



2019+ Ford Ranger Raptor 2.5 IBP Rear Coilover

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

Rear Parts List:

- 2 – 2.5 IBP Rear Coilovers (25700-430)
- 2 – Reservoir Brackets (25049-125/126)
- 2 – Nut Plates (25049-027)
- 1 – Hardware Kit (KH02-236)

Tools Required:

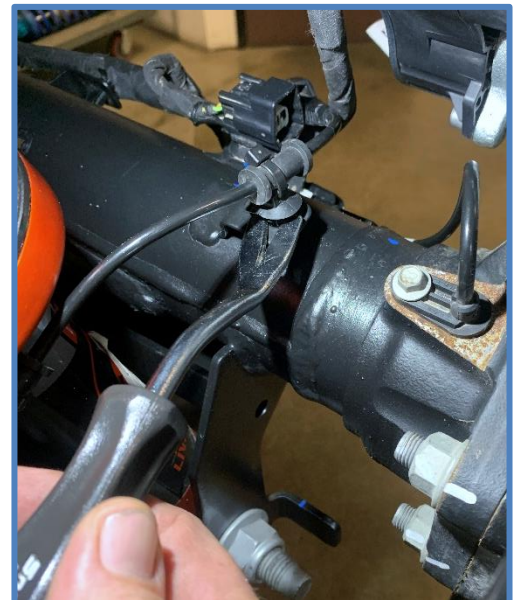
- Floor Jack/Jack Stands
- Metric Wrench/Socket Set
- Standard Wrench/Socket Set

2019 Ford Ranger Raptor
OEM PERFORMANCE SERIES



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 connector on the axle and unplug the wire. Use a pry tool to remove the cable clip from the axle.



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.

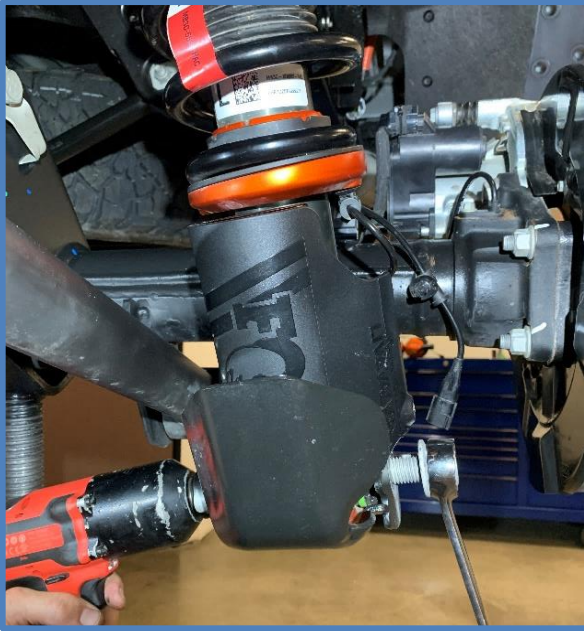
This kit does not require welding. Do not weld on any component. Welding may void the warranty and/or cause the product to fail. If any parts are missing, or for tech assistance; Contact King Off Road Racing Shocks: 714-530-8701 Most important after the install, Feel the difference and have fun.



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2. Support the axle with jack stands before unbolting the shocks. 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.



3. Remove rock guard – Use an 18mm socket to remove the two long nuts and remove the rock guard.



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4. Remove the nuts from the upper mount using a 15mm wrench/socket or ratchet wrench, then remove shocks from vehicle.



