



Installation Instructions (Page 1)

2007 + Toyota Land Cruiser 200 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 Coilover Shocks (33001-205)
- 2 – Front Reservoir Brkts. (25082-008L – 25082-009R)
- 2 – 2 hole Reservoir clamps (25042-021)
- 4 – 1/4" x 1/2" BHCS (CB2420)
- 2 – 1/4" x 1" SHCS (CB1501)
- 8 – 3/8-16 Nylock nuts (CN2711)
- 8 – 3/8 Grd. 9 Washers (CW1701)

Tools Required:

- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set
- Needle Nose Pliers
- 5/32 & 3/16 Allen Wrench

Please be advised: This kit requires the use of an aftermarket upper control arm.

Stock control arms and some aftermarket control arms may contact the hose or fitting, be sure to check clearance between upper control arm and hose/fitting before driving vehicle.

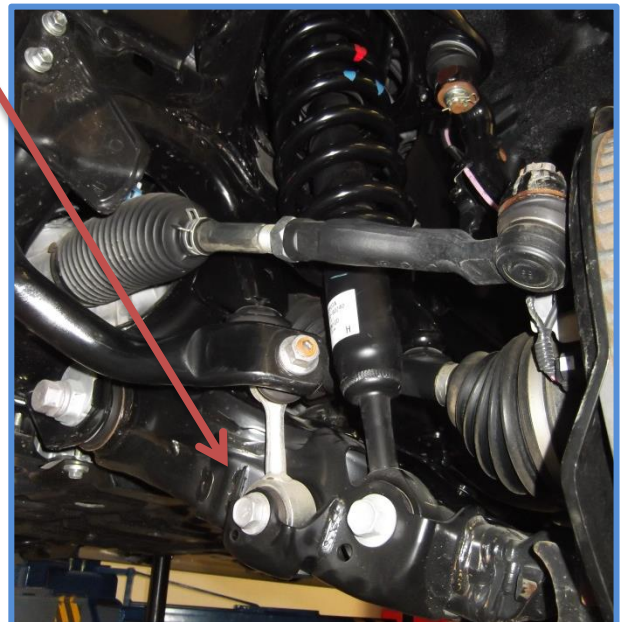
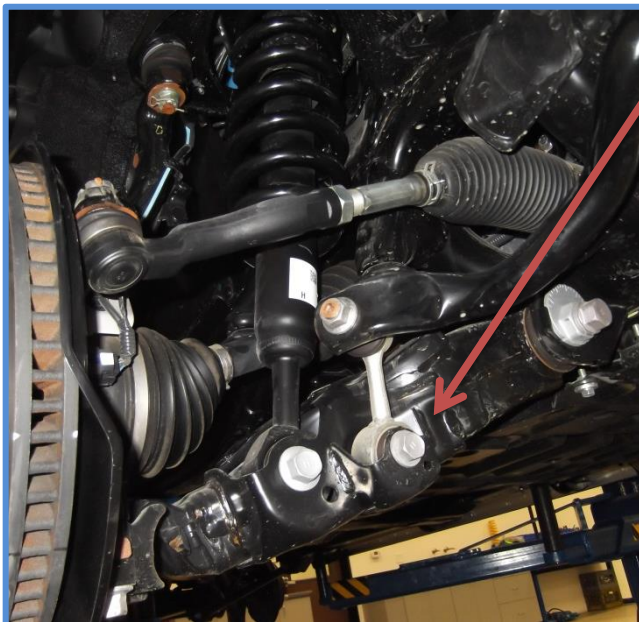
2007+ Toyota Land Cruiser 200 3.0
OEM PERFORMANCE SERIES



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 front tires.

NOTE: Never work under an unsupported vehicle.

1. Remove factory shocks: First disconnect sway bar links on both sides by removing lower bolt. (Non-KDSS)



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.

