

2023+ Chevy Colorado Trail Boss & GMC Canyon 2.5 Front Coilover

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



Front Parts List:

- 2 – 2.5 Front Coilovers (25001-420)
- 2 – Front Reservoir Brackets (25048-092/093)
- 1 – Hardware Kit (KH02-226)

Tools Required:

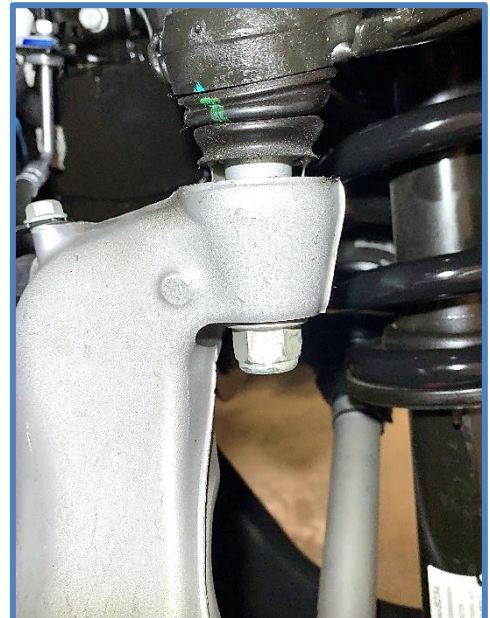
- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set

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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. Loosen the nut for the upper control arm using an 18mm wrench or socket, you may need a 6mm Allen wrench to hold the stud while loosening the nut. Leave the nut threaded on the stud a few threads and break the ball joint loose from the knuckle but do not separate the upper control arm from the knuckle.



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.

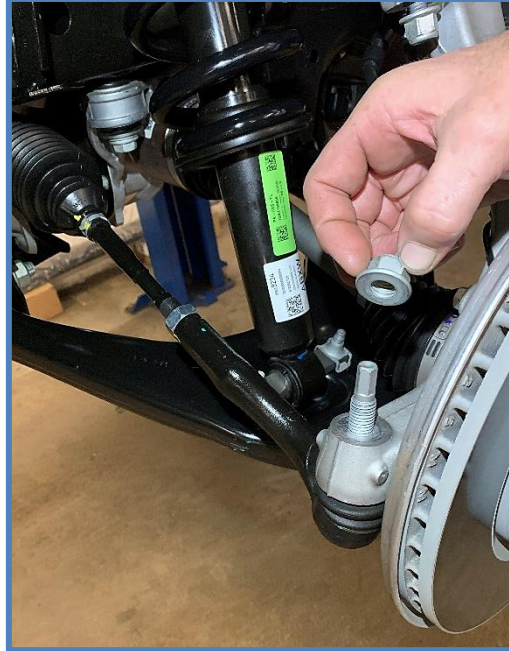
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2. Disconnect tie rod – Remove nut from tie rod end using a 21mm socket. Separate tie rod from knuckle.



3. Remove the two bolts from the lower mount using a 15mm socket.



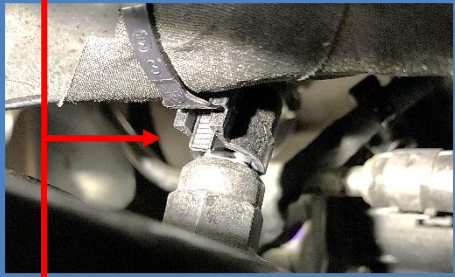
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4. Remove the three nuts from the upper mount using an 18mm wrench or socket.
(Remove any wiring harness clips that may be attached to the upper mounting studs.)



5. Remove shocks from vehicle as shown below.



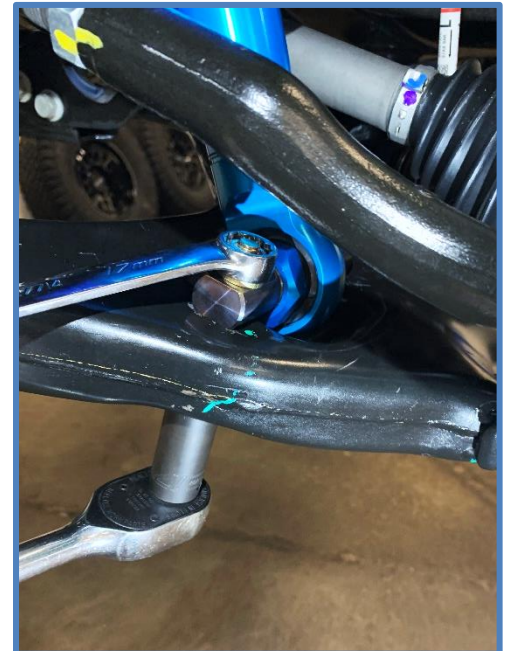
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6. **Installing King Shocks** – Be aware the shocks are side specific, make sure you are installing shocks on the correct side (*see pics below for reference*). Place the shock in position on the vehicle and install the provided 10mm lower mounting bolts w/washers. Insert bolts up through the lower mount, install the washers and nuts and tighten to 40 ftlbs. (*The photos below show left side.*)



