



## 2016+ Toyota Tacoma Front Bump Stop Kit

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

### Front Parts List:

- 2 – Front Bump Stop Brackets (20AB424-120L/121R)
- 2 – Compact Bump Stops (20AB010-100)
- 2 – Metal Templates (TMP-1001/1002)
- 4 – 3/8 X 1” Bolts (CB4701)
- 4 – 3/8 Nylock Nuts (CN2711)
- 8 – 3/8 Washers (CW1701)

### Tools Required:

- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set
- Angle Grinder/Die Grinder
- Cut Off Disc/Grinding Disc
- Welder/Welding Equipment

**Toyota Tacoma**  
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. **Never work under an unsupported vehicle.**

**NOTE: Remove front shocks during bump stop install for easier access, also welding on vehicle with shocks installed may damage shocks.**

1. Unbolt the brake line bracket from the frame using a 12mm wrench. Remove plastic pin. Remove shocks.



2. Use the metal template provided in the kit to mark the upper cut line. Line up the holes and draw a line across the bottom as shown.



**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** require welding. All welding must be performed by a professional welder. Do not weld on any shock or bump stop components. Welding near or on shocks 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. Use the metal template provided in the kit to mark the lower cut line. Line up the edge and the two holes in the template with the factory bump stop bracket and mark the cut line as shown below.



4. Now connect the top and bottom lines on the side of the bracket as shown.



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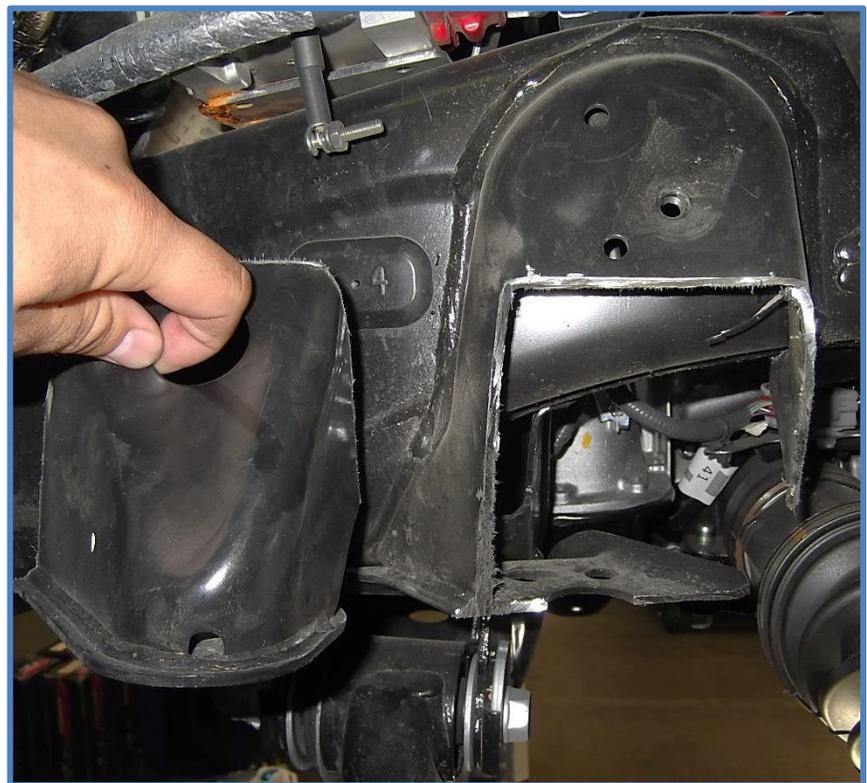
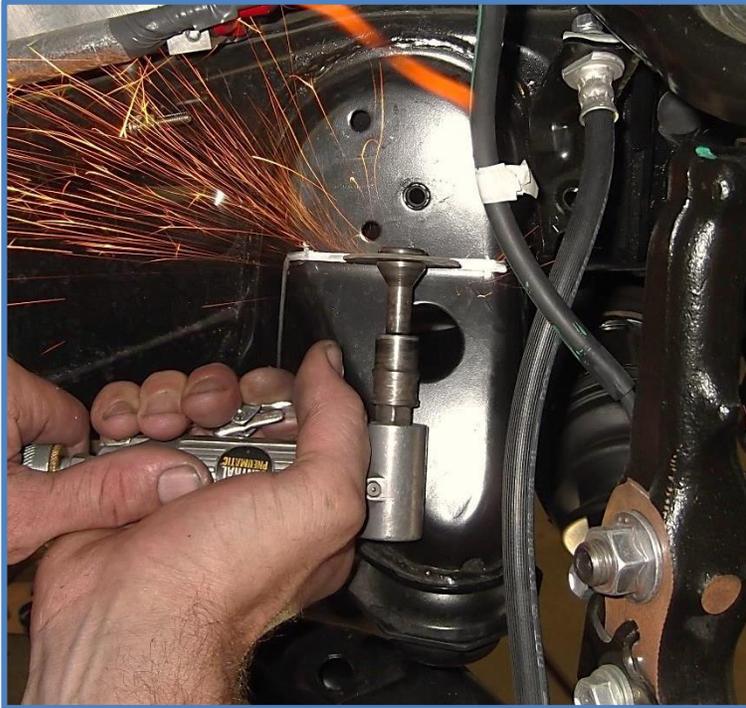
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5. Using a cut off wheel or reciprocating saw cut the factory bracket off on the cut line.



