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2007-2012 KORE TUNDRA 2.5 COIL OVER INSTALLATION INSTRUCTIONS

Please read all instructions from start to finish before beginning installation

Parts List:

<u>Description</u>	<u>Qty</u>
2.5 Inch Remote Reservoir Coil Over assembly	2
Eyelet Alignment Spacers (short - zip tied on shocks)	2
Eyelet Alignment Spacers (long - zip tied on shocks)	2
Reservoir Bracket	2
5/8 x 7 Grade 8 Bolt	2
5/8 Nylock Nut	2
5/8 SAE Washer	4
3/8 x 1 Grade 8 Bolt	8
3/8 SAE Washer	8
2.5 Inch Stainless Hose Clamp	4

BE ADVISED:

- This suspension system is designed to give a smoother, more controlled ride over rough or unimproved surfaces. It will also give a more controlled, balanced ride over pavement. Whatever the conditions, KORE INC suspension may permit you to attain speeds that are faster than an unmodified vehicle over the same terrain. KORE INC suspension is so good that the driver may not even realize how fast he or she is driving, thereby exceeding the limitations of his or her skill. The user assumes all liability for this increase in speed. KORE INC suggests a slow and gradual adaptation to the increased capabilities of the vehicle.
- Please remember that KORE INC is only improving the suspension. Other drive train components remain the same. Although our suspension will allow fewer impacts to be transmitted to the chassis, we do not guaranty that your truck will remain intact if you abuse it beyond the protection our

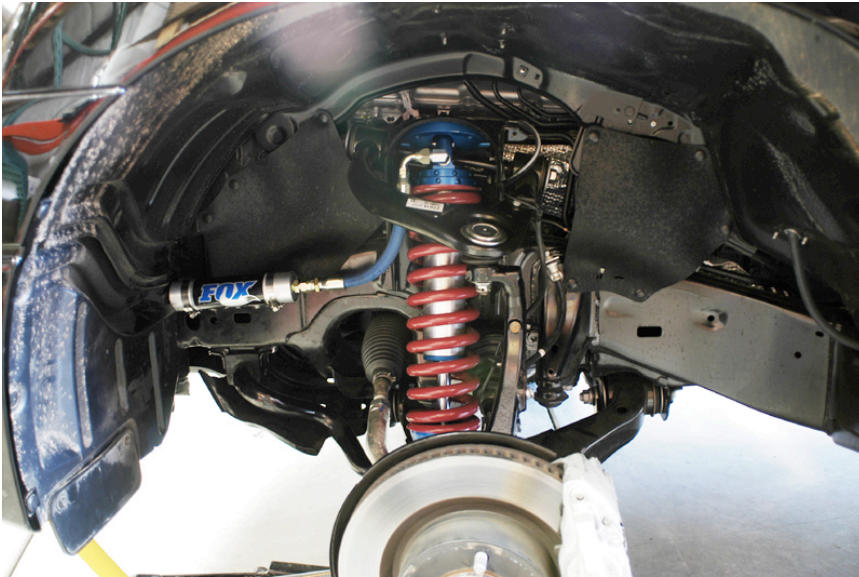
system inherently provides. You can still roll your truck or break it in half if you try hard enough or are simply not paying attention to what you are doing.

- KORE INC suspension permits jumping the truck. Many have seen the photos. It takes a lot of skill to do this without damaging or destroying your vehicle and/or being injured or killed. Please do not try to imitate these photos. It looks easy, but it's not, SO DON'T DO IT. If you attempt something like this you could find yourself way over your head and you probably won't recover. We are professionals with many years of experience. We have done our very best to provide you with the finest suspension money can buy. Please also be a professional and learn to use it carefully and responsibly. Remain within your personal limitations and the limitations of your vehicle.
- Before installing this suspension system, have your alignment checked. Make absolutely sure that your alignment falls within factory specifications. It has been our experience that some trucks, even new ones, cannot be aligned to OE specs. If your vehicle cannot be aligned to factory specifications, do not install this suspension system.
- Before installation, have a certified mechanic carefully check your vehicle for any signs of damage or severe, structural corrosion. If your truck exhibits any structural weakness whatsoever, do not install this system.
- Compare the parts you have against the parts in the list. If any parts are missing or damaged, please call 760-749-8687. KORE will take care of it immediately. Do not attempt to substitute any part or fastener with anything from any other source but KORE LLC.
- During assembly use blue (medium strength) thread locking compound on every nut and bolt, both OE and KORE.
- Never use an impact wrench on any component. Always use a torque wrench. If it's a factory part you must remove and reinstall, then put blue thread locking compound on it and torque it to the factory specs. If it's a KORE INC part, then put blue thread locking compound on it and torque it to our specs. Don't try to guess. Use the correct tools, take your time and do the job right. These are high-quality parts that will last a long time if you install them correctly.
- Do not plate, chrome, anodize, polish or otherwise change the finish or surface of any KORE INC part. You may weaken the structure. Call us if you want something special done to your parts. We'll either do it for you or point you in the right direction.
- Do not alter any parts in our system. Do not add anything to what we offer. Do not fabricate anything you think will work better. Do not mix any factory or after-market parts with our system. If you do any of the aforementioned things, KORE INC will take no responsibility for your system and

