



## 2005+ Ford F250 / F350 Front 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 Front Shocks (25001-431 or 432)
- 2 – Reservoir Brackets (25044-020)
- 1 – Hardware Kit (KH02-160)

**Tools Required:**

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

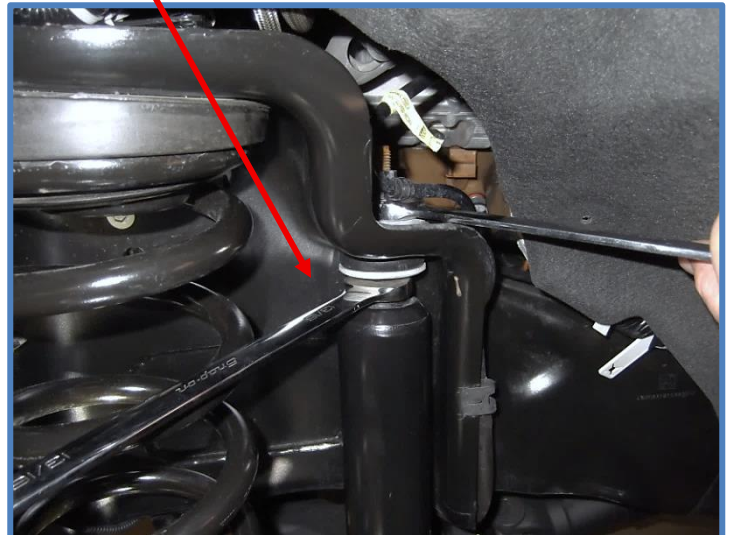
**Ford F250 / F350**  
OEM PERFORMANCE SERIES



**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. Remove existing shocks. Keep the axle supported with a floor jack during disassembly, do not attempt to remove shocks without the axle being supported. Keep the jack under the axle and jack the axle up slightly so the axle is not hanging by the shocks. First remove the lower mounting bolt using an 18mm socket. Remove the upper mounting nut using a 21mm wrench or socket. Remove shocks from vehicle.

*(you may need to hold shock with another wrench to keep it from spinning)*



**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.

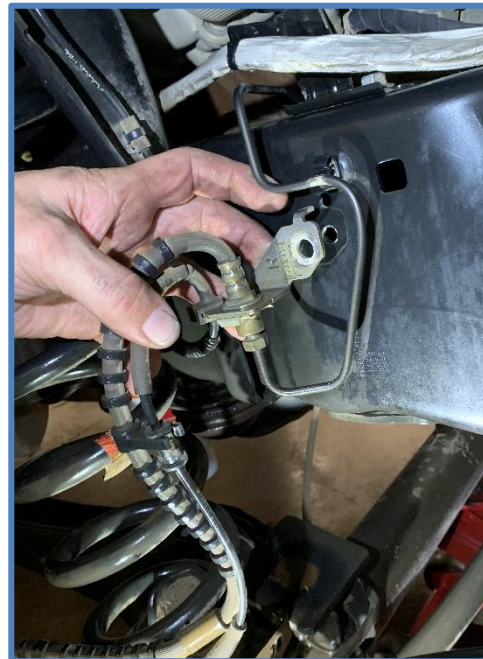
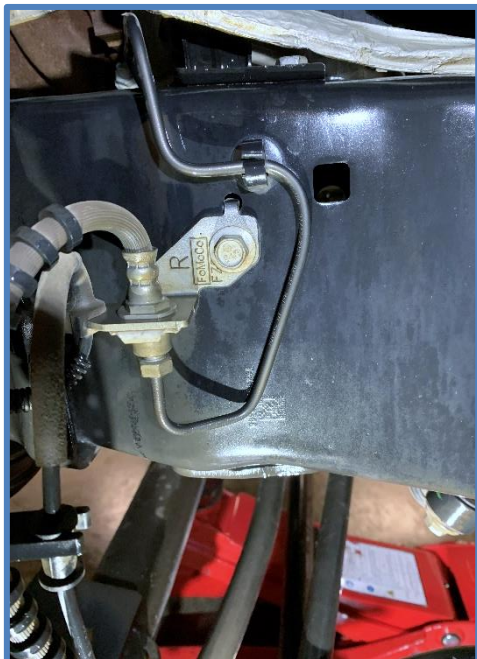




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2. Unbolt and unclip the brake/ABS lines at the frame on both sides of the vehicle.



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3. **Prepare reservoir brackets for installation** – Attach reservoir clamps to the reservoir brackets as shown below using the supplied 1/4 x 1/2" BHCS (CB2420). Apply red locktite to the threads and attach clamps to brackets. Tighten screws using a 5/32 Hex Key.



4. **Lower the front axle until the springs are loose** – You will be mounting the reservoir bracket between the rubber spring isolator and the upper mount. Keep lowering axle until you can slide the reservoir bracket into the upper mount. After reservoir bracket is in position, jack the axle up slightly so the springs can't fall out but leave the spring lowered for now. You need the reservoir bracket to be loose so you can install the reservoir in the next step...



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# Installation Instructions (Page 4)

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5. **Install King Shocks** - Shocks are side specific, be sure you are installing shocks on the proper side. Start by removing the nut, washer, anodized blue retainer and upper rubber bushing from the upper mounting stud. Make sure the taller bushing is on the bottom of the stud. Slide the reservoir into the reservoir bracket while inserting the shock into the upper mount. (Photos below show the left side) Fender liner may need to be trimmed.



