



2007+ Toyota Tundra 2.5 Front Coilover

King Shocks 12472 Edison Way Garden Grove, CA 92841
714-530-8701 www.kingshocks.com

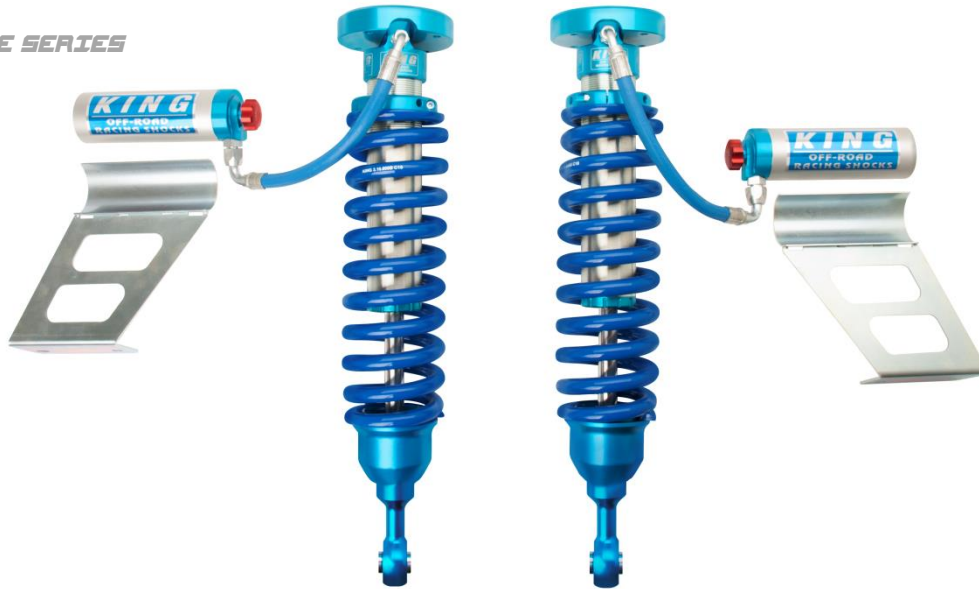
Front Parts List:

- 2 – Front Coilovers (25001-143)
- 2 – Reservoir Brackets (25083-100/101)
- 1 – Hardware Kit (KH02-106)

Tools Required:

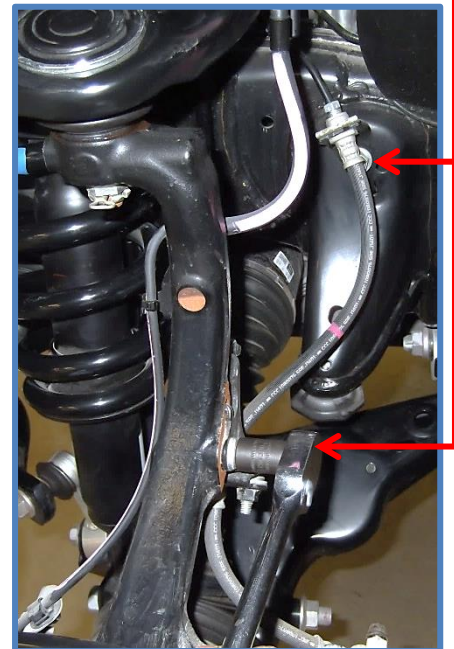
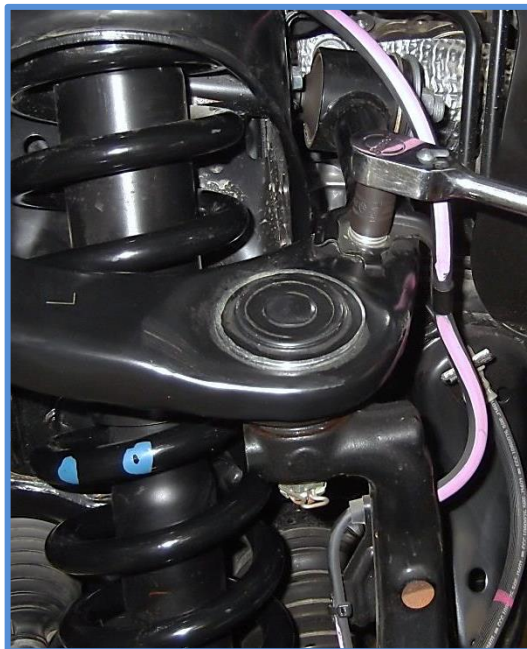
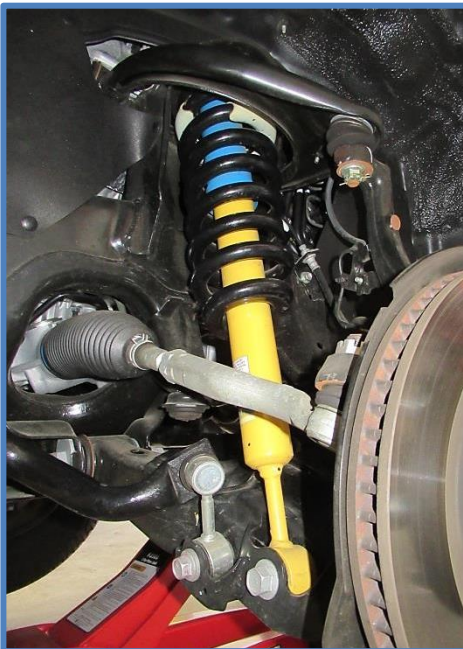
- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set

