



2015+ Chevy Colorado 2.5 Front Coilover

King Shocks 12472 Edison Way Garden Grove, CA 92841
714-530-8701 www.kingshocks.com

Front Parts List:

- 2 – Front Coilover Shocks (25001-337)
- 2 – Sway Bar Plates (25068-007)
- 2 – Reservoir Brackets (25049-121)
- 4 – Hose Clamps (62032)
- 6 – 3/8" x 1" Bolts (CB4701)
- 4 – 3/8" x 3/4" Bolts (CB4702)
- 10 – 3/8 Washers (CW1701)

Tools Required:

- Floor Jack/Jack Stands
- Metric Socket/Wrench Set
- Standard Socket/Wrench Set

2015+ Chevy Colorado
DEM PERFORMANCE SERIES



FRONT: With the vehicle on level ground, set the emergency brake and block the rear tires. Using a floor jack, raise the front end and support the frame rails with jack stands for safety. Then remove front tires. **NOTE: Never work under an unsupported vehicle.**

1. First remove the brake line clip.



2. Unbolt the ABS line from the upright using a 10mm socket.



IMPORTANT: Read all instructions thoroughly from start to finish before beginning the install. Check parts list and make sure all parts are included in the kit. If the instructions are not properly followed severe frame, driveline and/or suspension damage may result. Check for frame and suspension damage prior to installation.

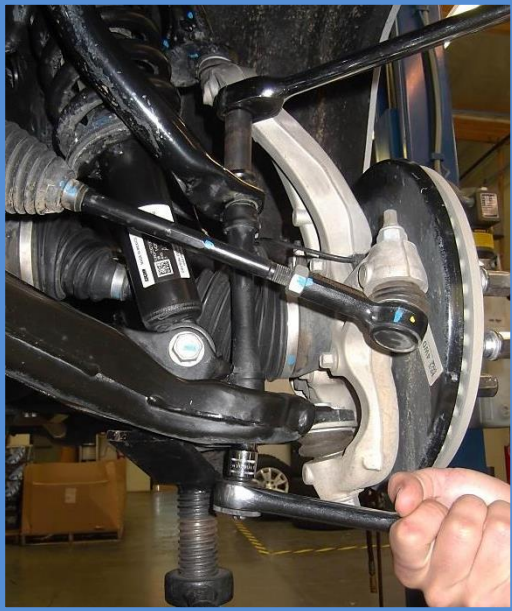
This kit does not require welding. Do not weld on any component. Welding may void the warranty and/or cause the product to fail. If any parts are missing, or for tech assistance; Contact King Off Road Racing Shocks: 714-530-8701 Most important after the install, Feel the difference and have fun.



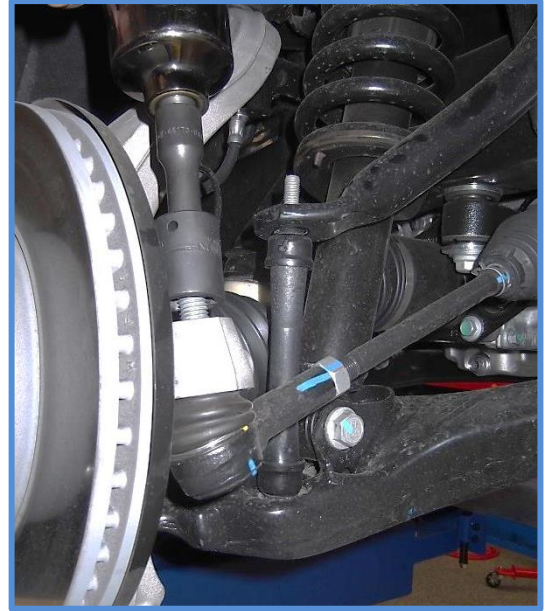
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3. Disconnect the sway bar using a 15mm wrench/socket on the top and a 13mm socket on the bottom.



