



2019+ Mercedes Sprinter 2500/3500 2WD 2.5 Front Coilover

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

Front Parts List:

- 2 – 2.5 Front Coilovers (25001-320A)
- 2 – Sway Bar Brackets (25029-005L/006R)
- 2 – Sway Bar Spacers (25091-008)
- 2 – Sway Bar Links (21047-105L/105R)
- 1 – Hardware Kit (KH02-215)

Tools Required:

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

Mercedes Sprinter 2WD
OEM PERFORMANCE SERIES

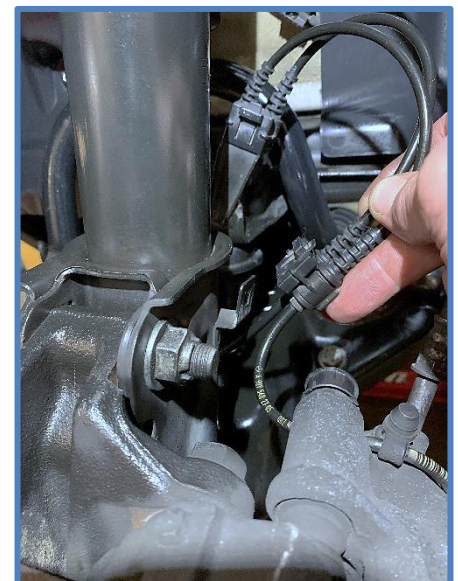
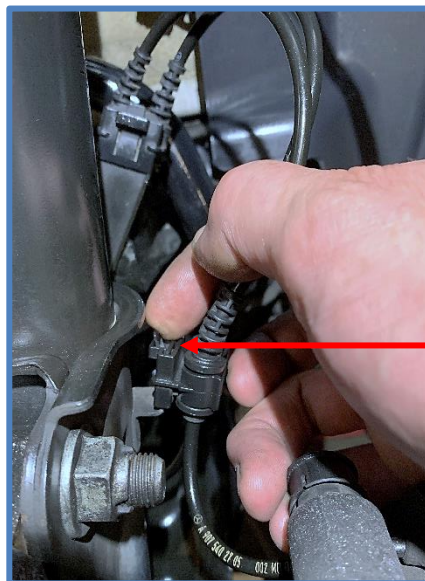


Sway Bar Link Kit

WARNING! – WHEEL & TIRE FITMENT! Please be aware of potential fitment issues **BEFORE** installing kit. Wheel spacers or aftermarket wheels may be required. If your wheel offset is greater than 30mm, a spacer kit may be required for the tire to clear the coilover. (Depending on tire size)
Sprinter 2500 - Fits 275/70R17 on ET30 Wheel. Fits 275/70R17 on ET50 Wheel with 20mm Wheel Spacers.
Sprinter 3500 requires 16mm Wheel Spacers to work with stock wheel and tire. Larger tires may require more spacer or aftermarket wheels.

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 the ABS line from the shocks on both sides of the vehicle. Push the tab on the ABS line holder to release the clip, then pull up and remove from shock.



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Installation Instructions (Page 2)

