



2017+ Chevy Colorado ZR2 Front Coilover

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

Front Parts List:

- 2 – 2.5 Front Coilovers (25001-192)
- 2 – Front Reservoir Brackets (25049-121)
- 2 – Sway Bar Plates (25068-007)
- 1 – Hardware Kit (KH02-151)

Tools Required:

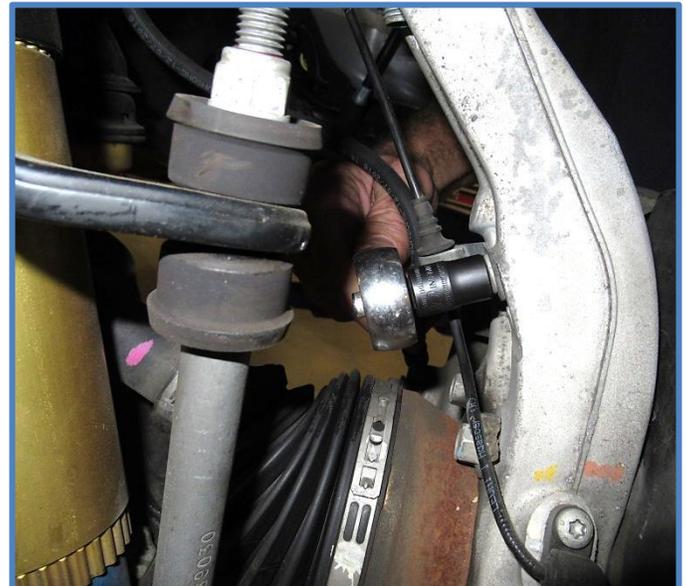
- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set

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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. **Remove front tires.** **NOTE: Never work under an unsupported vehicle.**

1. Unbolt the ABS/brake line bracket from the frame using a 13mm wrench/socket. Then unbolt the ABS line from the knuckle using a 10mm wrench/socket. Be careful not to damage the brake and ABS lines as you remove and install 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.



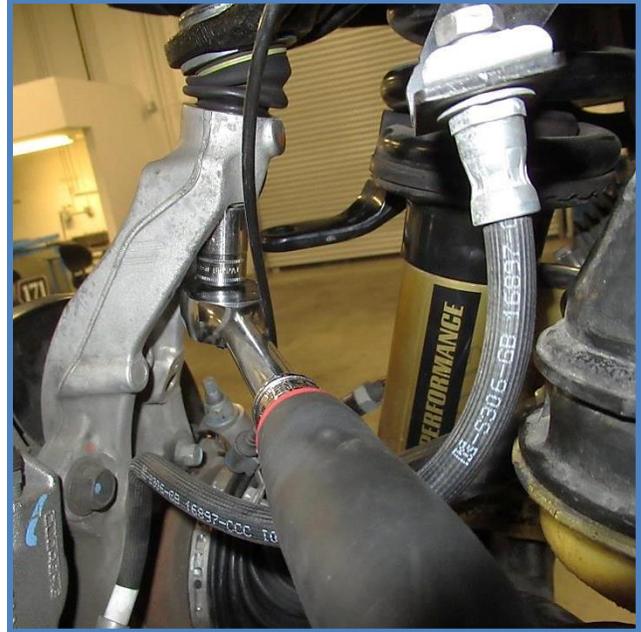
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2. Remove sway bar links from both sides of the vehicle using a 15mm wrench or socket on the nut and a 13mm wrench/socket on the bolt head.



3. Remove the nut from the upper control arm ball joint using an 18mm socket and separate the upper control arm from the knuckle/spindle.



4. Remove the two lower mounting bolts using a 15mm socket.



5. The shock is now hanging from the upper mount, be sure to hold on to it as you remove the three nuts from the upper mount using an 18mm wrench or socket.



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6. Remove shocks from the vehicle.



7. Installing King Shocks – Be aware the shocks are side specific, make sure you are installing the proper shock on the correct side (see pics below for reference). Place the shock in position on the vehicle and install the provided 10mm lower mounting bolts w/washers. Insert bolts up through the lower mount, install the washers and nuts and tighten to 40 ftlbs.



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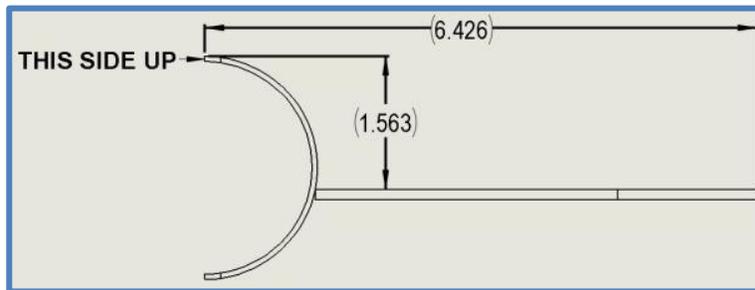


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8. Place a jack under the lower control arm and jack the lower arm up until the upper mounting plate on shock is up against the upper mount on the vehicle. Place the reservoir bracket on top of the coil bucket and insert the provided 3/8 bolts with washers through the reservoir bracket and coil bucket then thread into the upper mounting plate on the shock. Tighten bolts to 35ft lbs. using a 9/16 wrench/socket.

