



2022+ Ford Bronco Raptor 3.0 IBP Rear Coilover

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

Rear Parts List:

- 2 – 3.0 IBP Rear Coilovers (33700-123)
- 2 – Reservoir Brackets (33403-109/110)
- 2 – Hardware Kits (KH02-231)

Tools Required:

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

2022 Ford Bronco Raptor
OEM PERFORMANCE SERIES

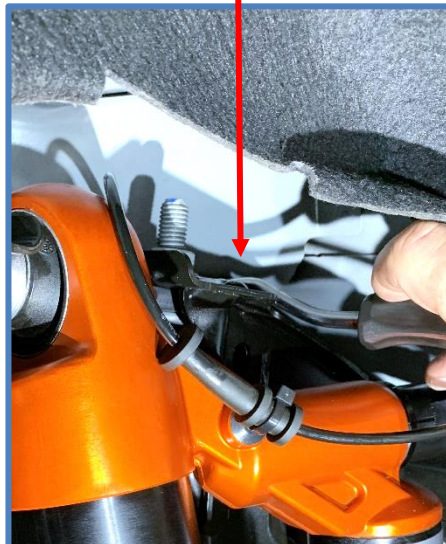


INTERNAL BYPASS
IBP



REAR: With the vehicle on level ground, block the front tires. Using a floor jack, raise the rear end and support the frame rails with jack stands for safety. Remove rear tires. **NOTE: Never work under an unsupported vehicle.**

1. Disconnect the wire going to the shock. Follow the wire from the shock to the frame, find the connector and unplug the wire. Use a pry tool to remove the cable clip from the frame.



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.



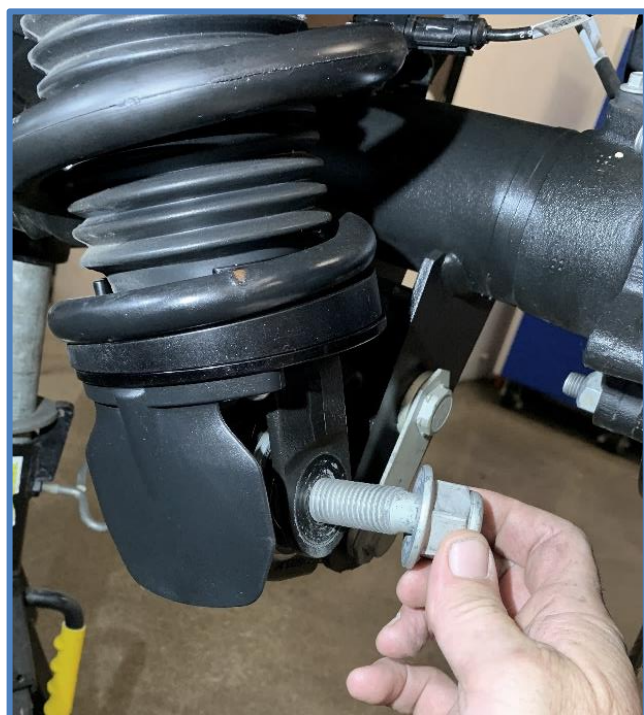
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2. Support the axle with jack stands before unbolting the shock. Remove the nuts from the upper mount using a 21mm ratchet wrench.



3. Remove the bolt from the lower mount using a 27mm socket on the bolt head and a 30mm wrench or socket on the nut. You may need a large breaker bar to loosen the nut. Remove bolt then remove shock from vehicle.



