



Installation Instructions (Page 1)

2010 + Toyota 4Runner With KDSS Front Coil Over and Rear Shocks

King Shocks 12842 Garden Grove, CA 92840
714-530-8701 info@kingshocks.com www.kingshocks.com

Front Parts List:

- 2 – Front Coil Over Shocks (25001-341)
- 2 – Front Reservoir Brackets (Left 25044-110L - Right 25044-110R)
- 4 – Hose Clamps (62032)
- 2 – 12mm-1.25 x 25mm Bolts (CB3827)
- 2 – 7/16-14 x 3 3/4" Bolts (CB4602)
- 2 – 7/16-14 Nylock Nuts (CN3100)
- 6 – 7/16 SAE Flat Washers (CW1001)
- 6 – 3/8-16 x 1" Bolts (CB4701)
- 6 – 3/8 SAE Flat Washers (CW1701)

Tools Required:

- Standard Wrench Set
- Metric Wrench Set
- Standard Socket Set
- Metric Socket Set
- Floor Jack/Jack Stands
- Needle Nose Pliers

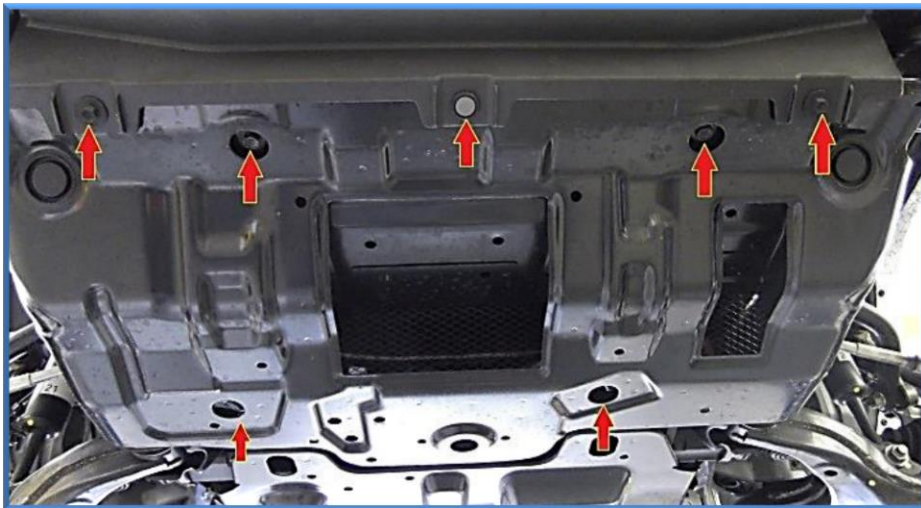
TOYOTA 4RUNNER 2010+ WITH KDSS SWAY BAR SYSTEM
OEM PERFORMANCE SERIES KITS



FRONT SHOCKS: 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. Then remove the front tires.

NOTE: Never work under an unsupported vehicle.

1. Remove the front skid plate. It is held on by 4 bolts. (Some models may also have two bolts and a plastic push pin that attach fascia to the skid plate. Remove those first), then remove the 4 skid plate mounting bolts, remove skid plate and set aside.



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.



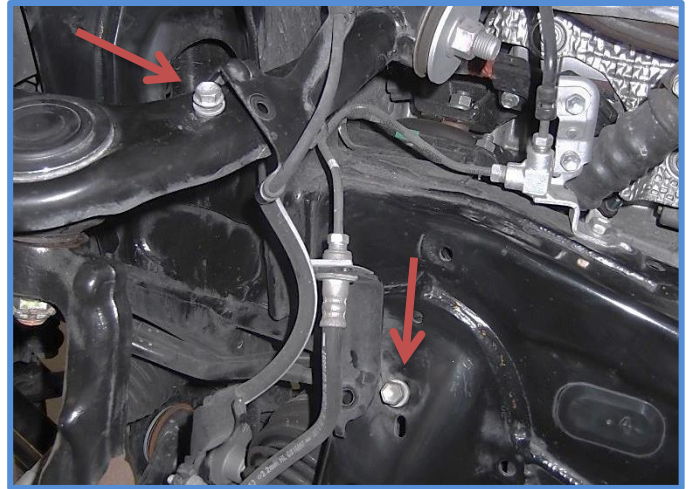
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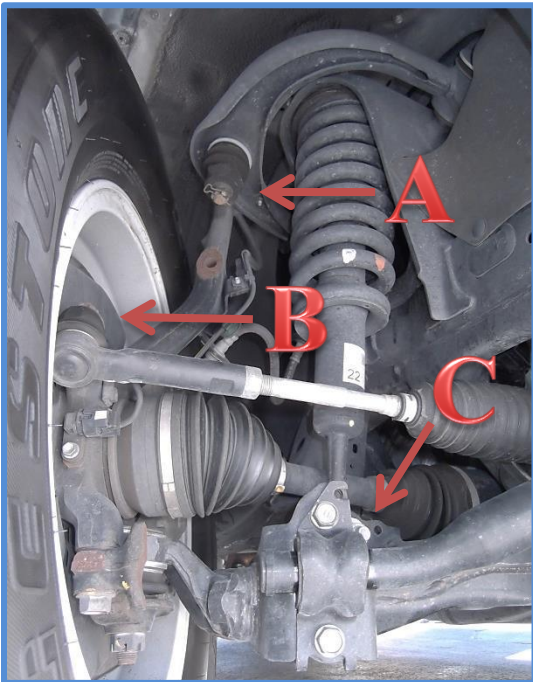
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DO NOT UNBOLT SWAYBAR!!

