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KING

OFF - ROAD RACING SHOCKS®

The Leader in Off-Road Shock Technology



50th
SCORE
BAJA 1000
1967-2017
ANNIVERSARY
OVERALL
WINNERS

PRODUCT CATALOG

COMPANY

King Shocks, the industry leader for over a decade, continues to leave the competition in the dust by providing the level of quality, consistency and performance that champions demand. Our ongoing product development has led the way long before we opened our doors in 1996. The original designs drawn by Lance King back in the early 80's were created to fill the needs of the top level racers of the day. Nothing existed at the time that could stand up to the punishment dished out by racers like Bill Stroppe, Parnelli Jones and Walker Evans. The faster cars and trucks ran several shocks on each wheel which were often changed at pit stops along with the tires. Our original 3" shock was designed with pure function in mind from only the best quality materials available. King has remained true to that formula to this day.

Every facet of design and manufacturing is continuously refined and then put to the test with winning results from Baja to Dakar. In addition to the quality and innovative design features you will find on all King shocks we provide you with the highest level of customer support. Our depth of knowledge when it comes to shock tuning and suspension set-up is second to none. We are in the dirt on a weekly basis at races, offroad events and tuning sessions helping you attain the most effective performance from your suspension.

Every part we sell is the product of constant testing and development done with top racers in all classes world wide. This real world testing exposes our designs to a level of abuse and destructive forces that cannot be duplicated in a laboratory or on a computer spreadsheet. Our "hands on" experience enables us to make rapid advancements others haven't even dreamed up yet. Racecars have become heavier, faster and more powerful over the years. King's exclusive damping technology and precision componentry have made possible the rapid evolution of offroad suspension design.

Many of the high performance features available today such as bypass tubes, seal technology, shaft diameters and tube construction were pioneered by King's product development team working to give our customers the competitive edge they need. Our understanding of fluid dynamics and piston design alone has created performance levels unlike all others. Nothing rides like a King.

We don't stock "off the shelf" shocks, everything we make is custom made to fit your application from the finest raw materials and billet stock obtainable. All parts used in our products are machined in house right here in the U.S.A. on precision equipment to exacting standards and hand assembled by our technicians. Regardless which of our products you purchase they all contain the latest technology and materials used in our top of the line racing shocks. When you choose to ride on Kings you can rest assured you will have the finest shocks available.



**NEW
PRODUCTS**

**PURE RACE
SERIES**

**PERFORMANCE
RACE SERIES**

**OEM
PERFORMANCE
SERIES**

**UTV
PERFORMANCE
SERIES**

ACCESSORIES

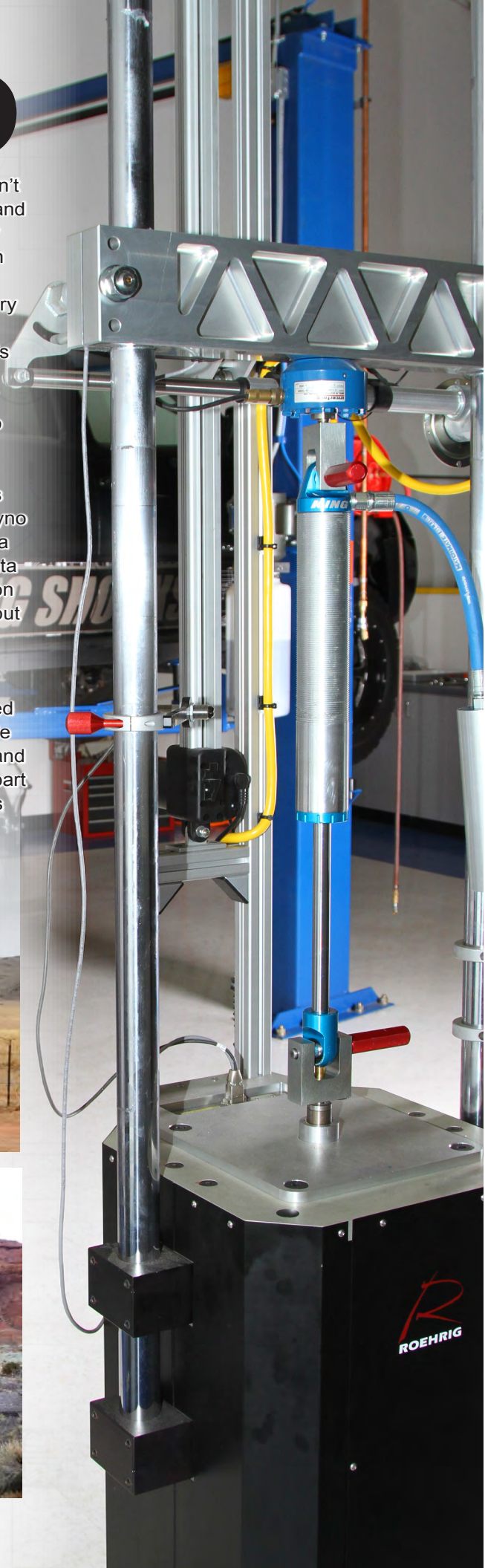


R&D

At King Shocks, our ultimate goal is unparalleled performance. We don't count on others to supply us with yesterdays off the shelf technology and we aren't constrained by conventional wisdom. We have already incorporated technology into our shocks that others haven't even dreamed up yet. We seek out the latest advances in materials and processes to maintain our commitment of providing you with the very best. We are constantly working with designers, builders, crew chiefs and drivers to develop the next level of groundbreaking advances. This constant interaction with real world conditions allows us firsthand knowledge of how our products perform on a wide array of vehicles and allows us to make rapid progress testing new designs.

In addition to King's busy field-testing schedule, preliminary designs are quantified using their state of the art, electro-magnetic, shock dyno capable of inducing shaft speeds up to 120 inches per second with a drive position resolution of 1 micron. It can play back racecourse data collected from a number of commonly used onboard, data acquisition systems. The dyno is the closest thing to real world conditions without getting sand in your shoes.

Unlimited race vehicles have gotten bigger, faster and heavier. Tire sizes and weights continue to expand and horsepower has increased to staggering levels. None of these advancements would be possible without Kings technological breakthroughs in strength, performance and function. This commitment to research and development sets King apart from the competition and goes way beyond what other manufacturers offer.



SERVICE

King shocks attain unprecedented levels of performance and functionality. Our strict adherence to critical tolerances and our attention to detail combine to create a shock capable of producing real results with even minute adjustments. Convenient regularly scheduled shock servicing can be performed at our facility with minimal turnaround times. Our experienced shock experts can easily spot unusual wear patterns and other anomalies that could lead to reduced performance before they become an issue.

Service procedures include precision honing and polishing of shock cylinders, micro polishing of shafts, seal and wear band replacement, all using original replacement parts and precision processes for a perfect fit. Each factory serviced shock is pressure tested after assembly to verify proper sealing.

If you choose to do your own maintenance all of our shocks are serviceable with our fully stocked rebuild kits that contain all necessary original parts. All Kings are easily adjustable by anyone with simple tools and an understanding of shock construction and valving.

For those of you who wish to take advantage of our depth of knowledge in setting up your new shocks or optimizing your existing set-up we offer weekly in the field shock servicing and tuning. Many teams plan their test sessions around our service schedule and when it comes to race weekend we are there too, in the dirt, where you need us, with our fully stocked support trailer to handle any last minute needs. At King, our service to our customers is second to none.



FINNED RESERVIOR

Again King Shocks have upped the ante on top-level off road racing shocks. Our new line of finned cooling reservoirs are a must have for anyone wanting to keep their shocks cool, while minimizing additional hardware mounted to their race vehicle. These reservoirs are custom extruded from 6061 aluminum then are honed to a precision bore, and hard anodized for reduced wear. When paired with our highly engineered diffuser port this combination has been scientifically proven* to reduce shock oil temps by over 100° in race conditions.

King's engineers spent months designing, and re-designing many different extrusion concepts before finding the perfect balance of strength and surface area optimization. The final design offered nearly 350% more surface area for cooling, while adding over 30% more internal volume for oil expansion. The shock oil enters the reservoir through a diffuser that directs the hot oil immediately to the surface of the reservoir so that it may be cooled before the shaft retreats and pulls the oil back into the shock. This diffuser was created using the latest computer-aided engineering software available, so that it was to manipulate the direction of oil flow while not restricting the volume allowed to enter (or exit) the reservoir.

Currently, we offer three sizes of these oversized reservoirs one for our 2.5" Performance Race Series, and two different sizes for the Pure race series, one for our 3.0"/3.5" Pure Race Series shocks and one for our 4.0"/4.5" Pure Race Series shocks. Whether you are purchasing new shocks or sending in your existing shocks for retrofit, you will have the peace of mind knowing that you can push your vehicle harder in the heat of battle, and that is what it takes to get you to the top of the podium.



DIFFUSER



INTERNAL BYPASS (IBP)

The King Internal Bypass shock (IBP) is a monotube design that uses a full diameter piston and full size valve shims. The IBP's infinitely adjustable dual piston valving provides excellent slow speed response and superior high speed damping as well, something smaller bore twin-tube designs can't. The IBP's precision metering rod actuates the position sensitive, progressive damping and a highly effective suspension arresting bump zone too.

The IBP has a special hollow shaft with ports that are fed to the valving contained in the patented, Ride Valve Chamber. As the shock compresses, fluid passes through the conventional valving on the primary piston and the Ride Valve Chamber's secondary valving allowing a high flow rate to ride smoothly over small bumps and irregularities like rocks or wash board bumps.

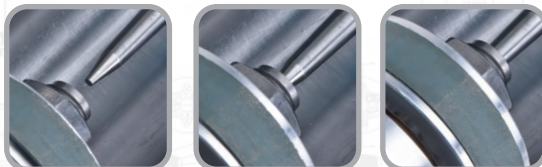
When the vehicle hits a large bump, the shaft travels towards the end of its compression stroke where the metering rod is located. The tapered metering rod enters the end of the hollow shaft progressively closing the ports to the Ride Valve Chamber. As the ports close, the fluid flow is reduced until it is forced to travel through the single conventional valving on the primary piston steadily increasing the damping resistance. You get the smooth ride at ride height and the position sensitive damping increase that prevents bottoming in the big stuff.

The King IBP will allow you to experience the same damping performance that used to be reserved for racing inspired, dual shock configurations with a single coil over or smoothie shock. Never before has such a huge performance gain been available in a compact, durable, bolt-on package. Perfect for limited clearance applications like full-bodied prerunners, small buggies, or any existing single shock mounts. With several lengths available and body diameters of 2.5 and 3.0 inches, King Shocks' IBP, internal bypass shock is the solution for all your damping needs.



INTERNAL BYPASS
IBP

PIN TYPE INTERNAL BYPASS



KING OPTIONS



Chrome Cylinder, available option for all smoothie and bypass shocks.



Polished or Anodized Reservoir, available for all shocks with reservoir.



Polished or Color Anodized, available option for all King products.



45 Degree Hose Fitting at End Cap, available option on all remote reservoir shocks for restrictive mounting location.



90 Degree Hose Fitting at End Cap, available option on all remote reservoir shocks for restrictive mounting location.



45 Degree Hose Fitting at Reservoir, available option on all remote reservoir shocks for restrictive mounting location.



90 Degree Hose Fitting at Reservoir, available option on all remote reservoir shocks for restrictive mounting location.



45 Degree Piggy Back Mounting, available option 2.0 & 2.5 Performance Race Series Shocks and coilovers with restrictive reservoir mounting location.



90 Degree Piggy Back Mounting, available option on all remote reservoir shocks for restrictive mounting location.



Longer Remote Reservoir Hose, available option on all remote reservoir shocks.



Black Remote Reservoir Hose, available option on all remote reservoir shocks.



Viton Seals, seals withstand temperatures up to 450 degrees. Available option on Performance Race series shocks. Standard on all Pure Race Series shocks.



Compression Adjuster, available option for 20 positions of adjustability for all piggyback and remote 2.0" & 2.5" Performance Race and Pure Race Series.



Spherical Bearing Reducers/Spacers, available to fit 1/2" & 5/8" bolt sizes and 1 1/4" & 1 1/2" mounting tab widths, some metric sizes available.



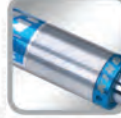
Black King Logos, available option for all King products.



Pop-off Rebound Valving, makes shock a compression damper only. Available option on all Performance Race and Pure Race Series shocks.



Additional Bypass Tube, available option for all bypass shocks.



