



## 2007-2018 Chevy 1500 Rear Bump Stop Kit

King Shocks 12472 Edison Way Garden Grove, CA 92841  
714-530-8701 [www.kingshocks.com](http://www.kingshocks.com)

**Parts List:**

- 2 – Upper Brackets (20AB424-108/109)
- 2 – Lower Strike Pad (20AB425-107)
- 2 – 2.0 X 2” Compact Bump Stops (BS2120)

**Tools Required:**

- Floor Jack/Jack Stands
- Welder
- Grinder

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**OE 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.** Be aware that you will need to cycle the suspension to check for clearance by either placing weight in the back of the truck or pulling the leaf springs apart so that the rear suspension can be “bottomed out” to properly set up bump stops and brackets.

1. Unclip ABS line from frame on right side.



2. Remove factory bump stops using a 10mm socket to remove the bolt located inside the foam bump.



**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** require welding. All welding must be performed by an experienced professional welder. **DO NOT** attempt any welding to your vehicle if you are not a professional welder. 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. Prepare your frame for welding. You will need to clean the area in front of the existing bump stop on the left side and behind the existing bump stop on the right side. Scrape the coating off the frame and use WD40 to wipe the frame clean. Clean the frame all the way around the back side, top and bottom.



4. Next prepare your axle for welding. Grind the paint from the existing bump pad on the axle and the shock mount area as shown below.



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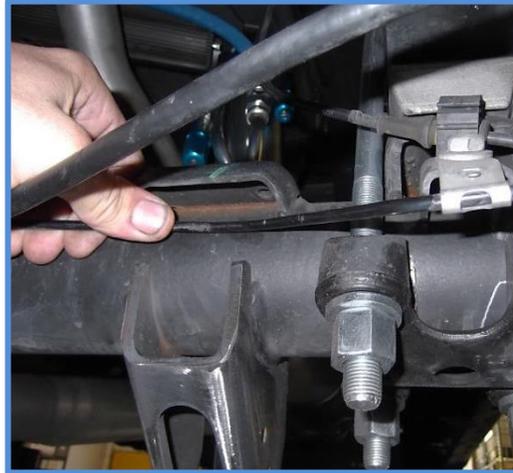
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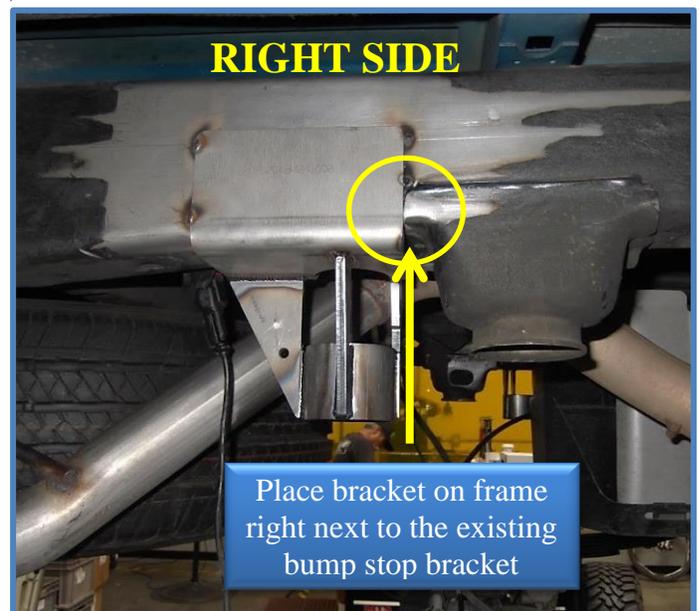
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5. Test fit brackets. First place the lower strike pads in position over the axle and shock mounts as shown below. The left strike pad will be on the front side of the axle and the right side will be behind the axle. Also on the right side you will need to bend the brake line up so that it sits behind the strike pad as shown below. Make sure the paint has been removed in all the areas that will be welded. Make sure strike pads are sitting flat on top of axle and are fitting tight around shock mounts, make any necessary adjustments at this time. Tack weld brackets to axle.



