

2007–2017 Jeep JK 2.0 & 2.5 Rear Shocks

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

**2.5 Rear Parts List:**

2 – 25001-181 2.5 Rear Shocks (0-2.5" lift)
2 – 25001-224 2.5 Rear Shocks (3-5" lift)
2 – 25001-285 2.5 Rear Shocks (6" lift)

2.0 Rear Parts List

2 – 20001-207 (0-2.5" lift)
2 – 20001-167 (3-5" lift)
2 – 20001-205 (6" lift)

Tools Required:

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

2007-2017 Jeep JK
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. Remove existing rear shocks by removing the two upper mounting bolts, then remove the nut and bolt from the lower mount and remove shocks.



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.

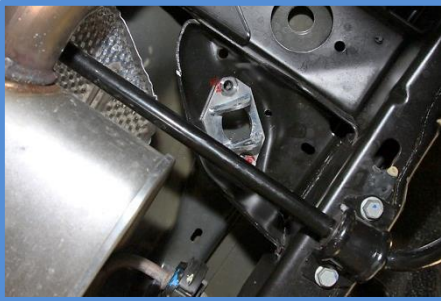
This kit does not require welding. Do not weld on any component. Welding may void the warranty and/or cause the product to fail. If any parts are missing, or for tech assistance; Contact King Off Road Racing Shocks: 714-530-8701 Most important after the install, Feel the difference and have fun.

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2. Before installing your King Shocks check for the label that designates which side of the vehicle it fits on. The clearance is very tight on the rear shocks. If any part of the shocks is making contact with the frame, swaybar or anything else call King Shocks at 714-530-8701 for technical assistance. The mounting bracket is longer on one side than the other. When installed properly the longer side goes towards the swaybar as shown.

**** Shown for reference only, do not remove bracket from shock assembly.**



3. To make installation easier, remove the nut from the top mount as shown above. You can slide the bolt over to gain access to the factory mounting bolts above it. Insert the shock assembly into the frame pockets, Install the factory mounting bolts and tighten. After the mounting bolts are tightened install the nut and washer to the through bolt on shock and tighten.



4. Put the rod end into the lower shock mount, insert the bolt, install nut and tighten.



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5. While the Jeep is on the jack stands, let the axle droop down all the way and check to make sure the shocks have proper clearance. Then jack the rear end up to check clearance with the shocks compressed. If any part of the shock is making contact with the frame, swaybar or anything else call King Shocks at 714-530-8701 for technical assistance.

Photo shows left rear shock properly installed. →



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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