

2005-2010 Jeep Grand Cherokee (WK) Front Coilover

KING
OFF - ROAD
RACING SHOCKS

Front Parts List: (Reservoir Brackets and Hose Clamps not included with IFP shocks)

- 2 – Front 2.5 Coil Over Shocks (25001-162 or 25001-163 IFP Shocks)
- 2 – Front Reservoir Brackets (25044-106 Left – 25044-107 Right)
- 2 – ABS line Brackets (25071-001)
- 4 – Hose Clamps (62024)
- 8 – ½ -13 x 1” Bolts (CB4704)
- 8 – ½” SAE Washers (CW1702)

Tools Required:

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

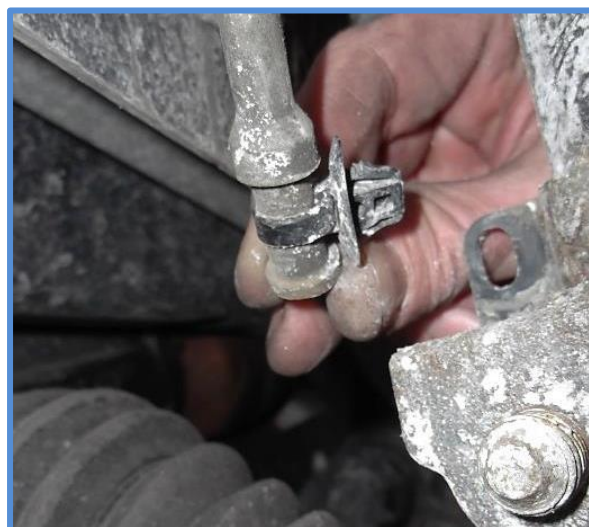
2005-2010 Jeep Grand Cherokee
DEM PERFORMANCE SERIES



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. Start by removing the bolt from the lower end of the sway bar link using an 18mm socket/wrench.
2. Unclip the ABS sensor wire from the tab on the back side of the shock.



Helpful Hint: Keep a floor jack under the lower control arm on the side you are working on, this will come in handy for moving the suspension up and down to remove and install parts.

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.



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3. Disconnect the upper A-arm, use an 18mm socket to remove the nut then separate the A-arm from the upright.



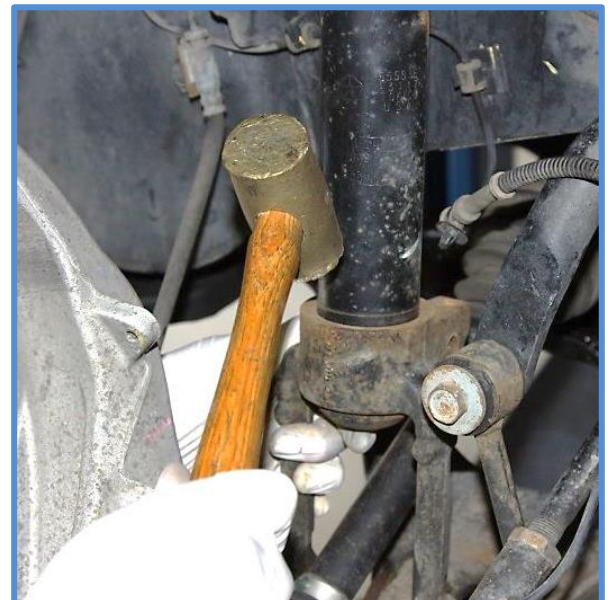
4. Remove the bolt from the strut fork Clevis at the bottom of the shock body using a 21mm socket.



5. Remove the nut from the lower mounting bolt using a 24mm socket. After removing the bolt you can lower the jack so the shock is free hanging and clear of the lower control arm. Pay attention to the ABS and brake lines as you do this to ensure the lower control arm and steering knuckle are not hanging by these lines.



6. Remove the clevis from the factory shock. This will usually require using a large hammer. You will be reusing the clevis so be careful not to damage this piece when removing.