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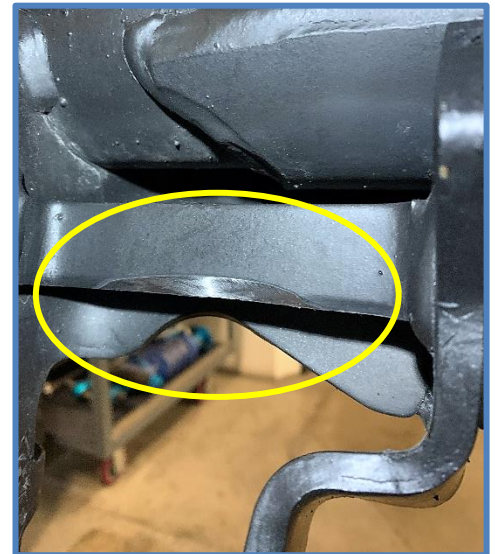
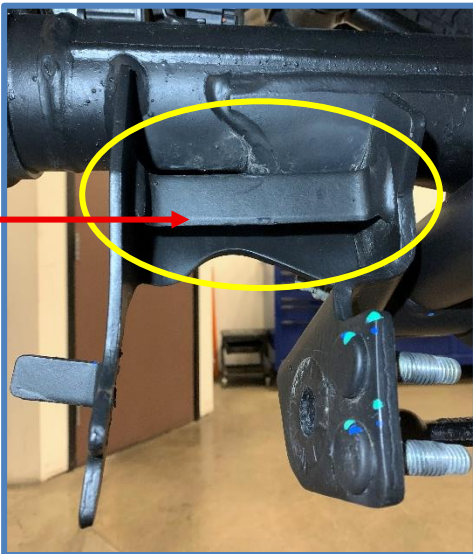


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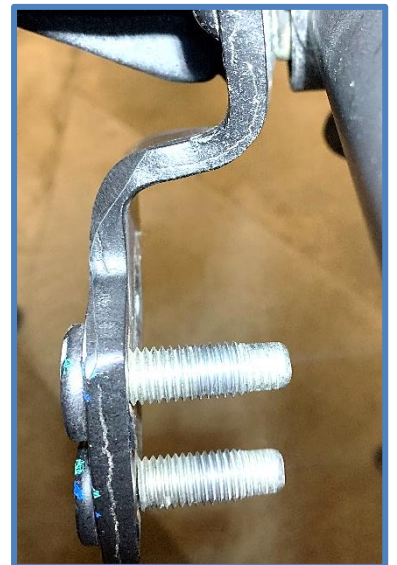
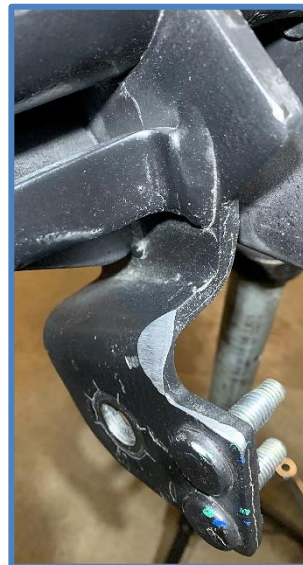
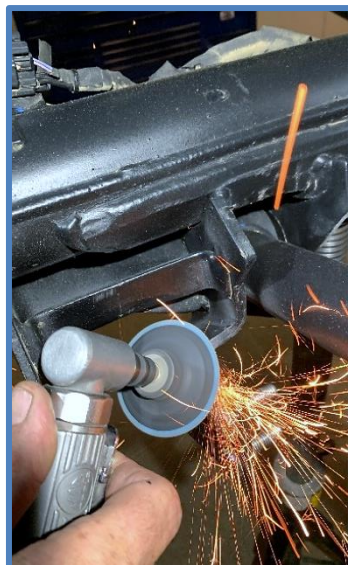
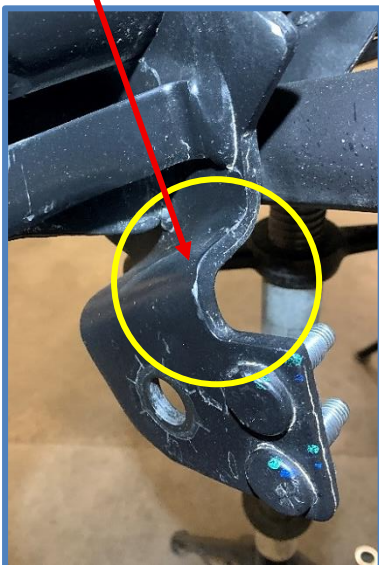
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5. **Attention installers/vehicle owners:** Some modifications (*minor grinding*) of the lower shock mount may be required. Any contact with the spring plate will likely result in cosmetic damage only, but due to tolerance issues and inconsistencies with the shock mounts these issues need to be addressed by the installer to ensure the shock is mounted properly and cannot bind in the mount. To help avoid the spring plate on the shock from contacting the shock mount – perform the following modifications...

