



2007+ Jeep Wrangler Front Bump Stop Kit

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

Front Parts List:

- 2 – 2.0 Bump Stops (20001-150)
- 2 – Axle Spacers (25038-003)
- 4 – 1/4 x 3" socket cap screw (CB1506)
- 4 – 1/4" nuts and washers (CN2503 & CW1501)

Tools Required:

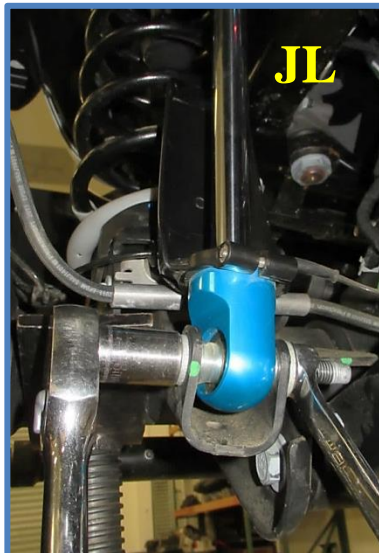
- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set
- Grinder/cutoff wheel

2007+ Jeep JK/JL 2" Front Bump Stops
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. Remove front tires. **NOTE: Never work under an unsupported vehicle.**

1. Remove front shocks. Keep the axle supported with a jack while removing shocks and springs. Remove the bolt from the lower shock mount, then remove the upper nut (JK) or the upper bolt (JL) and remove the front shocks.



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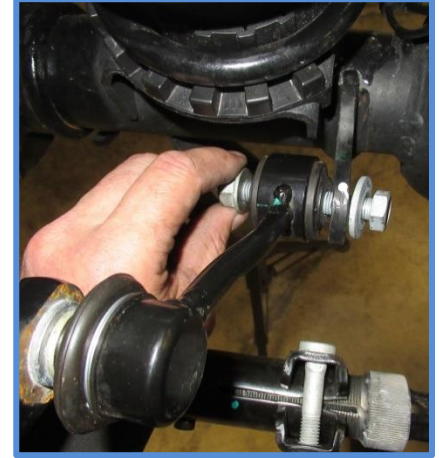
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2. Unbolt the sway bar links on both sides of the vehicle.

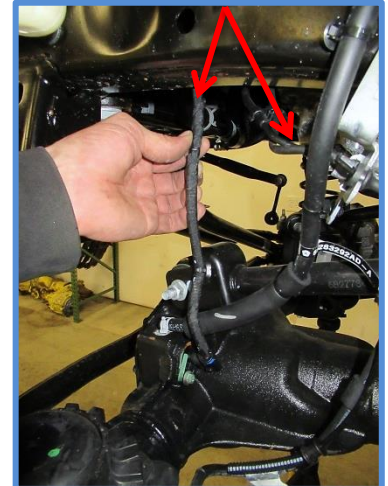
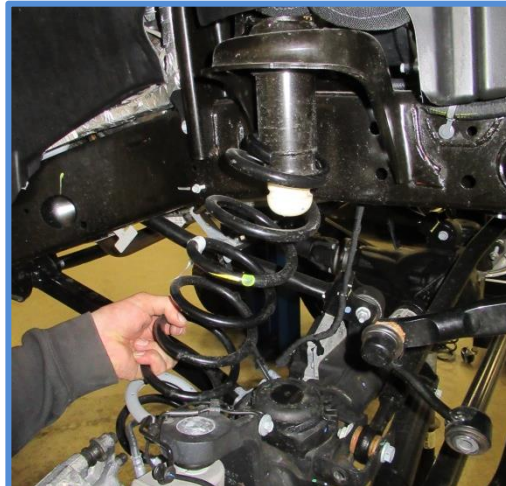


3. Unbolt the brake lines on both sides to get enough slack to push axle down when removing springs.



4. With the shocks removed and sway bars disconnected you can lower the axle and remove springs.

Pay attention to the brake/ABS lines, wiring, breather tube, etc. when lowering axle and removing springs.