Custom Cylinder Length, available option for all shocks.



Custom Shaft Length, available option for all shocks.



Lighter 3/4" Shock Shaft, available option for all 2.0 and 2.5 Performance Race Series shocks.



Rubber Bump, available option for all Performance Race and Pure Race Series shocks.



Foam Bump, available option for all Performance Race and Pure Race Series shocks.



Longer Rod Ends, optional available sizes -3/8" (3/4" shaft only), +1/2", +3/4", +1", +2", +3", available for most Performance and Pure Race Series shocks.



Welded Loop Rod End, available option for all Performance Race and Pure Race Series shocks. Shortens shock 1".



Black Coil Slider, available option for all 2.0 & 2.5 Performance Race Series coil over shocks.



Billet Nylon Coil Slider, withstands temperature up to 450 degrees. Available option for all 2.0, 2.5, Performance Race Series coil over shocks. Standard on Pure Race Series coil over shocks.



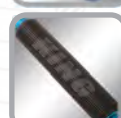
Aluminum Coil Slider Cover, option available in countless colors for all 2.0 & 2.5 Performance Race & Pure Race Series coil over shocks.



Triple Rate Spring Assembly, available option for all Performance Race & Pure Race Series coil over shocks.



Raised Spring Plate, available option for all Performance Race & Pure Race Series coil over shocks.



Finned Reservoir available option for all Performance Race & Pure Race Series coil over shocks.

KING CUSTOM

At King Shocks “custom” is our normal procedure. If you don't see it, ask for it. Every shock we make is built for your particular application. When you order your shocks, our sales consultants review the information provided on your pre-order form to come up with the basic configuration you will need. They then guide you through the over thirty different options available to come up with the ultimate set of shocks tailored to your vehicle, driving style, and personal preferences. Almost every component on our shocks has a custom option available. Body and shaft lengths and diameters, rod end styles, hose materials and lengths, bump stops, seals, single or dual rate springs and of course custom colors and finishes to make your vehicle stand out from the crowd or blend into the terrain, we even offer camouflage if that is what you desire.


If you can dream it, King can build it. We provide solutions to any damping demands you might have regardless of what you are building or your vehicles intended use. Whether you are restoring a vintage racer, building a monster truck, or in the conceptual stage of a brand new chassis, we have the knowhow and the tools necessary to help you accomplish your goals. Don't let your ideas become compromised by having to run shocks designed for who knows what. King can provide whatever you need to fit your unique design with the ease of adjustment, serviceability and controlled ride quality that we are known for. When it comes time to prove your design in the dirt, King will be there too with our unmatched service and support.

KING COILPASS

The King, Coilpass shock, is another prime example of King's ability to conceive and build shocks to fit your application no matter what the design parameters are.

The Coilpass shock is used as a primary suspension member to carry the weight of the vehicle and maintain ride height while providing precise adjustability and the high quality ride characteristics King is famous for. It gives you the same performance as a traditional dual shock set-up but with greater simplicity and less weight. The Coilpass also conforms to single shock per wheel rules mandated in certain racing classes.

The King Coilpass may look exotic but it uses the same time tested components as the rest of our shock line. This unique design can be built in a dual piston configuration offering both velocity and position sensitive damping. You get all the function of dual shocks in one package. Let King's engineering prowess and depth of knowledge provide creative solutions to your suspension design challenges. Nothing rides like a King.



24K GOLD PLATED SHOCK CYLINDER WITH RED ANODIZED COMPONENTS AND RESERVOIR. ALSO WITH RUBBER BUMP OPTIONS.

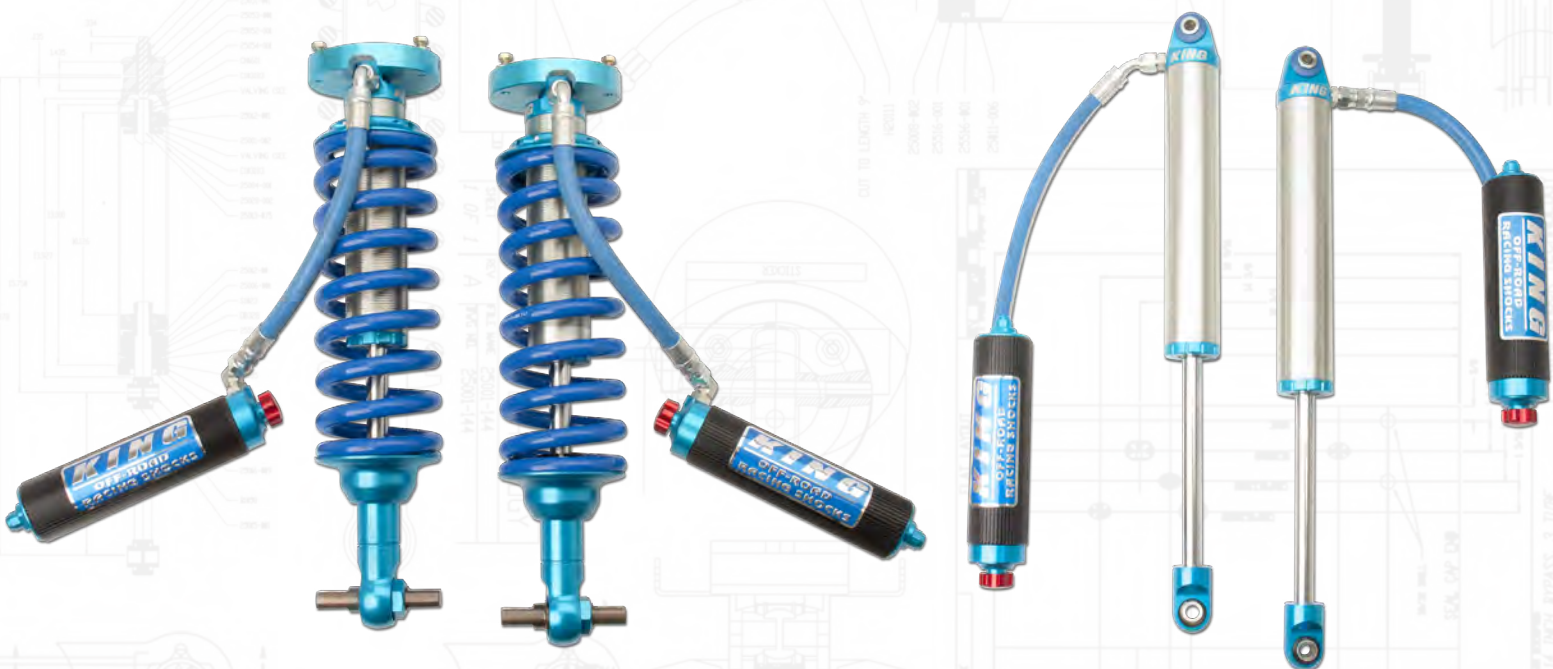
2019+ CHEVY SILVERADO/SIERRA 1500 3.0 STAGE 3 RACE IBP KIT



33700-132A SILVERADO/SIERRA 1500 2019+ FRONT STAGE 3 RACE KIT 3.0 DIA. REMOTE RESERVOIR COIL-OVER W/ADJUSTER WITH INTERNAL BYPASS **REQUIRES AFTERMARKET UPPER CONTROL ARM**

33700-133A SILVERADO/SIERRA 1500 2019+ REAR STAGE 3 RACE KIT 3.0 DIA. REMOTE RES. WITH INTERNAL BYPASS

2019+ CHEVY SILVERADO/SIERRA 1500 2.5



25001-174 SILVERADO/SIERRA 1500 2019+ FRONT 2.5 DIA. REM. RES. COIL-OVER W/FIN RESERVOIR

25001-174A SILVERADO/SIERRA 1500 2019+ FRONT 2.5 DIA. REM. RES. COIL-OVER W/ADJUSTER W/FIN RESERVOIR

25001-175A SILVERADO/SIERRA 1500 2019+ REAR 2.5 DIA. REMOTE RES. W/ADJUSTER

25001-175 SILVERADO/SIERRA 1500 2019+ REAR 2.5 DIA. REMOTE RES.

2018 JEEP WRANGLER JL



- 25001-373 JL 18+ FRONT 2.5 DIA. REMOTE RESERVOIR SHOCK FOR 0-2" LIFTS
- 25001-374 JL 18+ REAR 2.5 DIA.PIGGYBACK RESERVOIR SHOCK FOR 0-2" LIFTS
- 25001-375 JL 18+ FRONT 2.5 DIA. REMOTE RESERVOIR SHOCK FOR 2.5-5" LIFTS
- 25001-376 JL 18+ REAR 2.5 DIA.PIGGYBACK RESERVOIR SHOCK FOR 2.5-5" LIFTS
- 25001-373A JL 18+ FRONT 2.5 DIA. REMOTE RESERVOIR SHOCK FOR 0-2" LIFTS W/ ADJUSTER
- 25001-374A JL 18+ REAR 2.5 DIA.PIGGYBACK RESERVOIR SHOCK FOR 0-2" LIFTS W/ ADJUSTER
- 25001-375A JL 18+ FRONT 2.5 DIA. REMOTE RESERVOIR SHOCK FOR 2.5-5" LIFTS W/ ADJUSTER
- 25001-376A JL 18+ REAR 2.5 DIA.PIGGYBACK RESERVOIR SHOCK FOR 2.5-5" LIFTS W/ ADJUSTER



20C001-204 JL 18+ FRONT 2.0 DIA. STEERING STABILIZER

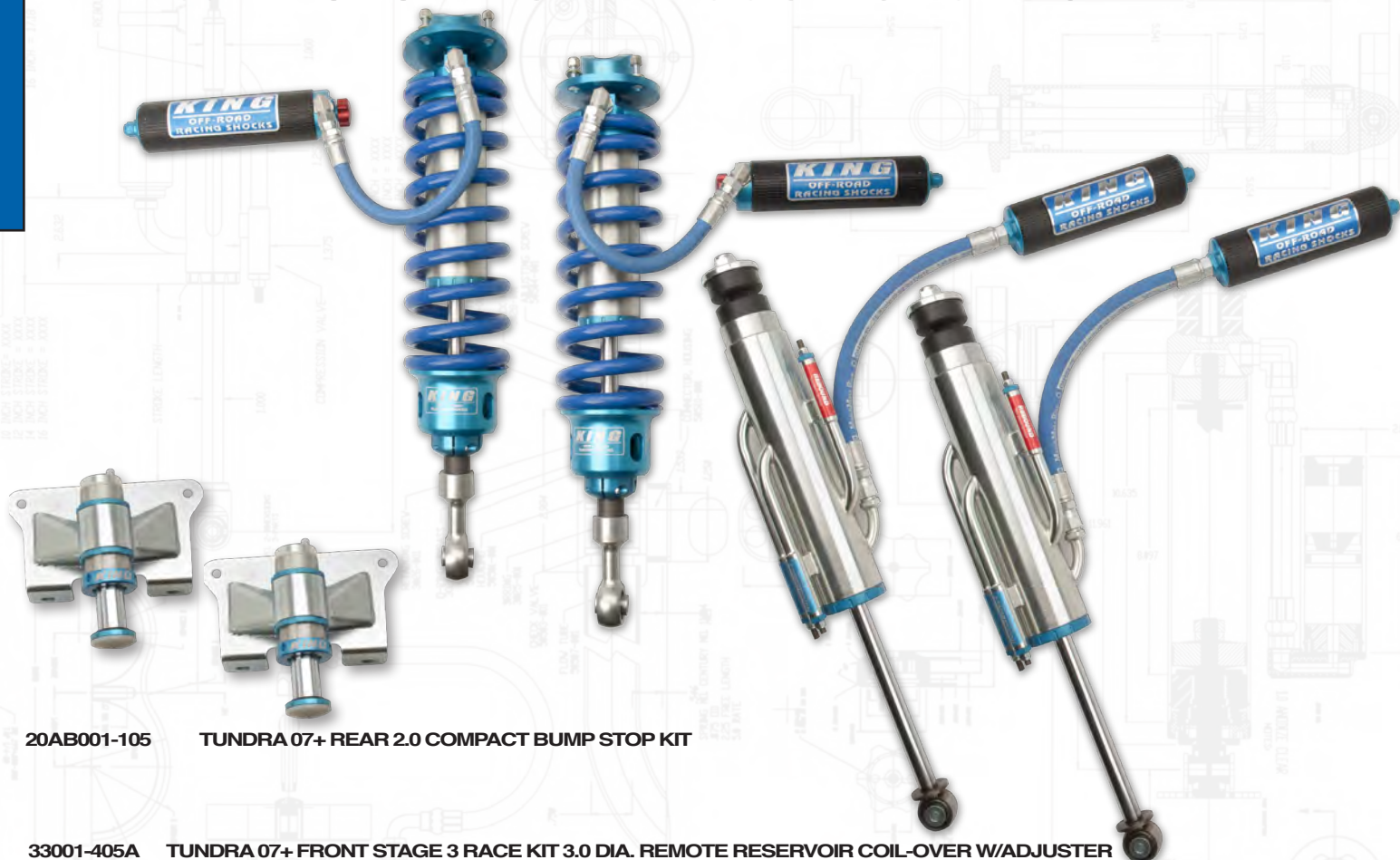


20001-150 JL 18+ FRONT 2.0 DIA. BUMP STOPS



- 20AB001-106 JL 18+ REAR 2.0 DIA. 1.5 IN STROKE COMPACT BUMP STOP KIT
- 20AB001-107 JL 18+ REAR 2.0 DIA. 2 IN STROKE COMPACT BUMP STOP KIT