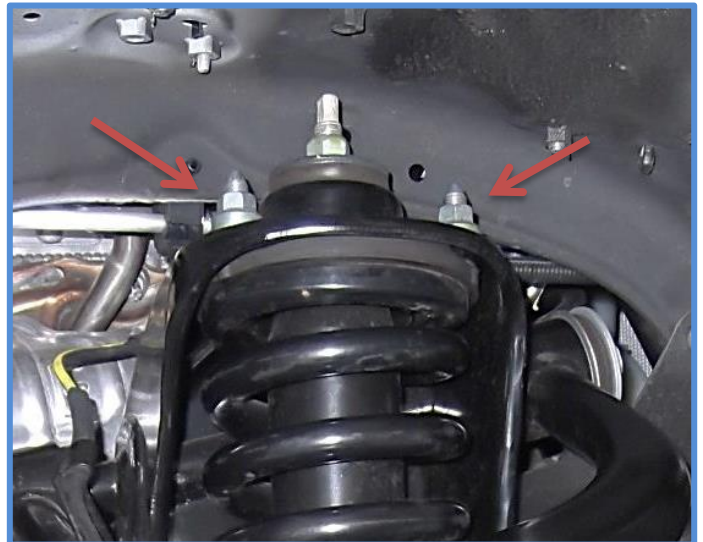
2. Remove ABS sensor wire from the upper control arms and unbolt the brake line brackets. This is necessary to allow the lower control arm to droop far enough to install shocks without hanging on the brake lines, always pay close attention as you disassemble to ensure brake and ABS lines do not get damaged.



3. Keep a jack under the lower control arm on the side you are working on while disconnecting suspension components. Disconnect upper A-arms (A), tie rods (B), and lower shock mounting bolts (C).



4. Remove the three nuts from the upper mount, lower the jack and remove shock. Remove shocks from both sides before attempting to install new shocks.



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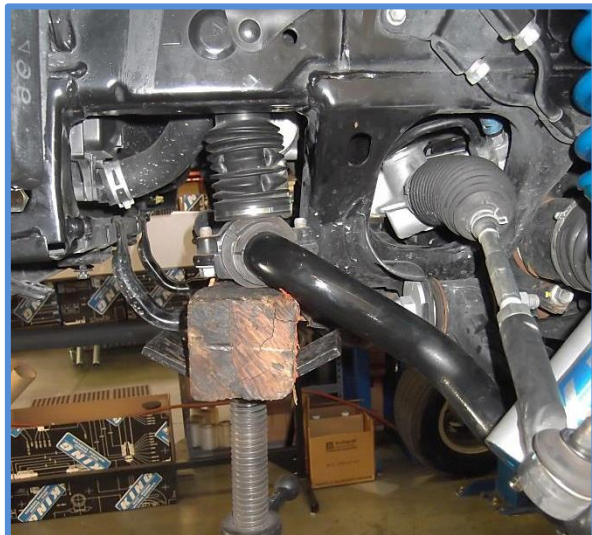
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5. Install King Coilover Shocks by starting with the left side first, (shocks are side specific) be sure that the hose is pointing toward the front of the vehicle. Slide the shock into position on the vehicle and insert the lower mounting bolt with nut but do not tighten yet. Now jack up the lower control arm until the upper mount of the shock is up against the upper mount on vehicle (coil bucket). Install the provided 3/8" x 1" bolts in the upper mount as shown. With all of the bolts started jack up the lower control arm a little bit to ensure the shock is tight against the upper mount and tighten the three upper bolts and then the lower mounting bolt.



DO NOT UNBOLT SWAYBAR!

6. For the right side you will need to put a jack (if you are working on the ground) or jack stand (if you are using a lift) under the KDSS hydraulic cylinder on the left side (see photos below). Compressing the KDSS sway bar cylinder on the left side with the shock installed will force the lower control arm on the right side down. Compress the cylinder until the lower control arm on the right side is down enough to install shock.