your warranty will be immediately voided. If you have an idea concerning a future modification of your KORE INC system, just call us first. We will be glad to discuss the consequences and the correct use of our product from an engineering standpoint.

- We developed this kit to provide 3 - 3.5 inches of lift with the preload KORE provides. This preload was designed for a Double Cab short bed. Different cab/bed configurations or accessories such as winch bumpers or tool boxes may affect how much actual lift is attained. We've also found that each truck, regardless of cab/bed configuration, can offer different amounts of lift. The point is that, when it comes to lift, individual results can vary.
- The coil over is adjustable. Max limit is 1/2" more compression than as-delivered. This will give the spring a compressed length of 14 inches when it's out of the truck. Do not preload the spring more than that or it could coil bind at full compression. To preload the coil more than the delivered length, a spanner wrench is required. Even with the wrench it's difficult to preload the coil while it's mounted in the truck. It's best to remove the coil over assembly, install in a strut compressor and adjust preload there.
- This kit was designed to increase wheel travel and provide more cross-lateral articulation. We designed it to maximize performance off road. The OE tubular anti sway bar is very stiff and limits independent articulation of the front wheels. Consequently, for best performance, we recommend not using the OE anti sway bar. This will provide better feel both on and off road. KORE shocks provide much more control than OE shocks, so little driving adjustment will be required. However, take some time to get used to the new way the truck feels. In a safe area, practice evasive maneuvers and panic stops. You will be surprised at how precisely your truck handles with KORE shocks and no anti sway bar.
- If you tow heavy loads or regularly put more than 500 lbs. in the bed, we recommend you use the anti sway bar.
- KORE INC developed this system to use no larger than 35 x 12.50 tires on wheels with a 4 to 4.5 inch backspace. This tire size may not fit without body modifications. We say "may not fit" because your truck may differ due to production variances or consumer modifications such as mud flaps or fender flares. Normally, the only obstacle to tire clearance is the forward cab mount. This part is just behind the front tires. A few minutes with a grinder or plasma cutter will yield plenty of tire clearance. Be sure to reinforce the area that was trimmed.
- In general, oversize tire and wheel combinations may increase stress and wear on steering components leading to increased maintenance and greater risk of component failure, including loss of steering control. Property damage or personal injury may result. Large tire and wheel combinations may also alter speedometer calibration, reduce braking effectiveness and alter vehicle center of gravity. KORE INC suggests you choose your tire and wheel combination very carefully in order to ensure full suspension articulation without interference with suspension or body components.

- While using heavy duty E-rated tires, for carrying loads under 700 lbs we recommend cold pressures of 30 psi in front and 25 in the rear. Due to their thick sidewall construction, heavy duty off-road tires such as the “General Grabber”, “Goodyear Wrangler MTR” or the “Toyo Mud Terrain” may require even less pressure to provide the best performance. Try to experiment to find the tire pressures that work best for you. If you are running pressures above 40 psi to attain longer tire life or better gas mileage, please be aware that your suspension will not function optimally. Higher tire pressures may only increase tire life and gas mileage by 1-2%. Lowering your tire pressures will permit your tires to absorb initial impacts more efficiently, transmit the correct secondary impact velocity to the springs and shocks, provide better resistance to cuts and abrasions and increase your traction – especially during braking. At low speeds, due to increased rolling resistance, your steering will feel slower, but at high speeds you will perceive greater steering precision due to better traction. When you are towing or carrying heavy loads, use appropriately higher tire pressures, then air down when empty.
- This suspension system has been designed for installation on vehicles with standard, OE equipment in the engine compartment. If you have added extra or oversized accessory items, mounting the front shocks may be more difficult, or, in extreme situations, impossible without modification. If in doubt, please don't hesitate to call us; we will be glad to provide as much assistance as required to fit your system.
- KORE INC recommends this system be installed by a certified technician. In addition to the following instructions, professional knowledge of disassembly/reassembly procedures as well as post installation checks must be known and understood. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle. Our warranty does not cover abuse or mistreatment of our product during installation, nor does it cover any personal injury, damage to the vehicle or equipment due to improper, careless or slipshod mechanical technique. IF YOU DOUBT YOUR ABILITY TO INSTALL OUR PRODUCT, HAVE SOMEONE QUALIFIED DO IT.
- Steam cleaning your undercarriage before installation will make the job more pleasurable.



