

## 2021+ Ram 1500 TRX 3.0 IBP Front Coilovers

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



### Front Parts List:

- 2 – 3.0 IBP Front Coilovers (33700-391)
- 2 – Reservoir Brackets (25067-107)
- 2 – Hardware Kits (KH02-153)
- 1 – Hole Template (TMP-1004 + KH02-193)

### Tools Required:

- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set
- 2.75" Hole Saw

**2021 RAM 1500 TRX**  
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. Then remove the front tires. **NOTE: Never work under an unsupported vehicle.**

1. Unplug the shocks. Locate the wire going to the shocks, grab the connector, push the clip in and pull.



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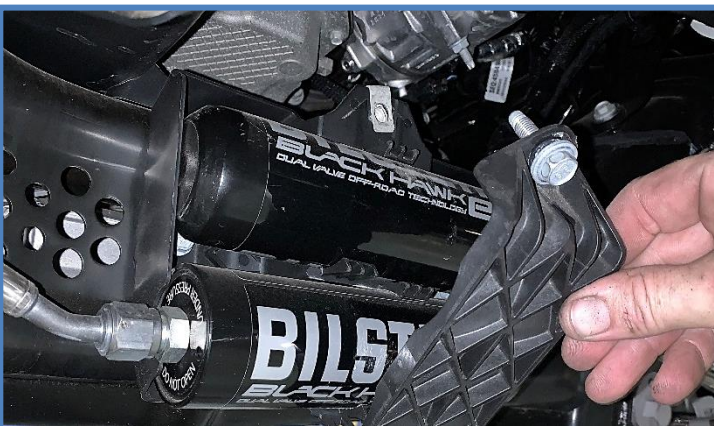
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2. Unplug wire going to shock, then remove connector from frame by prying with screwdriver or pry tool.



3. Remove reservoirs from the reservoir mount. Use a 13mm wrench or socket to remove the bolt for the reservoir mount, open the clamp and remove reservoirs. Close the clamp and replace the bolt.

*(Optional – Reservoir mount can be removed from vehicle.)*



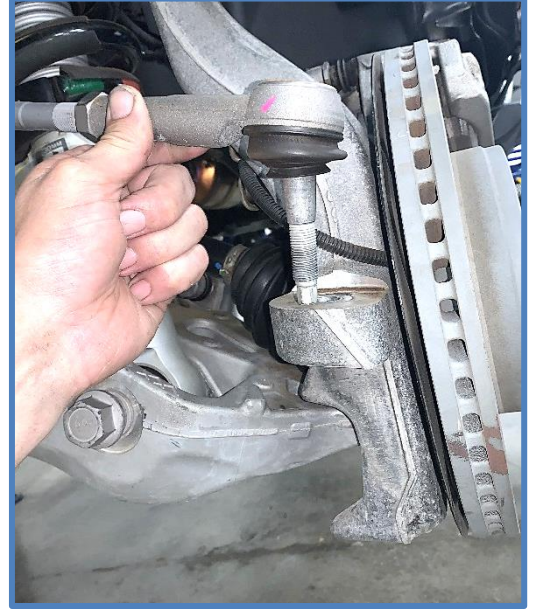
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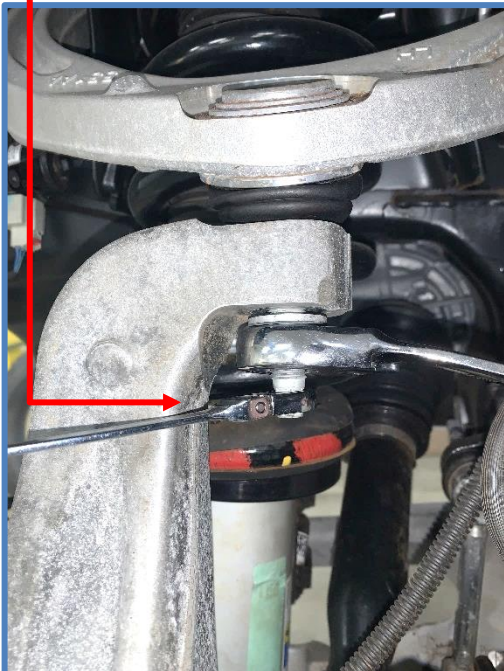
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4. Disconnect tie rod – Remove nut using a 21mm socket and separate tie rod from steering knuckle.