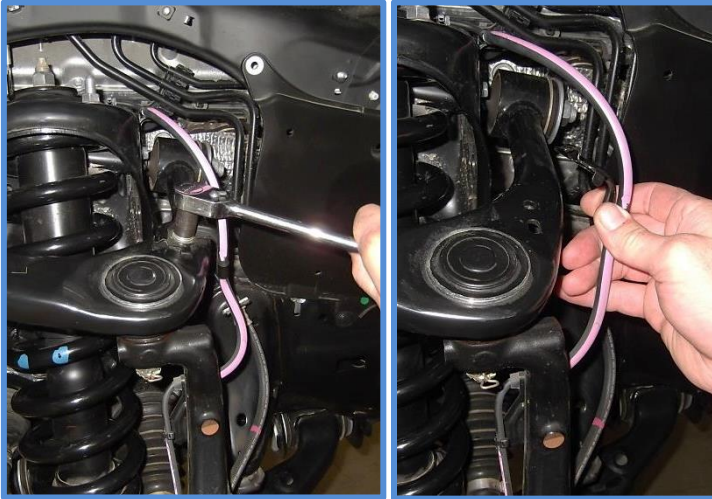


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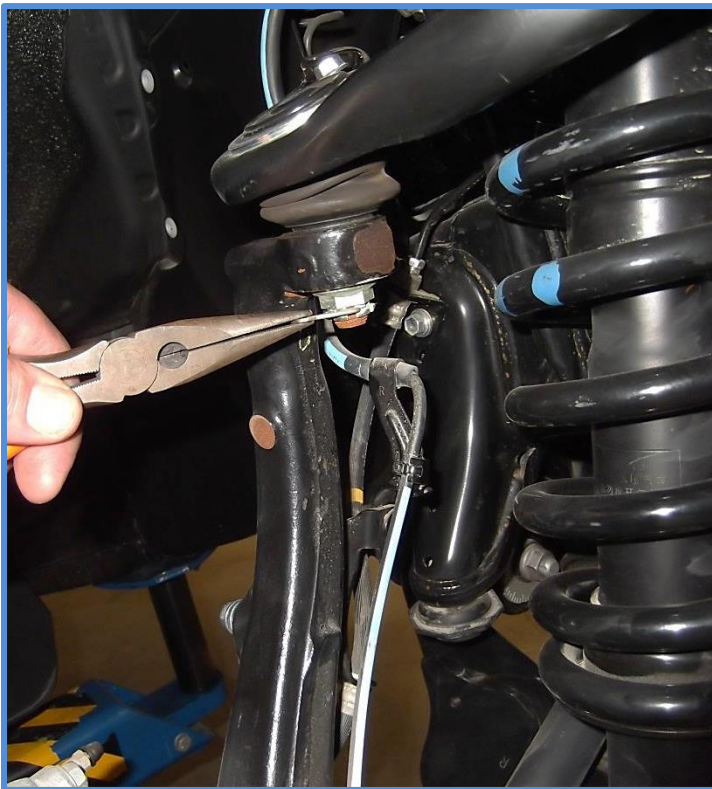
2. Unbolt the ABS bracket on the upper control arm using a 12mm wrench or socket.



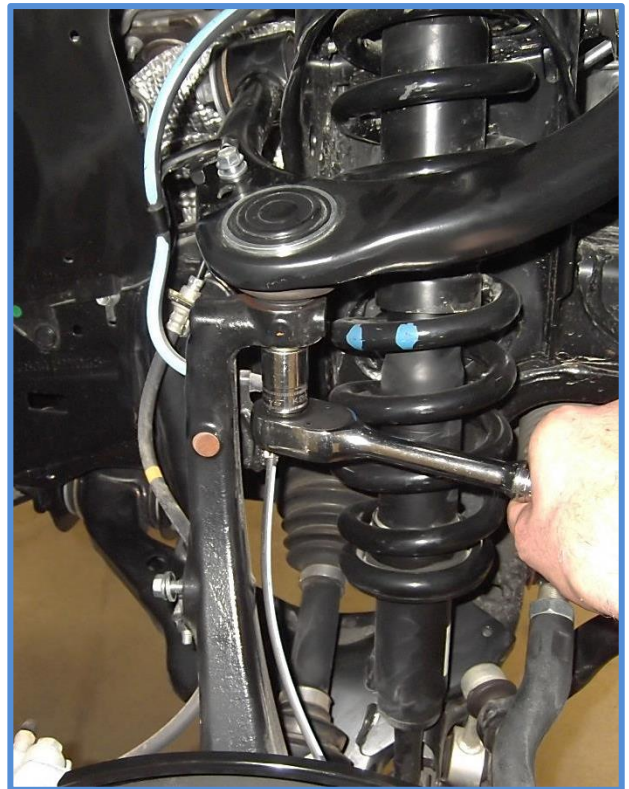
3. Unbolt the ABS/brake line bracket on the spindle using a 12mm wrench or socket



