



ENT-072-001

OEM SHOCK ABSORBER SPACER KIT TO SUIT TOYOTA TACOMA
2nd and 3rd Gen (2WD & 4WD) 2005 to 2023



Lift Height Approx: 3" (76mm) Front / 2" (50mm) Rear - *(No Accessories Fitted)*



NOTE

Not compatible with TRD Pro Model due to length of OEM shock absorbers.

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.



6 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, role 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.

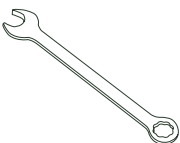
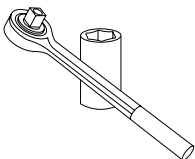
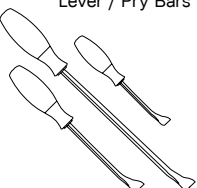
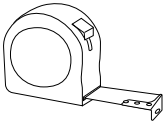
HEADLIGHT MEASUREMENTS

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

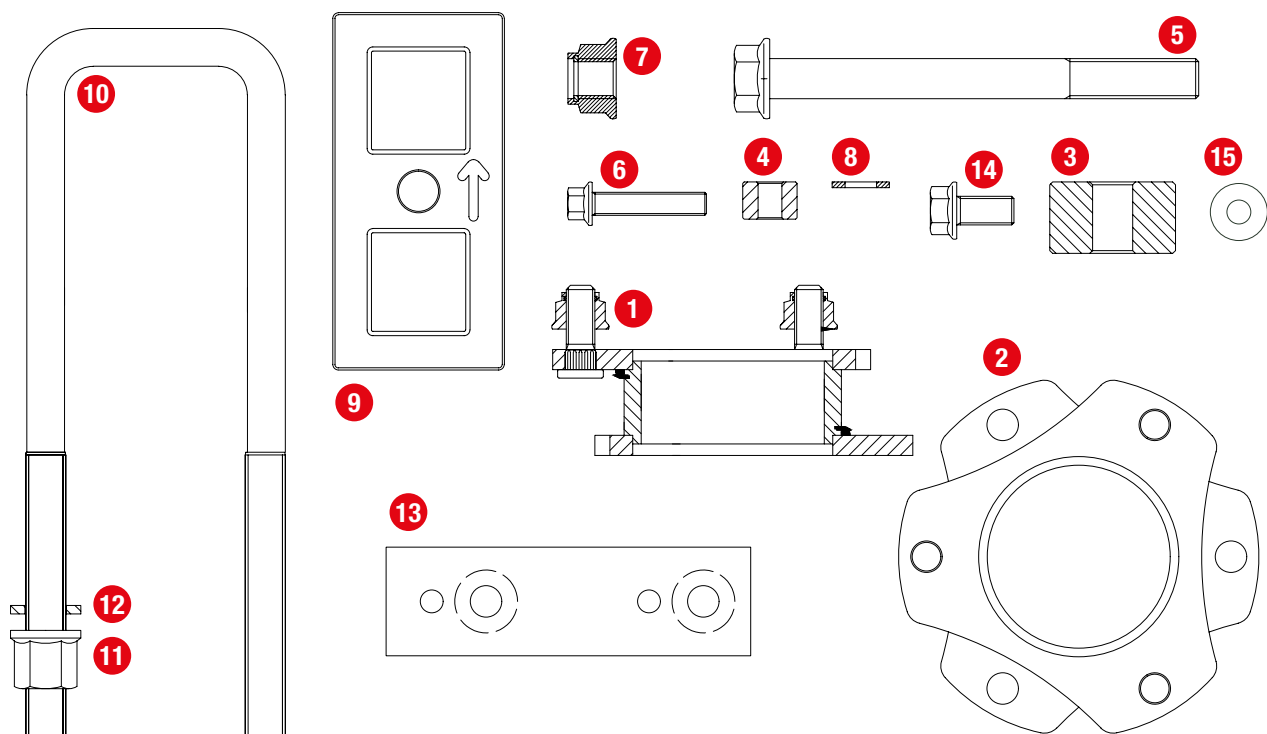
Metric Wrench Set	Metric Socket Set	Pipe Wrench	Lever / Pry Bars	Tape Measure
				