5. Separate upper control arm – Loosen nut using a 21mm wrench or socket, (*you may need to hold the stud with a 10mm wrench.*) Separate control arm from knuckle. Leave connected as shown below until the shocks are unbolted.



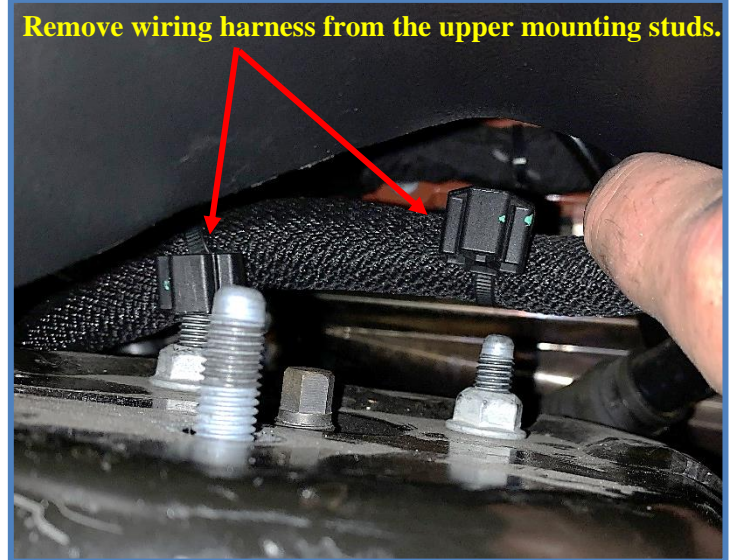
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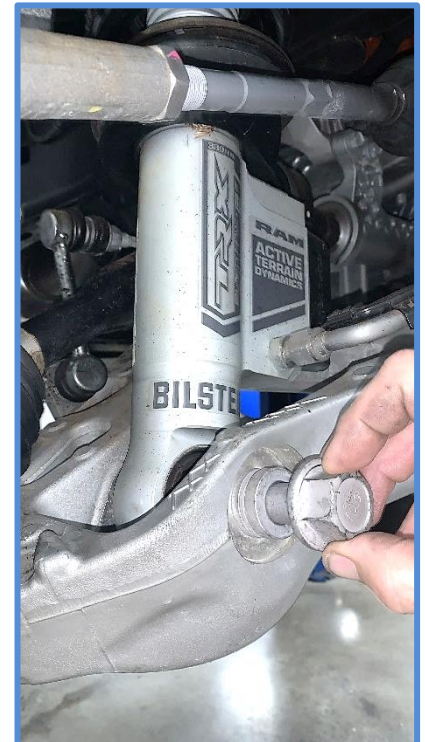
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6. Remove the nuts from the top of the shock using a 16mm wrench or socket.



