



2021+ Chevy Tahoe/Suburban 2.5 & 3.0 Front Coilover

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

**Front Parts List:**

- 2 – 2.5 Front Coilovers (25001-390/390-EXT) **OR**
- 2 – 3.0 IBP Front Coilovers (33700-390) ←
- 2 – Front Reservoir Brackets (25048-024L/25048-025R)
- 1 – 2.5 Hardware Kit (KH02-141) **OR** 2 – 3.0 Hardware Kits (KH02-170)

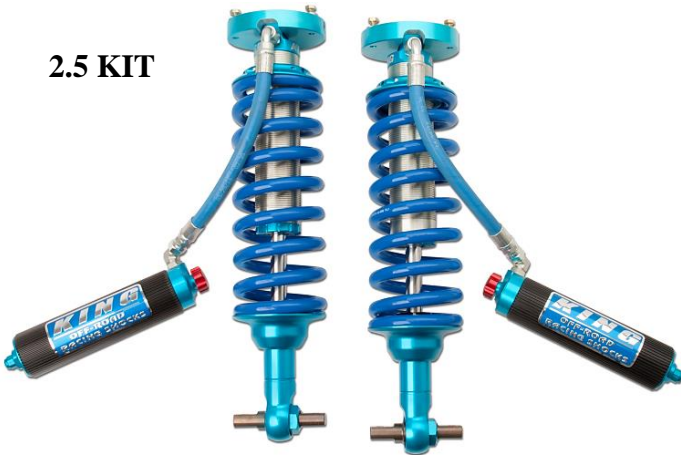
**Tools Required:**

- Floor Jack/Jack Stands
- Metric Socket/Wrench Set
- Standard Socket/Wrench Set
- 5/32 & 3/16 Allen Wrench

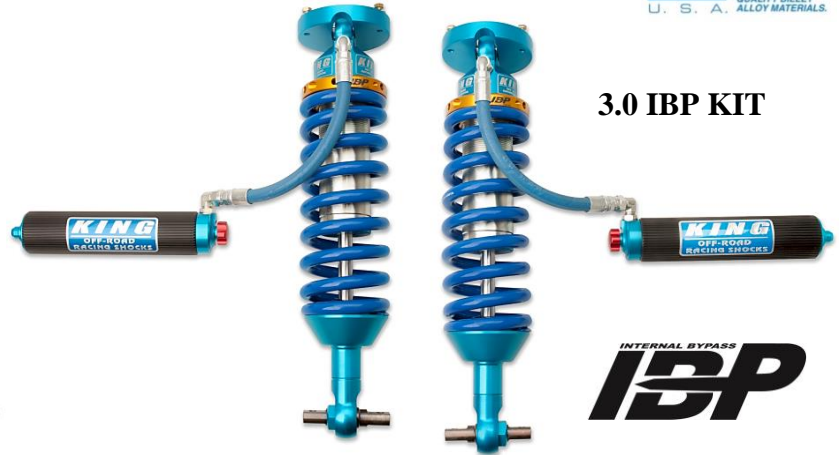
2021 Chevy Tahoe/Suburban  
OEM PERFORMANCE SERIES



2.5 KIT



3.0 IBP KIT



**PLEASE BE ADVISED:** Installation of the 2.5 EXT kit and the 3.0 IBP kit requires the use of aftermarket upper control arms. Keep in mind that not all aftermarket UCA's are manufactured the same way and it is ultimately up to the installer to check fitment of aftermarket components.

**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 tires. **NOTE: Never work under an unsupported vehicle.**

1. Remove the ABS line bracket from the upper control arm on the driver's side (Left) using a 10mm socket. Unclip the line from the bracket on the knuckle on both sides. On the passenger side (Right), simply unclip the lines from the brackets. Be careful not to damage these lines while removing and installing shocks.



