



## 2018+ Jeep Wrangler JL & 2020+ Jeep Gladiator JT 2.5 Front Shocks

King Shocks 12472 Edison Way Garden Grove, CA 92841  
714-530-8701 [www.kingshocks.com](http://www.kingshocks.com)

### Front Parts List:

- 2 – 2.5 Front Shocks (25001-373 - 25001-375 or 25001-377)
- 2 – Front Reservoir Brackets (25044-021L/22R)
- 2 – Res Brkt Nut Plate (25044-023)
- 2 – Reservoir Clamp – 3 Hole (21042-003)
- 1 – Hardware Kit (KH02-128)

### Tools Required:

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

**2018+ Jeep Wrangler JL-JT**  
**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 tires. **NOTE: Never work under an unsupported vehicle.**

1. Keep a jack under the axle while removing and installing shocks; (**For Non-Rubicon models:** shocks have internal rebound spring... you will need to jack the axle up a couple inches to take the tension off of the shock while removing lower bolt.) First remove the lower nut, then jack the axle up and pull down on shock until you can pull the bolt out by hand, Do Not attempt to run the bolt out with an impact without the axle being supported, you will damage the threads and the axle will drop abruptly when the bolt comes out.



**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.

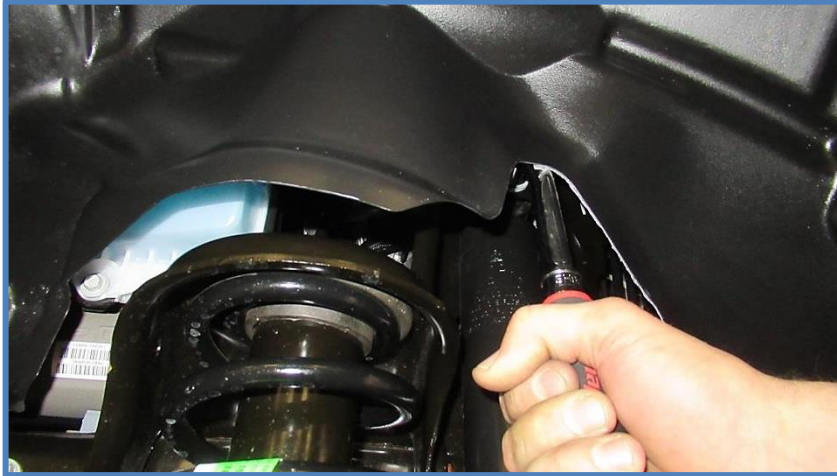
This kit does not require welding. Do not weld on any component. Welding may void the warranty and/or cause the product to fail. If any parts are missing, or for tech assistance; Contact King Off Road Racing Shocks: 714-530-8701 Most important after the install, Feel the difference and have fun.



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2. Remove the upper bolt and remove shock.



3. Remove the brake line bracket bolt using a 10mm wrench or socket.



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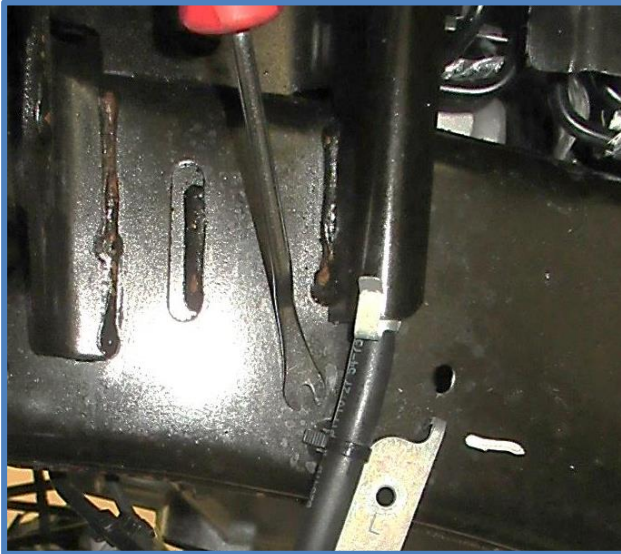
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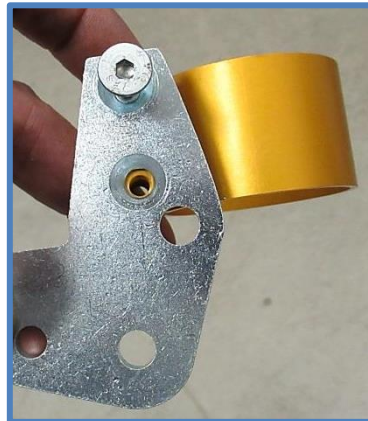
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4. On the left side of the vehicle you will need to pry the plastic push pin holding the differential breather tube from the frame. Using a screw driver or special prying tool, carefully remove the plastic push pin from the frame. Try not to damage this piece as you will reinsert it into the reservoir bracket after it's installed.



