

2007-2021 Toyota Tundra Rear Bump Stop Kit

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

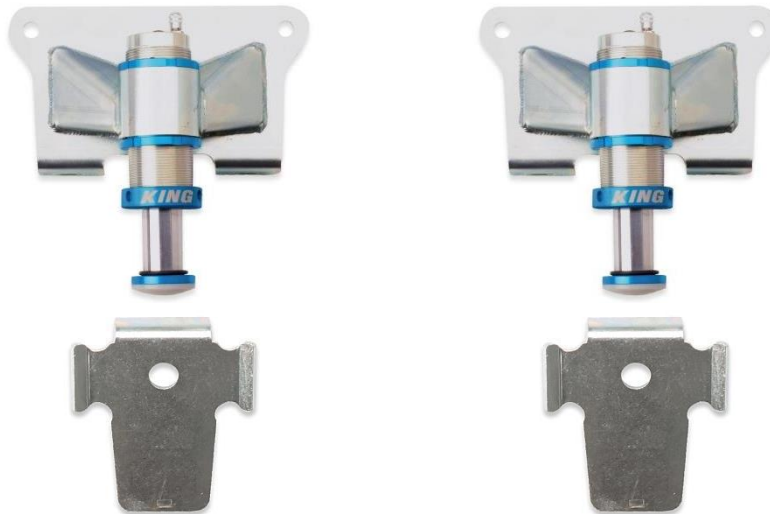
**Rear Parts List:**

- 2 – Rear Bump Stop Brackets (20AB424-131)
- 2 – Lower Strike Pads (20AB425-110)
- 2 – Compact Bump Stops (BS2120)
- 8 – 7/16 X 1” Bolts (CB4601)
- 8 – 7/16 Nylock Nuts (CN3100)
- 16 – 7/16 SAE Washers (CW1001)

Tools Required:

- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set
- Grinder with Cut Off Disc/Grinding Disc
- Air Chisel/Air Hammer
- Drill/Drill Bits

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OEI 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 tires. **NOTE: Never work under an unsupported vehicle.**

1. The factory bracket needs to be removed from the frame by removing the four rivets holding it in place. You will also need to grind down the tab on the left side so the new bracket can sit flat against the frame.



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.

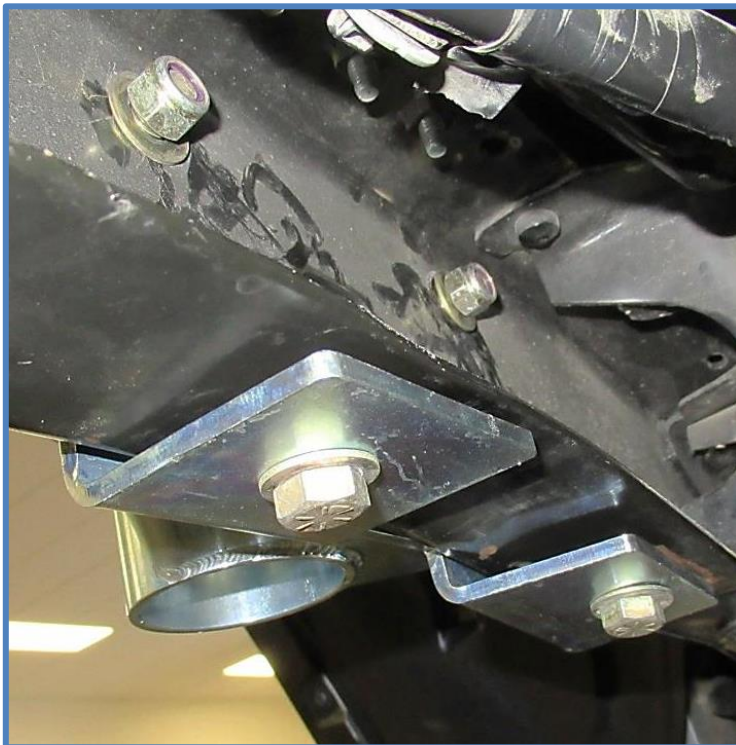
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2. Remove stock bracket on the frame by removing the rivets. There are several methods for removing rivets depending on the tools you have available. Using the tools of your choice remove the head of the rivet by grinding down, cutting off or air chiseling the head off. Then drill out the remaining piece of the rivet and punch through the frame.



3. Place the bracket in position on the frame and install the 7/16 X 1" bolts (CB4601) with washers (CW1001). It may be necessary on some vehicles to enlarge one or more of the holes in the frame to install hardware. Tighten the lower bolts first using a 5/8 wrench and socket, then tighten the upper bolts.