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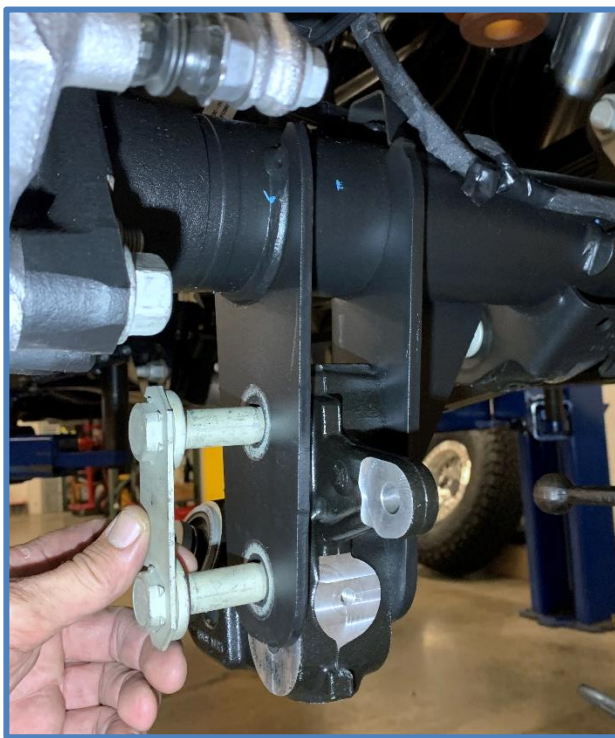
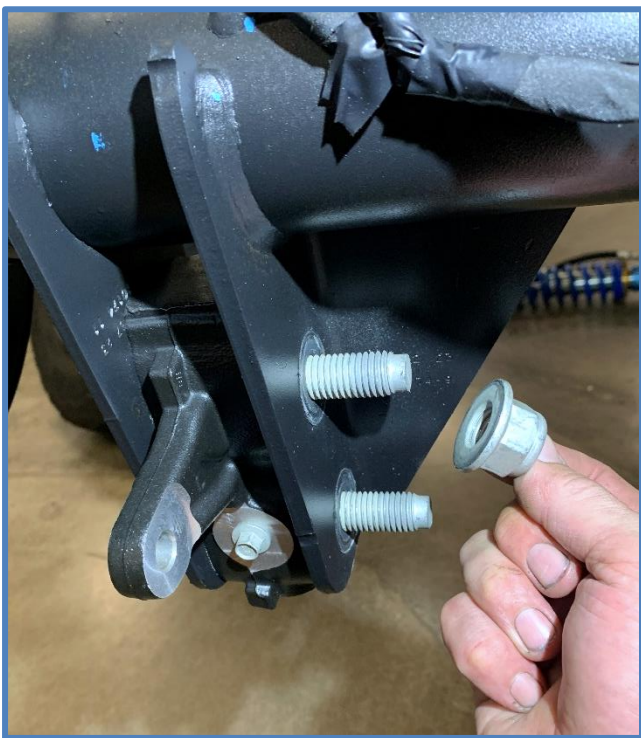
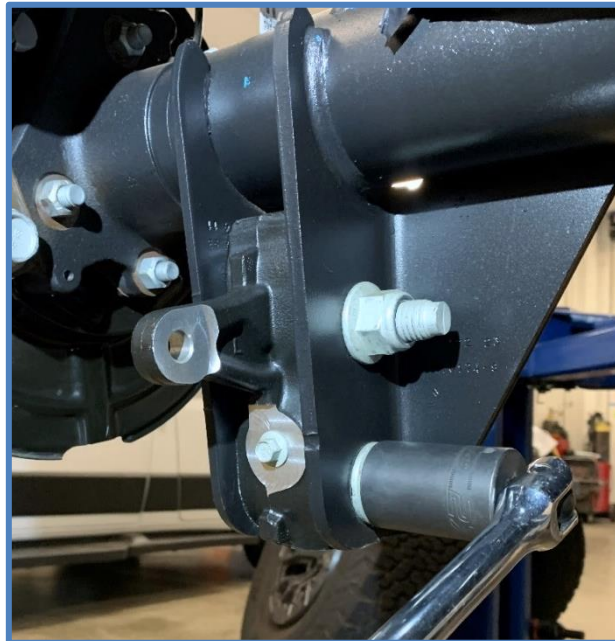
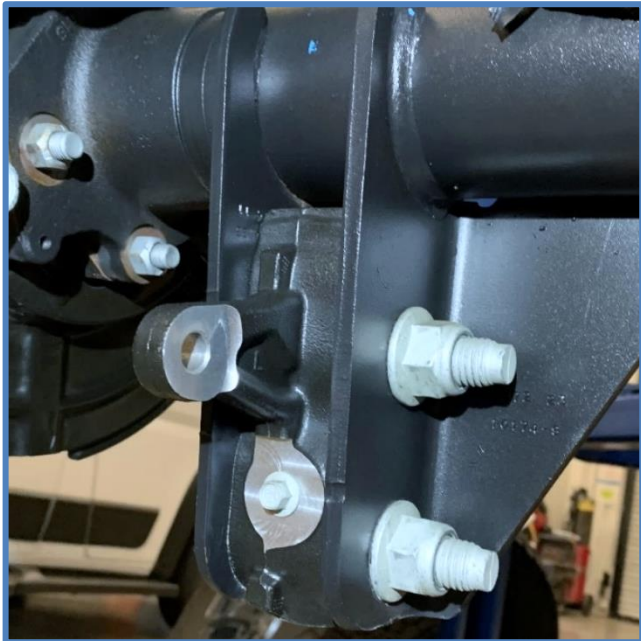
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4. Unbolt the lower shock mounts using a 27mm socket. Remove nuts, then pull the bolts out while holding on to the shock mount.