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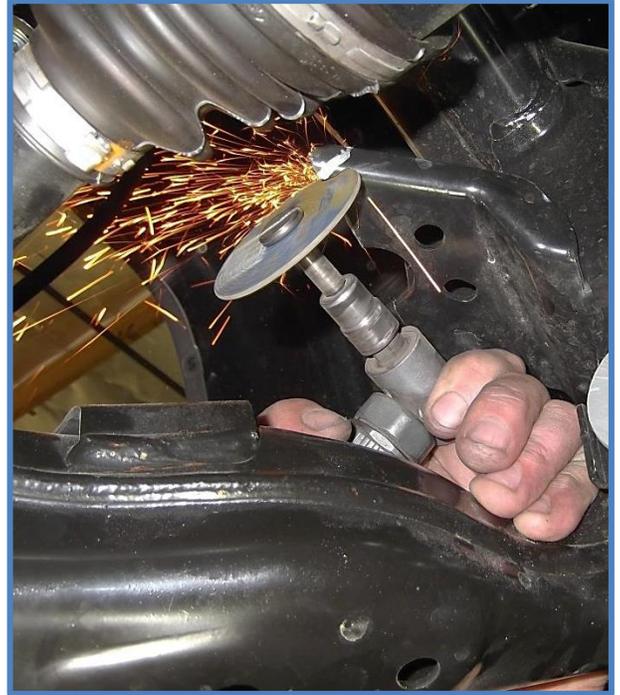
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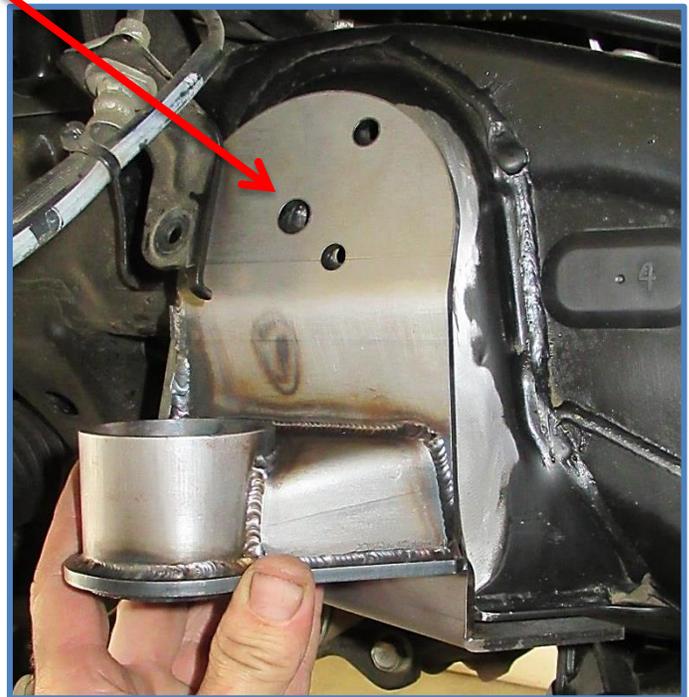
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6. Use the bottom metal template again to mark the small corner that needs to be trimmed. Line the template up with the holes and mark the cut line as shown, then trim the small piece off.



