



## 2007–2017 Jeep JK 2.0 &amp; 2.5 Front Shocks

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

**2.5 Front Parts List:**

2 – 25001-180 2.5 Front Shocks (0-2.5" lift)  
2 – 25001-223 2.5 Front Shocks (3-5" lift)  
2 – 25001-284 2.5 Front Shocks (6" lift)

**2.0 Front Parts List**

2 – 20001-206 (0-2.5" lift)  
2 – 20001-166 (3-5" lift)  
2 – 20001-204 (6" lift)

**Tools Required:**

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

**2007-2017 Jeep JK**  
**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. Remove existing front shocks by removing the nut from the upper mount and remove the nut and bolt from the lower mount and remove shock. Save the nut and bolt from lower mount, you will reuse this hardware.



**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. Be aware that the 2.5 shocks are side specific and must be mounted so that the reservoir is next to the spring. Install shocks by inserting the mounting pin into the upper mount on vehicle with the thick bushing on bottom, then place the thinner bushing, retaining washer and regular washer on top and thread the nut onto the stud. Leave loose for now and move to the lower mount...



3. Install factory nut and bolt for lower mount and tighten. Jack up the axle so that the shock is tight against the upper mount and tighten nut so that the bushing just starts to compress, do not overtighten nuts.



**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..**

**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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# WARNING

## JEEP JK

Jeep JK 3" to 5" lift shocks are designed to be used with a 2" bumpstop spacer on the front and the rear. If a larger spacer is used, wheel travel will be lost. If less is used, the axle will bottom out on the shocks before the bumpstops, potentially damaging the shocks. After installation, raise the chassis to full shock extension. Check to make sure the springs do not come loose in their buckets. If they do, there are brackets to prevent the springs from falling out on the trail. Most lift kit companies can provide these. King Shocks have been designed to prevent this on most kits. However, it is impossible for us to check all the applications they may be used on.

### INSTALLERS AND/OR VEHICLE OWNERS PLEASE BE ADVISED:

For lifted applications over 2", it is very important that track bar issues be addressed. Axle **MUST** be centered with longer or adjustable track bars or track bar relocation brackets. Lift kits over 2" will offset the axle enough that with larger diameter shocks installed on the front they can contact and bind on the frame during certain articulation situations causing upper mounting pins and shock shafts to bend.

For the rear many companies supply a bolt-on track bar relocation bracket that raises the left side of the track bar up above the axle. If you have this type of bracket it is very important to make sure that the shock and reservoir do not come in contact with the track bar relocation bracket through the entire stroke of the shock. (See photos below)



**Many JK's are built using aftermarket kits from several different companies. It is ultimately up to the installer to make sure everything is working together.**

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