



2007-2018 Chevy 1500 3.0 Front Coilover

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

Front Parts List:

2 – Front 3.0 Coil Over Shocks (33001-201)
2 – Front Reservoir Brackets (25044-018)
4 – Reservoir Clamps (25042-020)
6 – 3/8-16 Nylock Nuts (CN2711)
6 – 3/8 SAE Heavy Duty Washers (CW1701)
4 – 1/4 x 1” Socket Cap Screws (CB1501)
4 – 1/4 x 1/2” Button Head Cap Screws (CB2420)
4 – 10mm-1.50x65mm Bolts (CB3716)
4 – 10mm Nylock Nut (CN3001)
8 – 3/8 Washer (CW1701)

Tools Required:

Floor Jack/Jack Stands
Metric Socket/Wrench Set
Standard Socket/Wrench Set
5/32 & 3/16 Hex Wrench

Please be advised that this kit requires the use of an aftermarket upper control arm that can accommodate the extended down travel that this shock will provide. Several companies offer upper control arms that can accommodate extended travel shocks.

Upper Control Arms can also be purchased from King Shocks - Part # CA0001 (2007-2015 Silverado/Sierra-Tahoe/Yukon for use with steel OE arms)
Part # CA0002 (2014+ Silverado/Sierra-Tahoe/Yukon for use with aluminum OE arms)

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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 the front tires. **NOTE: Never work under an unsupported vehicle.**

1. Remove factory shocks. Use a 15mm socket and wrench to remove sway bar link from both driver and passenger lower control arm to make the install easier.



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.



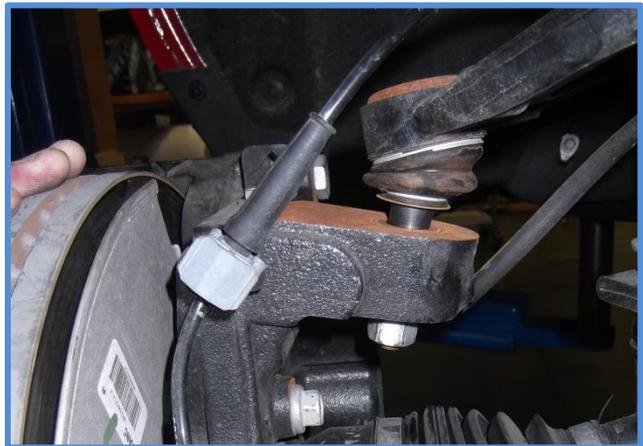
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2. Remove the three upper shock mounting nuts using an 18mm socket or wrench. Open the hood of your vehicle to access the upper shock mount nuts and/or use a wrench from inside the fender.



3. Loosen the nut for the ball joint on the upper control arm and separate control arm from upright but do not fully remove yet.



4. Using a 15mm socket, remove the lower shock mount bolts then remove the factory shock.



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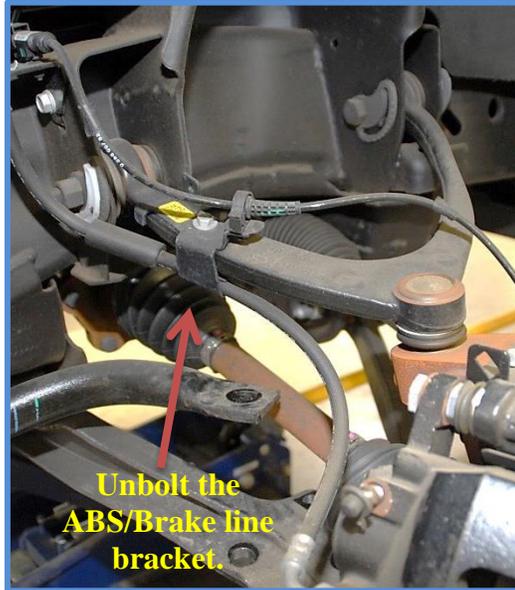
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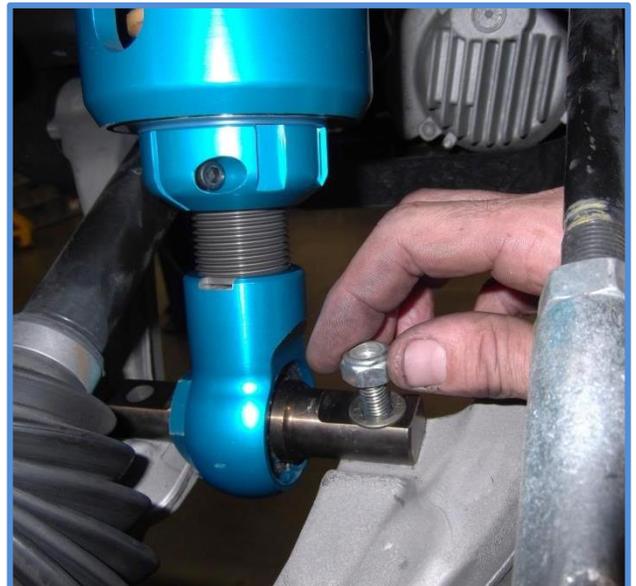
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5. Remove the factory upper control arms. Unbolt the ABS/Brake line bracket. Remove the nut on the ball joint and remove the two bolts at the frame using a 21mm socket/wrench. Make match marks on the cams so you can put them back in the same position. Install aftermarket upper control arms as per the instructions provided with your control arms.



