

## **Part# 48624K King Rear Bump Stop Mounting Kit**

### **2003-2018 4-Runner / 2007-2014 FJ Cruiser**

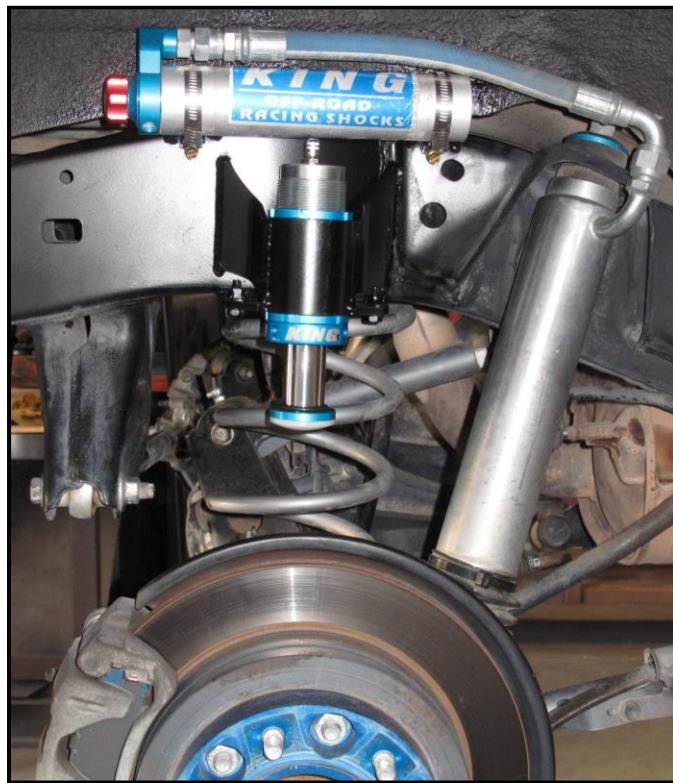
### **2003-2009 GX470 / 2010-2018 GX460**

#### **Before you start disassembly**

- Make sure the vehicle is secure on jack stands and ready to work on.
- The vehicle suspension should be at max extension.

#### **Tools:**

- 5/32" Allen Wrench
- Hammer
- Chisel
- 12mm Wrench
- 17mm Wrench
- Disk Cutter
- Welder
- Sander
- 5/16" Nut Driver

