

KING

OFF - ROAD
RACING SHOCKS

Installation Instructions (Page 1)

2014+ Ram 2500 HD 2.5 Front Shocks

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

Front Parts List:

- 2 – Front 2.5 Shocks - (25001-327)
- 1 – Front Left Reservoir Bracket - (25067-105)
- 1 – Front Right Reservoir Bracket - (25067-106)
- 4 – Hose Clamps – (62032)

Tools Required:

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

2014+ RAM 2500

OEM PERFORMANCE SERIES

MADE IN  100%
MADE IN THE USA
FROM THE HIGHEST
QUALITY BILLET
ALLOY MATERIALS.
U. S. A.



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. Then remove the front tires.

NOTE: Never work under an unsupported vehicle.

1. Keep the jack under the axle and jack the axle up slightly so the axle is not hanging by the shocks.
2. Remove the front shocks - Remove the nut from the upper shock mount using an 18mm wrench.

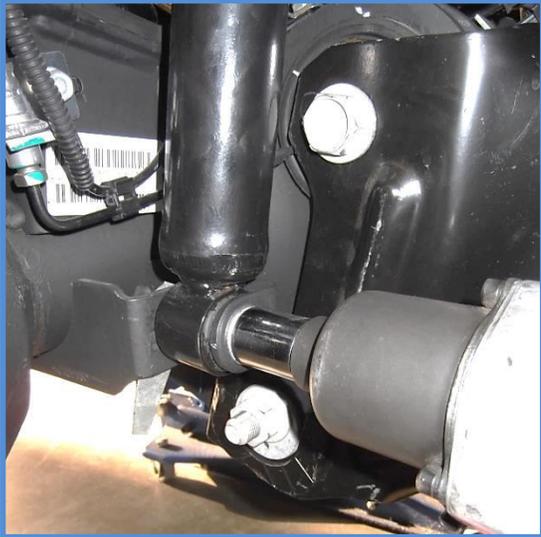


IMPORTANT: Read all instructions thoroughly from start to finish before beginning the install. Check parts list and make sure all parts are included in the kit. If the instructions are not properly followed severe frame, driveline and/or suspension damage may result. Check for frame and suspension damage 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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3. Remove the nut and bolt from the lower shock mount using a 21mm socket and remove shock. Do not discard lower mounting hardware, it will be reused to mount new shock.



4. Now with both front shocks removed you can lower the front axle until the springs are loose. You will be mounting the reservoir bracket between the rubber spring isolator and the upper spring mount.



5. Lower the axle until you can slide the reservoir bracket between the rubber spring isolator and the upper spring mount.

6. Place the reservoir brackets in position on the rubber isolators so the hole for the locating pin lines up. Jack the axle up slowly while checking both sides to make sure the coil is seating properly. Make adjustments as necessary and continue jacking the axle up until the coil begins to compress.

Be aware that the brackets are side specific.



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7. Install the front shocks by positioning the shock in the upper mount and just starting the nut to hold the shock in place. Do not tighten.
Be aware that the shocks are side specific and need to be oriented properly.



This is the view of the driver's side (left side) make sure the shock is installed so the fitting is angled back towards the rear of the vehicle and the shock is rotated so the fitting is as far back as possible without touching the body. Also notice that the large bushing is on the bottom.

8. With the shock held in place by the upper mounting pin you can route the reservoir hose and install the reservoir. The hose should loop around behind the shock in a fairly relaxed position and should not feel like it is twisting, adjust accordingly.



9. Mount the reservoir in the reservoir bracket using the supplied hose clamps.



10. With the hose properly routed and the reservoir installed you can install and tighten the original lower shock bolt and tighten the upper nut.



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Your install should look similar to the photo below. Make sure everything is installed properly and double check all hardware. Install tires, remove jack stands and lower vehicle. Recheck all hardware and lug nuts after 100 miles and periodically after that as part of routine maintenance.



Important Note: The rubber bushings on your King shocks are different from each other. Make sure the taller bushing is on the bottom next to the body of the shock as shown. 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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