



2009+ Ford F150 2.5 Rear Shocks

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

Rear Parts List:

2 – 2.5 Piggy Back Rear Shocks (25001-214) 2009-2014 or (25001-356) 2015+

Tools Required:

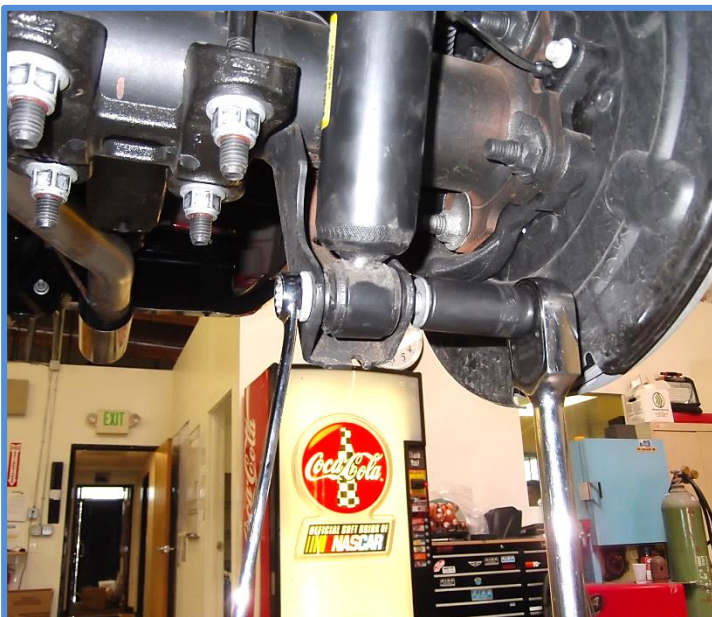
Floor Jack/Jack Stands
15mm & 18mm Socket/Wrench

Ford F150
OEM PERFORMANCE SERIES



REAR SHOCKS: With the vehicle on level ground, block the front tires. Using a floor jack, raise the rear end and support the frame rails with jack stands for safety. Then remove the rear tires. **NOTE: Never work under an unsupported vehicle.**

1. Remove the factory shocks using a 15mm Socket/Wrench for the bolt head and an 18mm Socket/Wrench for the nut. First remove the lower bolt then remove the upper bolt and remove shock. Save the hardware.



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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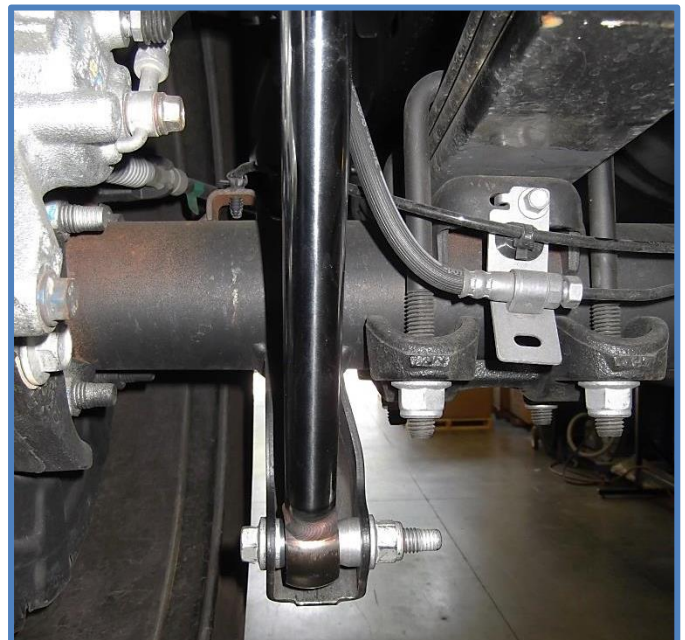
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2. Install King Shocks using the factory hardware and torque to factory specs. Shocks must be installed with the reservoir on top and facing towards the axle as shown below. See photos for proper shock mounting.



2015+ Ford F150 Rear:

For 2015 and newer F150's the shocks are side specific. Be sure to mount the shocks with the longer bearing spacer towards the leaf spring as shown. Reservoirs should be facing towards the rear of the vehicle on both sides.



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2015+ Ford F150 Rear:

Install King Shocks using the factory hardware and torque to factory specs. Shocks must be installed with the reservoir on top and the shaft mounted to the axle. Reservoirs should be facing towards the rear of the vehicle on both sides. See photos for proper shock mounting.

LEFT



RIGHT



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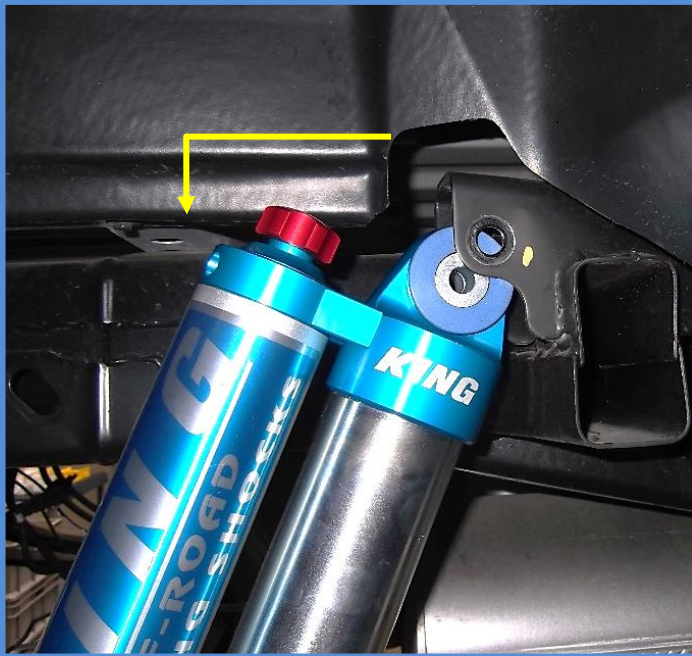
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Some models will have a fender liner that may need to be trimmed to clear the reservoir and compression adjuster. Place shock in the mount to determine if trimming is necessary. If trimming is required; trim fender liner similar to photos below. Check clearance after installation to make sure reservoir is not hitting fender liner.



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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