



## 2022+ Toyota Tundra 3.0 IPB Front Coilover

King Shocks 12472 Edison Way Garden Grove, CA 92841  
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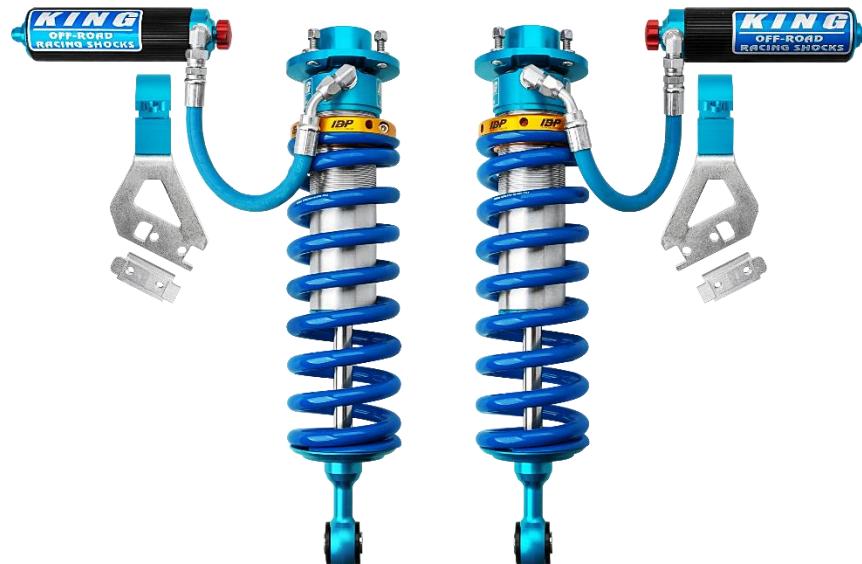
Front Parts List:

- 2 – Tundra 3.0 IPB Front Coilovers (33700-396A)
- 2 – Reservoir Brackets (25048-074/075)
- 2 – Backing plates (25049-040)
- 4 – Sway Bar Spacers 2 – (25091-006) & 2 – (25091-007)
- 2 – Skid Plate Spacers (25091-001)
- 2 – Bump Stop Spacers (25038-004)
- 2 – Hardware Kits (KH02-238)

Tools Required:

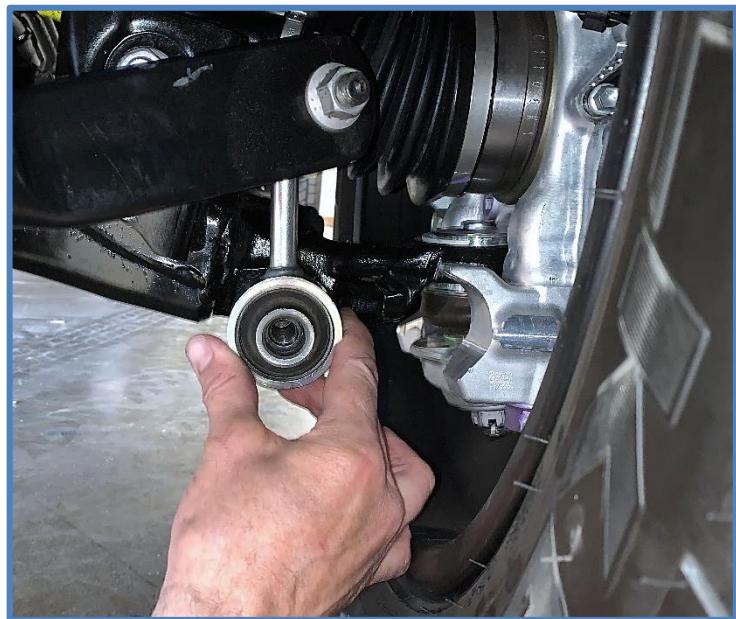
- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set

**Toyota Tundra**  
DEM PERFORMANCE SERIES



MADE IN U. S. A. **100%**  
MADE IN THE USA  
FROM THE HIGHEST  
QUALITY BILLET  
ALLOY MATERIALS.

**Before lifting vehicle off the ground** - Disconnect sway bar links on both sides by removing the lower bolt using a 19mm socket, then slide the link off the mounting stud. You will reinstall the sway bar links in the last step when the vehicle is back on the ground.