6. Install King Shocks. Shocks are side specific, be sure you are installing the shocks on the proper side. Place the shock in position on the vehicle and install the 10mm lower mounting bolts w/washers, nuts provided in the kit but do not tighten.



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7. Secure the clamps to the reservoir brackets using the provided 1/4 x 1/2" screws. Use red loctite and tighten with a 5/32 hex wrench.



8. Slide the reservoir bracket over the reservoir as shown below.



9. Place a jack under the lower control arm and jack the arm up until the upper mounting plate is tight against the coil bucket. Place the reservoir bracket over the studs and install the provided 3/8" washers and nuts and tighten. Now tighten the lower hardware, with all the hardware tight you can lower and remove the jack.



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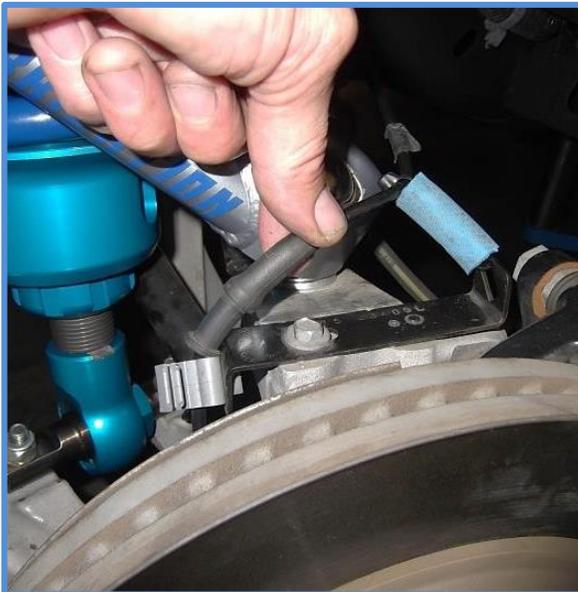
10. Adjust and center reservoir and tighten clamps using a 3/16 hex tool.



11. Replace the sway bar links and tighten bolts.



12. Pay special attention to brake lines, ABS lines etc. Make sure you have enough slack at full droop and full turn. Make sure there are no interference/clearance issues or lines that can get caught on moving parts.



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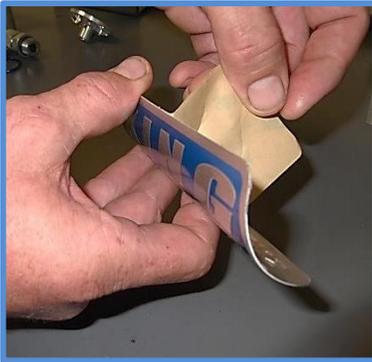
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13. Once the reservoir is tightened in its final position you can attach the KING nameplate. Be sure to clean the reservoir with alcohol. Peel the adhesive backing off the back side of name plate and place the plate on the reservoir. Use zip ties to hold the plate tight to the reservoir for at least 72 hours. Zip ties can be removed after 72 hours. **(3M recommends a 72 hour cure time for maximum bond strength)**

**Left Side Finished Install****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:

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!



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