



2010 + Toyota 4Runner KDSS Rear Shocks

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

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.



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. 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.

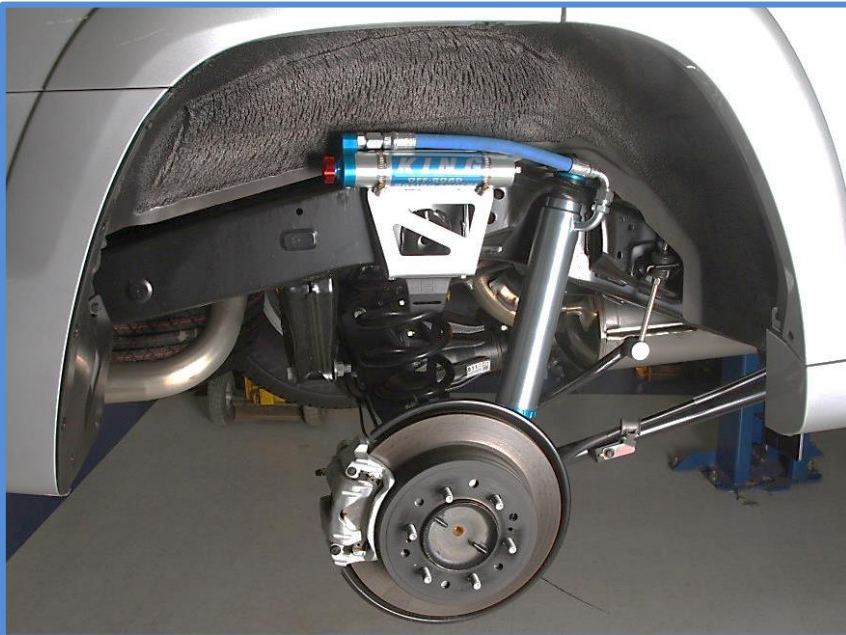


Important Note: The rubber bushings on your King shocks are different from each other. Make sure the taller bushing is on the bottom next to the body of the shock as shown. The silver washer between the rubber bushings represents the material thickness of the upper shock mount. It's important to tighten 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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