



2022+ Ford Bronco Raptor 3.0 IBP Front Coilover

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

Front Parts List:

2 – 3.0 IBP Front Coilovers (33700-122)
2 – Reservoir Brackets (33403-107/108)
2 – Hardware Kits (KH02-230)

Tools Required:

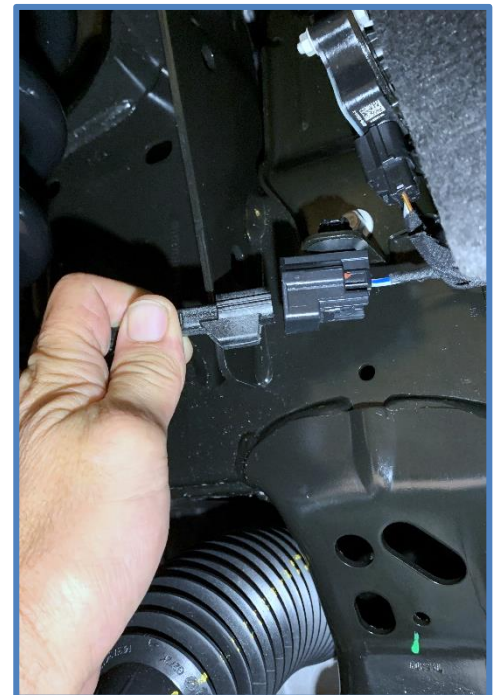
Floor Jack/Jack Stands
Metric Wrench/Socket Set
Standard Wrench/Socket Set

2022 Ford Bronco Raptor
DEM 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. Disconnect the wire going to the shocks. Press the tab on the connector at the frame as shown below and unplug the 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.

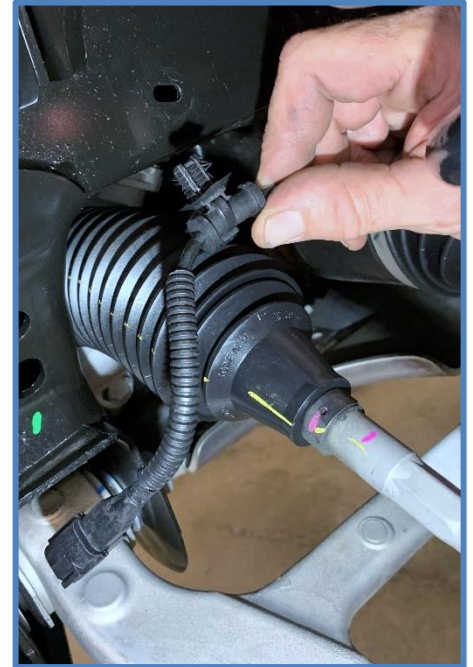
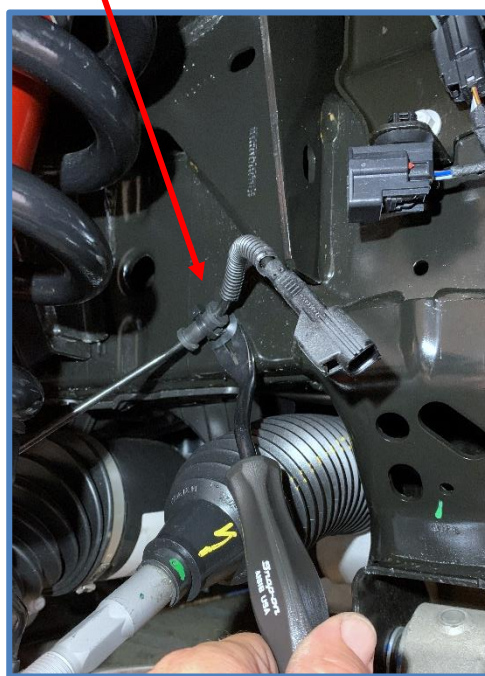
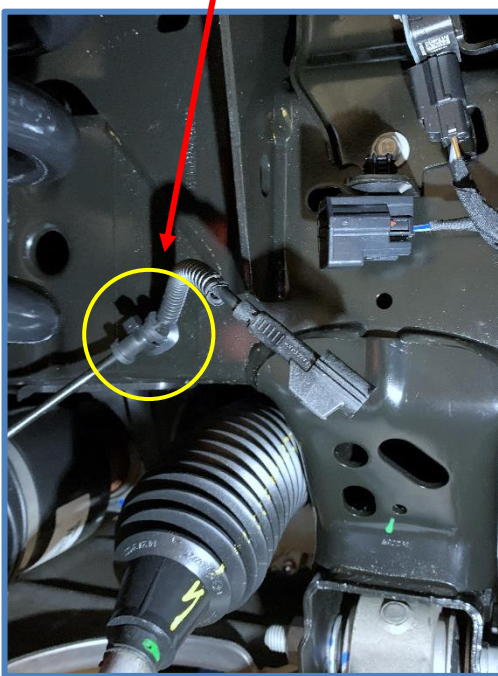
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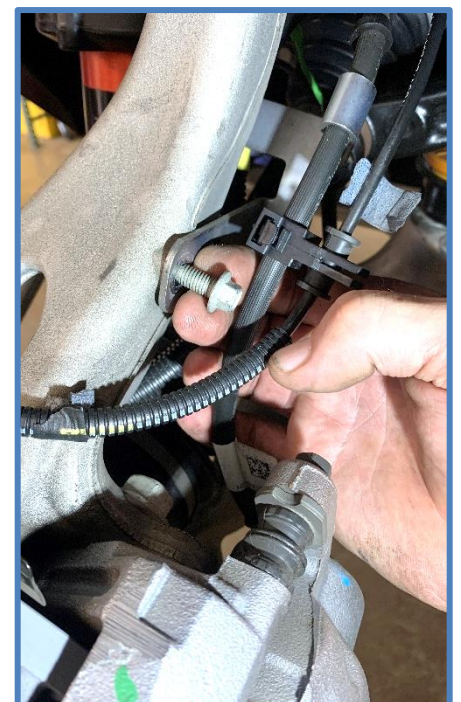
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2. Detach the wire from the frame – Use a pry tool to remove the cable clip from the frame.