2007+ TOYOTA TUNDRA 3.0 STAGE 3 RACE KIT



20AB001-105 TUNDRA 07+ REAR 2.0 COMPACT BUMP STOP KIT

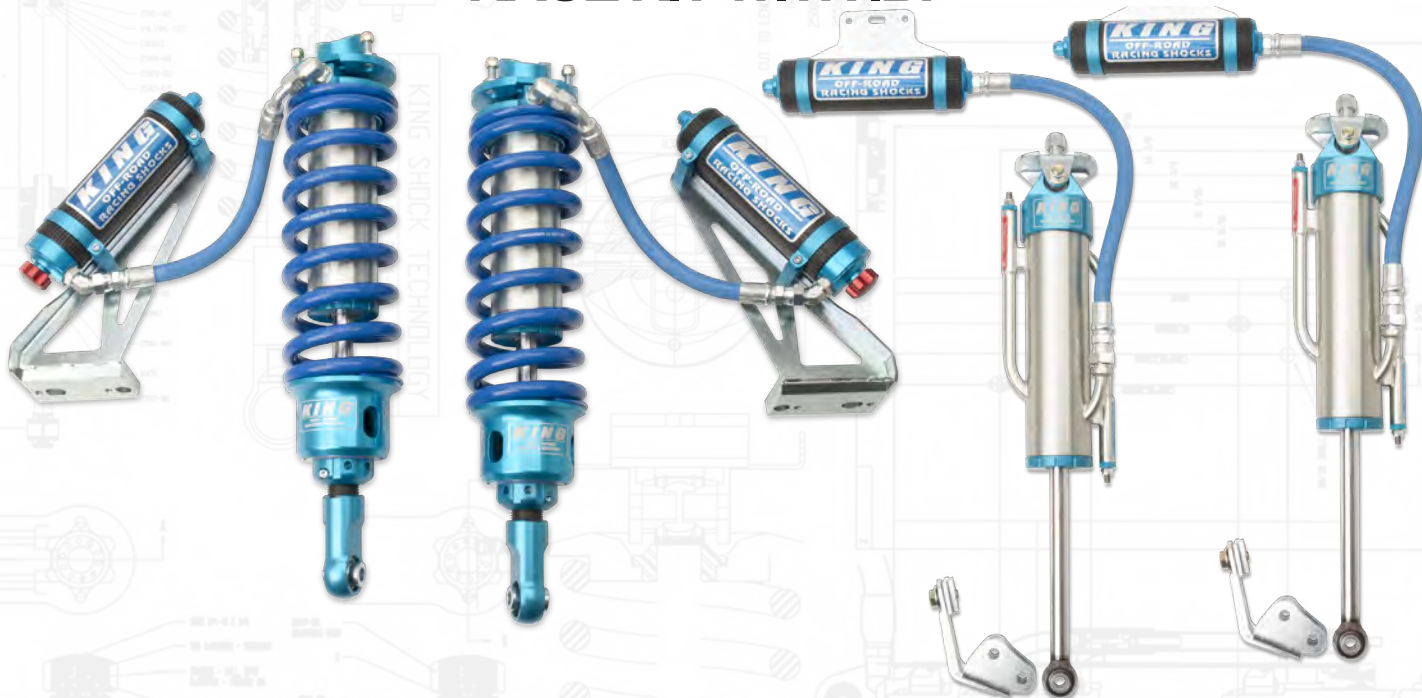
33001-405A TUNDRA 07+ FRONT STAGE 3 RACE KIT 3.0 DIA. REMOTE RESERVOIR COIL-OVER W/ADJUSTER

****REQUIRES AFTERMARKET UPPER CONTROL ARM****

33001-406 TUNDRA 07+ REAR STAGE 3 RACE KIT 3.0 DIA. 3 TUBE REMOTE RES. BYPASS SHOCK

20AB001-105 TUNDRA 07+ REAR 2.0 COMPACT BUMP STOP KIT

2005+ TOYOTA TACOMA 3.0 STAGE 3 RACE KIT WITH IBP



33001-209A TACOMA 05+ (6 LUG) FRONT STAGE 3 RACE KIT 3.0 DIA. REMOTE RESERVOIR COIL-OVER W/ADJUSTER

WITH INTERNAL BYPASS **REQUIRES AFTERMARKET UPPER CONTROL ARM**

33001-210 TACOMA 05+ (6 LUG) REAR STAGE 3 RACE KIT 3.0 DIA. 2 TUBE REMOTE RES. BYPASS SHOCK

2017+ FORD RAPTOR 3.0 WITH IBP & PERFORMANCE FIN RESERVOIR

NEW PRODUCTS



30001-403 F150 RAPTOR 4WD 2017+ FRONT 3.0 DIA. REMOTE RESERVOIR COIL-OVER W/ADJUSTER W/
PERFORMANCE FIN RESERVOIR AND INTERNAL BYPASS

30001-404 F150 RAPTOR 4WD 2017+ REAR 3.0 DIA. 4 TUBE BYPASS PIGGYBACK SHOCK W/PERFORMANCE FIN
RESERVOIR

2.5 PR SHAFT GUARD, SMOOTH BODY SHOCK



OPT-PR25-1050 2.5 PR SHAFT GUARD, SMOOTH BODY SHOCK, 1PC (CALL FOR FITMENT INFORMATION)

CAN-AM MAVERICK X3 & X3 X DS



25700-370A MAVERICK X3 & X3 X DS 64" TRACK WIDTH 2017+ 2 SEAT FRONT 2.5 INTERNAL BYPASS PIGGYBACK COILOVER W/FINISHED RESERVOIR W/ADJUSTER (HIGH PERFORMANCE, REQUIRES CUTTING)

33700-130A MAVERICK X3 & X3 X DS 64" TRACK WIDTH 2017+ 2 SEAT REAR 3.0 INTERNAL BYPASS HOSE REMOTE COILOVER W/FINISHED RESERVOIR W/ADJUSTER

25700-371A MAVERICK X3 & X3 X DS 72" TRACK WIDTH 2017+ 2 SEAT FRONT 2.5 INTERNAL BYPASS PIGGYBACK COILOVER W/FINISHED RESERVOIR W/ADJUSTER (HIGH PERFORMANCE, REQUIRES CUTTING)

33700-131A MAVERICK X3 X RS 72" TRACK WIDTH 2017+ 2 SEAT REAR 3.0 INTERNAL BYPASS HOSE REMOTE COILOVER W/FINISHED RESERVOIR W/ADJUSTER

TEXTRON



25701-384A WILDCAT XX 2018+ 2 SEAT FRONT 2.5 INTERNAL BYPASS PIGGYBACK COILOVER W/FINISHED RESERVOIR W/ADJUSTER (FITS LONG TRAVEL ONLY)

33700-325A WILDCAT XX 2018+ 2 SEAT REAR 3.0 INTERNAL BYPASS PIGGYBACK COILOVER W/FINISHED RESERVOIR W/ADJUSTER

3.0 BUMPSTOP WITH COMPRESSION ADJUSTER



BS3140



BS3140

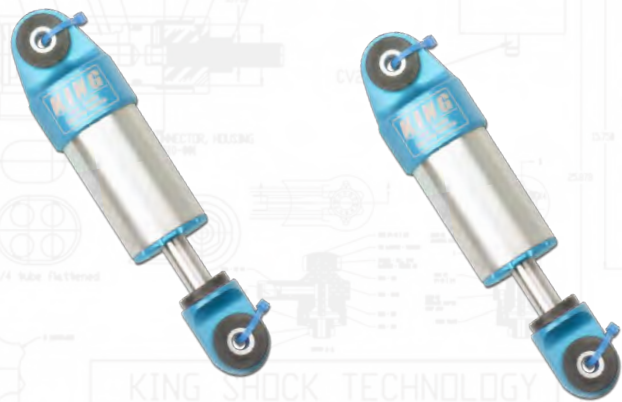
SHAFT GUARDS



- OPT-PR20-1053 2.0 SHAFT GUARD, COIL-OVER, 1 PC (CALL FOR FITMENT INFORMATION)
- OPT-PR25-1053 2.5 SHAFT GUARD, COIL-OVER, 1 PC (CALL FOR FITMENT INFORMATION)
- OPT-PR30-1053 3.0 SHAFT GUARD, COIL-OVER, 1 PC (CALL FOR FITMENT INFORMATION)

SWAY BAR SHOCK

20C001-401





RACE SWIVEL BYPASS SHOCKS 3.0 & 3.5



FEATURES:

- LOCKING SWIVEL END CAP WITH 360 DEGREES OF ADJUSTABILITY
- SIMPLE AND EASY TO POSITION
- MADE FROM 6061-T6 BILLET ALUMINUM
- MAINTAINS STANDARD SHOCK LENGTHS
- OPTIONAL FINNED RESERVOIRS
- ELIMINATES THE NEED TO RE-TIME END CAPS IF THERE IS A FITMENT ISSUE
- ADJUSTABLE RESERVOIR CLOCKING

CALL FOR MORE DETAILS

PURE RACE SERIES

King's Pure Race Series shocks represent the highest level of race shock development; they are designed with one purpose in mind, all out racing. Our constant process of research and development has allowed us to dominate in the toughest races on the planet like the legendary Baja 1000 and the Dakar Rally.

The Pure Race series have unique materials and design features to withstand blistering temperatures up to 450 degrees and the immense forces encountered by the fastest competition only vehicles. Every aspect of these shocks has been optimized to deliver brute strength, unparalleled performance and precision adjustability. King Pure Race series shocks deliver the control you need whether you are floating through the whoops in a high strung screamer or punishing the dirt in your big bore heavyweight. If your goal is to dominate the competition you need to experience the level of control a set of Kings will provide.

PURE RACE



100% made in the USA under the strictest tolerances from the highest quality materials obtainable. Easily tunable and serviceable with simple hand tools.

Custom extruded from a lightweight 6061 Aluminum alloy, our new finned reservoirs are designed to dissipate heat quickly and are hard anodized for long life. Threaded end caps withstand high pressures and make for ease in maintenance.

Shock cylinders are precision bored to within +/- .001, then honed after zinc plating to remove buildup for a tight piston seal and optimum valving function. Coilover shocks are machined with our own truncated thread design for ultimate strength and trouble free spring adjustments.

O-ring Schrader cover that mounts to the cap, not the valve itself, creates a positive seal and keeps dirt and moisture out.

The heat treated 2024 aluminum alloy piston has our highly developed port configurations that contribute to the unique damping performance.

Heat treated stainless alloy valve shims have a unique grain structure that does not fracture and remains stable at high temperatures to maintain consistent valve function.

Wear bands are made from an exclusive Teflon bronze composite that wears longer than any other material available.

Viton rod seals withstand temps up to 450 degrees. Wiper seals are machined with diamond tooling from a high temperature resistant carbon composite material.

Large diameter shafts are induction heat treated, hard chromed and micro polished to a mirror finish. The 58-62 Rockwell hardness and 100,000 psi tensile strength shafts require expensive, specialized machining operations but the additional effort eliminates rock damage and creates a superior sealing surface.

Aluminum components are machined from aircraft quality billet.



