



2019+ Ram 1500 2.5 Rear Shocks

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

Rear Parts List:

2 – 2.5 Rear Shocks (25001-210)

Tools Required:

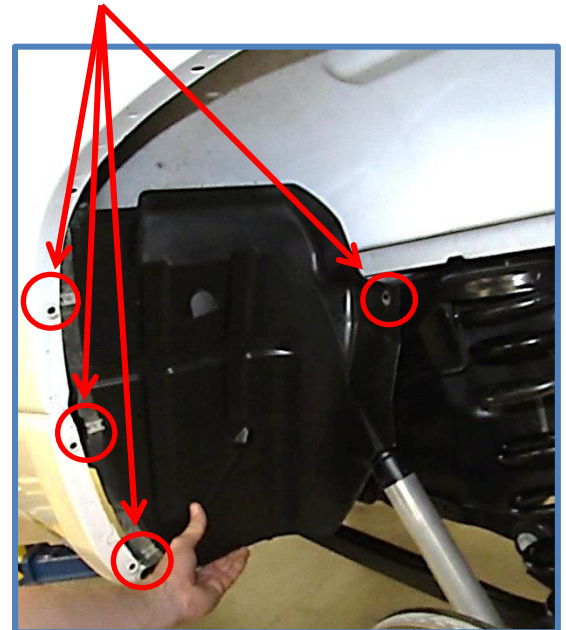
Floor Jack/Jack Stands
Metric Wrench/Socket Set
Standard Wrench/Socket Set

2019+ RAM 1500
DEM PERFORMANCE SERIES



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

1. **Removing factory shocks** - For easier access to the upper mounting stud you must first remove the plastic fender liner by removing the screws using an 8mm socket. Remove all screws, remove fender liner and set aside for now.



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.

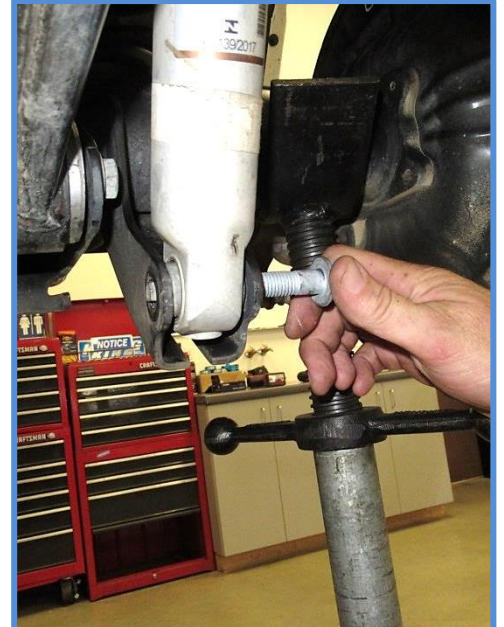
This kit does not require welding. Do not weld on any component. Welding may void the warranty and/or cause the product to fail. If any parts are missing, or for tech assistance; Contact King Off Road Racing Shocks: 714-530-8701 Most important after the install, Feel the difference and have fun.



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2. Now remove the lower bolt first using a 21mm wrench and socket. Keep a jack under the axle while removing shocks. Jack the axle up slightly to take pressure off of bolt and pull bolt out of lower mount.



