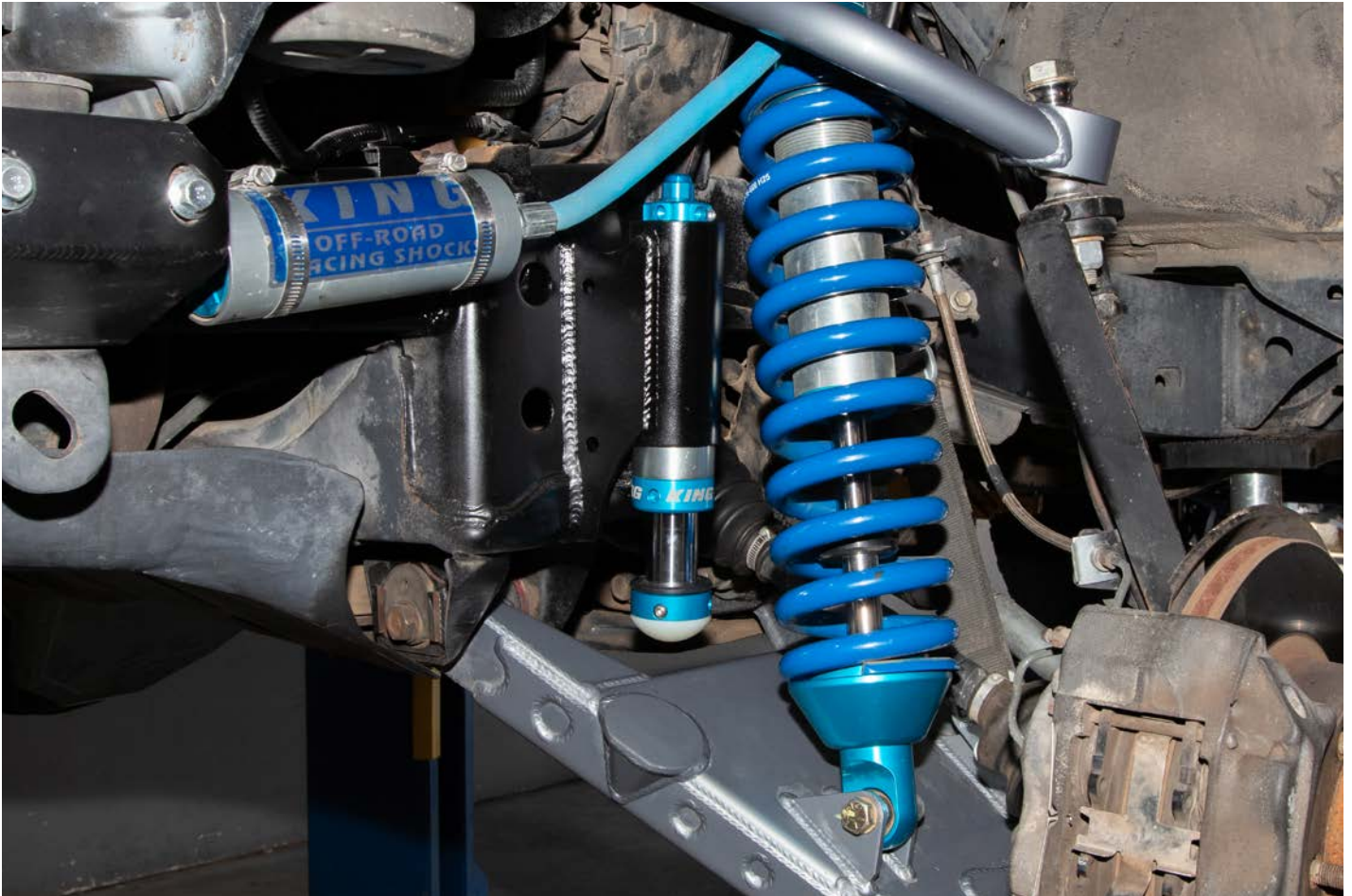




INSTALLATION INSTRUCTIONS



**COMPONENT:
FRONT KING BUMP STOP MOUNT FOR
1ST GEN TACOMA & 3RD GEN 4-RUNNER**

**LONG TRAVEL
PART #: 96029K**

96029K

PART #	DESCRIPTION	QUANTITY
96029K-L	LEFT KING BUMP STOP MOUNT	1
96029K-R	RIGHT KING BUMP STOP MOUNT	1

REQUIRED TOOLS

- 14mm wrench/socket
- Jack
- 9/16" wrench/socket
- 3/4" wrench/socket
- Hammer
- Sander
- Welder
- Paint pen
- Paint
- 5/16" socket
- Red Locktite

IMPORTANT

- Before starting install, make sure the vehicle is supported securely on jack stands.
- Use anti seize on all hardware that threads into aluminum.