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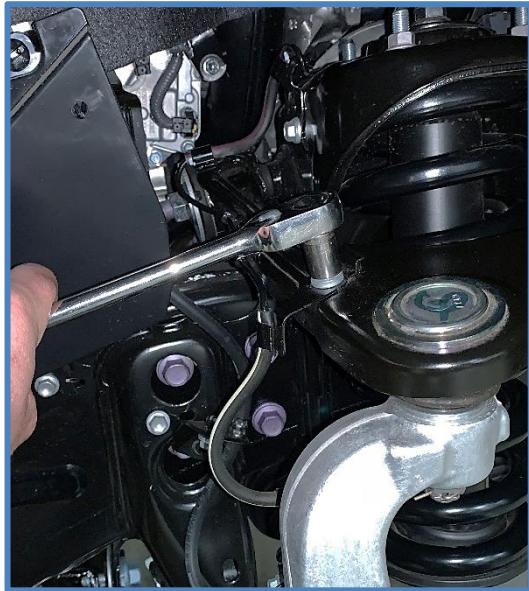


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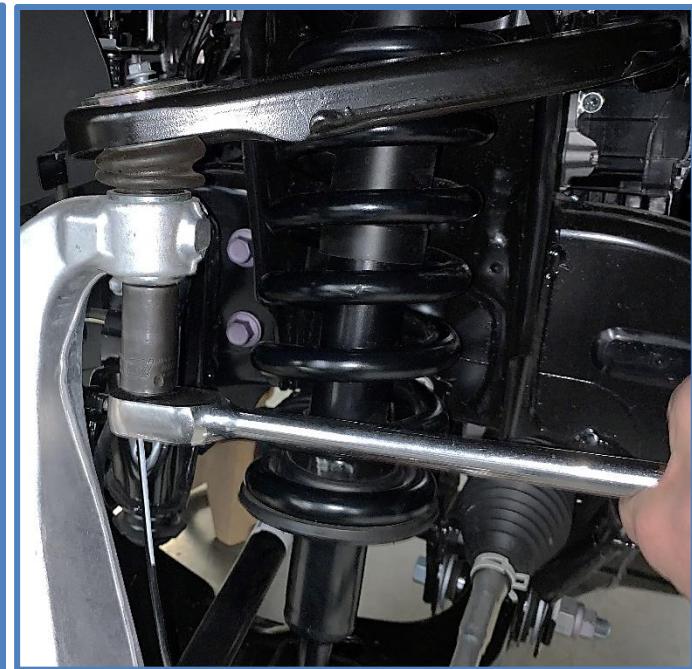
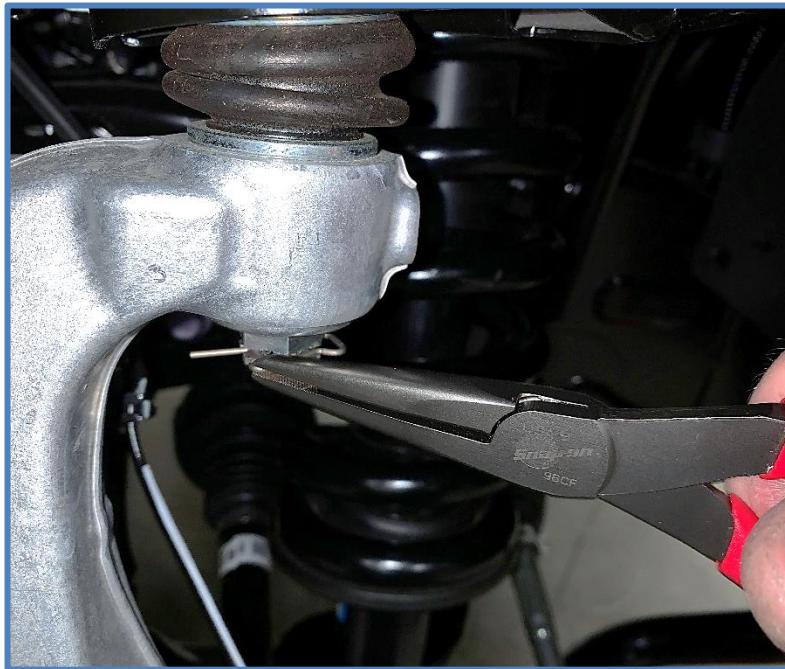
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**FRONT:** With the vehicle on level ground, set the emergency brake and block the rear tires. Using a floor jack, raise the front end and support the frame rails with jack stands for safety. Remove front tires. **NOTE: Never work under an unsupported vehicle.**

1. Start removing factory shocks by first unbolting the ABS line bracket from the upper A-arm using a 12mm wrench or socket. You will also need to unbolt the brake lines from the knuckle and frame (12mm wrench/socket) Be very careful not to damage brake or ABS lines as you are removing and installing shocks.



2. Remove pin from upper ball joint, loosen nut with a 19mm socket. Separate upper A-arm from spindle.



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3. Remove cotter pin from the tie rod, Remove nut with a 24mm socket. Separate tie rod from spindle.



