



2012+ Ford Ranger T6/PX3 2.5 Front Coilover

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

Front Parts List:

- 2 – Front 2.5 Coilover Shocks (25001-315)
- 2 – Front Reservoir Brkts. (25048-066L/067R)
- 1 – Hardware Kit (KH02-114)
- 2 – Bearing Spacer Sets (2012-2018 use RK1091-327A / 2019+ use 25037-004)

Tools Required:

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

2012+ Ford Ranger T6/PX3
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. Remove front tires.

NOTE: Never work under an unsupported vehicle.

1. Remove factory shocks. Start by removing the sway bar link from the spindle.



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 bolts for the ABS line brackets and make sure ABS lines are free from hanging up on any components while disassembling suspension.



3. Remove cotter pin from upper A-arm ball joint stud then remove nut and separate upper A-arm from spindle.



4. Remove the lower shock mount bolt.



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5. Remove the three nuts from the upper mount and remove factory shock.

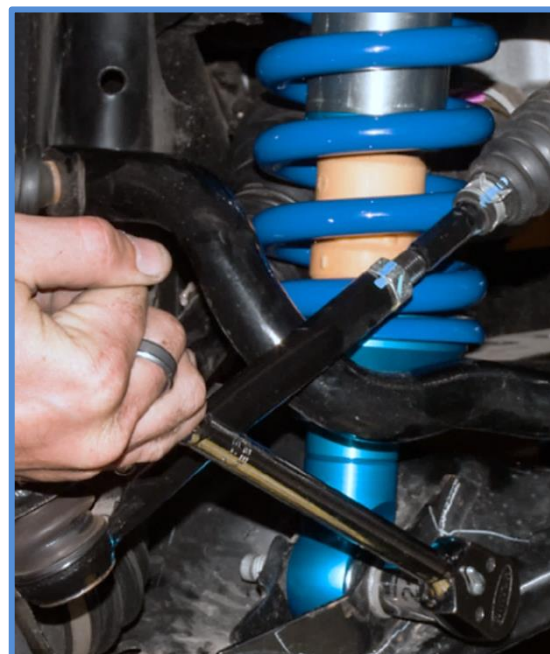
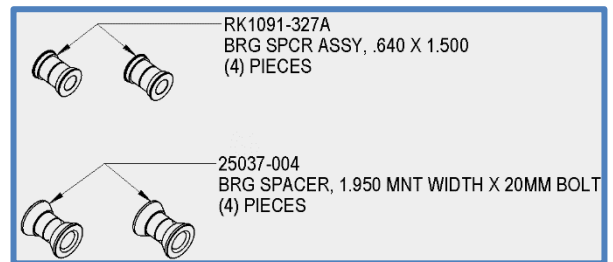


6. Install King Shocks. Be aware the shocks are side specific; make sure you are installing the shocks on the proper side. Start by placing the shock in position on the vehicle and install the factory lower mounting bolt.

You should have 2 sets of bearing spacers for lower mount –
2019+ models have different bearing spacers than 2012-2018.