6. Test fit the upper frame bracket. On the left side place the bracket on the frame in front of the factory bump stop and butt the bracket up to the front edge. On the right side place the bracket on the frame behind the factory bump stop and butt up to the back side of the bracket. Be aware that the upper bump stop brackets are side specific, the right side upper bracket has a spacer on the edge that butts up to the edge of the existing bump stop on the frame. Make sure bump stops will be close to plumb (vertical) in all directions. Clamp or tack weld brackets to frame. (Be aware that the position may need to be adjusted, **Do Not Fully Weld** until suspension has been cycled to determine final position)



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7. You will need to cycle the rear suspension to ensure brackets get welded in the proper location and to adjust bump stops for the proper height. Place bump stops in brackets by removing the upper nut, slide bump stop into bracket and replace the nut. Bottom out the suspension by placing weight in the bed of the truck or by taking the leaf springs apart and use the main leaf only. Install shocks temporarily so you can set up bump stops while suspension is bottomed out.



8. With the suspension bottomed out, check for clearance issues. On the left side make sure the bump stop has clearance between the bump stop and the strike pad. Also on the left side make sure the lower strike pad does not contact the gas tank. Make any necessary adjustments. On the right side make sure the bump stop has clearance between bump stop and the strike pad. Make any necessary adjustments at this time.



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9. Once the test fit has been confirmed and any clearance issues have been dealt with, remove bump stops and weld all brackets. Weld all the way around all brackets. **DO NOT WELD WITH SHOCKS INSTALLED!**



Weld all the way around the upper brackets



10. Prep and paint brackets and frame to prevent rusting.



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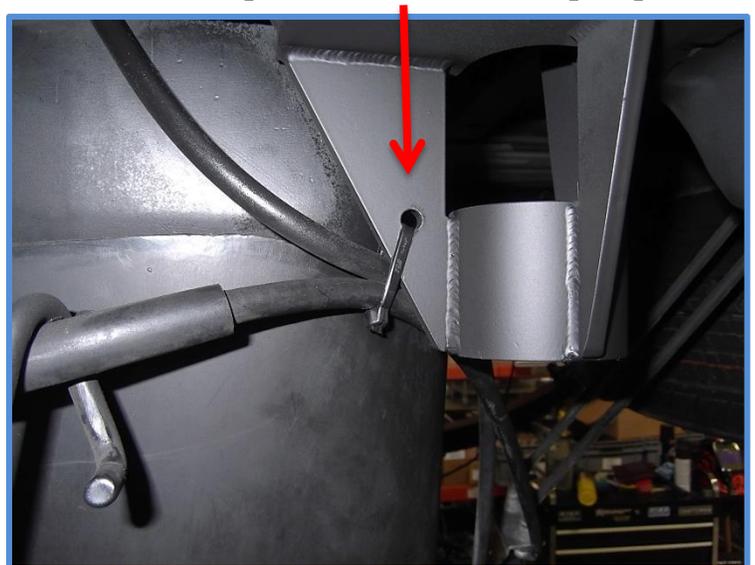
11. Install the bump stops. Unscrew the upper nut from the bump stop cylinder and place bump stop into the bump stop bracket. Thread upper nut back onto cylinder and tighten. Once the bump stops have been adjusted for your vehicle tighten the set screws on the nuts.



Tighten set screws when final position has been determined



Use the hole in the upper bracket to zip tie the parking brake cable and differential breather tube to keep them clear of the bump stop.



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12. Reroute the ABS line on the right side so it can't get caught in the bump stop.



**Adjusting bump stops:** For vehicles with 0-2" of lift you will most likely have the bump stops all the way up as shown in the photo to the left. Each vehicle will vary depending on shocks and springs and other variables. It's ultimately up to the installer to properly set up bump stops so that the shocks do not bottom out before the bump stops. With the suspension bottomed out and the shocks installed, adjust bump stops so that bump stops bottom out just before the shock does. Set the position and tighten the nuts and set screws.



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