




2018+ Suzuki Jimny 2.0 Remote Reservoir Front Shocks

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

Front Parts List:

- 2 – 2.0 RR Shocks 0-1" Lift (20001-222) OR
- 2 – 2.0 RR Shocks 1.5"- 2" Lift (20001-224) 
- 2 – Reservoir Brackets (25049-011/012)
- 1 – Hardware Kit (KH02-241)

Tools Required:

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

Suzuki Jimny
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. Make sure to support the axle with a jack or jack stands to prevent the axle from dropping when unbolting shocks. Remove existing shocks by first removing the lower mounting bolts using a 17mm wrench and socket.



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. Remove the nut from the upper mounting stud and remove shocks from vehicle.



3. **Install Reservoir Brackets** - Attach reservoir clamps to the reservoir brackets using the provided 1/4 X 3/4" FHCS (CB5520). Use red locktite on the screws and attach clamps as shown below, tighten screws using a 5/32 Hex Key. Reservoir brackets are side specific, photos below show the right bracket.



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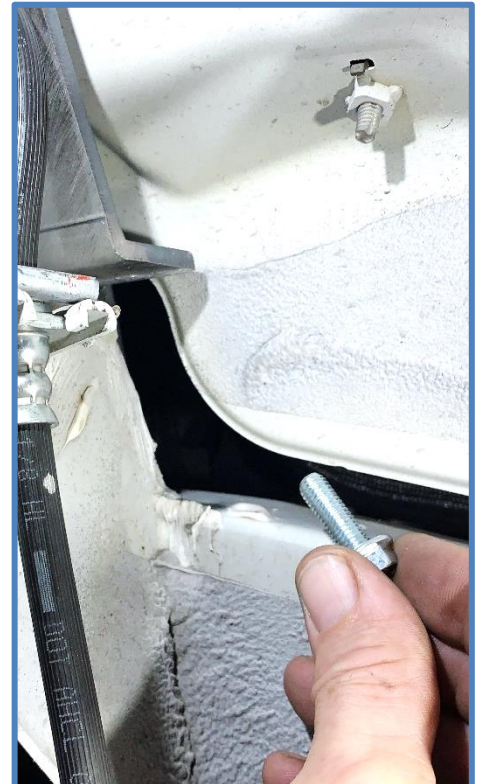
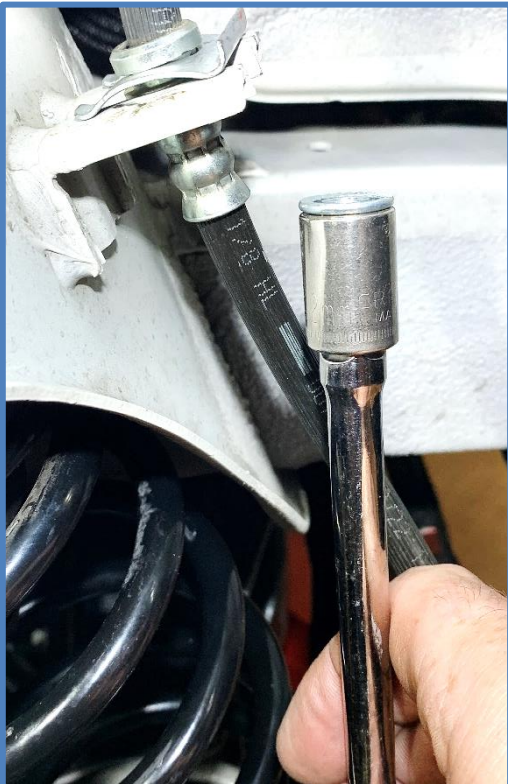
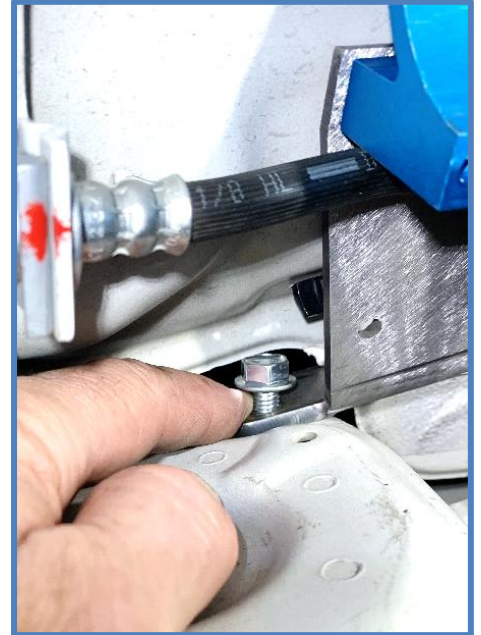
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4. Place reservoir bracket on top of coil spring mount as shown below, line up the hole in the bracket with the hole on top of the coil mount and install the provided M8 flanged bolt (CB3825). Place the serrated flange nut (CN1801) in a 12mm socket on an extension and install the nut to the upper bolt and tighten by hand for now. Place the other bolt in the slotted hole on back side of the bracket and through the hole on the spring mount.



