



2003+ Toyota 4Runner - FJ Cruiser Land Cruiser 120/150 - Lexus GX470/460 Rear Shocks

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

Rear Parts List:

2 – 2.5 Rear Shocks (25001-125)
2 – Rear Reservoir Brackets (25067-100)
4 – Hose Clamps (62024)

Tools Required:

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

Toyota 4Runner/FJ Cruiser
OEM PERFORMANCE SERIES



REAR SHOCKS: 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. Then remove the rear tires. **NOTE: Never work under an unsupported vehicle**

1. Support the axle with jack stands before removing shocks. Remove the lower mounting bolt using a 17mm socket. Then remove the upper mounting nut. You may need to hold the shock with a second wrench to keep the shock from spinning. Remove shocks from vehicle.



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.



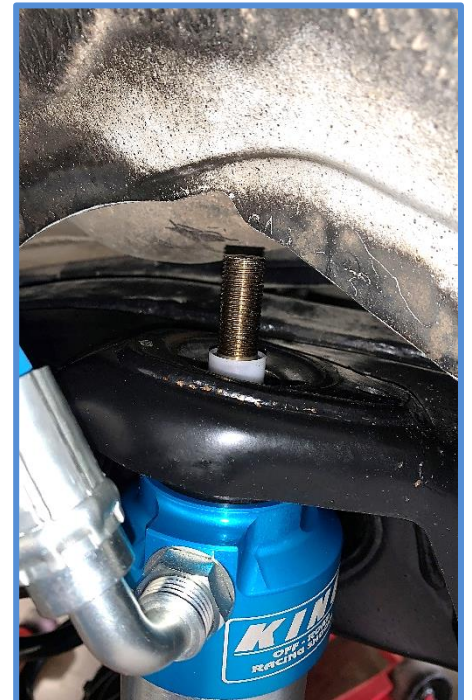
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2. Mount the reservoir bracket - Remove the two bolts holding the rubber bump stop to the frame. Place the reservoir bracket between the bump stop and frame and replace the two bolts as shown in the photos below.



3. **Install King Shocks** - Shocks are side specific, be sure you are installing shocks on the proper side. (See final install pictures for reference). Start by removing the nut, washer, anodized blue retainer and upper rubber bushing from the upper mounting stud. Make sure the taller bushing is on the bottom of the stud and insert the shock into the upper mount on the vehicle.



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4. Place the upper bushing on the mounting stud followed by the blue retaining washer, 1/2" washer and nut. Apply anti-seize to the threads and thread the nut on finger tight for now to hold the shock in place.



5. Place the rod end on the lower mounting stud and install the factory bolt. Torque bolts to factory specs.



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6. Tighten upper nut using a 3/4" wrench.



Important Note: The rubber bushings on your King shocks are different from each other. Make sure the taller bushing with the raised center section is on the bottom next to the body of the shock as shown.

The silver washer between the rubber bushings represents the material thickness of the upper shock mount. It's important to tighten the nut only until the rubber bushings start to compress. There should be approximately 1/8" of the mounting pin protruding above the nut.

***Do not over-tighten the nut.**



7. Mount the reservoir to the reservoir bracket using the supplied hose clamps. See photos below for proper hose routing and reservoir placement.



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Double check all hardware, install tires and lower the vehicle. Check all hardware and lug nuts after 100 miles and periodically after that as part of routine maintenance.

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Lexus GX470/460 Rear Installation Notes:

For those installing King Shocks on a Lexus GX470/460 – Modifications are required!!

The air bag suspension must be removed and replaced with standard coil springs. Several companies offer kits that include coil springs and all necessary components to do the swap properly. You will need to make sure that the coil springs do not come loose when the new King Shocks are at full extension. Typically springs that provide a 2" lift will be long enough to work with the new shock. If your springs are loose when the shocks are at full extension you will need to get longer springs or add a spacer to the coil. If you are unfamiliar with or are uncomfortable performing any of the modifications mentioned in these instructions please take your vehicle to a professional shop that is familiar with these modifications.

- The body must be trimmed so that you can install the new larger bushings and hardware. Trim enough material so you can easily get a wrench on the upper nut and tighten.



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- You must also remove the factory bump stop and replace with a factory style 4Runner or FJ Cruiser bump stop. Failure to modify the bump stop will reduce available wheel travel and cause the rear axle to bottom out prematurely on the factory bump stops that were designed to work with the air bags.



Remove the factory Lexus Bump Stop.



Replace Lexus factory bump stop with a 4Runner or FJ factory bump stop.

- It is also a good idea to use the factory style rubber bump that goes inside the spring as shown below. Pictured below is the ideal setup for an air bag swap utilizing a factory style rubber bump inside the spring and a lower spring retainer mounted to the axle.



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