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5. Remove the bolt from the back side of the shock mount using a 10mm socket. Insert the provided aluminum spacer in the bottom slotted hole as shown below.



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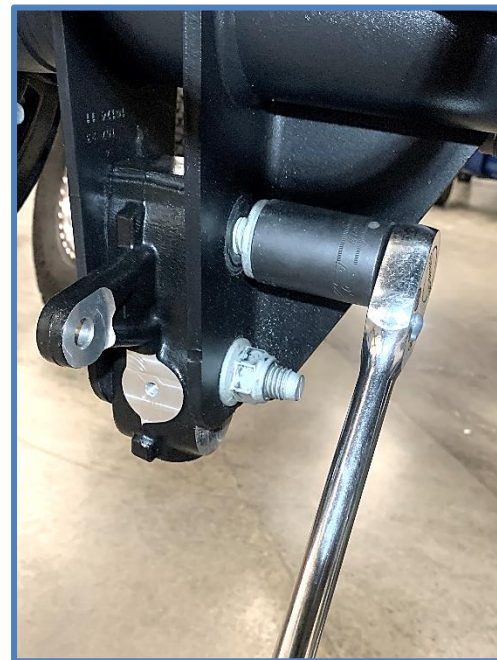
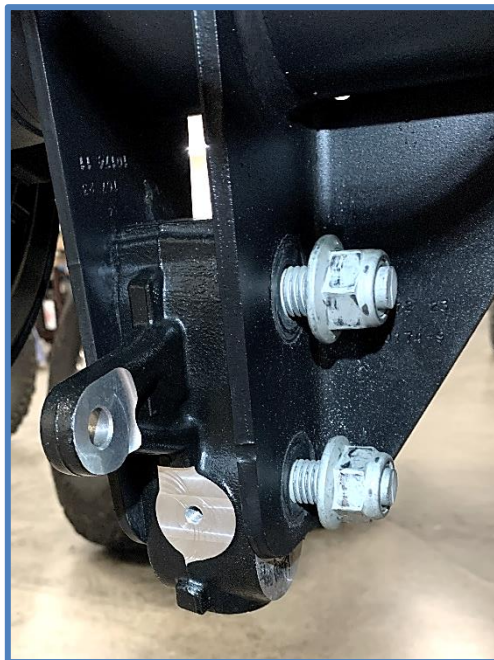
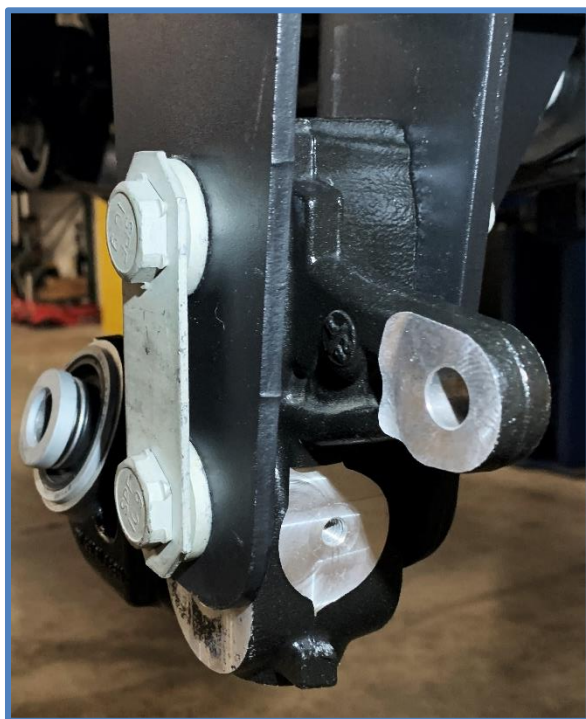
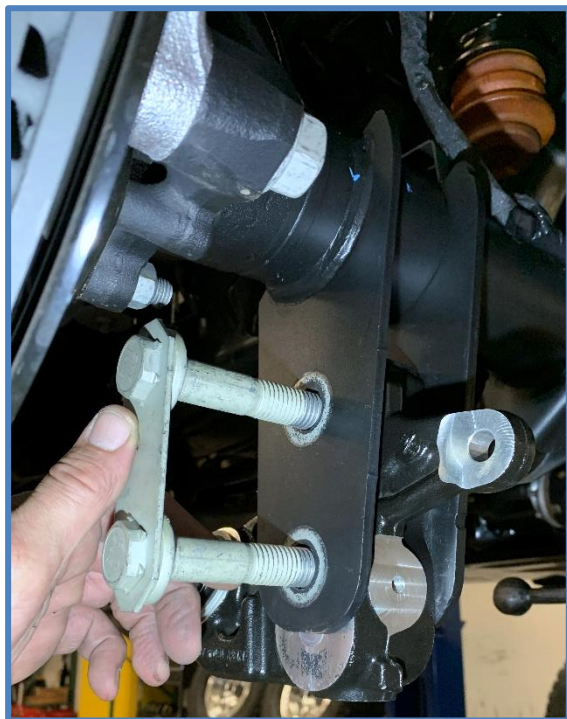
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6. Reinstall the shock mounts on the vehicle. Be aware that the shock mounts are side specific, make sure you are installing them on the correct side. Install the bolts through the shock mount so that they are in the upper portion of the slotted hole with the new spacer at the bottom of the lower slotted hole. This moves the lower shock mount down and is necessary for the King Shock to stroke properly. Failure to complete this step will result in loss of wheel travel and cause premature bottom out. Tighten nuts and torque to factory specs.



