



2021+ Ford Bronco 2.5 Front Coilover

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

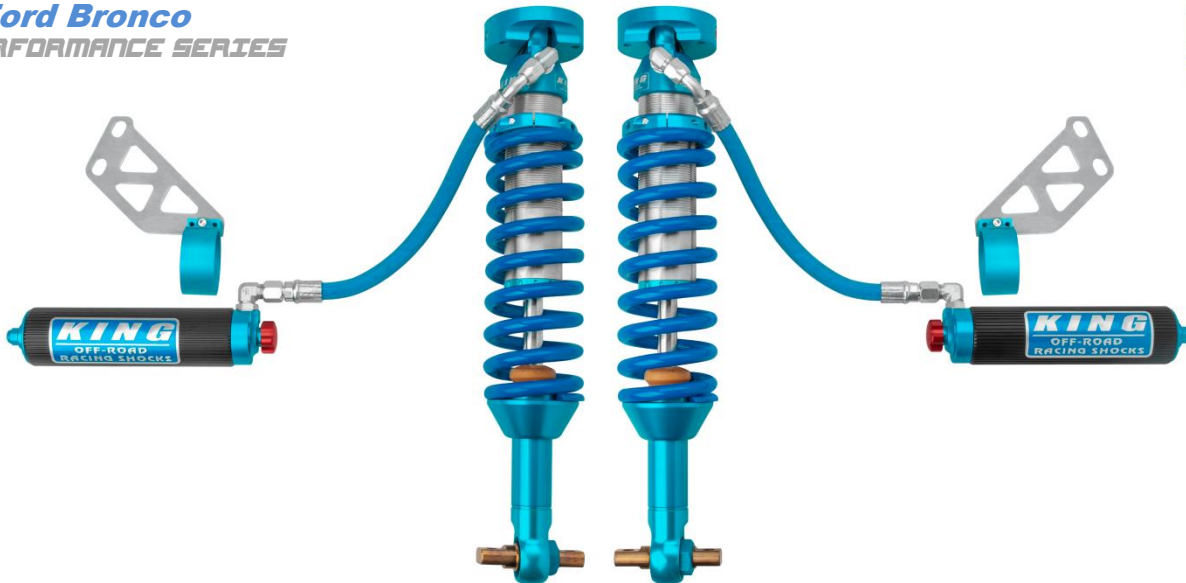
Front Parts List:

2 – 2.5 Front Coilover Shocks (25001-392)
2 – Reservoir Brackets (25048-063)
1 – Hardware Kit (KH02-181)

Tools Required:

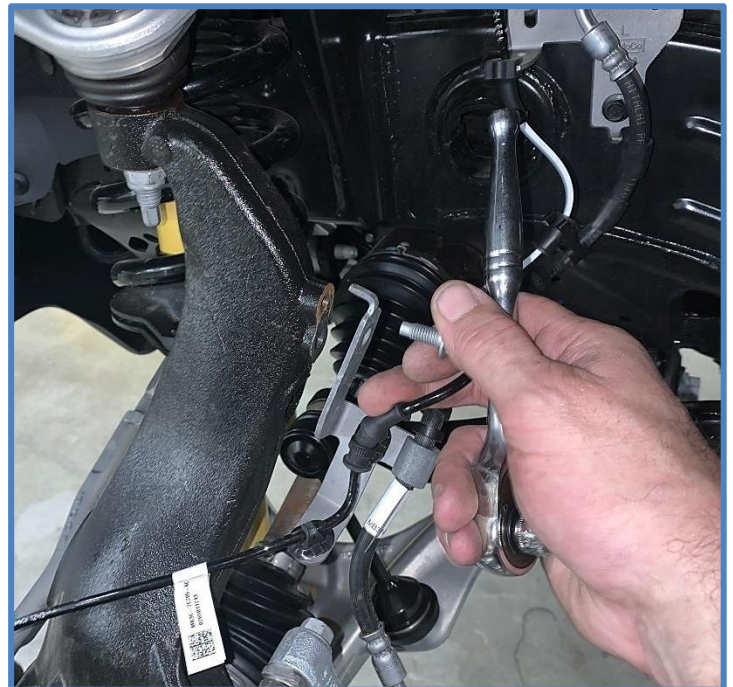
Floor Jack/Jack Stands
Metric Wrench/Socket Set
Standard Wrench/Socket Set

2021 Ford Bronco
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. Remove front tires. **NOTE: Never work under an unsupported vehicle.**

1. Unbolt the ABS and brake line bracket from the knuckle. Be careful not to damage the brake and ABS lines as you are removing and installing shocks.