2012-2018 use RK1091-327A

2019+ use 25037-004



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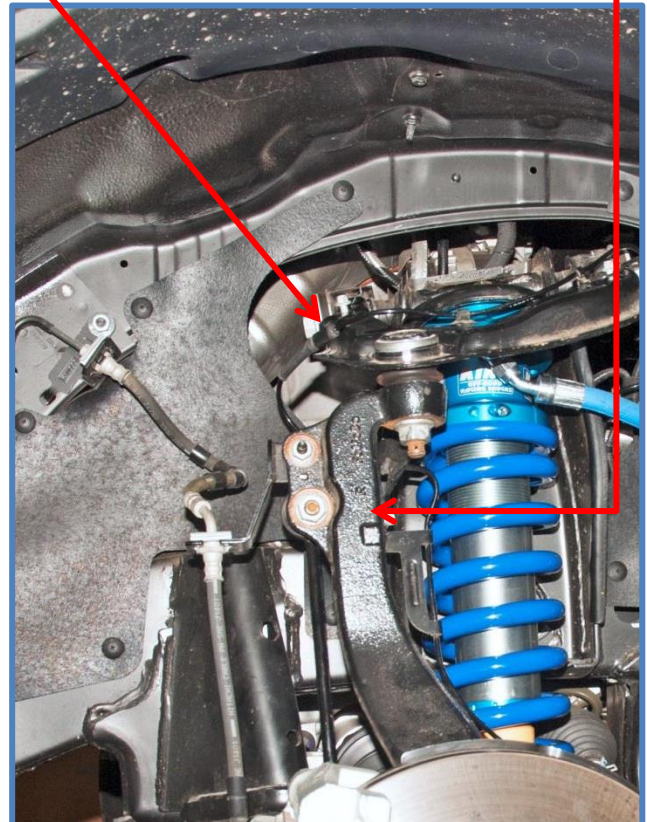
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7. Place a jack under the lower control arm and raise the jack up until the upper mounting plate on the shock is up against the upper mount on the vehicle. Install the three upper mounting bolts. **Make sure the shorter 3/8 x 3/4" bolt is used in the front hole above the hose fitting... failure to do so could cause damage to the hose fitting.** Tighten upper mounting bolts to 35ft-lbs.



8. Reconnect upper A-arm to spindle, install nut and tighten to factory specs then insert cotter pin. Reinstall the ABS line brackets to the upper control arm and reinstall sway bar link to the spindle. Tighten all factory hardware to factory specs.



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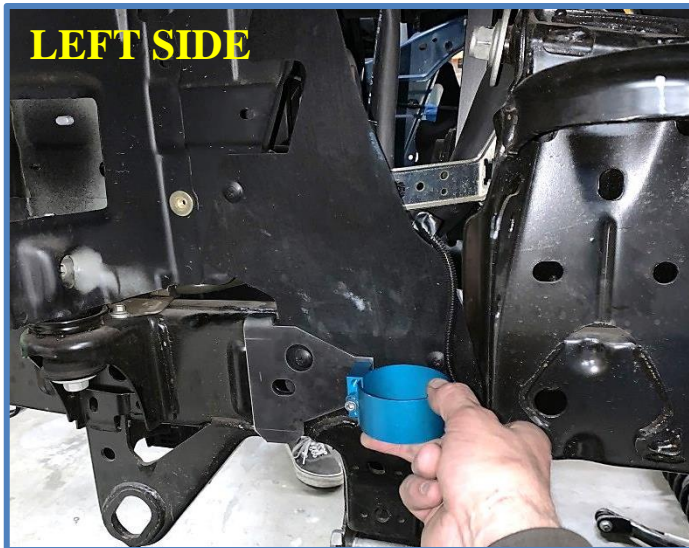
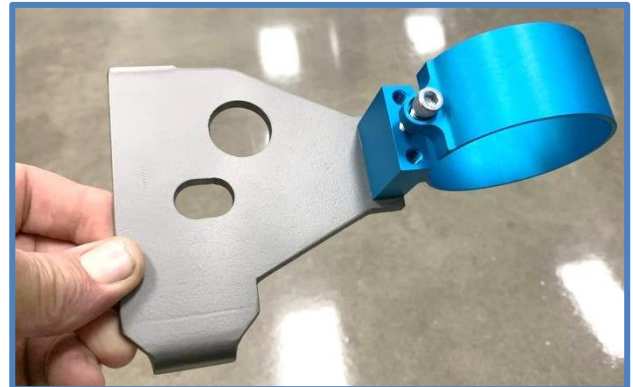
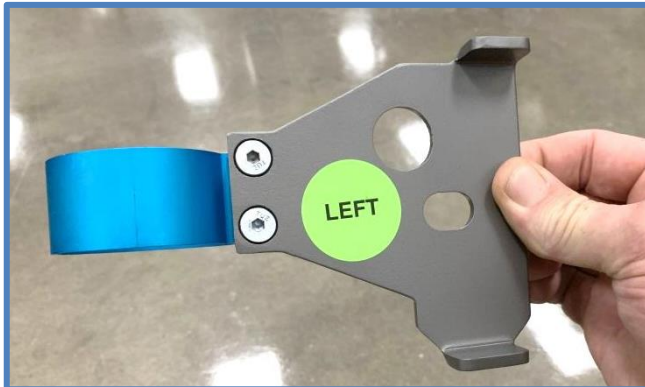
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9. **Installing reservoir brackets** – First attach the clamp to the reservoir bracket using the provided 1/4 X 1” FHCS (CB5501) and tighten with a 5/32 Allen wrench.