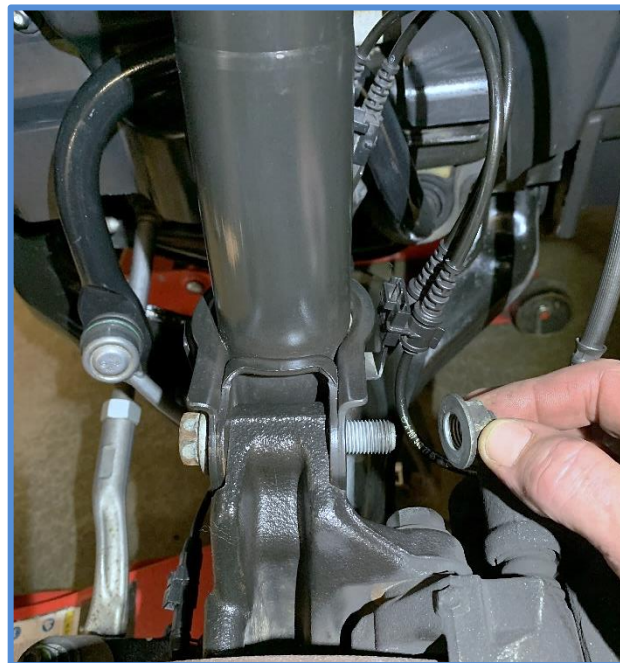
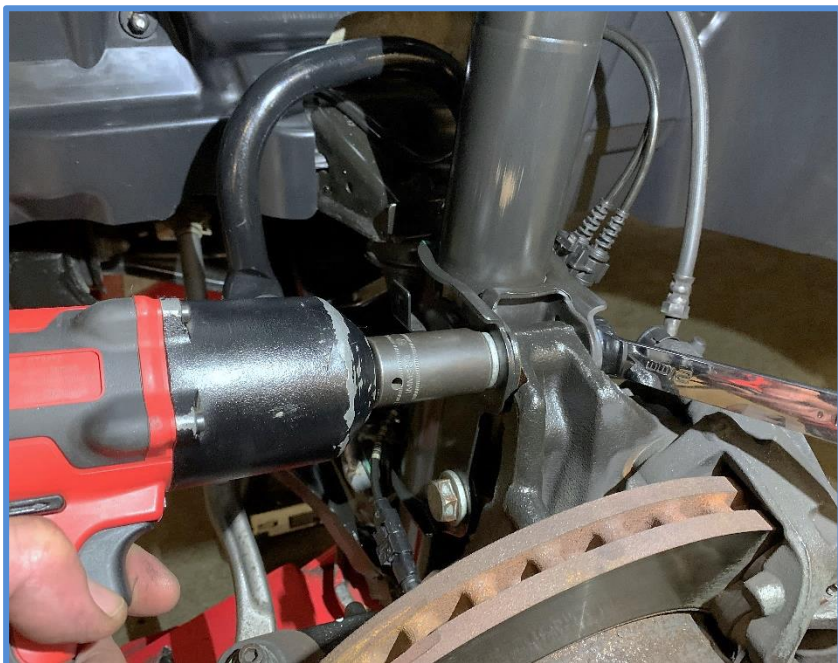
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2. Keep a jack under the lower control arm while removing and installing shocks. You will also need to support the knuckle/wheel hub assembly when the shock is removed.



3. Remove the nuts from the lower mounting bolts using a 21mm wrench and socket. Remove the nuts but leave the bolts in place for now to hold shock.



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4. Upper mounting bolts are located inside cab. **Left side** – Remove the two screws from the floor trim using a #25 Torx bit. (Some models may have three screws) Set trim piece aside.



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5. Pull the floormat up to access the upper mounting bolts.



6. Remove upper mounting bolts using a 13mm socket. Save hardware, you will reuse hardware and steel plate to install King shocks.



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7. Once the upper mounting bolts have been removed you can lower the jack, remove the lower mounting bolts and remove shock from vehicle.



8. **Right side** – Remove the floor mat/tool tray cover piece under the dash by turning the two fasteners 90 degrees using a flat screwdriver, then pull the cover out and set aside.



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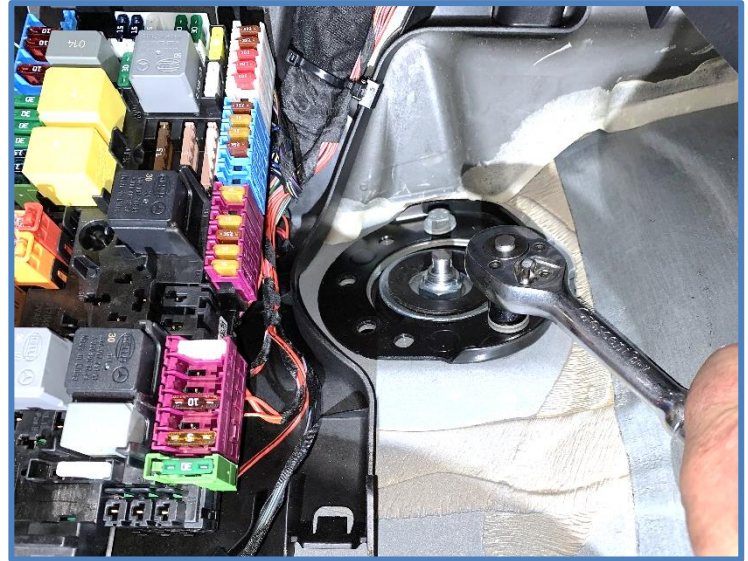
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9. Pull the floor mat back and remove the tool tray to access the upper mounting bolts for the right side. Remove upper mounting bolts, lower jack, remove lower mounting bolts, then remove shock from vehicle.