**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.

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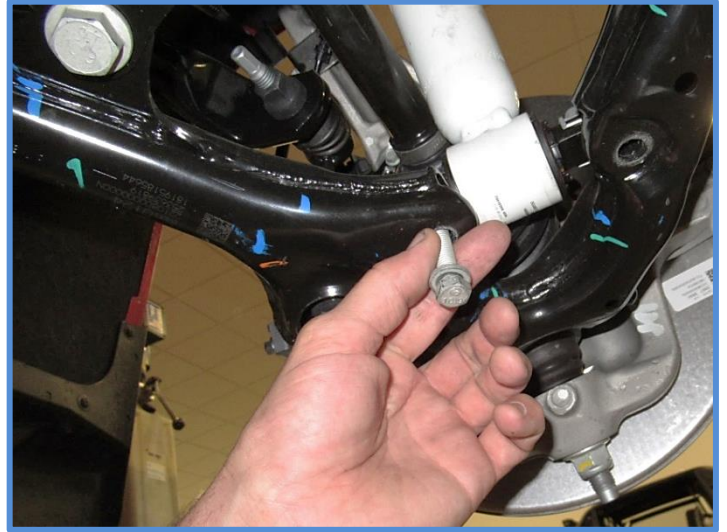
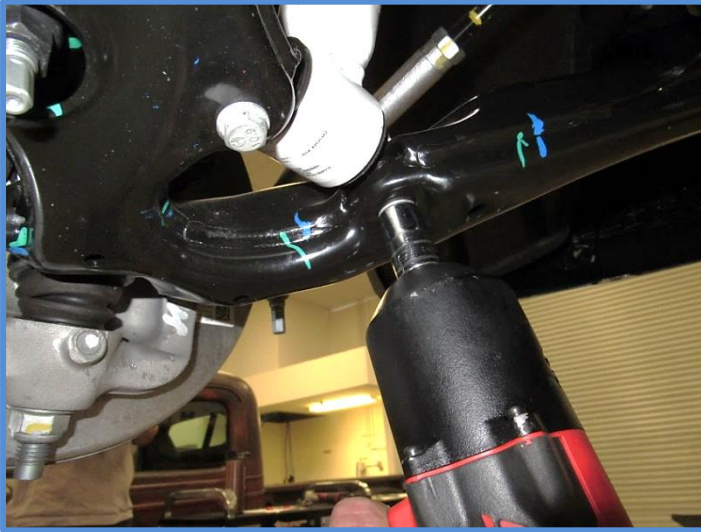




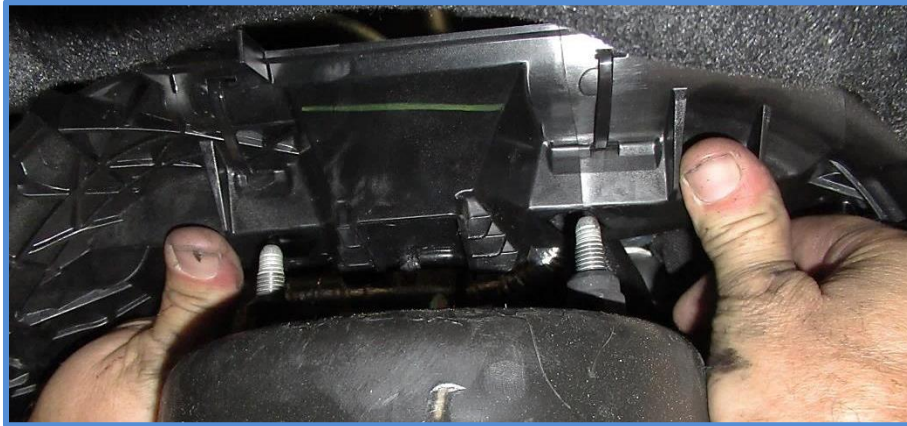
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2. Remove the lower mounting bolts using a 15mm socket.



3. Remove the upper mounting nuts using an 18mm wrench or socket. You will have to move the plastic wiring harness housing out of the way to access the upper nuts.