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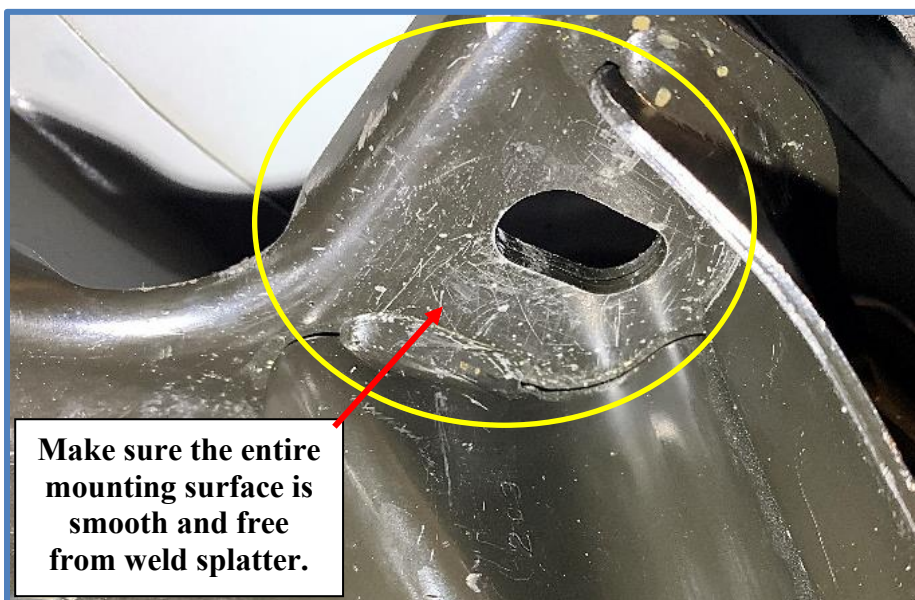
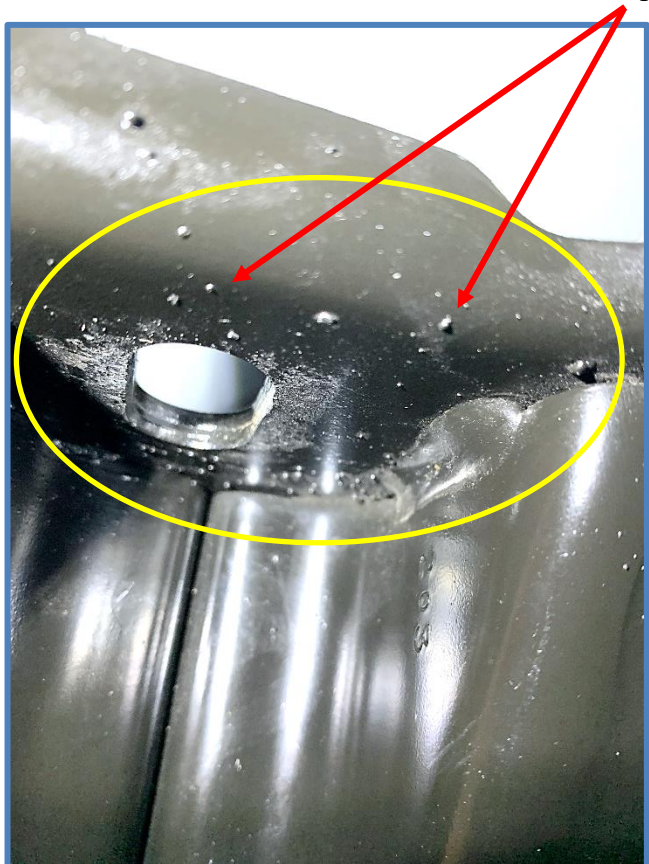
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7. Prep upper mount for shock installation. Due to excessive weld splatter on the mounting surface of the upper mount it is necessary to make sure the mounting surface is smooth by removing the weld splatter. Use a chisel or similar tool to remove all the weld splatter from the mounting surface.