7. Test fit the new bump stop bracket. Place the bracket over the trimmed factory bracket and line up the two holes on the bottom and the three holes at the top.



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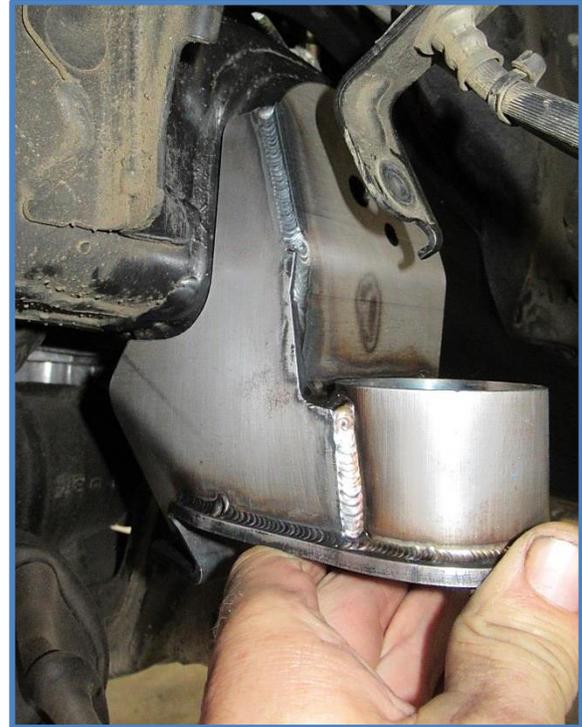
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7. Continued... Additional trimming/grinding may be needed, trim and grind as needed while test fitting until the bracket is sitting flat against the existing bracket and all the holes line up.



8. Once test fitting is complete, prep the vehicle for welding by removing the paint all the way around the front and sides of the modified factory bracket.



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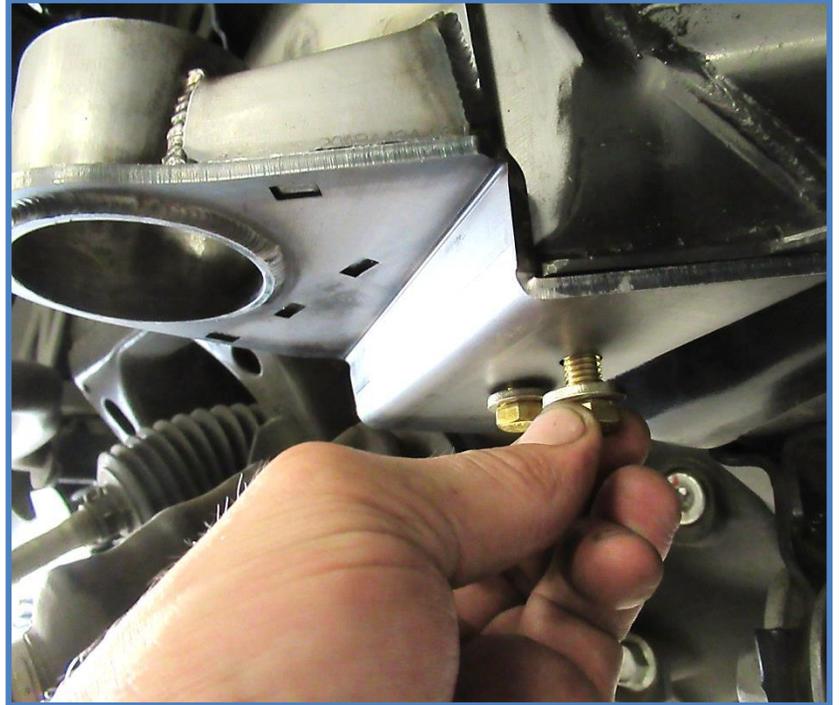
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9. Bolt the new bump stop bracket in position. Place the bump stop bracket into position over the modified factory bracket and install the factory brake line bracket bolt into the existing threaded hole, then install the two 3/8 X 1" bolts included in the kit in the two holes on the bottom of the bracket. Tighten all hardware.