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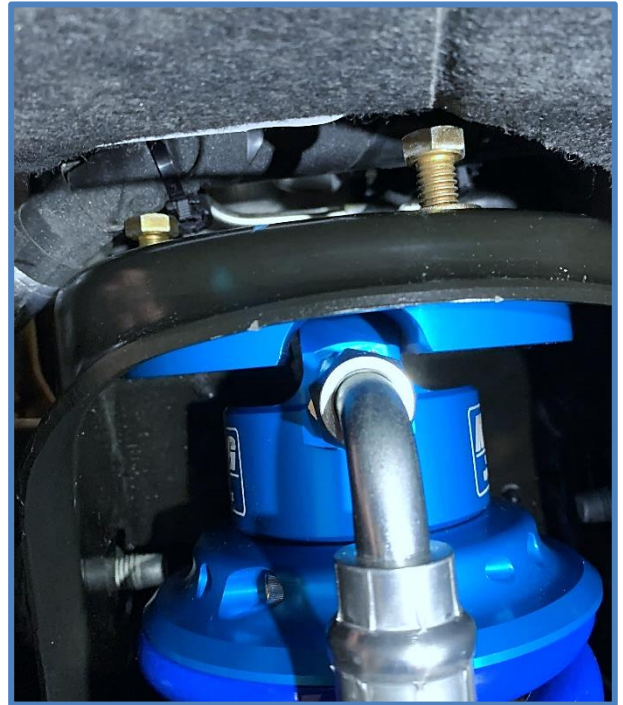
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7. Install the provided 3/8 x 1" upper mounting bolts (CB4701) with washers through the upper mount on vehicle and thread into the upper mounting plate on the shock, Tighten bolts and torque to 35ft/lbs.



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8. Reconnect tie rod to knuckle, tighten nut and torque to factory specs. You may need to hold the stud with a 10mm wrench while tightening the nut.



9. Tighten the nut for the upper control arm using an 18mm wrench or socket, you may need a 6mm Allen wrench to hold the stud while tightening the nut.



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10. **Reservoir Mounting** – First attach reservoir clamps to the reservoir brackets using the 1/4" x 1/2" BHCS (CB2420) as shown below. Use red locktite and tighten bolts with a 5/32 Hex Key.