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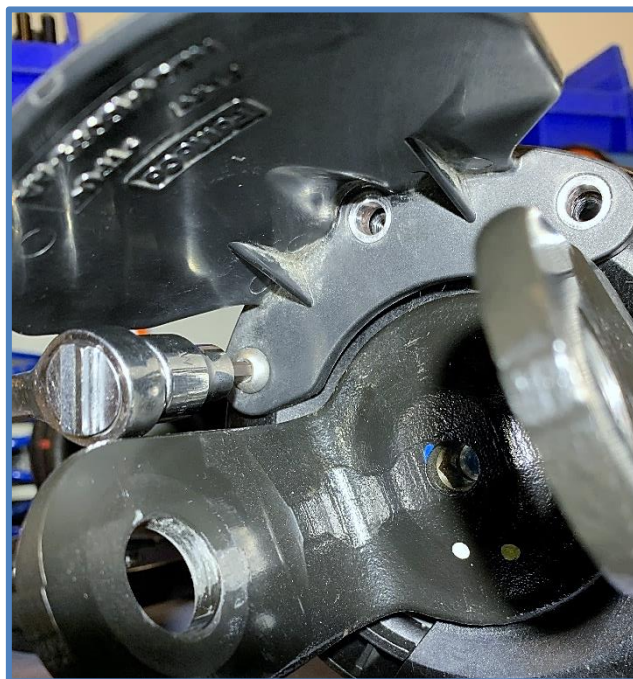
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8. Remove the guard from the spring plate on the factory shocks using a 5/32 Allen wrench. Reuse the factory screws with red locktite and install the guard on the spring plate of the King Shocks.