RACE SERIES 4.5"x 16"
7 TUBE BYPASS WITH PIGGYBACK
FINNED RESERVOIR

ALL DIAMETER		
	COMP	EXT
8"	17.81	25.81
10"	19.81	29.81
12"	21.81	33.81
14"	24.56	38.56
16"	27.31	43.31
18"	30.06	48.06
20"	32.06	52.06
26"	38.06	64.06

STANDARD SHOCK LENGTHS

The lengths on all Pure Race Series is the same regardless of cylinder diameter

(2.0 2.5 3.0 3.5 4.0 4.5)

BYPASS PIGGYBACK RESERVOIR PURE RACE SERIES "RS"



2.5 DIAMETER		3.0 DIAMETER	
3 TUBE			
8"	RS2508-BP3P	8"	PR3008-BP3P
10"	RS2510-BP3P	10"	PR3010-BP3P
12"	RS2512-BP3P	12"	PR3012-BP3P
14"	RS2514-BP3P	14"	PR3014-BP3P
16"	RS2516-BP3P	16"	PR3016-BP3P
18"	RS2518-BP3P	18"	PR3018-BP3P
20"	—	20"	PR3020-BP3P
26"	—	26"	PR3026-BP3P
4 TUBE			
8"	RS2508-BP4P	8"	PR3008-BP4P
10"	RS2510-BP4P	10"	PR3010-BP4P
12"	RS2512-BP4P	12"	PR3012-BP4P
14"	RS2514-BP4P	14"	PR3014-BP4P
16"	RS2516-BP4P	16"	PR3016-BP4P
18"	RS2518-BP4P	18"	PR3018-BP4P
20"	—	20"	PR3020-BP4P
26"	—	26"	PR3026-BP4P

3.5 DIAMETER	
4 TUBE	
8"	—
10"	RS3510-BP4P
12"	RS3512-BP4P
14"	RS3514-BP4P
16"	RS3516-BP4P
18"	RS3518-BP4P
20"	RS3520-BP4P
26"	RS3526-BP4P

4.0 DIAMETER		4.5 DIAMETER	
5 TUBE			
8"	—	8"	—
10"	RS4010-BP5P	10"	RS4510-BP5P
12"	RS4012-BP5P	12"	RS4512-BP5P
14"	RS4014-BP5P	14"	RS4514-BP5P
16"	RS4016-BP5P	16"	RS4516-BP5P
18"	RS4018-BP5P	18"	RS4518-BP5P
20"	RS4020-BP5P	20"	RS4520-BP5P
26"	RS4026-BP5P	26"	RS4526-BP5P
6 TUBE			
10"	RS4010-BP6P	10"	RS4510-BP6P
12"	RS4012-BP6P	12"	RS4512-BP6P
14"	RS4014-BP6P	14"	RS4514-BP6P
16"	RS4016-BP6P	16"	RS4516-BP6P
18"	RS4018-BP6P	18"	RS4518-BP6P
20"	RS4020-BP6P	20"	RS4520-BP6P
26"	RS4026-BP6P	26"	RS4526-BP6P
7 TUBE			
10"	RS4010-BP7P	10"	RS4510-BP7P
12"	RS4012-BP7P	12"	RS4512-BP7P
14"	RS4014-BP7P	14"	RS4514-BP7P
16"	RS4016-BP7P	16"	RS4516-BP7P
18"	RS4018-BP7P	18"	RS4518-BP7P
20"	RS4020-BP7P	20"	RS4520-BP7P
26"	RS4026-BP7P	26"	RS4526-BP7P



BYPASS REMOTE RESERVOIR PURE RACE SERIES "RS"

Available as a Hose Reservoir
Just change "P" at the end of product # to "H"
- example "RS3014-BP3H" (pictured left)



RANDY SLAWSON
2 TIME KING OF THE HAMMERS WINNER



LOREN HEALY
2 TIME KING OF THE HAMMERS WINNER



 **JASON VOSS**
TRICK TRUCK CHAMPION



WHY PURE RACE SERIES?

King, Pure Race series bypass and coil over shocks are built to exacting standards with one thing in mind; performance above all else. Bypass shock tubes are made from 4130 Chromoly material. The bypass ports are cnc drilled then hand de-burred and polished. The bypass tubes are beautifully tig welded in their designated locations before the completed assemblies are pressure tested to 300 psi. The welded and plated bodies are then precision bored to +/- .001 of an inch before honing. The ports consist of an array of smaller holes to help maintain piston seal. The piston slides over the fluid passages without scuffing the wear band or seals. The port openings are meticulously flow matched to the bypass tubes to provide unrestricted fluid flow to the valves. Tube locations are determined using your vehicle specifics and our knowledge base accumulated through years of testing. They are designed as a left and right and come with your choice of reservoir mounting options to fit your chassis like a glove.

King bypass valves are built to critical tolerances using high-temp 17-4 stainless steel alloy. Our adjusters offer a level of functional adjustability that is unmatched. The first turn of the high strength heat treated adjusting screw offers the same precise metering as the last. Each bypass stage is separately tunable, position sensitive and operates independently from the others. King's cold drawn 2024 billet aluminum piston design incorporates our deep understanding of fluid dynamics and precision machining abilities. The gapless, Teflon impregnated bronze wear band is pre-loaded in the piston groove with a Viton o-ring so it fits tightly into the bore and creates a double seal. This optimizes valving function and on the bypass shock seals so well that it allows the final compression stage to be used as a hydraulic bump stop. King bypass and coil over shocks contain stainless alloy heat treated valve shims that remain stable at high temperatures to maintain consistent damping and avoid fatigue cracks like carbon steel shims.

King Pure Race coil over shock bodies are machined with our own truncated thread design to produce ultimate strength and trouble free spring adjustments. Our three piece adjusting nut assembly has a unique pinch bolt design that offers superior clamping force to retain your coil preload adjustments without crushing the threads like set screw style collars do. It also includes an upper spring centering ring and nylon antifriction disc to make quick work of adjusting even the heaviest springs under substantial preload. Our machined billet nylon coil sliders maintain proper spring alignment and silent operation while withstanding temperatures up to 450 degrees. Progressive dual rate spring applications use a set of lockable secondary nuts threaded onto the body to allow precise adjustment of secondary spring engagement.

PURE RACE



Springs twist during extension and compression. The king three piece coil nut allows the springs natural rotation without binding.

COILOVER REMOTE RESERVOIR PURE RACE SERIES "RS"

	2.0 DIAMETER	2.5 DIAMETER	3.0 DIAMETER	3.5 DIAMETER
8"	RS2008-CO	RS2508-CO	RS3008-CO	—
10"	RS2010-CO	RS2510-CO	RS3010-CO	RS3510-CO
12"	RS2012-CO	RS2512-CO	RS3012-CO	RS3512-CO
14"	RS2014-CO	RS2514-CO	RS3014-CO	RS3514-CO
16"	RS2016-CO	RS2516-CO	RS3016-CO	RS3516-CO
18"	—	—	RS3018-CO	RS3518-CO
20"	—	—	RS3020-CO	—
26"	—	—	RS3026-CO	—

COIL OVER CARRIER PURE RACE SERIES "RS"

	2.0 DIAMETER	2.5 DIAMETER
8"	RS2008-CC	RS2508-CC
10"	RS2010-CC	RS2510-CC
12"	RS2012-CC	RS2512-CC
14"	RS2014-CC	RS2514-CC
16"	RS2016-CC	RS2514-CC



ADAM ANDERSON
GRAVE DIGGER - THE LEGEND

MONSTER TRUCK SHOCKS

King Shocks is the leader when it comes to custom design and engineering. King air springs, coilovers and bypass shocks for Monster Trucks contain the same proven technology constantly being developed in brutal competition from stadiums across America to Baja and Dakar. Monster Trucks have evolved from merely a spectacle, performing slow speed car crushing, into highly engineered, competitive race trucks.

The unique demands placed on Monster Truck suspensions in competition require the highest level of damping performance and brute strength that only King custom shocks provide. King's constant progression in damping function, quality of materials and ultimate strength of components make us the natural choice if your goal is to dominate the competition. King's easily serviceable and tunable designs give you the adjustability you need to maintain your competitive edge and if needed, our tuning expertise is only a phone call or email away. Once you experience the performance and ride quality of King Shocks you will know there really is a difference. Nothing rides like a King.

PURE RACE

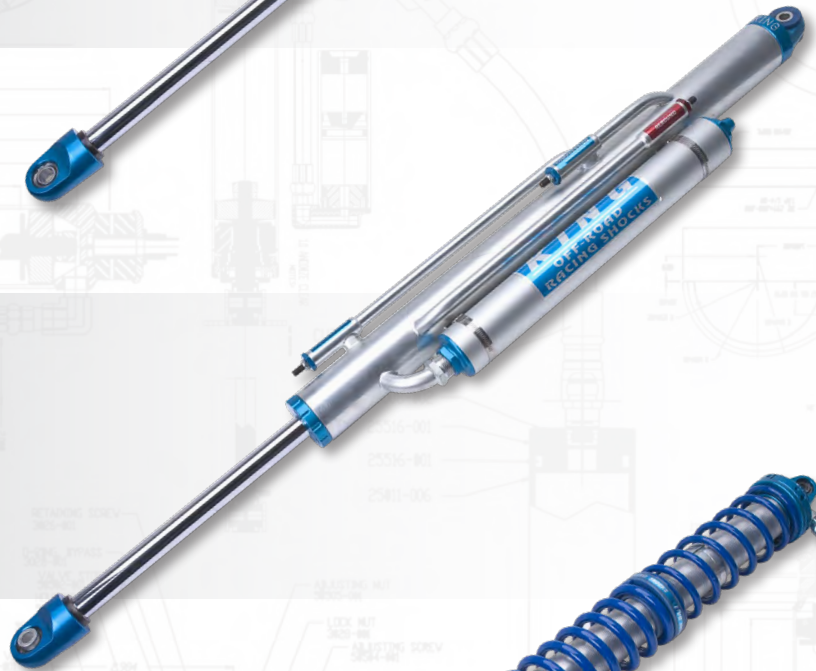
AIR SPRINGS

3.0 DIAMETER	
18"	RS3018-AS
20"	RS3020-AS
26"	RS3026-AS



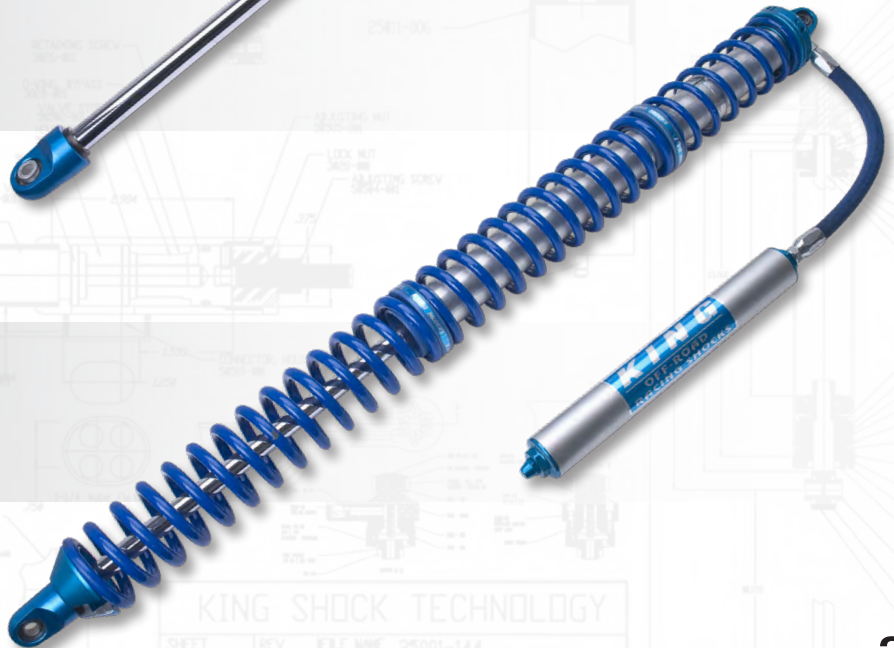
BYPASS

	3.0 DIAMETER	4.0 DIAMETER
	4 TUBE	4 TUBE
18"	RS3018-BP4P	RS4018-BP4P
20"	RS3020-BP4P	RS4020-BP4P
26"	RS3026-BP4P	RS4026-BP4P
	5 TUBE	5 TUBE
18"	RS3018-BP5P	RS4018-BP5P
20"	RS3020-BP5P	RS4020-BP5P
26"	RS3026-BP5P	RS4026-BP5P