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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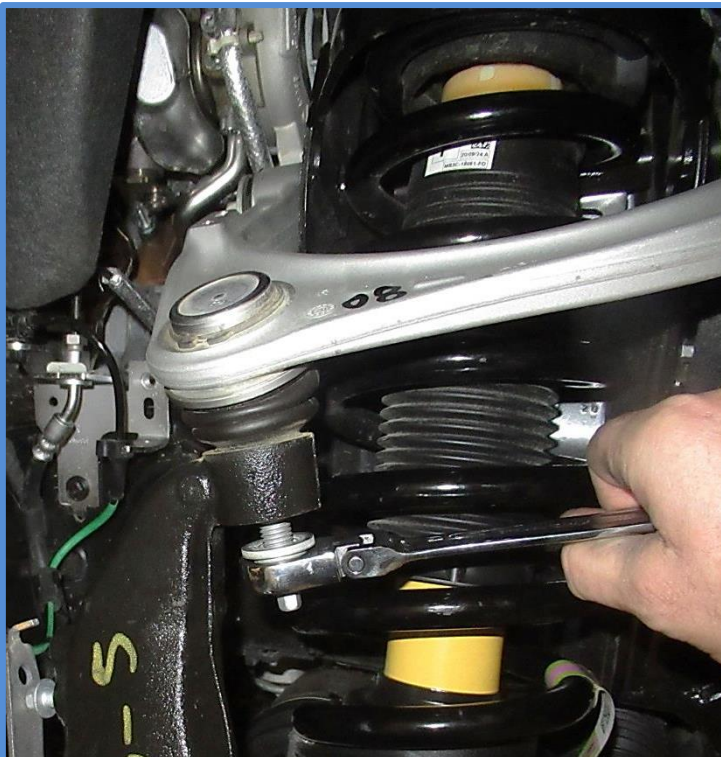
2. Remove the lower mounting nuts using an 18mm wrench or socket.



3. Remove the upper mounting nuts using a 15mm wrench or socket.



4. Separate the upper control arm from the knuckle. Using an 18mm wrench or socket remove the nut for the control arm ball joint, then disconnect upper arm from knuckle.



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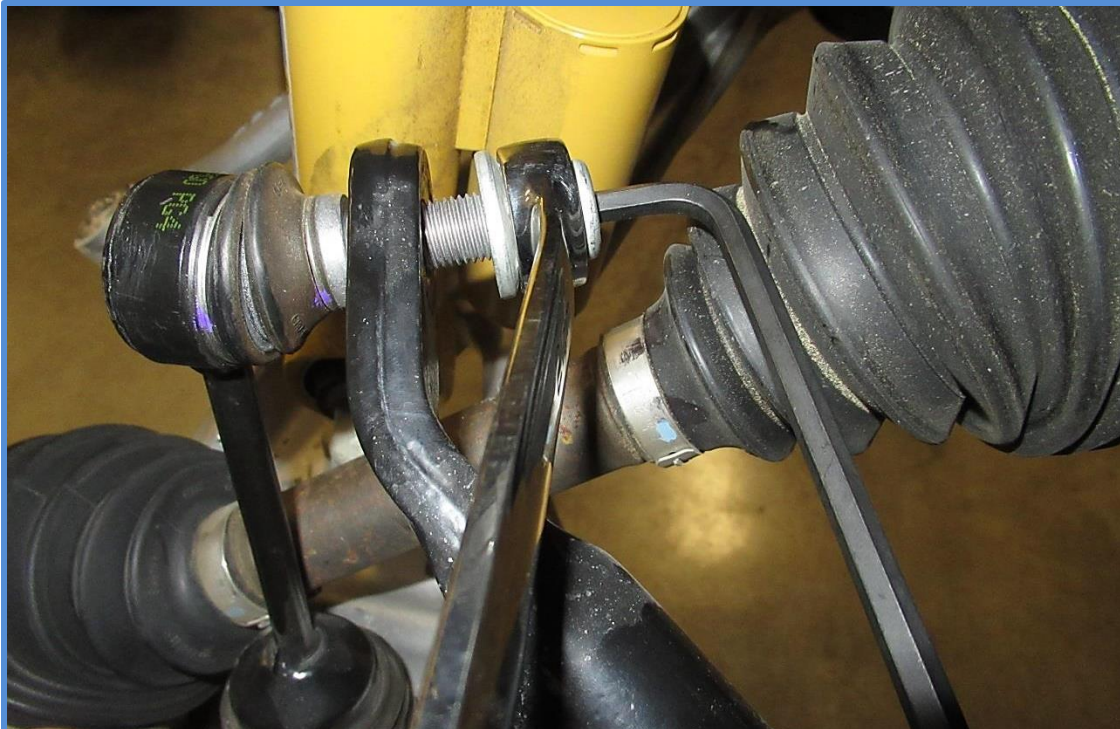
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5. Remove the nut from the tie rod end using a 21mm socket and separate the tie rod from the knuckle.