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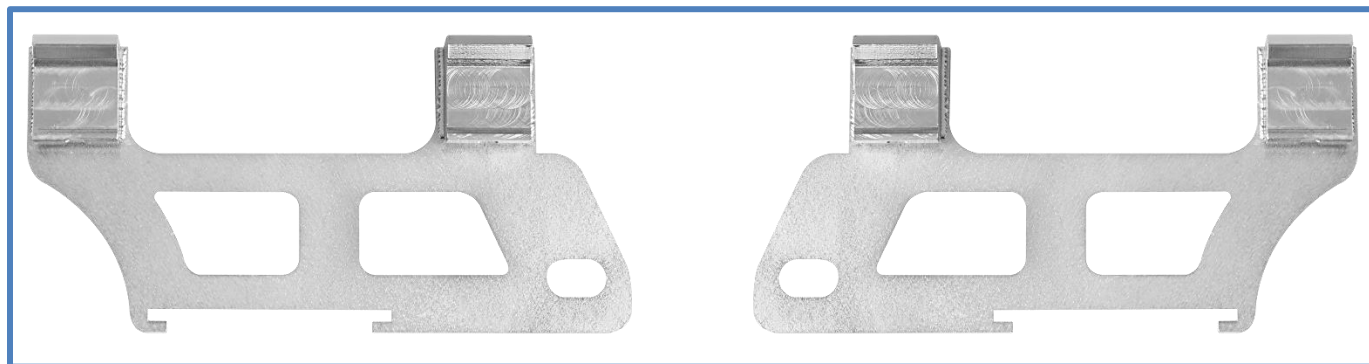
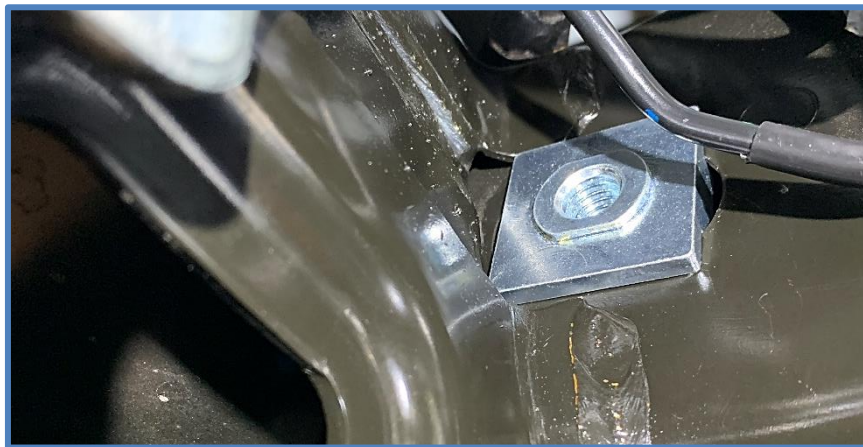
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9. **Install reservoir brackets** – First place the nut plate in the large, slotted hole on the inside of the frame located behind the bump stop as shown below. (*Photos below show the left side*)



LEFT

RIGHT

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10. Place the 1/2 x 4" bolt with washer in the slotted hole to the rear of the reservoir bracket. Then place the provided aluminum spacer over the bolt as shown below. *(Photos below show the left side)*



11. Place bracket on vehicle – Insert the bolt w/spacer through the large, slotted hole behind the bump stop mount *(Hold the bolt level as you are installing bracket to prevent spacer from sliding off and falling into frame)*. Hold the nut plate in place as you are positioning bracket. *(Photos below show the left side.)*



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12. The notch on the bracket will slip over the top piece of the bump stop mount as shown below. Thread the bolt into the nut plate and tighten bolt using a 3/4 socket. *(Photos below show the left side.)*



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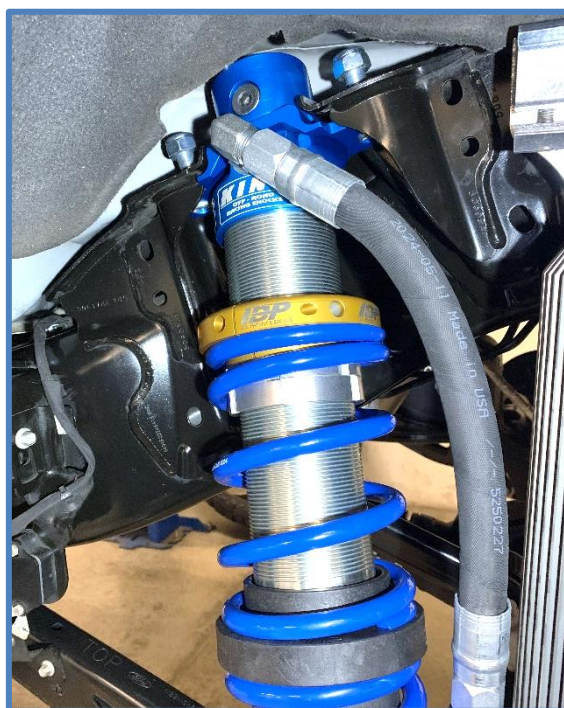
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13. **Install King Shocks** – Be aware the shocks are side specific, make sure you are installing shocks on the correct side. Place the upper mount of the shock into the upper mount on the vehicle. Place the provided 14mm washers (CW1751) on the upper mounting studs followed by the provided 14mm nylock nuts (CN3007). Thread the nuts on by hand for now to hold shock in place.