COILOVER

3.0 DIAMETER	
18"	RS3018-CO
20"	RS3020-CO
26"	RS3026-CO



KYLE LEDUC
*5 TIME PRO 4 LUCAS OIL OFF-ROAD CHAMPION
*75 PRO 4 WINS



PERFORMANCE RACE

HARLEY LETNER
MULTITIME CLAS T CHAMPION



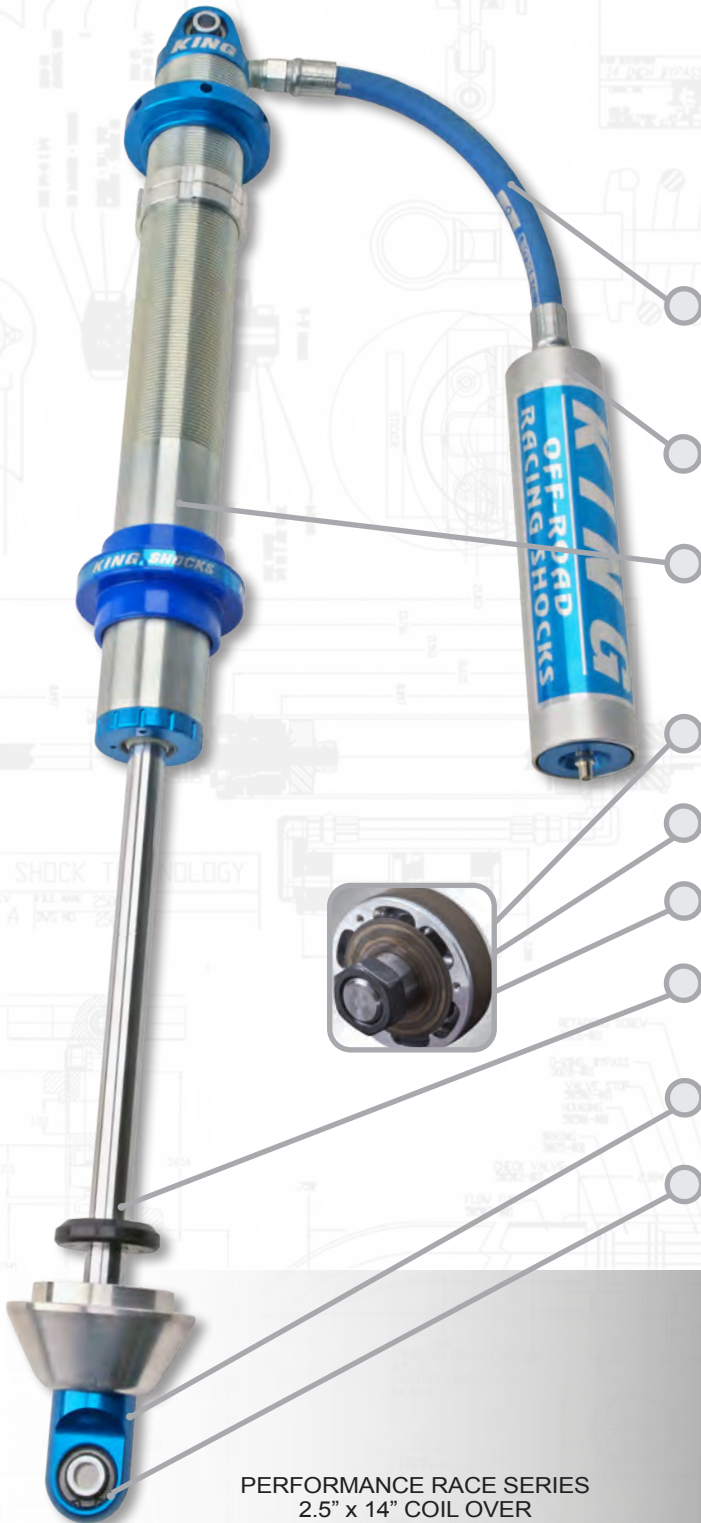
PERFORMANCE RACE SERIES

King's Performance Race series shocks are brimming with technological breakthroughs conceived during strenuous testing in the harshest environments. Utilizing only the highest quality materials and strict precision tolerances they deliver unparalleled performance. Our understanding of fluid dynamics and piston design has created unmatched levels of ride quality and superior control.

We offer a wide range of shock types and configurations such as bypass shocks, coilovers, smooth bodies with reservoir, or pure emulsion. Our shocks don't sit on a shelf looking for a home but instead are 100% custom made for your application. All our shocks are easily tunable with simple tools to provide the level of damping you need.

When you choose to ride on Kings you can rest assured you will have the finest shocks available. A set of King, Performance Race series shocks, are all you need to make your suspension perform to its full potential.

100% made in the USA under the strictest tolerances from the highest quality materials obtainable. Easily tunable and serviceable with simple hand tools.



High quality fittings are mated to Aeroquip high pressure hoses, when remote reservoirs are used, which resist abrasion and allow tighter bend radius without kinking like braided stainless or cloth lines do.

Lightweight hard anodized 6063 aluminum alloy reservoirs dissipate heat quickly and will not rust due to gas charging contamination.

Shock cylinders are precision bored to within +/- .001, then honed after zinc plating to remove buildup for a tight piston seal and optimum valving function. Coilover shocks are machined with our own truncated thread design for ultimate strength and trouble free spring adjustments.

The heat treated 6061 aluminum alloy piston has our highly developed port configurations that contribute to the famous king damping performance.

Heat treated stainless alloy valve shims have a unique grain structure that does not fracture and remains stable at high temperatures.

Wear bands are made from an exclusive Rulon composite that wears longer than any other material available.

Large 3/4" or 7/8" diameter shafts have a minimum tensile strength of 100,000 pounds per square inch. They are hard chromed and micro-polished to a 6 RA finish for extended seal life.

Aluminum components are machined from aircraft quality billet.

Steel, Teflon lined, spherical bearings for smooth articulation and long life with no metal to metal contact.

PERFORMANCE RACE

PERFORMANCE RACE SERIES
2.5" x 14" COIL OVER
WITH REMOTE RESERVOIR

	2.0 DIAMETER		2.5 DIAMETER		3.0 DIAMETER	
	COMP	EXT	COMP	EXT	COMP	EXT
6"	13	19	14	20	—	—
8"	15	23	16	24	16.70	24.70
10"	17.05	27.05	18.375	28.375	18.70	28.70
12"	19.585	31.585	20.65	32.65	20.70	32.70
14"	21.585	35.585	23.25	37.25	23.45	37.45
16"	23.6	39.5	26	42	26.20	42.40
18"	—	—	28	46	28.95	46.95



SMOOTHIE PIGGYBACK RESERVOIR PERFORMANCE RACE "PR"

2.0
DIAMETER

2.5
DIAMETER

6"	PR2006-SSPB	PR2506-SSPB
8"	PR2008-SSPB	PR2508-SSPB
10"	PR2010-SSPB	PR2510-SSPB
12"	PR2012-SSPB	PR2512-SSPB
14"	PR2014-SSPB	PR2514-SSPB
16"	PR2016-SSPB	PR2516-SSPB
18"	—	PR2518-SSPB



SMOOTHIE REMOTE RESERVOIR PERFORMANCE RACE "PR"

2.0
DIAMETER

2.5
DIAMETER

3.0
DIAMETER

6"	PR2006-SS	PR2506-SS	—
8"	PR2008-SS	PR2508-SS	PR3008-SS
10"	PR2010-SS	PR2510-SS	PR3010-SS
12"	PR2012-SS	PR2512-SS	PR3012-SS
14"	PR2014-SS	PR2514-SS	PR3014-SS
16"	PR2016-SS	PR2516-SS	PR3016-SS
18"	—	PR2518-SS	PR3018-SS

STEERING STABILIZER PERFORMANCE RACE "PR"



2.0 DIAMETER		2.5 DIAMETER	
6"	PR2006-STNR	—	—
8"	PR2008-STNR	PR2508-STNR	—
10"	PR2010-STNR	PR2510-STNR	—
12"	PR2012-STNR	PR2512-STNR	—

SMOOTHIE EMULSION PERFORMANCE RACE "PR"

2.0 DIAMETER		2.5 DIAMETER	
6"	PR2006-SSNR	PR2506-SSNR	—
8"	PR2008-SSNR	PR2508-SSNR	—
10"	PR2010-SSNR	PR2510-SSNR	—
12"	PR2012-SSNR	PR2512-SSNR	—
14"	PR2014-SSNR	PR2514-SSNR	—
16"	PR2016-SSNR	PR2516-SSNR	—
18"	—	PR2518-SSNR	—

PERFORMANCE RACE





ROBBY GORDON
MULTI-TIME OFF-ROAD CHAMPION





BYPASS REMOTE RESERVOIR

	2.0 DIAMETER	2.5 DIAMETER	3.0 DIAMETER
	3 TUBE	3 TUBE	3 TUBE
6"	PR2006-BP3H	PR2506-BP3H	—
8"	PR2008-BP3H	PR2508-BP3H	PR3008-BP3H
10"	PR2010-BP3H	PR2510-BP3H	PR3010-BP3H
12"	PR2012-BP3H	PR2512-BP3H	PR3012-BP3H
14"	PR2014-BP3H	PR2514-BP3H	PR3014-BP3H
16"	—	PR2516-BP3H	PR3016-BP3H
18"	—	PR2518-BP3H	PR3018-BP3H

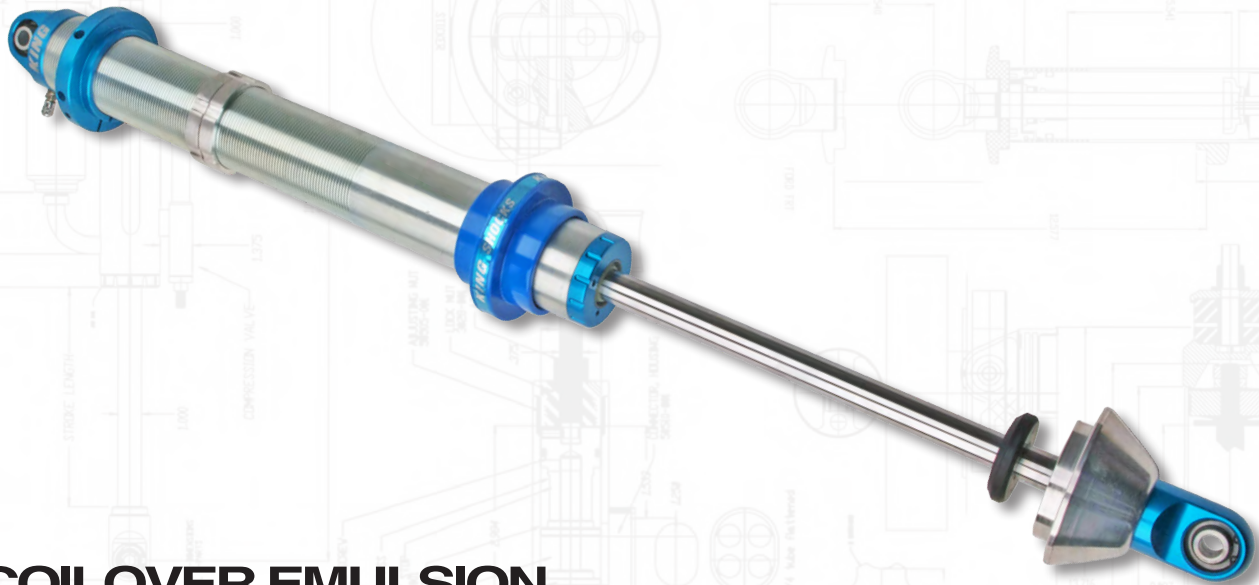
PERFORMANCE RACE



BYPASS PIGGYBACK RESERVOIR

	2.0 DIAMETER	2.5 DIAMETER	3.0 DIAMETER
	3 TUBE	3 TUBE	3 TUBE
6"	PR2006-BP3P	PR2506-BP3P	—
8"	PR2008-BP3P	PR2508-BP3P	PR3008-BP3P
10"	PR2010-BP3P	PR2510-BP3P	PR3010-BP3P
12"	PR2012-BP3P	PR2512-BP3P	PR3012-BP3P
14"	PR2014-BP3P	PR2514-BP3P	PR3014-BP3P
16"	—	PR2516-BP3P	PR3016-BP3P
18"	—	PR2518-BP3P	PR3018-BP3P

