

# KING

OFF - ROAD  
RACING SHOCKS

## 2007-2017 Jeep JK 2.5 Front Bypass Shocks

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 Remote Reservoir Bypass Shocks (25001-341)
- 2 – Front Reservoir Brackets (25044-112)
- 2 – Spacers, Fr. Res. Brkt. (25091-002)
- 2 – 1/2-20 x 4” Bolts (CB4706)
- 2 – 1/2-20 Nylock (CN2801)
- 4 – 1/2” SAE Washers (CW1702)
- 4 – Hose Clamps (62032)

### Tools Required:

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

**2007-2017 Jeep Wrangler JK**  
**DEM PERFORMANCE SERIES**

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



**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 existing front shocks by removing the nut from the upper mount and remove the nut and bolt from the lower mount and remove shock. Save the nut and bolt from lower mount, you will reuse this 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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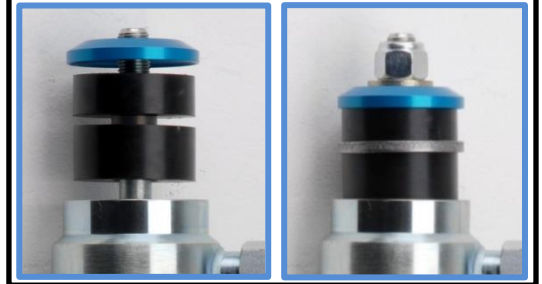
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2. Be aware that the bypass shocks are side specific and must be mounted so that the reservoir will be to the front of the vehicle. Install bypass shocks by inserting the mounting pin into the upper mount on vehicle with the thick bushing on bottom, then place the thinner bushing, retaining washer and regular washer on top and thread the nut onto the stud. Leave loose for now and move to the lower mount...

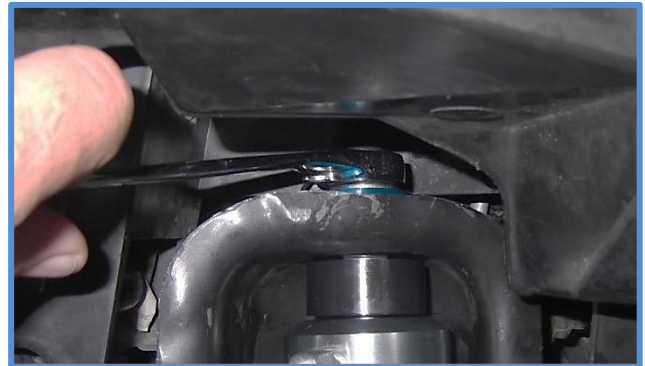


**Important Note:** The rubber bushings on your King Shocks are different from each other. Make sure the taller bushing is on the bottom next to the body of the shock as shown. The silver washer between the rubber bushings represents the material thickness of the upper shock mount. It's important to 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..**



3. Install factory nut and bolt for lower mount and tighten. Jack up the axle so that the shock is tight against the upper mount and tighten nut so that the bushing just starts to compress, do not over-tighten nut.



4. Now install the reservoir brackets. On the driver side remove the two bolts for the power steering box, place the reservoir bracket in position over the holes and reinstall the two bolts you just removed.



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5. On the passenger side use the provided hardware and spacers to install brackets. Place the bolts with washers into the bracket and slide spacers onto the bolts as shown below. Then insert into the holes in frame and install washers and nuts on back side as shown below and tighten.



6. Place the reservoirs in the reservoir brackets and secure with the provided hose clamps.



The finished install should look like the photo below.



### **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.

### **Additional notes for front shocks:**

1. Notice that the front fender liners have been trimmed to make the reservoirs visible and more accessible, this step is up to the installer or vehicle owner to determine how to trim these.

2. We recommend grinding the lip off of the coil bucket next to the rebound tube to avoid denting that tube. This is more of an issue on some vehicles than others but we recommend grinding the lip back about a 1/4" and make that area smooth and clear of the possibility for damage just to be safe...