4. Pull the pin out of the ball joint stud in the upper control arm using needle nose pliers.



5. Remove upper ball joint nut using a 19mm socket. Separate upper A-arm from spindle.



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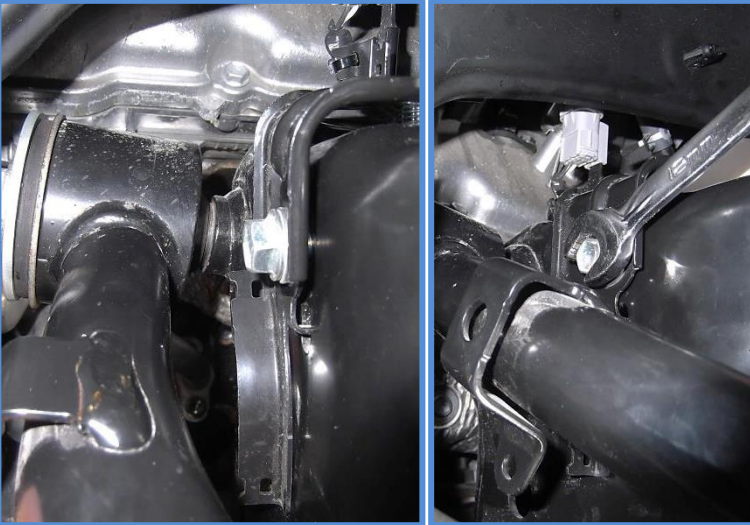


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6. Remove the bracket on the side of the coil bucket using a 12mm wrench.



7. Remove the four nuts from the upper mount using a 14mm wrench or socket.

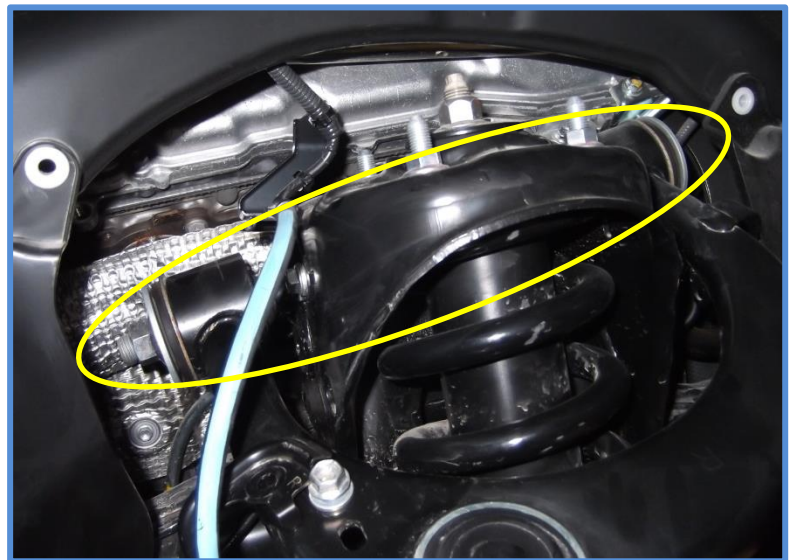


8. Remove the lower mounting bolt using a 22mm wrench and socket. Remove factory shock.



9. Once the factory shock has been taken off the vehicle, unbolt and remove the factory upper control arm by removing the long through bolt located behind the coil bucket. Install the King Coilover with the control arms removed then install aftermarket arms as per the instructions that came with your control arms.