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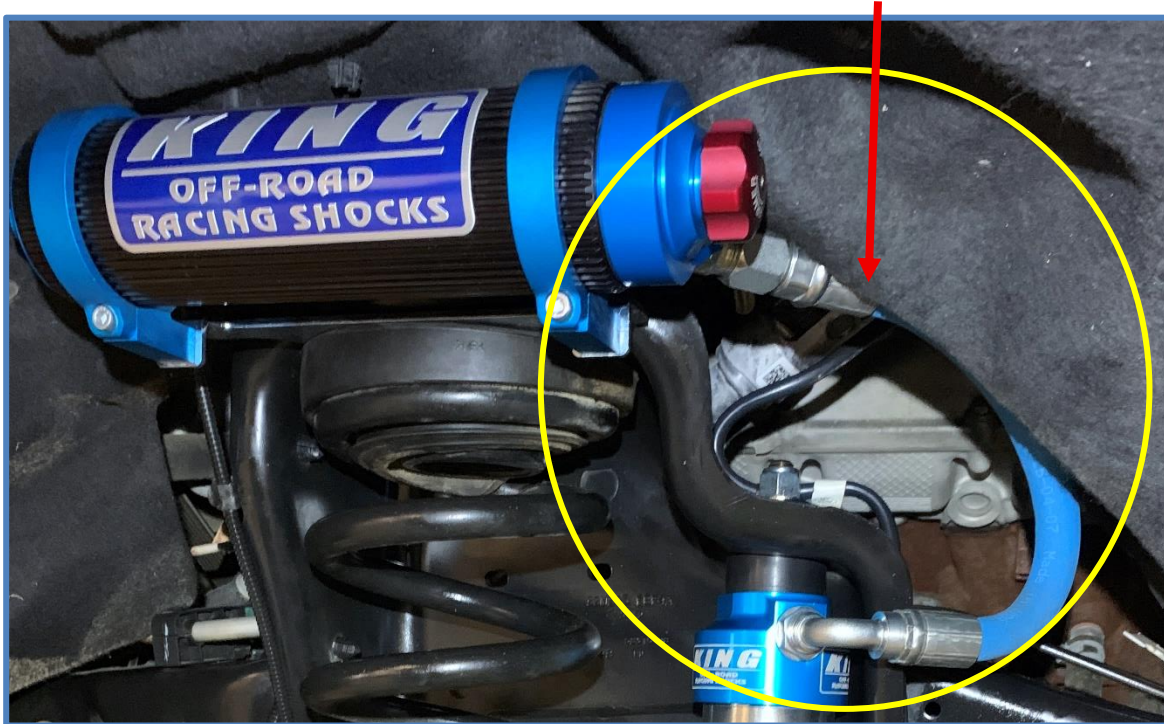




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Fender liner may need to be trimmed on some models to make room for the hose.



6. Place the upper bushing on the mounting stud followed by the blue retaining washer, 1/2" washer and nut. Apply anti-seize to the threads and thread the nut on finger tight for now to hold the shock in place.



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7. Jack the axle up until the springs start to compress, place the rod end in the lower mount, raise or lower the axle to line up the lower mount with the rod end and install the factory bolt. Torque bolt to factory specs.

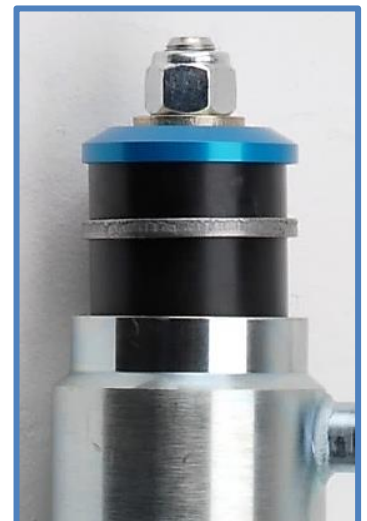


For those installing shocks 25001-432 on a vehicle with an aftermarket lift or leveling kit – Make sure the springs are not loose when the shocks are at full extension. Make sure brake/ABS lines, diff breather, etc. are not too tight when shocks are at full extension.

8. Make sure the rubber bushings are seated properly, jack the axle up so the shock is tight against the upper mount and tighten the upper nut using a 3/4" wrench. *(Do not tighten the nut with the weight of the axle hanging on the shock.)*



**Important Note:** The rubber bushings on your King shocks have raised center sections that should be facing each other when installed on vehicle. Taller bushing should be on bottom next to cylinder. 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..**



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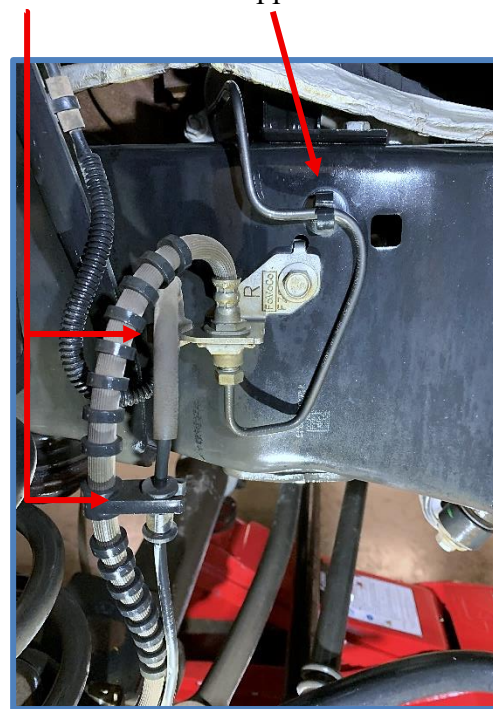
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9. Install the 1/4 x 1" SHCS (CB1501) in the reservoir clamps. Center reservoir in the clamps and tighten screws using a 3/16 Hex Key.



10. Reattach brake line brackets to the frame. Make sure the hardlines and ABS lines are all clipped back into the factory locations.



*Make sure the brake/ABS lines are not too tight when shocks are at full extension.*

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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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