



2008-2021 Toyota Land Cruiser 200 2.5 & 3.0 Front Coilover

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

Front Parts List:

- 2 - 2.5 Coilover Shocks (25001-266) **OR**
- 2 - 3.0 Coilover Shocks (33001-205A) ←
- 2 - 3.0 IBP Coilovers (ME57101-01A) ←
- 2 - 3.0 Coilover Shocks (ME53101-01A) ←
- 2 - Front Reservoir Brkts. (25082-008L/009R)
- 1 - KDSS Hydraulic Line Support (25048-056)
- 1 - 2.5 Hardware Kit (KH02-213) **OR**
- 2 - 3.0 Hardware Kits (KH02-140) ←

Tools Required:

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

Toyota Land Cruiser 200 DEM PERFORMANCE SERIES

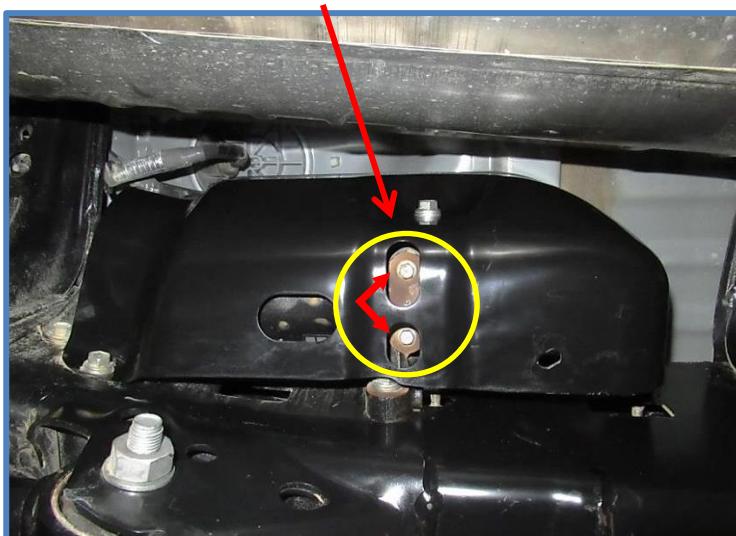
MADE IN 100%
MADE IN THE USA
FROM THE HIGHEST
QUALITY BILLET
ALLOY MATERIALS



Please be advised: The 3.0 kits require the use of aftermarket upper control arms.

Stock control arms and some aftermarket control arms may contact the hose or fitting, be sure to check clearance between upper control arm and hose/fittings before driving vehicle.

For vehicles with KDSS – Locate the KDSS Shutter Control Valve (located mid-vehicle on the left side frame rail).
Loosen both screws 3 full turns to deactivate the KDSS system before raising the front end.



Warning: If you unscrew the valves more than three full turns air can get into the KDSS system. If this happens, the vehicle will need to have the hydraulic system serviced by a Toyota dealer.