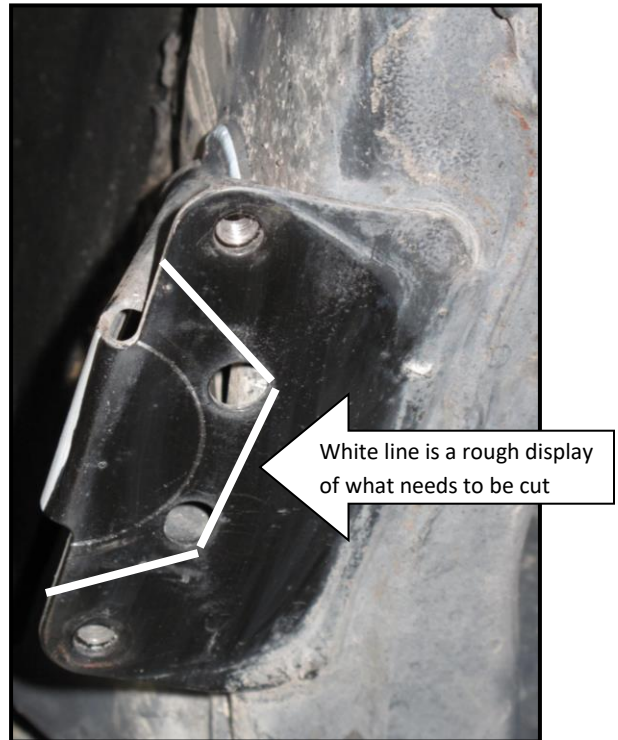


#### **Install Instructions:**

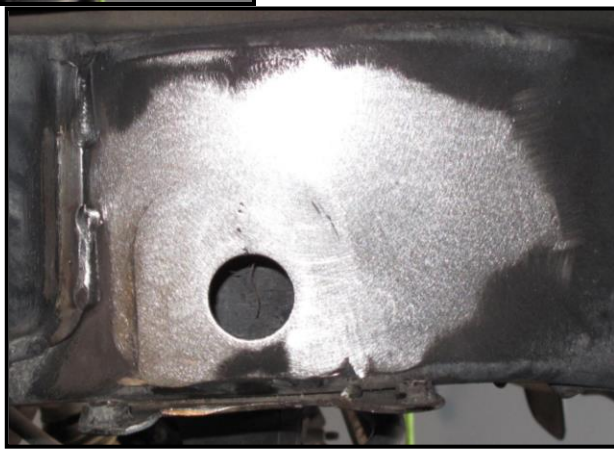
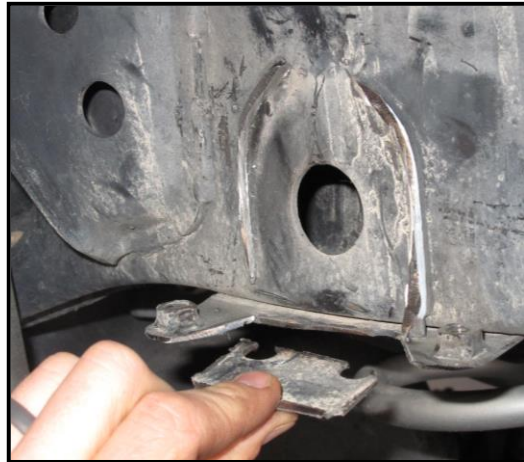
1. Starting with the vehicle on jack stands, remove the wheels, and remove the stock bump stop, as well as the reservoir bracket if your vehicle has them.



2. With the bracket removed, mark the welded bump stop mount where it needs to be cut on the side of the frame as well as underneath the bracket.

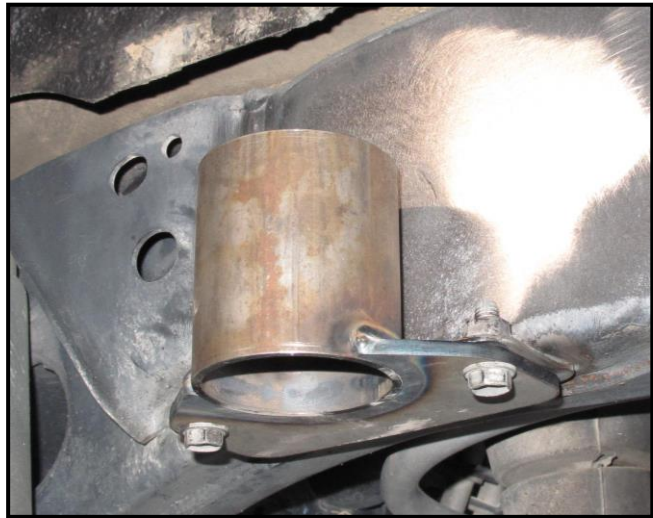


3. Disk cut the mount off and sand the frame clean.





4. Bolt on the supplied bump stop mount using the stock hardware (Note: they are stamped left and right) to the frame.



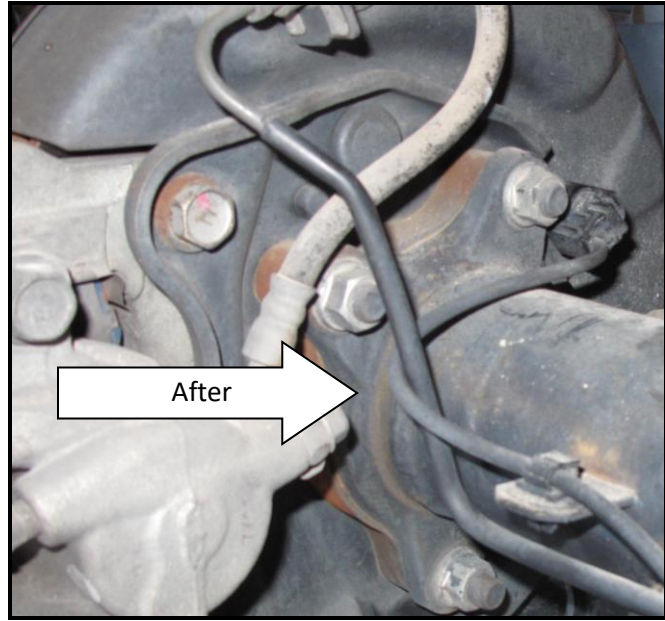
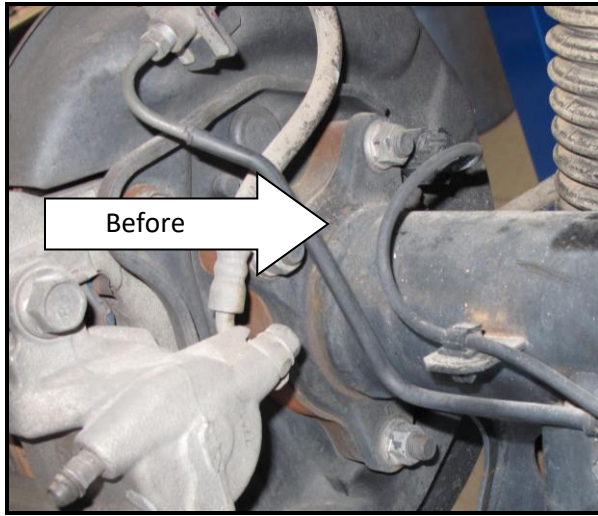
5. With the mount bolted on, place and tack the side plates onto the frame and mount.



