



2014+ Ford F150 2wd & 4wd Front Coilover

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

Front Parts List:

- 2 – 2.5 Front Coilover Shocks (25001-355 or 25001-367)
- 2 – Front Reservoir Mounts (25044-100 left & 25044-101 right)
- 1 – Hardware kit (KH02-112)

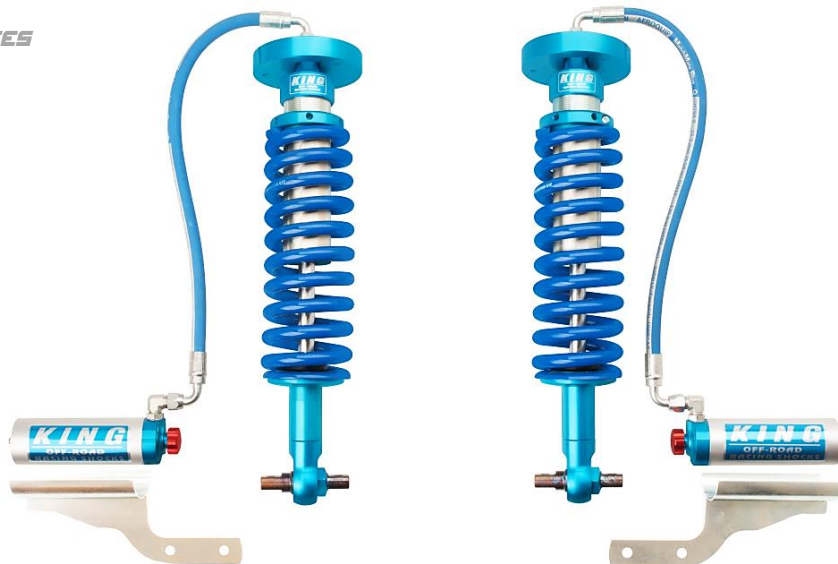
Tools Required:

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

- *4 – 10mm-1.5x35mm bolts (CB3718)
- *4 – 10mm-1.5 Nylock Nuts (CN3001)
- *8 – 10mm flat washer (CW1802)

*(Use this hardware to mount reservoir brackets when tow hooks are not present.)
(Most 2wd models will not have tow hooks)

Ford F150
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. Unbolt the brake line brackets so the suspension is not hanging by the brake/ABS lines during disassembly and installation. Unbolt brackets using a 10mm socket. Unbolt the ABS line from the upright using an 8mm socket.



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.

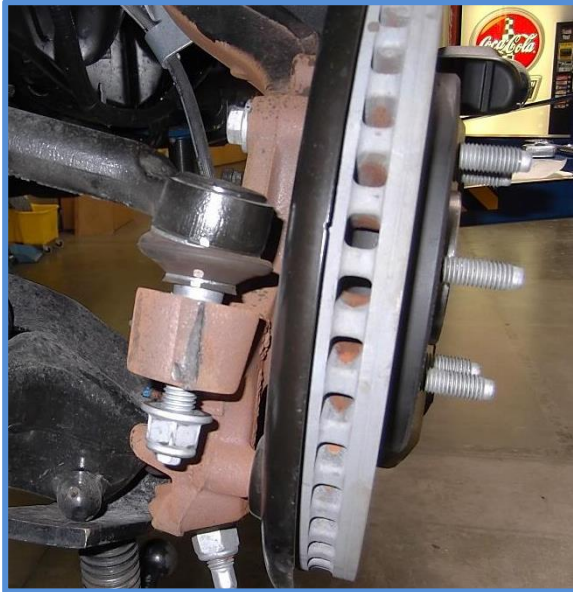
This kit does not require welding. Do not weld on any component. Welding may void the warranty and/or cause the product to fail. If any parts are missing, or for tech assistance; Contact King Off Road Racing Shocks: 714-530-8701 Most important after the install, Feel the difference and have fun.