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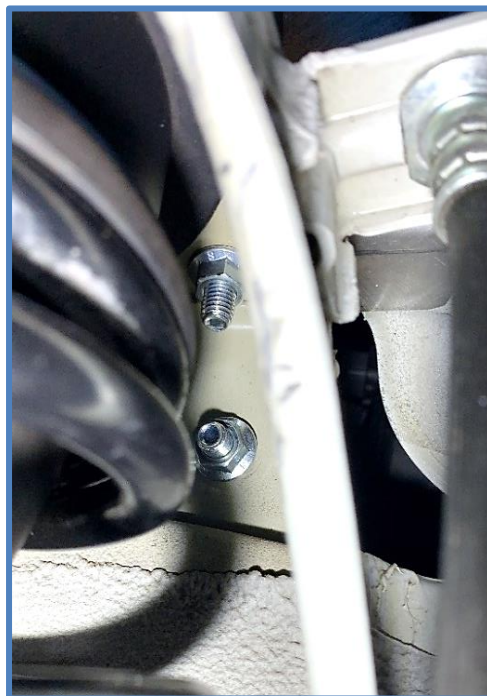
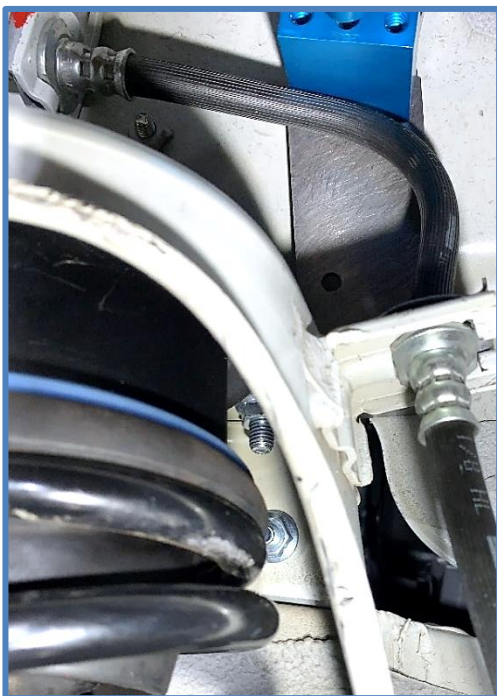
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Install the bolt through the back side of the bracket, then place the nut in the 12mm socket with an extension and thread the nut on the lower bolt. Once both bolts are installed you can tighten the bolts to secure bracket.



