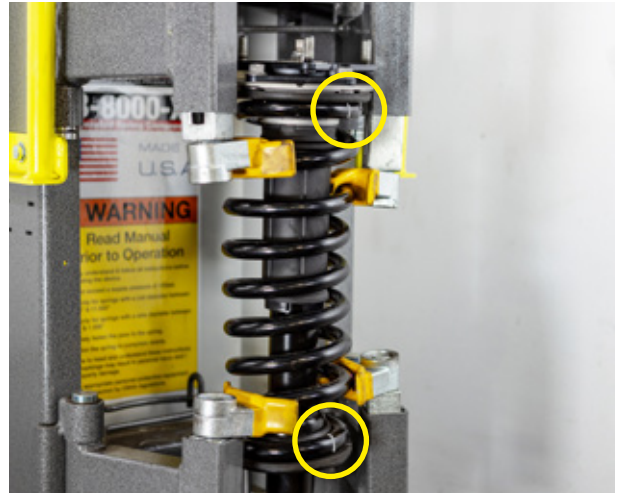


- 11.** Place the front strut spacer on top of the strut and reinstall the OEM nuts to secure it.
Torque to 40lb.ft (54Nm).



- 12.** Position the strut assembly in an applicable spring compressor, ensuring the lower bushing hole is right angled to you.
Using a paint marker, mark a vertical line from the spring to the upper rubber mount with strut top. Draw a second line from the spring to the lower mount.

Using a 19mm socket, compress the spring sufficiently to detach the strut top hat.



- 13.** Carefully remove the spring isolator from the strut top, taking care not to remove the dust boot.



WARNING

Ensure the sure the foam bump stop remains attached to the strut top and is not removed from the top hat assembly during this process.

Vehicle damage can occur if this step is not followed.



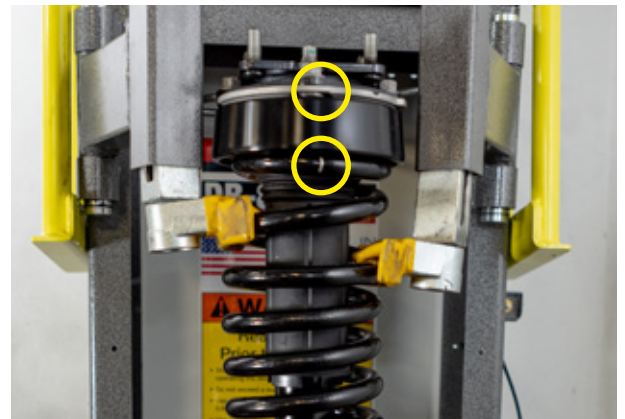
- 14.** Place the spring spacer in between the strut top and the spring isolator.
Ensure the spacer lip is facing away from the strut top.



- 15.** Install the spring isolator into the assembly.



- 16.** Reattach the strut top along with the spring spacer, isolator, and dust boot, using the OEM strut nut.
Tighten the strut nut OEM to specifications, ensuring the strut is free-moving when tight.
Ensure the mark on the strut top is aligned with the mark on the coil made earlier, and aligns with the mark on the spring.



- 17.** Confirm strut nut is tightened, then slowly and carefully release the spring compressor tension.



NOTE

During this process, ensure the spring does not rotate relative to the lower spring perch.



WARNING

Compressed springs contain a huge amount of energy and injury can occur if the nut is not tightened securely.



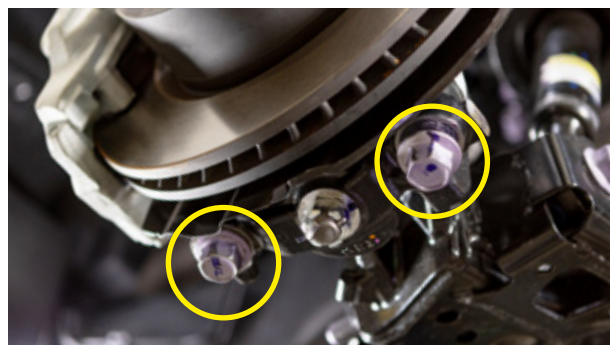
- 18.** Using a 15mm socket and supplied M10 nuts, reinstall the strut assembly into the vehicle.
Do not tighten at this time.