7. Remove the lower mounting bolt using a 30mm wrench and socket.



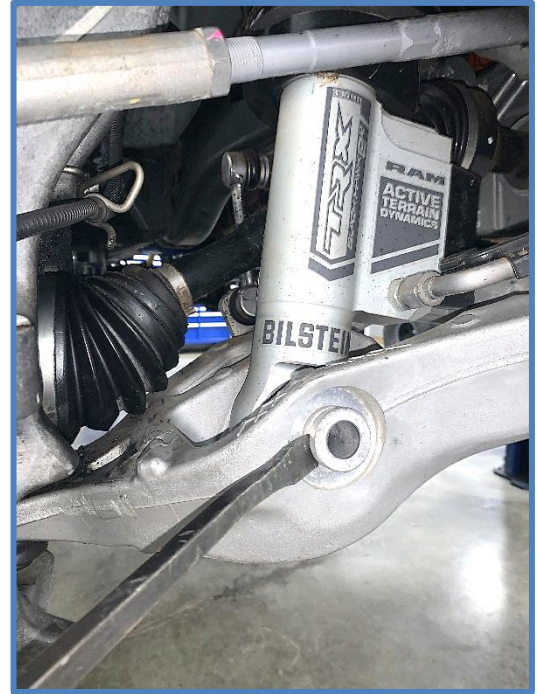
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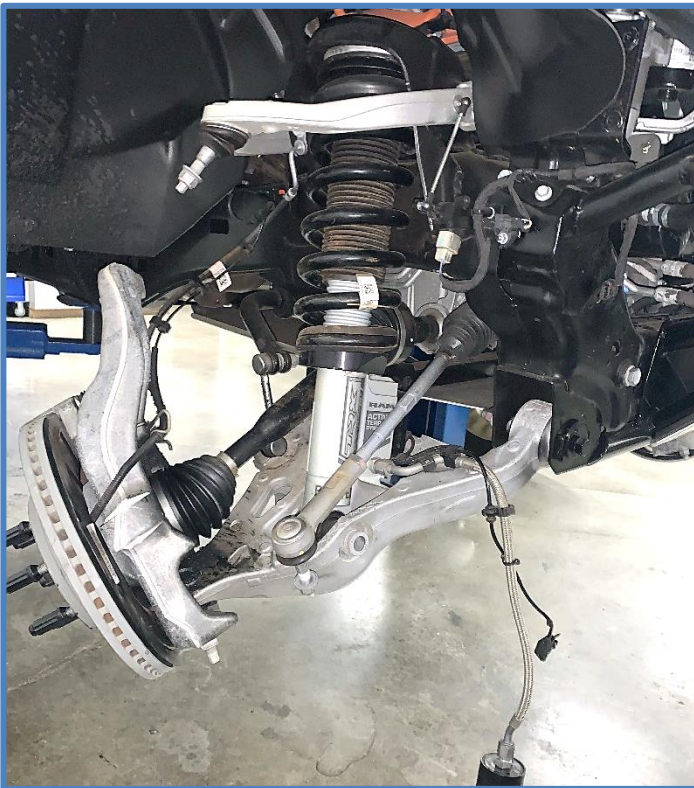
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8. Place a pry bar in the groove on the lower mounting sleeve and pry the sleeve out enough so that you can remove the shock.



9. Disconnect upper control arm and remove shocks from vehicle.



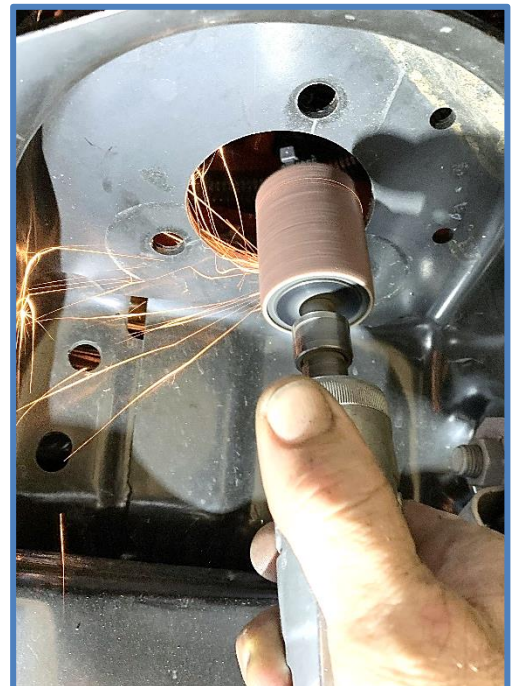
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10. **Installing King Shocks** – You must enlarge the center hole in the upper mount on the vehicle to accept the upper mounting plate on the King Shocks using the provided hole template and a 2.75” hole saw. First bolt the hole template to the bottom side of the upper mount on the vehicle as shown below using the provided 3/8 x 1” bolts (CB4701) and the 3/8 serrated flange nuts (CN2712). Use a 2.75” hole saw to cut out the center of the upper mount using the template as a guide for the hole saw. Deburr the edge of the hole and paint to prevent rusting.