2.5" x 14" 3-TUBE BYPASS
WITH OPTIONAL FINNED RESERVOIR
AND BYPASS CLICKER KNOBS



COILOVER EMULSION

2.0
DIAMETER

2.5
DIAMETER

6"
8"
10"
12"
14"
16"
18"

PR2006-CONR
PR2008-CONR
PR2010-CONR
PR2012-CONR
PR2014-CONR
PR2016-CONR
—

PR2506-CONR
PR2508-CONR
PR2510-CONR
PR2512-CONR
PR2514-CONR
PR2516-CONR
PR2518-CONR



COILOVER PIGGYBACK RESERVOIR

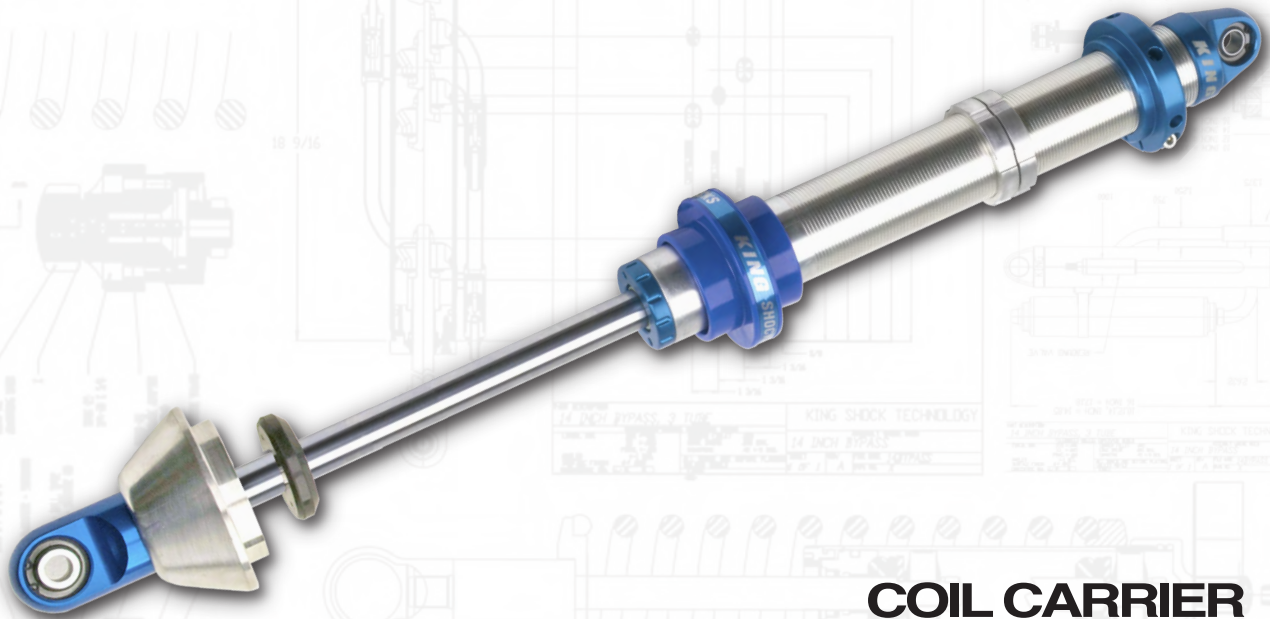
2.0
DIAMETER

2.5
DIAMETER

6"
8"
10"
12"
14"
16"
18"

PR2006-COPB
PR2008-COPB
PR2010-COPB
PR2012-COPB
PR2014-COPB
PR2016-COPB
—

PR2506-COPB
PR2508-COPB
PR2510-COPB
PR2512-COPB
PR2514-COPB
PR2516-COPB
PR2518-COPB



COIL CARRIER

2.0
DIAMETER

2.5
DIAMETER

6"	PR2006-CCNR
8"	PR2008-CCNR
10"	PR2010-CCNR
12"	PR2012-CCNR
14"	PR2014-CCNR
16"	PR2016-CCNR
18"	—

6"	PR2506-CCNR
8"	PR2508-CCNR
10"	PR2510-CCNR
12"	PR2512-CCNR
14"	PR2514-CCNR
16"	PR2516-CCNR
18"	PR2518-CCNR

PERFORMANCE RACE



COILOVER REMOTE RESERVOIR

2.0
DIAMETER

2.5
DIAMETER

3.0
DIAMETER

6"	PR2006-COHR
8"	PR2008-COHR
10"	PR2010-COHR
12"	PR2012-COHR
14"	PR2014-COHR
16"	PR2016-COHR
18"	—

6"	PR2506-COHR
8"	PR2508-COHR
10"	PR2510-COHR
12"	PR2512-COHR
14"	PR2514-COHR
16"	PR2516-COHR
18"	PR2518-COHR

6"	—
8"	PR3008-COHR
10"	PR3010-COHR
12"	PR3012-COHR
14"	PR3014-COHR
16"	PR3016-COHR
18"	PR3018-COHR

OEM PERFORMANCE



FROM TROPHY TRUCK TO
YOUR TRUCK

OEM PERFORMANCE KITS

King's new line of Original equipment manufacturer, (OEM), shock upgrade kits provide a bolt on suspension system that elevates your on and off-road performance to unmatched levels. Each kit has been subjected to punishing real world testing to develop the optimal damping curves and spring rates for your vehicle. Built with the same quality of materials and precise tolerances found on our high end race shocks our OEM upgrade kits enable you to experience the famous King ride quality on your daily driver.

Built with race winning design features our kits come complete and provide simple 100% bolt on installation with no cutting or welding done to your vehicle. Our front kits provide an adjustable ride height and up to a 25% increase in wheel travel. Rear kits typically allow a 15% travel increase. Large 2.5" diameter shock bodies and external reservoirs dramatically increase fluid capacity and heat dissipation to provide sustained damping performance even under the most punishing conditions. Our OEM upgrade shocks feature the same serviceable design that allows for valve adjustments with simple hand tools just like our race shocks.

Our experienced shock technicians are a phone call away to help should any questions arise during installation or use. Our kits are available ready to bolt into stock vehicles or with custom length rod end for vehicles running lifted aftermarket suspensions.

100% made in the USA under the strictest tolerances from the highest quality materials obtainable. Easily tunable and serviceable with simple hand tools.

Lightweight hard anodized 6063 aluminum alloy reservoirs dissipate heat quickly and will not rust due to gas charging contamination. High quality fittings are mated to Aeroquip high pressure hoses which resist abrasion and kinking.

2.5" Shock cylinders are precision bored to within +/- .001, then honed after zinc plating to remove buildup for a tight piston seal and optimum valving function. Coilover shocks are machined with our own truncated thread design for ultimate strength and trouble free spring preload and height adjustments.

The heat treated 6061 aluminum alloy piston has our highly developed port configurations that contribute to the unique damping and famous King ride quality.

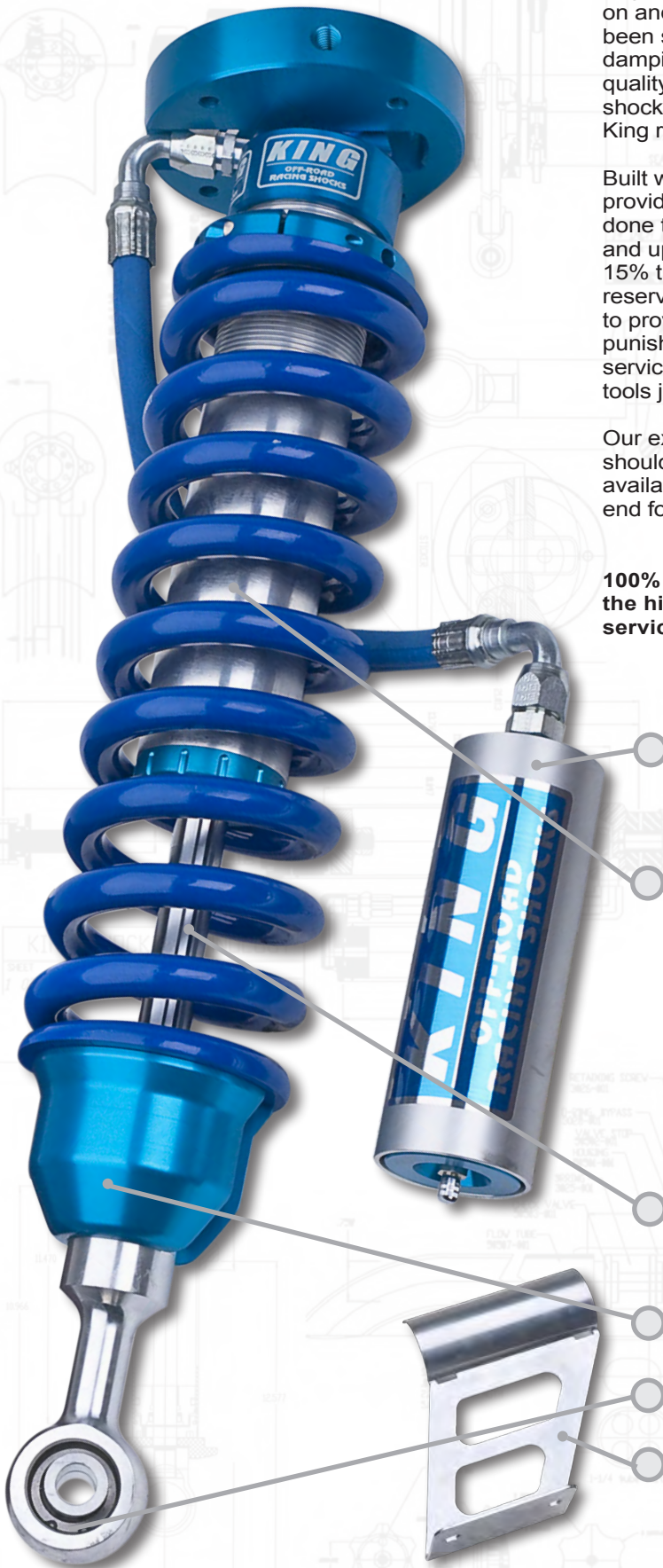
Wear bands are made from an exclusive Rulon composite that wears longer than any other material available.

Large 3/4" or 7/8" diameter shafts have a minimum tensile strength of 100,000 pounds per square inch. They are hard chromed and micro-polished to a 6 RA finish for extended seal life.

Aluminum components and vehicle specific mounts are machined from aircraft quality billet.

Steel Teflon lined spherical bearings for smooth articulation and long life with no metal to metal contact.

Front and rear kits all include the necessary vehicle specific mounting brackets and hardware along with detailed installation instructions



