

KING

OFF - ROAD
RACING SHOCKS

Installation Instructions (Page 1)

2014+ Ram 2500 2.5 & 2.5 IBP Front Shocks (FOR VEHICLES WITH LEVELING KIT)

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

Front Parts List:

- 2 – 2.5 Front Shocks (25001-412 or 25700-412A IBP)
- 2 – Front Reservoir Brackets (25048-078/079)
- 1 – Hardware Kit (KH02-201)

Tools Required:

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

2014+ RAM 2500
OEM PERFORMANCE SERIES



MADE IN **100%**
MADE IN THE USA
FROM THE HIGHEST
QUALITY BILLET
ALLOY MATERIALS.
U. S. A.

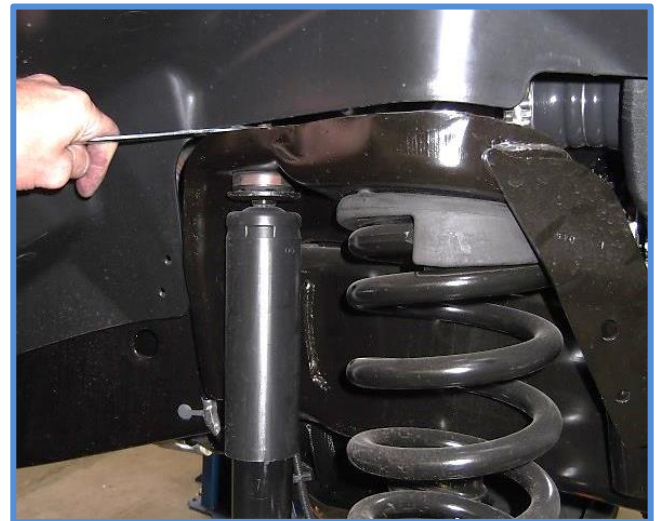
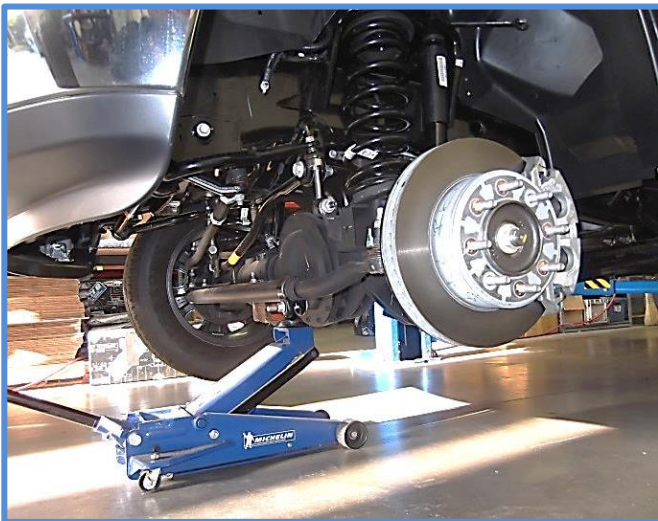
INTERNAL BYPASS
IBP

WARNING – These shocks are not an OEM direct replacement. This kit is intended for use with a leveling or lift kit which should include longer than stock front coil springs or coil spring spacers and an aftermarket bump stop, or bump stop spacer to limit up travel. Make sure springs are not loose when shocks are at full extension.

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. Keep the jack under the axle and jack the axle up slightly so the axle is not hanging by the shocks.
2. Remove the front shocks - Remove the nut from the upper shock mount using an 18mm wrench.

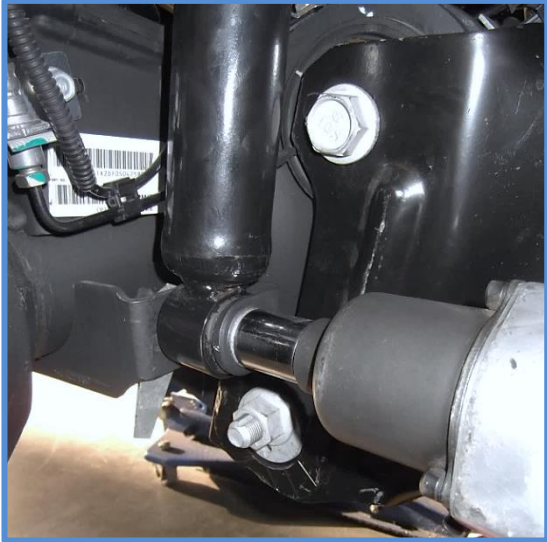


IMPORTANT: Read all instructions thoroughly from start to finish before beginning the install. Check parts list and make sure all parts are included in the kit. If the instructions are not properly followed severe frame, driveline and/or suspension damage may result. Check for frame and suspension damage prior to installation.