At this point you are ready to begin installing the new kit, be sure to install the Sway Bar Link Kit before installing shocks.



10. Install Sway Bar Link Relocation Kit. The provided sway bar bracket and sway bar links must be installed as shown to provide clearance for the King Coilover. First unbolt the factory sway bar links. Use a T-40 Torx bit to hold the stud and remove nuts using an 18mm wrench.



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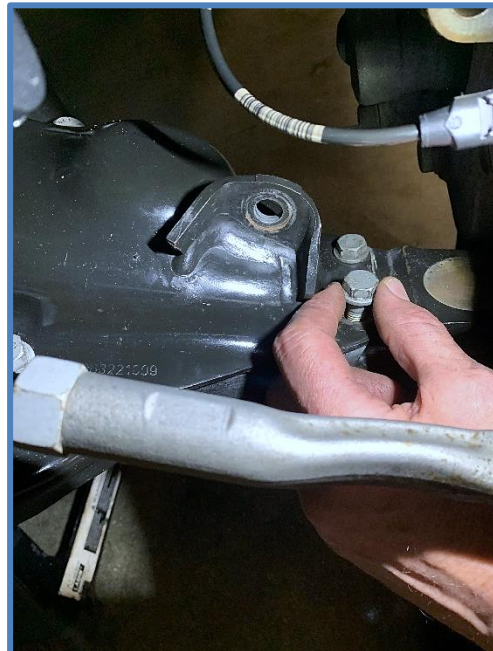
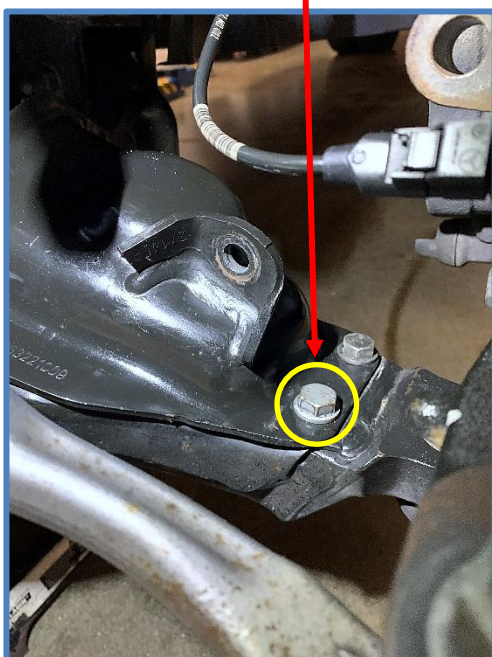
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11. Remove bolt on lower control arm using a 16mm Socket.



12. Place bracket on lower control arm as shown (brackets are side specific). Reinstall the factory bolt you just removed, place through the bracket and thread into lower control arm, leave loose for now.