4. Remove lower shock mounting bolt using a 22mm wrench and socket.



5. Remove upper mounting nuts using a 14mm wrench or socket, then remove shocks from vehicle.



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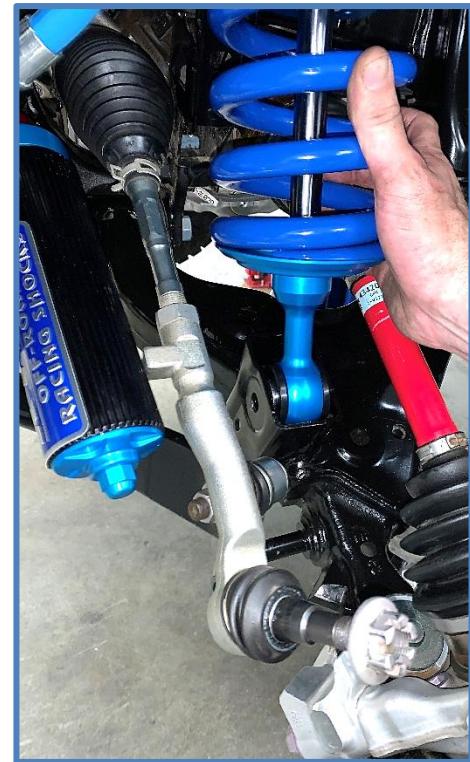
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6. **Install Bump Stop Spacers** – Remove the factory bump stop using a wrench or large pliers. Place the bump stop spacer on the bump stop mounting stud and reinstall.



7. **Install King Shocks** – Be aware shocks are side specific. The hose and reservoir will go towards front of vehicle. Place shock in position on the vehicle by first maneuvering top of shock into upper mount. Then pry down on lower control arm and place rod end in the lower mount. Photos below show left side.



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8. Place the supplied 3/8 HD Washers (CW1701) on the mounting studs followed by the 3/8 nuts (CN2711) and tighten nuts to 35ft/lbs.



9. Insert the factory lower mounting bolt through the lower mount. Install the washer and nut, then tighten to factory specs.