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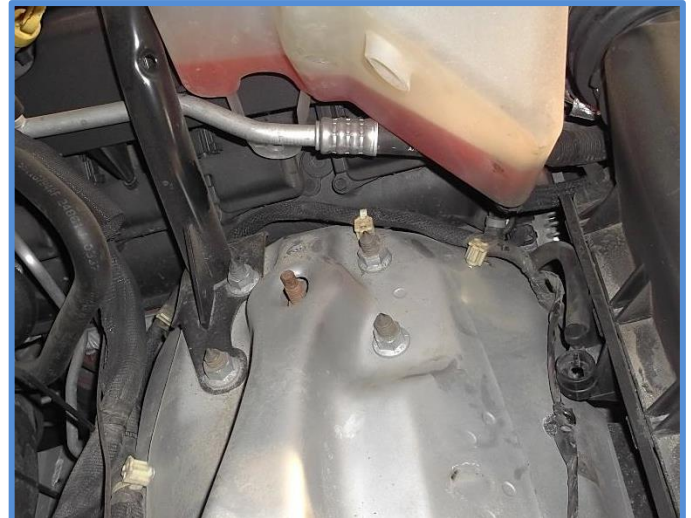


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7. Open the hood to access the upper shock mounting bolts. On the left side of the vehicle the mounting bolts are located under the fuse/relay tray. Remove the 3 nuts holding the tray down using a 10mm wrench and socket. With the nuts removed you can pull the tray up enough to access the 4 upper mounting nuts. Remove those nuts with an 18mm socket with an extension... Be aware that the strut is hanging by those studs and will fall after the last nut is removed. Have someone hold the strut so it does not fall.



On the right side of the vehicle the upper shock mounting bolts are located underneath the coolant reservoir. Remove the bolt or nut (A) using a 9 or 10mm socket/wrench (This step will vary depending on the year and model of your vehicle). Pry the retaining washer (B) off the stud on the fender side (if applicable) Then slide the reservoir toward the engine and pull up to disengage the tab (C) at the fender and set the reservoir aside to remove the nuts from the upper mount. Be aware that the strut is hanging by those studs and will fall after the last nut is removed. Have someone hold the strut so it does not fall.



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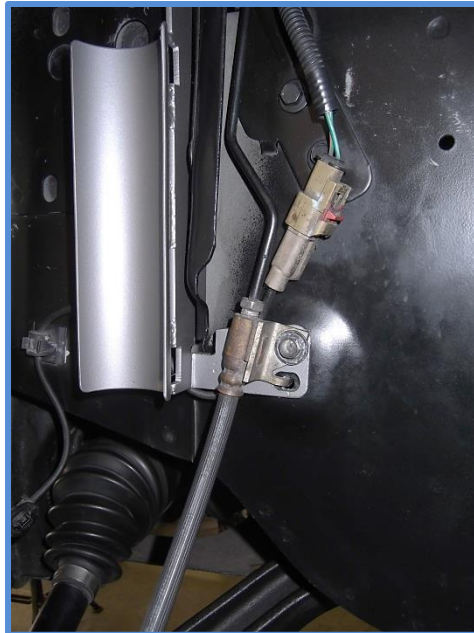
8. **FOR REMOTE RESERVOIR SHOCKS ONLY:** While the factory shock is removed you will install the reservoir brackets before installing new shocks. To install the reservoir brackets, remove the rear bolt from the upper A-arm using a 15mm socket/wrench for the bolt head and an 18mm socket for the nut (the nut is accessible from behind the plastic fender liner). Also remove the bolt for the brake line bracket pictured below using a 10mm socket/wrench.



9. Install the reservoir brackets using the upper A-arm and brake line bracket bolt locations to mount the reservoir brackets as pictured below. Reuse original hardware and tighten.

RIGHT SIDE

LEFT SIDE



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10. Install King Coil Over Shocks. Place the shock in position in the upper mount and use the supplied 1/2" x 1" bolts to attach the shock to the vehicle. Install the 4 bolts so they are threaded in enough to hold the shock but **DO NOT TIGHTEN**. When installing Remote Reservoir Shocks: Be aware that the shocks are side specific and need to be installed on the proper side with the hose going toward the front of the vehicle and looping around behind the shock toward the rear of the vehicle. Photo below shows left side.