LEFT



RIGHT

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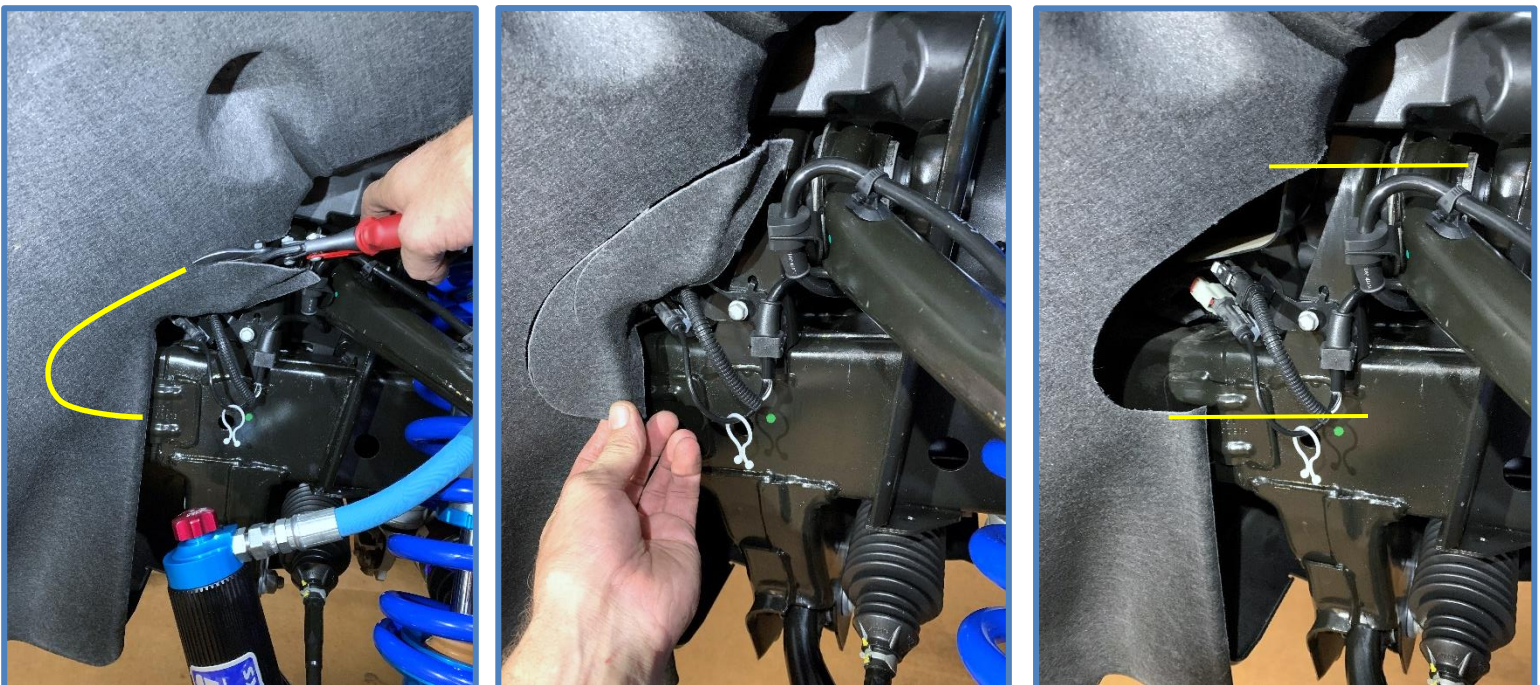
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11. Fender liner trimming is required to mount reservoirs. Vehicle owners or installers are ultimately responsible for the methods used and how much trimming is desired. The following steps provide an example of one way to trim fender liner for a clean looking installation.



12. Start trimming fender liner by first cutting out a small section as shown below, this will allow you to begin test fitting reservoir. Trim a little at a time until the desired cut out is achieved.
(Tip – Tin snips work great for trimming fender liners.)