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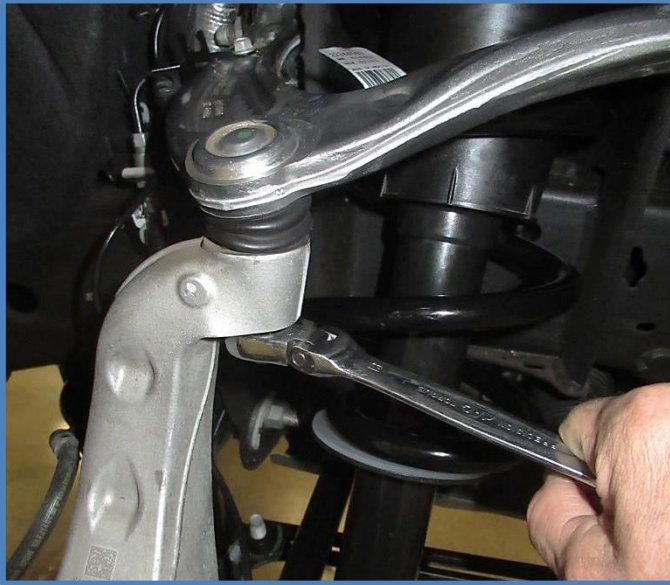




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4. Remove nut from ball joint on upper control arm using an 18mm wrench or socket. Separate the upper control arm from the knuckle.



5. Remove nut from tie rod end using a 21mm wrench or socket and separate tie rod end from knuckle.



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6. At this point you can remove the shocks from the vehicle...



7. If you are installing aftermarket upper control arms, install those now while the shocks are removed. Use a 21mm wrench and socket to remove the factory bolts for the upper control arms. Install the aftermarket upper control arms per the instructions that came with your control arms.



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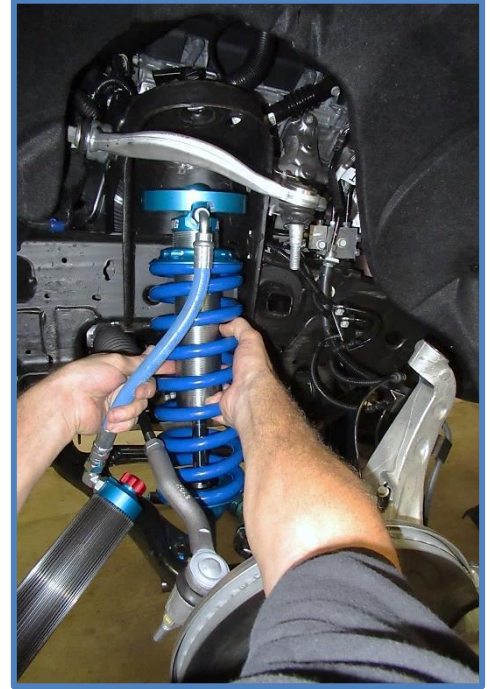




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8. Install King Coilovers... Place the shock in position on the vehicle; be aware the shocks are side specific. Photos below show the left side, hose and reservoir go towards the front of the vehicle.