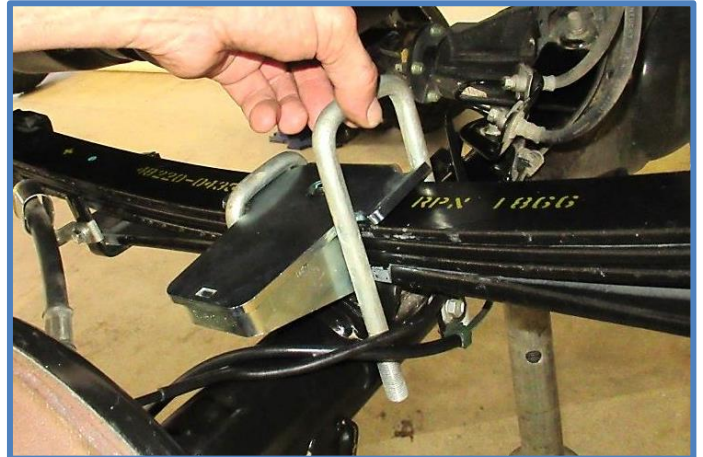
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4. Install the lower strike pad. Place a jack under the axle and remove the u-bolts (do one side at a time) then remove the factory rubber bump stop. Place the strike pad over the leaf springs as shown below. Replace the u-bolts and tighten to factory specs.



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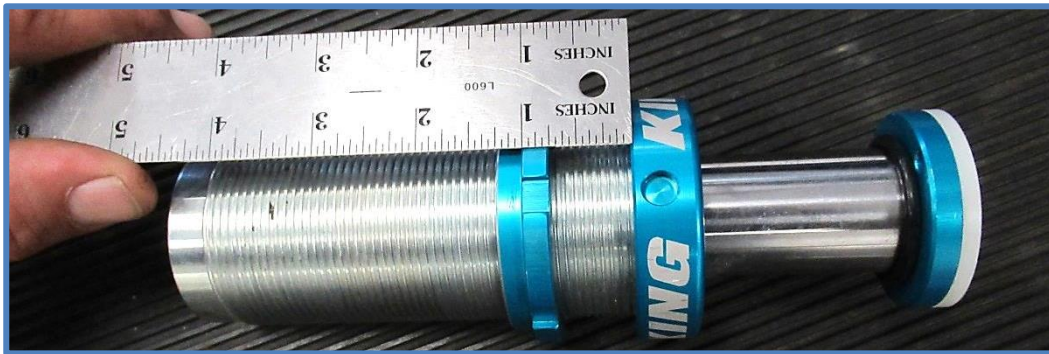
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5. Install the bump stop. First remove the upper lock ring and make sure the set screws are backed out on both lock rings.



6. Next... For stock height vehicles with factory leaf springs, no lift blocks and no other modifications you will set the lower lock ring to 3/4" from the cap as shown below. This is a good starting point but you should always bottom out the suspension and set the bump stops based on your specific set up, each vehicle will vary and it is ultimately up to the installer to determine where to set the bump stop especially if any modifications have been made to the leaf springs, shackles, ride height, etc...



7. Now place the bump stop in the bracket and thread the upper lock ring onto the bumpstop.



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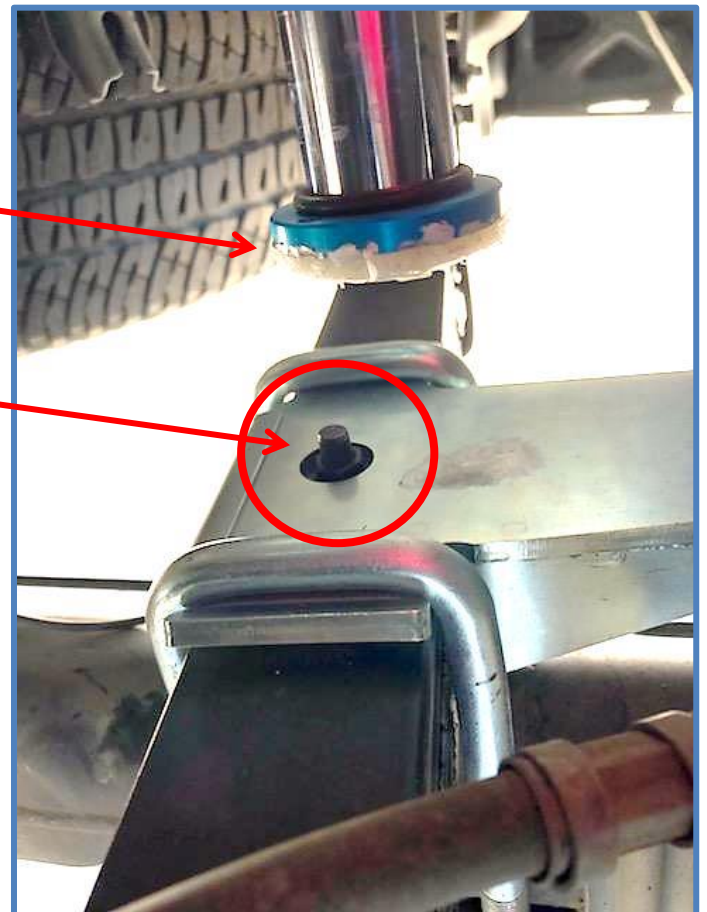


8. Tighten the lock rings using a hammer and screwdriver or punch then tighten the set screws.



Note: Bump stop can hit the leaf spring center bolt if it is sticking out too far.

Check the leaf spring center bolt! Especially if you have aftermarket leaf springs. If the center bolt is sticking out past the nut too far it can come in contact with the bump pad on the King Bump Stops. Grind this bolt down to avoid damaging the bump pad.



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Final 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.



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