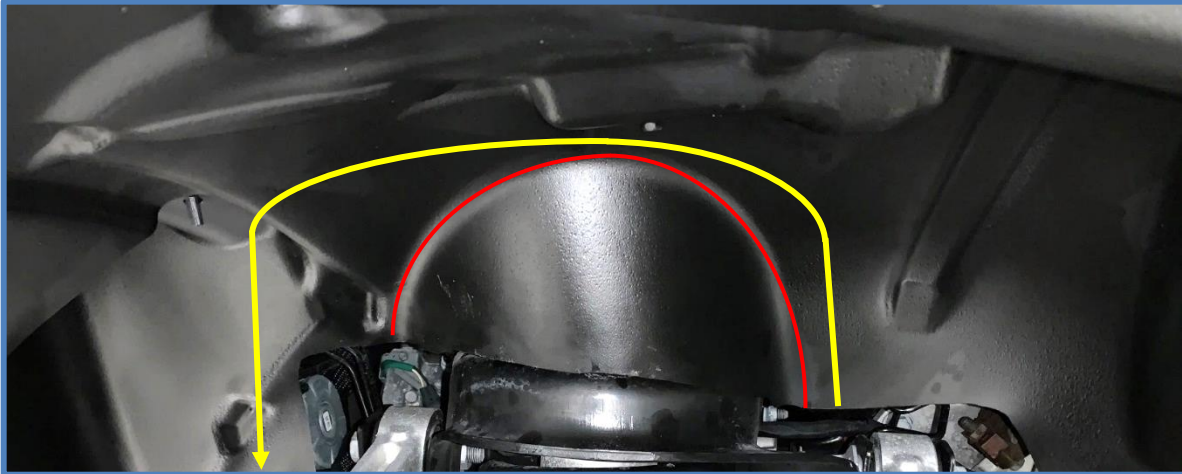
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11. Fender liner needs to be trimmed similar to photos below to fit reservoir. Cut out center section shown in red for easier access to the upper mount, then you will trim more as needed when installing reservoir. Bottom photo shows reservoir mounted with trimmed fender liner. See installation pictures for reference.



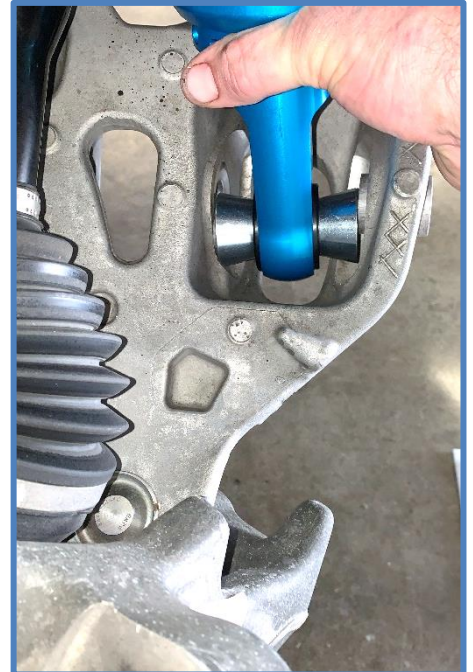
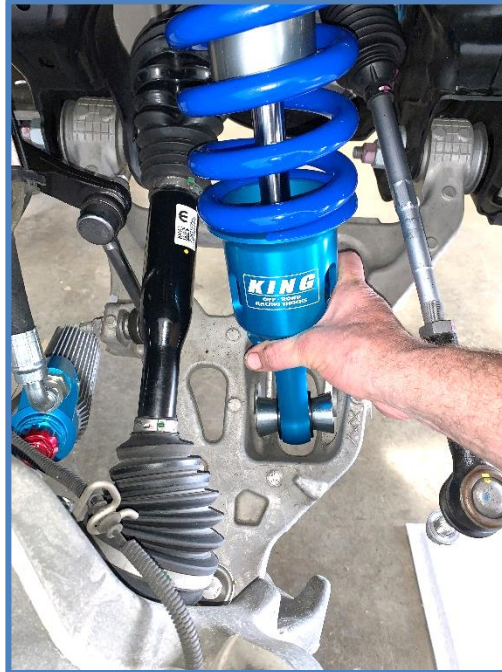
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12. Be aware the shocks are side specific; fitting and hose should be pointing towards rear of vehicle. Place the shock in position on the vehicle by inserting the upper mounting plate of the shock into the upper mount on the vehicle, then push down on lower control arm and place rod end in the mount in the lower control arm. Get the shocks in position on both sides before installing any hardware or reconnecting upper control arms.



