

KING

OFF - ROAD
RACING SHOCKS

2018+ Ford Expedition 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 Remote Reservoir Front Coilover Shocks (25001-182)
- 2 – Front Reservoir Mounts (25048-039 left & 25048-040 right)
- 4 – Reservoir Clamps (25042-020)
- 1 – Hardware Kit (KH02-162)

Tools Required:

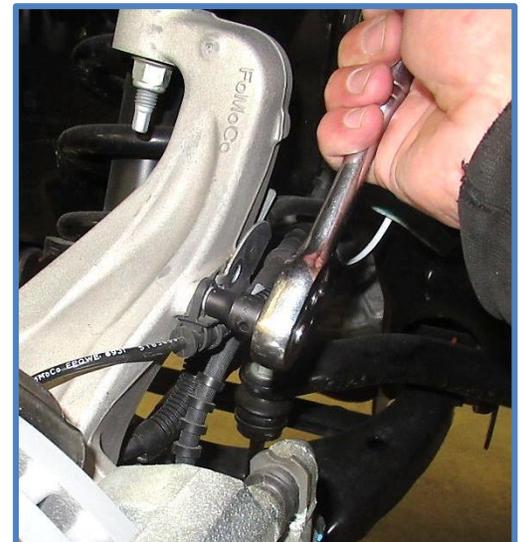
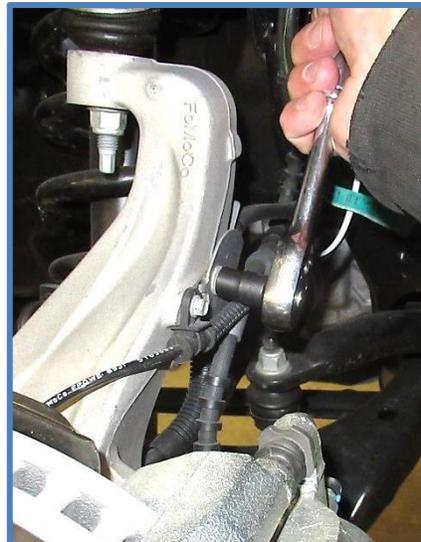
- Floor Jack/Jack Stands
- Metric Socket/Wrench Set
- Standard Socket/Wrench Set

Ford Expedition
OEM 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 line brackets so the suspension is not hanging by the brake/ABS lines during disassembly and installation. Unbolt brackets using a 10mm socket. Unbolt the ABS line from the upright using an 8mm 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.



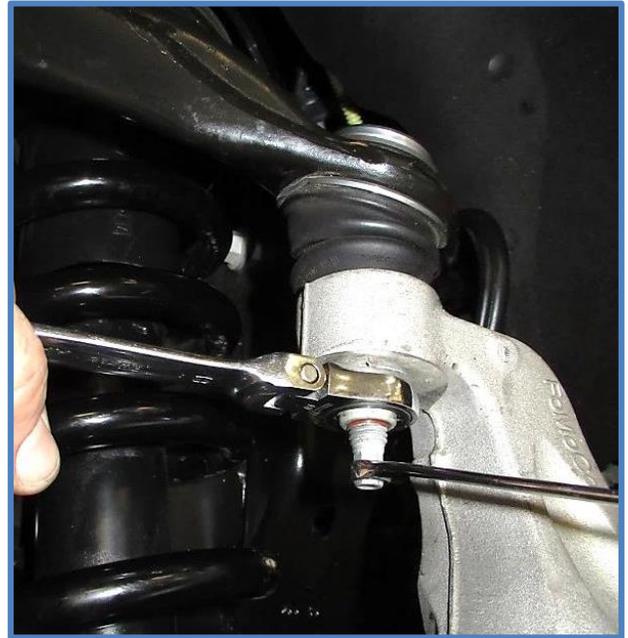
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2. Disconnect the tie rod from steering knuckle. Using a 21mm socket, loosen the nut on the tie rod end. Separate the tie rod end from the knuckle using the proper ball joint tools and remove tie rod end from steering knuckle.



3. Disconnect the upper A-arm from the upright. Using a 18mm wrench/socket, loosen the nut on the ball joint. Separate the ball joint from the upright using proper ball joint tools. You may need to use an 8mm wrench to hold the stud as shown below.



4. Remove the nut from the sway bar link using an 18mm socket.



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5. Remove the nuts from the lower shock mount using an 18mm socket. Save the nuts you will Reuse them to mount the King Shocks.



6. Using an 18mm wrench/socket, remove the three nuts from the top of the shock assembly.



7. Remove shocks from vehicle by pushing down on lower control arm while holding the shock up, pull the studs out of the lower mount and remove shock.