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

ENT-072-001 KIT PARTS LIST

SPACER KIT TO SUIT OEM SHOCK ABSORBERS

No.	Description	Qty	No.	Description	Qty
Extension Strut Kit			Rear Leaf Spacer Kit		
1.	Nut - Hex Flange Nyloc (M10 x 1.25)	6	9.	Spacer Leaf - Cast	2
2.	Spacer - Steel	2	10.	U-Bolt - Flat	2
Differential Drop Kit			11.	Nut - Hex M14	8
3.	Spacer - Diff (44mm)	2	12.	Washer - M14	8
4.	Spacer - Underbody Protection (19mm)	4	Sway Bar Spacer Kit		
5.	Bolt - Hex Flange (M14 x 1.5 x 150mm)	2	13.	Spacer - Sway Bar Alloy	2
6.	Bolt - Hex Flange (M8 x 1.25 x 40mm)	4	14.	Bolt - Hex Flange (M10 x 1.25 x 20mm)	8
7.	Nut - Hex Flange Nyloc (M14 x 1.5)	2	15.	Bump Stop Spacer	2
8.	Washer - (M8)	2			



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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.

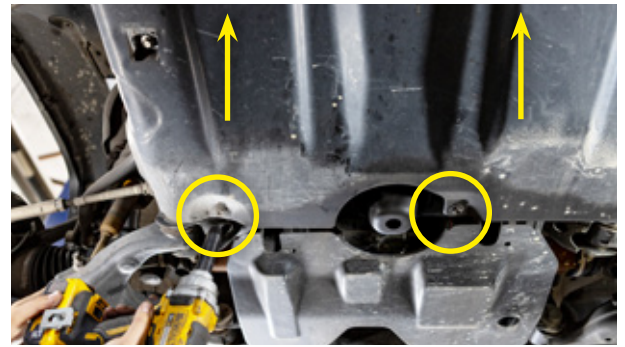


4. Using a 12mm socket, remove the four (4) bolts securing the OEM front underbody protection plate.

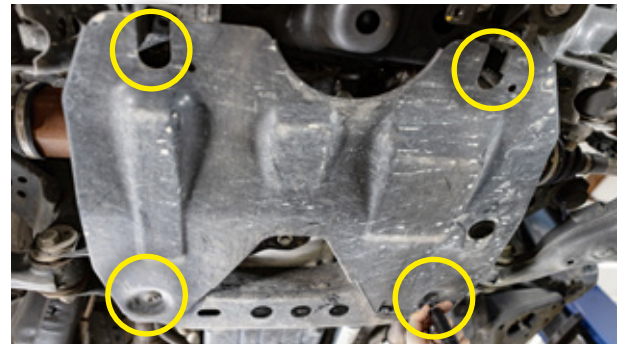


NOTE

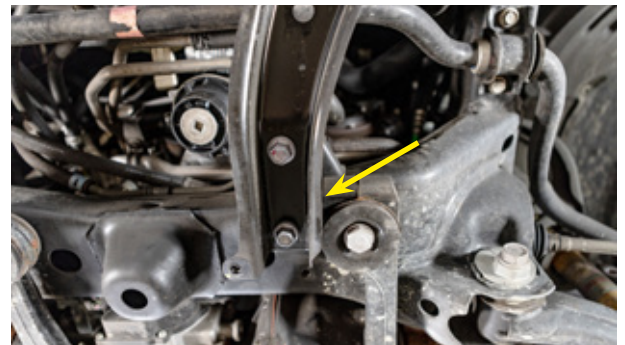
Two (2) bolts are not shown.



5. Remove the four (4) bolts securing the OEM differential protection plate, if fitted.



6. Inspect the underbody mount points on the vehicle frame and identify any front differential mount clearance issues when it is lowered.



7. If clearance issues are identified, mark the protruding area with a paint pen and use a suitable cutting tool to trim off the marked section.

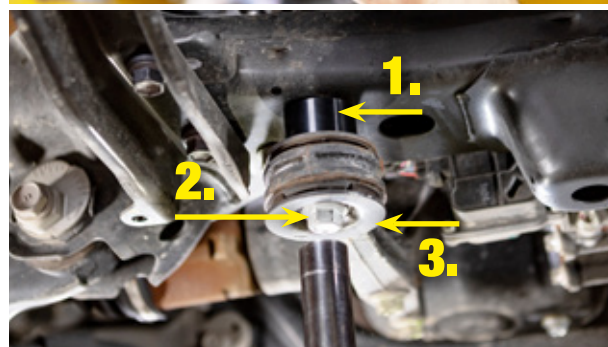
Clean the trimmed section with a file or sandpaper and use a quality rust preventative paint on the exposed metal.