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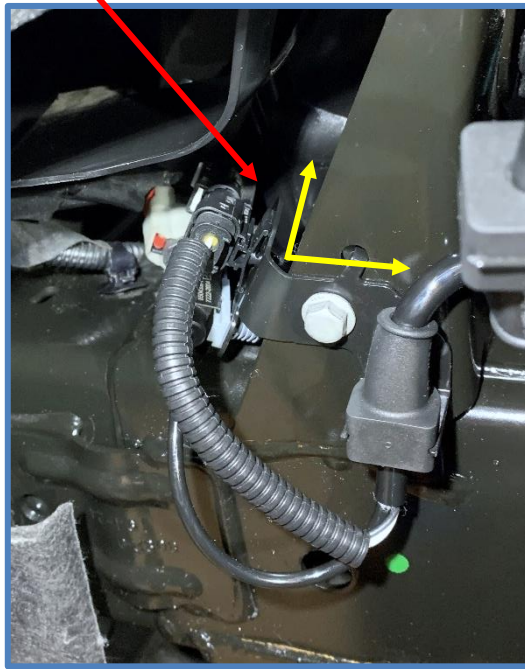
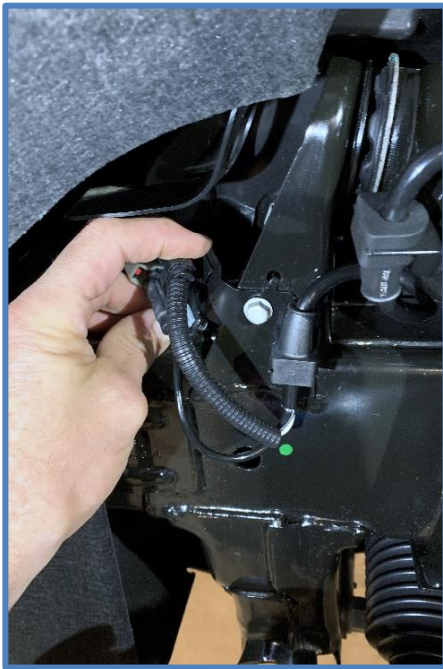
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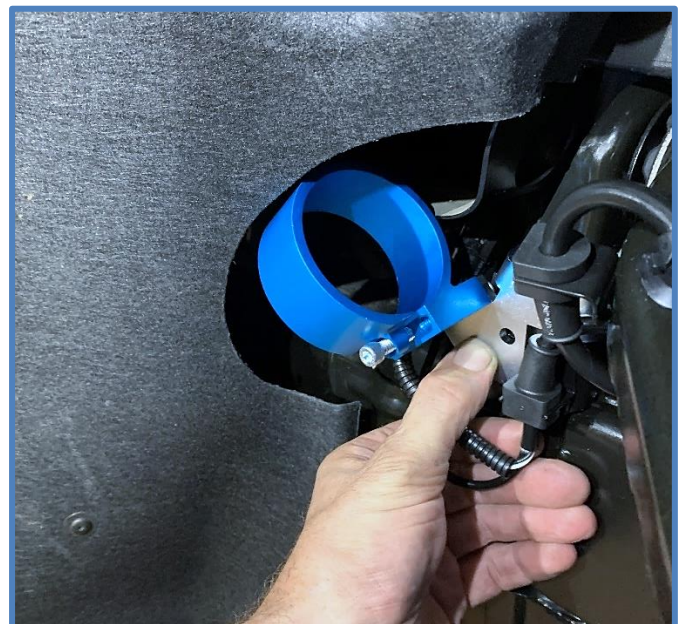
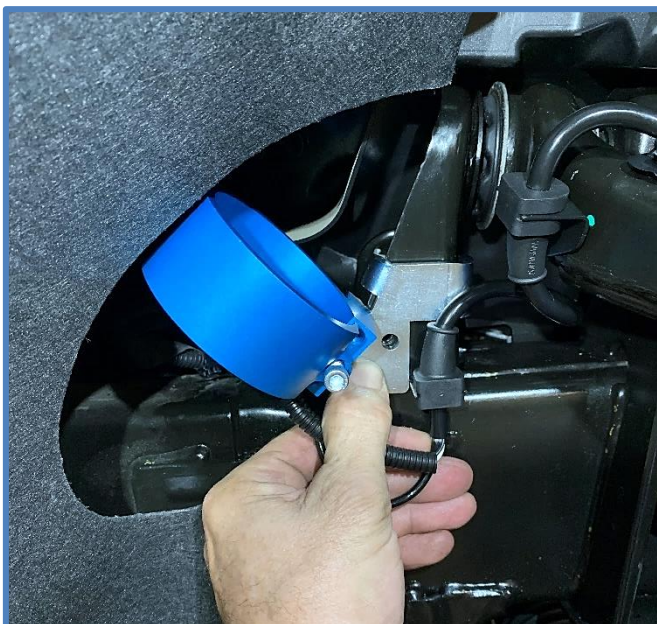
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13. Test fit reservoir bracket – First, bend the front side of the bracket holding the ABS wires back or in until it's about 90 degrees from the outside. Remove the bolt holding the bracket using a 10mm socket.



14. Test fit reservoir bracket – Place the reservoir bracket over the bracket holding the ABS lines as shown below. Line up the hole in the bracket with the hole in frame. Make sure the reservoir bracket will not damage wires when installed. Check for clearance – make sure the clamp clears the fender liner. Trim fender liner more if necessary until the clamp does not interfere with the fender liner. Once the clamp fits similar to photos below, you can move on to installing the reservoir...