3. Unbolt the brake line bracket from the knuckle using a 10mm socket.



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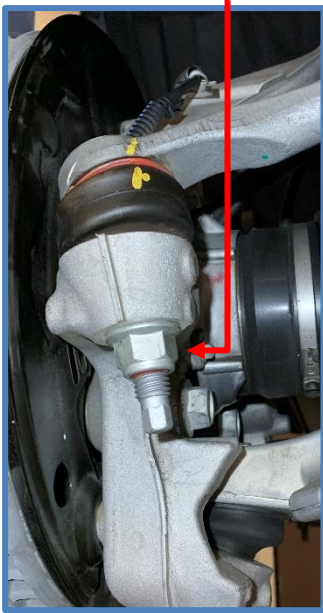
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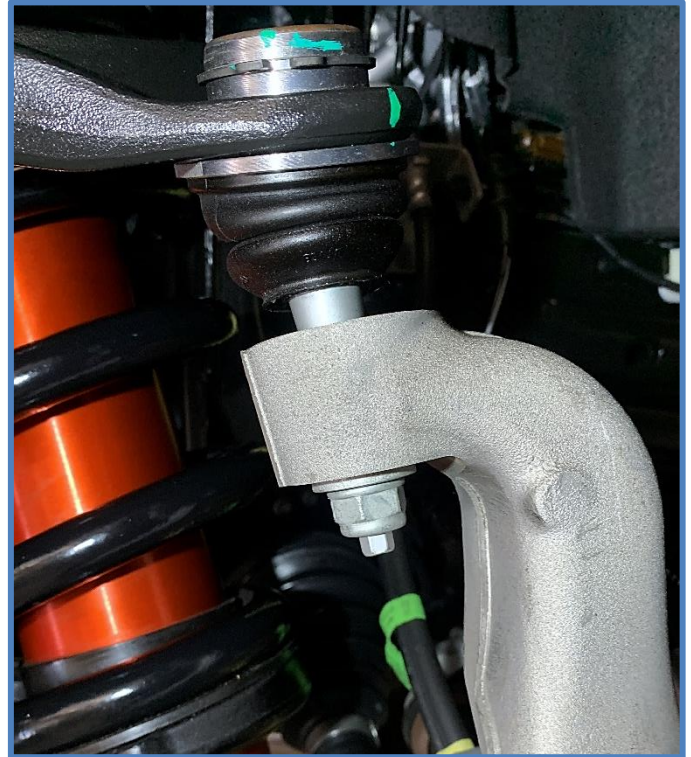
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4. Remove nut from the tie rod end using a 21mm socket. Separate the tie rod from the steering knuckle.



5. Remove nut from the upper control arm ball joint using an 18mm wrench or socket. You may need to use an 8mm wrench to hold the stud. Separate ball joint from knuckle.



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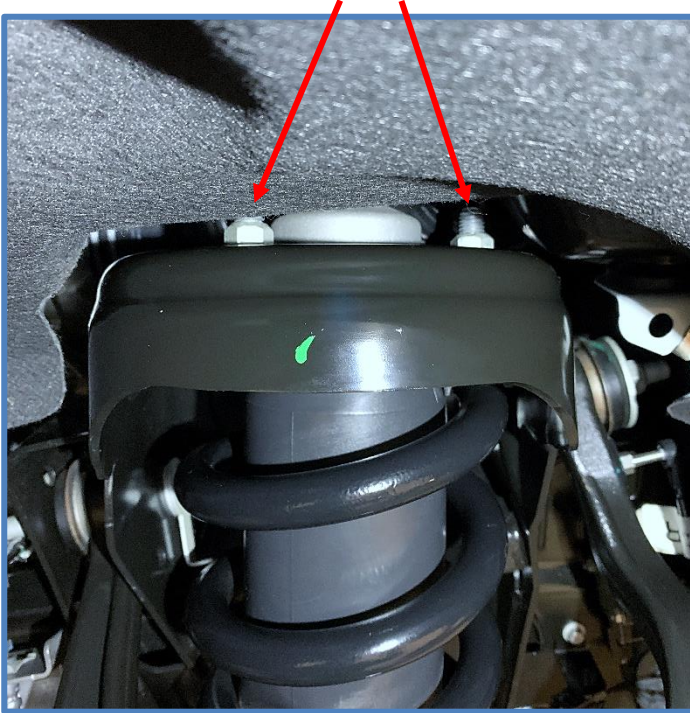
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6. Remove the three upper mount nuts using a 17mm wrench or socket.



