IS-53

ADS Installation Instructions for:
2024 Tacoma, Front Shocks (Coil-Over)

250-TT24F-F45 FRONT, IFP, 450# SPRING

250-TT24F-045 FRONT, REMOTE, 450# SPRING

250-TT24F-050 FRONT, REMOTE, 500# SPRING

250-TT24F-A45 FRONT, REMOTE CLICKER, 450# SPRING

250-TT24F-A50 FRONT, REMOTE CLICKER, 450# SPRING

100ADS-10118 FRONT, MESA 2.5

100ADS-10120 FRONT, MESA 2.5

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 inner fender flap mounting holes, remove factory mud flap. locate correct reservoir mounting bracket they are left and right specific.

Install into factory holes with provided hardware do not over tighten 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 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.

Alignment

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

Max Preload

Max preload is measured by the length of exposed threads between the spring nut and the top cap. Adjusting past the specs listed below could result in damaging the spring at full compression.

250-TT24F-F45 1.32" Threads Showing

250-TT24F-045 1.32" Threads Showing

250-TT24F-050 .61" Threads showing

250-TT24F-A45 1.32" Threads Showing

250-TT24F-A50 .61" Threads showing

If additional lift height is needed, please contact ADS for technical support.

520-748-0005 or at techsupport@adsshocks.com

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.

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

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