



## Installation Instructions

'04-'08 4wd F150 Front Coilover Kit

### PARTS LIST

Qty	Description
1	Driver Side 2.5" Coilover with External Reservoir
1	Passenger Side 2.5" Coilover with External Reservoir
1	Driver Side Reservoir Mount
1	Passenger Side Reservoir Mount
6	3/8"-16 1" Bolt
6	3/8" SAE Flat Washer
4	#28 Stainless Steel Hose Clamp

#### *TOOL LIST- (NOT INCLUDED)*

- Assorted Metric & Standard Wrenches
- Torque Wrench
- Standard Allen Wrench Set
- Floor Jack and Jack Stands
- Ball Joint Puller

**READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION! IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, DRIVELINE AND / OR SUSPENSION DAMAGE MAY RESULT.**

**CHECK FOR FRAME AND SUSPENSION DAMAGE PRIOR TO INSTALLTION. THIS KIT DOES NOT REQUIRE WELDING FOR INSTALLATION. DO NOT WELD ANY OF THESE COMPONENTS. THE INSTALLATION OF THIS KIT SHOULD BE PERFORMED BY A PROFESSIONAL MECHANIC.**

**CHECK ALL PARTS INCLUDED IN THIS KIT TO THE PARTS LIST ABOVE BEFORE BEGINNING INSTALLATION OF THE KIT. IF ANY PIECES ARE MISSING, CONTACT KING SHOCK TECHNOLOGY AT (714) 530-8701.**

**Contact King Shock Technology for any technical assistance at (714) 530-8701**

## Installation-

1. With the vehicle on level ground set the emergency brake and block the rear tires. Jack up the front end of the truck and support the frame rails with jack stands. **NEVER WORK UNDER AN UNSUPPORTED VEHICLE!** Remove the front tires.
2. Locate the lower shock mount bolt and remove. Save the hardware. Locate the three upper shock mount nuts and remove. Remove the shock assembly from the truck.
3. Working from the driver side of the vehicle, disconnect the tie rod ends from the steering knuckle by using a ball joint puller to dislodge the tie rod end. Use care not to damage the tie rod end when removing.
4. Remove upper ball joint nut. Disconnect the upper ball joint from the spindle by using a ball joint puller on each ball joint on the spindle to dislodge the ball joint.
5. Locate the new Coilover that corresponds to the side you are working on (driver side or passenger side). Start by feeding the external reservoir through the hole located on the top of the factory upper shock mount. The reservoir should feed through towards the front of the truck. We will mount the reservoir after the next few steps.
6. Using the supplied 3/8" bolts and washers attach the new Coilover to the factory upper shock mount. Do not tighten down bolts at this time.
7. Locate the previously removed factory lower shock bolt and reinstall it into the lower shock mount. Note: Preload is preset from the factory, once the truck is on the ground you will be able to tell if adjustments are needed.



8. Torque upper shock mount 3/8" bolts to 35 FT/LBS and lower shock mount bolt to 110 FT/LBS.

9. Locate the two factory tow hook bolts and remove. Save the stock hardware.

10. Locate the supplied reservoir mount that corresponds to the side of the truck you are working on (driver side or passenger side). Install the reservoir mount on top of the factory tow hook using the previously removed stock tow hook bolts. Torque to 35 FT/LBS.



11. Mount the external reservoirs to the reservoir mounts using the supplied hose clamps. Hose clamps should be placed near the ends of the reservoir. Note: All shocks are charged at the factory, do not try to "check for pressure". There will be a drastic pressure change by pressing the schrader valve



12. Recheck all bolts and nuts for proper torque. Check brake lines and ABS lines for clearance and routing.
13. Install tires and wheels and torque lug nuts to wheel manufacturers specifications. Turn front tires left to right and check for appropriate tire clearance. Note-Some oversized tire and rim combinations may require trimming of the bumper and valance.
14. Have a professional alignment shop check alignment and if needed set to factory specs.

**RETORQUE ALL NUTS, BOLTS AND LUGS AFTER 50 MILES AND PERIODICALLY THEREAFTER**

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