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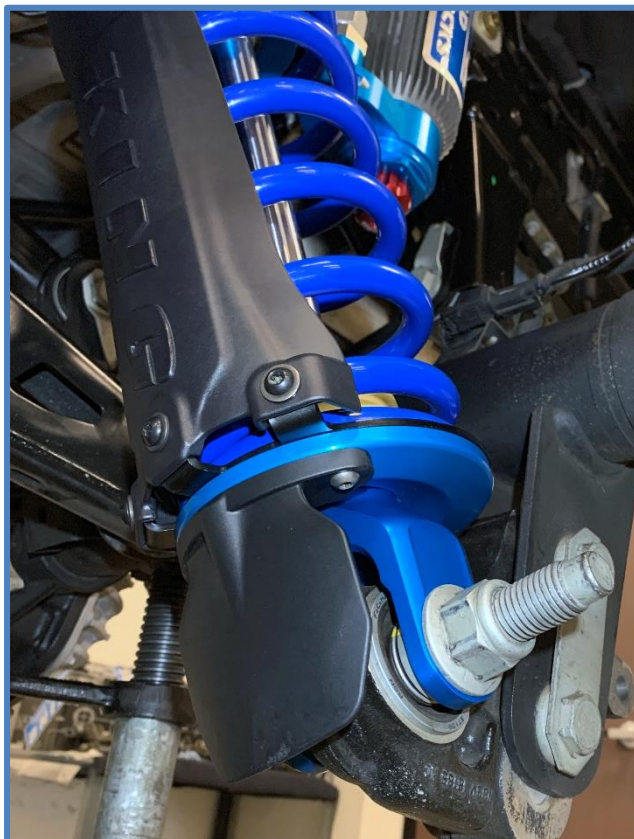
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14. Position clevis over the lower mount and install the factory bolt. Tighten bolt and torque to factory specs.



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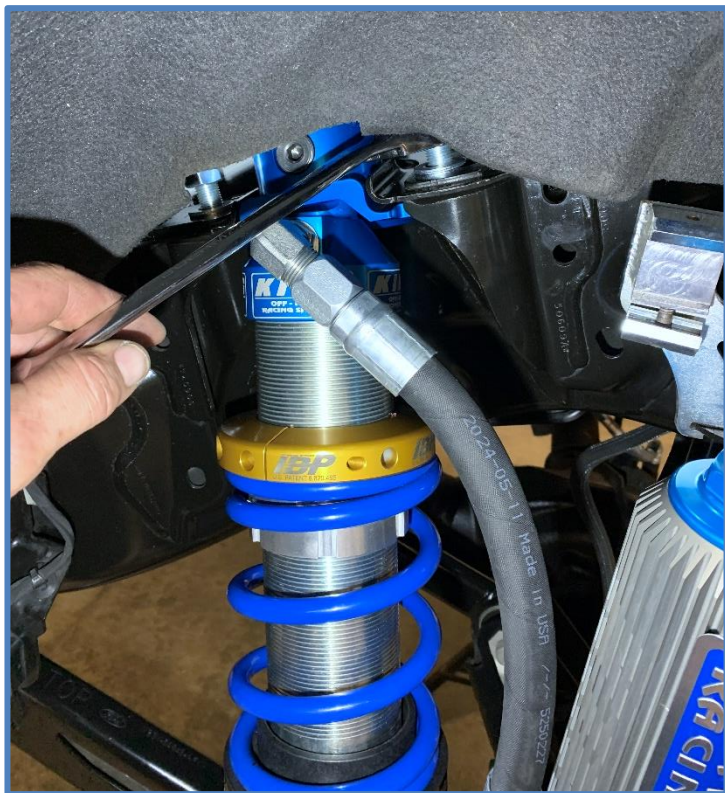
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15. Tighten the upper mounting nuts and torque to 140ft/lbs.