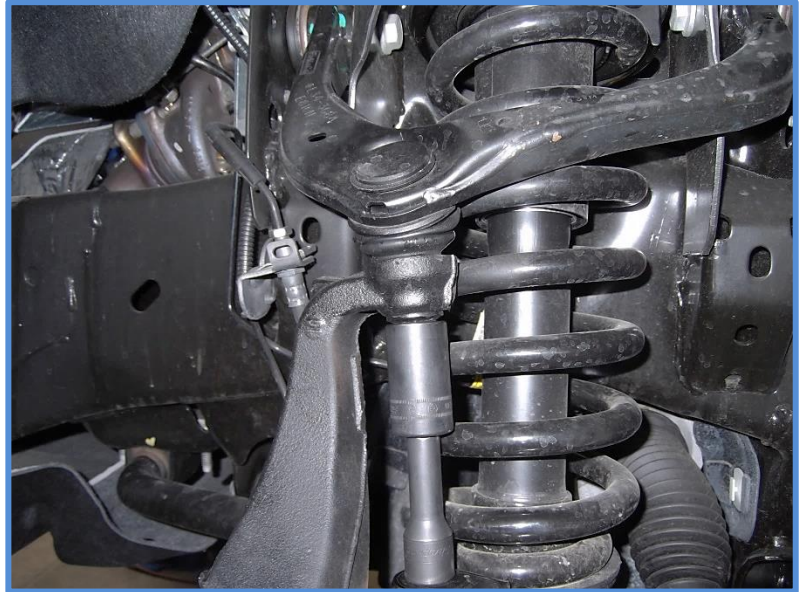
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2. Disconnect the tie rod from steering knuckle. Using a 21mm socket, loosen the nut on the tie rod end. Separate the tie rod end from the knuckle using the proper ball joint tools and remove tie rod end from steering knuckle.



3. Disconnect the upper A-arm from the upright. Using a 21mm socket, loosen the nut on the A-arm ball joint. Separate the ball joint from the upright using proper ball joint tools.



4. Remove the nuts from the lower shock mount using an 18mm socket. Save the nuts you will reuse them to mount the King Shocks.



5. Using a 15mm socket, remove the three nuts from the top of the shock assembly and remove the shock.



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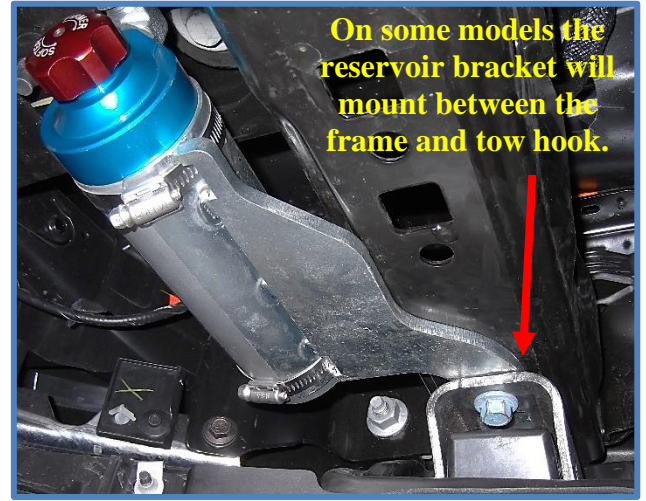
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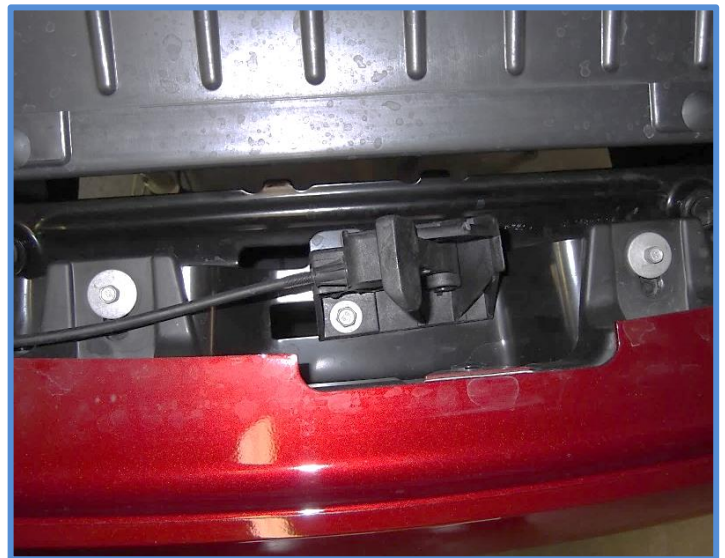
FOR REMOTE RESERVOIR SHOCKS ONLY: For those installing IFP shocks skip to page 6, step 13.