- 19.** Reinstall the lower strut bolt and nut.
Do not tighten, this will be completed once the vehicle is on the ground.
Torque strut nuts 50lb.ft (68Nm).



- 20.** Re-install the two (2) lower bolts securing the lower ball joint housing to the upright, using a 22mm socket and OEM fasteners.
Torque to 250lb.ft (339Nm).



- 21.** Reinstall the sway bar end links, then fasten the clevis on the lower arm, tighten the OEM bolt.
Torque to 80lb.ft (109Nm).



TIP

Install the left and right-hand side links at the same time.



UPPER CONTROL ARM INSTALLATION

- 22.** Before installing, ensure UCA application is compatible with the vehicle.

Unwrap all components taking care not to damage or scratch in the process. Inspect for any damage.



NOTE

Retain all factory (OE) hardware and components unless advised to discard.



TIP

It is good practice to lay out all parts to cross-reference against the parts list and record Batch Numbers.



- 23.** Using a 12mm socket to remove Anti-lock Brake System (ABS), wire bracket bolts from UCA, spindle, and behind the tierod.



TIP

Perform this task on both sides at the same time.



- 24.** Remove upper ball joint castle nut cotter pin, then use 19mm socket and loosen castle nut.

Use a hand sledge and strike the spindle to loosen ball joint.



TIP

Leave nut loose when you strike the ball joint, preventing UCA from popping out.



- 25.** Remove castle nut and separate UCA from spindle.

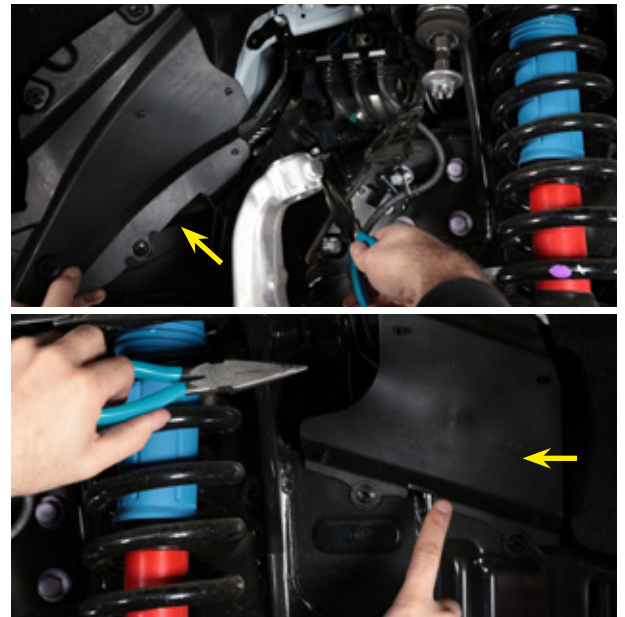


TIP

Carefully rock back spindle and hold in place with a bungee or strap. This prevents excessive strain on ABS wires and CV axle and gives you room to work.



- 26.** Remove fender liners to get better access to UCA through bolt.