Toyota Tundra
OEM PERFORMANCE SERIES



FRONT: With the vehicle on level ground, set the emergency brake and block the rear tires. Using a floor jack, raise the front end and support the frame rails with jack stands for safety. Remove front tires. **NOTE: Never work under an unsupported vehicle.**

1. Start removing factory shocks by first unbolting the ABS line bracket from the upper A-arm using a 10mm wrench or socket. You may also want to unbolt the brake lines from the spindle and frame (12mm wrench/socket) to gain a little more slack for removing and installing shocks. Be very careful not to damage brake or ABS lines.



IMPORTANT: Read all instructions thoroughly from start to finish before beginning the install. Check parts list and make sure all parts are included in the kit. If the instructions are not properly followed severe frame, driveline and/or suspension damage may result. Check for frame and suspension damage prior to installation.

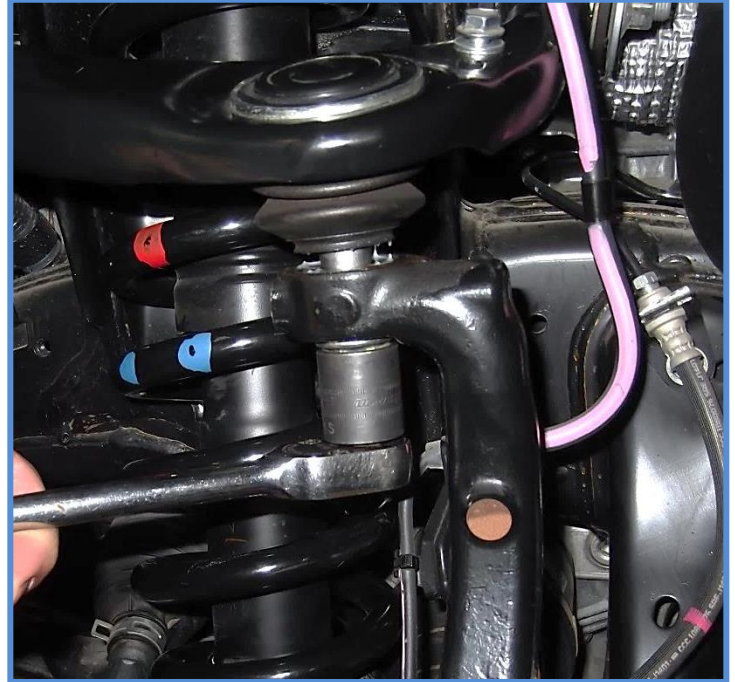
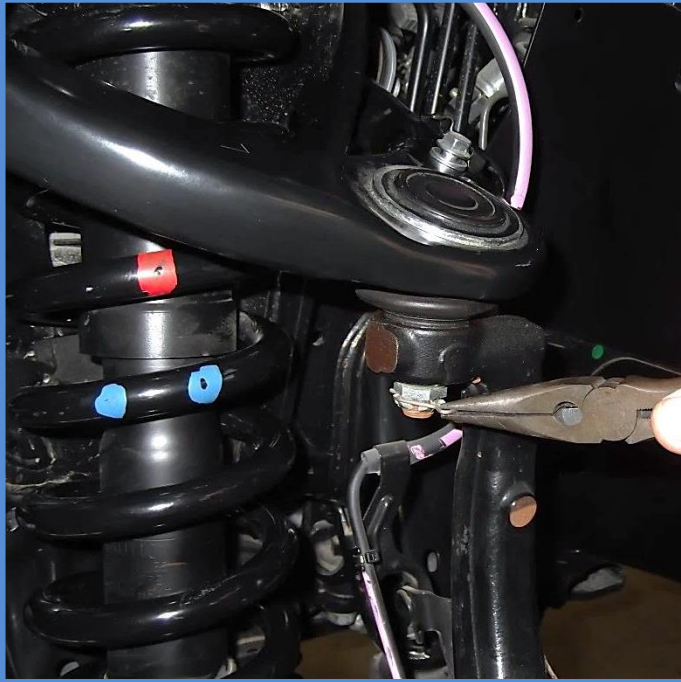
This kit does not require welding. Do not weld on any component. Welding may void the warranty and/or cause the product to fail. If any parts are missing, or for tech assistance; Contact King Off Road Racing Shocks: 714-530-8701 Most important after the install, Feel the difference and have fun.