7. Remove the lower mounting bolt using a 27mm socket, you may need a breaker bar to loosen the bolt.



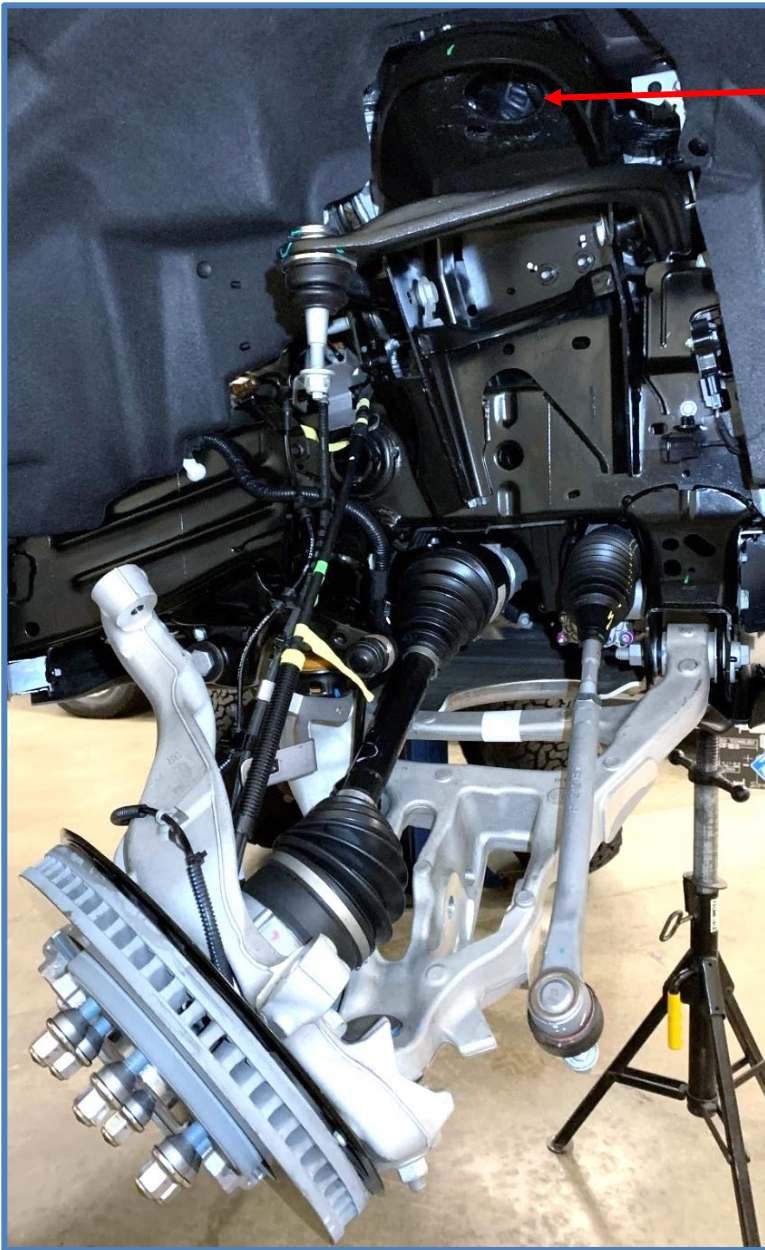
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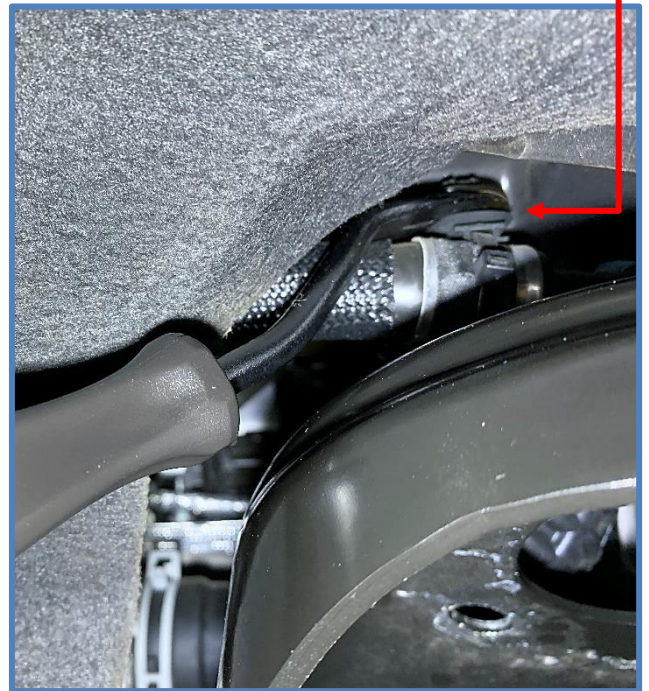
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8. **Remove shocks from vehicle** – Disconnect upper control arm, then push down on lower control arm while holding the shock up and remove the bottom of the shock from the lower control arm, then pull the shock out of the upper mount and remove shock from vehicle.