6. Put the new King bump with the lower lock ring bottomed out into the mount, and remove the coil spring from the vehicle.



7.Re-route the ABS wire from in front of the brake line to behind to give more room for the strike pad and keep the wire out of harm's way.



8.Cycle the rear end up to see where the bump is going to contact the axle, mark the axle and clean off the paint so the strike pad can be welded on. If you have access to nitrogen, we recommend letting the pressure out of your bump so you can cycle your suspension all the way up for more accurate strike pad placement.





9. After the axle is clean, cycle the axle up, set the placement of the strike pad and tack it in place. Once tacked, weld all outer edges (bottom three photos).



10. Remove the paint from the top edge of the frame so that the reservoir tabs can be tacked in place.



11. Use the supplied hose clamps and a 5/16" nut driver to clamp the reservoir mounts onto the reservoir.





12. Set the reservoir on the top edge of the frame making sure both mounts make contact with the frame, and tack weld the tabs.



13. Once tacked into place, put the bump stop back in the mount and make sure the Schrader valve doesn't contact the reservoir and has a small gap between the two.



14. Once everything is tacked and clears, weld the bump stop mounts, strike pads, and reservoir mounts, then apply a coat of spray paint.





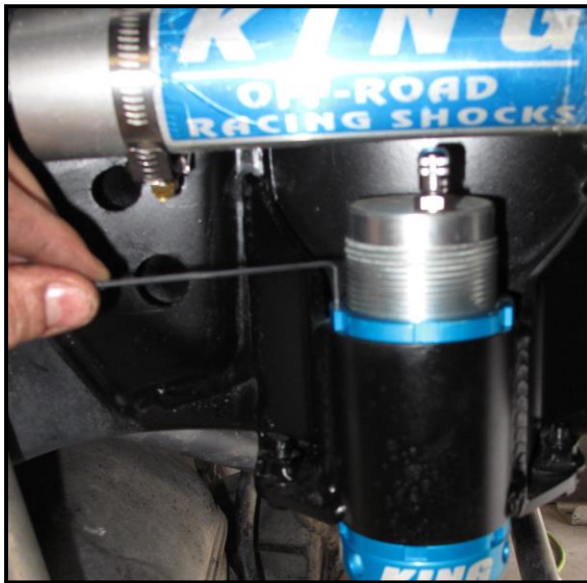
15. When everything is painted and dry, install the reservoir onto the tabs and tighten the hose clamps. Next install the bottom lock rings on the bump stop all the way to the bottom, making sure the set screws are not sticking through the top or the bottom of the ring.



16. Once the bottom lock ring is on, insert the bump into the mount and spin the top lock ring down onto the mount. Use a spanner wrench or a hammer and chisel to lock the top lock ring onto the mount.



17. Use a 5/32" Allen wrench to tighten the upper set screws on the top lock ring.



18. Before re installing the springs, it is not mandatory but Total Chaos recommends you cut off the first section of stock rear bump stop that sits in the coil.



19. Once the bump stop is cut, re-install the springs, make sure all hardware is tight, re-install the wheels and re check all hardware after 100 miles.





Parts List:

Part Number	Description	Quantity
48621	Side Plates, and Bump Stop Mount	1
59204	Reservoir Tabs	4
30032	Hose Clamp	4