This photo of the kit is for reference only. Read instructions for detailed installation procedures.

2007-2008 KORE TUNDRA 2.5 COIL OVER INSTALLATION INSTRUCTIONS

rev. 1

1. READ INSTRUCTION MANUAL FROM START TO FINISH BEFORE UNDERTAKING INSTALLATION.
2. KORE RECOMMENDS WEARING SAFETY GLASSES AND GLOVES AT ALL TIMES
3. PARK TRUCK ON A LEVEL CONCRETE OR ASPHALT SURFACE AND PUT TRANSMISSION IN "PARK."
4. SET PARKING BRAKE AND CHOCK THE FRONT AND REAR OF BOTH REAR WHEELS.
5. DISCONNECT BATTERY.
6. FROM THE MIDDLE OF THE FRONT CROSS MEMBER, LIFT FRONT OF TRUCK WITH A LARGE HYDRAULIC FLOOR JACK UNTIL BOTH TIRES ARE WELL OFF THE GROUND.
7. SUPPORT FRAME WITH JACK STANDS PLACED ON THE FLAT PART OF FRAME IMMEDIATELY BEHIND FRONT WHEEL WELLS.
8. PUT JACKS STANDS UNDER FRONT CROSS MEMBER FOR SAFETY
9. REMOVE FRONT WHEELS.
10. STARTING WITH THE DRIVER SIDE, PLACE FLOOR JACK UNDER LOWER CONTROL ARM, DIRECTLY UNDER LOWER BALL JOINT.
11. REMOVE ANTI SWAY BAR END LINK ON DRIVER SIDE
12. REMOVE ANTI SWAY BAR END LINK FROM PASSENGER SIDE
13. REMOVE ANTI SWAY BAR FROM FRAME
14. ON DRIVER SIDE, MARK LOCATION OF ALIGNMENT CAMS
15. **LOOSEN UPPER AND LOWER CONTROL ARM BOLTS. THIS IS A VERY IMPORTANT PART OF THE PROCESS. THE STOCK CONTROL ARMS ARE UNDER A TREMENDOUS AMOUNT OF PRESSURE. THIS PRESSURE MUST BE RELIEVED FOR PROPER INSTALLATION.**

16. DOUBLE CHECK TO MAKE SURE THAT JACK STILL REMAINS UNDER DRIVER SIDE LOWER CONTROL ARM. THIS WILL PREVENT THE LOWER CONTROL ARM FROM DROPPING DURING SHOCK REMOVAL.
17. REMOVE FOUR NUTS THAT RETAIN UPPER SHOCK MOUNT
18. REMOVE LOWER SHOCK MOUNT BOLT
19. REMOVE BRAKE LINE AND/OR ABS LINE BRACKET WHERE IT COULD BE STRESSED WHEN SPINDLE IS FREE.
20. SEPARATE UPPER CONTROL ARM BALL JOINT FROM SPINDLE. FIRST REMOVE NUT THEN GENTLY HAMMER SPINDLE UNTIL BALL STUD RELEASES. DO NOT HAMMER STUD. **IT IS IMPERATIVE THAT YOU LOOSENED THE UPPER CONTROL ARM BOLTS BEFORE STARTING THIS PROCEDURE OR THE CONTROL ARM COULD SPRING UP AND INJURE YOU.**
21. AT THIS POINT BE VERY CAREFUL NOT TO STRETCH THE BRAKE LINE OR DAMAGE THE AXLE BOOTS.
22. REMOVE STOCK COIL OVER SHOCK FROM PASSENGER SIDE
23. FIT KORE COIL OVER IN PLACE TO MAKE NOTE OF LIMITED CLEARANCE IN LOWER SHOCK MOUNT POCKET ON LOWER CONTROL ARM.
24. WITH A GRINDER OR PLASMA CUTTER, REMOVE ENOUGH MATERIAL TO FIT KORE COIL OVER INTO LOWER CONTROL ARM.
25. HAND INSTALL 3/8 X 1 BOLTS TO SECURE COIL OVER FROM TOP
26. INSTALL ALIGNMENT SPACERS AND SLIDE 5/8 BOLT THROUGH LOWER SHOCK MOUNT. USE 5/8 WASHER ON BOTH SIDES. BOLT HEAD SHOULD FACE FORWARD.
27. ASSEMBLE UPPER CONTROL ARM BALL JOINT LOOSELY IN SPINDLE.
28. VERIFY THAT AT FULL DROOP, THERE IS NO BINDING OF ANY COMPONENT.
29. SPIN HUB BY HAND TO ENSURE THAT AXLE DOES NOT BIND.
30. TIGHTEN UPPER SHOCK MOUNT BOLTS TO 20 FT. LBS.