Grind the bottom edge of the shock mount brace in the center as shown in photos below to ensure that the spring plate does not contact the brace at full extension. Check clearance when installing shocks and remove material as needed.



Grind the corner of the bend on the inside of the shock mount (*above the studs for the rock guard*) as shown below. When you are done modifying the lower mount paint any bare metal to protect from rusting.



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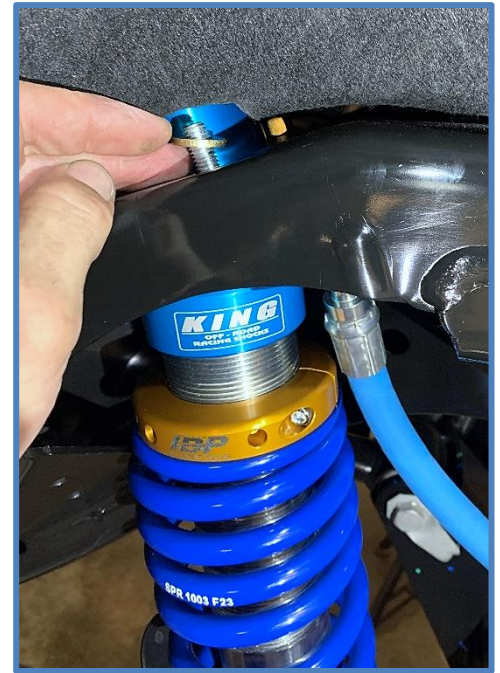
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6. **Install King Shocks** – Shocks are side specific, make sure you are installing shocks on the correct side. See photos for proper orientation. Place the shock into the upper mount and install the 3/8 Heavy Duty washers (CW1701) and 3/8 nuts (CN2711) on the upper mounting studs, tighten by hand for now to hold shock in place. (Photos below show the left side. Hose should be facing the rear of the vehicle and pointing in towards frame.)



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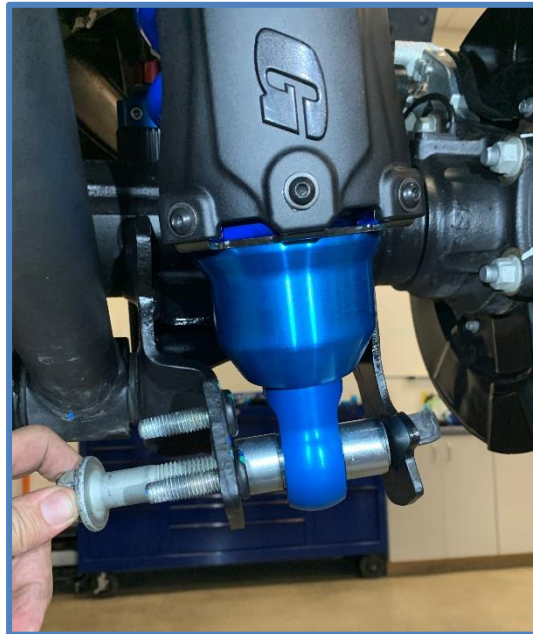
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7. Place the rod end into the lower mount. Be aware that the bearing spacers are offset. The longer spacer should be on the outside facing out towards tire. Install the factory bolt and nut and tighten. Check the spacing between the spring plate and the shock mount. There should be equal spacing on each side. If the spacing is off and the spring plate is much closer on one side, try switching the bearing spacers. These shock mounts vary from one side to the other and from vehicle to vehicle, ultimately you want the spring plate centered as much as possible so there is equal spacing between the spring plate and the shock mount. Once the spring plate is centered in the mount, torque bolt to factory specs.



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8. Once the lower bolt is installed and torqued to factory spec, you can tighten the upper mounting nuts and torque to 35 ft/lbs. Do not overtighten.



9. Reinstall the rock guard on the lower mount, tighten nuts and torque to factory specs.



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10. **Mounting Reservoirs** – Attach reservoir clamps to the reservoir brackets using the provided 1/4 x 3/4” FHCS (CB5520) with red locktite. Attach clamps as shown below and tighten screws using a 5/32 Hex Key.