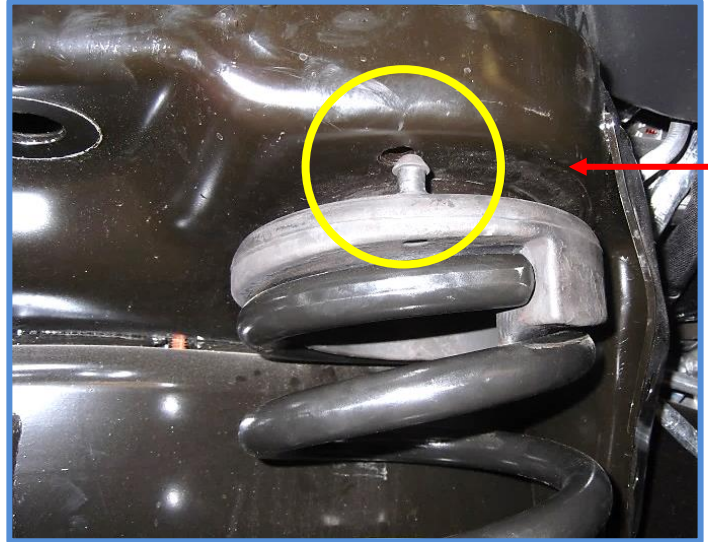
This kit does not require welding. Do not weld on any component. Welding may void the warranty and/or cause the product to fail. If any parts are missing, or for tech assistance; Contact King Off Road Racing Shocks: 714-530-8701 Most important after the install, Feel the difference and have fun.

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3. Remove the nut and bolt from the lower shock mount using a 21mm socket and remove shock. Do not discard lower mounting hardware, it will be reused to mount new shock.

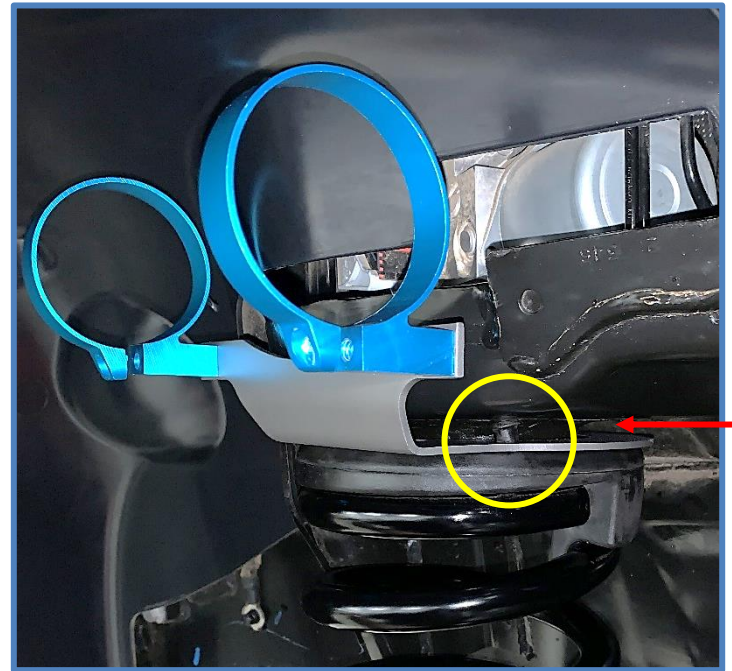


4. Now with both front shocks removed you can lower the front axle until the springs are loose. You will be mounting the reservoir bracket between the rubber spring isolator and the upper spring mount.