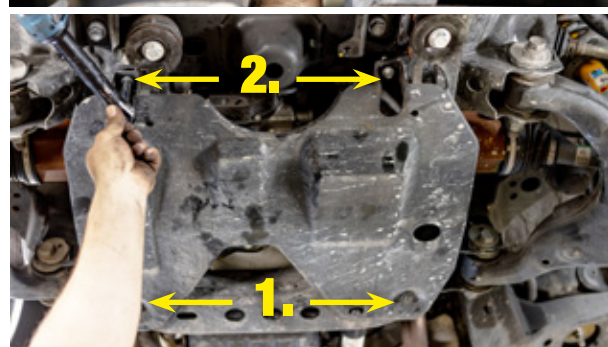
- 8.** Using a 19mm and 22mm wrench and socket, remove the front differential mounts from the vehicle frame.
- Once removed, allow the mounts to hang down.



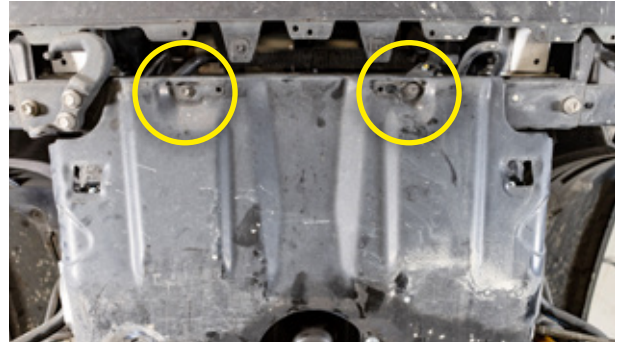
- 9.** Gently pull the mount down and install the differential drop **(1)** in between the mount and the vehicle frame.
- Reinstall the differential mounts to the vehicle frame using hardware supplied **(2)** and the large OEM bushing washers **(3)**, replacing these in their original location.
- Secure using 19mm and 22mm wrench and socket.
- Torque to 95lb.ft (129Nm)



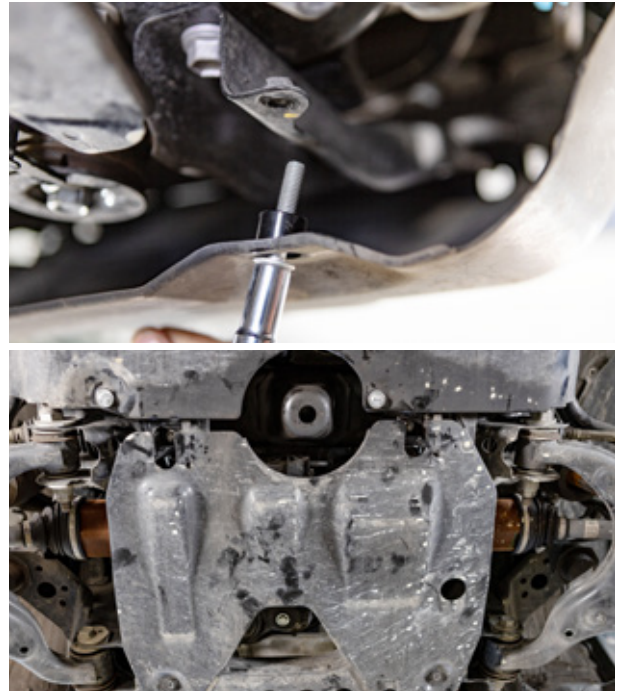
- 10.** If applicable, reinstall the OEM differential protection plate, attaching the rear most **(1)** crossmember position using OEM bolts and the front **(2)** to the crossmember with M8, 3/4" tall spacers supplied.
- Torque to 5lb.ft (7Nm)



