



2007-2018 Chevy 1500 3.0 Rear Bypass Shocks

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

Rear Parts List:

- 2 – Rear 3.0 Bypass Shocks (33001-202)
- 4 – Reservoir Clamps (25042-020)
- 4 – 1/4 x 1" Socket Cap Screws (CB1501)
- 4 – 1/4 x 1/2" Button Head Cap Screws (CB2420)
- 1 – Loop Strap (H41078)
- 2 – Fender Washers with 1/4 x 1" bolts, 1/4" nut and 1/4" washer (left side hose)

Tools Required:

- Floor Jack/Jack Stands
- Metric Socket/Wrench Set
- Standard Socket/Wrench Set
- 5/32 & 3/16 Hex Wrench
- Drill and 1/4" Drill Bit
- #15 Torx Bit

The Chevy 3.0 Rear Bypass Shocks were developed in conjunction with leaf springs designed exclusively for King Shocks. The springs and shocks have been designed to work together to provide superior performance for the Chevy 1500. We recommend using the leaf springs and the bypass shocks together. Leaf Springs can be purchased from King Shocks – Part # SPR1001

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DEM PERFORMANCE SERIES



REAR: With the vehicle on level ground, block the front tires. Using a floor jack, raise the rear end and support the frame rails with jack stands for safety. Remove the rear tires. **NOTE: Never work under an unsupported vehicle.**

1. Remove factory rear shocks using a 21mm socket and wrench. Remove the lower nut and bolt and remove bolt from upper mount (nut is welded) and remove shocks.



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. Install King Shocks in the factory mounts using the factory hardware and tighten to factory specs. The bypass tubes will face towards the rear of the vehicle on both sides, shocks are side specific (see photos for proper shock orientation).

Left Side



Right Side



3. Remove the fender liners on both sides to mark and drill holes for the reservoir clamps. First remove all the Torx head screws with a #15 Torx bit, then remove the fender liners from the vehicle.



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4. Make a mark lined up with the center of the cross member then measure 4" to each side of the center line.



5. Find the center of the two outside lines and use a center punch to mark the location for drilling. Drill 1/4" holes.



6. Place the fender liner back in position on the vehicle to mark for drilling but don't screw back in yet. Mark the two holes, remove from vehicle and drill 1/4" holes. Place the fender liner back on the vehicle, make sure the holes are lined up. Replace all the screws and tighten.



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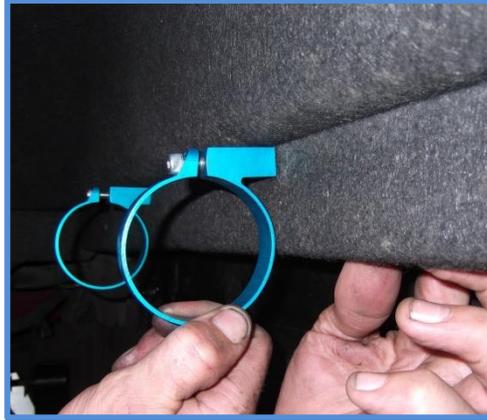
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7. Attach the reservoir clamps using the 1/4 x 1/2" screws. Be sure to use red locktite, tighten with a 5/32" hex wrench.



8. Place the reservoirs in the clamps. Starting with the left side, loop the reservoir into the clamps as shown.



9. Use the provided loop strap, fender washers and 1/4 x 1" bolt with nut to hold the hose to the frame. **(Left side only)** Place loop strap on hose, place oval washer in the recessed oval hole in the frame. Use the 1/4 x 1" bolt and nut with fender washer on the back side of frame to attach hose. This step is important to make sure the hose does not rub on tire and leaf spring.



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10. Left side continued... Center reservoir in the clamps and tighten the 1/4 x 1" socket cap screws using a 3/16 hex wrench.



11. Right side reservoir... Place reservoir in clamps as shown in the photos below.



12. Install the 1/4 x 1" socket cap screws and snug so the reservoir can still be rotated in the clamps.



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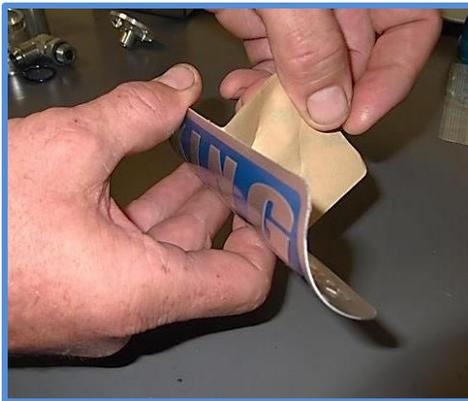
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13. Rotate the reservoir towards you so that the hose twists towards the frame. The hose should be laying tight against the frame as shown in the photos below. This is important to make sure the hose does not interfere with the leaf spring. With the hose properly positioned, tighten the clamps.