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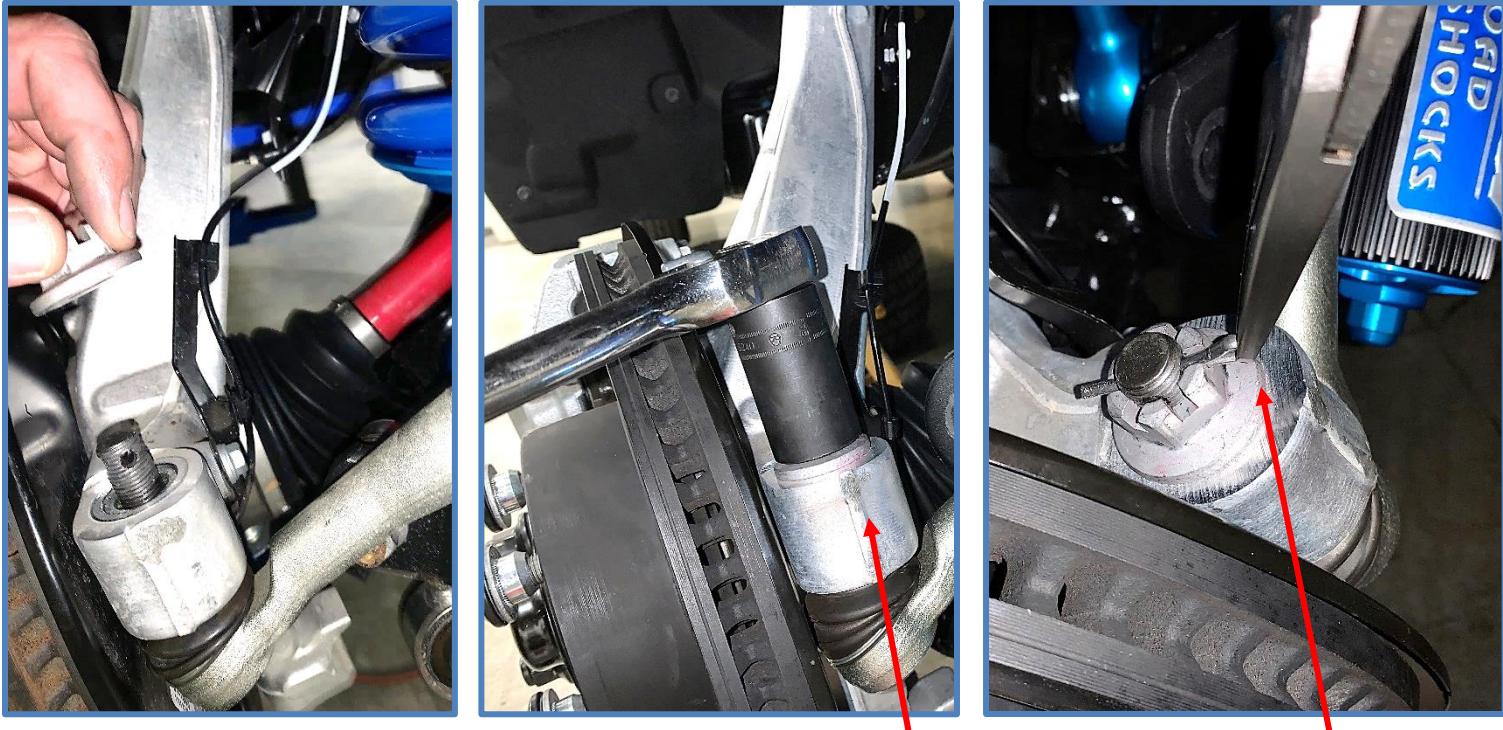
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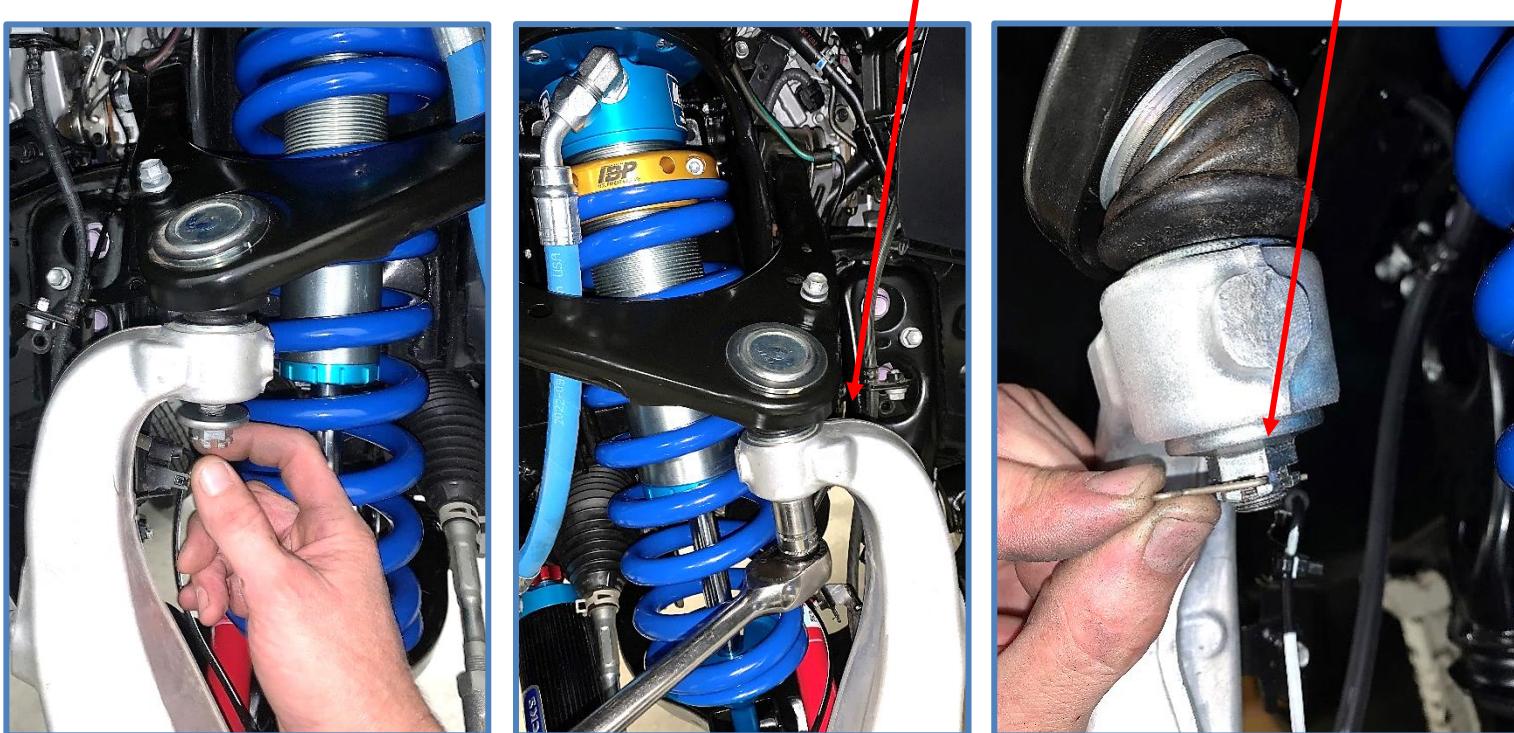
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10. Reconnect tie rod first then connect upper control arm...