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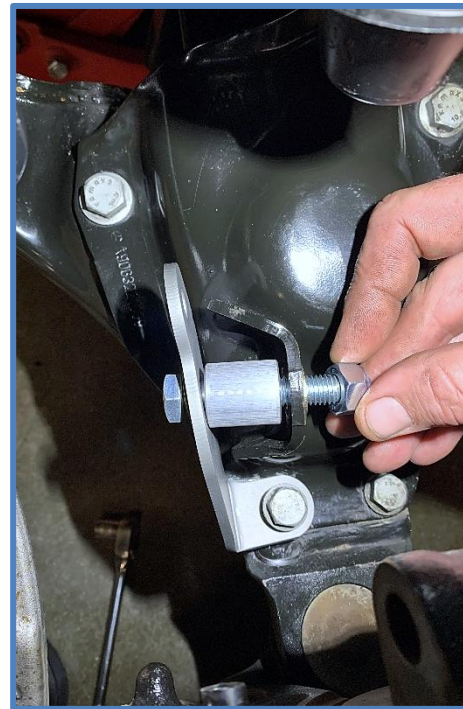
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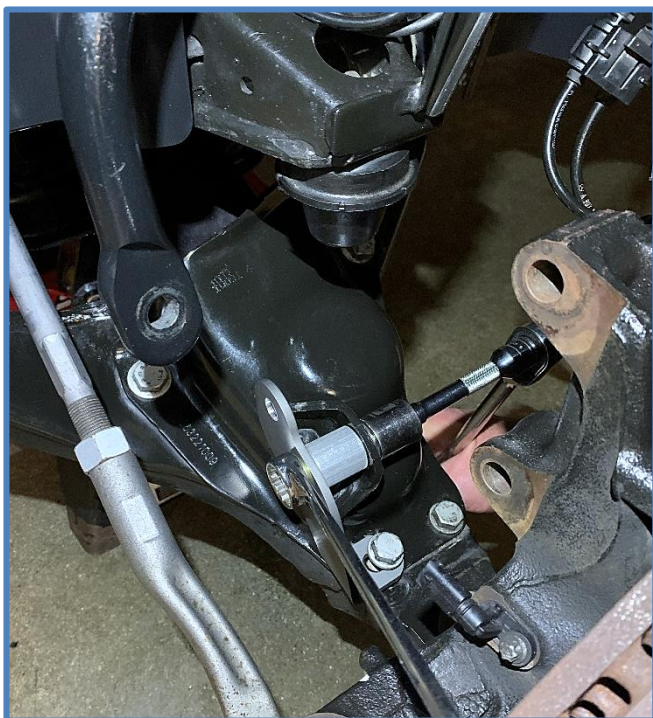
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13. Place spacer between new bracket and factory bracket. Install the M12 x 65mm bolt (CB3835) with washer through the brackets and place washer and nut on bolt.



14. Tighten both bolts until they are snug, then torque the new bolt to 100 ft. lbs. and torque the factory bolt to factory specs.



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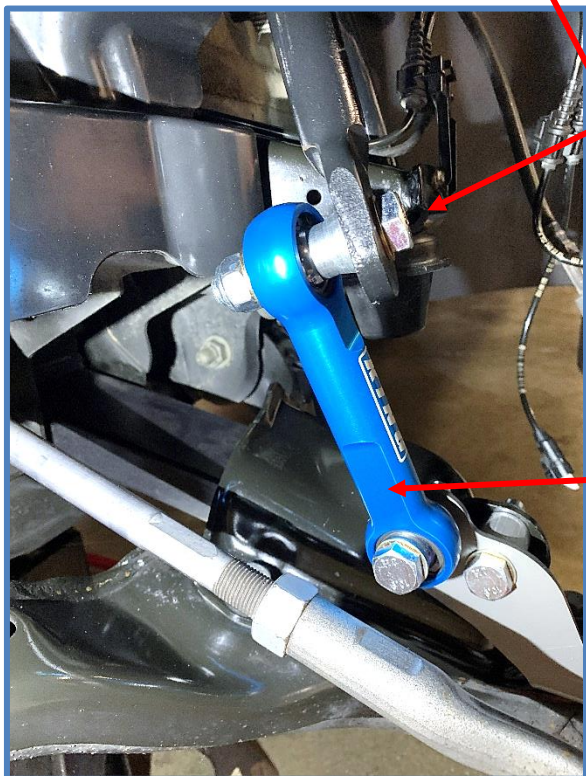
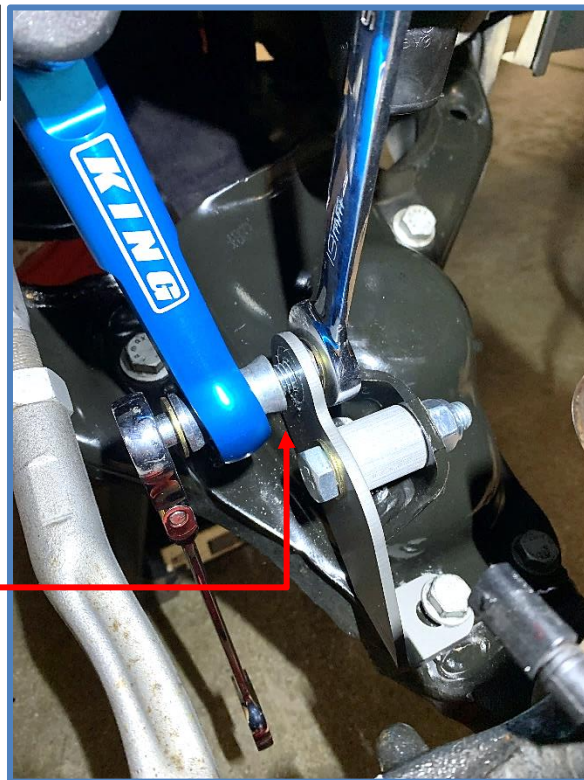
15. Install sway bar links exactly as shown below. Sway bar links are side specific; photos show left side.