On the right side of the vehicle there is a hose clipped to the body above the shock mount. You may need to unclip the hose to fit the shock. Unclip the hose and move out of the way. Secure hose with zip ties in other location to keep from getting damaged.



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9. **Install King Shocks** – Place the coilover in position on the vehicle by inserting the upper mount of the shock into the upper mount on the vehicle. Then, while pushing down on lower control arm, maneuver the rod end into the mounting pocket on the lower control arm. Be aware the shocks are side specific and can only be mounted on the designated side. Photos below show the left side. Place shocks in position on both sides of the vehicle before continuing to the following steps.



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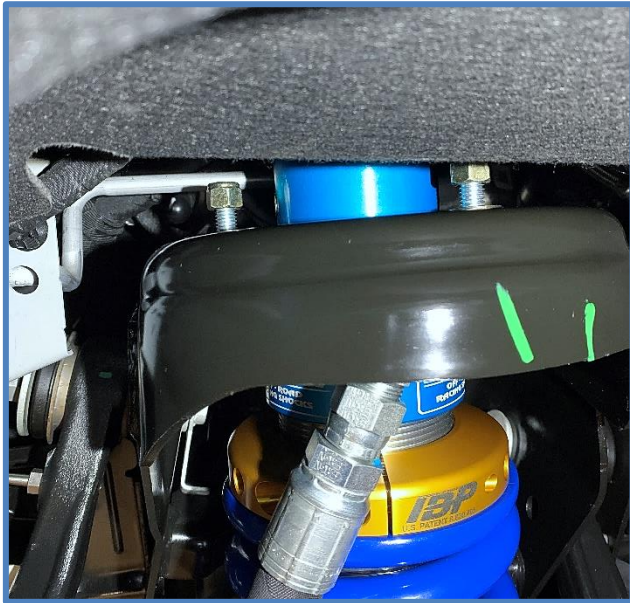
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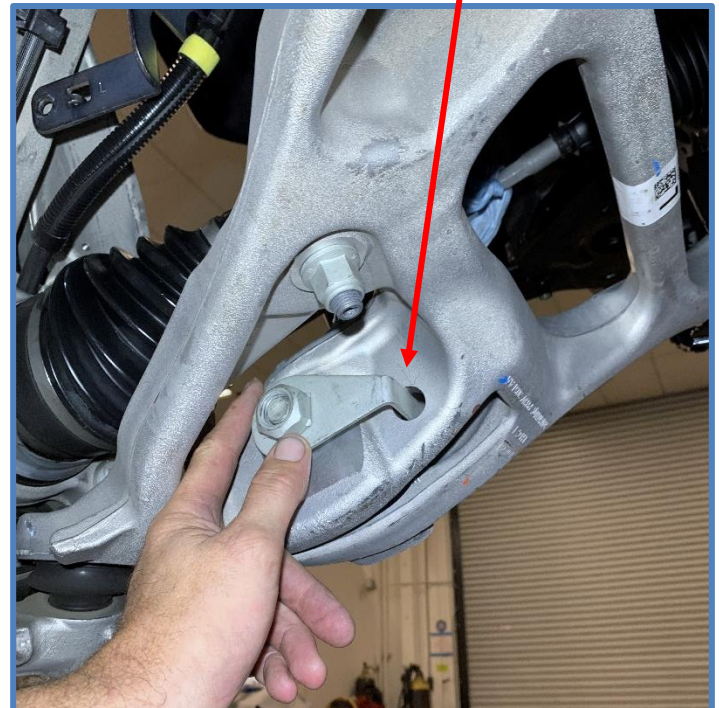
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10. Place the 3/8 Heavy Duty Washers (CW1701) and 3/8 Nuts (CN2711) on upper mounting studs and thread nuts onto studs by hand to hold shock in place but don't fully tighten.



11. Install factory bolt in lower mount. Place flag nut in position so the handle is in the locating hole and thread bolt into nut to hold in place for now.