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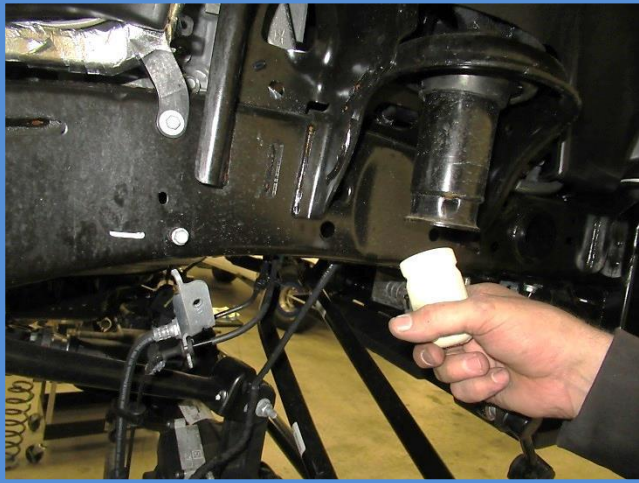
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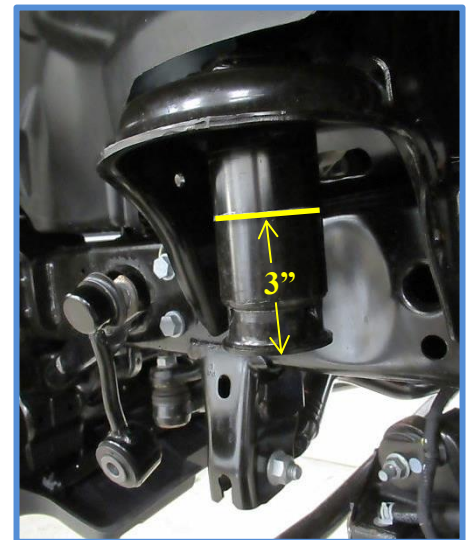
5. Remove the factory foam bump.



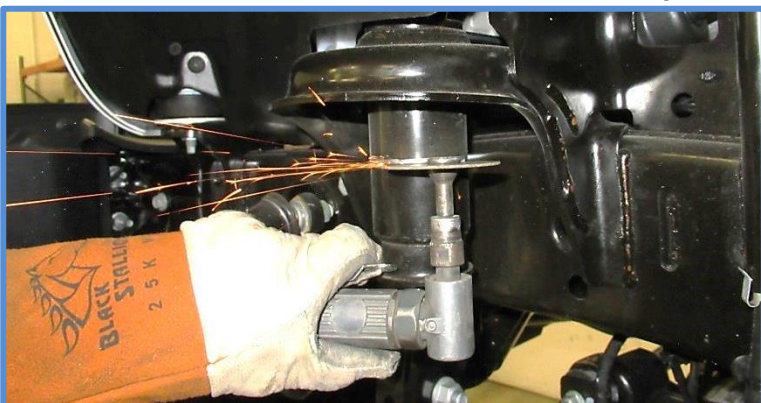
6. Remove the rubber spring isolator.



7. Mark 3" up from bottom of mount in a few spots and connect the dots making a nice line around the mount.



8. Use a sawzall or cut off wheel to make a nice straight cut on the line.



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9. Time to do a trial fit. Push the bump stop up into the mount and thread the top collar on. The bump stop locates on the top of the mount. Making sure that the top collar is flush with the top of the mount inspect the bottom edge for any high or low spots that need to be trimmed. Mark those areas and carefully trim them until the lower bump stop collar sits flush with your cut edge.



10. Prep the mount for install... do any final trimming/test fitting, then de-burr and paint the cut edge.



11. Once the cutting and trimming is complete you can mount the bump stop. Make sure the set screws are backed out before installing bump stop. Thread the bottom nut on all the way to the end of the threads.



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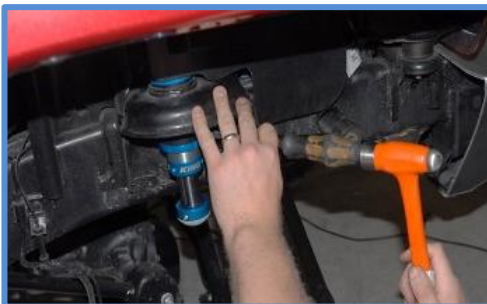
12. Insert the bump stop into the mount and thread the upper nut onto the bump stop. Thread the nut down until its engaged in the mount and tighten by hand for now.



13. Now is the perfect time to set up your bump stops. Install your shocks without the springs installed and fully compress the suspension. Now adjust the bump stop so that it bottoms out just before the shock does. (See Bump Stop Memo and Cycling Suspension notes at the end of these instructions for more info.)



14. With the bump stops properly adjusted you can now tighten the nuts and set screws. Use a punch and hammer to gently tap the nuts until they are tight. Now apply locktite to the set screws and tighten.