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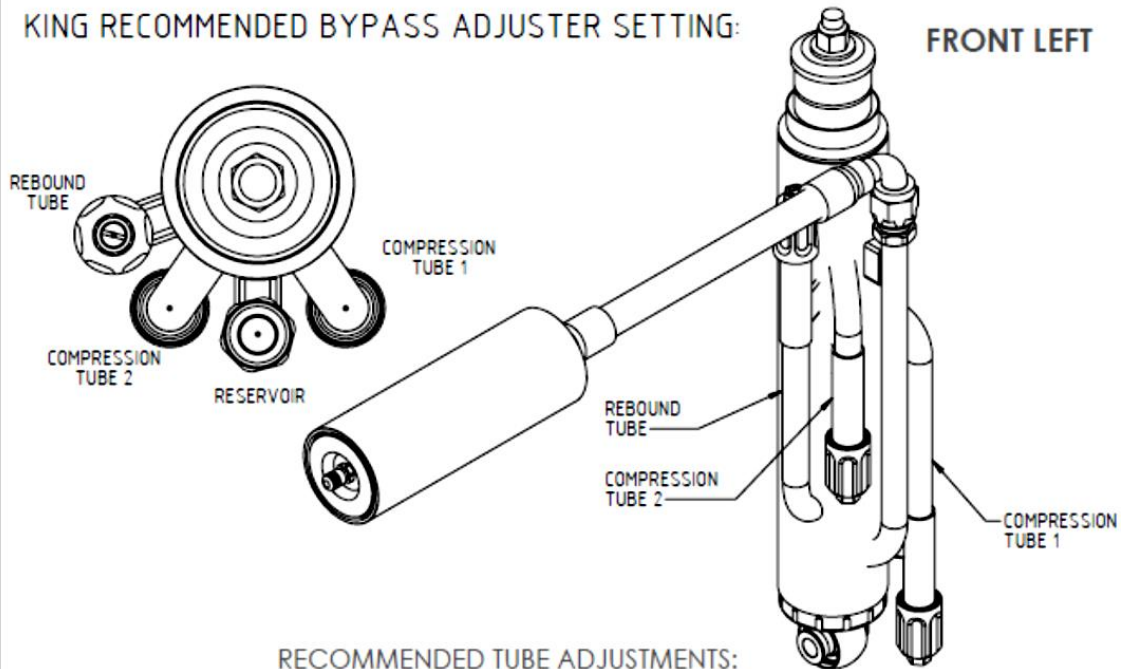
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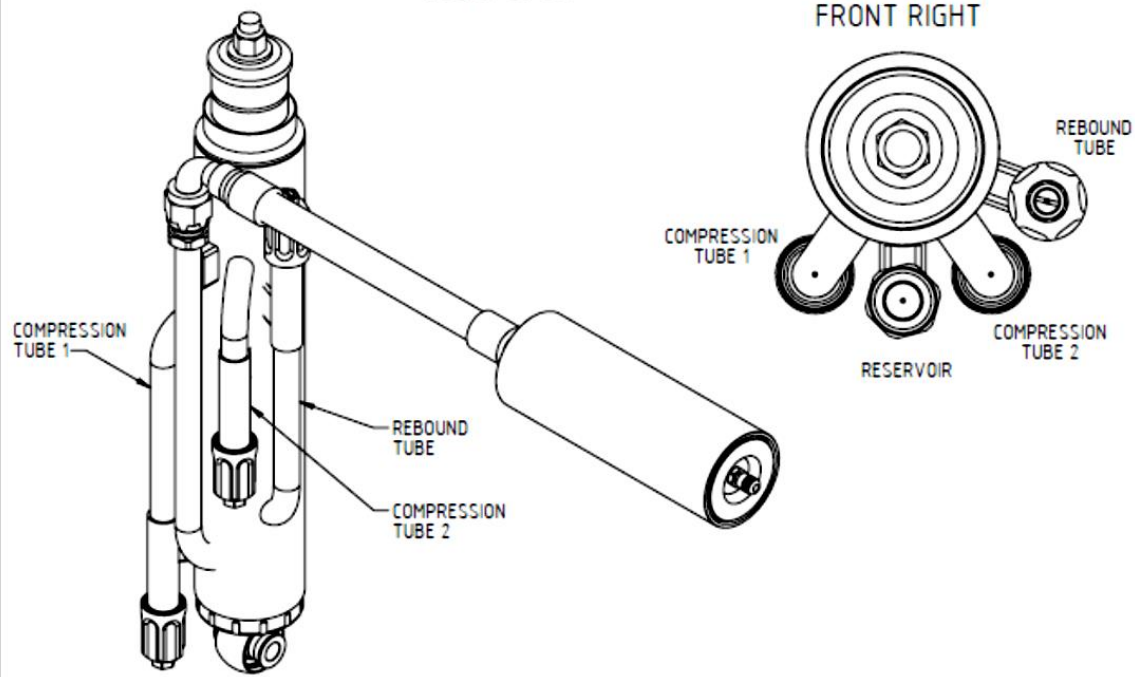
## KING RECOMMENDED BYPASS ADJUSTER SETTING:



## RECOMMENDED TUBE ADJUSTMENTS:

1. COMPRESSION TUBE 1:
  - 10 REVOLUTIONS OUT FROM FULLY CLOSED
2. COMPRESSION TUBE 2:
  - 8 REVOLUTIONS OUT FROM FULLY CLOSED
3. REBOUND TUBE:
  - FULLY OPEN

## FRONT RIGHT



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