Remove the long through bolt and remove factory upper control arm



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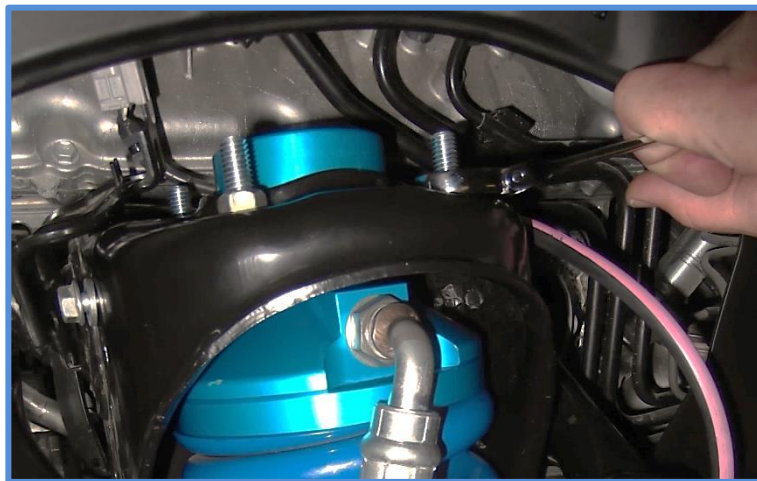


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10. Install King Coilovers. Be aware that the shocks are side specific, make sure you are installing shocks on the proper side. Place shock in position on the vehicle, first line up studs with holes in upper mount and push shock up into upper mount. Now push down on the lower control arm and place rod end into the lower mount. Having someone help with this step will make the job much easier... (It can be difficult maneuvering the rod end into the lower mount.) Once the shock is in position you can place the 3/8 washers on the studs followed by the 3/8 nuts and torque nuts to 35 ft-lbs.



11. Install the lower mounting bolt and tighten to factory specs.



Check the clearance of the spring (with shock at full extension) with the bump stop pad/bracket. You may need grind the bracket slightly so the spring or spring plate does not contact anything at full extension.



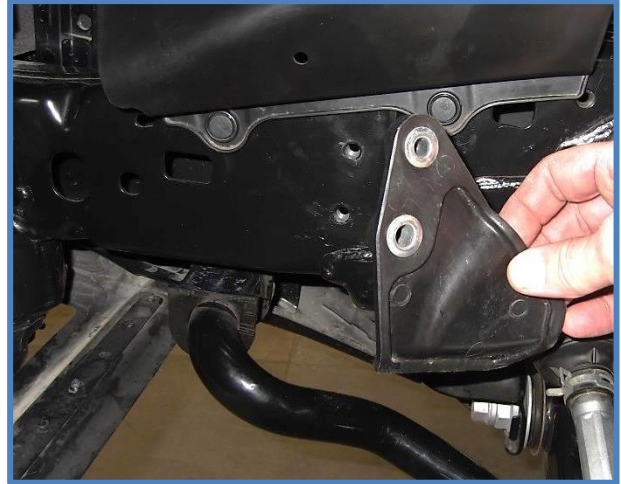
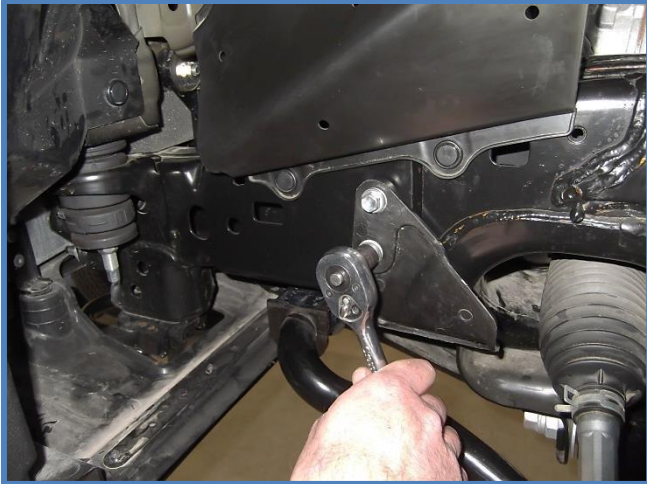
Grind here if there is any contact.