OEM PERFORMANCE

25001-304	TOYOTA FORTUNER 11+ FRONT COILOVER	25001-263	TOYOTA HILUX 05-10 FRONT COILOVER
25001-304A	TOYOTA FORTUNER 11+ FRONT COILOVERW/ADJUSTER	25001-263A	TOYOTA HILUX 05-10 FRONT COILOVERW/ADJUSTER
25001-305	TOYOTA FORTUNER 11+ REAR SHOCK	25001-260	TOYOTA HILUX 05-10 REAR SHOCK
25001-305A	TOYOTA FORTUNER 11+ REAR SHOCKW/ADJUSTER	25001-260A	TOYOTA HILUX 05-10 REAR SHOCKW/ADJUSTER
CALL	TOYOTA LAND CRUISER 200 13+ FRONT COILOVER	25001-321	TOYOTA HILUX 11+ FRONT COILOVER
CALL	TOYOTA LAND CRUISER 200 13+ REAR SHOCK	25001-321A	TOYOTA HILUX 11+ FRONT COILOVERW/ADJUSTER
25001-266	TOYOTA LAND CRUISER 200 08-12 FRONT COILOVER (INTL)	25001-322	TOYOTA HILUX 11+ REAR SHOCK
25001-266A	TOYOTA LAND CRUISER 200 08-12 FRONT COILOVERW/ADJUSTER (INTL)	25001-322A	TOYOTA HILUX 11+ REAR SHOCKW/ADJUSTER
25001-319	TOYOTA LAND CRUISER 200 08-12 FRONT COILOVER (KDSS)	25001-119	TOYOTA TACOMA 05+ FRONT COILOVER (6 LUG)
25001-319A	TOYOTA LAND CRUISER 200 08-12 FRONT COILOVERW/ADJUSTER (KDSS)	25001-119A	TOYOTA TACOMA 05+ FRONT COILOVERW/ADJUSTER (6 LUG)
CALL	TOYOTA LAND CRUISER 200 08-12 REAR SHOCK (KDSS)	25001-121	TOYOTA TACOMA 05+ REAR SHOCK (6 LUG)
25001-267	TOYOTA LAND CRUISER 200 08-12 REAR SHOCK (INTL)	25001-121A	TOYOTA TACOMA 05+ REAR SHOCKW/ADJUSTER (6 LUG)
25001-267A	TOYOTA LAND CRUISER 200 08-12 REAR SHOCKW/ADJUSTER (INTL)	25001-151	TOYOTA TACOMA 96-04 FRONT COILOVER (6 LUG)
25001-274	TOYOTA LAND CRUISER/PRADO 150 09+ FRONT COILOVER (INTL)	25001-153	TOYOTA TACOMA 96-04 REAR SHOCK (6 LUG)
25001-274A	TOYOTA LAND CRUISER/PRADO 150 09+ FRONT COILOVERW/ADJ (INTL)	25001-143	TOYOTA TUNDRA 07+ FRONT COILOVER
25001-275	TOYOTA LAND CRUISER/PRADO 150 09+ REAR SHOCK (INTL)	25001-143A	TOYOTA TUNDRA 07+ FRONT COILOVERW/ADJUSTER
25001-275A	TOYOTA LAND CRUISER/PRADO 150 09+ REAR SHOCKW/ADJUSTER (INTL)	25001-144	TOYOTA TUNDRA 07+ REAR SHOCK
25001-261	TOYOTA LAND CRUISER/PRADO 120 02-09 FRONT COILOVER (INTL)	25001-144A	TOYOTA TUNDRA 07+ REAR SHOCKW/ADJUSTER
25001-261A	TOYOTA LAND CRUISER/PRADO 120 02-09 FRONT COILOVERW/ADJ (INTL)	25001-138	TOYOTA TUNDRA 00-06 FRONT COILOVER
25001-262	TOYOTA LAND CRUISER/PRADO 120 02-09 REAR SHOCK (INTL)	25001-168	FORD F150 04-08 2WD FRONT COILOVER
25001-262A	TOYOTA LAND CRUISER/PRADO 120 02-09 REAR SHOCKW/ADJUSTER (INTL)	25001-170	FORD F150 04-08 2WD REAR SHOCK
25001-259	TOYOTA LAND CRUISER/PRADO 100 98-02 FRONT SHOCK (INTL)	25001-211	FORD F150 09-13 2WD FRONT COILOVER
25001-259A	TOYOTA LAND CRUISER/PRADO 100 98-02 FRONT SHOCKW/ADJ (INTL)	25001-212	FORD F150 09-13 2WD REAR SHOCK
25001-258	TOYOTA LAND CRUISER/PRADO 100 98-02 REAR SHOCK (INTL)	25001-167	FORD F150 04-08 4WD FRONT COILOVER
25001-258A	TOYOTA LAND CRUISER/PRADO 100 98-02 REAR SHOCKW/ADJUSTER (INTL)	25001-169	FORD F150 04-08 4WD REAR SHOCK
25001-288	TOYOTA LAND CRUISER/PRADO 100 98-02 FRONT SHOCK (US VERSION)	25001-213	FORD F150 09-13 4WD FRONT COILOVER
25001-288A	TOYOTA LAND CRUISER/PRADO 100 98-02 FRONT SHOCKW/ADJUSTER (US)	25001-214	FORD F150 09-13 4WD REAR SHOCK
25001-289	TOYOTA LAND CRUISER/PRADO 100 98-02 REAR SHOCK (US VERSION)	30001-401	FORD F150 RAPTOR 10+ 4WD FRONT COILOVER (3" DIAMETER)
25001-289A	TOYOTA LAND CRUISER/PRADO 100 98-02 REAR SHOCKW/ADJ (US)	30001-402	FORD F150 RAPTOR 10+ 4WD REAR BYPASS SHOCK (3" DIAMETER)
25001-254	TOYOTA LAND CRUISER/PRADO 90 96+ 2.5 COILOVER INTERNAL RESERVOIR	25001-146	FORD F250/350 05+ 4WD FRONT COILOVER CONVERSION
25001-255	TOYOTA LAND CRUISER/PRADO 90 96+ REAR SHOCK	25001-146A	FORD F250/350 05+ 4WD FRONT COILOVER CONVERSIONW/ADJ
25001-255A	TOYOTA LAND CRUISER/PRADO 90 96+ REAR SHOCKW/ADJUSTER	25001-136	FORD F250/350 05+ 4WD FRONT SHOCK
25001-256	TOYOTA LAND CRUISER/PRADO 80 89-97 FRONT SHOCK FOR 2" LIFTS	25001-136A	FORD F250/350 05+ 4WD FRONT SHOCKW/ADJUSTER
25001-256A	TOYOTA LAND CRUISER/PRADO 80 89-97 FRONT SHOCKW/ADJ FOR 2" LIFTS	25001-297	FORD F250/350 11+ 4WD REAR SHOCK
25001-257	TOYOTA LAND CRUISER/PRADO 80 89-97 REAR SHOCK FOR 2" LIFTS	25001-297A	FORD F250/350 11+ 4WD REAR SHOCKW/ADJUSTER
25001-257A	TOYOTA LAND CRUISER/PRADO 80 89-97 REAR SHOCKW/ADJ FOR 2" LIFTS	25001-171	FORD F250/350 05-10 4WD REAR SHOCK
25001-278	TOYOTA 4RUNNER (10+) FRONT COILOVER	25001-171A	FORD F250/350 05-10 4WD REAR SHOCKW/ADJUSTER
25001-278A	TOYOTA 4RUNNER (10+) FRONT COILOVERW/ADJUSTER	25001-315	FORD RANGERT6 12+ FRONT COILOVER (INTL)
25001-279	TOYOTA 4RUNNER (10+) REAR SHOCK	25001-315A	FORD RANGERT6 12+ FRONT COILOVERW/ADJ (INTL)
25001-279A	TOYOTA 4RUNNER (10+) REAR SHOCKW/ADJUSTER	25001-316	FORD RANGERT6 12+ REAR SHOCK (INTL)
25001-124	TOYOTA FJ 06-09 FRONT COILOVER	25001-316A	FORD RANGERT6 12+ REAR SHOCKW/ADJ (INTL)
25001-124A	TOYOTA FJ 06-09 FRONT COILOVERW/ADJUSTER	CALL	MERCEDES G SERIES FRONT SHOCK
25001-133	TOYOTA FJ 10+ FRONT COILOVER (US VERSION)	CALL	MERCEDES G SERIES FRONT SHOCKW/ADJUSTER
25001-133A	TOYOTA FJ 10+ FRONT COILOVERW/ADJUSTER (US VERSION)	CALL	MERCEDES G SERIES REAR SHOCK
CALL	TOYOTA FJ 10+ FRONT COILOVER (INTL VERSION)	CALL	MERCEDES G SERIES REAR SHOCKW/ADJUSTER
CALL	TOYOTA FJ 10+ FRONT COILOVERW/ADJUSTER (INTL VERSION)	25001-207	RAM 1500 4WD 10+ FRONT 2.5 COILOVER
25001-125	TOYOTA FJ 06+ REAR SHOCK	25001-208	RAM 1500 4WD 10+ REAR 2.5 SHOCK
25001-125A	TOYOTA FJ 06+ REAR SHOCKW/ADJUSTER		

SERIES KITS

20001-150	JEEP JK07+ FRONT 2.0 BUMP STOPS
20001-206	JEEP JK07+ FRONT 2.0 SHOCK FOR 0-2.5" LIFTS
20001-166	JEEP JK07+ FRONT 2.0 SHOCK FOR 3-5" LIFTS
20001-204	JEEP JK07+ FRONT 2.0 SHOCK FOR 6" LIFTS
20001-207	JEEP JK07+ REAR 2.0 SHOCK FOR 0-2.5" LIFTS
20001-167	JEEP JK07+ REAR 2.0 SHOCK FOR 3-5" LIFTS
20001-205	JEEP JK07+ REAR 2.0 SHOCK FOR 6" LIFTS
25001-180	JEEP JK07+ FRONT 2.5 SHOCK FOR 0-2.5" LIFTS
25001-223	JEEP JK07+ FRONT 2.5 SHOCK FOR 3-5" LIFTS
25001-284	JEEP JK07+ FRONT 2.5 SHOCK FOR 6" LIFTS
25001-180A	JEEP JK07+ FRONT 2.5 SHOCK FOR 0-2.5" LIFTSW/ADJUSTER
25001-223A	JEEP JK07+ FRONT 2.5 SHOCK FOR 3-5" LIFTSW/ADJUSTER
25001-284A	JEEP JK07+ FRONT 2.5 SHOCK FOR 6" LIFTSW/ADJUSTER
25001-181	JEEP JK07+ REAR 2.5 SHOCK FOR 0-2.5" LIFTS
25001-224	JEEP JK07+ REAR 2.5 SHOCK FOR 3-5" LIFTS
25001-285	JEEP JK07+ REAR 2.5 SHOCK FOR 6" LIFTS
25001-181A	JEEP JK07+ REAR 2.5 SHOCK FOR 0-2.5" LIFTSW/ADJUSTER
25001-224A	JEEP JK07+ REAR 2.5 SHOCK FOR 3-5" LIFTSW/ADJUSTER
25001-285A	JEEP JK07+ REAR 2.5 SHOCK FOR 6" LIFTSW/ADJUSTER
25001-160	JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 0-2.5" LIFTS
25001-176	JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 3-5" LIFT
25001-286	JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 6" LIFT
25001-160A	JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 0-2.5" LIFTSW/ADJUSTER
25001-176A	JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 3-5" LIFTW/ADJUSTER
25001-286A	JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 6" LIFTW/ADJUSTER
25001-161	JEEP TJ 97-06 REAR 2.5 SHOCK FOR 0-2.5" LIFTS
25001-177	JEEP TJ 97-06 REAR 2.5 SHOCK FOR 3-5" LIFTS
25001-287	JEEP TJ 97-06 REAR 2.5 SHOCK FOR 6" LIFTS
25001-161A	JEEP TJ 97-06 REAR 2.5 SHOCK FOR 0-2.5" LIFTSW/ADJUSTER
25001-177A	JEEP TJ 97-06 REAR 2.5 SHOCK FOR 3-5" LIFTSW/ADJUSTER
25001-287A	JEEP TJ 97-06 REAR 2.5 SHOCK FOR 6" LIFTSW/ADJUSTER
CALL	JEEP XJ 84-00 FRONT 2.5 SHOCK FOR 0-2.5" LIFTS
25001-311	JEEP XJ 84-00 FRONT 2.5 SHOCK FOR 3-4" LIFTS
25001-313	JEEP XJ 84-00 FRONT 2.5 SHOCK FOR 5-6" LIFTS
CALL	JEEP XJ 84-00 FRONT 2.5 SHOCK FOR 0-2.5" LIFTSW/ADJUSTER
25001-311A	JEEP XJ 84-00 FRONT 2.5 SHOCK FOR 3-4" LIFTSW/ADJUSTER
25001-313A	JEEP XJ 84-00 FRONT 2.5 SHOCK FOR 5-6" LIFTSW/ADJUSTER
CALL	JEEP XJ 84-00 REAR 2.5 SHOCK FOR 0-2.5" LIFTS
25001-312	JEEP XJ 84-00 REAR 2.5 SHOCK FOR 3-4" LIFTS
25001-314	JEEP XJ 84-00 REAR 2.5 SHOCK FOR 5-6" LIFTS
CALL	JEEP XJ 84-00 REAR 2.5 SHOCK FOR 0-2.5" LIFTSW/ADJUSTER
25001-312A	JEEP XJ 84-00 REAR 2.5 SHOCK FOR 3-4" LIFTSW/ADJUSTER
25001-314A	JEEP XJ 84-00 REAR 2.5 SHOCK FOR 5-6" LIFTSW/ADJUSTER
25001-148	CHEVY 1500 TRUCK/TAHOE 07-13 FRONT COILOVER
25001-148A	CHEVY 1500 TRUCK/TAHOE 07-13 FRONT COILOVERW/ADJUSTER
25001-154	CHEVY 1500 TRUCK 07-13 REAR SHOCK
25001-154A	CHEVY 1500 TRUCK 07-13 REAR SHOCKW/ADJUSTER