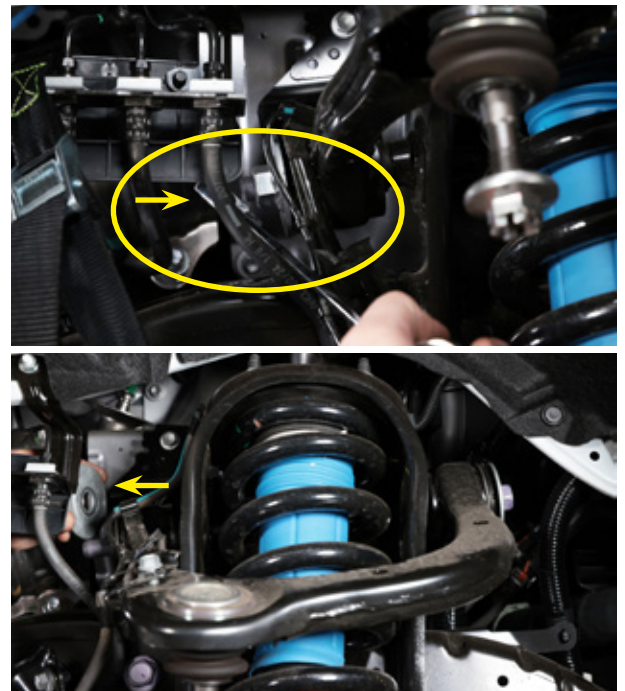


- 27.** Use 22mm ratcheting wrench to loosen UCA through bolt nut and remove, taking note of position of washer.



TIP

Use second 22mm wrench to hold bolt in place when loosening nut.



28. Pull UCA through bolt forward to remove UCA.



TIP

Wiggle UCA to help bolt slide forward.



29. Install new UCA onto tower and push through bolt in.

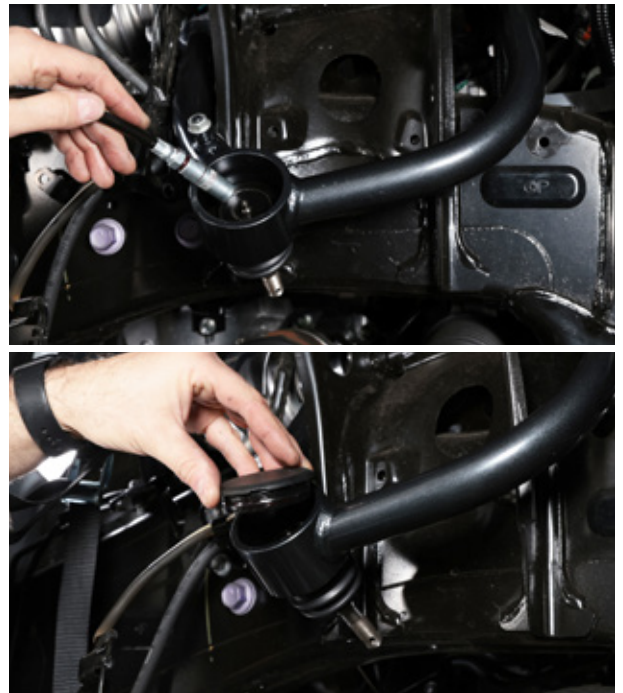
Put on OEM washer oriented cup outward, and nut.

Hold UCA up in a neutral position, then tighten UCA bolt and nut with 22mm socket.

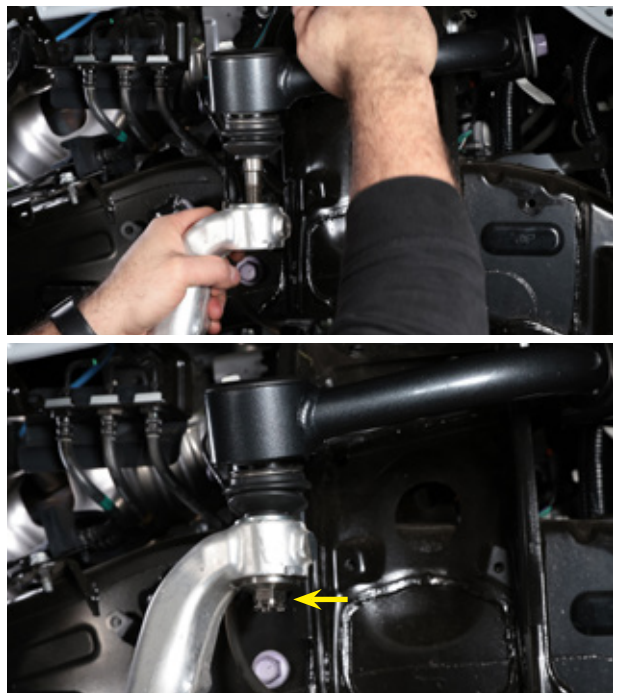


- 30.** Use grease gun to add grease to new UCA ball joint.