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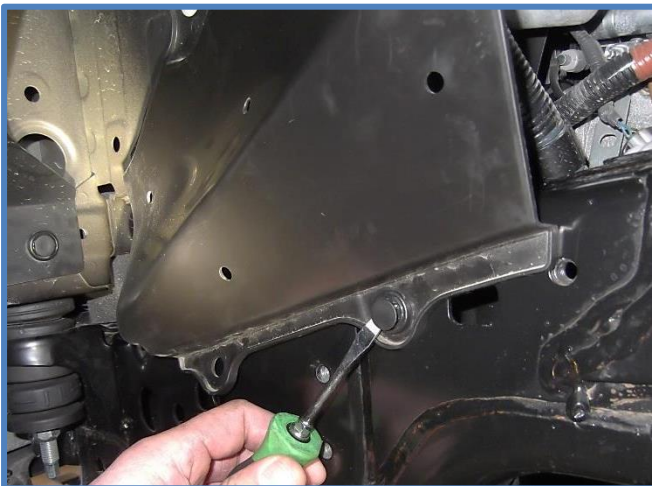
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12. Installing reservoir brackets: Remove the two bolts from the frame using a 12mm wrench or socket.



13. Pull the two plastic push pins from the plastic guard and flip up to install reservoir bracket and reservoir.



14. Install reservoir clamps to bracket using the provided 1/4 x 1/2" screws (use red locktite). Slide reservoir into bracket.