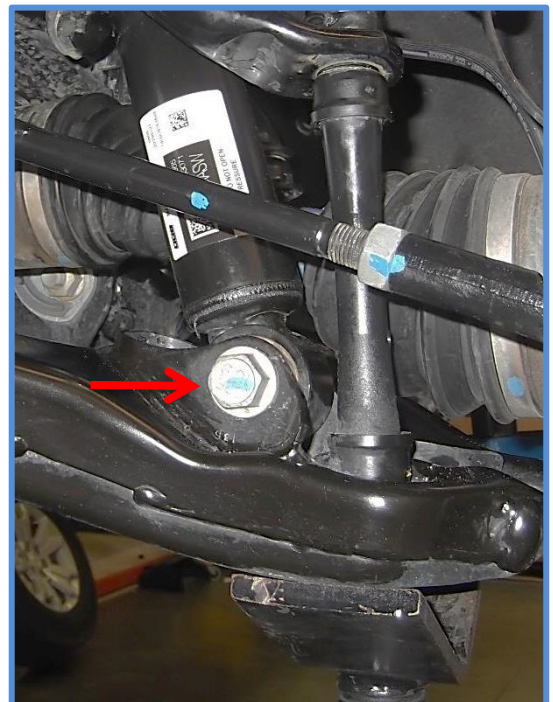
4. Remove the nut from the tie rod end using a 21mm socket and separate the tie rod end from the knuckle.



5. Remove the nut from the Upper Control Arm ball joint using an 18mm socket and separate the UCA from the upright.



6. Remove the bolt from the lower shock mount using a 21mm socket. (Nut is welded)



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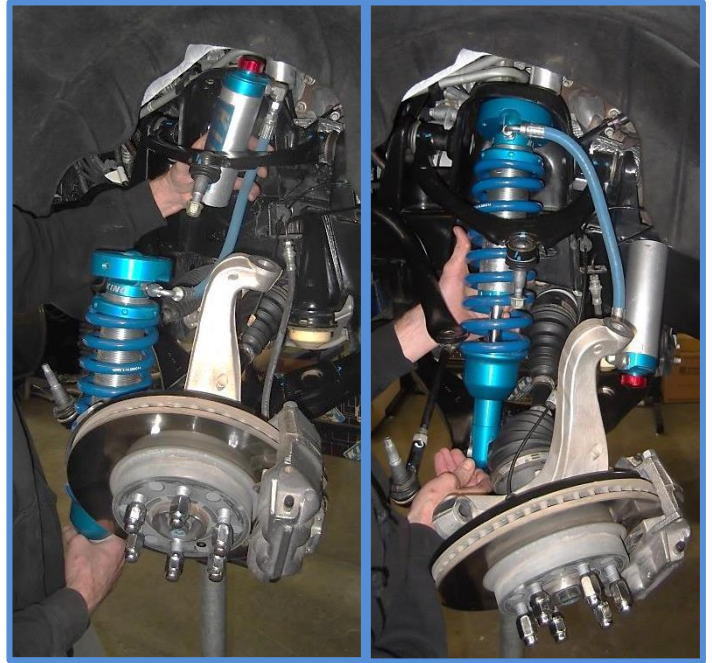
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7. Remove the nuts from the upper mount using an 18mm wrench and remove shock.



8. Install the King Coilover by feeding the reservoir up through the a-arm first then place the shock in position on the vehicle. Shocks are side specific... See Photo's.



9. Install the factory bolt in the lower mount. Make sure the long offset spacer on lower mount is toward the front of the vehicle.



10. Jack up the lower control arm so that the upper mount on shock is tight against the upper mount on the truck (coil bucket). But not so tight that you can't move the shock around to line up the upper mounting holes.



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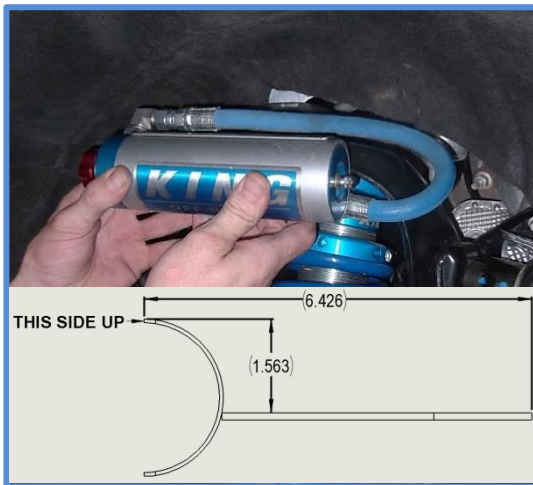
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11. Place the reservoir in the reservoir bracket and place the reservoir bracket on top of the upper mount on vehicle (coil bucket). The cradle on the bracket is offset (not centered). Make sure the larger portion of the cradle is facing up. If it is installed the wrong way, the UCA could come in contact with the reservoir.



