



2007 + Toyota Tundra 3.0 Front Coilover

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

Front Parts List:

- 2 – 3.0 Front Coilovers (33001-405)
- 2 – Front Reservoir Brackets (25048-016L/25048-017R)
- 4 – Reservoir Clamps (25042-020)
- 4 – 1/4 X 1" SHCS (CB1501)
- 4 – 1/4 X 1/2" BHCS (CB2420)
- 8 – 3/8" SAE HD Washers (CW1701)
- 8 – 3/8" Nylock Nuts (CN2711)

Tools Required:

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

This kit requires the use of an aftermarket upper control arm. Keep in mind that not all aftermarket UCA's are manufactured the same way and it is ultimately up to the installer to check fitment of aftermarket components.

2007 + Toyota Tundra 3.0 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 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 using a 19mm socket and separate upper A-arm from spindle.



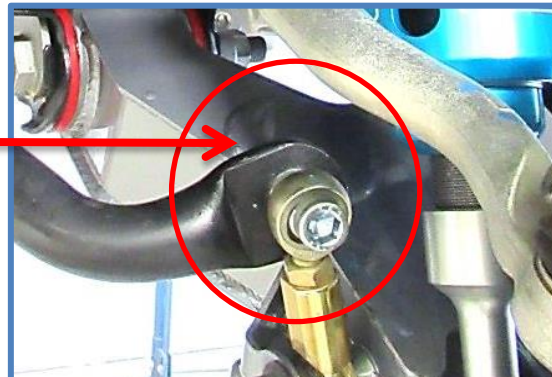
3. Remove sway bar bolt using a 19mm socket.



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



NOTE: To make sure sway bar does not make contact with the shocks, we recommend rounding off the corners of the sway bar as shown in the photo. Trim, grind and paint the sway bar ends while the shocks are removed.



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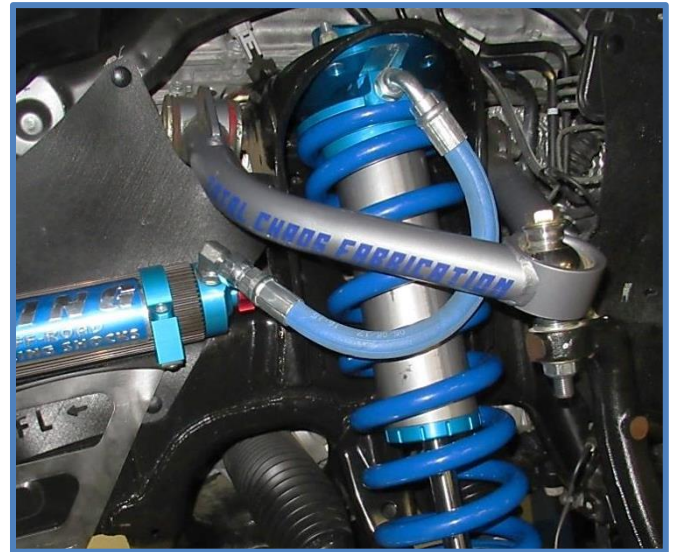
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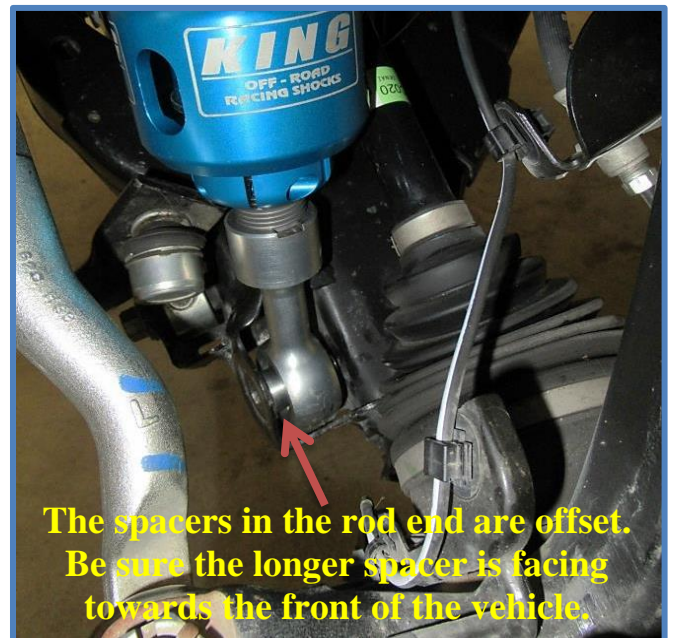
- Remove upper mounting nuts using a 14mm wrench. At this point you should be able to remove shock; you may need someone to help you push down on the lower control arm while pulling shock out.
- This kit requires the use of an aftermarket upper control arm that can accommodate the extra droop that this shock will provide and give adequate clearance for hose between spring and control arm at full droop. Install your control arms now while shocks are removed per the instructions that came with your control arms.



- Install King Shocks. (Shocks are side specific) First place the shock into the upper mount and insert upper mounting studs into upper mount on vehicle. Photos below show the left side.



- Place the rod end into the mount on the lower control arm, you may need help pushing down on lower arm while inserting rod end. Make sure the longer bearing spacer is facing forward.



The spacers in the rod end are offset. Be sure the longer spacer is facing towards the front of the vehicle.

