



2011-2015 Jeep Grand Cherokee WK2 Front Coilover

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

Front Parts List:

- 2 – 2.5 Remote Reservoir Coilover Shocks (25001-335)
- 1 – Left Reservoir Brkt. (25044-116)
- 1 – Right Reservoir Brkt. (25044-117)
- 4 – Hose Clamps (62032)
- 4 – 6mm Flanged Hex Nuts (CN3002)
- 6 – 3/8 x 1” Bolts (CB4701)
- 6 – 3/8 SAE Heavy Duty Washers (CW1804)
- 2 – 3/8 x 2.5” Bolts (CB4707)

Tools Required:

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

2011+ GRAND CHEROKEE WK2
OEM PERFORMANCE SERIES KITS



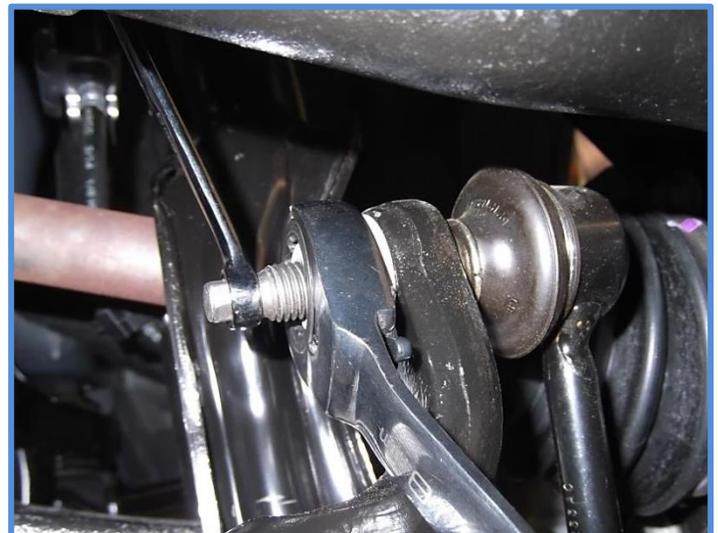
FRONT: With the vehicle on level ground, set the emergency brake and block the rear tires. Using a floor jack, raise the front end and support the frame rails with jack stands for safety. Then remove front tires.

NOTE: Never work under an unsupported vehicle.

1. Unbolt the brake/ABS line bracket using a 10mm socket and let hang during disassembly and installation so these lines don't get damaged.



2. Disconnect the sway bar using an 8mm wrench to hold the stud and an 18mm wrench to remove nut.



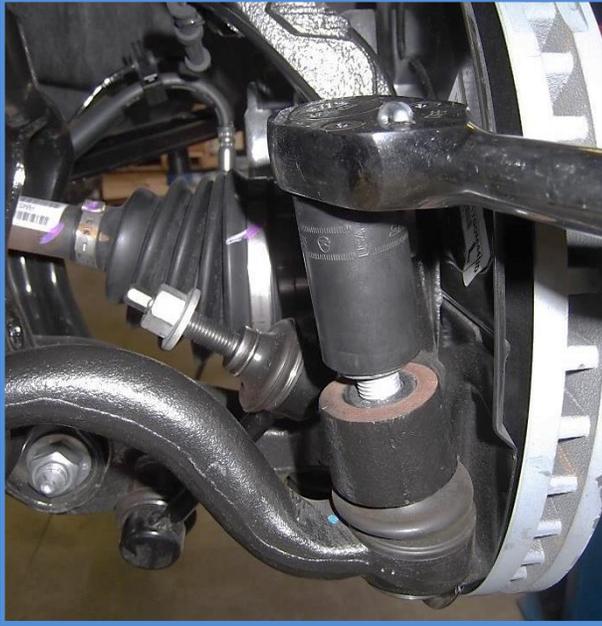
IMPORTANT: Read all instructions thoroughly from start to finish before beginning the install. Check parts list and make sure all parts are included in the kit. If the instructions are not properly followed severe frame, driveline and/or suspension damage may result. Check for frame and suspension damage 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. Disconnect tie rod by removing the nut with a 21mm socket, then separate tie rod from steering knuckle.



4. Disconnect the upper A-arm. Remove the nut using a 21mm socket and separate the A-arm from upright.



5. Remove the lower shock mount bolt using a 21mm socket on the bolt head and a 24mm wrench on the nut.



6. Remove the three nuts on the upper end of shock using a 13mm socket. These are located inside the engine compartment. Be aware that the shock is now hanging by the studs on the upper mount. Be prepared to hold the shock while removing the final nut or have someone hold it for you so it does not fall and cause injury or damage to vehicles components.



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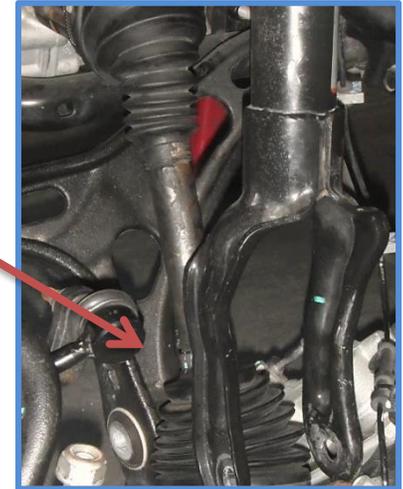


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7. Remove shock by pushing the shock up into the upper mount and push down on the lower control arm...
(Loosening the lower control arm bolts at the frame will make it easier to push the lower control arm down)

Be very careful not to damage the CV boot while maneuvering the lower mount over the CV axle.



8. Install reservoir brackets before installing shocks. Install brackets as shown in the photos below using the existing studs below the upper control arms and mount behind the brake line bracket. Use the provided 6mm nuts for the studs below control arm and use the OE nut for the brake line bracket.



9. The King Shocks are side specific, be sure the shocks are being mounted on the correct side. (The hose should be towards the front of vehicle) Having someone hold the shock in position while someone else is starting the upper mounting bolts is the easiest way to install the coilover. Get the upper mounting bolts started to hold the shock in place first but don't fully tighten yet.



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10. Install clevis... Place the clevis over the CV axle and lower control arm. Slide clevis onto the end of the shock and install the 3/8 x 2.5" bolt with washer but do not tighten yet.



11. Attach Clevis to the lower control arm using the factory bolt but do not tighten yet.



12. With all of the hardware installed but not tightened yet, jack up the lower control arm so that the weight of the vehicle is on the suspension to the point where the frame is coming off of the jack stands. Now you can tighten the **three upper mounting bolts**, the **clevis pinch bolt** and the **lower OE shock mounting bolt**.



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13. Reattach Sway Bar Links, Upper Control Arms and Tie Rod Ends. Tighten all hardware to factory specs.



14. Place reservoir in the cradle and install hose clamps, position reservoir so the hose does not contact upper control arm.



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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