

3.0" THUREN/KING SHOCKS ADD ON INSTRUCTIONS FOR 2013+ RADIUS ARM TRUCKS

These 3.0 shocks, being quite a bit bigger in diameter than normal, require a few small details and checks, to make sure the fit is proper and safe. Follow the normal KING 2.5 instructions, but be sure to follow the below notes also if installing 3.0 KINGS.

- 1) We need to make sure the metal section of the brake line will not contact the shock body under compression. Often the clearance will be fine, but once the shock is bolted up run a ruler or something straight down the shock body, and make sure when the shock body travels down, you have about 1/4" clearance. If not, put a small adjustable wrench on the metal bracket holding the line, and gently bend the bracket inward to create more room, while holding the other side of the metal line with your hand, to make sure the inside section of the line stays in position. These lines are durable and can be slightly bent into a new shape.
- 2) The above noted bracket has a small 13mm head bolt holding it in place. On some trucks the bolt is a self tapping bolt, threaded right into the thin metal, and it is not a secure attachment. If your truck does not already have the extra clip on nut(some do have factory) please install the one we provided with the kit. This will make sure your brake lines do not come loose from their mounting.
- 3) When tightening down the 3.0 shocks, the top nut only get tightened down enough to expose about 1/8" of thread above the nut. Do not over tighten.
- 4) Make sure that the upper radius arm bolt is installed, so the bolt head is on the same side as the shock. If that bolt was flipped for some reason, the protruding threads of the bolt would crash into the shock body during use, causing massive shock damage. The bolt comes from the factory in the correct direction, but you never know if the truck was worked on, if that bolt was put back the same way. Just check it...
- 5) Not mandatory in most cases, but easy to do and smart in the long run, we suggest using a grinder and removing about 1/8" off the top of the upper radius arm bolt head. The reason for this is that under extreme off road conditions the 3.0 shock body can rub that bolt head. We have mostly seen this rub happen on Power Wagons, but even with a 2500/3500 it's smart to do.