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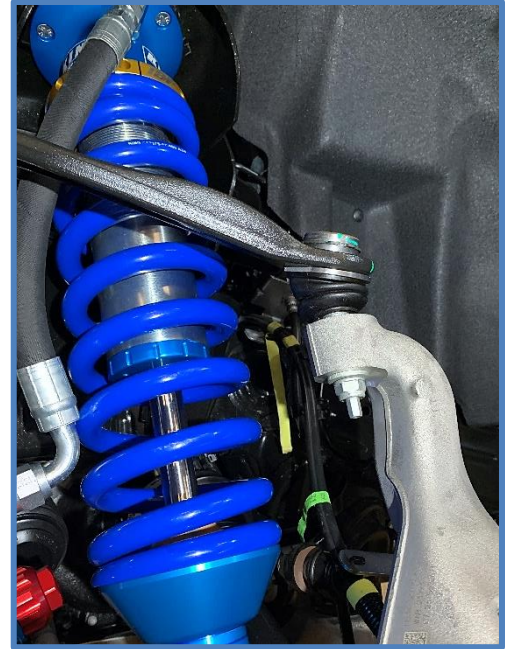
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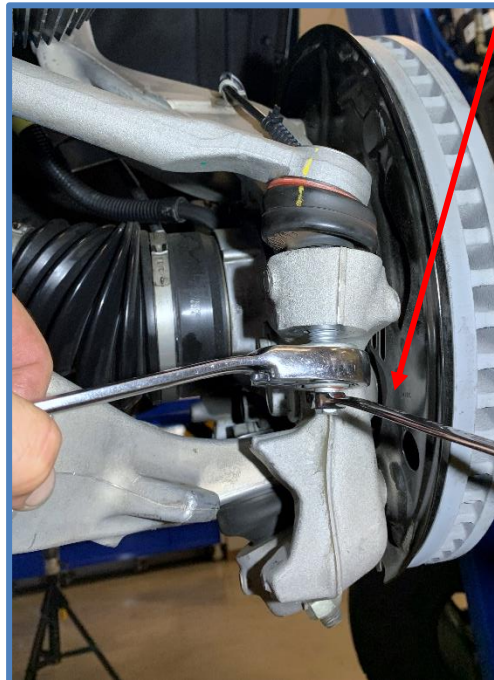
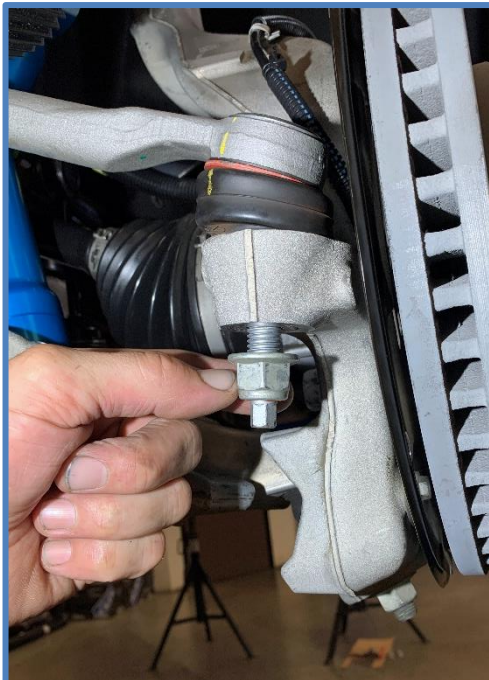
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12. Reconnect upper control arm, tighten nut and torque to factory specs. *(You may need an 8mm wrench to hold the stud)*



13. Reconnect tie rod, tighten nut and torque to factory specs. *(You may need a 10mm wrench to hold the stud)*



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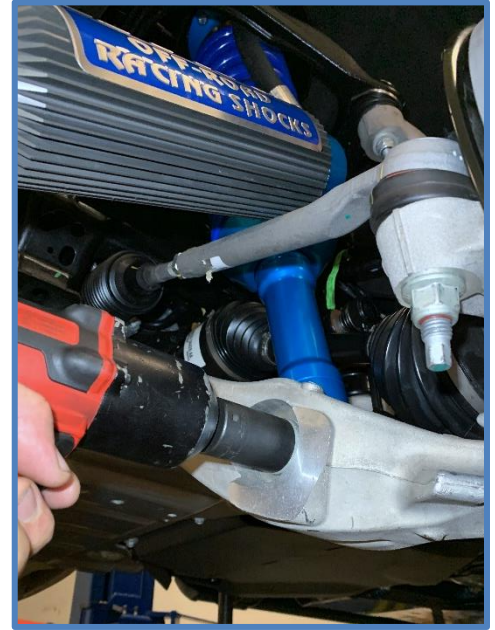
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14. Tighten lower mounting bolt and torque to factory specs.