Note: *The cradle on the bracket is offset (not centered). Make sure the larger portion of the cradle is facing up. If it is installed the wrong way, the UCA could come in contact with the reservoir.*



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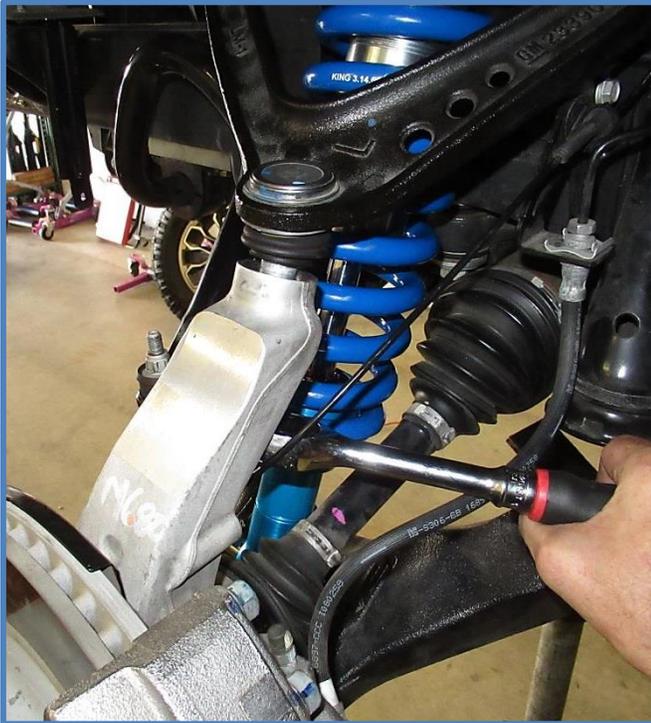
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9. Reconnect upper control arm to the knuckle/spindle. Tighten to factory specs.



10. Reconnect sway bar links.



11. Reconnect ABS/brake lines.



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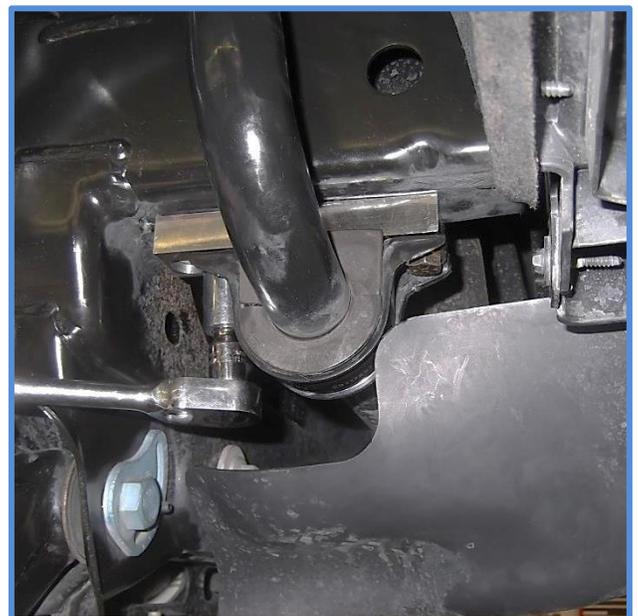
12. Install the sway bar plates by first unbolting the sway bar at the frame using a 10mm socket.



13. Using the factory bolts, attach the sway bar plates to the frame with the threaded holes towards the front of the truck as shown below.



14. Bolt the sway bar to the sway bar plate using the supplied 3/8" x 3/4" bolts and tighten with a 9/16 socket.



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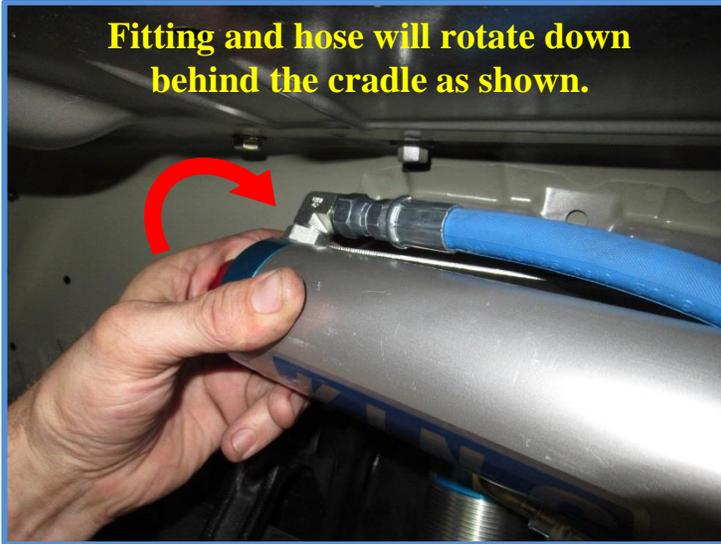
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15. Place the reservoir in the cradle as shown and secure with the supplied hose clamps.



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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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