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2. Remove cotter pin from upper ball joint, loosen nut with a 19mm socket. Separate upper A-arm from spindle.



3. Remove sway bar bolt using a 19mm socket.



4. Remove lower shock mounting bolt using a 22mm wrench and socket.



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5. Remove upper mounting nuts using a 14mm wrench. Remove shock; you may need someone to help you push down on the lower control arm while pulling shock out.



6. Remove the front skid plate (if applicable). This step is optional and makes it easier to gain access to the sway bar mount. First detach the front splash guard or lower fascia from the skid plate, then remove the skid plate bolts. You may need someone to help hold the skid plate while removing hardware.



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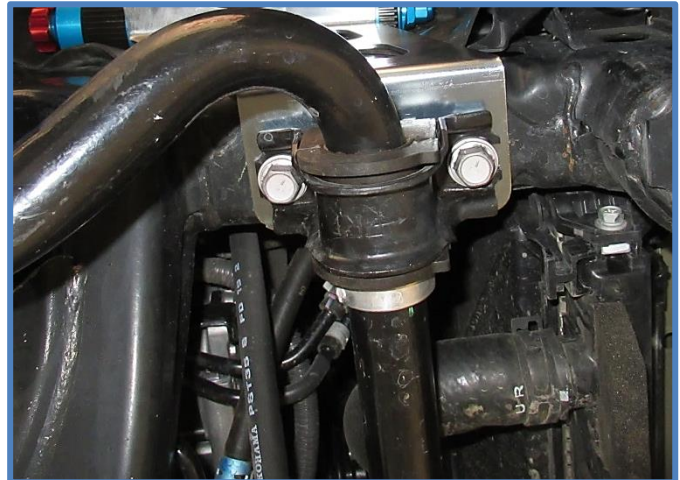
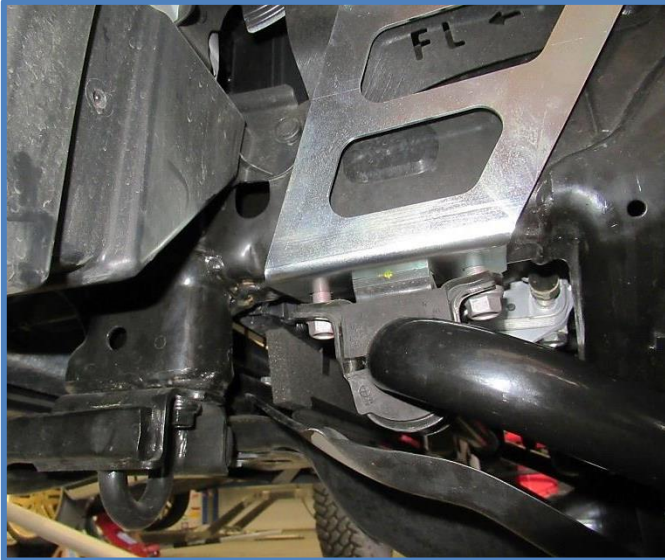
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7. **Installing reservoir brackets** – First remove the sway bar bolts at the frame, do one side at a time. Then slide the reservoir bracket between the sway bar mount and the frame and reinstall the factory bolts. Do one side first then do the other side.