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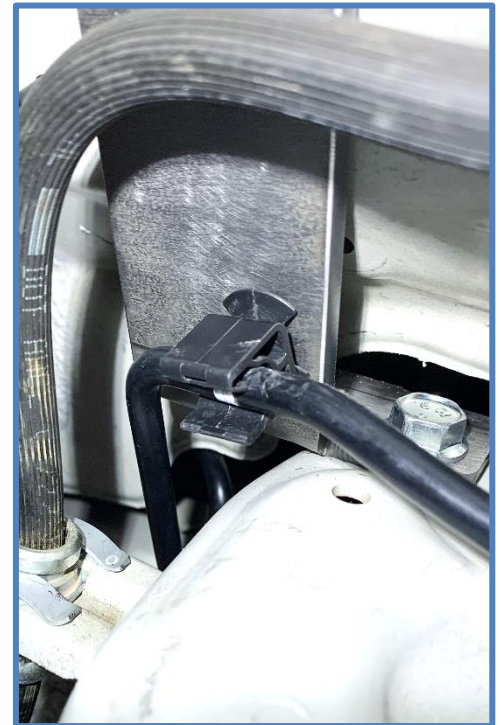
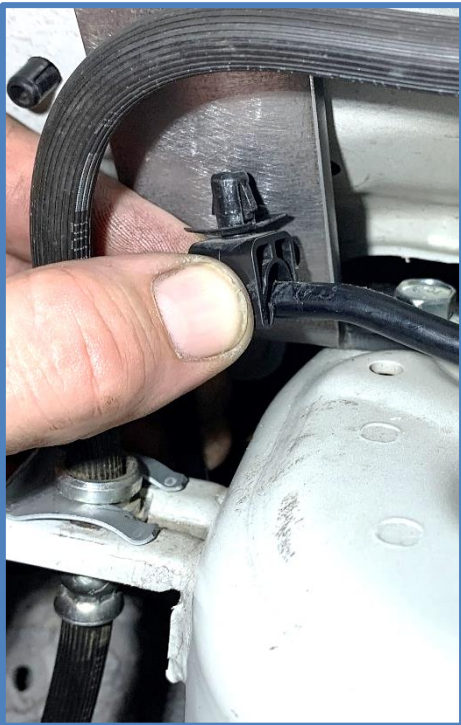
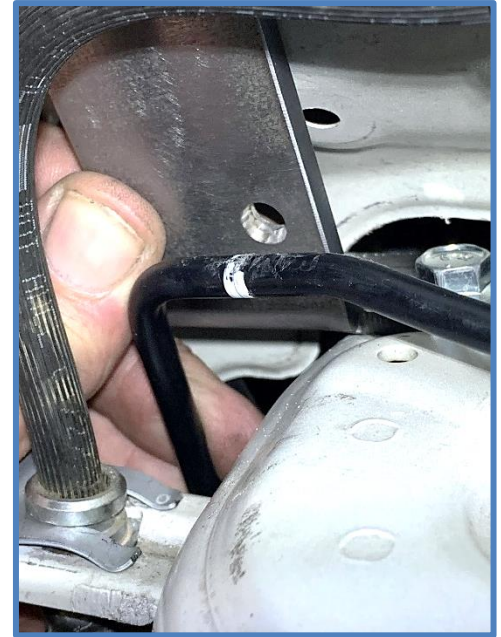
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On the left side, pull the brake line out of the clip and remove the clip from the inner fender. Maneuver the brake line out of the way so you can install the bracket then attach clip to the brake line and place the clip in the bracket as shown.



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5. **Install King Shocks** – Start by removing the nut, washer, blue retaining washer 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 clamp and insert the shock into the upper mount on the vehicle as shown below.



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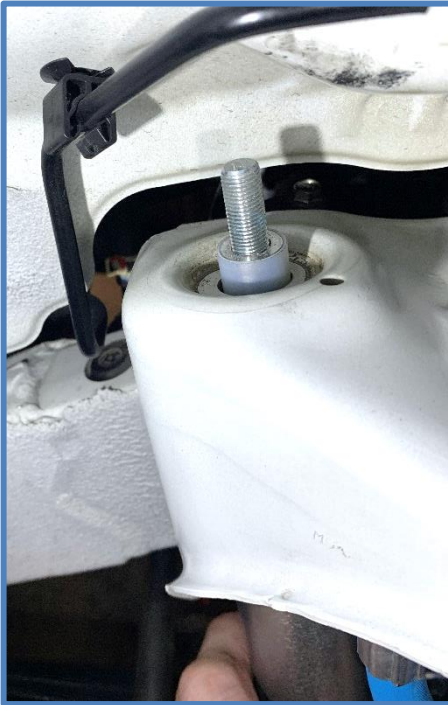
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6. Place the upper bushing on the mounting stud followed by the blue retaining washer, 3/8" washer and nut. Taller bushing should be on bottom next to cylinder. It's important to tighten the nut only until the rubber bushings start to compress. There should be approximately 1/8" of the mounting pin protruding above the nut. ***Do not over-tighten the nut.**