Wipe off excess and install dust cap.



- 31.** Push ball joint back into spindle and hand tighten castle nut to hold in place.



- 32.** Tighten castle nut, align castellation slot and install cotter pin.

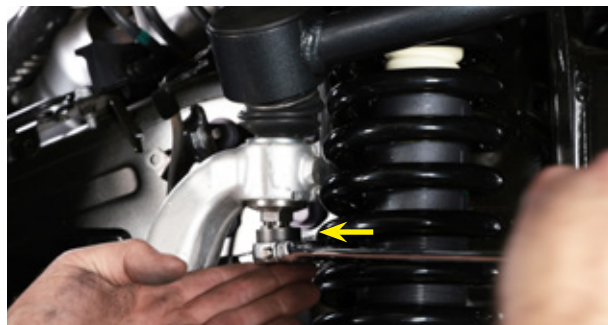
Install the castle nut and torque to 81ft.lb (110Nm). Align the castellation then install the cotter pin.



WARNING

Ball joints should only be tightened with hand tools. Battery or pneumatic tools MUST NOT be used.

Align nearest nut castellation slot with split pin hole by tightening direction, not loosening.

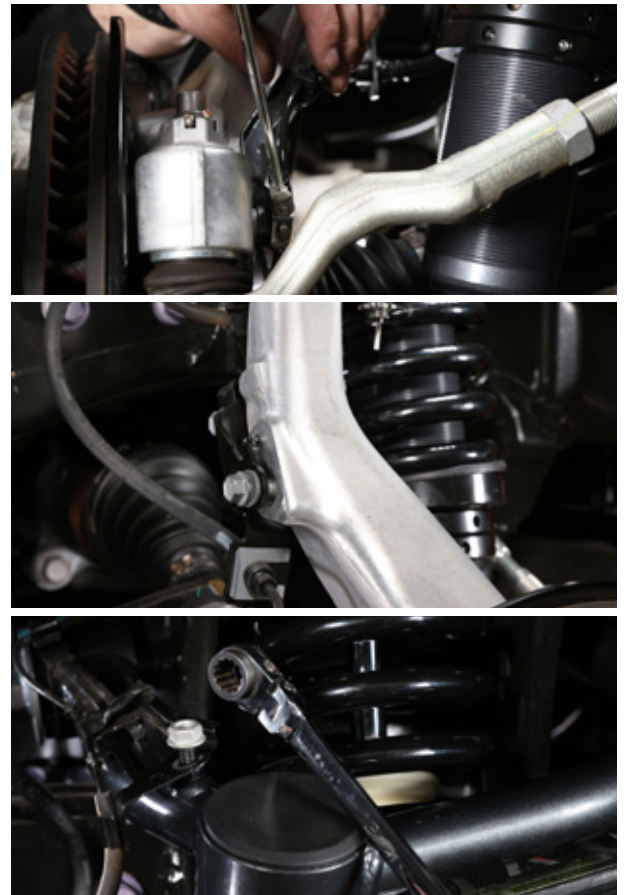


- 33.** For left/driver's side UCA removal, disconnect intercooler pipe from intercooler to make room for UCA through bolt to slide out.