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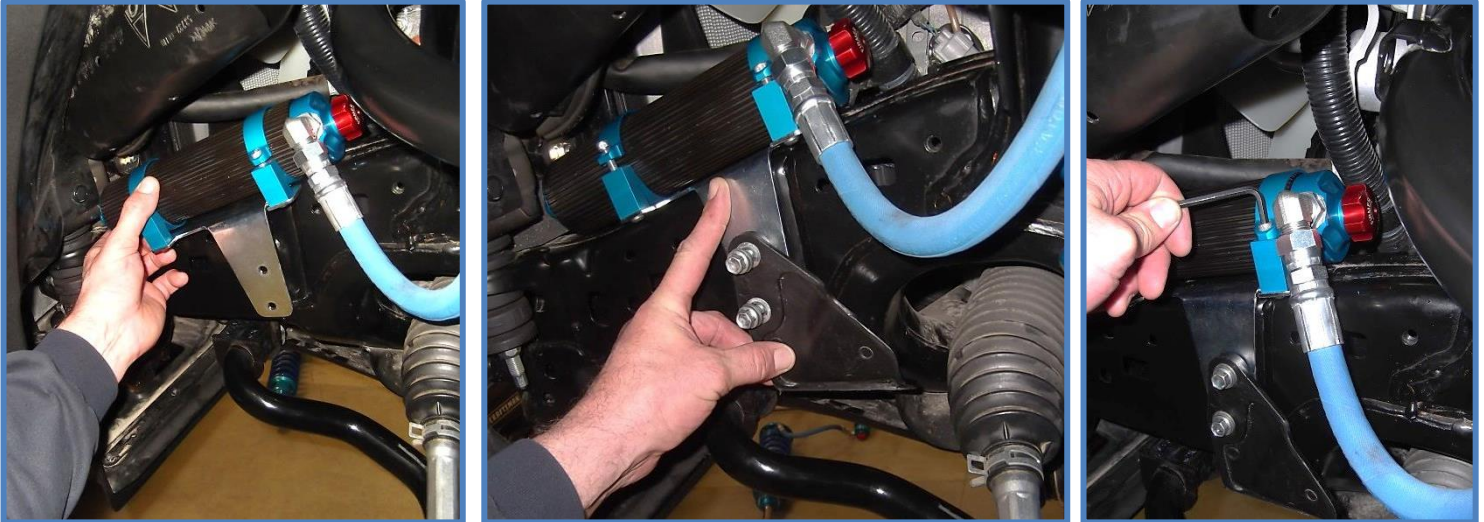
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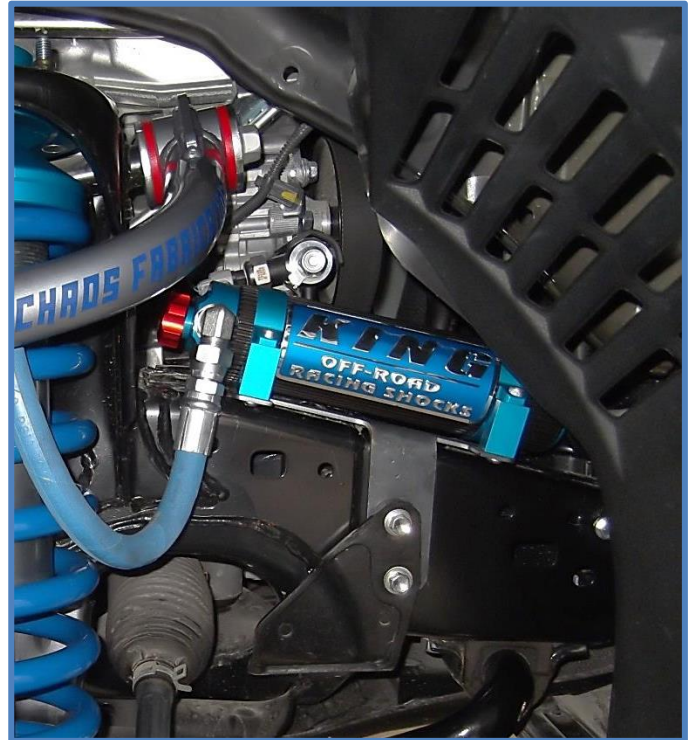
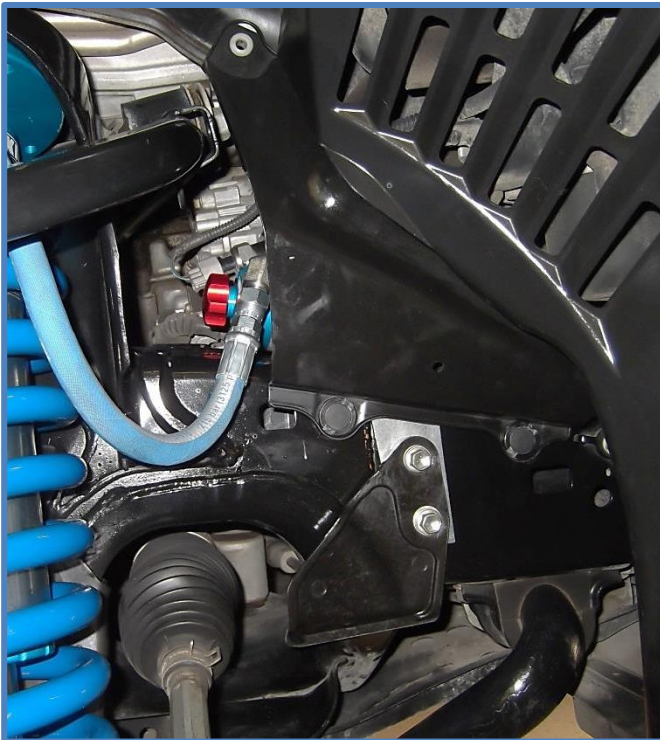
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15. Bolt reservoir bracket to frame using the factory bolts and plastic piece as shown below. Once the bracket is secure, adjust reservoir as needed and tighten clamps using the 1/4 x 1" socket head bolts.



16. The plastic guard can be trimmed to fit around the hose fitting and reinstalled or you can simply remove the guard completely. Photos below show examples of both.



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Finish install should look similar to photo 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.

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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