



159 North Maple St. Unit J, CORONA CA 92880  
P. 951-737-9682 F. 951-737-9006  
WWW.CHAOSFAB.COM

### Installation Notes: # 87702

#### 2007+ Tundra Secondary Shock Hoops – Stock Length Control Arms

Factory manual is recommended for removal and re-installation of all factory components.

**NOTE:** Installation of these hoops will require grinding, cutting and welding. Please read these instructions before you begin. Some additional grinding and fitment may be necessary to these components prior to welding to ensure proper installation.

Place vehicle securely on jack stands or car hoist. Make sure the front wheels are not contacting the ground. Chock both rear wheels of the vehicle to secure it from rolling back.

Remove the front wheels and tires.

#### **(Before you start disassembly)**

- Make sure the vehicle is secure and ready to work on.
- The vehicle suspension should be at max extension.
- Disconnect the negative (-) battery terminal at the battery. (Reason- Working in close proximity to the air bag sensor during this procedure. You will be welding to the chassis.)

**Step 1:** Remove the rubber aprons from each side of the inner fender wells. (See photo)

**Step 2:** Remove the top 4-3/8" bolts from the top of the coil-over shock or stock hardware from stock shock.

**Step 3:** Disconnect the front brake lines from the frame by the bump stop.

**Step 4:** Set the new shock hoop on the top of the factory coil tower, holding it as level to the top as possible.



**Step 5:** Trace along the top of the hoop. Trimming the sheet metal is necessary to clearance the hoop. (Make sure to look inside the engine compartment while cutting.) Check clearance on any stock components. It is recommended to cut under the marks you made, and then trim as needed checking hoop clearance at the same time. (See photo)



**Step 6:** Bolt the shock hoop to the top of the coil tower with new longer supplied 3/8" hardware. Snug all the hardware at this time.

**Step 7:** Place the rear portion of the shock hoop up against the frame, holding the stand off up to it. Mark along the outside of the diamond stand off. Also mark along the gusset tube circle plate. Prep and sand the surface clean from factory paint. The area is then ready to have the shock hoop be welded. (See photo)



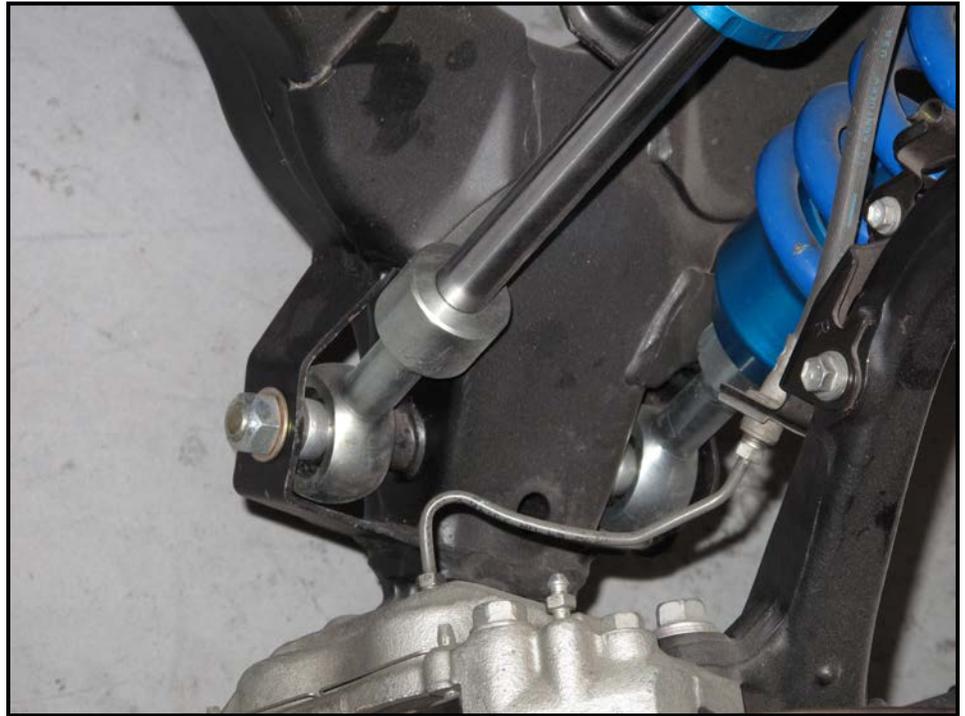
**Step 8:** Place the hoop stand-off & overlay plate in the desired location. Tack weld the stand-off & overlay to the frame. Check to make sure the gusset tube is also located on the frame as flush as possible. Now is a good time to paint most of the shock hoop, except where you're going to weld it on. (Leave this unpainted like shown.) Be sure to give yourself welding room! The pre-bent shock hoop is then ready to have the stand off tacked to the frame and the support tube bolted to the coil bucket. Once final fitment has been made completely weld the stand-off to the frame over lay plate. Then weld the support tube to the stand off. Weld the gusset tube to the frame as well. (See photos)