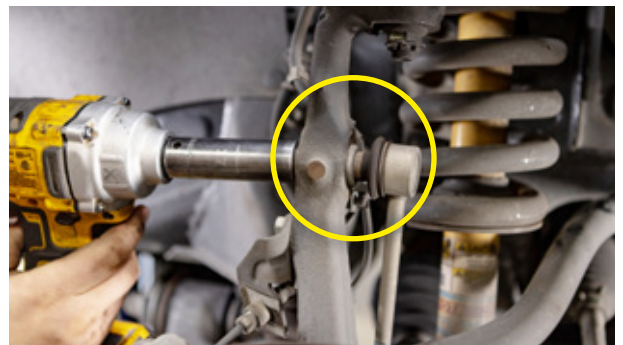
- 11.** Reinstall the front of the OEM underbody protection plate using OEM hardware and tighten.



- 12.** Secure the rear of the OEM underbody protection plate using hardware and spacers supplied.
Torque to 5lb.ft (7Nm)



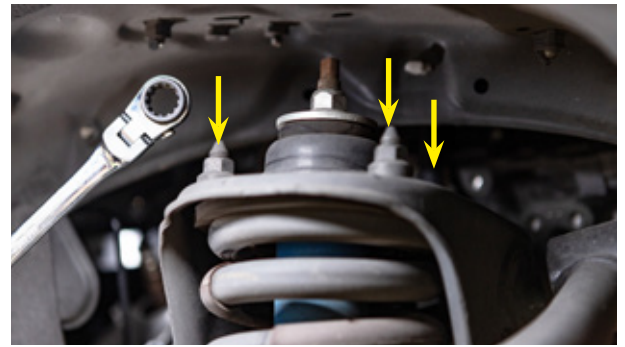
- 13.** Using 17mm socket, remove the sway bar end link from the knuckle.
Allow to hang out of the way.



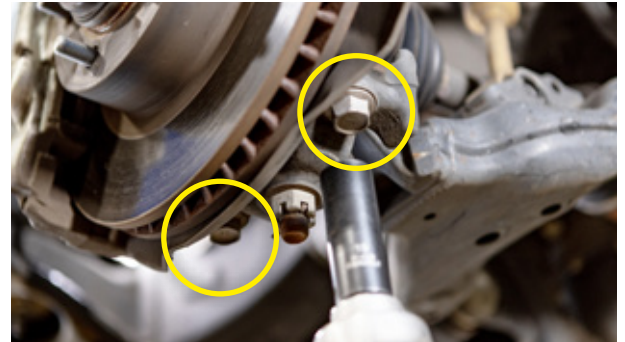
- 14.** Using 19mm socket, remove the lower strut bolt.



- 15.** Using a 14mm wrench, loosen the strut top nuts, but do not remove at this stage.



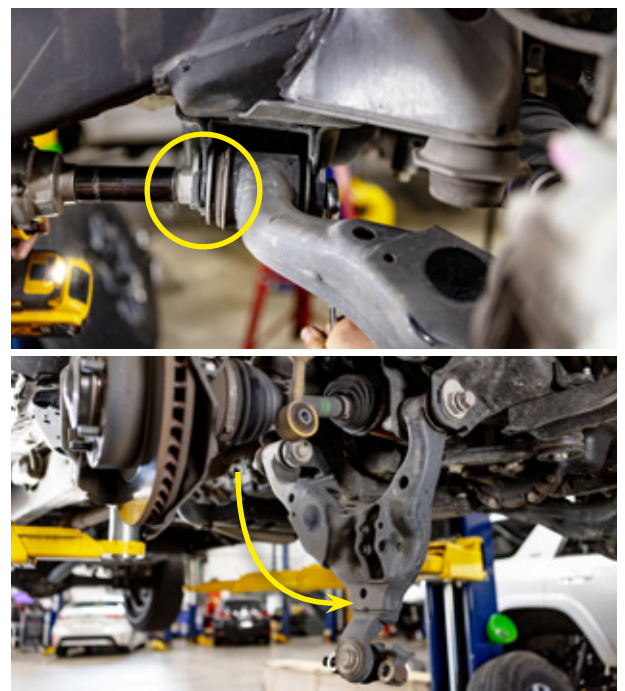
- 16.** Remove the lower ball joint cradle bolts using a 19mm socket.



- 17.** Mark the cam bolts with a paint pen for reference.



