



2003-2009 Lexus GX470 3.0 2T Rear Bypass

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

Rear Parts List:

- 2 – 3.0 2T Pin Top Bypass Shocks (33000-125)
- 2 – Reservoir Brackets (25048-032)
- 2 – Reservoir Clamps (25042-022)
- 2 – 1/4 x 1" SHCS (CB1501)
- 4 – 1/4 X 1/2" BHCS (CB2420)
- 2 – M12-1.25X25mm HHCS (CB3827)
- 2 – 7/16 SAE Washers (CW1001)
- 4 – M8-1.25X25mm HHCS (CB3825)

Tools Required:

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

Lexus GX470
OEM PERFORMANCE SERIES



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.**

**This Shock kit is intended for use on vehicles that have had the air bag suspension removed and replaced with a proper coil spring swap-
Modifications are required!**

The air bag suspension must be removed and replaced with standard coil springs. Several companies offer kits that include coil springs and all necessary components to do the swap properly. You will need to make sure that the coil springs do not come loose when the new King Shocks are at full extension. Typically springs that provide a 2" lift will be long enough to work with the new shock. If your springs are loose when the shocks are at full extension you will need to get longer springs or add a spacer to the coil. If you are unfamiliar with or are uncomfortable performing any of the modifications mentioned in these instructions please take your vehicle to a professional shop that is familiar with these modifications.

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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- The body must be trimmed so that you can install the new larger bushings and hardware. Trim enough material so you can easily get a wrench on the upper nut and tighten.



- You must also remove the factory bump stop and replace with a factory style 4Runner or FJ Cruiser bump stop. Failure to modify the bump stop will reduce available wheel travel and cause the rear axle to bottom out prematurely on the factory bump stops that were designed to work with the air bags.



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- It is also a good idea to use the factory style rubber bump that goes inside the spring as shown below. Pictured below is the ideal setup for a coil spring swap utilizing a factory style rubber bump inside the spring and a lower spring retainer mounted to the axle.



- Assuming the coil swap has been performed - remove existing shocks (if applicable). Remove the lower mounting bolt from the stud mount on the axle. Remove nut from upper mount and remove shocks.



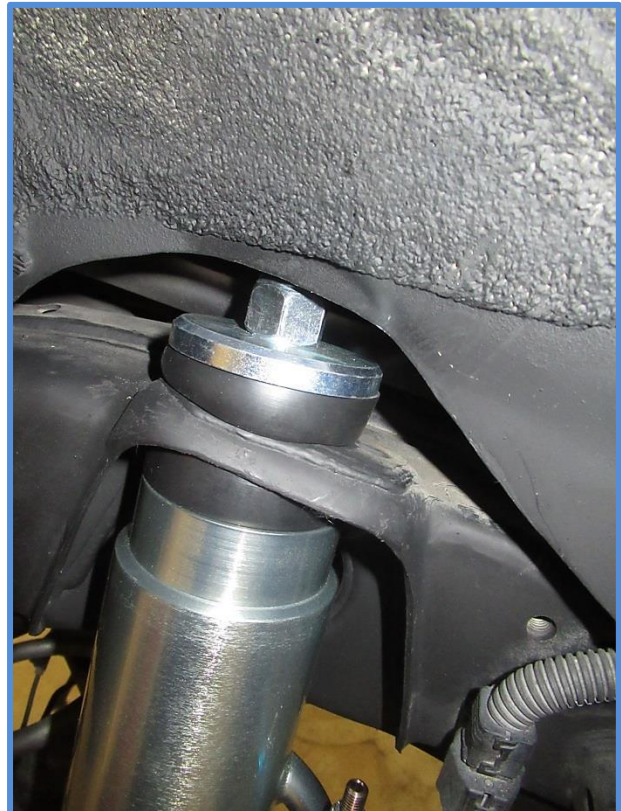
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2. Install King Shocks. Shocks are side specific, be sure you are installing shocks on the proper side. Start by placing the upper pin into the upper mount on the vehicle. There should be a bushing on each side of the mount with raised center sections facing each other. Place the upper bushing, large retaining washer and nut onto the pin and tighten nut until bushing start to compress... Do Not Overtighten!



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3. Place provided spacer on the lower shock mounting stud. Then place rod end on stud and install the provided 12mm bolt with 7/16 washer and torque to factory specs. DO NOT reuse the factory bolts.



4. Attach reservoir clamps to reservoir brackets. Place the clamp on the bracket as shown below. Use the provided 1/4 X 1/2" BHCS to attach clamps. Be sure to use red locktite and tighten screws using a 5/32 Allen wrench.