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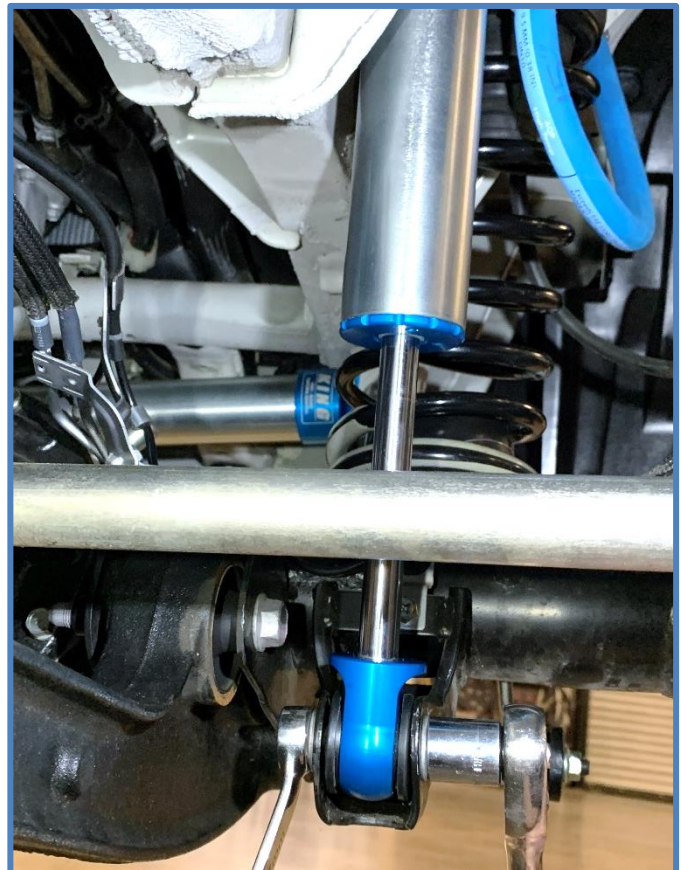
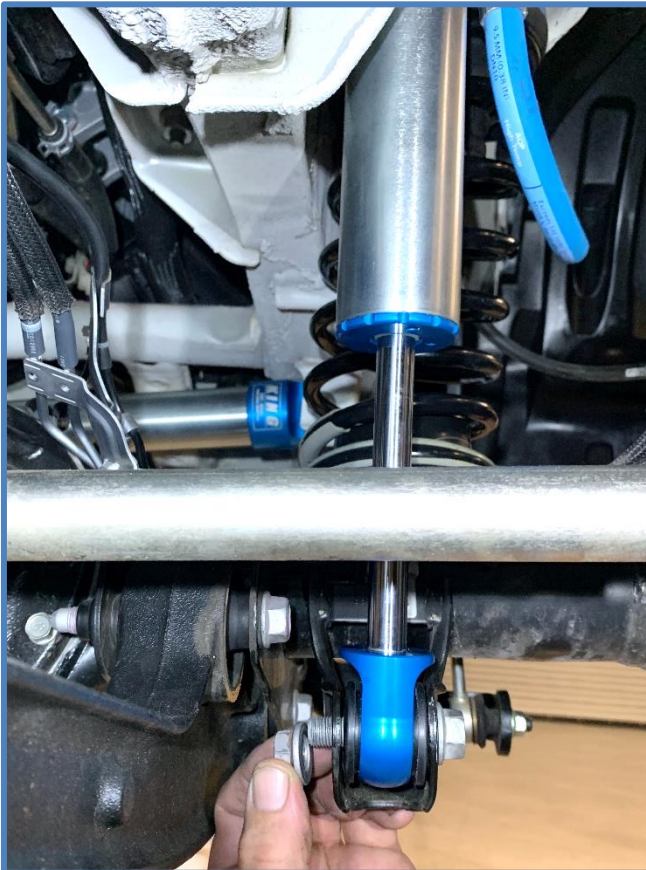
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7. Place the rod end in the lower mount and install the factory hardware. Tighten bolt and torque to factory specs.



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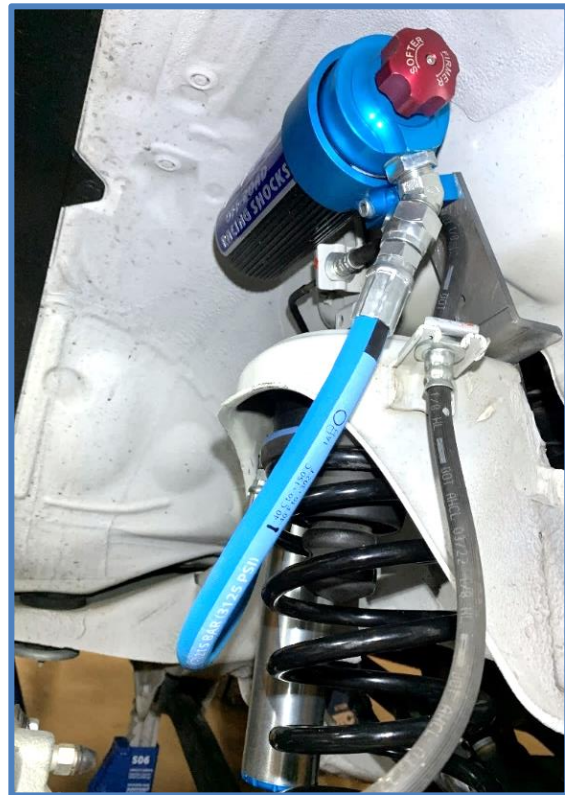
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8. Adjust reservoir to its final position and place the 1/4 x 1" SHCS (CB1501) in the clamp and tighten clamp using a 3/16 Hex Key.



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DOUBLE CHECK ALL HARDWARE:

Make sure everything is installed correctly and all hardware is tight. Recheck all hardware and lug nuts after 100 miles and periodically after that as part of routine maintenance.



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