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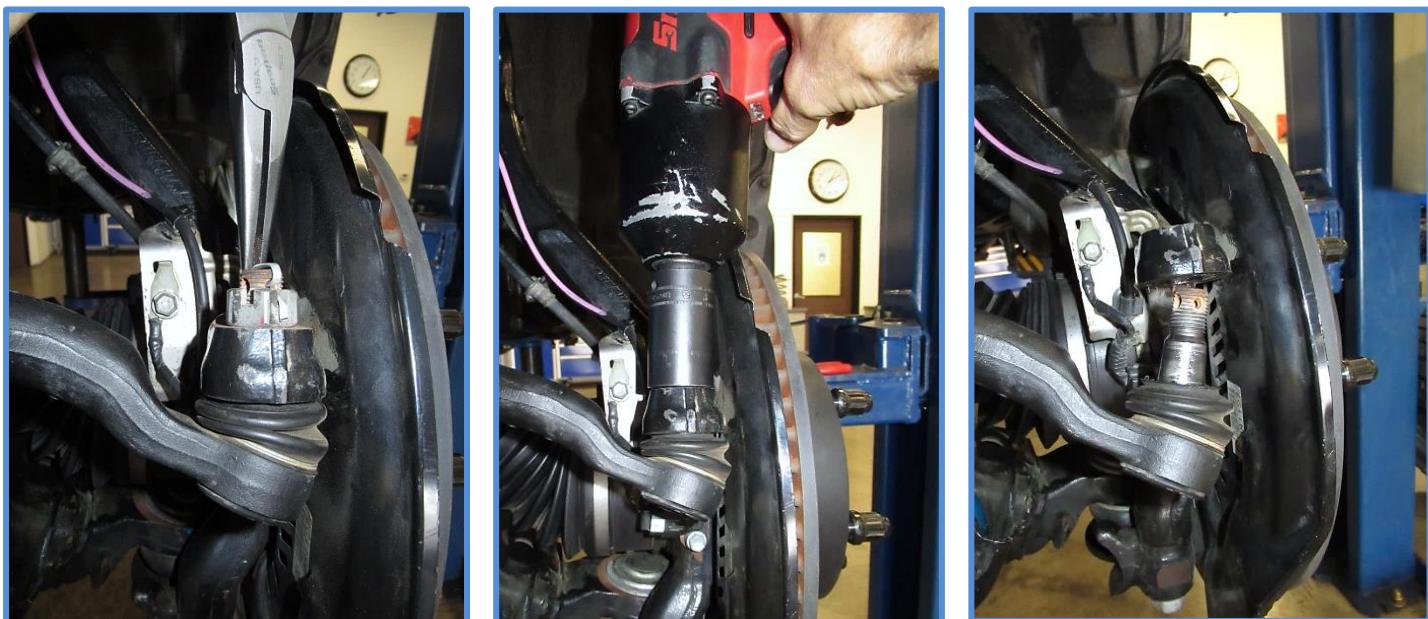
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FRONT: With the vehicle on level ground, set the emergency brake and block the rear tires. Using a floor jack, raise the front end and support the frame rails with jack stands for safety. Remove front tires. **NOTE: Never work under an unsupported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

1. Remove factory shocks: First disconnect sway bar links on both sides by removing lower bolt.



2. Disconnect the tie rod end by first removing pin using needle nose pliers, then remove nut using a 24mm socket and separate tie rod from steering knuckle.



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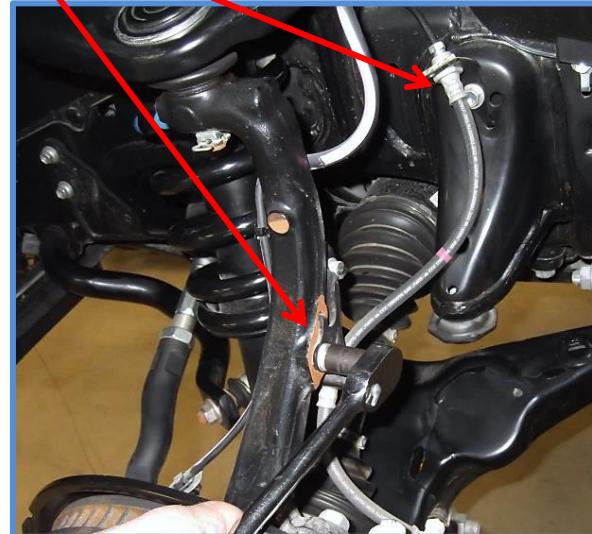

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3. Unbolt the ABS bracket on the upper control arm using a 12mm wrench or socket.



4. Unbolt the ABS/brake line bracket on the spindle and frame using a 12mm wrench/socket.



5. Pull the pin out of the ball joint stud in the upper control arm using needle nose pliers.



6. Remove upper ball joint nut using a 19mm socket. Separate upper A-arm from spindle.



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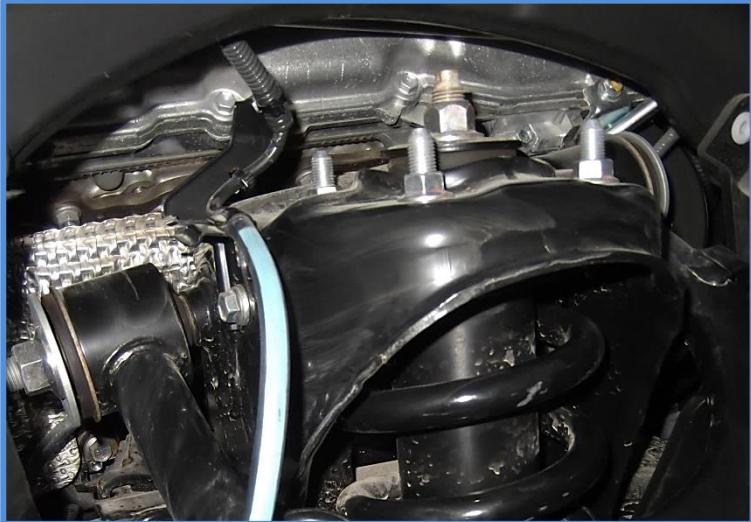
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7. Remove the four nuts from the upper mount using a 14mm wrench or socket.