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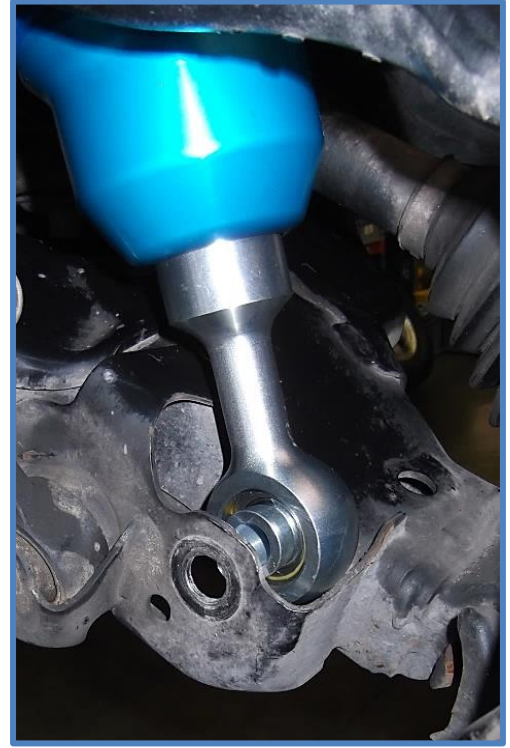
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8. **Install King Shocks** – Place top of shock into upper mount, then push down on lower control arm while positioning the rod end into the lower mount. You may need help pushing down on lower control arm while inserting shock.



9. Line up the holes in the upper mounting plate on coilover with the upper mount on the vehicle and use the supplied 3/8 X 1" HHCS (CB4701) and 3/8 SAE HD Washers (CW1701) to attach the new coilover to the factory upper mount. Using a 9/16" socket, torque the 3/8" upper shock mount bolts to 35ft/lbs.



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10. Insert the factory lower mounting bolt – (*see step 11*) then tighten nut to factory specs.



11. Check clearance at full droop, you may need to simply rotate the bump stop using a large wrench or channel locks. On some vehicles you may need to grind the bump stop bracket or HEX portion of the pad so the spring does not contact at full droop.



Rotate the bump stop pad or grind any material making contact with the shock at full droop.