15. Tighten the upper mounting nuts using a 9/16 wrench or socket and torque to 35 ft/lbs. Do not overtighten.



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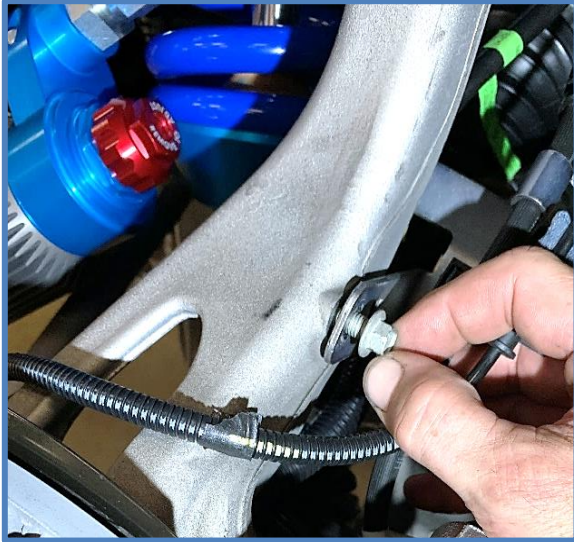
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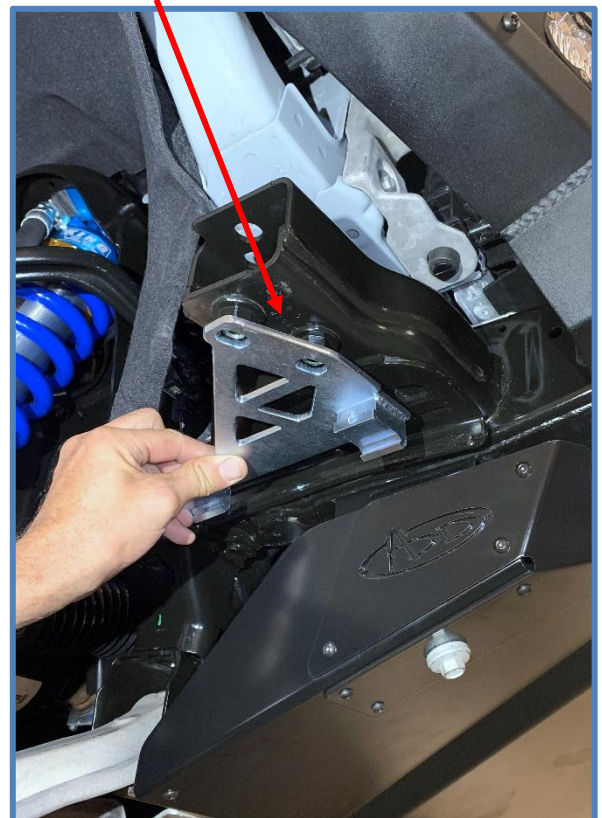
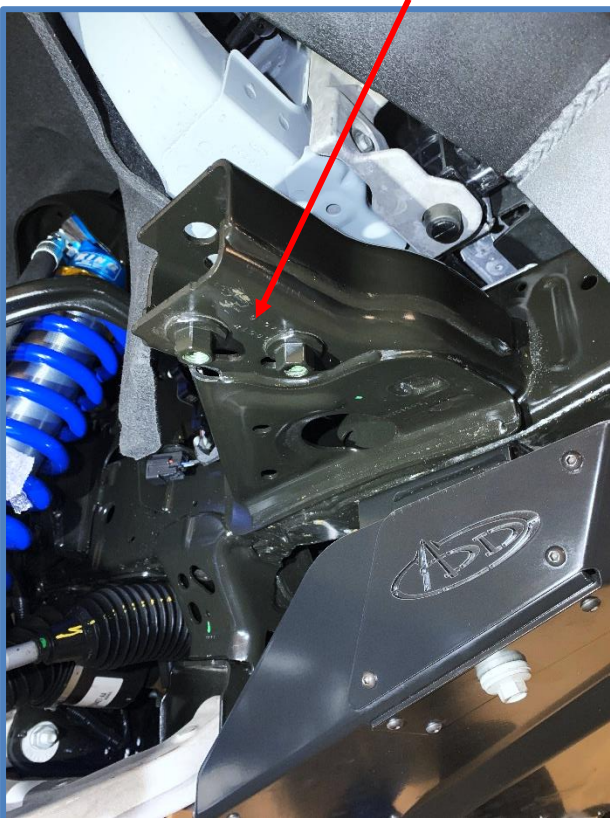
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16. Reattach the brake line bracket to the knuckle.



17. **Reservoir Mounting** – Be aware reservoir brackets are side specific. Photos below show the right side. Place reservoir bracket on the nuts on the front cross member as shown.



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18. Install the provided M12 X 30mm bolts (CB3833) with washers (CW1001).



19. Position the reservoir on the reservoir bracket as shown below. The flat channel should be facing up and will sit flat against the retaining blocks on the reservoir bracket.