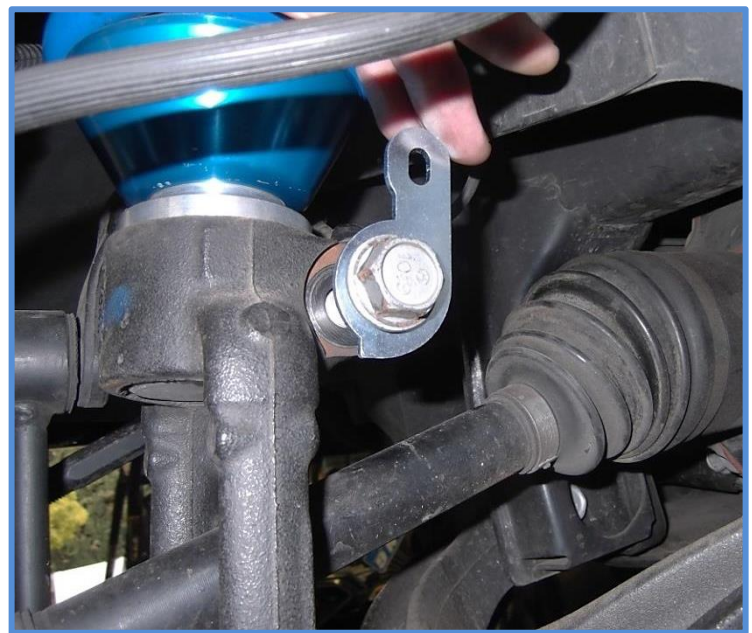
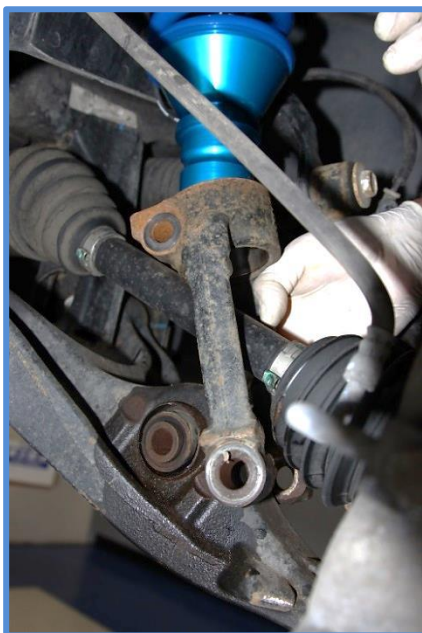
IFP SHOCK



REMOTE RESERVOIR SHOCK



11. Place the factory clevis/strut fork on the lower end of the King Shock and insert the factory bolt with the ABS line bracket included in the kit as shown in the photo's below. **DO NOT TIGHTEN**.



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12. Use the jack to raise the lower control arm to line up the clevis/strut fork with the lower control arm mount and insert factory bolt and start the nut.
DO NOT TIGHTEN.



13. Now with the floor jack still under the lower control arm raise the jack until the weight of the vehicle is on the suspension and the frame just starts to lift off of the jack stand. With the weight of the vehicle on the suspension you can tighten all hardware, start with the 4 upper bolts, then tighten the clevis/strut fork bolt and finally the lower mounting bolt.



ZIP TIE THE BREATHER TUBE



On the right side of the engine compartment you will need to zip tie the breather tube to the wiring loom as shown in the photo above.

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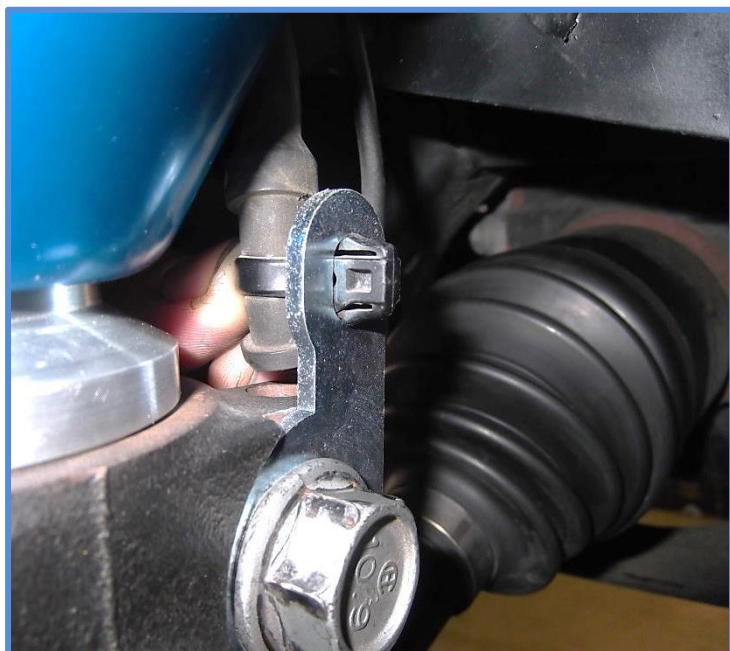
14. Reconnect the upper control arm. Use an 8mm wrench to hold the end of the ball joint stud if it is spinning when trying to tighten nut.



15. Reconnect the sway bar link to the lower control arm.



16. Insert the ABS sensor wire clip into the slot on the ABS line bracket as shown in photo.



17. Route the hose so that it's not touching the shock and secure the reservoir to the bracket using the supplied hose clamps.



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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 Jeep after this install without having the alignment readjusted to factory specs!

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