



2005+ Toyota Tacoma 2.5 Front Coilover

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

Front Parts List:

- 2 – Front Coilovers (25001-119)
- 2 – Reservoir Brackets (25048-108/109)
- 1 – Hardware Kit (KH02-102)

Tools Required:

- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set

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.

NOTE: Never work under an unsupported vehicle.

1. Unbolt the ABS lines from the upper control arm using a 10mm socket.



2. Unbolt the brake lines from the knuckle and frame using a 12mm wrench/socket.



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. Disconnect sway bar link by removing the nut using a 17mm wrench or socket. If the sway bar link stud is spinning you may need to hold the stud with a 6mm Allen wrench.



4. Pull the pin from the upper ball joint, loosen nut using a 19mm Socket and separate upper control arm from the steering knuckle.



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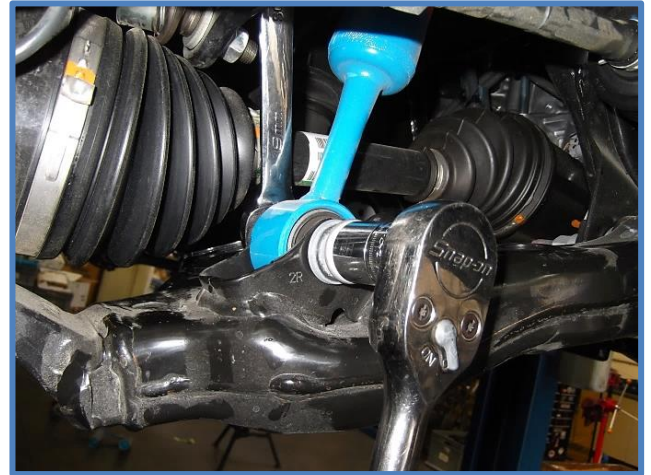
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5. Pull the cotter pin from the tie rod end, remove nut using a 19mm socket and separate tie rod from steering knuckle.



6. Remove lower mounting bolt using a 19mm wrench and socket.



7. Remove the three upper mounting nuts using a 14mm wrench or socket, then remove shocks.



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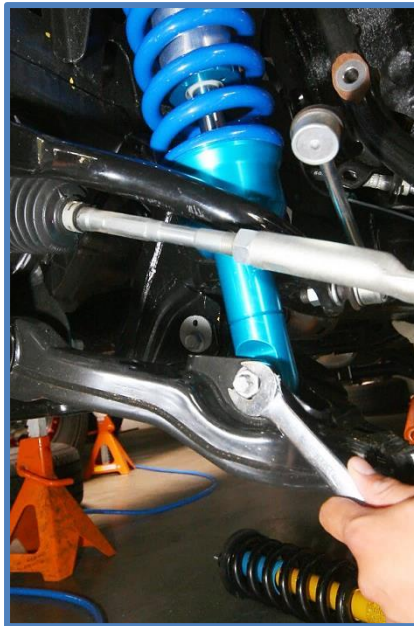
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8. Install King Shocks by placing the shock in position on the vehicle. Insert the shock from below taking care not to damage the ABS line. Install the 3/8 X 1" mounting bolts (CB4701) with HD washers (CW1701) through the upper shock mount into the upper mounting plate on shock. Do not fully tighten yet!



9. Place the rod end in the lower mount and install the factory bolt. Tighten lower bolt to factory specs. Now you can torque the upper mounting bolts to 35 ft/lbs.



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10. Reconnect upper control arm and tighten nut to factory specs. Be sure to replace the pin after tightening.



11. Reconnect tie rod end to the steering knuckle and tighten nut to factory specs. Be sure to insert the cotter pin through the castle nut and bend the ends as shown.