**Torque bolts to
100 ft. lbs.**

Longer spacer
towards inside
of sway bar.

Longer spacer
towards bracket.



Install bolts as
shown here.

Longer flat section
of sway bar link
should be on
bottom as shown.



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16. **Prepare shocks for installation** – Install King Shocks Coilover Kit reusing the factory upper mount from the factory shocks. Inspect your upper mounts and replace them if necessary. When replacing upper mounts we recommend using only Mercedes-Benz genuine OEM parts. Remove upper mount from the factory shock by holding the shaft with a 7mm hex key and remove the nut using a 24mm wrench. Remove nut, washer, upper mount, and dust cover.



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17. Remove washer from dust cover. You will reuse the washer to assemble the King Coilovers.



18. Assemble King coilovers using the OEM parts as shown in the following steps –

First remove the nut, cardboard sleeve and washer from the King Shock assembly. Save the nut, you will use the new nut to assemble upper mount. *(Discard the cardboard sleeve and washer, those are for shipping purposes only)*
Place the large washer from the dust cover onto the shaft with flat side facing up as shown below.



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19. Place the upper mount on the shaft as shown below.



20. Place the upper washer on top of the upper mount with the flat side facing down.



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21. Use the new nut that is provided with the shock to secure the upper mount. Hold shaft using a 7/16 wrench or socket and tighten nut using a 24mm wrench.



22. **Adjust preload and tighten coil nut** – Loosen the pinch bolt on the coil nut using a 3/16 hex key and spin the coil nut up until the spring measures 9.75". This will set up most vehicles to be at stock ride height to about a 1/2" of lift. Ride height will vary from vehicle to vehicle depending on different configurations and overall weight. Install shocks and check ride height, then make final adjustments on the vehicle to dial in desired ride height. Make sure to tighten the coil nut pinch bolt when you are done making adjustments.



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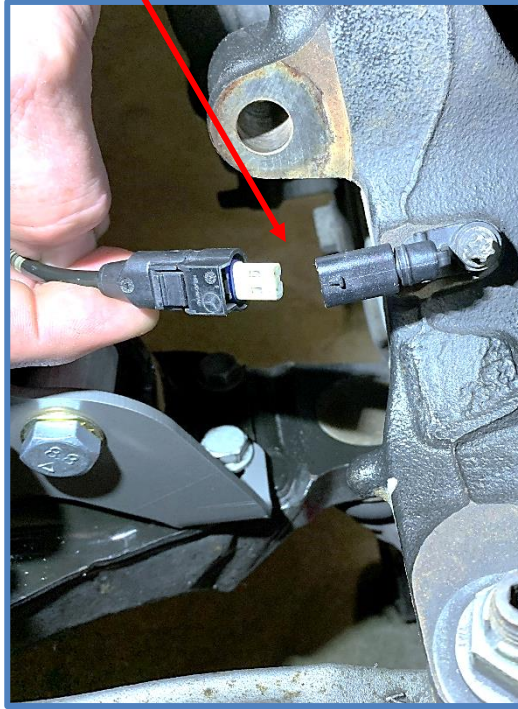
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23. **Install shocks** – Shocks are side specific, make sure you are installing shocks on the correct side, see final install pics for reference. First unplug ABS wire at the knuckle then, place shock on knuckle with reservoir facing towards the front of vehicle.



Press tab to release clip and unplug connector.



24. Make sure the steel inserts are in place and install the factory bolts through the lower mount. Thread nuts on but do not tighten yet.