9. Install the provided 3/8 x 1" bolts (CB4701) with HD washers (CW1701) in the upper mount and tighten to 35 ft. lbs.



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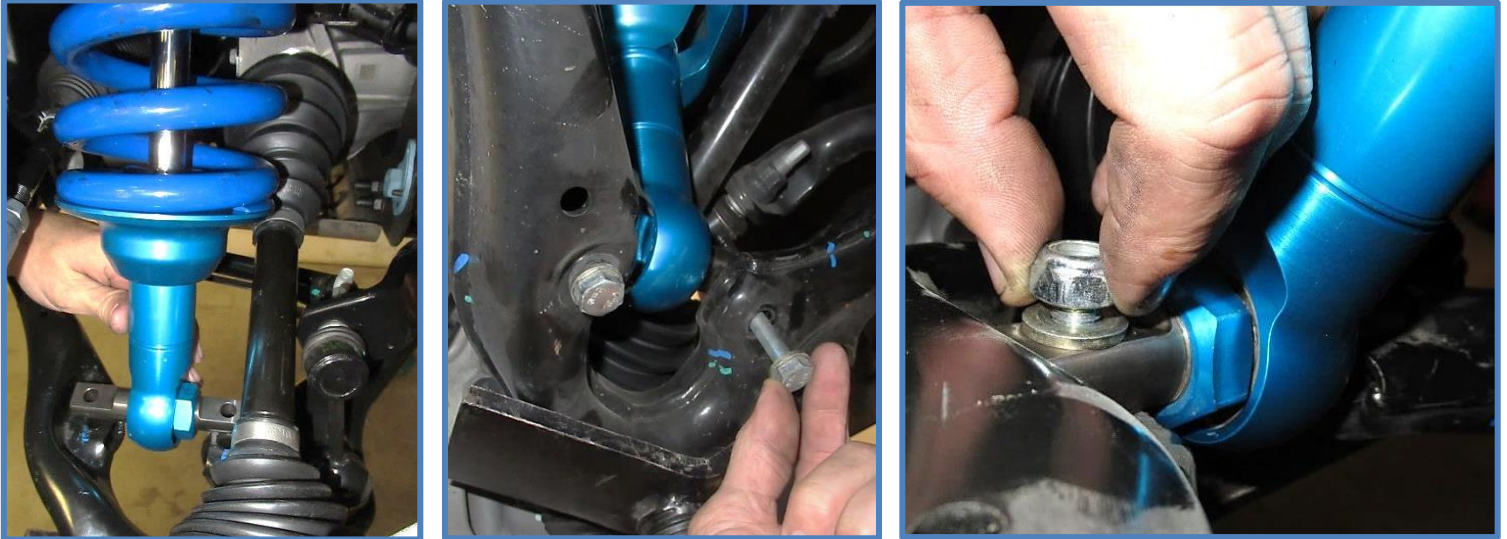




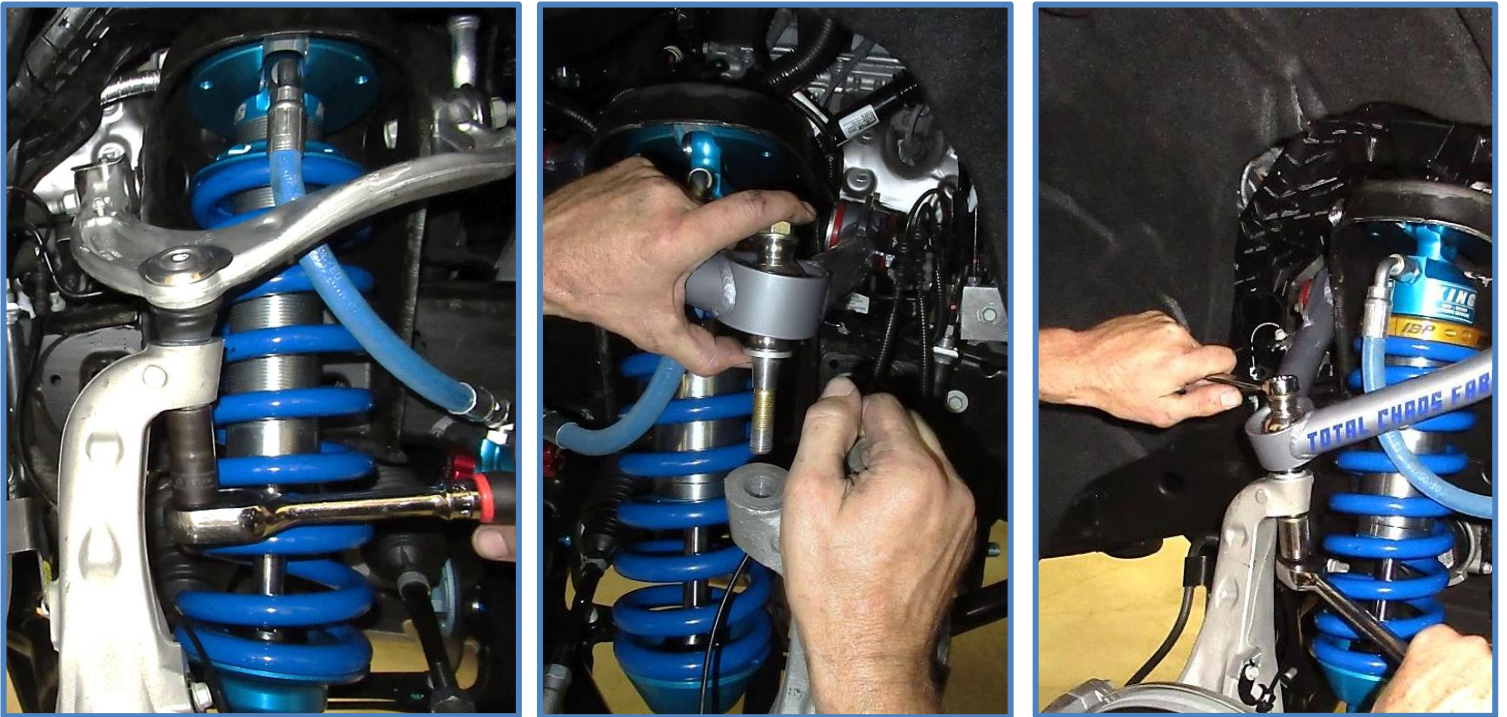
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10. Install the provided M10 bolts (CB3716) with HD washers (CW1701) and M10 Nylock Nuts (CN3001) in the lower mount and tighten to 40 ft. lbs.