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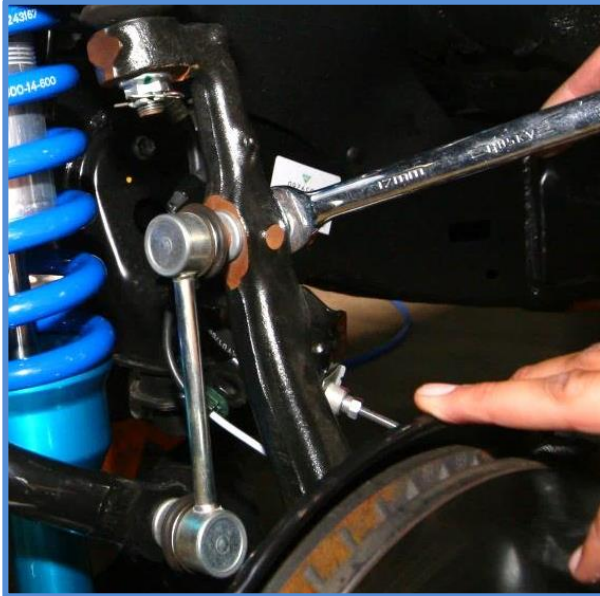
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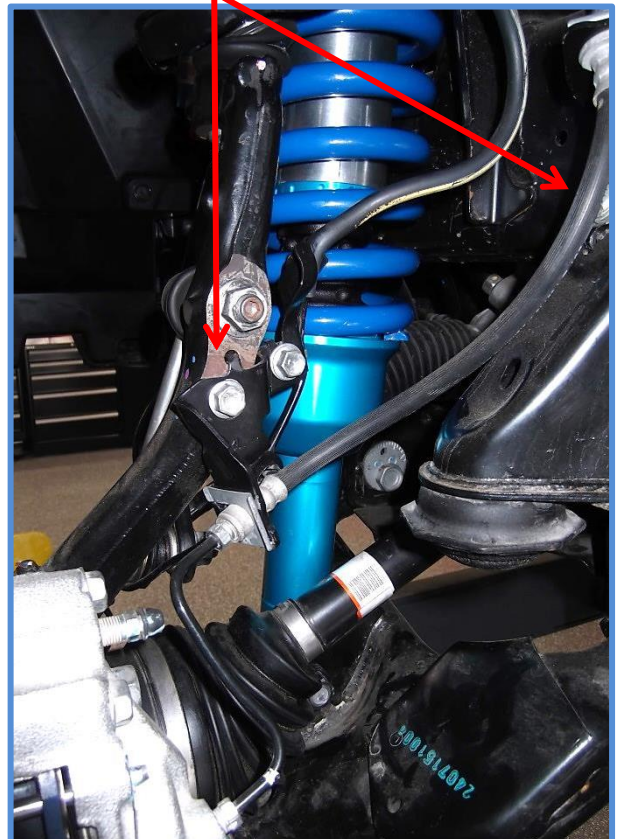
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12. Reconnect sway bar links and tighten the nut to factory specs using a 17mm wrench or socket. If the sway bar link stud is spinning you may need to hold the stud with a 6mm Allen wrench.



13. Reattach the ABS line to the upper control arm. Reattach the brake line brackets to the frame and knuckle.



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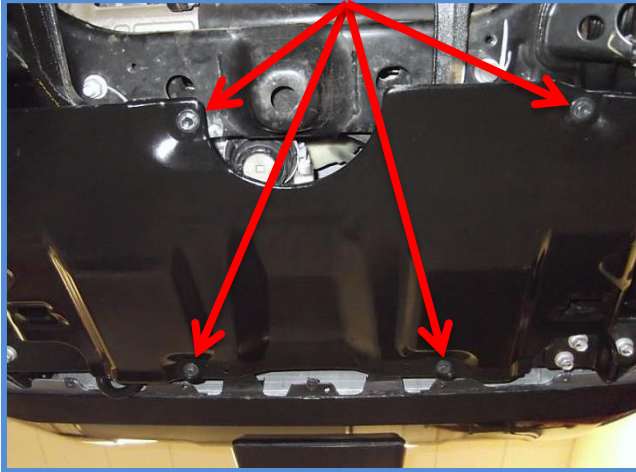
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14. Mounting reservoir brackets: First remove skid plate for easier access to sway bar mounts. Remove the 4 skid plate bolts using a 12mm socket and remove skid plate.



15. Now remove the sway bar mounting bolts at the frame using a 14mm socket. Do one side at a time.



16. Slide the base of the reservoir bracket between the sway bar and the frame. Use the provided M10-1.25 X 40mm SHCS (CB1804) to mount the reservoir bracket to the existing holes in the frame. Tighten bolts to 30 ft-lbs using an 8mm (or 5/16) Allen wrench.



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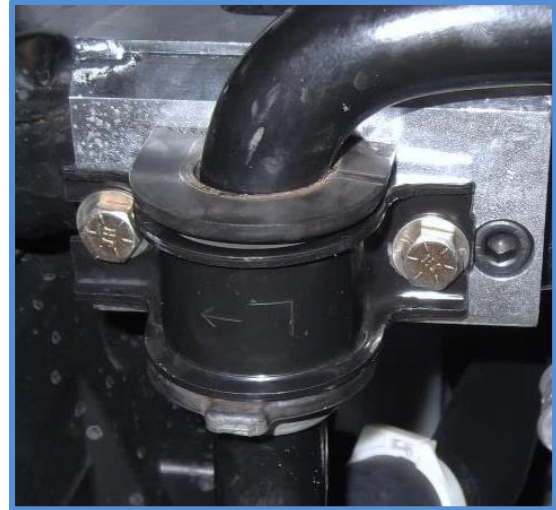
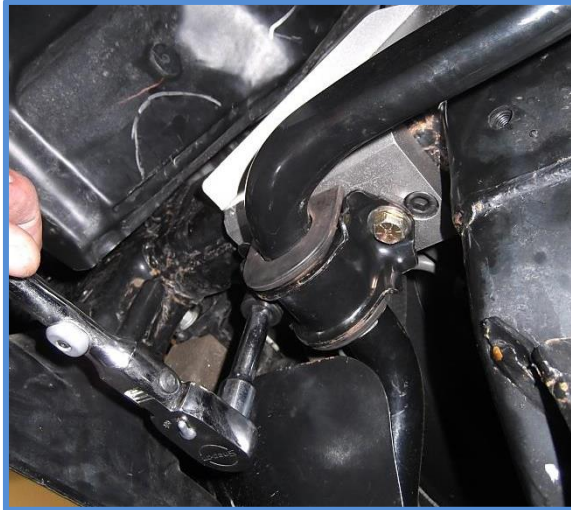
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17. Install the sway bar to the threaded holes in the reservoir bracket using the 3/8" x 3/4" bolts and washers provided in the kit. The factory sway bar brackets are side specific and stamped "L" and "R" with an arrow that points toward the front of the vehicle. Replace the skid plate after reservoir brackets are installed.