13. Install the lower mounting bolt and nut. Leave loose for now, you will torque these bolts later.



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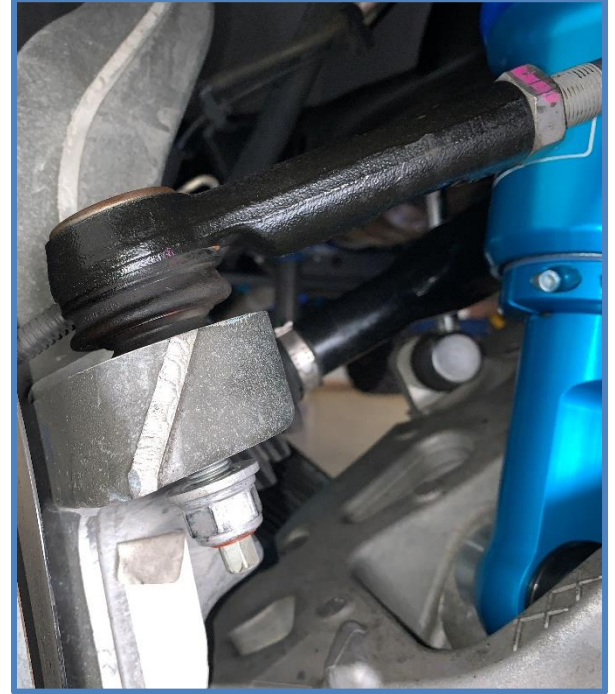




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14. Insert the tie rod end in the steering knuckle, install the nut and leave loose for now.



15. Place a jack under the lower control arm and raise the jack until the upper mounting plate on the shock is tight against the upper mount on the vehicle.



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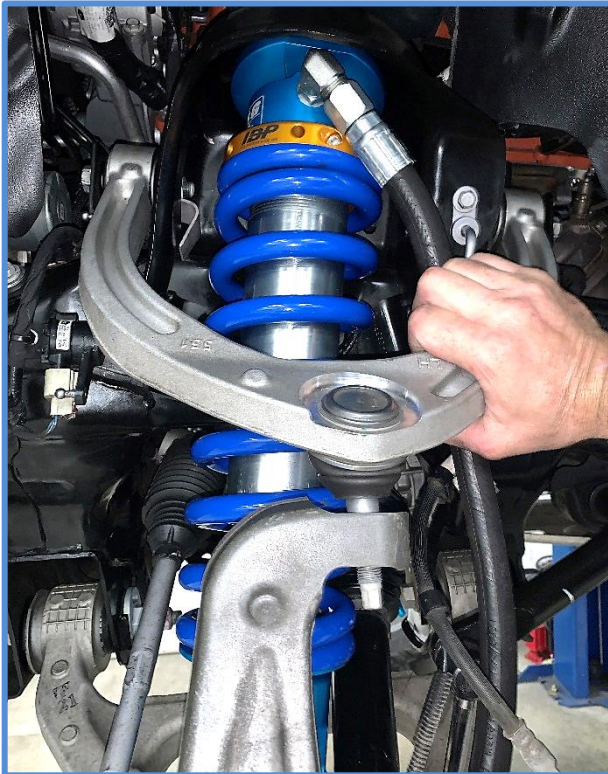
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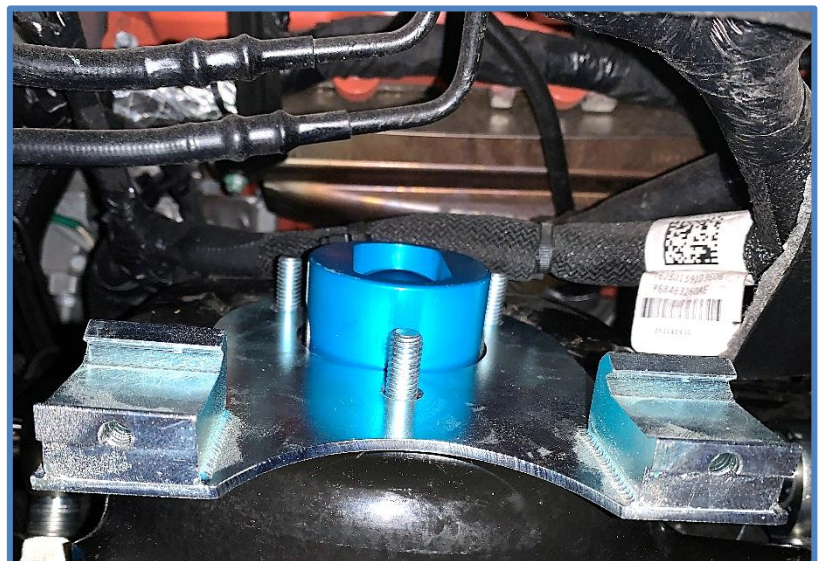
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16. Connect the upper control arm, install the nut and tighten to factory specs.