31. TIGHTEN LOWER SHOCK MOUNT BOLT TO 110 FT. LBS.
32. TIGHTEN UPPER CONTROL ARM BALL JOINT TO FACTORY SPECS.
33. INSTALL RESERVOIR BRACKET USING ANTI SWAY BAR MOUNTS
34. USE OF ANTI SWAY BAR IS OPTIONAL. IF YOU USE A CAB OVER CAMPER OR REGULARLY TOW OR HAUL HEAVY LOADS, INSTALL THE ANTI SWAY BAR.
35. MOUNT REMOTE RESERVOIRS ON BRACKET USING SUPPLIED HOSE CLAMPS
36. ENSURE THAT BRAKE LINES ARE ATTACHED AND ALL COMPONENTS LOOK PROPER
37. **DO NOT TIGHTEN CONTROL ARMS YET**
38. REPEAT STEPS 13 TO 36 FOR PASSENGER SIDE.
39. WHEN FINISHED WITH PASSENGER SIDE COIL OVER INSTALLATION, INSTALL WHEELS ON BOTH SIDES.
40. RAISE VEHICLE WITH JACK, REMOVE JACK STANDS AND LOWER TRUCK
41. NOW, WITH WEIGHT FULLY ON WHEELS, TIGHTEN CONTROL ARMS TO FACTORY SPECS. USE YOUR ALIGNMENT CAM REFERENCE MARKS.
42. RECONNECT BATTERY
43. ADJUST HEADLIGHTS
44. AS SOON AS POSSIBLE HAVE TRUCK PROFESSIONALLY ALIGNED OR TIRE WEAR AND HANDLING WILL BE AFFECTED.

KORE INC USA LIMITED WARRANTY

KORE INC warrants the listed products for the listed time period. This warranty does not apply to products which have been improperly applied or installed. The consumer will be responsible for removing from the vehicle and returning any items, shipping prepaid, and for the reinstallation of the part upon return. A copy of the sales receipt is required. KORE INC will repair or replace at its option, defective products or components. Exclusions from this warranty are the finish, any condition(s) caused by abnormal use or service, and product-specific limitations, if any, listed below.

The loss of use of the product, loss of time, inconvenience, commercial loss or consequential damages are not covered. KORE INC reserves the right to change the design of any product without assuming any obligation to modify any product already manufactured. This warranty gives you specific legal rights and you may also have other rights which may vary from state to state. There are no warranties, expressed or implied including any implied warranties of merchantability and fitness, which extend beyond this warranty period. There are no warranties that extend beyond the face hereof. Seller disclaims implied warranty of merchantability. This warranty shall not apply to any product sold by KORE INC which has been modified, customized or improperly installed.

LIMITED LIFETIME WARRANTY ON PARTS MANUFACTURED BY KORE INC

KORE INC warrants any part it manufactures against defects, material, workmanship, or failure of any kind (except for finish or other cosmetic problems) for as long as it is in use on the vehicle for which it was designed, regardless of the owner.

LIMITED LIFETIME WARRANTY ON COIL AND LEAF SPRINGS SOLD BY KORE INC

KORE INC warrants any coil or leaf spring it sells against defects in material, workmanship, or failure of any kind. This does not include sagging or reduction in ride height. This warranty applies to the original purchaser and is non-transferable.

LIMITED WARRANTY ON SHOCK ABSORBERS SOLD BY KORE INC

KORE INC warrants Fox shock absorbers against factory defects in material and workmanship (except finish) for 12 months regardless of mileage.

RIGHTS RESERVED

KORE INC reserves the right to make changes in design, material and specification or to make product changes as deemed necessary without prior notice. Obligations or liabilities will not be assumed with respect to similar products previously advertised.