6. **4wd** – Locate the tow hooks at the front of frame and remove the two bolts from tow hooks. Place the reservoir mount on the tow hook and install the two factory bolts you just removed. Reservoir brackets are side specific, see photos for proper mounting. For those with tow hooks, you are done with reservoir bracket mounting... skip to page 5, step 12.



7. **2wd** – For 2wd models and vehicles without tow hooks, you may need to remove bumper to install reservoir brackets if access to mounting points are not available. First remove the two bolts for the lower air dam using a 13mm socket and remove the air dam.

8. Open the hood to access the hood latch bolt and two other bolts that need to be removed. Use a 10mm socket for the hood latch bolt and an 8mm socket for the other two bolts. Also, make sure the hood latch cable is unclipped from the fascia.



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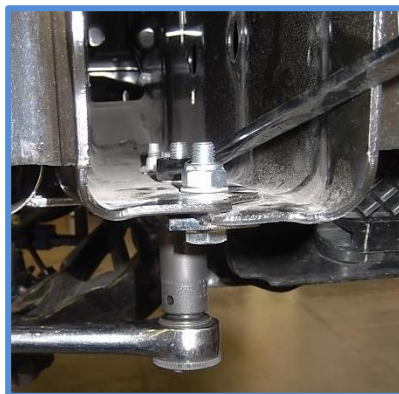
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9. Locate the four main bumper mounting studs at front of frame rails and remove the nuts using a 21mm socket. Make sure bumper is clear for removal and remove bumper. Be sure to unplug the fog lights (if applicable).



10. With the bumper removed you can now access the tow hook holes in the frame. Position the reservoir mount on the frame (as shown in the photos below) and install using the supplied 10mm hardware.



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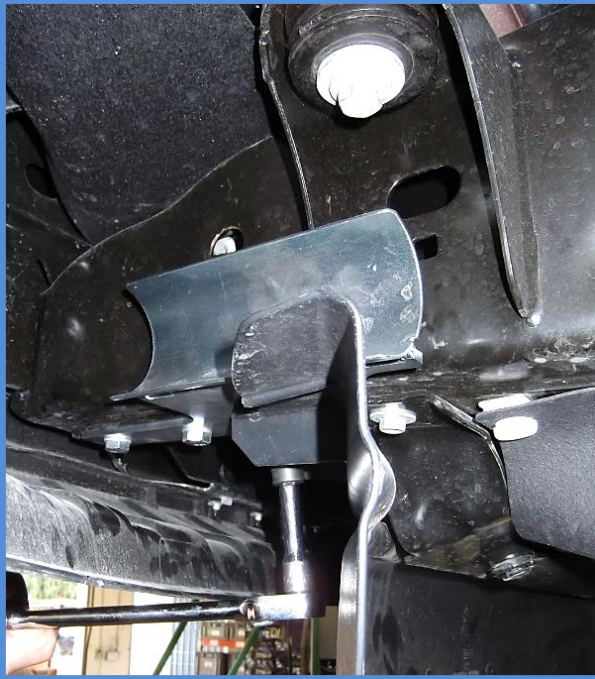
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11. Once the reservoir mounts are secured you can reinstall the bumper in the reverse order it was taken off.