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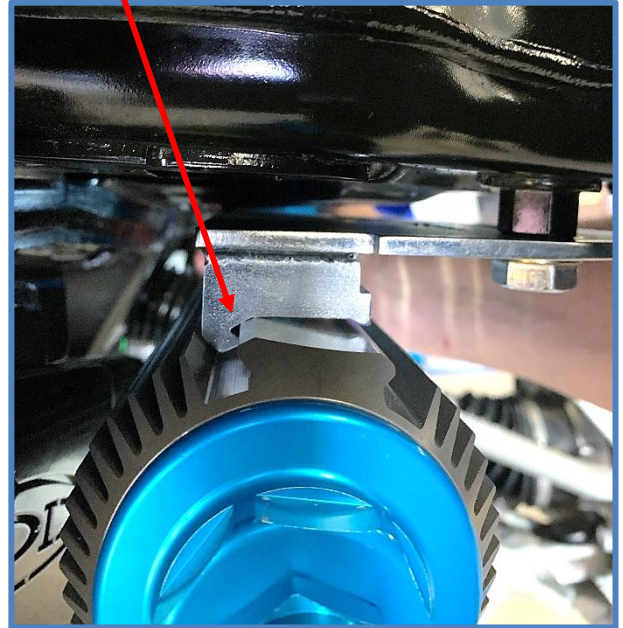
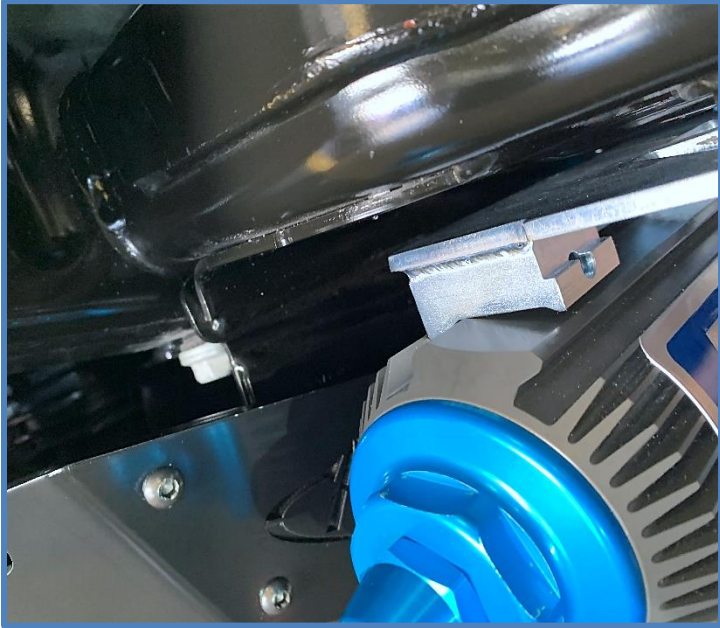
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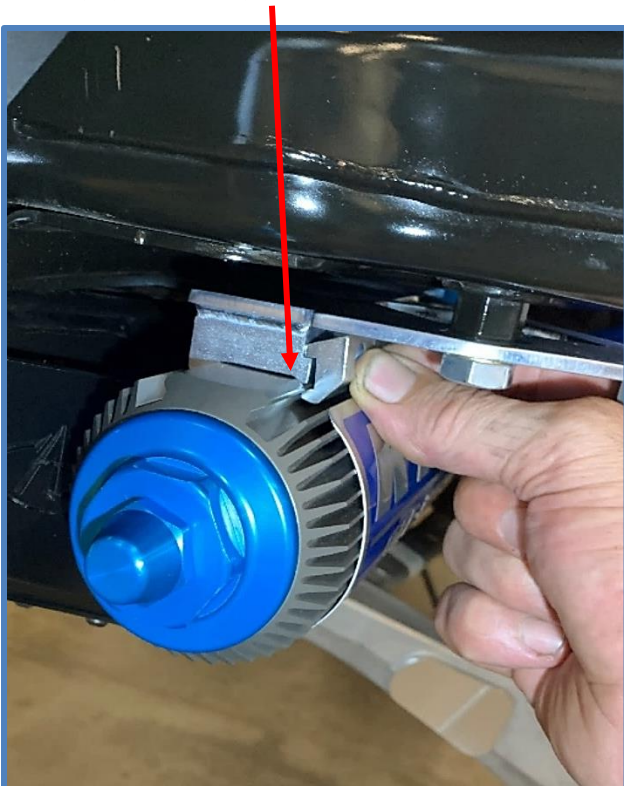
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20. Engage the lip of the flat channel on the reservoir with the groove on the blocks.



21. Install the retaining clips with the provided 1/4-20 X 1.75 SHCS (CB1508). Make sure the retaining clip engages in the groove on the reservoir.