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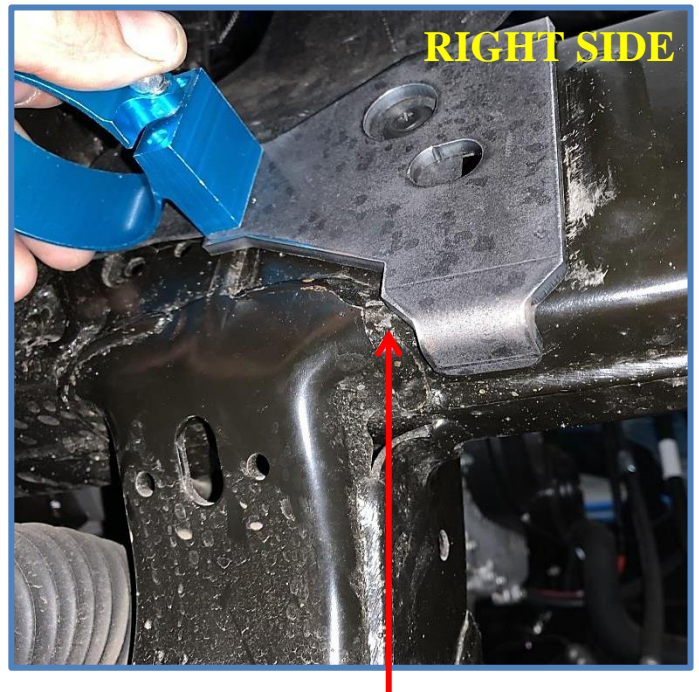
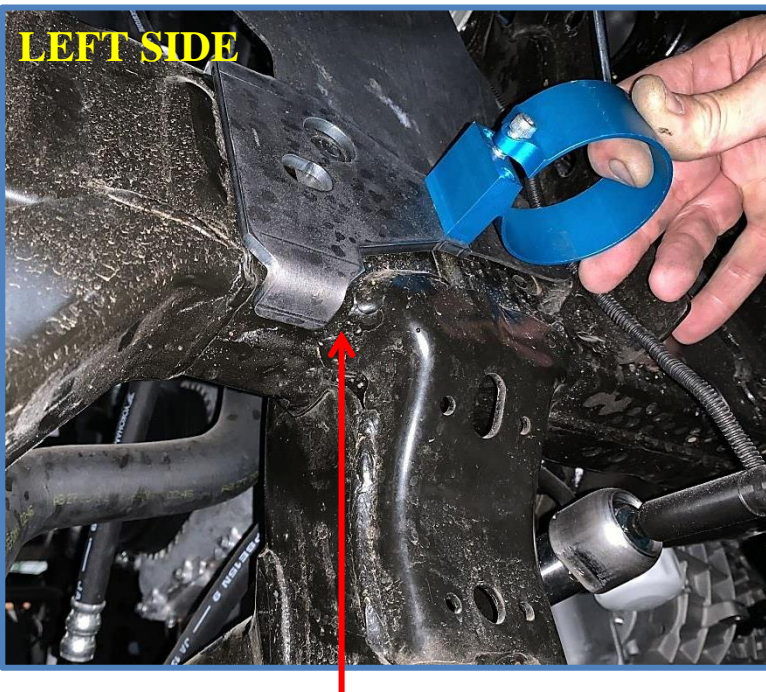
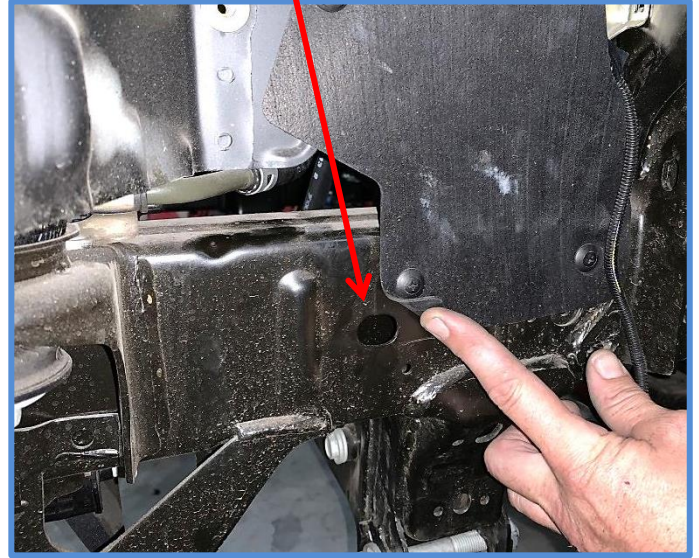
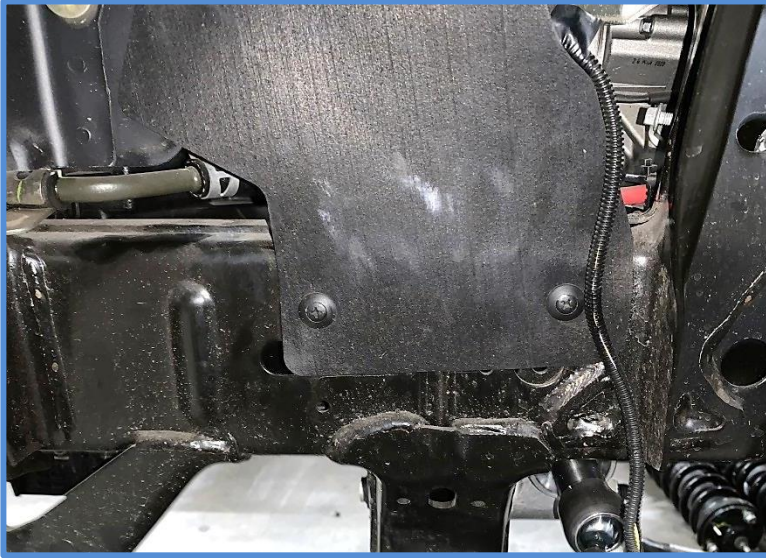
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10. Slide the clamp over the reservoir and place the bracket on the frame. Position the bracket over the splash guard (if applicable) and line up the slotted hole in the bracket with the slotted hole in the frame.