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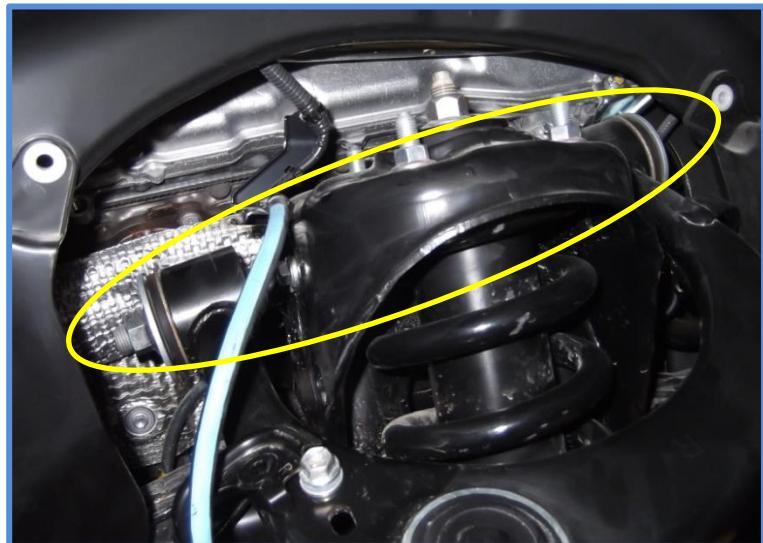
8. Remove the lower mounting bolt using a 22mm wrench and socket. Remove factory shock.



9. For those installing aftermarket upper control arms.

Once the factory shock has been taken off the vehicle, unbolt and remove the factory upper control arm by removing the long through bolt located behind the coil bucket. Install the King Coilover with the control arms removed then install aftermarket arms as per the instructions that came with your control arms.

Remove the long through bolt and remove factory upper control arm



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10. **Install King Coilovers 2.5** – Be aware that the shocks are side specific, make sure you are installing shocks on the proper side. Place shock in position on the vehicle, first place the upper mount up in the coil bucket. Now push down on the lower control arm and place rod end into the lower mount. Having someone help with this step will make the job much easier... (It can be difficult maneuvering the rod end into the lower mount.) Once the shock is in position you can install the supplied 3/8 X 1" HHCS (CB4701) and 3/8 SAE HD Washers (CW1701) into the upper mounting plate and torque to 35 ft-lbs.



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10. **Install King Coilovers 3.0** – Be aware that the shocks are side specific, make sure you are installing shocks on the proper side. Place shock in position on the vehicle, first line up studs with holes in upper mount and push shock up into upper mount. Now push down on the lower control arm and place rod end into the lower mount. Having someone help with this step will make the job much easier... (It can be difficult maneuvering the rod end into the lower mount.) Once the shock is in position you can place the 3/8 washers (CW1701) on the studs followed by the 3/8 nuts (CN2711) and torque nuts to 35 ft-lbs.

Helpful Hint: Use a pry bar on right side to hold sway bar out of the way while installing shock and to maneuver the sway bar back into the mount when reinstalling. Also, holding tie rod out of the way makes the install easier.



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11. Install the lower mounting bolt and tighten to factory specs.



12. Install your upper control arms as per the instructions that came with your control arms. Reconnect tie rod and tighten to factory specs, be sure to reinstall cotter pin. Reconnect the brake and ABS brackets. Now reinstall the sway bar links and tighten bolts to factory specs.



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Check the clearance of the spring (with shock at full extension) with the bump stop pad/bracket. You may need to grind the bracket slightly so the spring or spring plate does not contact anything at full extension.



FOR EXTREME TRAVEL KITS:

ME57101-01A or ME53101-01A –

You will need to remove or modify the bump stop pad.



13. **Installing reservoir brackets:** Remove the two bolts from the frame using a 12mm wrench or socket.