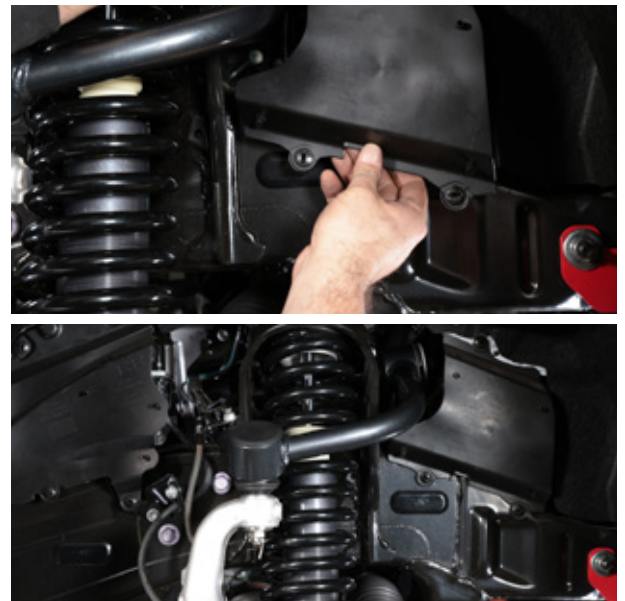
- 34.** Install ABS wire brackets back to their proper locations on spindle with 12mm socket.

Install ABS wire bracket onto UCA with 13mm socket.



- 35.** Install fender liners back into place.

Do the same process on other side.



- 36.** Refit the wheels and lower the vehicle to the ground.
Torque lug nuts to manufacturer specification.
Bounce the vehicle a few times to settle the suspension to the new ride height.



NOTE

Skip this step if you are using a hoist to lift the vehicle and complete the install.



REMOVAL AND INSTALLATION PROCEDURES – REAR

- 37.** Block the front wheels and raise the rear of the vehicle using a suitable jack and support with jack stands at each frame rail.



NOTE

Skip the above if you are using a hoist to lift the vehicle and complete the install.

Support the axle with a suitable jack stand.



- 38.** Using a 12mm socket, remove the bolt securing the ABS wire bracket.



- 39.** Using a 19mm socket, loosen but do not remove the nut and bolt of the lower control arms.
Loosen, but do not remove the panhard bar bolt on the axle.



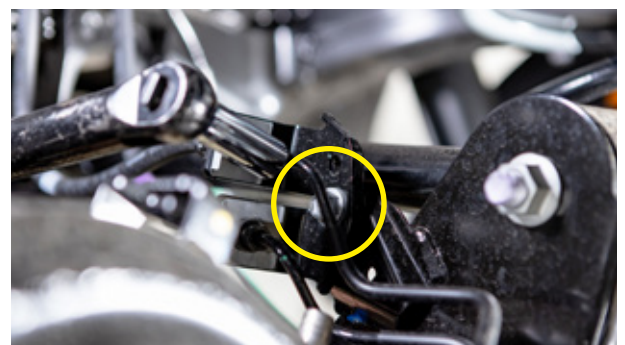
- 40.** Using a 17mm socket, disconnect the sway bar end link from the chassis.



- 41.** Using a 17mm socket, remove the lower shock bolt and disconnect the shock from the axle.



- 42.** Remove the bolt securing the brake line bracket to the axle.



- 43.** Carefully lower the axle. This will allow for easier removal of the coil springs.



- 44.** FOR THE TACOMA: Take the isolator off the spring.
Attach the isolator to the spring spacer.
Install both isolator and spacer on top of the OEM spring.



- 45.** Install spring assembly together with spacer back into the vehicle.



- 46.** FOR THE 4RUNNER: Take the OEM isolator off of the spring.
Put the green spring spacer (LCR30) on top of the coil where the OEM isolator was.



- 47.** Install spring assembly together with spacer back into the vehicle.



- 48.** Lift the axle to locate springs within their seat in the vehicle.

Lift the axle only enough to allow for reinstallation of the lower shock bolt.

Torque to 65lb.ft (88Nm).