5. Lower the axle until you can slide the reservoir bracket between the rubber spring isolator and the upper spring mount.

6. Place the reservoir brackets in position on the rubber isolators so the hole for the locating pin lines up. Jack the axle up slowly while checking both sides to make sure the coil is seating properly. Make adjustments as necessary and continue jacking the axle up until the coil begins to compress.

Be aware that the brackets are side specific.

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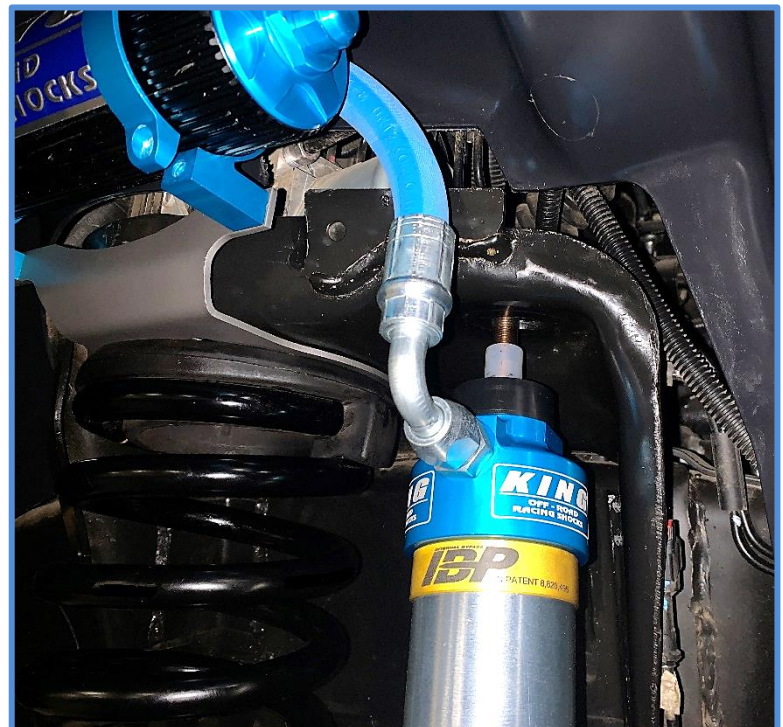
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7. **Install King Shocks** - Shocks are side specific, be sure you are installing shocks on the proper side. (See final install picture for reference). Start by removing the nut, washer, anodized blue retainer and upper rubber bushing from the upper mounting stud. Make sure the taller bushing with raised center section is on the bottom of the stud.