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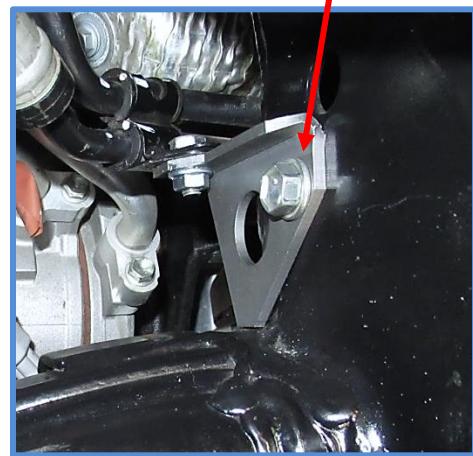
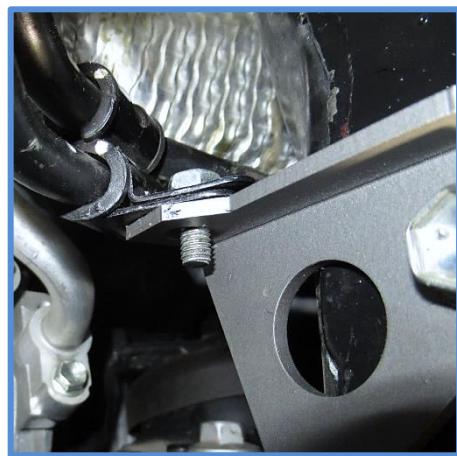
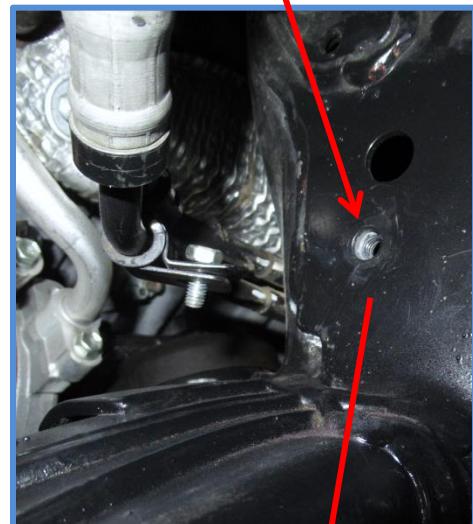
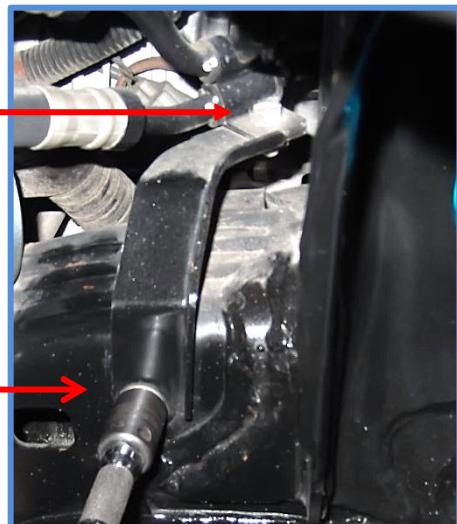
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14. Pull the two plastic push pins from the plastic guard and flip up to install reservoir bracket and reservoir.



Optional : For vehicles with KDSS – If the KDSS hydraulic line support bracket is interfering with the reservoir install on the left side you can simply remove the factory bracket from the frame. If your vehicle has the threaded hole in the side of the shock mount then you may utilize the KDSS Hydraulic Line Relocation Bracket. Using a 12mm socket remove the bolt from the frame. Then remove the M6 bolt from the bracket using a 10mm socket. Reuse the factory bolts to install new bracket. First use the bolt removed from frame and install through hole in bracket and into the threaded hole in side of shock mount. Then use the M6 bolt with the supplied nut to attach the hydraulic lines to the new bracket as shown.