- 18.** Using 22mm socket, loosen the cam bolts on the lower control arm, but do not remove them. Allow the control arm to swing down and hang.



- 19.** Remove the strut top nuts, allowing the strut to be removed from the vehicle.



- 20.** Place the strut extension onto the strut and secure reusing the OEM hardware.

Torque to 30lb.ft (41Nm)



- 21.** Once strut extension is secured, reinstall the completed strut assembly into the vehicle using hardware supplied and tighten.



- 22.** Lift the lower control arm up and reinstall the lower strut bolt.
Do not tighten at this time.
Locate the upper control arm bolts and loosen.
Reinstall the lower ball joint cradle to the upright.
Torque to 125lb.ft (170Nm)



NOTE

Remember to tighten the strut extension nuts from step 2.

- 23.** Using 17mm socket, reinstall the sway bar end link to the upright using OEM hardware.
Torque to 45lb.ft (61Nm)



- 24.** Using a 14mm socket, remove the sway bar bracket from the chassis rail, allowing it to lower.



- 25.** Install the sway bar spacer plate to the frame rail reusing the OEM hardware previously removed.
Torque to 35lb.ft (47Nm)



NOTE

*Observe the orientation of the spacer plate.
The sway bar will be pushed to the front of the vehicle.*

- 26.** Reinstall the sway bar and bracket using the supplied hardware and securing to the newly installed spacer plate.

Torque to 35lb.ft (47Nm)



- 27.** Remove the OEM bump stops, add spacer **(1)** and reinstall.



- 28.** 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.

Torque the upper control arm and front lower strut hardware to 125lb.ft (170Nm) and the front upper strut hardware to 30lb.ft (41Nm)



NOTE

Skip this step if you are using a hoist to lift the vehicle and wait until the full installation is completed.

REMOVAL AND INSTALLATION PROCEDURES - REAR

- 29.** 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.

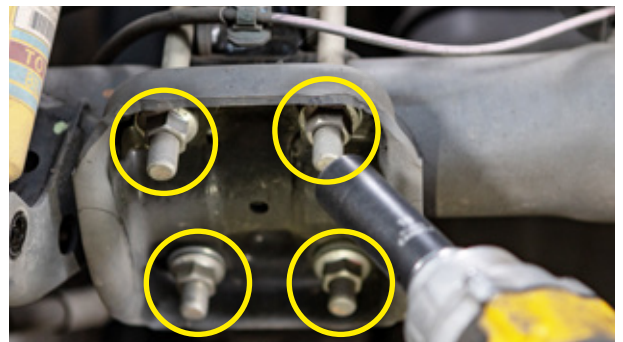
Support the axle with a suitable jack stand. If using a hoist, support the front of the vehicle to prevent any movement on the hoist.



- 30.** Remove the lower shock bolt using a 17mm socket.



- 31.** Loosen the nuts securing the u-bolts on the right-hand side. Do not fully remove.
- Working one side of the vehicle at a time starting on the left-hand side, remove the nuts securing the u-bolts and discard.



- 32.** Carefully lower the axle enough to allow clearance for installing the lift block.
- Raise the axle while lining up the center pins.
- Install the new u-bolts and loosely secure with hardware supplied.
- Do not tighten fully, leave loose for ease of repeating the lift block installation on the other side of the vehicle.



NOTE

Take note of the arrow direction on the lift block, ensuring it's facing toward the front of the vehicle.

After tightening u-bolts, trim the excess thread on the u-bolt if necessary.



- 33.** Reinstall the lower shock bolt using OEM hardware.
- Do not tighten at this time.
- Reinstall the parking brake bracket using OEM hardware.



- 34.** Lower the vehicle to the ground and check the torque on the lug nuts are to the wheel manufacturer specifications.



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

On the front, torque the upper control arm and lower strut hardware to 125lb.ft (170Nm) and the upper strut hardware to 30lb.ft (41Nm).

On the rear, torque lower shock hardware to 110lb.ft (149Nm), shock bolts to 66lb.ft (90Nm) and u-bolts to 110lb.ft (149Nm).

- 36.** 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.

- 37.** 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.

Caster: target +3°, tolerance ±0.5°

Camber: target -0.3°, tolerance ±0.5°

Toe: target +0.07°, tolerance ±0.05°

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.