18. Place the reservoir in the reservoir bracket and secure with the provided hose clamps as shown.



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Your install should look similar to the 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.

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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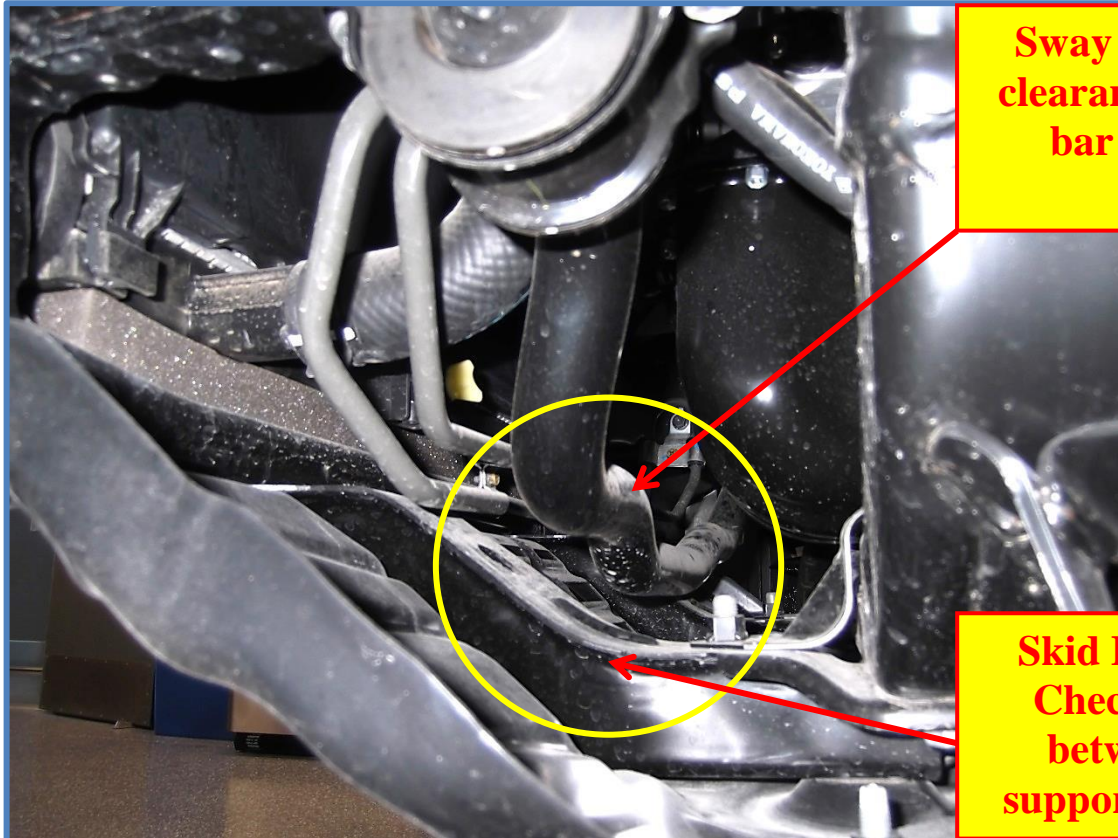
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Additional note: Some vehicles may have an issue with the sway bar hitting the skid plate support brackets after installing the reservoir brackets which move the sway bar down. If your sway bar is hitting the skid plate supports then you can use the spacers and hardware provided with the kit to space the skid plate support brackets down to provide clearance for sway bar. This is only necessary on certain vehicles that experience this issue, do not install spacers if your sway bar is not hitting the skid plate supports.



Sway Bar – Check for clearance between sway bar and skid plate supports.

Skid Plate Supports – Check for clearance between skid plate supports and sway bar.



Photo shows an example of spacers installed to lower the skid plate support brackets providing clearance for sway bar.

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