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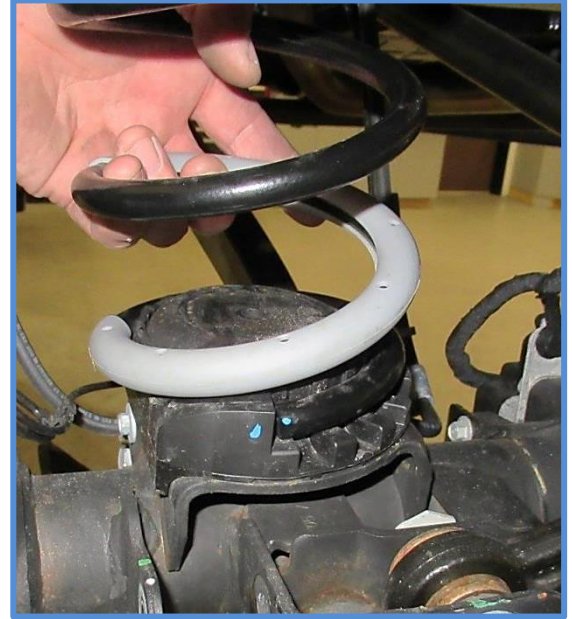


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Before installing springs read the “Bump Stop Memo” section at the end of the instructions for information and instructions for cycling suspension and properly setting up bump stops before installing springs!!

15. Be sure to cycle suspension and properly adjust bump stops before installing springs! Now that the bump stops are adjusted you can put the remaining suspension components back together. First install the factory rubber isolator over the bump stop mount, then install springs making sure they are properly indexed in the mounts.



16. Install shocks, sway bar links and reconnect brake lines etc...



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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.



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Bump Stop Memo

The King Hydraulic Bump Stop is designed to directly replace the stock foam bump stop without changing the upper limit of wheel travel. The compressed position of the King Bump Stop is the same as the compressed position of the factory foam bump stop. For vehicles with 0-2" of lift the King Bump Stop should be close to the proper position when installed as previously instructed. Each vehicle will vary depending on aftermarket lift kit, shocks, large tires and other variables.

It is up to the installer to properly set up bump stops so that the shocks do not bottom out before the bump stops. With the springs removed and the shocks installed jack up the axle until the shocks are bottomed out (see instructions below for cycling suspension). Adjust bump stops so that bump stops bottom out just before the shocks do. Set the position and tighten the nuts and set screws. For vehicles with lift kits over two inches some additional work may be required. The King Bump Stop Kit has been designed to work with a wide range of aftermarket lift kits and shocks. However, it is impossible for us to check every application they may be used on...

- If your lift kit included a spacer to attach to the front axle to limit up travel, simply use the spacer provided with your lift kit.
- If your lift kit included a spacer to drop down the factory foam bump, then a spacer will need to be added to the axle.
- Spacers are provided with your King Bump Stop Kit. Spacers are typically used with suspension lifts over two inches. It is up to the installer to determine if the spacer is needed. Please read the "Cycling suspension and installing spacers" section below for important instructions for cycling suspension and properly setting up bump stop position.

Additional note for setting up bump stops: Tire size may play a role in setting up bump stops. If you are running 35" or larger tires you will want to install a tire while cycling suspension to check if you need to limit up travel for tire clearance issues. Bump stops and spacers can be set up to limit up travel to prevent tires from hitting fenders. However, maximizing wheel travel is also important for optimal suspension performance.

Cycling suspension and installing spacers

1. It is very important to bottom out the suspension to make sure bump stops are set up properly. Install shocks while the springs are removed and jack the axle up until the shocks are bottomed out.