6. Disconnect the sway bar links on both sides of the vehicle. Remove the nut using a 21mm wrench, you may need to hold the stud with a hex key to keep the stud from spinning.



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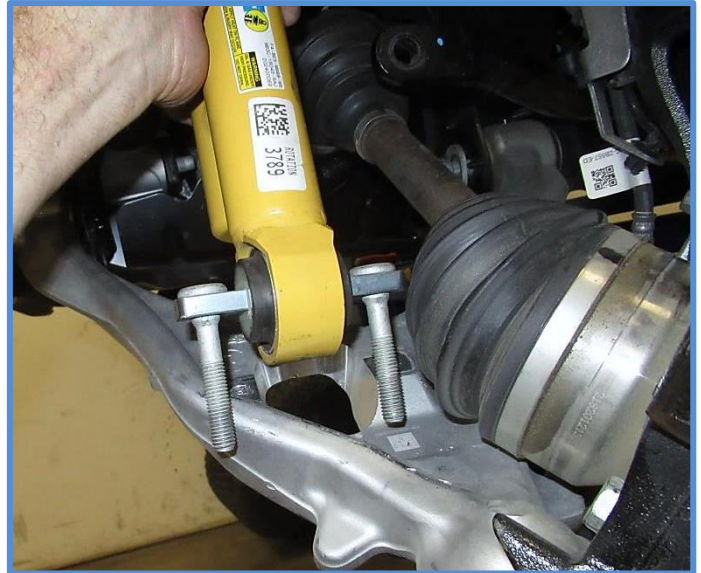
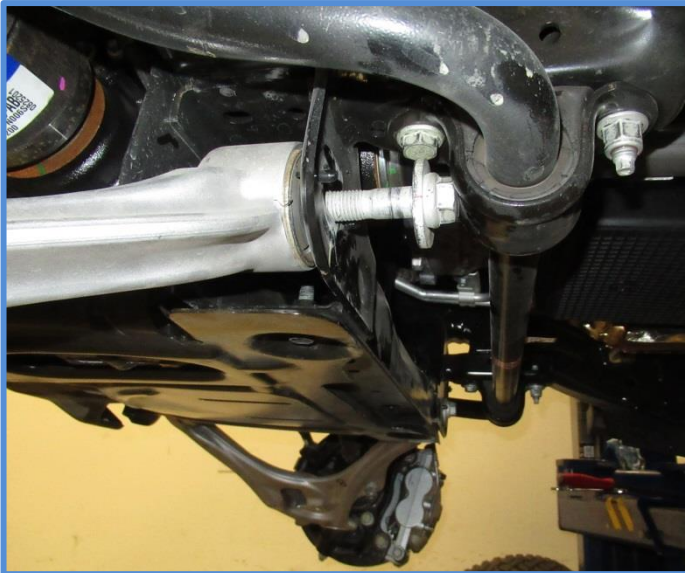
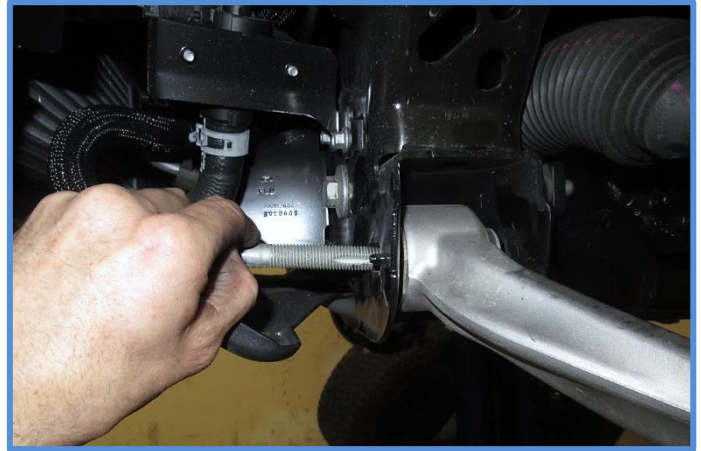
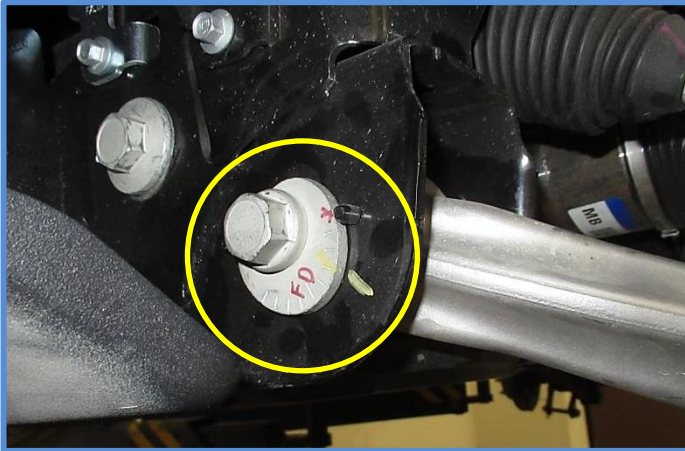
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7. **Remove shocks from vehicle** – For standard base model shocks you should be able to push down on the lower control arm while pulling the studs from the bottom of the shock out of the lower control arm. Then remove shock from vehicle. The longer Bilstein shocks can be tricky to remove on the left side. In order to remove the shock on the left side you may need to remove the lower control arm bolts. Make match marks on the cams so you can put the control arms back in the stock locations. Remove front lower control arm bolt and slide the rear bolt out as far as you can. This will allow you to push the lower control arm down enough to get the studs out of the lower control arm. Pull the bottom of the shock out of the lower control arm, then remove shock from vehicle.