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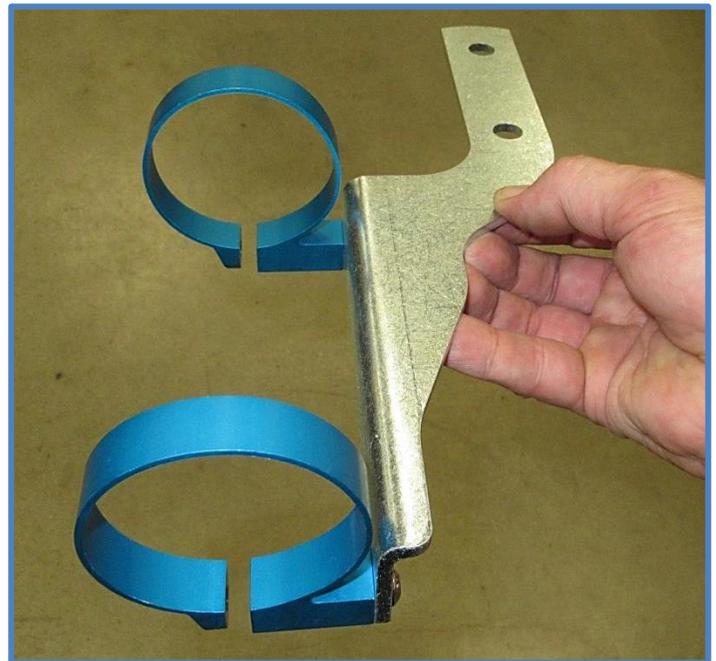
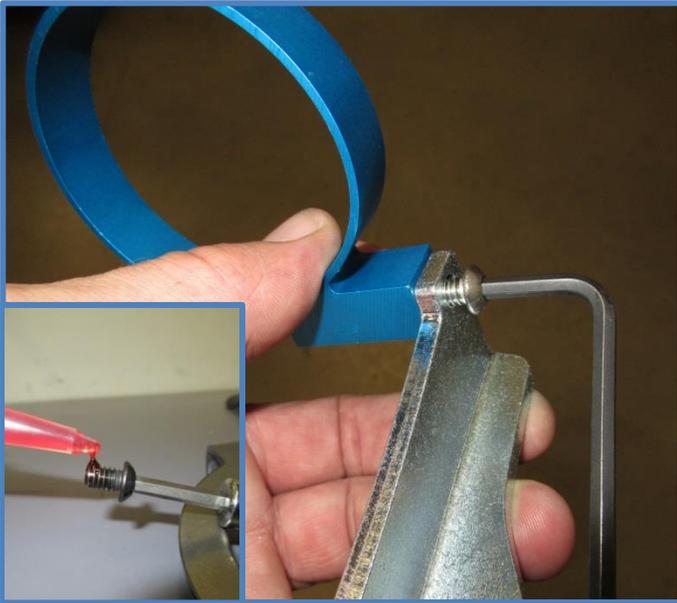
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Reservoir brackets for shocks with finned reservoirs:

Before installing the reservoir brackets you must attach the reservoir clamps to the reservoir brackets as shown below. Be sure to use Locktite on the screws to insure the clamps do not come loose. Install the 1/4 X 1/2" BHCS (CB2420) through the bracket and tighten clamps as shown.

Photos show the left bracket being assembled.



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8. **4wd** – Locate the tow hooks at the front of frame and remove the two bolts from tow hooks. If your vehicle has the skid plate package you will also need to remove the bolt for the skid plate.



Place the reservoir mount against frame between the frame and tow hook (and skid plate if applicable). Install the two tow hook factory bolts you just removed. If you have the skid plate option you will need to place one of the thick washers from the hardware kit (CW1701) between the frame and skid plate, install factory bolt and tighten. Tighten all bolts to factory specs. Reservoir brackets are side specific, see photos for proper mounting.



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NOTE: 2wd – For 2wd models and/or vehicles without tow hooks you may need to remove bumper to install reservoir brackets if access to mounting points is not available. Use the supplied 10mm hardware to attach brackets to existing holes in frame if tow hooks and tow hook hardware are not installed on your vehicle.

Please be advised that our kit has been updated to finned reservoirs. Some pictures may not represent actual product.



9. Install King Remote Reservoir Shocks by first feeding the reservoir through the hole at the top of the shock mount, then place the shock in position on the vehicle. Get the shocks in position on both sides of the vehicle before reconnecting any suspension components. Shocks are side specific, the reservoir will route towards the front of vehicle as shown below.