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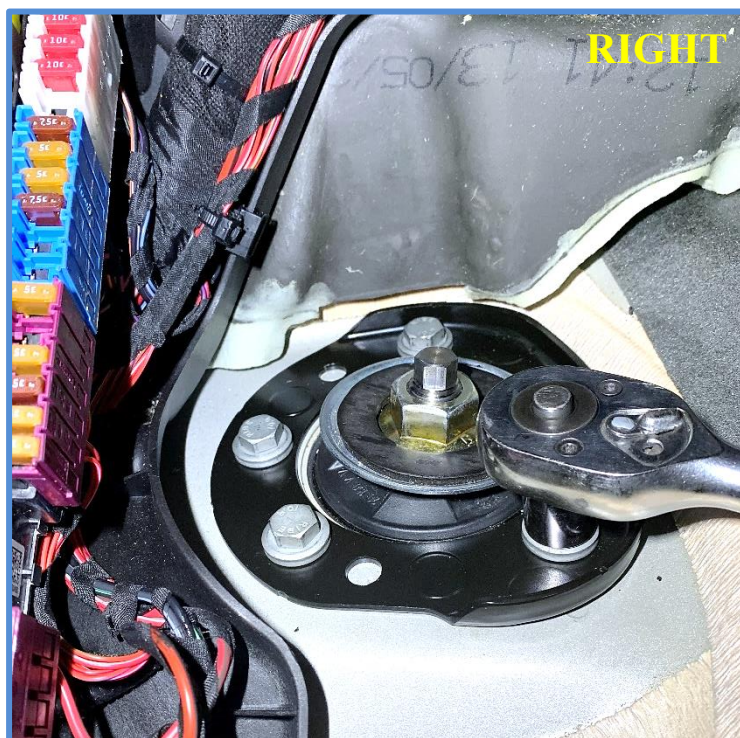
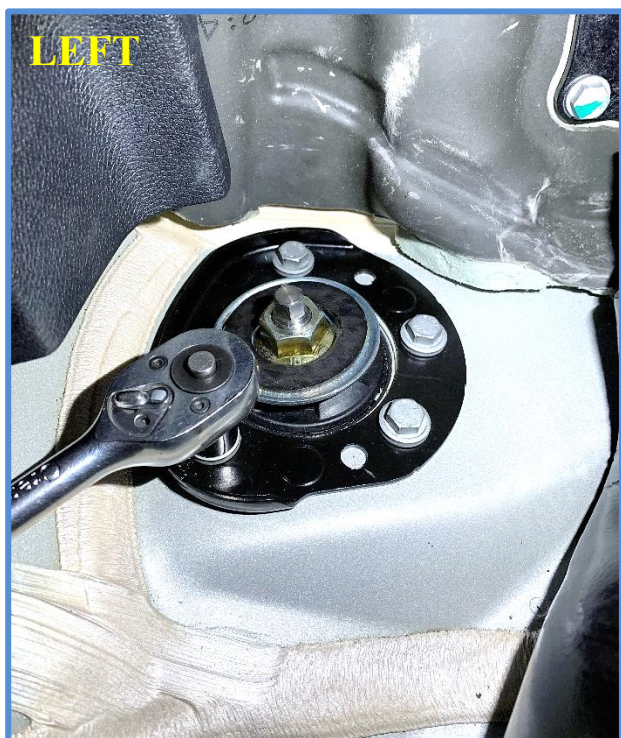
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25. Jack the lower control arm up while maneuvering the upper mount into position.



26. Reuse the factory upper mount plate inside the cab and the factory bolts to attach the upper mount. Install bolts and tighten to factory specs. When you are finished tightening upper mounts, replace tool tray, floor mats and trim pieces.