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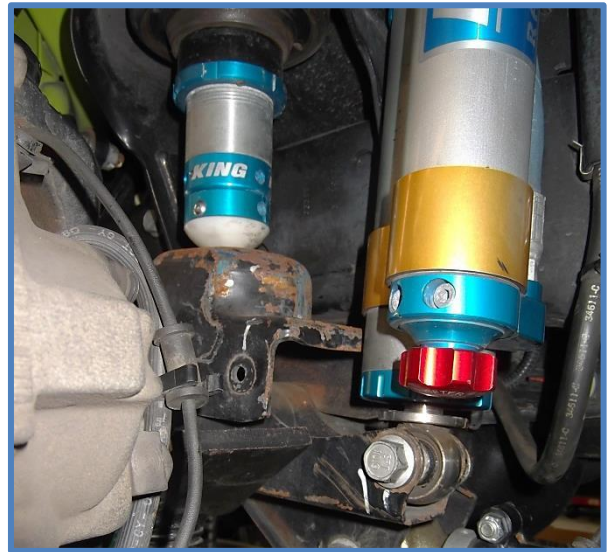
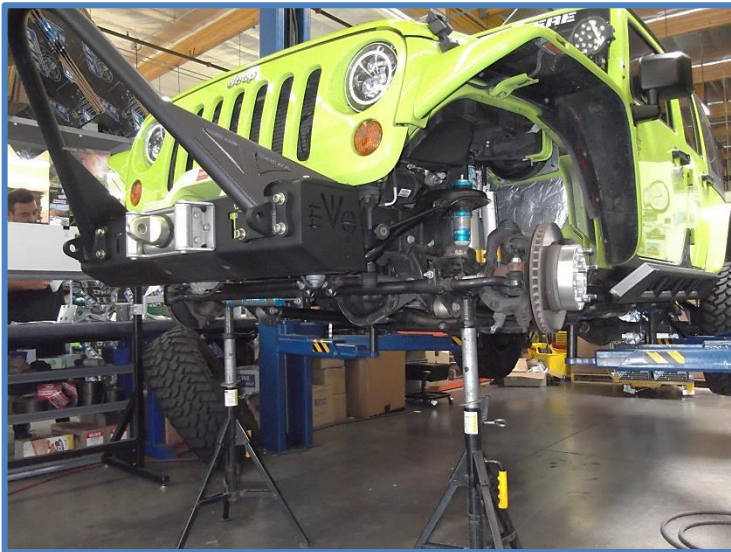
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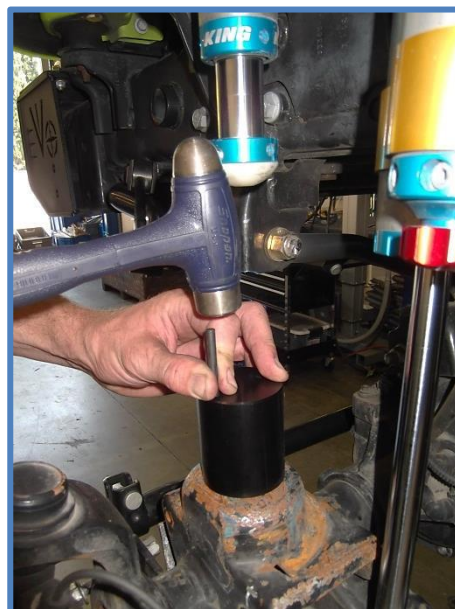
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2. Photos below show the suspension bottomed out and a proper bump stop setup with the bump stop bottomed out and about an 1/8th inch of shock shaft still showing. Be sure to check all suspension and steering components while cycling the suspension. Also be sure to install a tire while cycling suspension to make sure tire clearance isn't an issue. If tire clearance is an issue there are several aftermarket fender options that allow larger tires while maintaining full wheel travel. Fender trimming is also an option or use the spacers provided with your lift kit or use the spacers provided with the King Bump Stop Kit to limit up travel so that tires do not contact fenders.



3. When installing the spacers provided with the King Bump Stop Kit, center the spacer on the axle's spring mount and use a 1/4" center punch to mark the holes.



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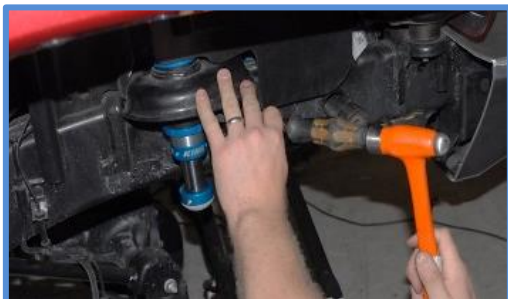
4. Use a 1/4" drill bit and drill through the spring mount as shown below.



5. Install the 1/4" bolts provided in the kit to make sure the holes line up but don't install the nuts yet. Cycle the suspension again with the spacer in place and adjust bump stops to the desired position.



6. Once the bump stop position has been determined, tighten the locking nuts/collars and set screws.



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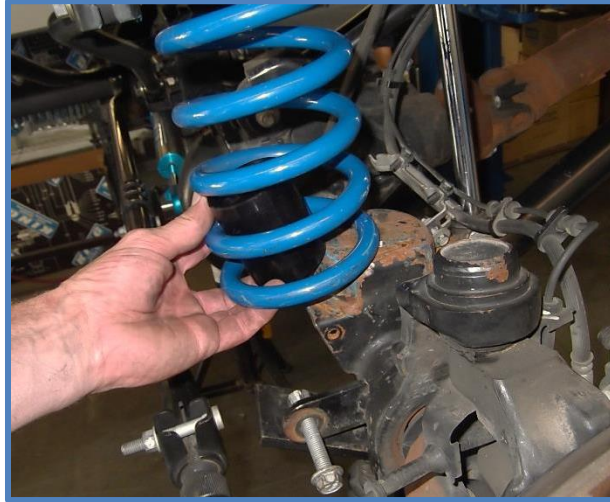
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7. You will need to install the spacers while installing the springs as it will be difficult to install springs with the spacers already installed. Disconnect shocks, lower the axle, install rubber isolator over the bump stop. Place the spring into the upper mount and place the spacer inside the spring as you are putting it onto the axle as shown below.



8. Install bolts, washers, nuts and tighten.



9. With the springs and spacers installed you can reinstall shocks, sway bar links, brake lines etc. as per the instructions starting with step 15 in the bump stop instructions.



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