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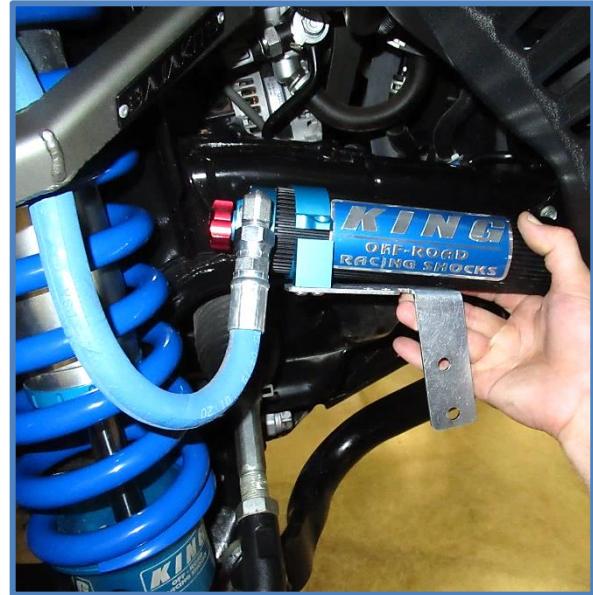
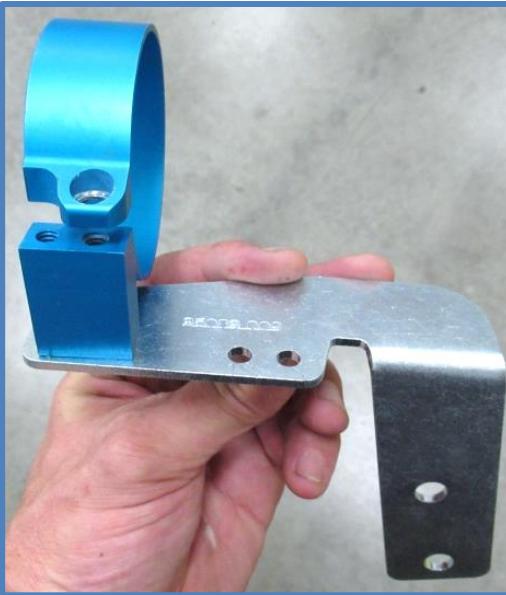
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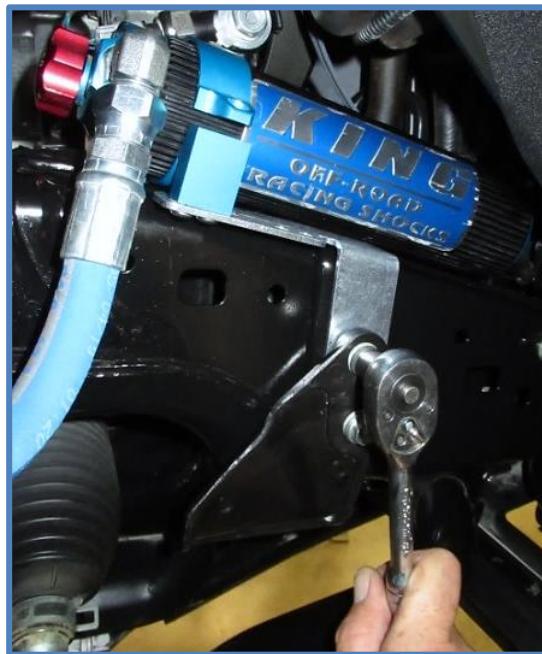
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15. Install reservoir clamps to bracket using the provided 1/4 x 1/2" BHCS (CB2420) and red locktite. Place reservoir into clamp as shown.



16. Bolt reservoir bracket to frame using the factory bolts and plastic piece as shown below. Once the bracket is secure, adjust reservoir as needed and tighten clamps using the 1/4 x 1" SHCS (CB1501).