Place the lower control arm back into the lower mount and install the cam bolts to the same position prior to removal. The vehicle will need to be aligned properly after the install but keeping the factory settings will get you to the alignment shop. Tighten lower control arm bolts to factory specs after the vehicle is sitting back on the ground. Removing right shock should not require removing lower control arm bolts. Remove right shock and move to next step...



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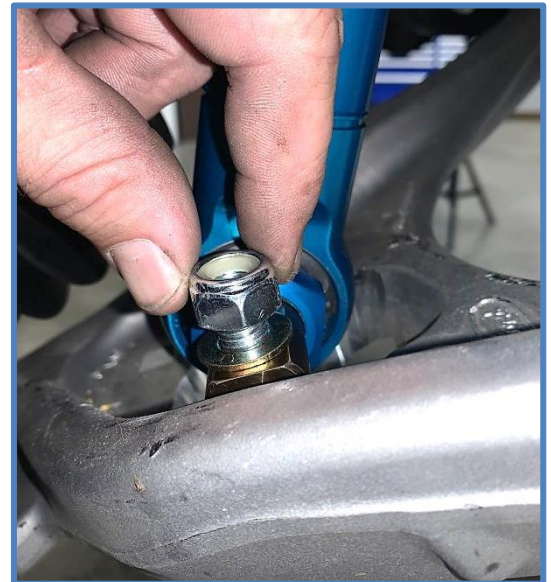
8. **Installing King Shocks** - Shocks are side specific, make sure you are installing the shocks on the correct side. Hose and reservoir will be towards the front of the vehicle. Maneuver the top of the shock into the upper mount then place the shock on the lower control arm.



9. Install the provided 3/8" upper mounting bolts (CB4701) with HD washers (CW1701). Thread the bolts into the upper mounting plate to hold shock in place but do not tighten yet.



10. Install the provided 12mm X 80mm bolt (CB3829) with washer (CW1001) and reducer sleeve up through the lower control arm and lower mounting lug. Install the provided nut with washer on the top side.