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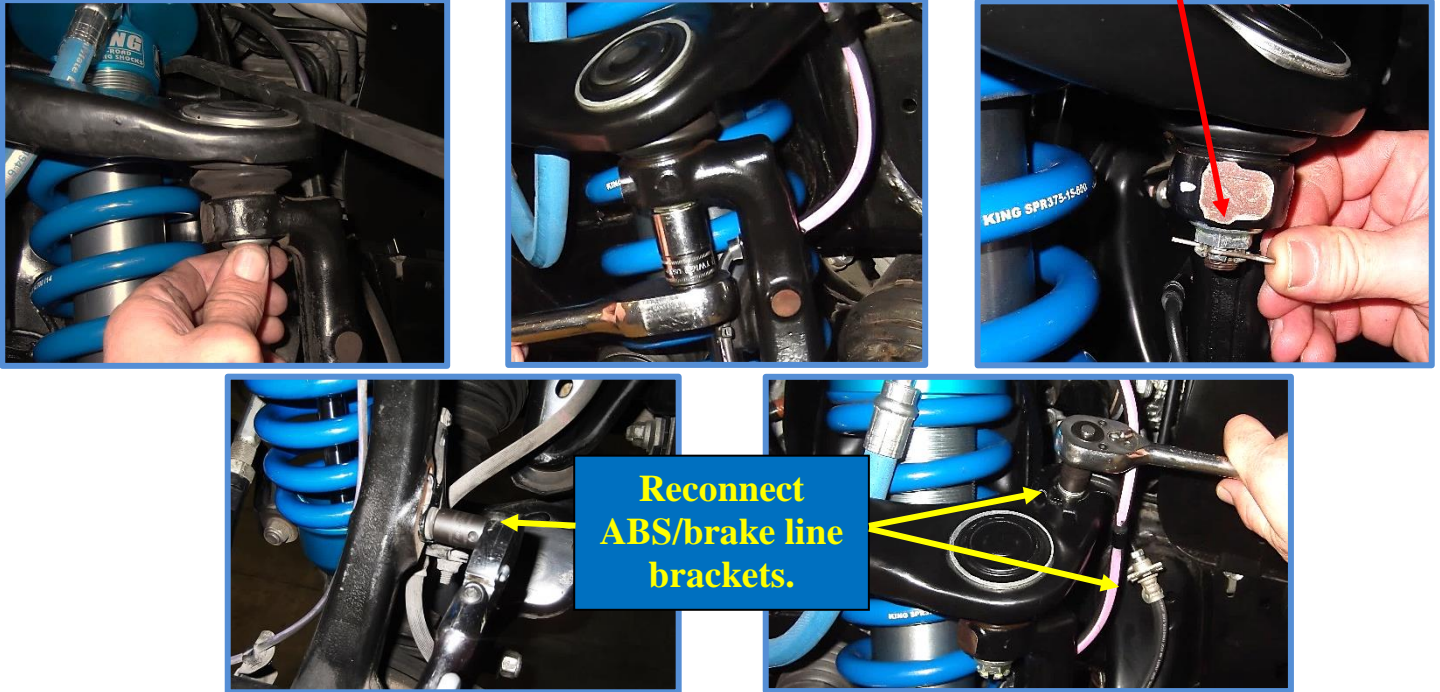
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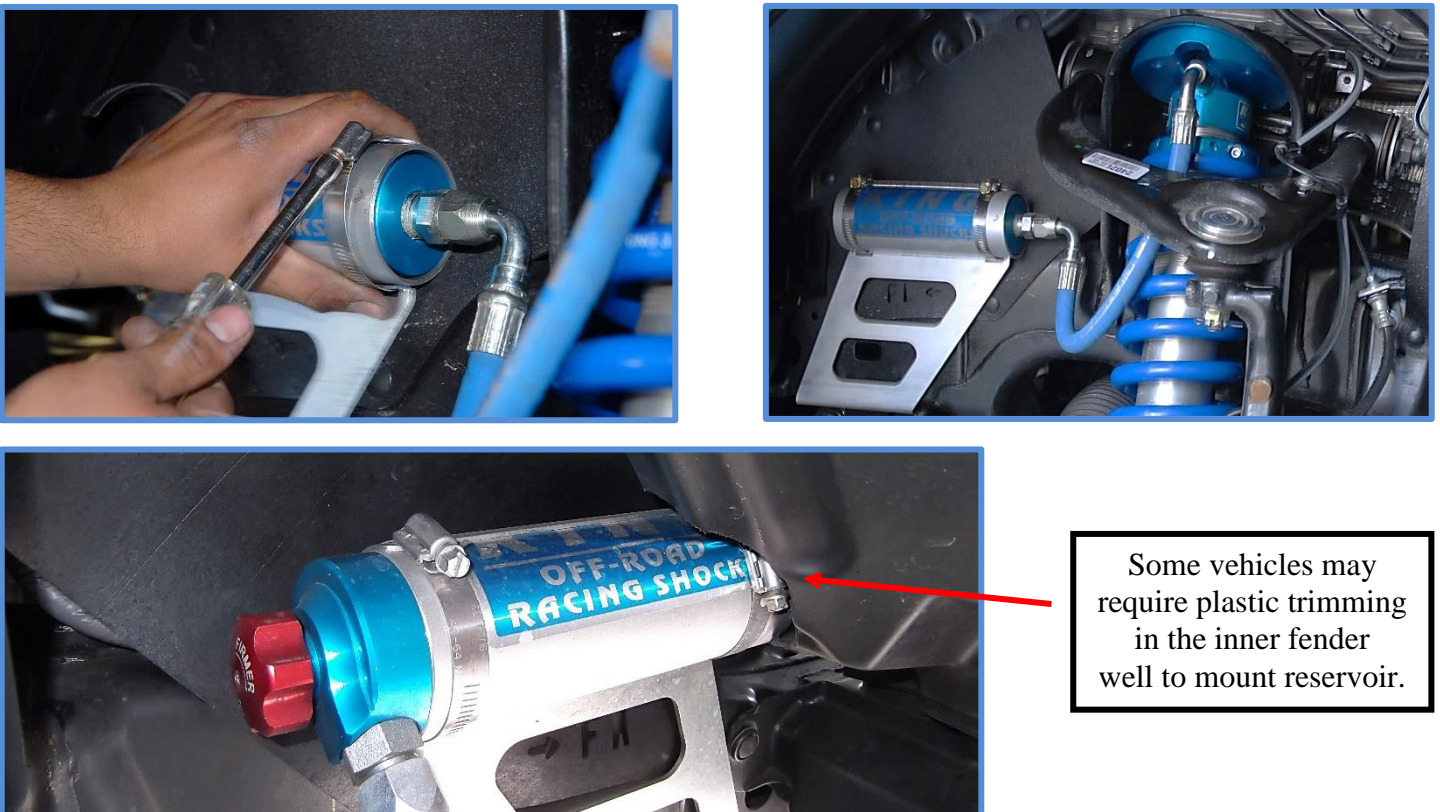
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12. Connect upper control arm and tighten nut to factory specs. Be sure to reinstall the Pin.