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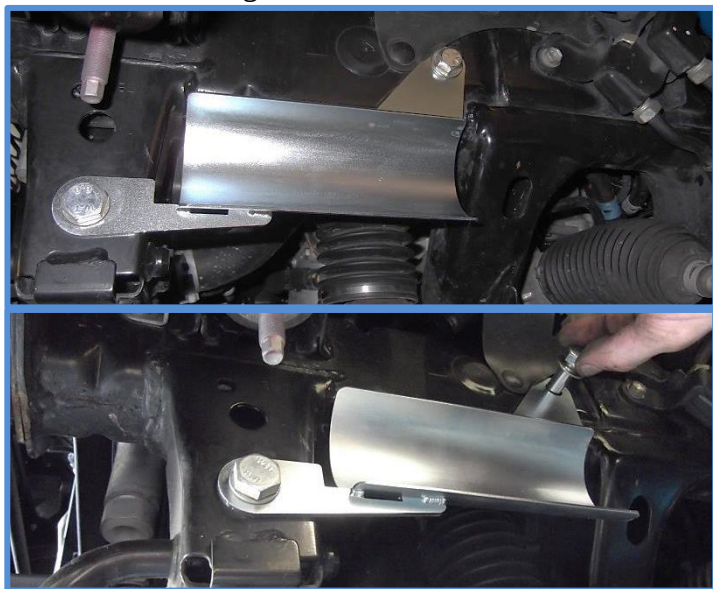
7. Place the right side shock in position on the vehicle and install the lower mounting bolt then line up the upper mount and install the provided 3/8" x 1" bolts. Release the KDSS hydraulic cylinder by lowering jack or raising vehicle (which should make the shock tight against the mounts) then tighten the upper and lower mounting bolts.



8. Reconnect the upper control arms, tie rods, ABS sensor wires and brake line brackets.



9. Install reservoir brackets using the provided hardware. Thread the 12mm bolt into the cross member, then insert the 7/16 x 3 3/4" bolt through the frame. Install washer, nut and tighten.



10. Install reservoir in the reservoir bracket with provided hose clamps as shown below.



11. Reinstall skid plate using the factory hardware.

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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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Installation Instructions (Page 6)

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Rear Parts List:

- 2 – Rear 2.5 Remote Reservoir Shocks (25001-279)
- 2 – Rear Reservoir Brackets (25067-100)
- 4 – Hose Clamps (62032)

Tools Required:

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

TOYOTA 4RUNNER 2010+
OEM PERFORMANCE SERIES KITS

Toyota Rear Shocks:

4Runner
FJ Cruiser
Land Cruiser 120/150



REAR SHOCKS: With the vehicle on level ground, block the front tires. Using a floor jack, raise the rear end and support the frame rails with jack stands for safety. Then remove the rear tires.

NOTE: Never work under an unsupported vehicle.

1. Remove the stock shocks.
Save the hardware, you will be reusing the lower shock bolts.
2. Mount the reservoir bracket - Remove the two bolts holding the rubber bump stop to the frame. Place the reservoir bracket between the bump stop and frame mount and replace the two bolts as shown in the photos below.



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3. Install King Shocks. Use the supplied hardware for the upper mount and reuse the factory bolts for lower mount. Shocks are side specific, mount the shocks so the reservoir hose is facing toward the rear of the vehicle as shown in the photo below.

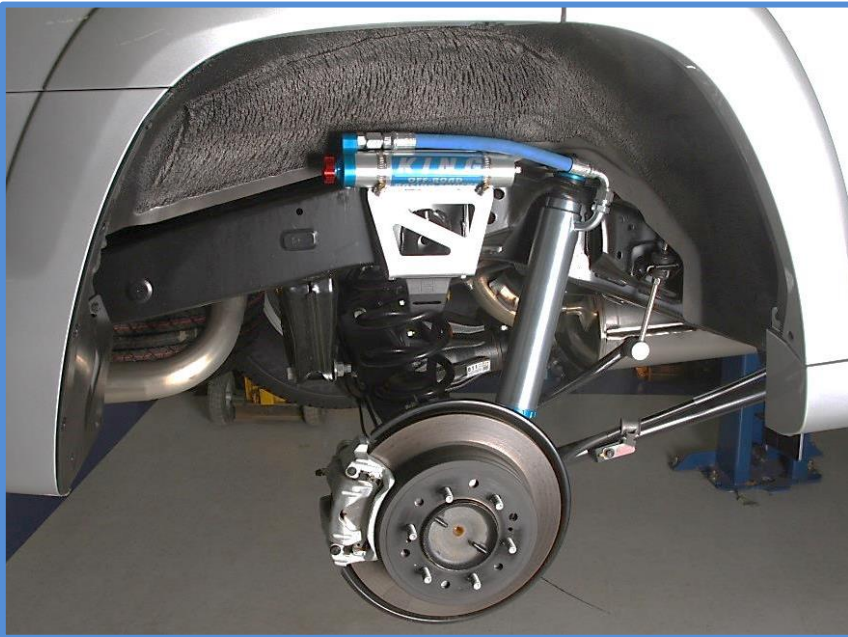


Important Note: The rubber bushings on your King shocks are different from each other. Make sure the taller bushing is on the bottom next to the body of the shock as shown. The silver washer between the rubber bushings represents the material thickness of the upper shock mount. It's important to tighten the nut only until the rubber bushings start to compress. There should be approximately 1/8" of the mounting pin protruding above the nut.
***Do not over-tighten the nut..**



4. Mount the reservoir to the reservoir bracket using the supplied hose clamps.
See photos below for proper hose routing and reservoir placement.

With Compression Adjuster



Without Compression Adjuster



Double check all hardware, install tires and lower the vehicle. Check all hardware and lug nuts after 100 miles and periodically after that as part of routine maintenance.

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