12. Install King remote reservoir shocks by first feeding the reservoir through the hole at the top of the shock mount. Place the shock in position on the vehicle, be aware that the shocks are side specific, the reservoir will route towards the front of vehicle as shown in the photos below.



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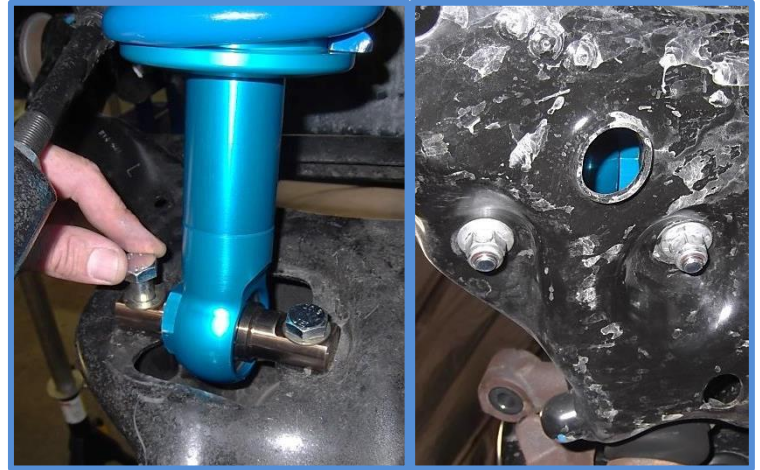
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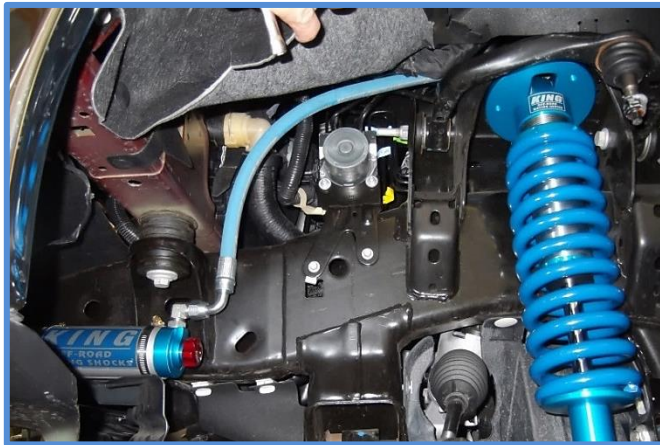
13. Line up the holes in the upper mounting plate on coilover with the upper mount on the vehicle and use the supplied 3/8" bolts and washers to attach the new coilover to the factory upper mount. Thread the bolts in enough to hold shock in place but do not tighten yet.



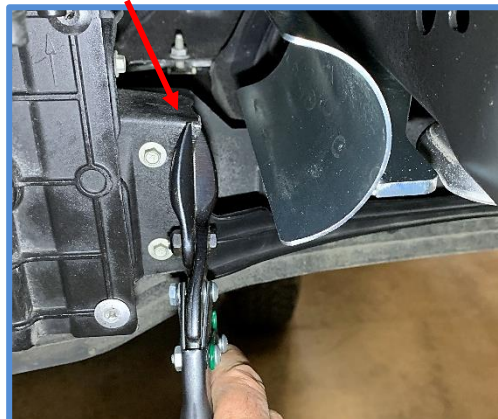
14. Line up the lower mount and use the supplied 12mm bolts and washers along with the factory nuts. Install hardware but do not tighten yet.



15. For Remote Reservoir Shocks: Route the hose behind the fender liner and position the reservoir in the reservoir bracket. Use the provided hose clamps to secure the reservoir to the reservoir bracket.



Some models have a plastic piece that needs to be trimmed slightly for the reservoir to fit.