11. Connect upper control arm after connecting tie rod. Tighten nuts to factory specs. Reinstall the Pins.



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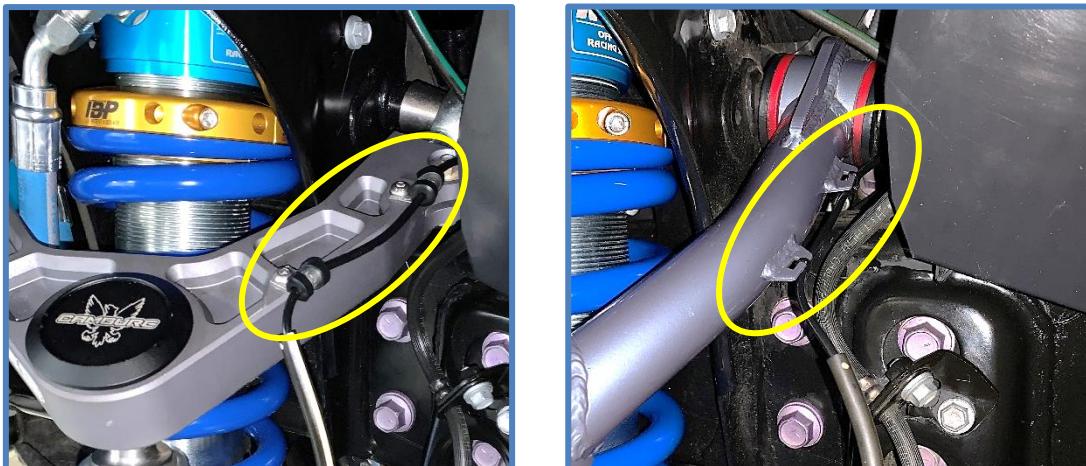
**If you have aftermarket Upper Control Arms –**  
Attach aftermarket upper control arms following the instructions that came with your control arm kit.



12. Reconnect the brake and ABS lines to the frame, upper control arm and knuckle. Tighten bolts to factory specs using a 12mm socket.



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Attach ABS and/or brake lines following the instructions that came with your control arm kit.



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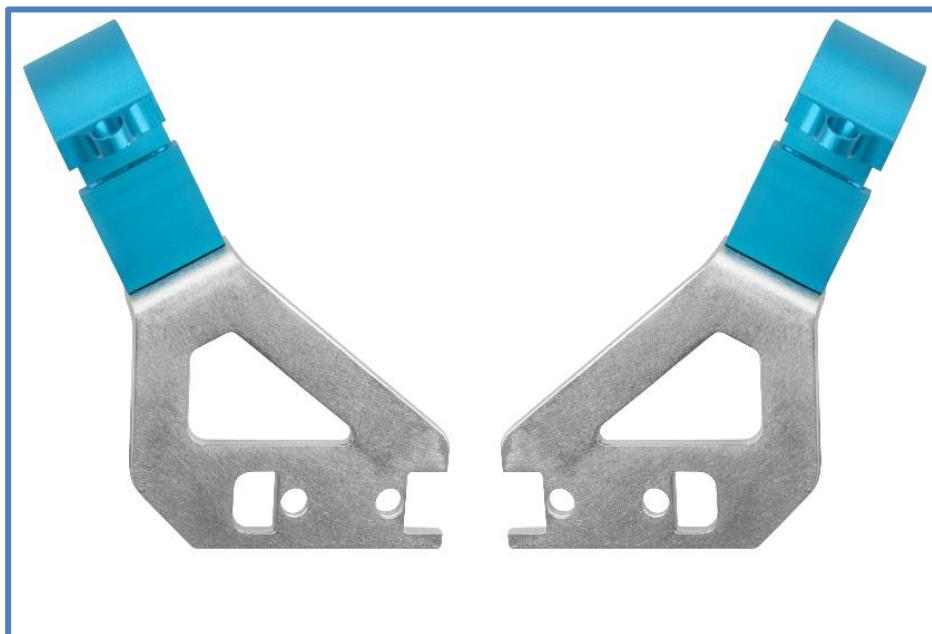
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13. **Mount Reservoirs** – First attach reservoir clamps to the reservoir brackets using the supplied 1/4 x 1/2" BHCS (CB2420). Apply red locktite to the threads and attach clamps to brackets as shown below.