5. **Installing reservoir brackets** – First attach the clamp to the reservoir bracket with the provided 1/4 X 1" FHCS (CB5501) using a 5/32 Allen wrench. Be aware the brackets are side specific. Photos show the **RIGHT SIDE**. See below for proper orientation.



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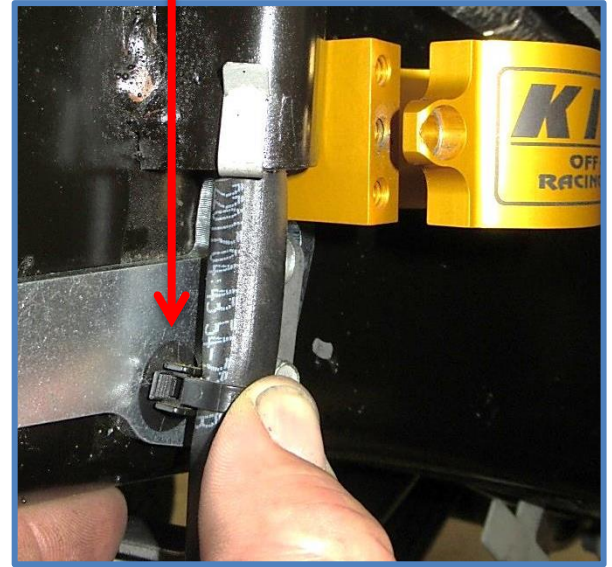
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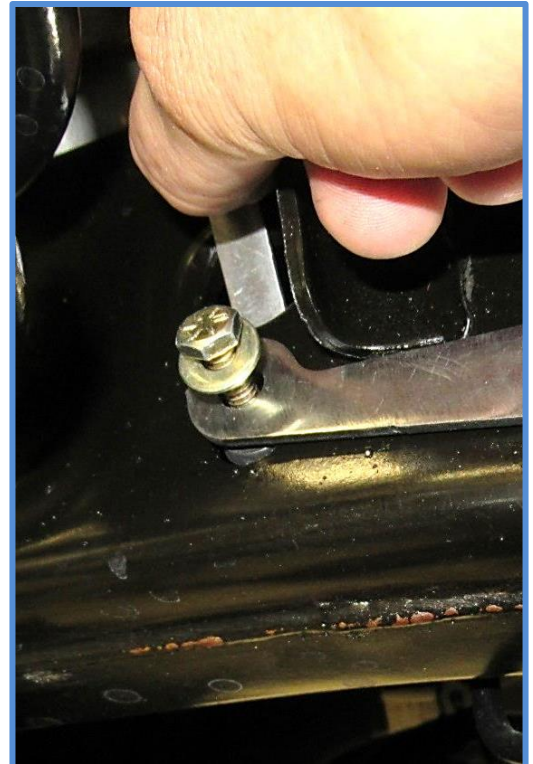
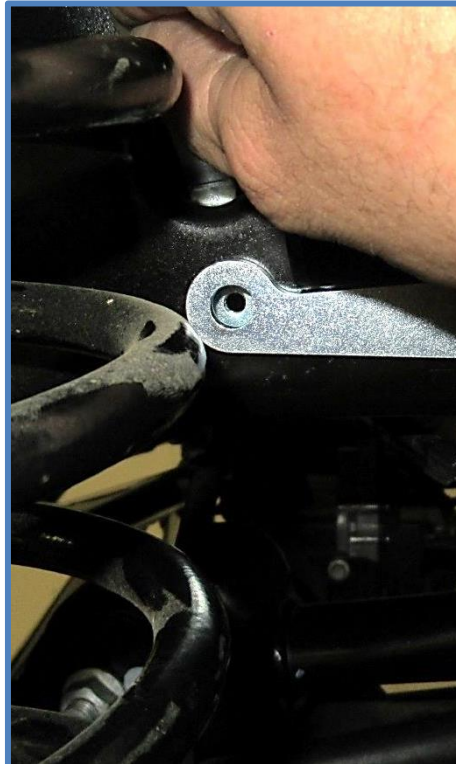
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6. Place the reservoir bracket on the frame underneath the brake line bracket. Use the factory bolt to install the brake line bracket over the reservoir bracket. Install the bolt but leave loose for now. Insert the plastic push pin for the diff. breather tube into the hole provided in the reservoir bracket.