17. Attach the reservoir bracket to the upper mount. Place reservoir bracket over the upper mounting studs as shown below.



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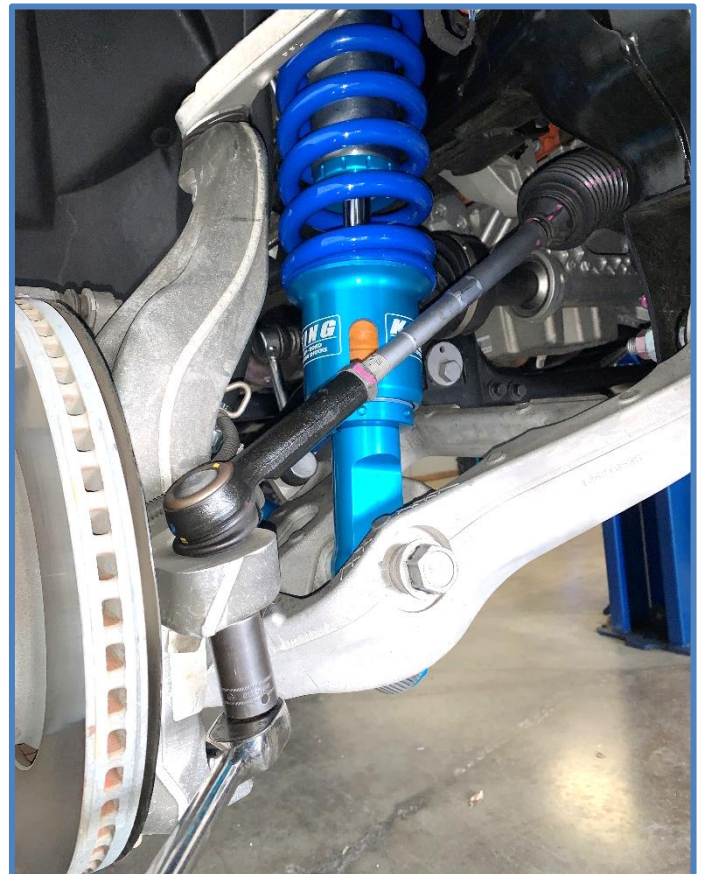
18. Place the supplied 3/8 HD Washers (CW1701) on the mounting studs followed by the 3/8 nuts (CN2711) and tighten nuts to 35ft/lbs.