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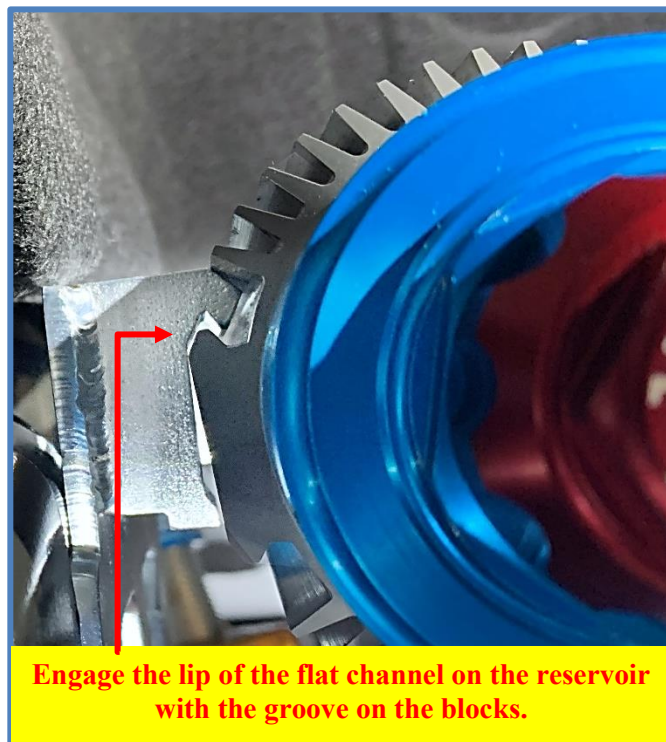
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16. Attach reservoir to the reservoir bracket. Position the reservoir on the reservoir bracket as shown below. The flat channel on the reservoir should be facing towards the frame and will sit flat against the retaining blocks on the reservoir bracket.



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

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17. 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. 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.

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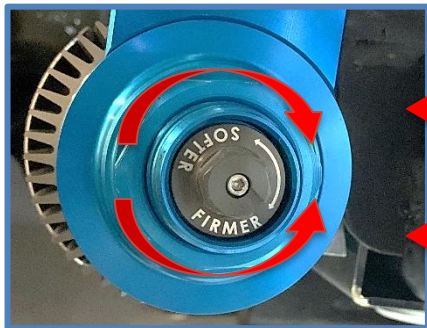
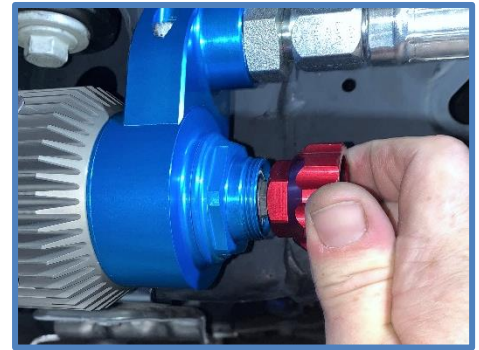
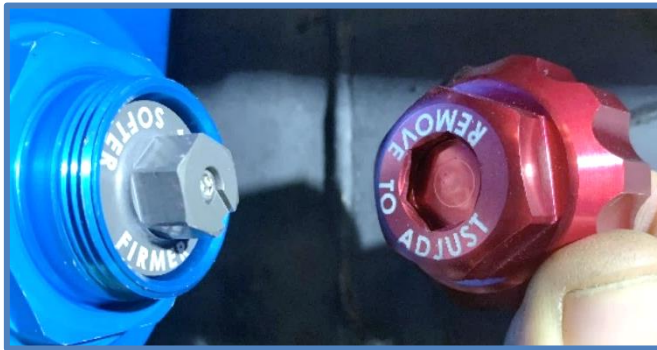
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Additional information:

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. Bronco Raptor rear coilovers are also equipped with a dual rate spring system to further refine your ride quality and optimize performance.

King's 3.0 IBP 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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