7. Now use the bent threaded nut plate included in the kit to secure the reservoir bracket on the other end. Place the nut plate in the large hole in the frame and line up with the hole in the reservoir bracket. Use the 1/4 X 1" bolts (CB4502 with washer CW1501) to thread into the nut plate.



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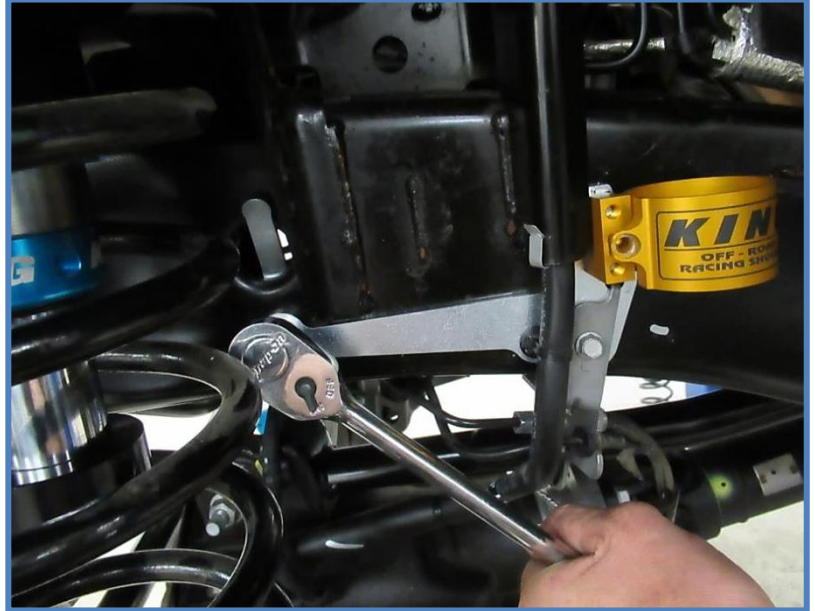
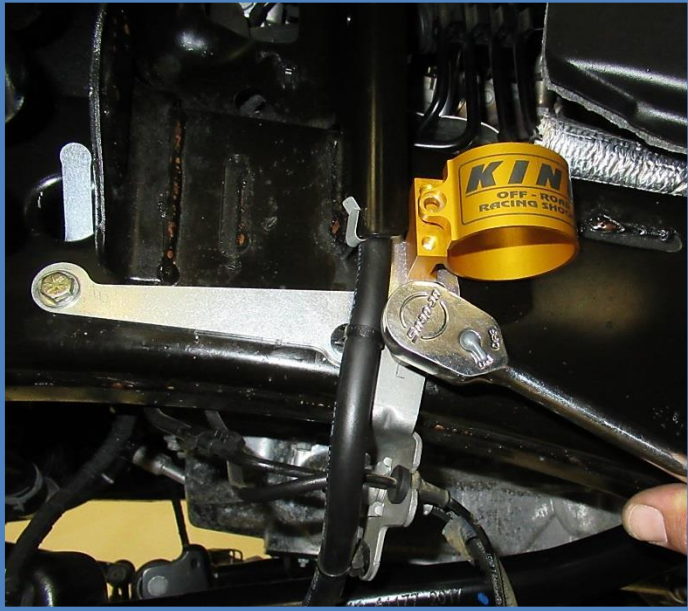
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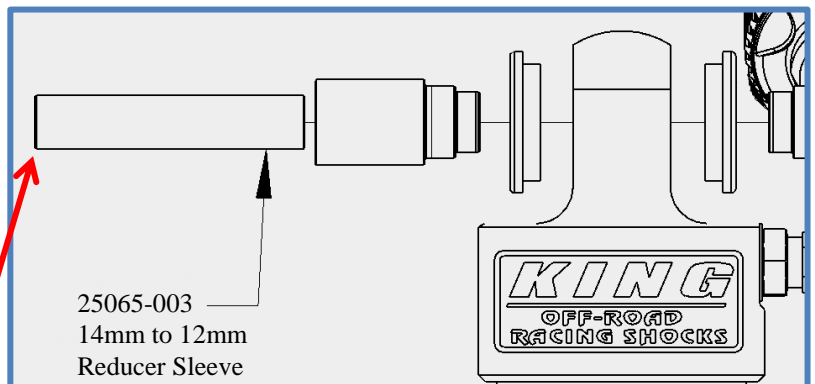
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8. Tighten the factory brake line bolt using a 10mm wrench or socket. Tighten the 1/4" bolt using a 7/16 wrench or socket. Be very careful not to over tighten these bolts.