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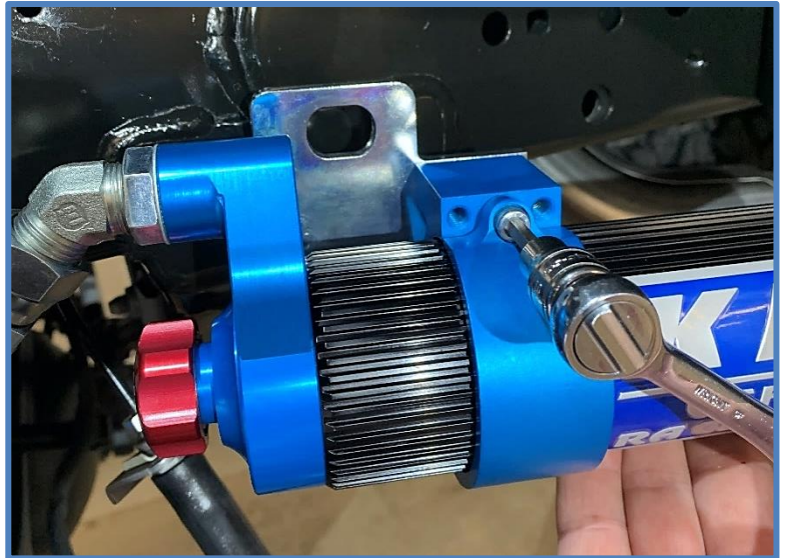
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11. Slide the reservoir clamp over the reservoir, position the reservoir bracket so that it is vertical with the frame and position the clamp so it is about 2" from the end of the cylinder so you can access the mounting hole on the bracket. Install the 1/4 X 1" bolt (CB1501) in the reservoir clamp and tighten clamp to hold the bracket in position while you install the reservoir bracket mounting bolt. Place the reservoir bracket on the frame and line up the pin on the bracket with the small hole in the frame, the slotted hole in the bracket should line up with the larger hole in the frame.



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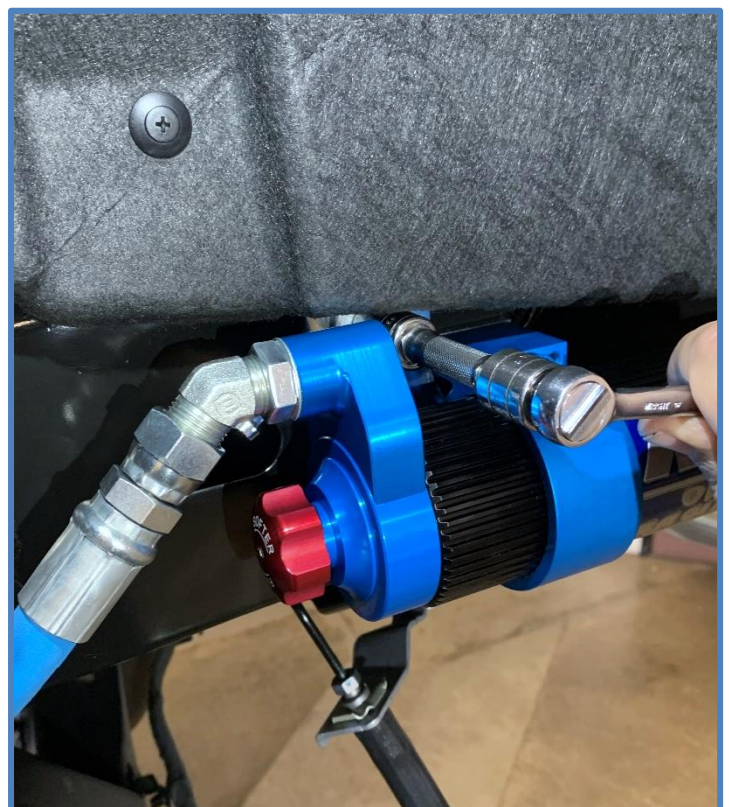
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12. Insert the nut plate through the large, slotted hole in frame and line up nut plate with the hole in frame and reservoir bracket. Install the provided 3/8 X 1" bolt (CB4701) with fender washer through the reservoir bracket and thread into the nut plate. Be sure to use plenty of red locktite on the bolt and tighten using a 9/16 wrench or socket.



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13. Adjust reservoir to its final position. Loosen the clamp and slide the reservoir back, center the clamp between the end of the reservoir and the decal as shown below. Tighten the clamp using a 3/16 Hex Key.



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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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