STEP 1

Before jacking the vehicle up, use a 3/4" to remove the limit strap from the lower control arm.

STEP 2

Park the vehicle on flat ground, chalk the tires, jack the vehicle up and place the frame on jack stands before removing the wheels.

STEP 3

Start by using a 9/16" to loosen and remove the nuts from the upper shock circle that attach the shock to the coil bucket.

STEP 4

Use a 5/16" to remove the hose clamps that connect the reservoir to the chassis.

STEP 5

Use a 3/4" to loosen and remove the lower shock nut, then support the shock while removing the lower shock bolt which will free the shock from the vehicle. Remove the shock and set it aside.

STEP 6

With the shock removed, hold up the bump mount to the frame. You will see that there is really only one place the mount will fit, mark along the mount where it contacts the frame so that you will be able to remove the paint from the frame.



STEP 7

Take note that the front plate of the bump mount will sit about $9/16$ " behind the two holes in the frame.



STEP 8

With the frame marked, remove the bump mount and remove the paint where you have marked the frame.

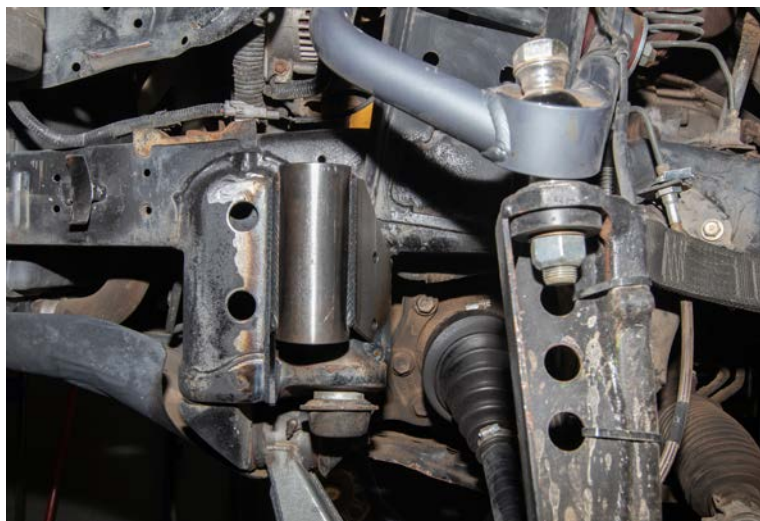
**STEP 9**

Now that the paint is removed, put the bump mount back in place making sure to measure from the holes like in step 7, then tack the mount to the frame.



STEP 10

With the mount tacked in at least all 4 corners, weld the mount to the frame.

**STEP 11**

Paint the mount and any paint that was removed from the frame for the welding process.



STEP 12

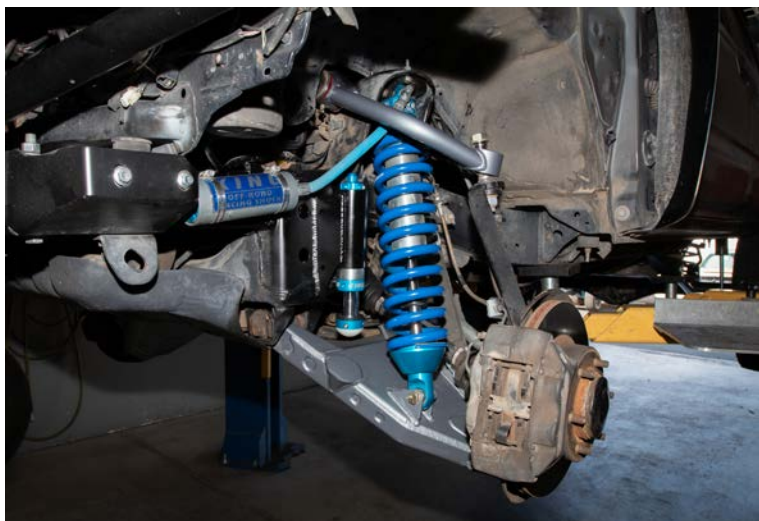
In order to get the bump stop into the bracket you will need to disconnect the lower arm from the steering knuckle. To do this, remove the 14mm head bolts that connect the ball joint (or uniball conversion) to the knuckle as well as the outer tie rod. With those removed swing the lower control arm down enough to slide the bump stop into the freshly welded bump stop mount.