9. **Installing Shocks** – Be aware the shocks are side specific, make sure you have the proper shock for the side you are working on (photos below show LEFT SIDE). Begin placing the shock into position on the vehicle while inserting the reservoir into the clamp. Place the end cap into the upper mount, install the factory bolt and tighten to factory specs.

**Remove reducer sleeve for vehicles with 14mm bolt.**



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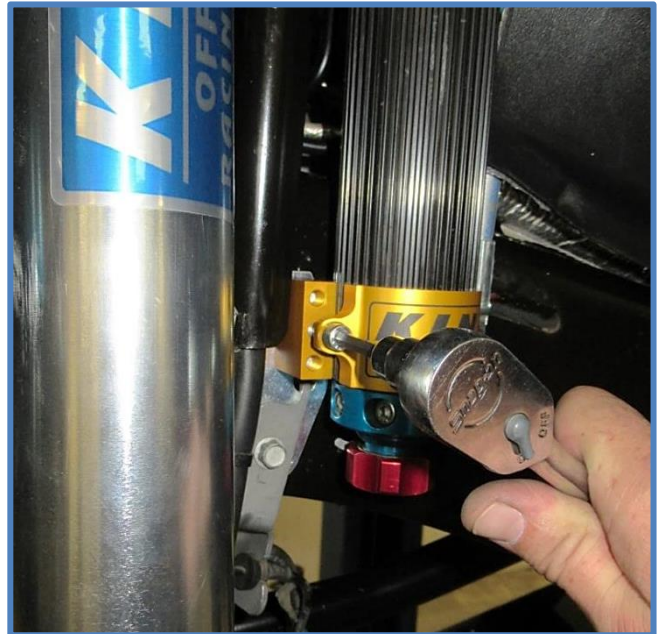
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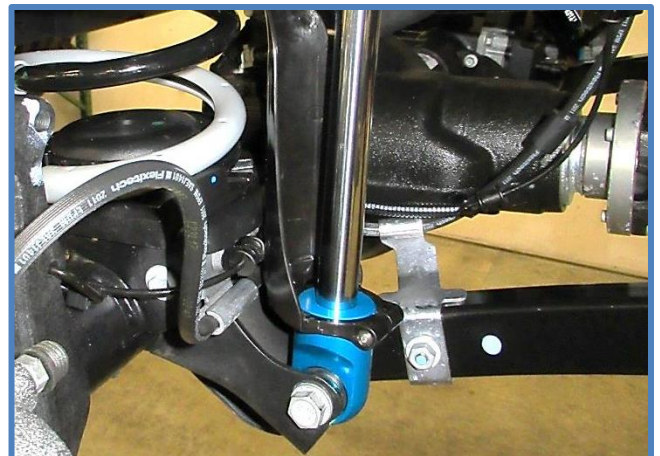
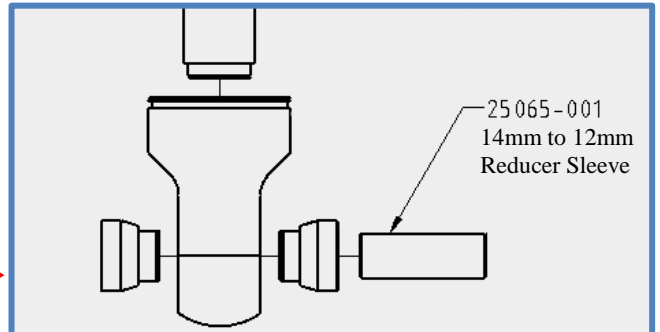
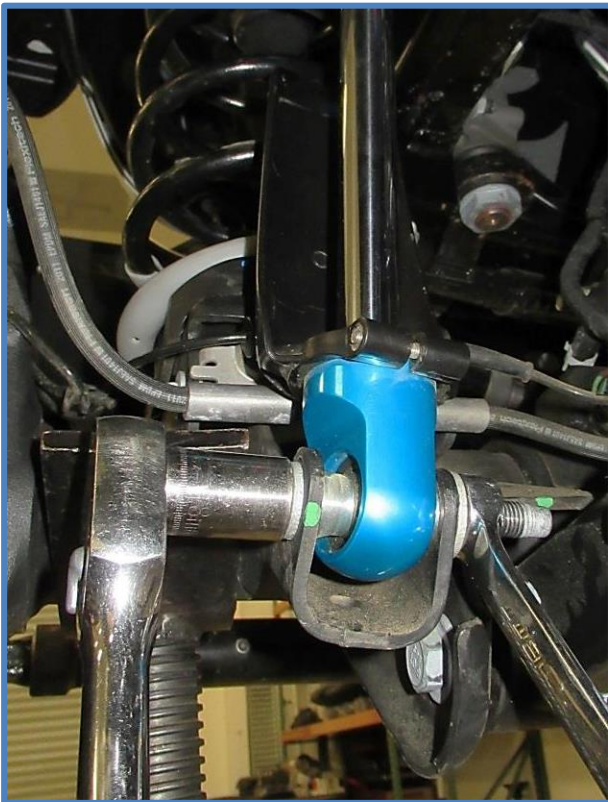
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10. Rotate the reservoir in the clamp so the hose is tight to the frame. Install the 1/4" X 1" SHCS (CB1501) in the clamp and tighten with a 3/16 Allen wrench.



11. Place the rod end into the lower mount, install the factory bolt and tighten to factory specs.

**Remove reducer sleeve for vehicles with 14mm bolt.**



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**Final install should look similar to photo below**



**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.

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# WARNING JEEP JL/JT