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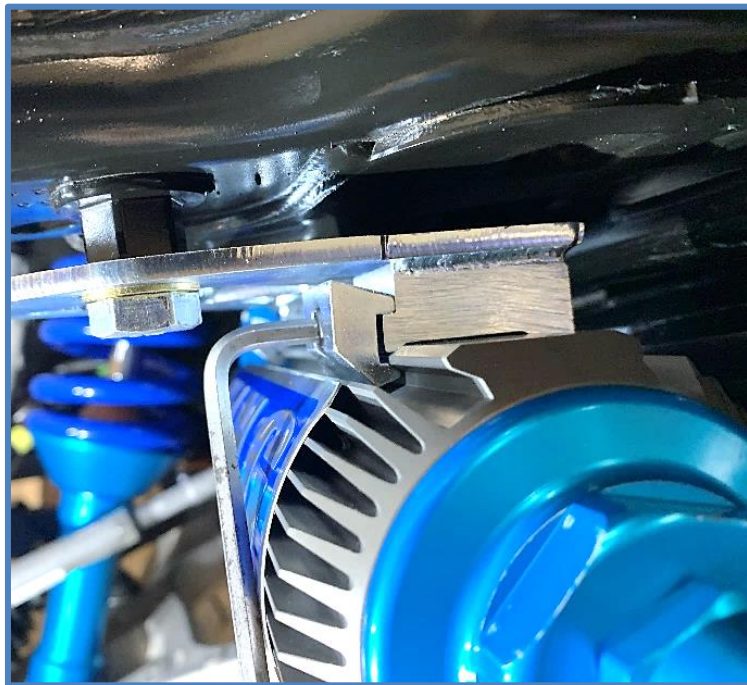
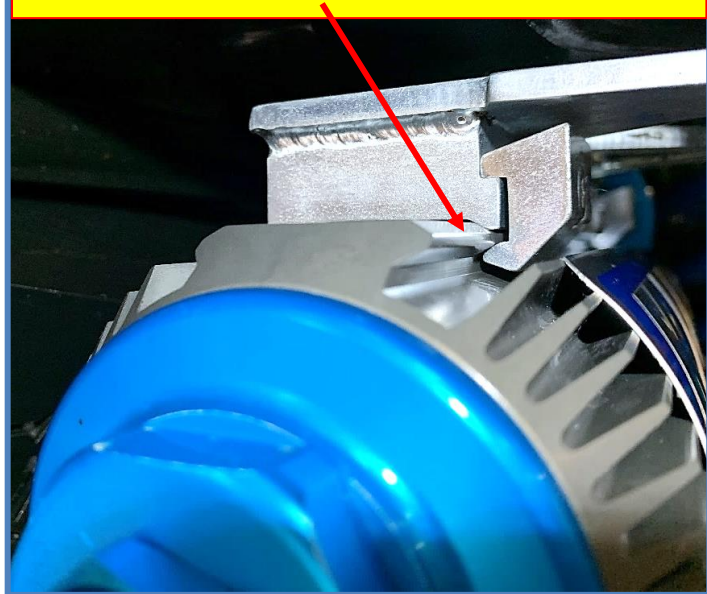
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22. Tighten screws with a 3/16 Allen wrench. Once the reservoir is mounted you can loosen the screws to adjust the position of the reservoir (if necessary).



Make sure the retaining clips are fully engaged with the channel on the reservoir



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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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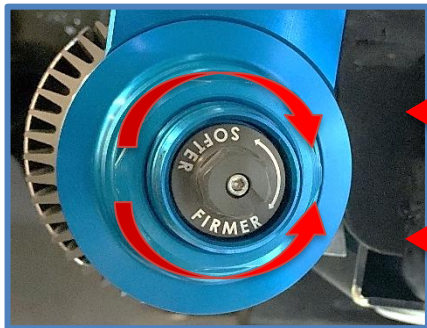
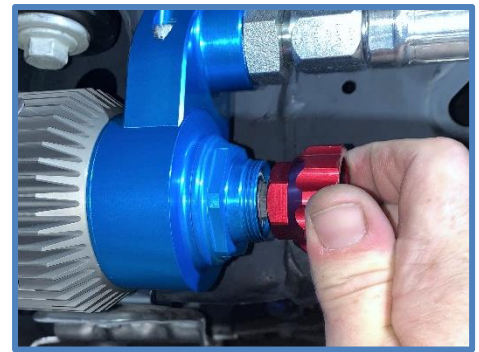
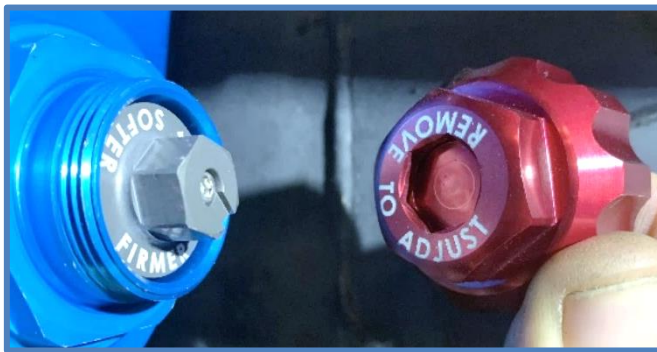
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Additional information:

Ride height can be adjusted by adding or removing preload to the coil spring, see separate instructions INS-1001 Coilover Adjusting Instructions for ride height adjustment information.

King's 3.0 shocks have a new level of versatility and performance. King Shocks Bronco Raptor 3.0 IBP Coilover comes standard with our 3.0 Wide Range Compression Adjuster giving you the ability to precisely adjust compression from super soft to super firm with the simple twist of a knob. You can soften your ride when just cruising or firm up the compression when hammering rough terrain or carrying additional payload. You'll have the ultimate in performance regardless of your pursuit.

To adjust compression, remove cover and turn adjuster using the built-in tool in the cover. There are approximately 30 "clicks" of adjustment in the compression adjuster, count the clicks as you make adjustments and match the opposite side.



Turn adjuster clockwise to make compression firmer.

Turn adjuster counterclockwise to make compression softer.

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