11. Reconnect upper control arm to knuckle and tighten hardware to factory specs. Connect aftermarket upper arms using the instructions provided with your control arms.



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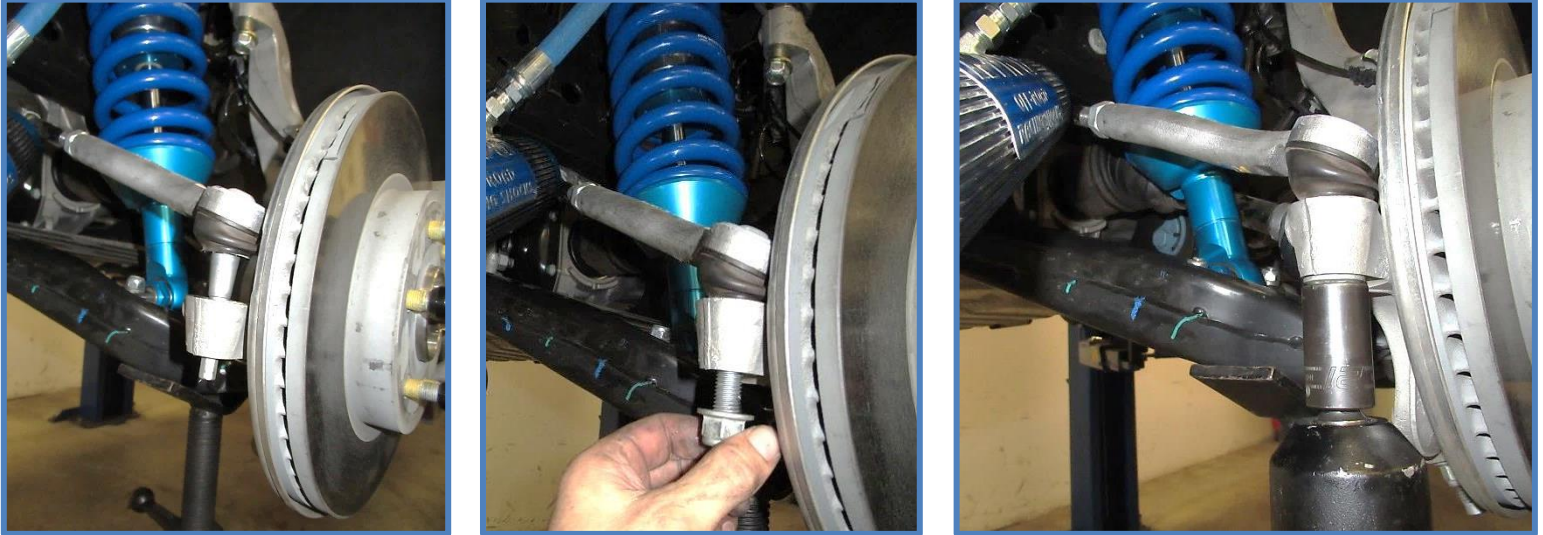