**STEP 13**

Swing the lower arm back up and re-apply RED locktite to the 14mm head bolts and reconnect the outer tie rod.

STEP 14

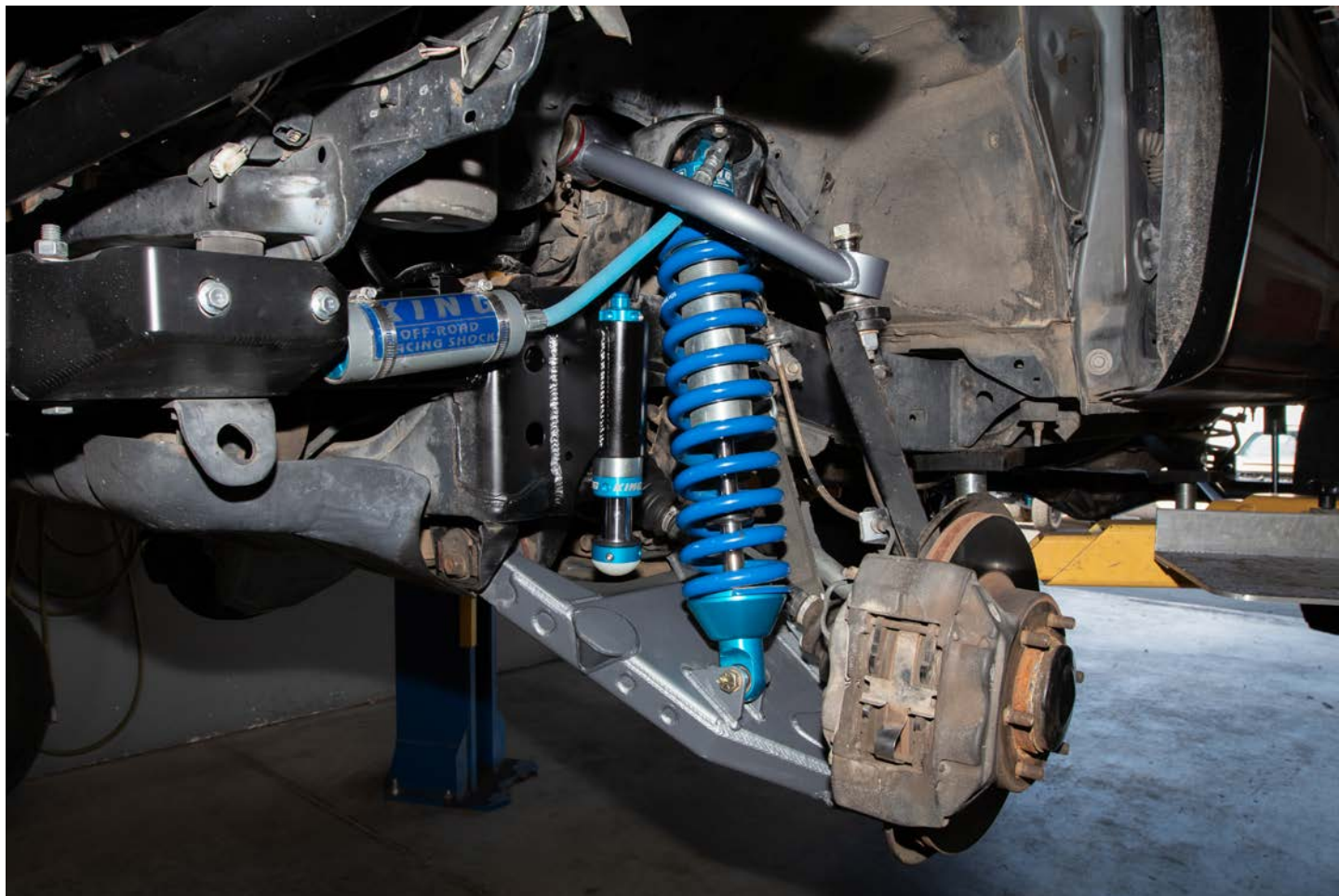
Re-install the coilover and set the vehicle back on the ground to reinstall the limit strap to the lower control arm.

**STEP 15**

Repeat steps on other side.

STEP 16

Reinstall and torque the wheels.



FOR INSTALL QUESTIONS OR CUSTOMER SERVICE INQUIRIES:

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