LEFT

RIGHT



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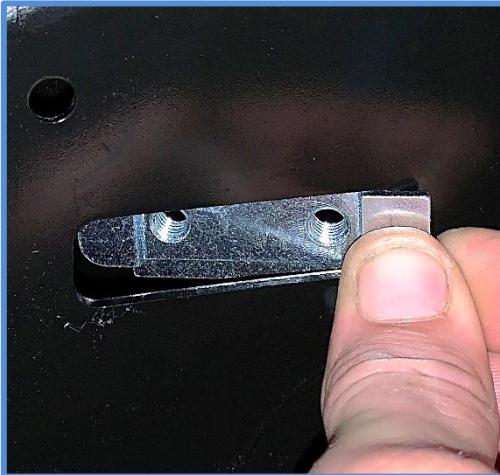
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14. Insert the Backing Plate (25049-040) into the rectangular hole in frame with the rounded corners facing towards the front of vehicle. Flip the plate out with thumb as shown below and slide forward to hold in place. (Tip: Thread one of the provided 8mm bolts into the plate to help maneuver plate into position)



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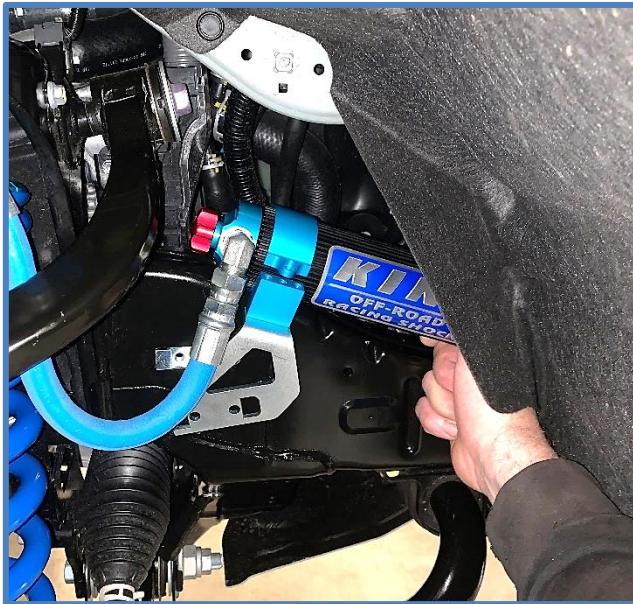
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15. Slide the reservoir into the clamp as shown below. Place the reservoir bracket over the backing plate and thread two of the 8mm x 25mm flanged bolts (CB3825) into the backing plate. Tighten bolts using a 12mm socket.



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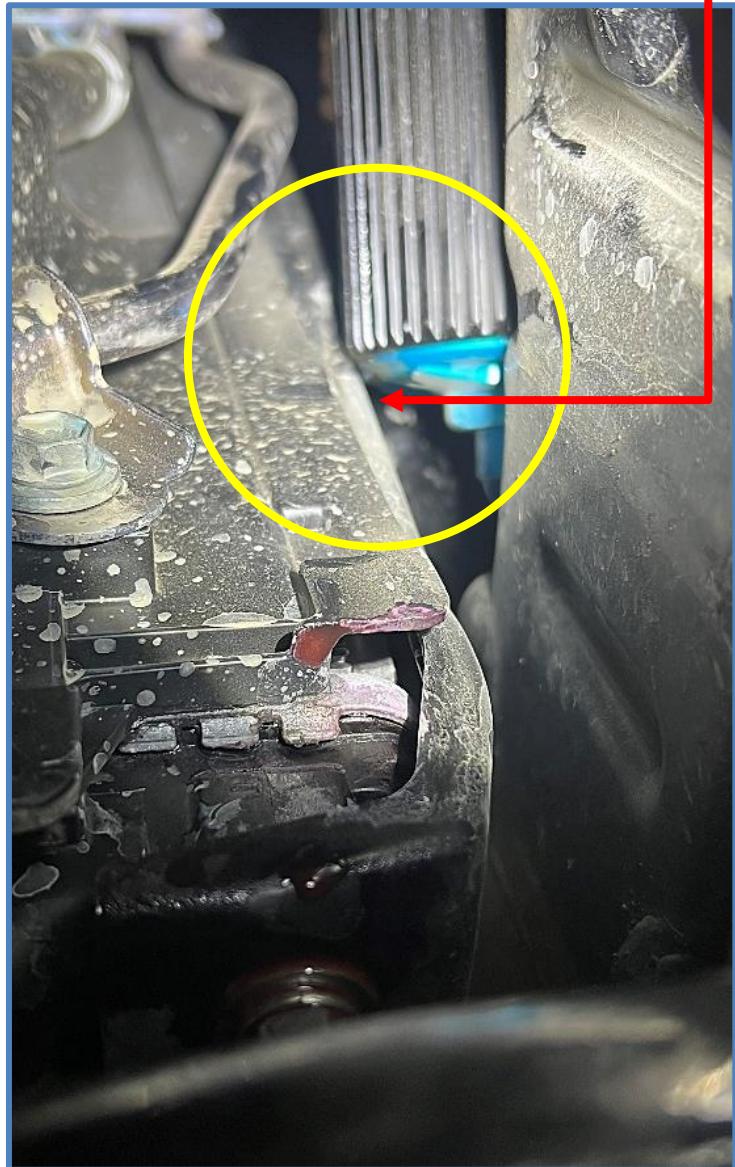
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**Important note:** When adjusting the reservoir for final position – Make sure the end of the reservoir is not touching or near the radiator. The radiator can shift around during off-road driving and could come in contact with the reservoir if mounted too far down the frame. Move reservoir back towards shock/UCA as far as possible to avoid contact with the radiator.