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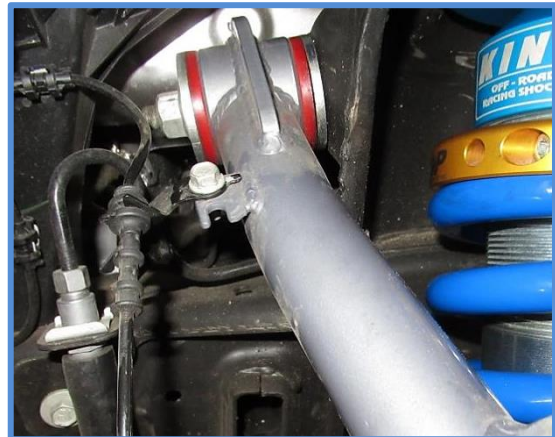
12. Reconnect tie rod end to knuckle and tighten to factory specs.



13. Reconnect ABS lines and brackets. Re-clip the lines into their holders and reinstall the bracket on left side.



**For those with aftermarket upper control arms; you may need to reroute ABS lines accordingly.**  
**The upper control arms shown below provide tabs to re-use the factory brackets.**



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14. **Reservoir mounting. – Tahoe Only!**

Remove the screws along the front of skid plate using a 7mm socket.

15. Remove the 4 bolts holding skid plate using a 13mm socket. Set skid plate aside, you will reinstall skid plate over the reservoir mounts. **Tahoe Only!**



16. Attach reservoir clamps to the reservoir brackets using the provided 1/4 X 3/4" FHCS (CB5520). Attach clamps as shown below and tighten screws using a 5/32 Allen wrench.



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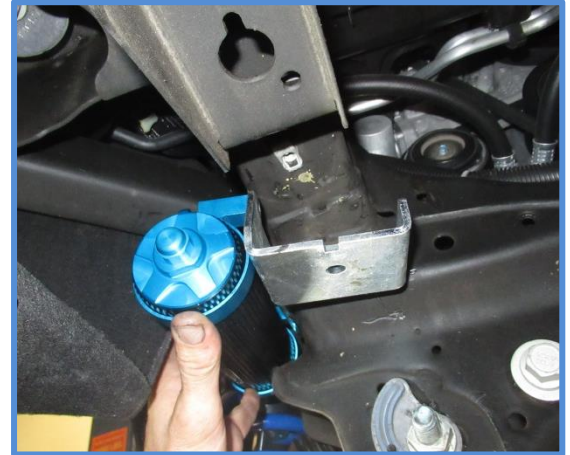




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17. Place the reservoir in the mount and place the reservoir bracket on the frame lining up the hole in the bracket with the hole in frame.



18. Place the skid plate back in position over the reservoir bracket and install the factory bolts. The reservoir bracket will sit against the frame and the skid plate will go over the reservoir bracket as shown. Install the factory bolts and tighten to factory specs. Reinstall the screws along the front of the skid plate.