12. Twist the reservoir up so the hose is out of the way, line up the mounting holes and install the supplied 3/8" x 1" bolts. Start all the bolts by hand then jack up the lower control arm until the shock is tight against the upper mount. Use a 9/16" ratchet wrench to tighten the upper bolts.



13. Rotate the reservoir down so that the hose makes a nice loop behind the reservoir bracket.

14. Install the provided hose clamps and secure reservoir to the reservoir bracket.



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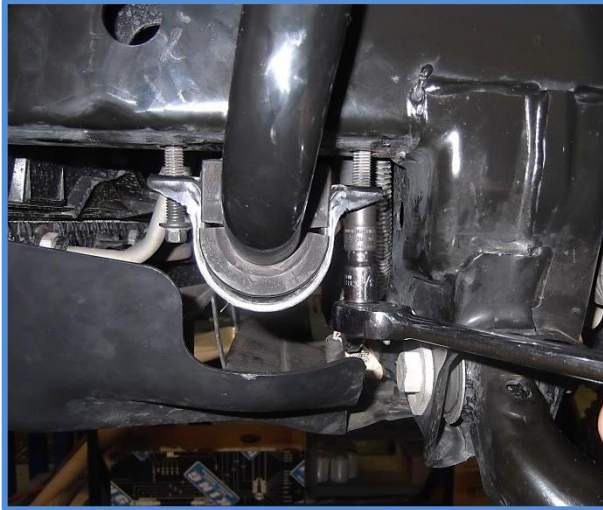
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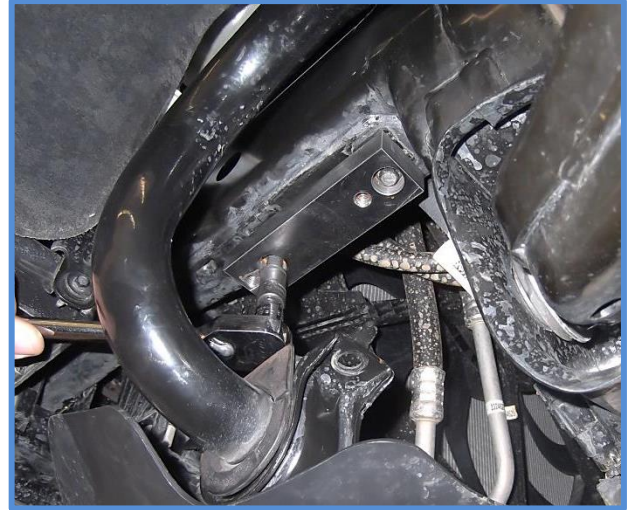
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15. Install the sway bar plates by first unbolting the sway bar at the frame using a 10mm socket.



16. Using the factory bolts, attach the sway bar plates to the frame with the threaded holes towards the front of the truck as shown below.



17. Bolt the sway bar to the sway bar plate using the supplied 3/8" x 3/4" bolts with a 9/16 socket.



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18. Reattach the tie rod, UCA, sway bar links, ABS line, and brake line clip. Tighten all hardware to factory specifications. Double check all hardware and suspension components to ensure everything is tight and installed properly. Your finished install should look like the photo below.



DOUBLE CHECK ALL HARDWARE:

Make sure everything is installed correctly and all hardware is tight before reinstalling tires. Install tires, remove jack stands and lower vehicle to the ground. Recheck all hardware and lug nuts after 100 miles and periodically after that as part of routine maintenance.

Alignment is critical:

A professional alignment must be performed before driving this vehicle at highway speeds. Do not attempt to drive your vehicle after this install without having the alignment readjusted to factory specs!

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