Make sure there is adequate clearance between the end of reservoir and the edge of the radiator. You should be able to easily get your fingers between the reservoir and the radiator.



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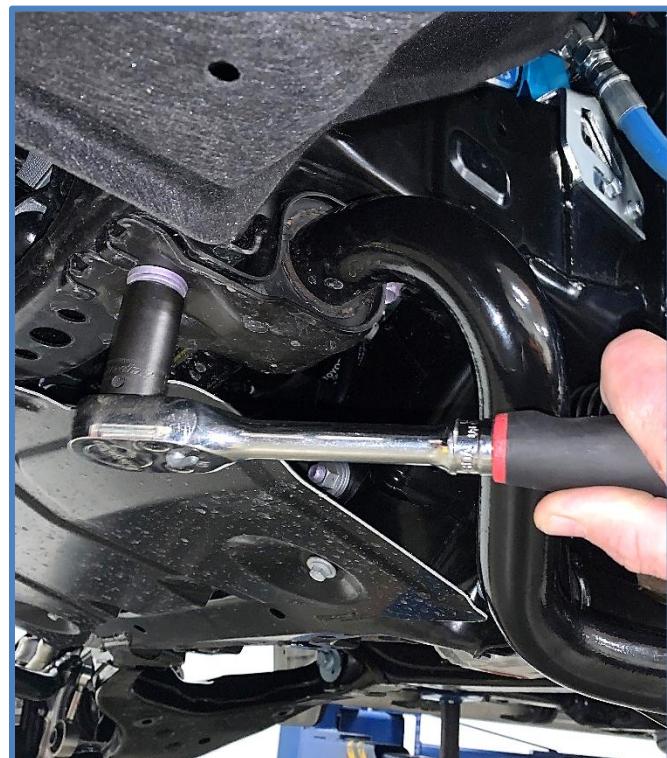
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16. Install the 1/4 x 1" SHCS (CB1501) in the reservoir clamp. Adjust reservoir making sure the end of the reservoir is not touching the radiator, check clearances and tighten bolt using a 3/16 Hex Key.



17. **Install Sway Bar Spacer** – Remove the two bolts holding the sway bar to the frame using a 17mm socket. Do one side at a time...



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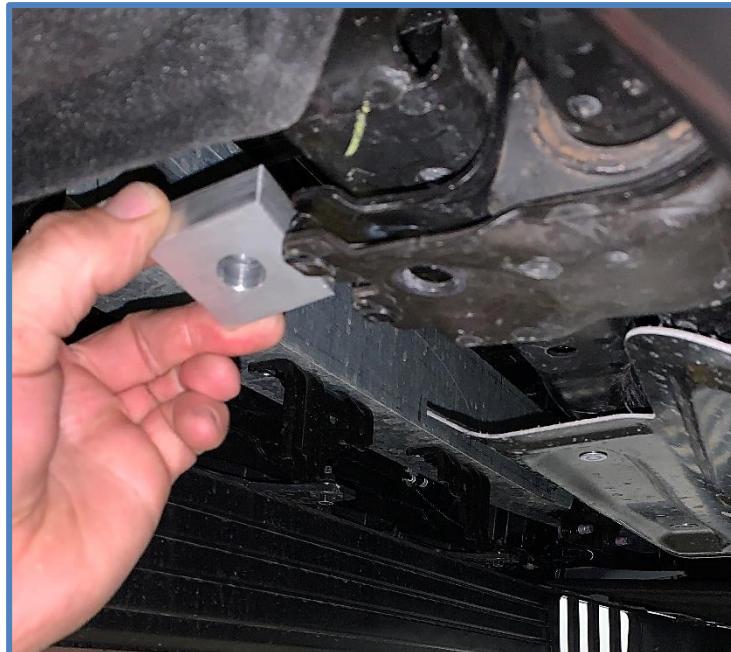
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18. Place the spacers between the frame and the sway bar mount as shown below.