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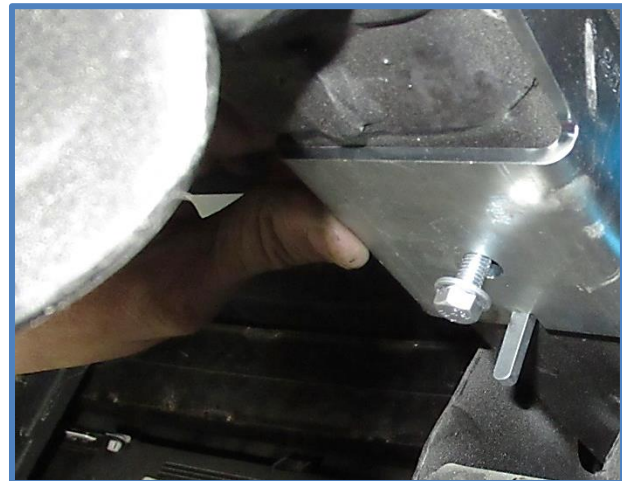
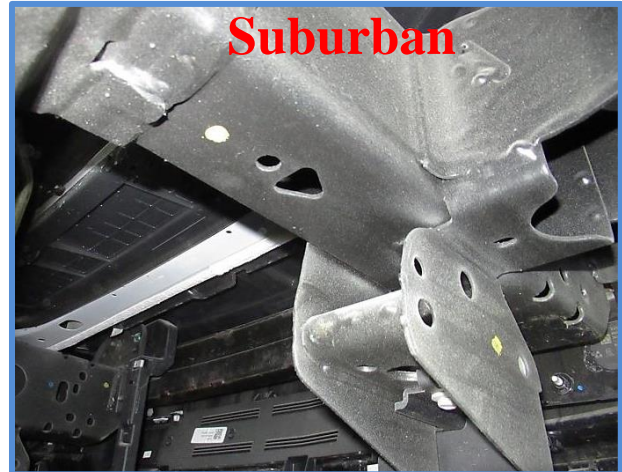
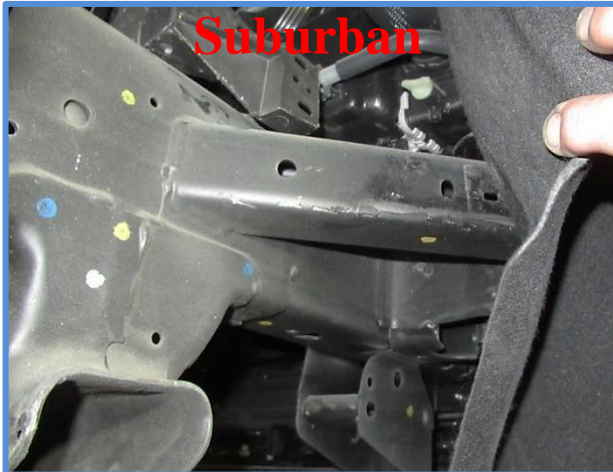




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**Suburban reservoir mounting** – Removing the skid plate on the Suburban is not necessary, but removing the skid plate will give you more room to work if you are having trouble installing the reservoir bracket. The reservoir bracket gets installed in the same spot on the frame as the Tahoe using the provided nut plate and the flanged 8mm bolt (CB3825) as shown below.



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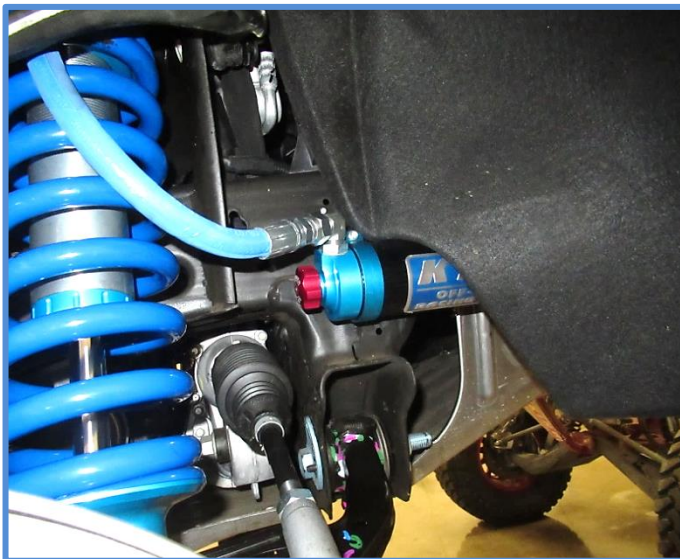
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19. Center reservoir in mount and rotate to adjust hose if necessary. Make sure hose is not rubbing on moving suspension parts. Secure reservoir by installing the provided 1/4 X 3/4" SHCS (CB1500) and tighten using a 3/16" Allen wrench.



20. Fender liner trimming is optional. Trimming the fender liner will allow more air flow to the reservoirs which will help with heat dissipation.



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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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