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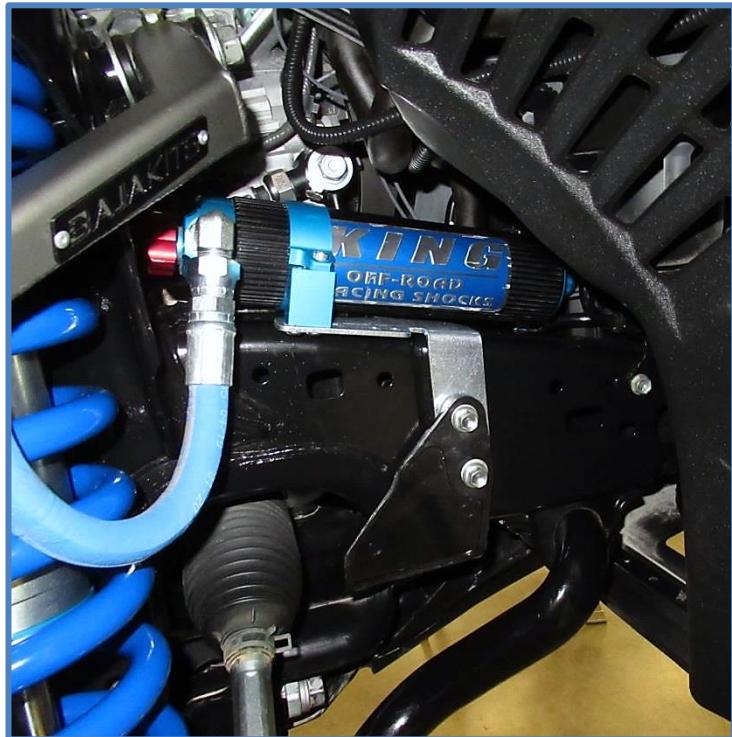
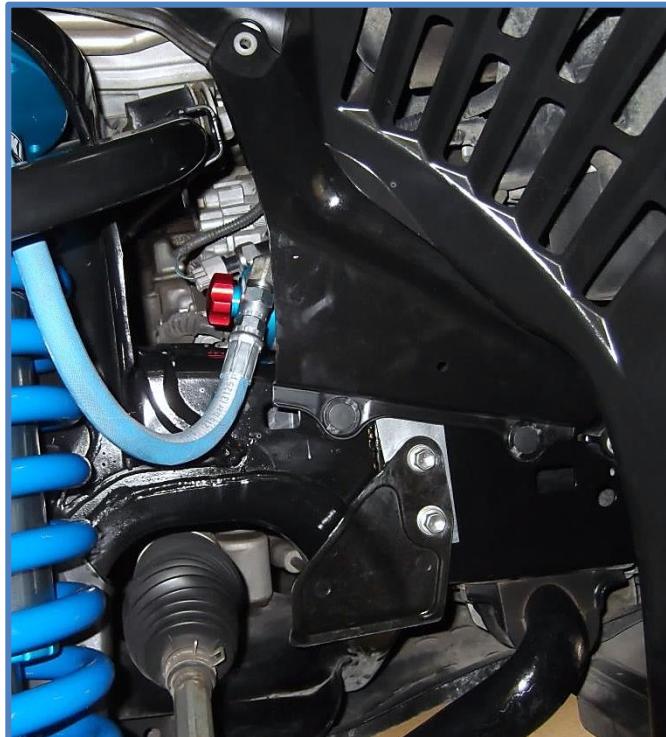
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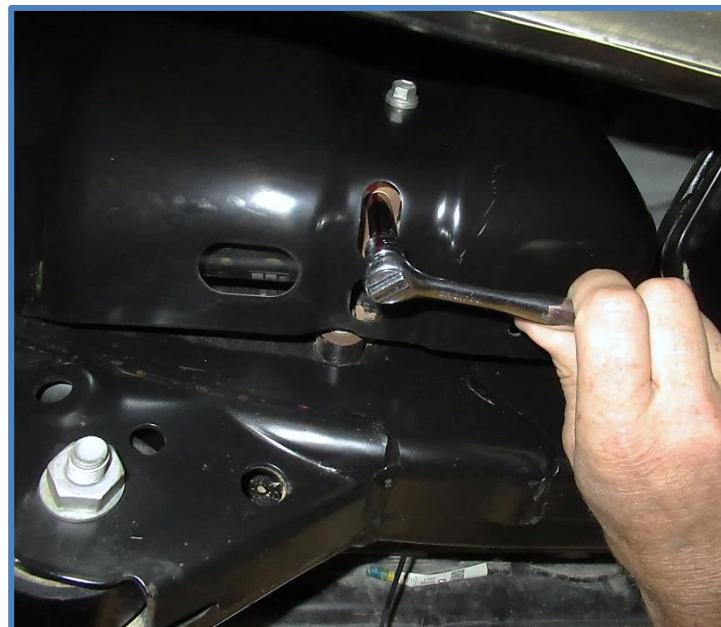
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17. The plastic guard can be trimmed to fit around the hose fitting and reinstalled or you can simply remove the guard completely. Photos below show examples of both.



18. After installing rear shocks set the vehicle on the ground and close the KDSS Shutter Control Valves.



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Finish install should look similar to photos below.

2.5



3.0



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. Close KDSS Control Valves! 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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