IS-12

ADS Installation Instructions for:
2022-2023 Tundra/Sequoia, Front Shocks (Coil-Over)

250-TN220-055
250-TN220-060
250-TN220-A55
250-TN220-A60
100ADS-10128

Support vehicle from frame rail with properly rated jack stands allowing suspension to hang freely.

Remove wheels and tires from front axle.

Remove the outer tie rod connection to allow steering knuckle to rotate freely.

Disconnect lower strut mounting hardware, and sway bar end link to allow suspension to relax downward.

Disconnect upper control arm outer ball joint and pivot control arm upwards.

Support lower control arm and spindle.

IMPORTANT: **ensure lower axle inner CV joint does not slide out when supported**

Remove upper strut mounting hardware and slide out factory strut assembly as one unit.

Locate correct side ADS Coil over assembly.
Hose and fitting faces towards the front of the vehicle.

Install strut into factory mount with provided hardware.
Torque all studs to 25ft-lbs, nut hex size is 9/16”.

Install factory lower strut hardware and torque to factory specifications.

Re-install upper ball joint and lower strut hardware using factory torque specifications.

Reinstall steering tie rod connection and torque to factory specifications.

Route reservoirs forward, keeping clear of pivot and pinch points, with supplied reservoir mounts locate factory frame holes that match bracket and secure with provided hardware.

Loosely install reservoirs onto brackets with provided screw clamps, check for clearance, and ensure there are no kinks or pinching of the hoses, some adjustment of hoses and bracket may be necessary. Ensure all fittings are tight and fully secure reservoir with screw clamps.

Reinstall sway bar end links and torque to factory specifications.

Reinstall wheels and tires torquing lug nuts to factory specifications.

Clicker/ Compression Adjuster Reservoir Details:

- There are 20 positions of adjustment.
- “Righty-tighty lefty-loosie”, the further clockwise the red knob is turned the ‘firmer’ the shock becomes; likewise counterclockwise ‘softens’ the shock.
- The adjusters are sent out in the full soft position from the factory.
- If the knob becomes difficult to turn the dust seal may have become dry. A small spray of oil or lubricant behind the red knob will lubricate this seal and allow for easier adjustment.

Lower the vehicle onto ground roll vehicle back and forth about 50 feet while truing right to left slightly to allow vehicle to settle. Inspect ride height, if adjustment is needed a 2:1 adjustment ratio is used if you need to lift or lower the vehicle 1” the adjustment collar should be moved .500” up or down to reach desired lift height.

Reservoirs are factory charged with nitrogen to **150 psi**.

Alignment

A professional alignment is highly recommended to be performed before driving this vehicle at highway speeds.



It is not recommended to adjust the collar more than .75” from factory settings. If additional lift height is needed, please contact ADS for technical support. 520-748-0005 or at techsupport@adsshocks.com