Make sure the bracket is sitting flat against the frame, remove any weld splatter and make sure bracket is not sitting on any welds.

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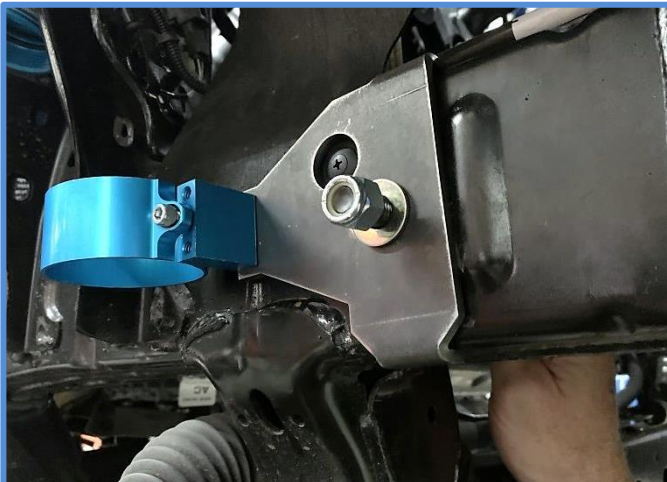
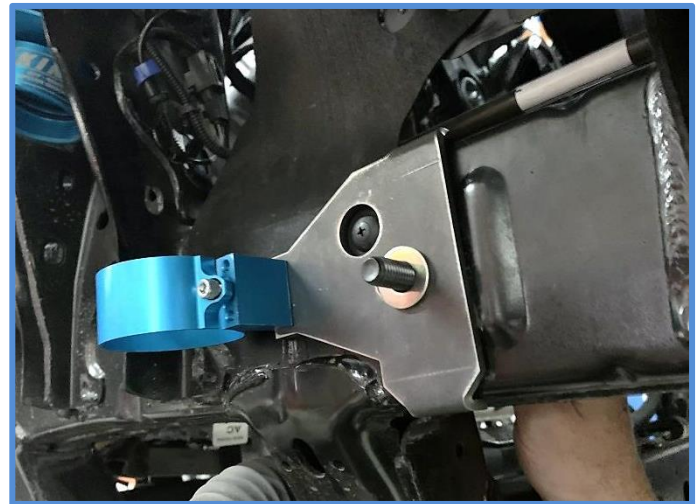
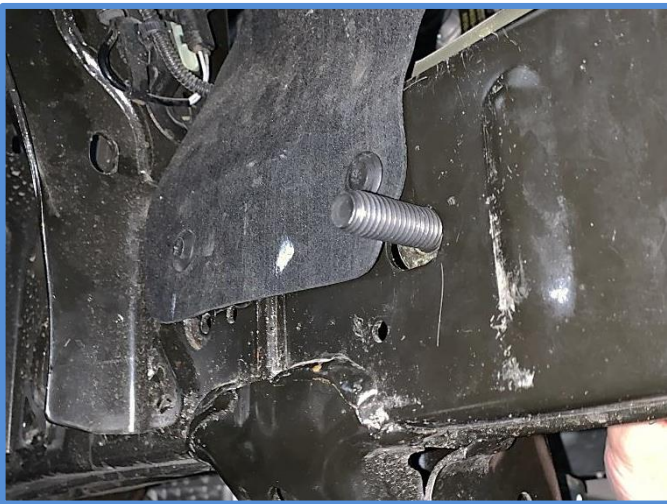
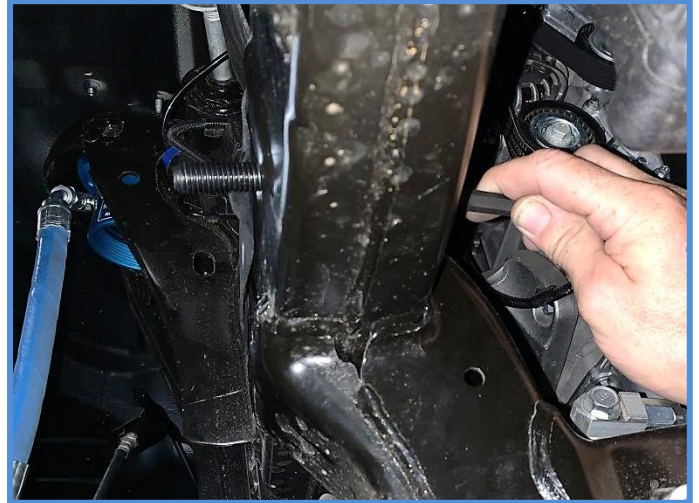
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11. Insert the 1/2" SHCS (CB1808) with 1/2" washer (CW1702) through the back side of the frame as shown. Place a 1/2" washer on the bolt then the 1/2" nut (CN2801) and tighten nut using a 3/4" wrench/socket.