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10. **Welding the bracket:** Welding must be performed by a certified welder. Be sure to pay special attention to all safety hazards including but not limited to:
- Disconnect battery
  - Protect all surrounding areas from weld splatter – CV boots, wiring, brakes, brake lines, engine compartment, anything flammable.
  - Always have fire extinguisher nearby and ready to use.
  - **NO WELDING** with shocks or bump stops installed on the vehicle – welding on the vehicle with shocks and bump stops installed can cause an arc from the welder to go through the shock which will damage the shock or bump stop. **DO NOT WELD ON VEHICLE WITH SHOCKS INSTALLED!**

Weld the bracket all the way around the outside, weld both sides and around the top as shown below.



11. When welding is complete, prep and paint all bare metal to protect from rusting.

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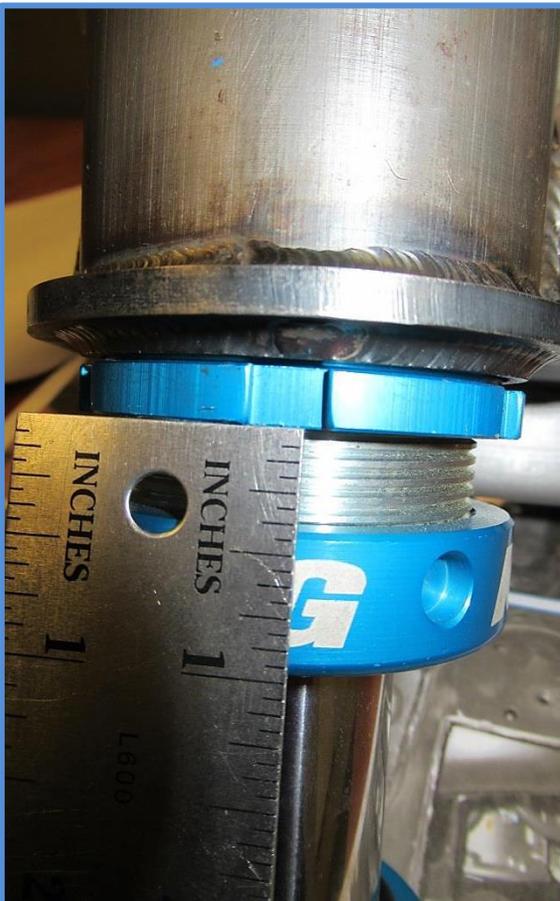
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12. The standard installation notes below are for trucks that have factory lower control arms and the factory shock or an OEM replacement shock that does not limit up travel. Any modifications to the front suspension will require the installer/vehicle owner to determine the final position of the bump stop. The absolute best way to setup bump stops is to install the shocks without the springs and cycle the suspension to full compression, and then adjust the bump stop to bottom out just before the shock does.

- If you have a spacer lift (spacer installed above the coilover) the standard install does not apply to you. Spacer lifts move the shock down which means that the bump stop needs to move down also. It is up to the installer to determine the position of the bump stop depending on your particular setup.
- If you have a lift kit (typically 4" and up) which utilizes brackets to lower the sub frame assembly/lower control arm and a new spindle/upright then the notes for standard position do not apply to you. Modifications may be necessary and final position will need to be determined by the installer.

For standard installation with factory shocks or King OEM replacement shocks and factory lower control arms you will thread the lower lock ring onto the bump stop cylinder until there is 3/8" between the lock ring and end cap. Make sure the set screws are backed out before installing lock rings.

Thread the upper lock ring onto the cylinder and tighten both rings using a hammer and punch or screwdriver. Once the lock rings are tight, be sure to tighten the set screws.



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Final install should look similar to the photos below.



**DOUBLE CHECK ALL HARDWARE:** Reinstall shocks and any other components that were removed or disconnected during bump stop install. 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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