



# Installation Instructions (Page 1)

## Toyota Tundra 2007 + Rear 2.5 w/Remote Reservoir (25001-144)

King Shocks 12472 Edison Way Garden Grove, CA 92841  
714-530-8701 [www.kingshocks.com](http://www.kingshocks.com)

### Rear Parts:

- 2 – 2.5 Rear Shocks (25001-144)
- 2 – Reservoir Mounts (25082-100)
- 4 – Hose Clamps (62032)
- 4 – 1/4" Nuts (CN2501)
- 4 – 1/4 x 3/4 Bolts (CB4581)
- 8 – 1/4" SAE Washers (CW1501)
- 2 – Push Rivets (CC1001)

### GENERAL TOOLS NEEDED

- Floor Jack and Jack Stands
- Assorted Metric & Standard Wrenches
- Assorted Metric & Standard Sockets
- Torque Wrench

2007 + Toyota Tundra 2.5 Rear Shocks  
OEM PERFORMANCE SERIES KITS



**REAR:** 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. Remove rear tires. **NOTE: Never work under an unsupported vehicle.**

1. Remove the stock shocks by removing the nut from the upper mount using a 17mm wrench.



2. Remove the lower nut and bolt using a 17mm wrench and socket, then remove shocks.



**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.

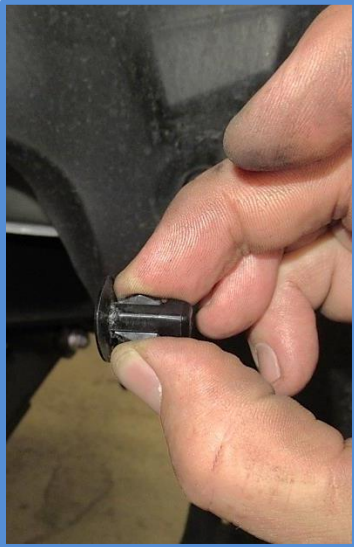
This kit does not require welding. Do not weld on any component. Welding may void the warranty and/or cause the product to fail. If any parts are missing, or for tech assistance; Contact King Off Road Racing Shocks: 714-530-8701 Most important after the install, Feel the difference and have fun.

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3. Remove retaining clip on stock plastic inner fender well.  
Reach behind the fender and squeeze the tabs on the retainer to push it out.



4. Pull fender liner back and install the reservoir bracket to the existing holes in the tabs hanging down from the steel bed using the supplied 1/4" bolts, nuts and washers.



5. Tighten both mounting bolts using a 7/16 wrench and socket. Then let the plastic fender liner down and install the supplied push rivet into the hole.



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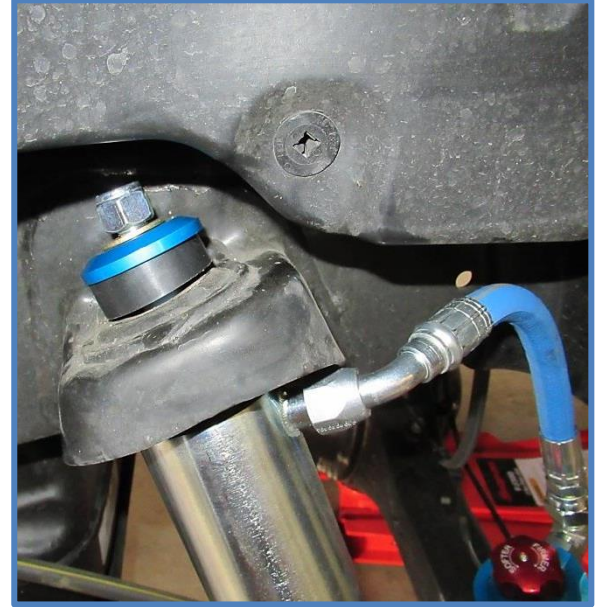
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6. Remove the nut, washer, anodized blue retainer and upper rubber bushing from the King shock. Feed the shock up into the upper mount then replace the bushing, retainer, washer and nut on top of the pin as shown leaving the nut finger tight.



7. Place the rod end into the lower mount. Install the factory bolt and nut finger tight.



8. Feed the hose clamps into the slots on either end of the reservoir mount. Insert the reservoir into the mount and tighten the hose clamps. Make sure the hose is not making contact with the frame. Go back and tighten the upper and lower mounting bolts.



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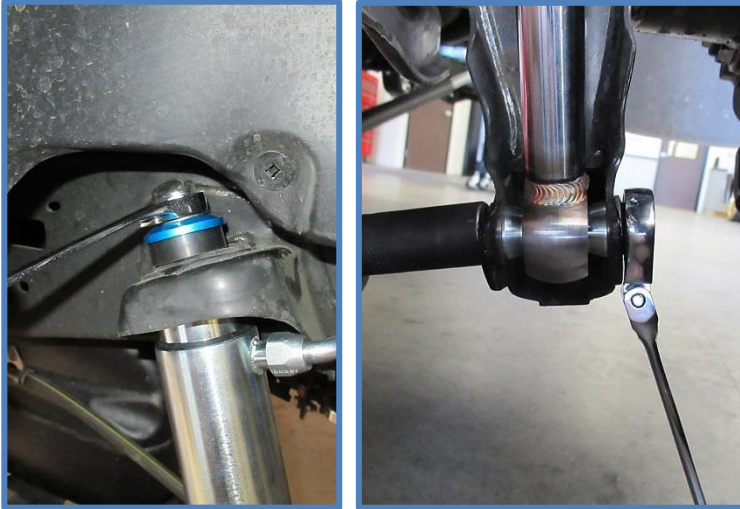
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9. Tighten lower bolt to factory specs. (66 ft-lbs.) Tighten upper nut using a 3/4" wrench following the instructions below. ↓



**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" – 3/16" of the mounting pin protruding above the nut.

**\*Do not over-tighten the nut..**



10. Final install should look like photos below.



### **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.

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