19. Tighten lower mounting bolt and torque to factory specs.



20. Tighten tie rod and torque to factory specs



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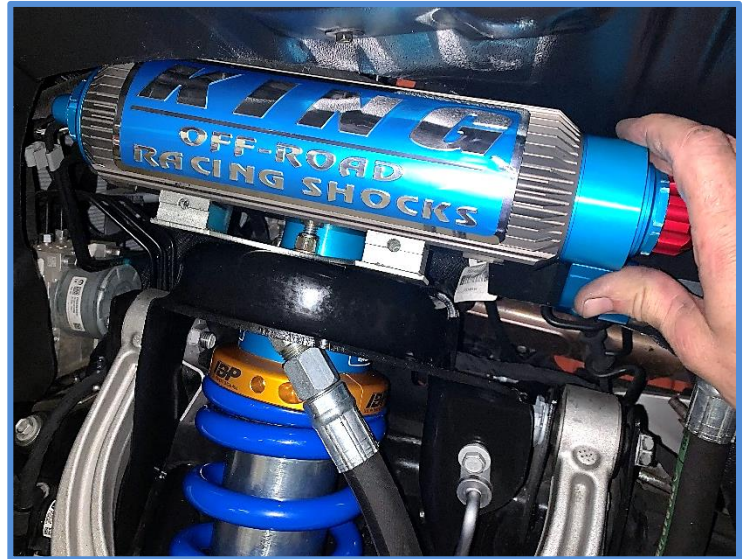
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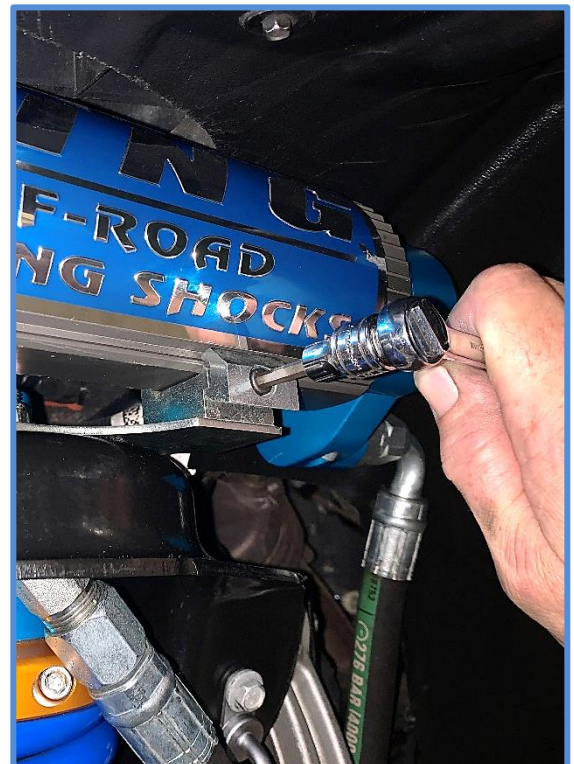
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21. **Mount the reservoirs** – Place the flat channel of the reservoir against the reservoir bracket and engage the lip of the channel on the reservoir with the groove on the blocks.



22. Install the retaining clips with the provided 1/4-20 X 1.75 SHCS (CB1508). Make sure the retaining clip engages in the groove on the reservoir, center the reservoir on the mount and tighten screws with a 3/16 Hex Key.



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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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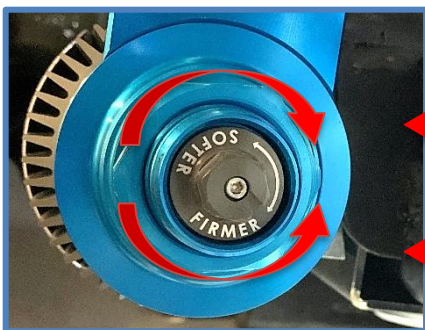
### Additional information:

Maximum tire size for this kit is 35 x 12.50 - 37" tires will fit but expect rubbing and fender trimming will be required.

Ride height can be adjusted by adding or removing preload to the coil spring, see separate instructions  
INS-1001 Coilover Adjusting Instructions for ride height adjustment information.

King Shocks Ram TRX 3.0 IBP Coilover comes standard with our 3.0 Wide Range Compression Adjuster giving you the ability to precisely adjust compression from super soft to super firm with the simple twist of a knob. You can soften your ride when just cruising or firm up the compression when hammering rough terrain or carrying additional payload. You'll have the ultimate in performance regardless of your pursuit.

To adjust compression, remove cover and turn adjuster using the built-in tool in the cover. There are approximately 30 "clicks" of adjustment in the compression adjuster, count the clicks as you make adjustments and match the opposite side.

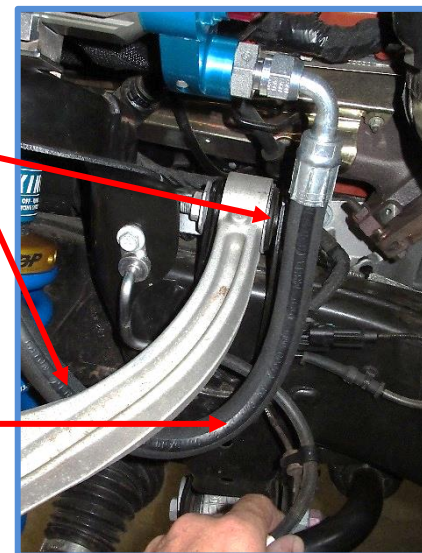


Turn adjuster clockwise to make compression firmer.

Turn adjuster counterclockwise to make compression softer.

Check the hoses to make sure they are not coming in contact with upper control arm.

Do not wrap hose around brake line! Make sure the hose is above the brake line.



Hose routing can be adjusted if needed by adjusting fittings –  
**Do not attempt to adjust hose if you are not familiar with working on shocks!**

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