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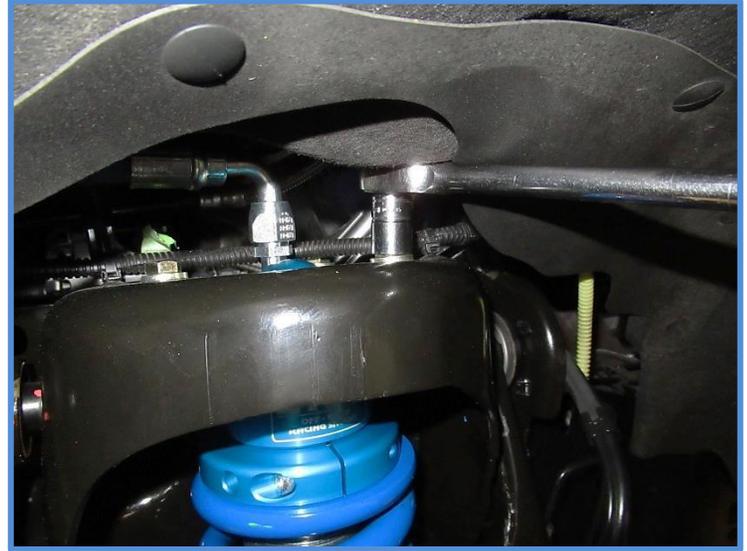
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10. Line up the holes in the upper mounting plate on coilover with the upper mount on the vehicle and use the supplied 3/8 X 1" HHCS (CB4701) and 3/8 SAE HD Washers (CW1701) to attach the new coilover to the factory upper mount. Using a 9/16" socket, torque the 3/8" upper shock mount bolts to 35ft/lbs.



11. Line up the lower mount and use the supplied 12mm bolts and washers along with the factory nuts. Torque the lower shock bolts to 75ft/lbs. using an 18mm & 19mm wrench/socket.



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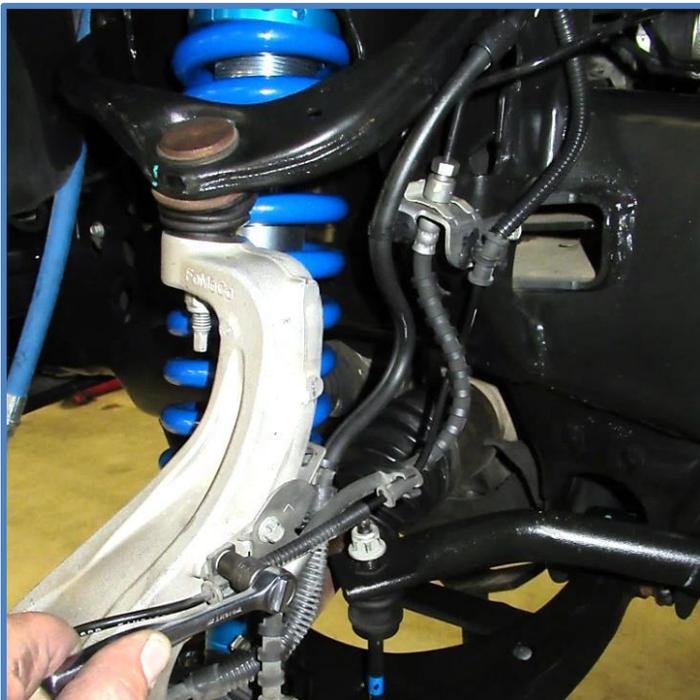
12. Reconnect the upper A-arm and tighten to factory specs.



13. Reconnect the tie rod and torque to factory specs.



14. Reconnect the brake line/ABS line brackets.



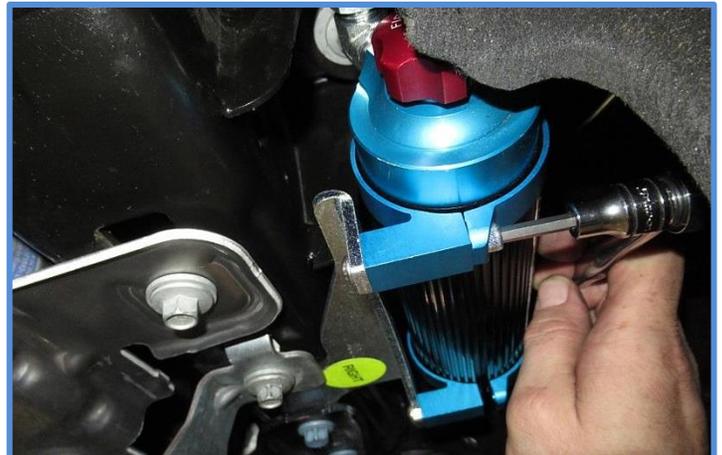
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15. Route the hose behind the fender liner and position the reservoir in the reservoir bracket. Use the 1/4 X 1" SHCS (CB1501) in the reservoir clamps and tighten using a 3/16 Allen wrench.



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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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