13. Place the reservoir in the reservoir bracket and install the hose clamps through slots in bracket and tighten.



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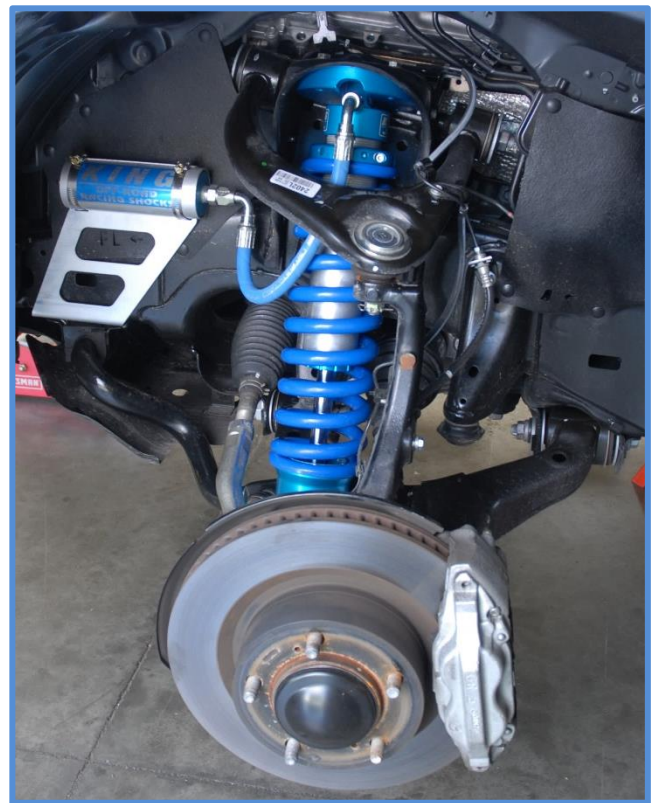
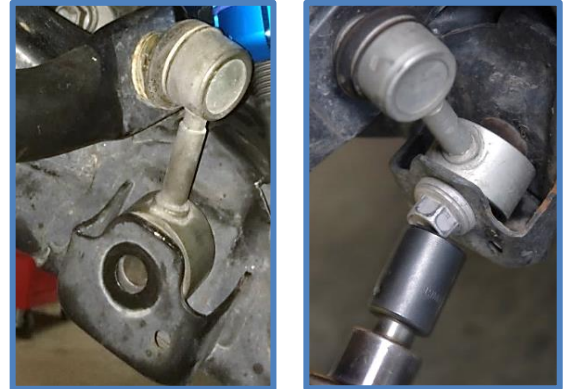


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14. Install the sway bar link bolt. Place the sway bar link in the mount on lower control arm. Make sure the holes are aligned and install the factory sway bar link bolt. Do not force the bolt if holes are not lined up you will damage the threads.

If you are having trouble lining up the holes: try putting the tires on and lowering the vehicle to the ground until the holes line up. Tighten bolt to 89 ft-lbs.



DOUBLE CHECK ALL HARDWARE:

Make sure everything is installed correctly and all hardware is tight before reinstalling tires. Install tires, remove jack stands and lower vehicle to the ground. Recheck all hardware and lug nuts after 100 miles and periodically after that as part of routine maintenance.

Alignment is critical:

A professional alignment must be performed before driving this vehicle at highway speeds. Do not attempt to drive your vehicle after this install without having the alignment readjusted to factory specs!

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