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5. Reservoir brackets will attach to the existing threaded holes in the body for the factory side steps. If side steps are still installed then remove the two screws from the rear side step bracket and slide the reservoir bracket between the side step bracket and the body and reinstall the two factory bolts and tighten to factory specs. If side steps are not installed and the factory hardware is missing then you can use the hardware provided in the kit to attach reservoir brackets to the existing threaded holes for the side steps. Attach bracket as shown and tighten bolts to factory specs.



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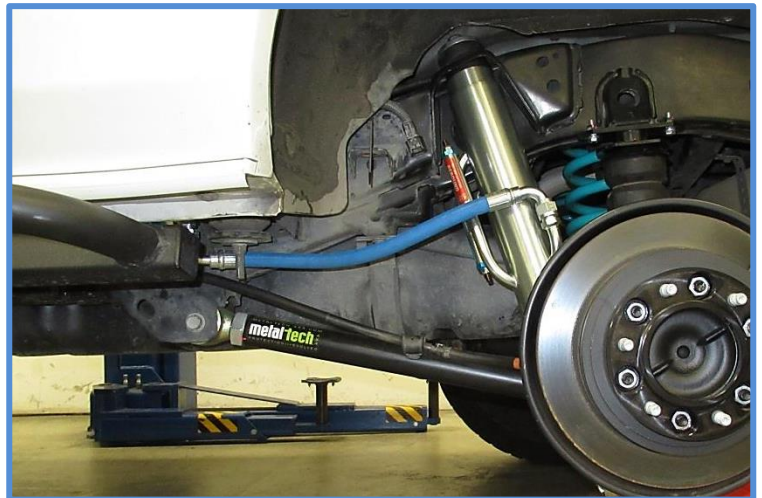
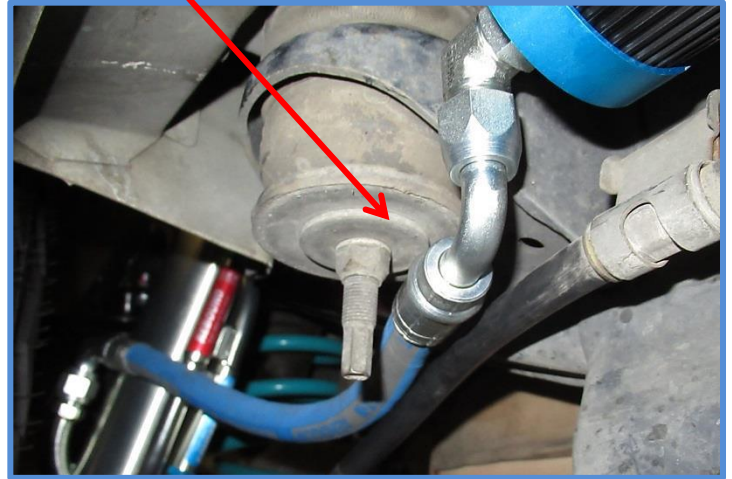
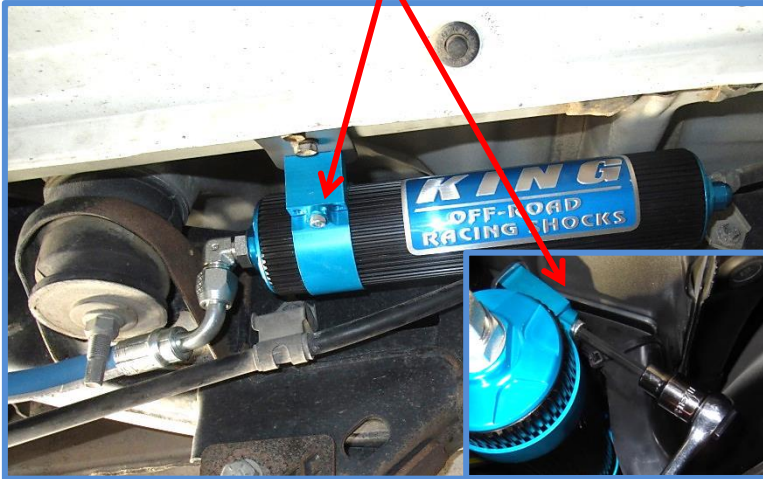
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5. Continued... Adjust hose routing if necessary. The fitting coming out of reservoir should be pointing straight down with the hose to the inside of the body mount as shown below. Once the hose and reservoir are positioned properly, tighten the clamp bolt using a 3/16 Allen wrench.



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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