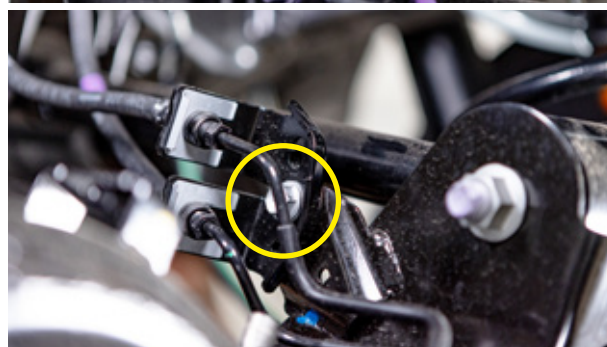


WARNING

Do not overlift the axle, as this may result in the vehicle lifting off the hoist pads.



- 49.** Install the bolt into the brake line brackets.
Torque to 65lb.ft (88Nm).



- 50.** Install sway bar end link into chassis.
Torque to 50lb.ft (68Nm).



- 51.** Reinstall the wheels and lower the vehicle to the ground.
Torque the lug nuts to wheel manufacturer specifications once vehicle is lowered.



- 52.** Bounce the vehicle to get the suspension to settle to the new ride height.

On the front, torque the lower strut bolts to 115lb.ft (156Nm) and the front upper control arm to 150lb.ft (203Nm).

On the rear, torque lower control arm forward bolts to 150lb.ft (203Nm).

- 53.** Reconnect the battery ground terminal.

With the steering wheel centered, turn the tie rod ends until the tires are straight. If the steering wheel is not centered properly, the ABS/traction control lights may activate.

Turn the wheels from lock to lock and to ensure brake lines and ABS routing clear all suspension components adequately and reposition if necessary.

Measure and record ride height after initial test drive and record these on the table on page 3.

- 54.** Ensure a mandatory wheel alignment is performed by a qualified technician and the alignment is set to the recommended specs following.



NOTE

On completion of the installation, have the suspension and headlights realigned.

After 310 miles (500km) recheck for proper torque on all newly installed hardware. Recheck all hardware for tightness after off road use.

Make sure to have any, and all electronic systems calibrated as indicated by the manufacturer for the features of your vehicle.

This includes but not limited to the steering wheel angle sensors, yaw sensors, cruise control, lane departure, etc.

WHEEL ALIGNMENT



NOTE

Professional wheel alignment is required.

A strong understanding of wheel alignment procedure is required. ENTHUZE recommends wheel alignment be carried out by a trained alignment professional only.

Adjustments to Camber, Caster and Toe will be required.

Using the lower control arm, in most instances set alignment within the following range, or according to OEM specification.

Front	Driver	Passenger	Tolerance	Total / Split
Camber	+0.4	+0.4	±0.5	+0.0
Caster	+2.5	+2.5	±0.5	+0.0
Toe	+0.05	+0.05	±0.05	+0.24

Always set wheel alignment settings in relation to tire wear for each individual vehicle.

ONCE INSTALLED...

**POST-INSTALLATION WARNINGS**

It is mandatory to perform post-installation checks after installing suspension components.

Failure to do so can lead to dangerous consequences, including vehicle damage, personal injury, or even death, therefore, post-installation safety checks are essential before driving the vehicle.

POST-INSTALL INSPECTION AND REFINEMENT

- Torque wheel lug nuts to manufacturer specifications.
- Inspect and test all steering, brake and suspension components for tightness and proper operation.
- Inspect wheels, brake lines/hoses and ABS lines, ensure adequate tire clearance and adequate looseness at full extension by turning the steering wheel completely to the left and then to the right.
- Inspect all rubber parts ensuring correct torque at ride height.
- Seat suspension components correctly by rocking the vehicle back and forth.
- A full professional wheel alignment to OEM specifications is mandatory and must be performed by a certified alignment technician.
- Inspect and adjust vehicle headlights to ensure correct aim and alignment.
- If vehicle is fitted with active or passive safety/collision monitoring and/or avoidance systems, these should be professionally checked and adjusted to ensure correct aim and function.
- Recheck all bolts and suspension components for correct torque values after two weeks or at 310 miles (500km).



Any damage or loss caused by improper installation, application or failure to observe and follow our recommendations, goes beyond our quality warranty.