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19. Install the provided M12 x 50mm bolts and tighten to factory specs. You may need to clamp the sway bar bracket with vise grips to keep the holes lined up. Bolts should thread in by hand – Do not force the bolts in.



20. Install Skid Plate Spacers – First remove the two bolts in the front of skid plate using a 12mm socket.

Skid plates will vary from one model or trim package to another.

Pictures shown here may not represent your model or trim package. Some vehicles may not require skid plate spacers. Only install spacers if sway bar is touching skid plate.



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21. Place the provided spacers between crossmember and skid plate as shown below. Use the two longer M8 flanged bolts (CB3823) from the kit to secure the skid plate to frame.



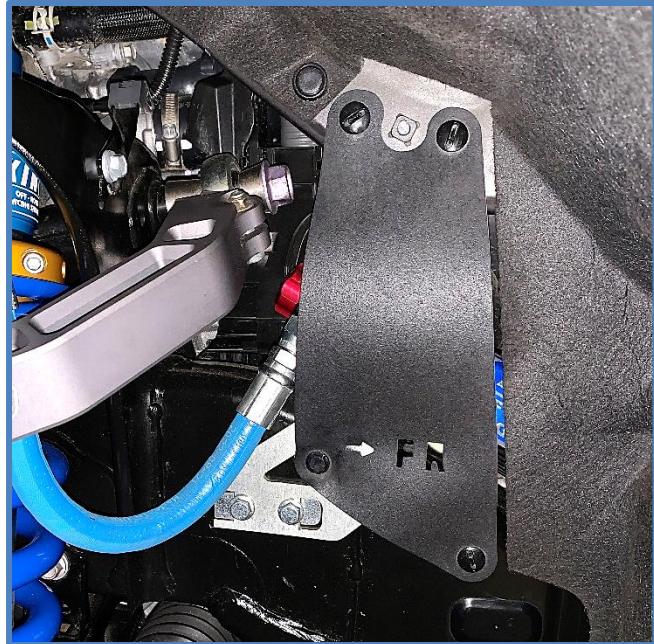
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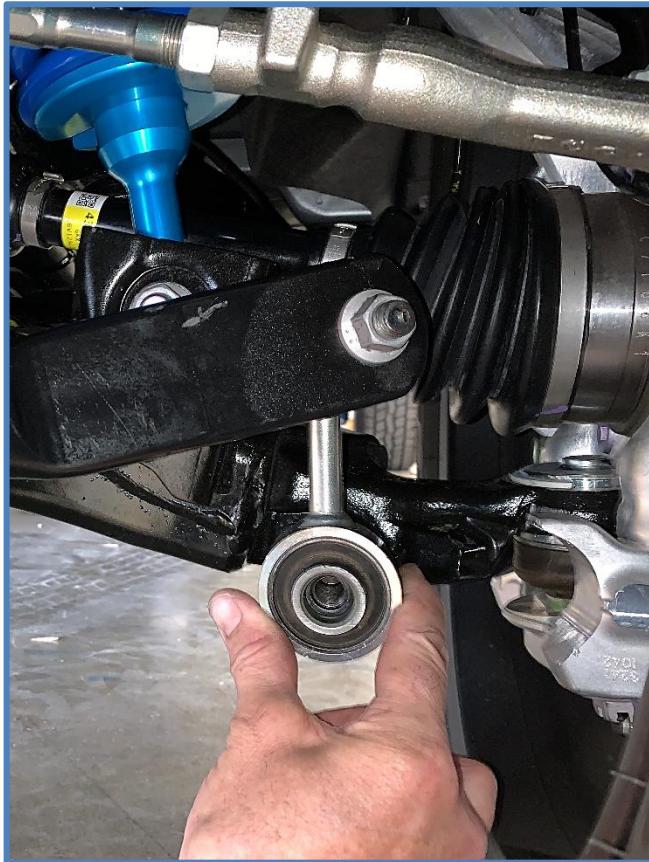


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22. Install tires and lower vehicle to the ground, then place sway bar link on the lower mounting stud. Install the factory bolt and torque bolts to factory specs using a 19mm socket.



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Final installation should look similar to photo below.



### **DOUBLE CHECK ALL HARDWARE:**

Make sure everything is installed correctly and all hardware is tight. 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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