

2004-2008 Ford F150 2wd & 4wd Front Coilover

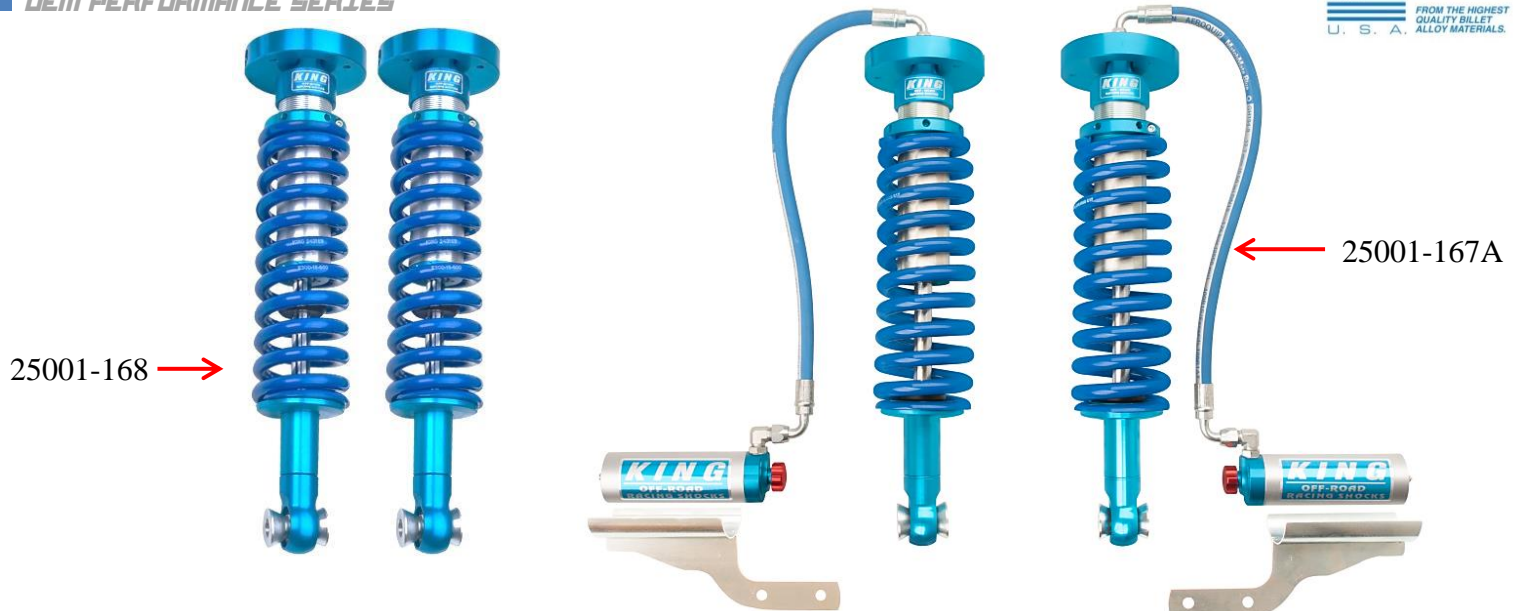
King Shocks 12472 Edison Way Garden Grove, CA 92841
714-530-8701 www.kingshocks.com

**Front Parts List:**

- 2 – 2.5 IFP Coilover Shocks **2wd** (25001-168) - OR →
- 2 – 2.5 Remote Reservoir Coilover Shocks **4wd** (25001-167) ←
- 2 – Front Reservoir Mounts **4wd Only** (25044-100 left/-101 right)
- 1 – Hardware Kit **2wd** (KH02-137)
- 1 – Hardware Kit **4wd** (KH02-111)

Tools Required:

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

Ford F150
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 the front tires. **NOTE: Never work under an unsupported vehicle.**

1. Unbolt the brake/ABS brackets so the suspension is not hanging by the brake/ABS lines during disassembly and installation.
2. Loosen the nut on the tie rod end, Separate tie rod end from knuckle and remove tie rod from steering knuckle.



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.

