



## Jeep JK Bumpstop front Installation Instructions



**IMPORTANT:** Read all instructions thoroughly from start to finish before beginning the install. 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 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, Nothing rides like a King.

The vehicle will need to be safely supported on jackstands high enough to allow the front suspension to fully droop with the swaybar and driveshaft disconnected. \*Never work under an unsupported truck.



1. Remove the bolt holding the brake lines as shown.



5. Pull the driveshaft back and let it hang down. You need to do this so the front end can droop fully.



2. Gently pry the bracket out on the end closest to the bolt.



6. Push down on the axle and remove the springs starting on the passenger side.



3. Remove the swaybar links from both sides and unbolt the shocks.



7. Wrap tape around the bumpstop mount as shown.



4. Brace the driveshaft so it does not rotate and remove the 4 bolts holding it to the flange.



8. Mark 3" up from the bottom of the mount. A good practice is to use the tape measure graduations not the end of the tape that can move.



9. Before cutting remove the shock. You can use a sawzall or cutting wheel to make the cut. Make sure you wear a face shield and cut as straight and level as possible.



12. Once the cutting and trimming is complete you can mount the bumpstop. The bumpstop position locates on the upper ring. With the bumpstop in the mount, turn the upper collar on the threads until one thread is showing above the collar. This properly positions the bumpstop in the mount. Tighten the lower collar by hand.



10. Use a file to clean any rough edges or burrs from the mount.



11. Time to do a trial fit. Push the bumpstop up into the mount and thread the top collar on. The bumpstop locates on the top of the mount. Making sure that the top collar is flush with the top of the mount inspect the bottom edge for any high or low spots that need to be trimmed. Mark those areas and carefully trim them until the lower bumpstop collar sits flush with your cut edge.



13. Using a puch gently tap the lower collar until it is tight. Apply locking compound on the supplied set-screws and tighten them into the threaded holes on the top and bottom collars.



14. Now you can put the suspension back together. First slide the rubber coil spring isolator over the end of the bumpstop.



17. Slide the tab on the end of the cable mount into the slot in the far side of the coil mount and push the mount into the pocket.



15. Push the coil spring up into the top mount making sure that the coil is indexed to the lower mount as shown.



18. Replace the bolt through mount and thread into the captured nut and tighten.



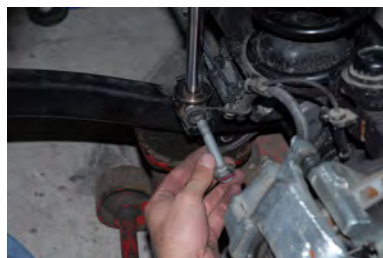
16. While pushing down on the front axle move the bottom of the spring onto the lower mount. Make sure the end of the bottom coil sits in the relief on the lower mount.



19. After performing the same steps on the opposite side, bolt up the swaybar ends and the driveshaft.



20. The lower rubber bushing and sleeve should be on the mounting pin as shown. Place the top rubber bushing, blue anodized plate and flat washer over the whole in the top mount and push the shock up into the mount. Thread the nut on the protruding pin.



21. Insert the shaft end into the lower mount and replace the bolt, washer and nut and tighten. Tighten the top nut until the bushings begin to compress,  
**\*Do not overtighten**



**Repeat the same steps on the opposite side. Go back and make sure when you are done that all the nuts, bolts, lug nuts and clamps are tight and nothing is rubbing before driving the vehicle. After 50 miles or so; check to make sure everything is still tight. If you have any questions call 714-530-8701 for further assistance.**