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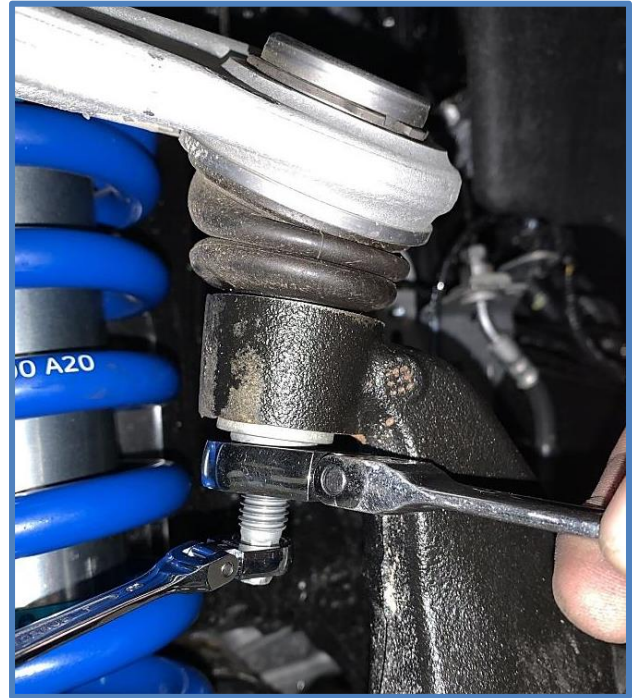
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11. Reconnect tie rod and tighten to factory specs.



12. Reconnect the upper control arm and tighten to factory specs.



13. Now you can torque the upper and lower mounting bolts. Torque the upper bolts to 35 ft/lbs. using a 9/16 socket. Torque lower bolts to 90 ft/lbs. with an 18mm socket on the nut & 19mm wrench on the bolt head.



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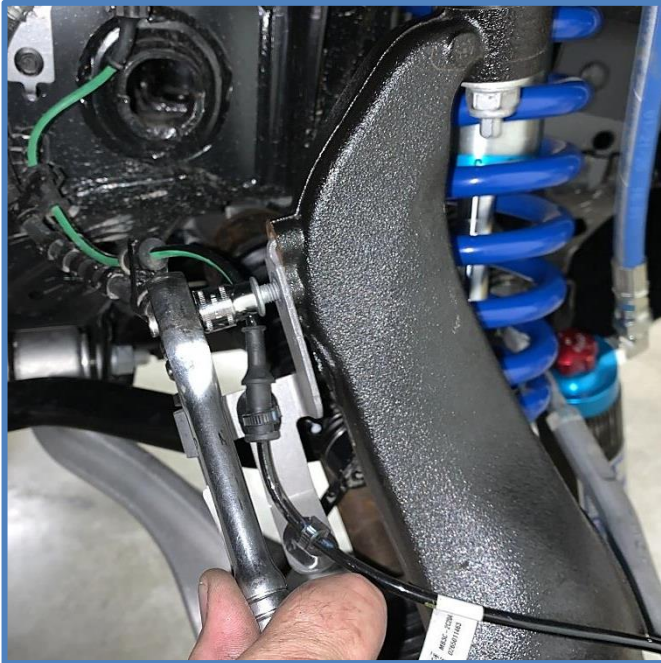
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14. Reinstall ABS/brake line bracket.



15. Reconnect the sway bar links.



16. **Mounting reservoirs** - First attach the reservoir clamps to the reservoir brackets as shown below. Install the 1/4 X 1/2" BHCS (CB2420) with red locktite and tighten using a 5/32 Hex Key.



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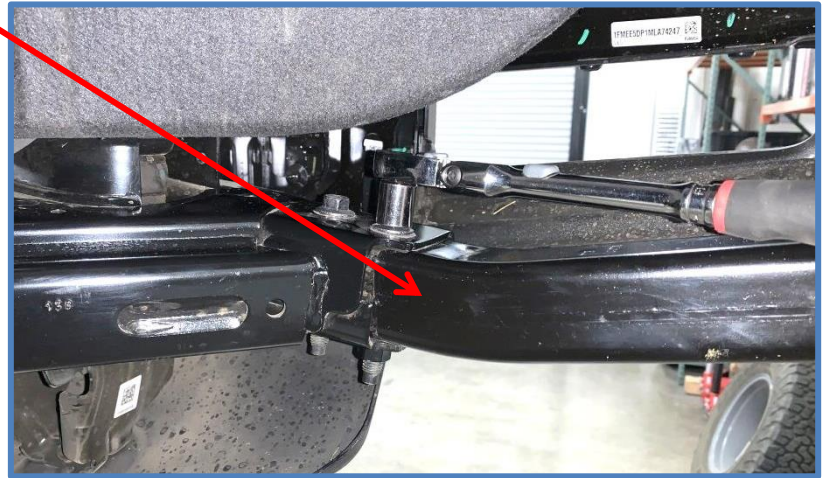
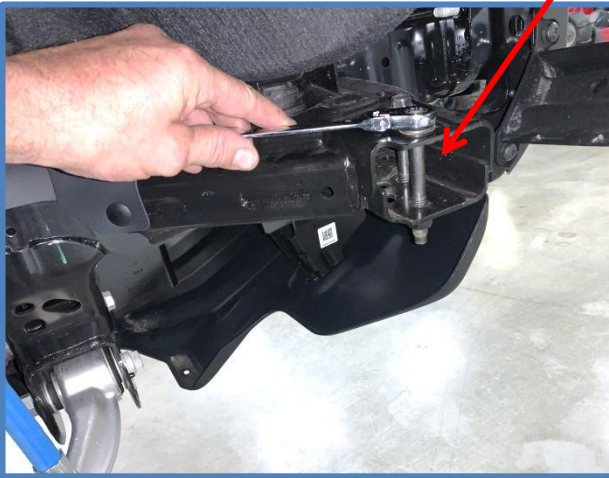
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17. Remove the two factory bolts and the factory cross member extensions (if applicable) from the front cross member as shown below.