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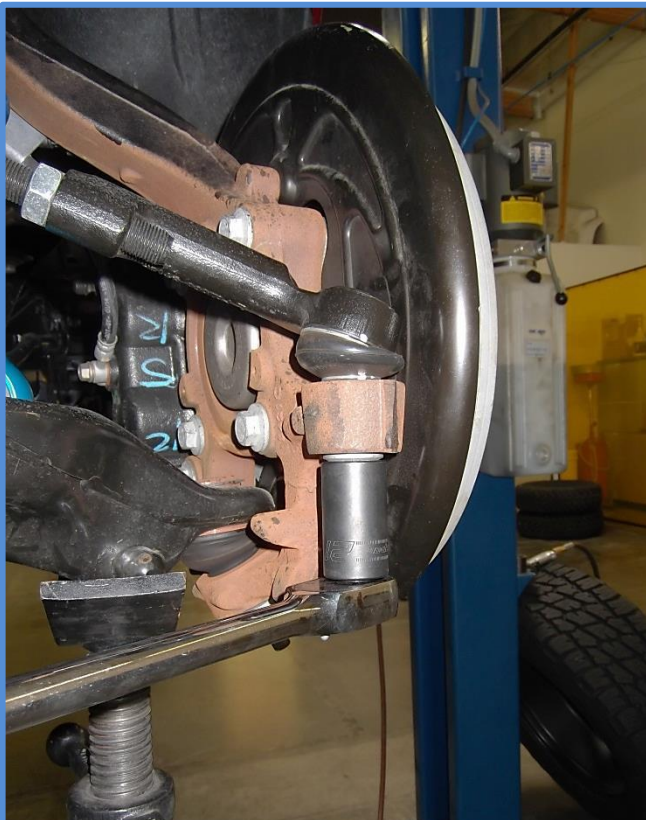
16. Using a 9/16" socket, torque the 3/8" upper shock mount bolts to 35 ft/lbs. Torque the lower shock mount bolts to 75ft/lbs. using an 18mm socket.



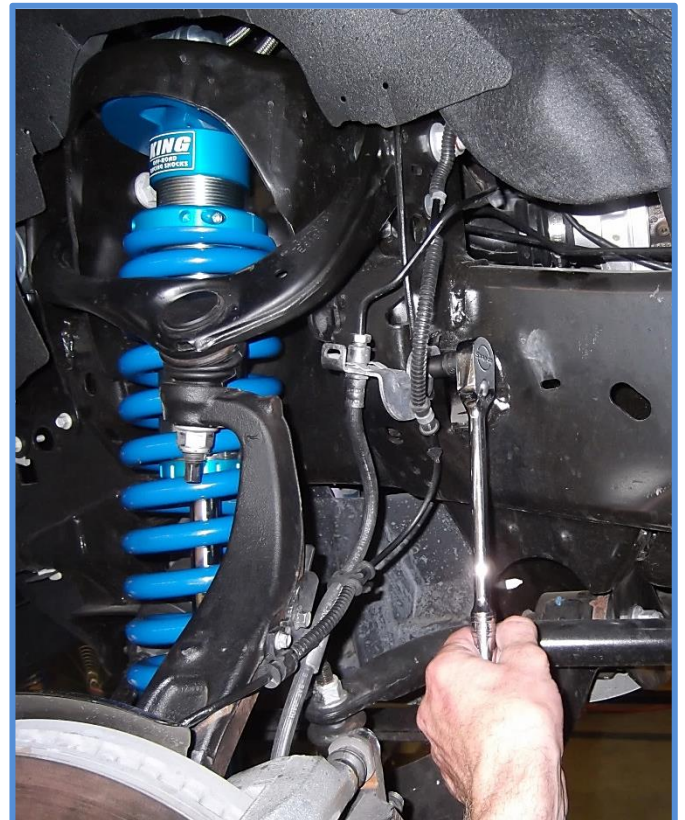
17. Reconnect the upper A-arm and torque to factory specs.



18. Reconnect tie rod and torque to factory specs.



19. Install the brake line/ABS line brackets.



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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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