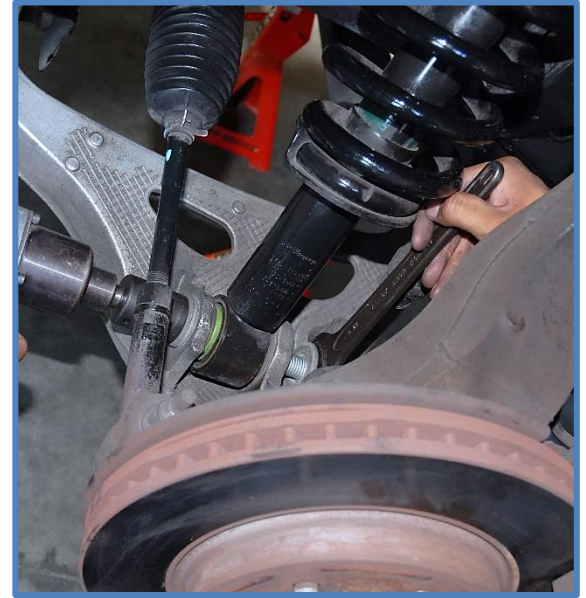
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3. Disconnect the upper A-arm from the upright. Using a 21mm socket, loosen the nut on the A-arm ball joint. Separate the ball joint from the upright using proper ball joint tools.



4. Remove the lower mounting bolt using a 30mm wrench/socket, remove nut then remove the bolt.



5. Using a 15mm socket, remove the three nuts from the top of the shock assembly and remove the shock.

2WD

4WD



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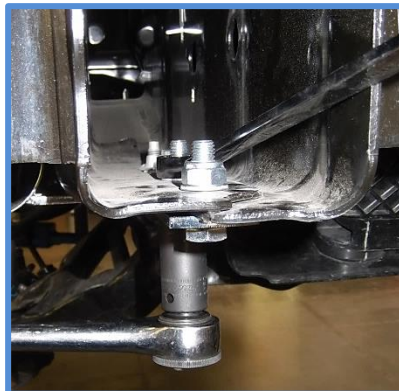
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FOR REMOTE RESERVOIR SHOCKS ONLY:

6. **4wd** – Locate the tow hooks at the front of frame and remove the two bolts from tow hooks. Place the reservoir mount between the tow hook and frame, install the two factory bolts you just removed. Reservoir brackets are side specific, see photos for proper mounting.



NOTE: Installing remote reservoir shocks on a vehicle that does not have tow hooks. You may need to remove bumper to install reservoir brackets if your vehicle does not have tow hooks. Use the 10mm hardware included in the kit to mount reservoir bracket when tow hooks are not present. Photos below show an example of brackets being installed on a vehicle that does not have tow hooks.



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7. **4wd** – Install King Remote Reservoir Shocks by first feeding the reservoir through the hole at the top of the shock mount. Be aware that the shocks are side specific, the reservoir will route towards the front of vehicle as shown in the photos below.



8. **4wd & 2wd** – Place the shock in position on the vehicle then line up the holes in the upper mounting plate with the upper mount on the vehicle. Use the supplied 3/8" bolts and washers to attach the new coilover to the factory upper mount. Tighten upper bolts to 35 ft/lbs.



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9. Line up the lower mount and reuse the factory bolt. Install the bolt and tighten to factory specs.



10. Reconnect the upper A-arm. Torque nut to factory specs.



11. Reconnect tie rod. Tighten nut to factory specs. Reconnect the brake/ABS brackets.



2WD Finished Install



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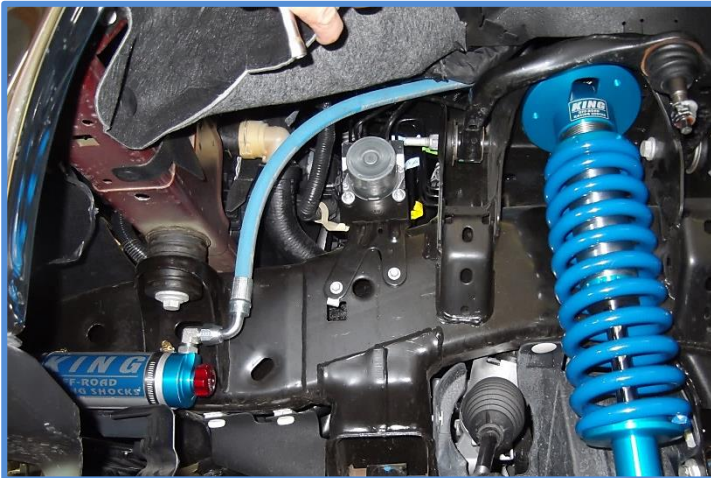
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12. For Remote Reservoir Shocks: Route the hose behind the fender liner and position the reservoir in the reservoir bracket. Use the provided hose clamps to secure the reservoir to the reservoir bracket.



With Compression Adjuster

Without Compression Adjuster



4WD Finished Install



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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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