Jeep JL/JT 3" to 5" lift shocks are designed to be used with a 2" bumpstop spacer on the front and the rear. If a larger spacer is used, wheel travel will be lost. If less is used, the axle will bottom out on the shocks before the bump stops, potentially damaging the shocks. We recommend installing the shocks with the springs removed so you can cycle the suspension to fully compressed to check that the bump stop spacer provided with your lift kit is working properly with the King Shocks. After final installation, raise the chassis to full shock extension. Check to make sure the springs do not come loose in their buckets. If they do, there are brackets to prevent the springs from falling out on the trail. Most lift kit companies can provide these. King Shocks have been designed to prevent this on most kits. However, it is impossible for us to check all the applications they may be used on.

### INSTALLERS AND/OR VEHICLE OWNERS PLEASE BE ADVISED:

For lifted applications over 2" – It is very important that track bar issues be addressed. Axle **MUST** be centered with longer or adjustable track bars or track bar relocation brackets. Lift kits over 2" will offset the axle enough that with larger diameter shocks installed on the front they can contact and bind on the frame during certain articulation situations causing shock shafts to bend.

Lower shock mount relocation brackets are also available and recommended on 4-6" lift kits.

*EVO-3027B – EVO MFG JL/JT Protek Front Shock Relocation Brackets*

**Many JL's and JT's are built using aftermarket kits from several different companies. It is ultimately up to the installer to make sure everything is working together.**



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