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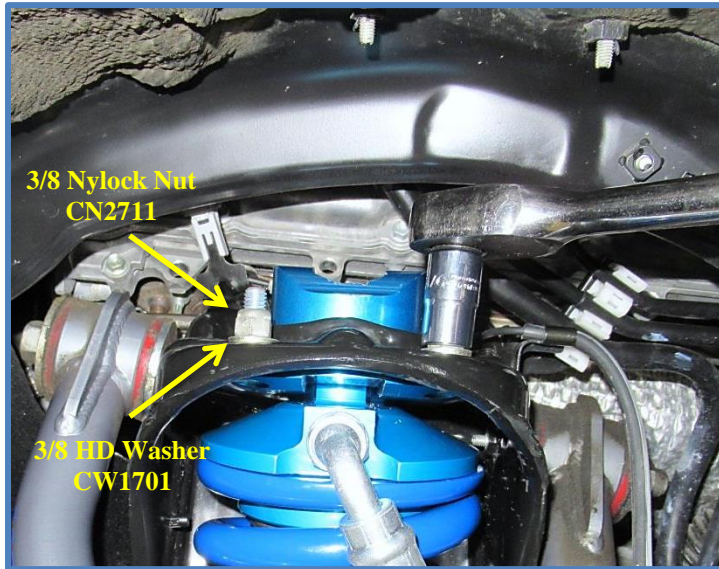
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9. Place the 3/8 HD washers (CW1701) onto the studs followed by the 3/8 Nylock nuts (CN2711) and tighten to 35 ft-lbs.



10. Install the factory lower mounting bolt in the lower mount and tighten to factory specs. (144 ft-lbs.)



11. Connect upper control arm to the spindle following the instructions that came with your control arms. Then reconnect ABS and brake line brackets. The Total Chaos arms shown here provide a tab and hardware to mount the factory ABS line bracket to the new control arm.



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12. **Reservoir mounting** - Remove the sway bar bolts at the frame using a 17mm socket, do one side at a time. Remove the bolts, slide the reservoir bracket between the sway bar mount and frame and reinstall the factory bolts and tighten just enough to hold the bracket in place for now, you will torque to factory specs after installing the sway bar link.



13. Slide two of the reservoir clamps onto the reservoir (see photo's for proper orientation). Position the reservoir over the reservoir bracket and install the 1/4 X 1/2" BHCS (CB2420). Use a 5/32 allen wrench to secure clamp to bracket. Then install the 1/4 X 1" SHCS (CB1501) to tighten clamp, center reservoir and adjust as needed. Tighten clamp using a 3/16 allen wrench. **See step 16 for note on trimming plastic on right side.**



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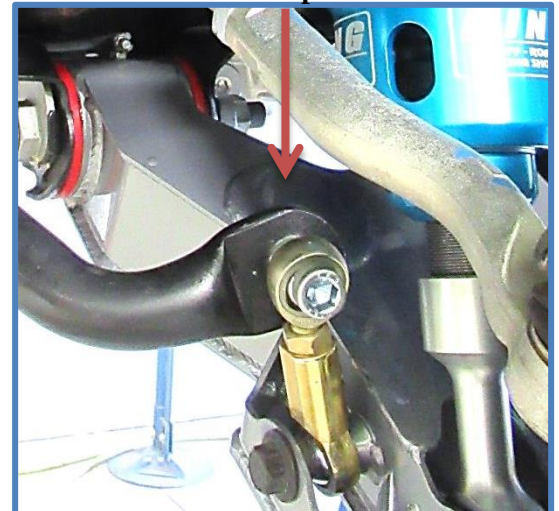
14. Check hose routing for clearance issues. Make sure the hose is making a nice loop to the reservoir and is not sitting against the spring or pinched between spring and A-arm. Please be aware that it is a tight fit and some rubbing may occur. Inspect parts, hoses, etc. occasionally to make sure components are not being damaged. Hose can be adjusted by rotating reservoir to swing the hose in or out. Hose can also be adjusted by adjusting the fittings. **(Do not attempt to adjust fittings if you are unfamiliar with working on shocks.)**



15. Install the sway bar link bolt. Make sure the sway bar bolts at the frame are loose. 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. Tighten bolt to 89 ft-lbs. Then tighten the bolts at the frame to 51 ft-lbs. **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.



To make sure sway bar does not make contact with the shocks, we recommend rounding off the corners of the sway bar as shown in the photo below.



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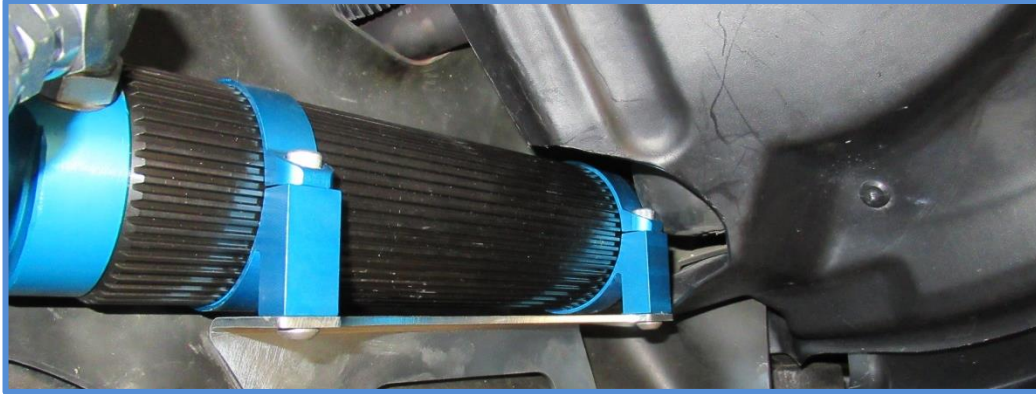
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16. **Additional note for right side reservoir** – Some vehicles may require plastic trimming in the inner fender well to mount reservoir. The picture below shows an example of the plastic trimmed.



Final install should look similar to the photo on the right. (Photo shows left side)

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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