**Step 9:** With the 4 shock hoop bolts tightly in place, tack weld the two outer bosses to the coil bucket. This will assure that the shock hoop will not move when the shock bolts are removed in the future.

**Step 10:** Tighten the upper 4- 3/8" top hoop bolts to the coil tower. (Torque 3/8" bolts to 30ft. / lbs. on the top shock mount.) (Domed cap in pics above not included, pics taken on prototype install)

**Step 11:** Weld the supplied double-shear tab to the lower control arm. The 5/8"-18 x 9.00"L bolt will run through the coilover, the lower control arm and the secondary shock. For ease of installation we recommend that you tack weld the supplied spacer to the double shear tab.



**Step 12:** Reservoir clamp mounts (weld on) with the shock hoop welded in place bolt in the secondary shock to establish reservoir clearance. Check tires when fully turned each way to make sure reservoir clears the tire. Tack the clamps into place. Remove shock and reservoirs weld clamps to the shock hoop. (See photos)



**Step 13:** After welding we recommend that you spray paint as much of the hoop and frame as possible before re-installing the secondary shocks.

**Step 14:** Attach brake line to frame using extension bracket and hardware. (See photo below) Check clearances to make sure that steel line is not touching the frame.



**Step 15:** Install the shocks on both sides with the supplied hardware and charge to manufactures recommended PSI.

**Step 16:** Re-install front wheels and tires, torque all lug nuts before driving.

**Step 17:** Test drive a short distance to make sure all components were installed correctly.

Part Number	Description	Quantity
07 Tundra/08 LC 200:58761L	Secondary Shock Hoop, Stock Width, Left	1
Tundra/08 LC 200:58761R	Secondary Shock Hoop, Stock Width, Right	1
10725	Bolt, 3/8"-16 x 2.50" Grade 8	8
12011	Washer, 3/8" SAE	8
10025	Bolt, 1/2"-20 x 2.50" Grade 8	2
12003	Washer, 1/2" AN	4
11001	Nut, 1/2"-20 Nylock	2
10190	Bolt, 5/8"-18 x 9.00"L Gr. 8	2
11102	Nut, 5/8"-18 C-lock	2
12103	Washer, 5/8" AN	4
07 Tundra/08 LC 200:58762	Stock LCA Shock Tabs, 07+ Tundra	1
59204	Reservoir Tabs	4
58663	Brakeline Re-location Bracket	2
59162	Diamond Overlay Plate	2
07 Tundra/08 LC 200:58763	Support Tube, 2007-2012 Tundra Secondary Shock Hoop	2
07 Tundra/08 LC 200:58764	Support Tube Frame Plate	2
07 Tundra/08 LC 200:58765	Hoop Boss	2
07 Tundra/08 LC 200:58766	07+ Tundra Stock LCA Shock Tab Boss	2