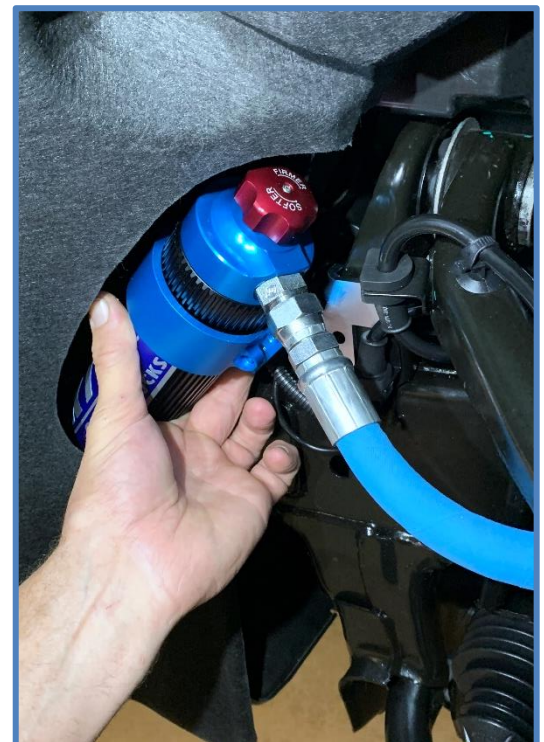
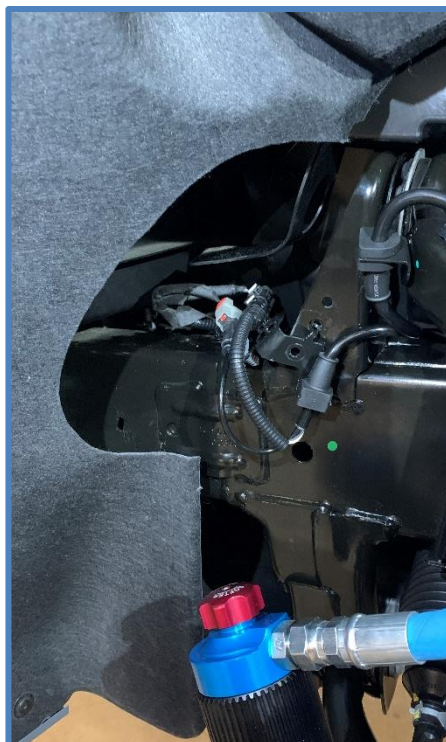
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15. Test fit reservoirs – Slide the clamp over the reservoir as shown below. Place the reservoir bracket in position on the vehicle as shown in the previous step. Check fender liner clearance with reservoir. Mark areas to trim and finish trimming fender liner until reservoir does not interfere with the fender liner.



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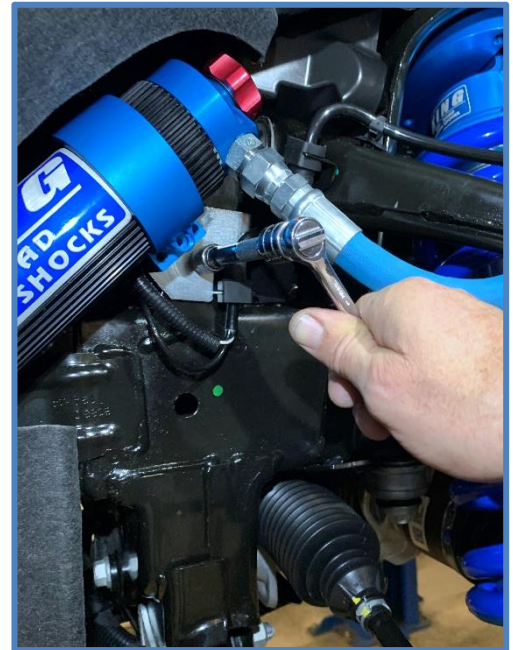
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16. Install reservoirs – Once final trimming is completed, place the reservoir with bracket back in position on the vehicle and install the original bolt for the ABS line bracket through both brackets and thread into the frame. Tighten bolt and torque to factory specs. Do not overtighten the bolt.



17. Adjust reservoir to its final position in the clamp and install the 1/4" x 1" SHCS (CB1501). Check hose clearance between a-arm and spring, make sure the hose is not contacting any moving parts, make any necessary adjustments before tightening the clamp. Tighten bolt using a 3/16 Allen wrench.



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NOTE: Clearance for the hose between the spring and the upper control arm is tight when the suspension is at full extension. With the shocks at full extension, adjust the hose as close as possible to the upper control arm to keep the hose away from the spring. Some rubbing may occur, check the hose after your initial drive and periodically after that to make sure the hose is not getting damaged, make adjustments as needed.



Adjust reservoir/hose by loosening the clamp bolt and rotate reservoir to swing hose in or out. You can also adjust the hose by adjusting the swivel fittings at the reservoir. Do Not attempt to adjust fittings if you are not familiar with the procedure.



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Make sure the fender liner does not contact the reservoir.



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LEFT SIDE



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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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