8. Slide reservoir into the reservoir clamps as shown below, then place shock into the upper mount.

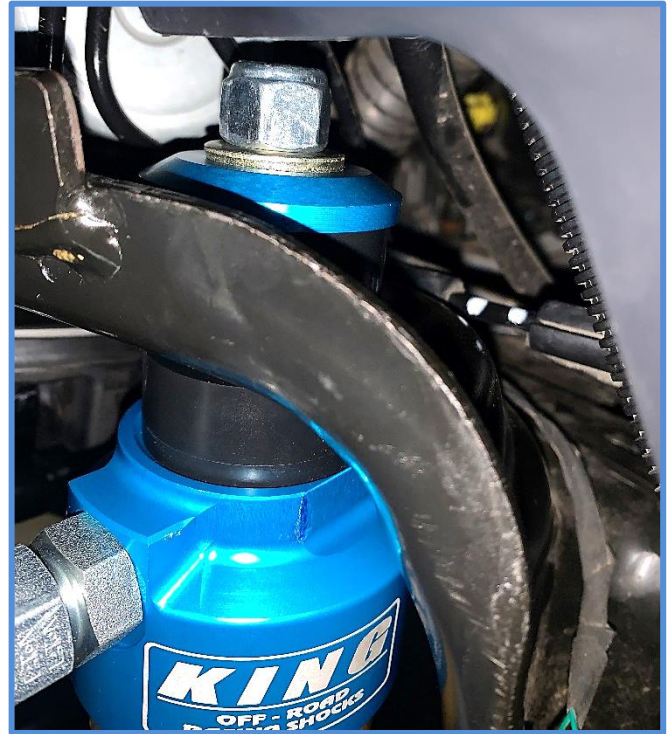


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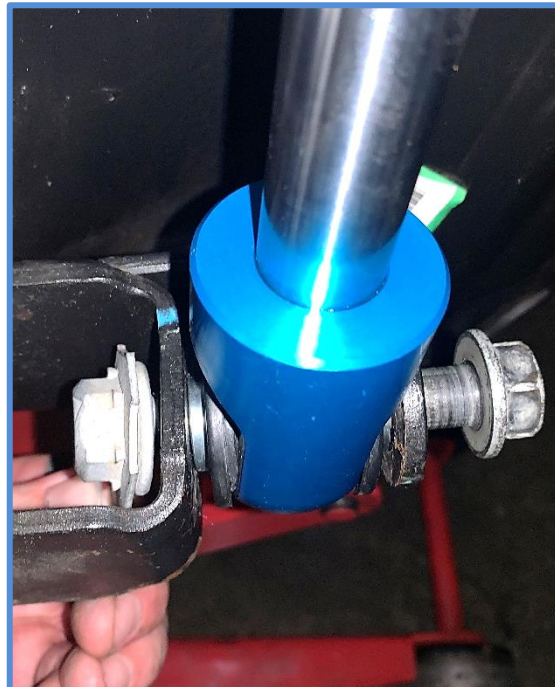
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9. Place the upper bushing on the mounting stud followed by the blue retaining washer, 1/2" washer and nut. Apply anti-seize to the threads and thread the nut on finger tight for now to hold the shock in place.



10. Use jack to position axle then place rod end in the lower mount, install the factory hardware and tighten to factory specs.

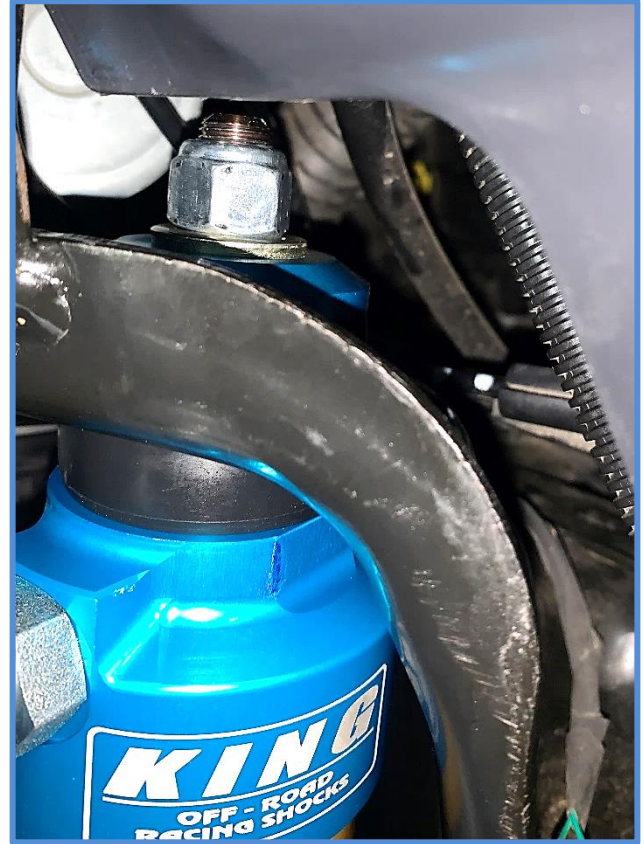


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11. Lift axle up so the shock is tight against the upper mount, then tighten the upper mounting nut per the instructions below.



12. Tighten upper nut using a 3/4" wrench.

Important Note: The rubber bushings on your King shocks are different from each other, the bottom bushing has a raised center section that should be facing up when installed on vehicle. 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..**



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13. Center the reservoir in the mount and install the 1/4 x 1" SHCS (CB1501) in the reservoir clamps and tighten bolt using a 3/16 Hex Key.



Your installation should look similar to the photo below. Make sure everything is installed properly and double check all hardware. Install tires, remove jack stands and lower vehicle. Recheck all hardware and lug nuts after 100 miles and periodically after that as part of routine maintenance.



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