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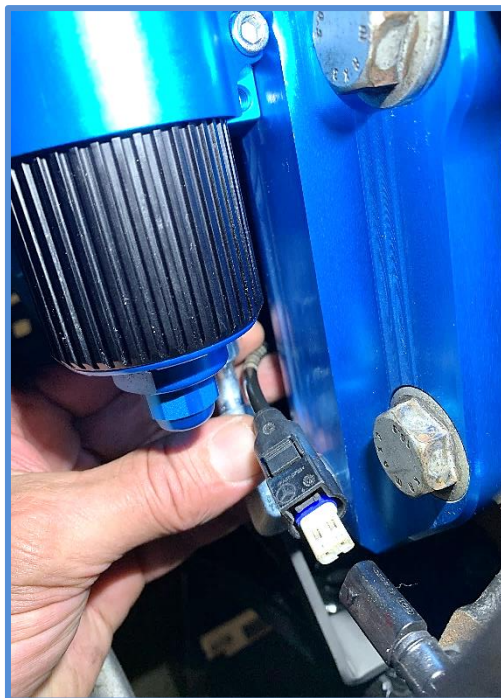
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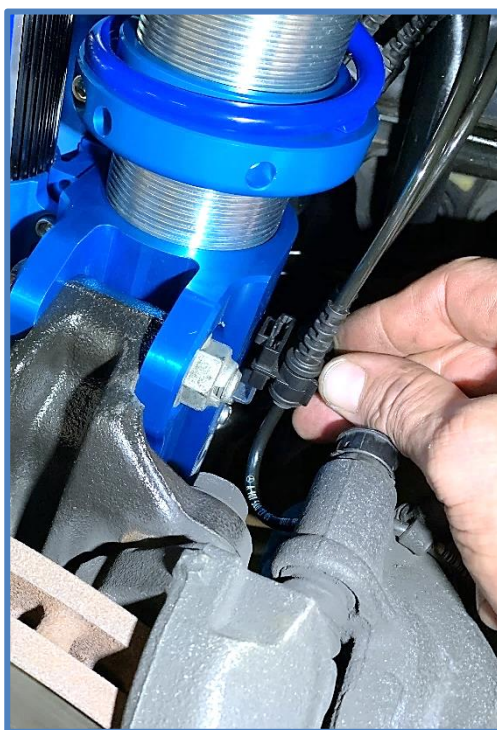
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27. Plug ABS wire back into connector at the knuckle. Route wire between shock and hose as shown and reconnect ABS wire.



28. **Attach ABS line to the shock** – Slide ABS line holder onto tab on side of shock until it clips in.



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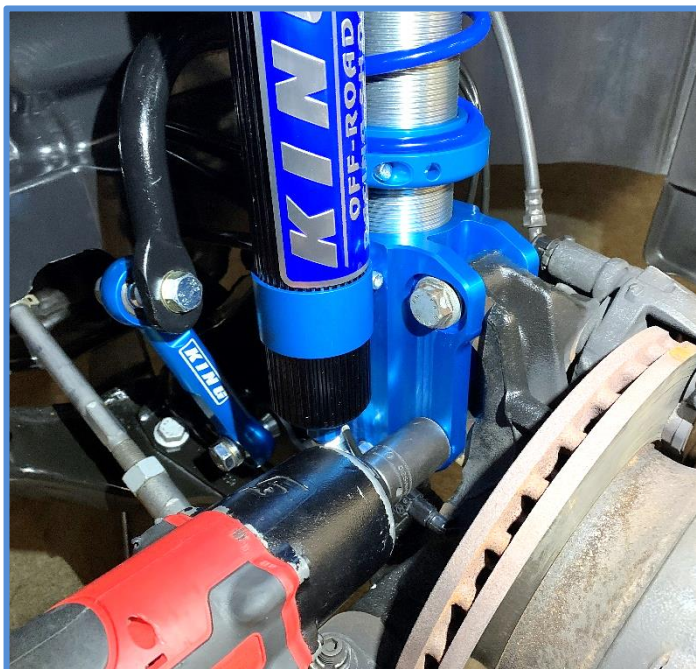


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29. **Tighten lower mount** – Push top of knuckle inward so the top bolt in the slotted hole is to the inside of the slotted hole (towards shock). Tighten upper bolt first, then tighten lower bolt. Torque both bolts to factory specs. You will need to get a professional alignment immediately after this installation.

Do not take vehicle for “Test drive” or drive at highway speeds before getting a professional front end alignment.



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Installation Instructions (Page 18)

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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:

Do not take vehicle for "Test drive" or drive at highway speeds before getting a professional front end alignment.

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!

Match mark the lower mounting bolts and check often, keeping the alignment perfect is critical.



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