14. Once the reservoirs have been secured in the 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)**



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Left Side



Right Side



Double Check All Hardware!

Make sure shocks are installed properly and all hardware is tight. Replace tires, remove jack stands and lower vehicle. Double check all hardware and lug nuts after 100 miles or so and periodically after that as part of routine maintenance.



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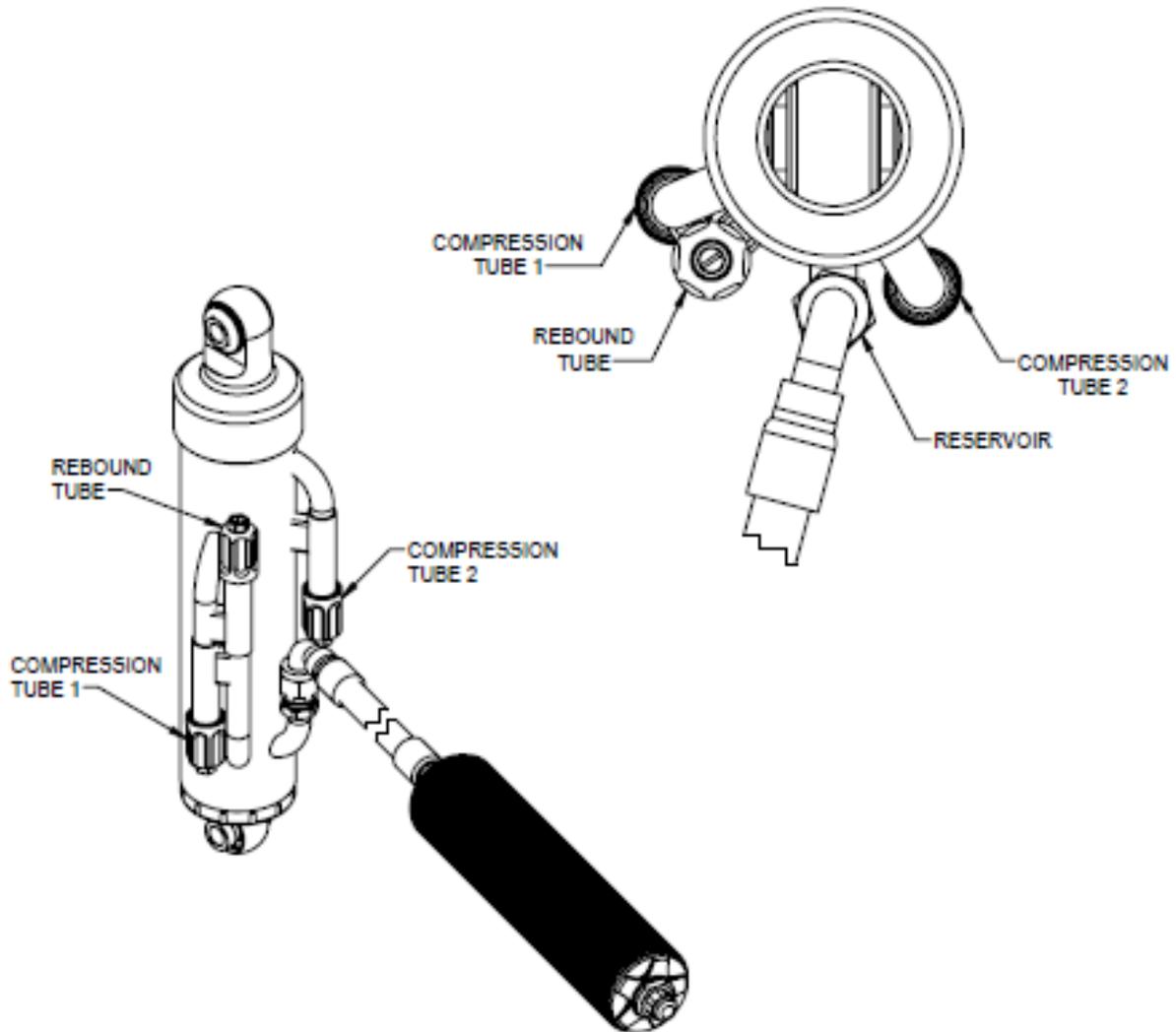
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KING RECOMMENDED BYPASS ADJUSTER SETTING:

RECOMMENDED TUBE ADJUSTEMENTS:

LEFT & RIGHT SHOCKS ARE THE SAME

1. COMPRESSION TUBE 1
 - 7 REVOLUTIONS OUT FROM FULLY CLOSED
2. COMPRESSION TUBE 2
 - 4 REVOLUTIONS OUT FROM FULLY CLOSED
3. REBOUND TUBE
 - 11.5 REVOLUTIONS FROM FULLY CLOSED



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