3. Remove the nut from the upper mount using an 18mm wrench or socket and remove shock from vehicle.



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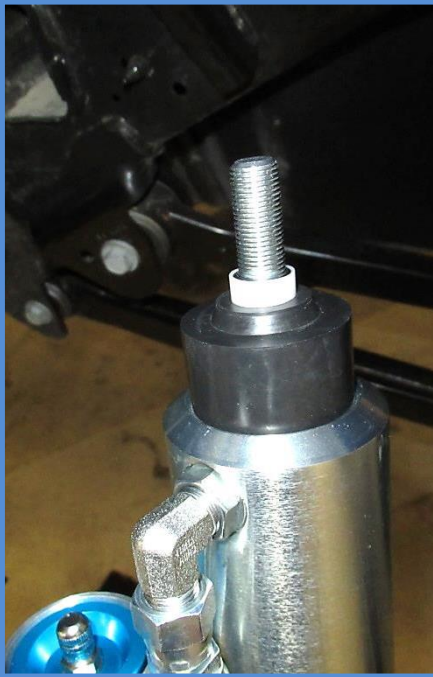
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4. Installing King Shocks – Shocks are side specific, be sure you are installing shocks on the correct side of the vehicle, see photos for proper orientation. First remove the nut, washer, blue bushing retainer and upper thinner bushing from the shock assembly. Then place the mounting stud with thicker lower bushing into the upper mount on the vehicle. Now place the thinner upper bushing over the stud followed by the blue retaining washer, regular washer and finally thread the nut onto the stud. Tighten the upper mounting nut using a 3/4 wrench or socket. Tighten nut until the bushings just start to compress, Do not overtighten nut.



Important Note: The rubber bushings on your King shocks are different from each other. Make sure the taller bushing is on the bottom next to the body of the shock as shown. The silver washer between the rubber bushings represents the material thickness of the upper shock mount. It's important to tighten the nut only until the rubber bushings start to compress. There should be approximately 1/8" – 3/16" of the mounting pin protruding above the nut.

Do not over-tighten the nut.



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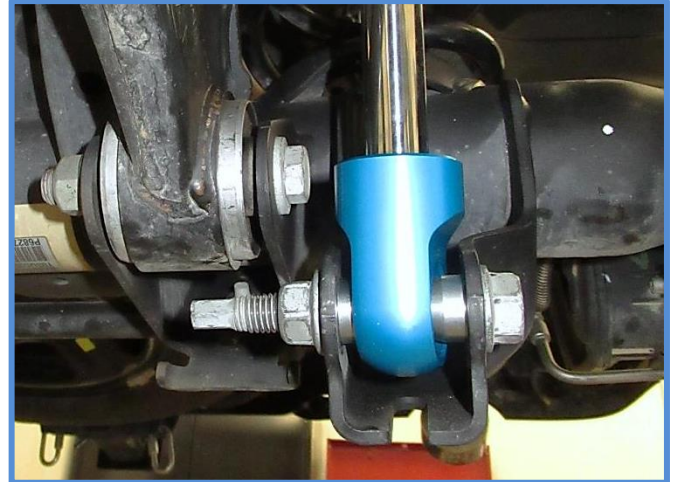
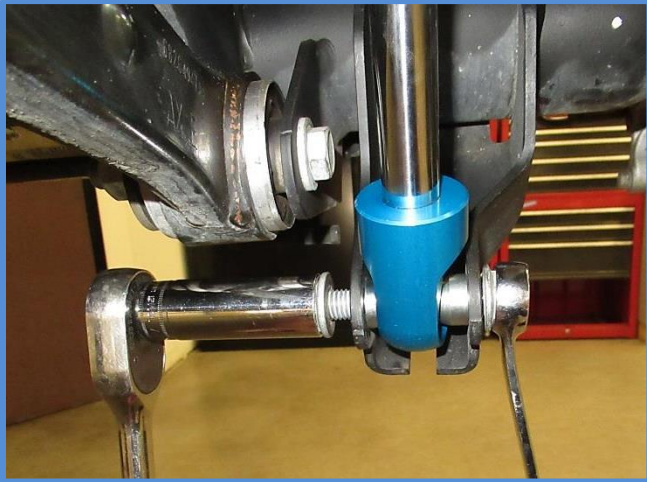
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5. Place the rod end into the lower mount located on the axle, line up the holes and install the factory hardware and tighten to factory specs.



6. Trim the fender liner – (Optional) – Hold the fender liner in place as if to reinstall and install one or two of the screws to hold liner in place. Draw lines to mark area to cut as desired and cut/trim fender liner. Reinstall fender liners using the factory hardware.



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Final install should look similar to photos below



LEFT



RIGHT

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.

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