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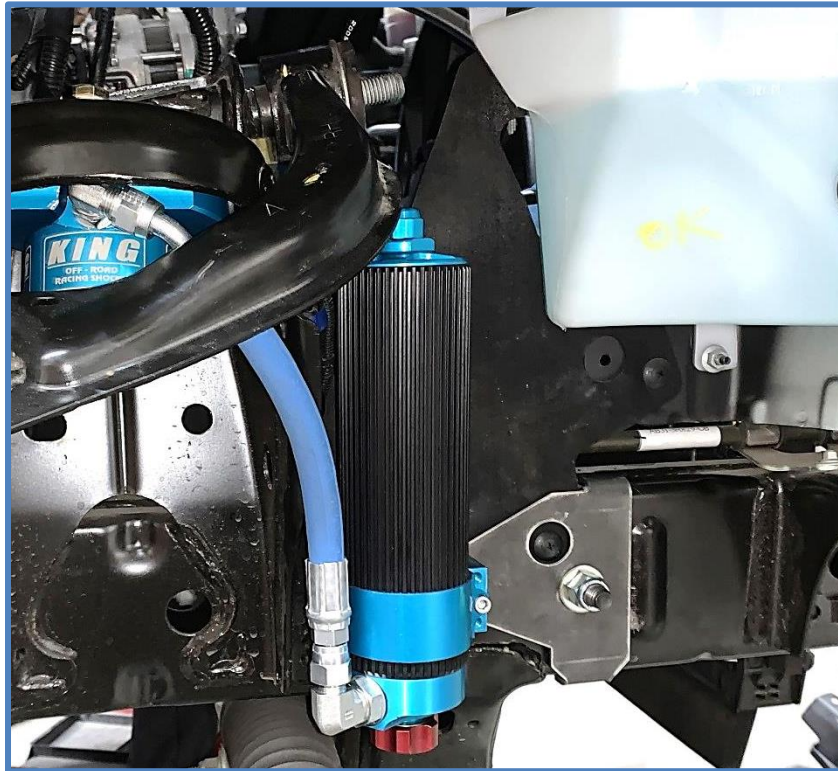
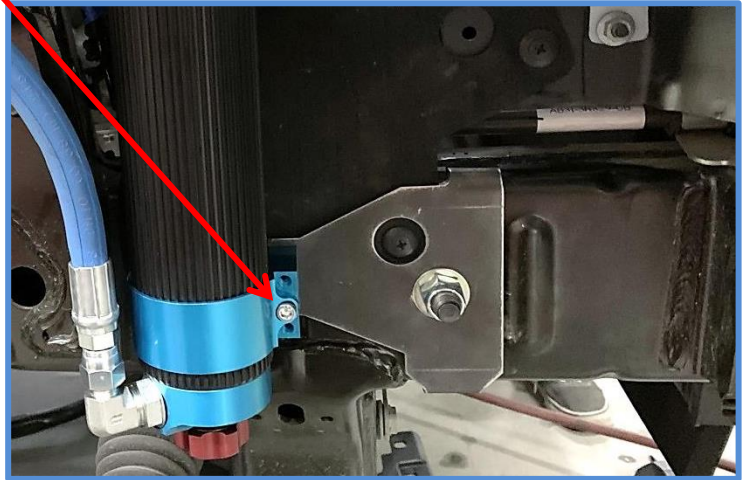
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12. Check clearance with the reservoir and upper control arm at full droop. Adjust reservoir and hose if necessary, then install the 1/4" X 1" bolt (CB1501) in the clamp and tighten using a 3/16 Hex Key.

**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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