18. Slide the reservoir into the reservoir clamp then place the bracket on the nuts on the front cross member. Install the provided M12 X 30mm bolts (CB3833) with washers (CW1001). Push the bracket forward and in towards frame as much as possible and tighten bolts.



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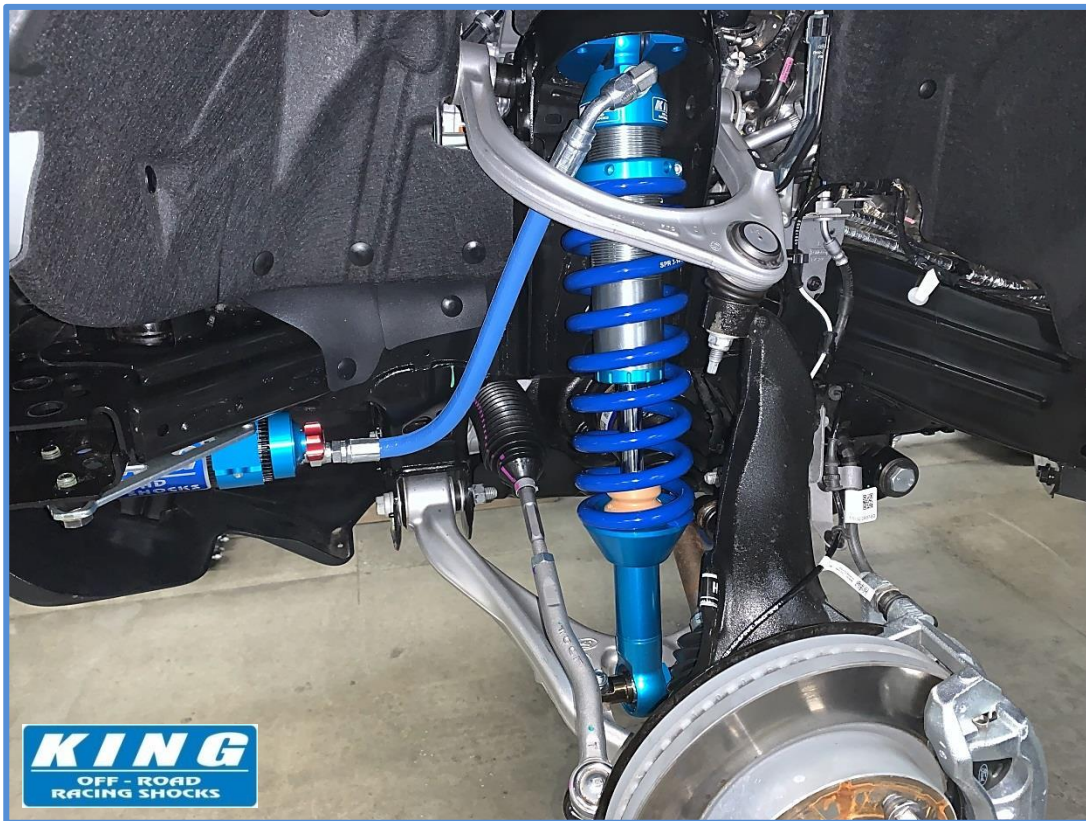
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19. Install the 1/4 X 1" bolts (CB1501) in the reservoir clamp and tighten using a 3/16 Hex Key.

**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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