25001-150	CHEVY TAHOE 07-13 REAR SHOCK
25001-150A	CHEVY TAHOE 07-13 REARW/ADJUSTER
25001-302	CHEVY 2500/3500 11+ FRONT SHOCK
25001-302A	CHEVY 2500/3500 11+ FRONTW/ADJUSTER
25001-303	CHEVY 2500/3500 11+ REAR SHOCK
25001-303A	CHEVY 2500/3500 11+ REAR SHOCKW/ADJUSTER
25001-184	CHEVY 2500/3500 01-10 FRONT SHOCK
25001-201	CHEVY 2500/3500 01-10 REAR SHOCK
25001-139	NISSAN TITAN 04+ FRONT COILOVER
25001-142	NISSAN TITAN 04+ REAR SHOCK
25001-111	NISSAN FRONTIER/NAVARRA 05+ FRONT COILOVER
25001-110	NISSAN FRONTIER/NAVARRA 05+ REAR SHOCK
CALL	NISSAN PATROL Y62 10+ FRONT COILOVER
CALL	NISSAN PATROL Y62 10+ FRONT COILOVERW/ADJUSTER
CALL	NISSAN PATROL Y62 10+ REAR SHOCK
CALL	NISSAN PATROL Y62 10+ REAR SHOCKW/ADJUSTER
25001-156	NISSAN PATROL Y61 97-13 FRONT SHOCK FOR 0-2" LIFTS
25001-241	NISSAN PATROL Y61 97-13 FRONT SHOCK FOR 3-5" LIFTS
25001-137	NISSAN PATROL Y61 97-13 FRONT SHOCK FOR 6" LIFTS
25001-156A	NISSAN PATROL Y61 97-13 FRONT SHOCKW/ADJ FOR 0-2" LIFTS
25001-241A	NISSAN PATROL Y61 97-13 FRONT SHOCKW/ADJ FOR 3-5" LIFTS
25001-137A	NISSAN PATROL Y61 97-13 FRONT SHOCKW/ADJ FOR 6" LIFTS
25001-157	NISSAN PATROL Y61 97-13 REAR SHOCK FOR 0-2" LIFTS
25001-242	NISSAN PATROL Y61 97-13 REAR SHOCK FOR 3-5" LIFTS
25001-155	NISSAN PATROL Y61 97-13 REAR SHOCK FOR 6" LIFTS
25001-157A	NISSAN PATROL Y61 97-13 REAR SHOCKW/ADJ FOR 0-2" LIFTS
25001-242A	NISSAN PATROL Y61 97-13 REAR SHOCKW/ADJ FOR 3-5" LIFTS
25001-155A	NISSAN PATROL Y61 97-13 REAR RES SHOCKW/ADJ FOR 6" LIFTS
CALL	NISSAN PATROL Y61 97-13 REAR RES SHOCKW/ADJ FOR 6" LIFTS
CALL	NISSAN PATROL Y61 97-13 REAR SHOCKW/ADJ FOR 0-2" LIFTS
CALL	NISSAN PATROL Y61 97-13 REAR SHOCKW/ADJ FOR 3-5" LIFTS
CALL	NISSAN PATROL Y61 97-13 REAR SHOCKW/ADJ FOR 6" LIFTS
20001-274	NISSAN PATROL Y61 97-13 REAR SHOCKW/ADJ FOR 0-2" LIFTS (INTL)
20001-275	NISSAN PATROL Y61 97-13 REAR SHOCKW/ADJ FOR 3-5" LIFTS (INTL)
25001-264	NISSAN PATROL Y61 97-13 REAR SHOCKW/ADJ FOR 6" LIFTS (INTL)
25001-264A	NISSAN PATROL Y61 97-13 REAR SHOCKW/ADJ FOR 6" LIFTS (INTL)
25001-265	NISSAN PATROL Y61 97-13 REAR SHOCKW/ADJ FOR 6" LIFTS (INTL)
25001-265A	NISSAN PATROL Y61 97-13 REAR SHOCKW/ADJ FOR 6" LIFTS (INTL)
25001-270	HUMMER H2 02-10 FRONT 2.5 SHOCK
25001-271	HUMMER H2 02-10 REAR 2.5 SHOCK

Some kits are also available for vehicles with aftermarket lift kits installed.

Some kits are available with armored car specs (heavy springs and valving).

Additional charge applies for custom kits w/longer shocks and springs.

Additional charge applies for custom color.

(INTL) - Built to international specs, will not fit us vehicles

(KDSS) - Kinetic dynamic suspension system



TOYOTA LAND CRUISER FRONT



OEM TOYOTA

FRONT	25001-266
FRONT	25001-266A
FRONT	25001-319
FRONT	25001-319A

TOYOTA LAND CRUISER 200 08-12 FRONT COILOVER (INTL)
 TOYOTA LAND CRUISER 200 08-12 FRONT COILOVER W/ ADJUSTER (INTL)
 TOYOTA LAND CRUISER 200 08-12 FRONT COILOVER (KDSS)
 TOYOTA LAND CRUISER 200 08-12 FRONT COILOVER W/ ADJUSTER (KDSS)



OEM PERFORMANCE

TOYOTA LAND CRUISER REAR



LAND CRUISER 200 08-12 REAR SHOCK (KDSS)
 LAND CRUISER 200 08-12 REAR SHOCK (INTL)
 LAND CRUISER 200 08-12 REAR SHOCK W/ ADJUSTER (INTL)
 LAND CRUISER 200 08+ FRONT STAGE 3 RACE KIT 3.0 DIA. REMOTE RESERVOIR
 COIL-OVER W/ADJUSTER **REQUIRES AFTERMARKET UPPER CONTROL ARM**
 SPR375X15X700
 LAND CRUISER 200 08+ REAR STAGE 3 RACE KIT 3.0 DIA. 2 TUBE REMOTE RES.
 BYPASS SHOCK

OEM TOYOTA

REAR	CALL
REAR	25001-267
REAR	25001-267A
FRONT	33001-205A
REAR	33001-206

35 KITS COME COMPLETE WITH BRACKETS AND HARDWARE

TOYOTA FJ CRUISER

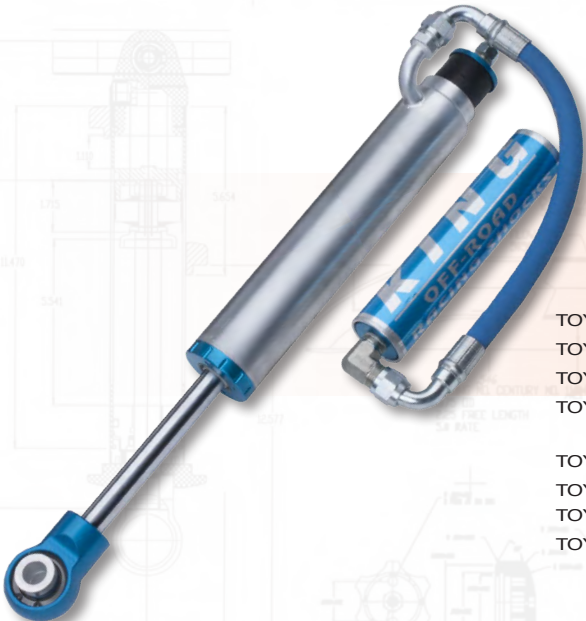
OEM TOYOTA	
FRONT	25001-124
FRONT	25001-124A
FRONT	25001-133
FRONT	25001-133A
FRONT	CALL
FRONT	CALL
REAR	25001-125
REAR	25001-125A

TOYOTA FJ 06-09 FRONT COILOVER
 TOYOTA FJ 06-09 FRONT COILOVER W/ ADJUSTER
 TOYOTA FJ 10+ FRONT COILOVER (US VERSION)
 TOYOTA FJ 10+ FRONT COILOVER W/ADJUSTER (US VERSION)
 TOYOTA FJ 10+ FRONT COILOVER (INTL VERSION)
 TOYOTA FJ 10+ FRONT COILOVER W/ADJUSTER (INTL VERSION)
 TOYOTA FJ 06+ REAR SHOCK
 TOYOTA FJ 06+ REAR SHOCK W/ ADJUSTER



OEM PERFORMANCE

TOYOTA 4 RUNNER



TOYOTA 4RUNNER (10+) FRONT COILOVER
 TOYOTA 4RUNNER (10+) FRONT COILOVER W/ADJUSTER
 TOYOTA 4RUNNER 03-09 FRONT COILOVER
 TOYOTA 4RUNNER 03-09 FRONT COILOVER W/ADJUSTER
 TOYOTA 4RUNNER (10+) REAR SHOCK
 TOYOTA 4RUNNER (10+) REAR SHOCK W/ADJUSTER
 TOYOTA 4RUNNER 03-09 REAR SHOCK
 TOYOTA 4RUNNER 03-09 REAR SHOCK W/ADJUSTER

OEM TOYOTA	
FRONT	25001-278
FRONT	25001-278A
FRONT	25101-124
FRONT	25101-124A
REAR	25001-279
REAR	25001-279A
REAR	25001-125
REAR	251-125A

TOYOTA TUNDRA FRONT

**OEM
TOYOTA**

FRONT	25001-143
FRONT	25001-143A
FRONT	25001-138

TOYOTA TUNDRA 07+ FRONT COILOVER
 TOYOTA TUNDRA 07+ FRONT COILOVER W/ ADJUSTER
 TOYOTA TUNDRA 00-06 FRONT COILOVER



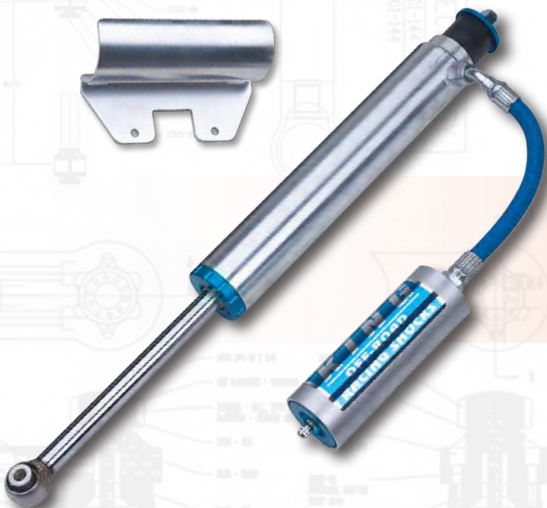
OEM PERFORMANCE

TOYOTA TUNDRA REAR

**OEM
TOYOTA**

REAR	25001-144
REAR	25001-144A

TOYOTA TUNDRA 07+ REAR SHOCK
 TOYOTA TUNDRA 07+ REAR SHOCK W/ ADJUSTER



TOYOTA TACOMA

OEM TOYOTA	
FRONT	25001-119
FRONT	25001-119A
FRONT	25001-151
REAR	25001-121
REAR	25001-121A
REAR	25001-153

- TOYOTA TACOMA 05+ FRONT COILOVER (6 LUG)
- TOYOTA TACOMA 05+ FRONT COILOVER W/ ADJUSTER (6 LUG)
- TOYOTA TACOMA 96-04 FRONT COILOVER (6 LUG)
- TOYOTA TACOMA 05+ REAR SHOCK (6 LUG)
- TOYOTA TACOMA 05+ REAR SHOCK W/ ADJUSTER (6 LUG)
- TOYOTA TACOMA 96-04 REAR SHOCK (6 LUG)

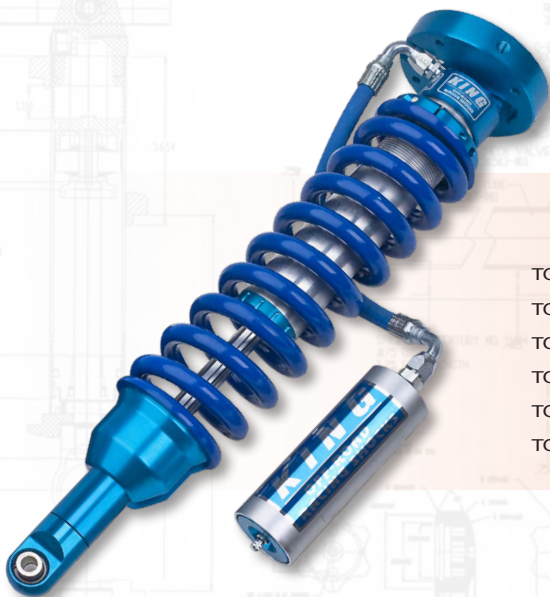


OEM PERFORMANCE

TOYOTA HILUX

OEM TOYOTA	
FRONT	25001-349A
FRONT	25001-349
FRONT	25001-321A
FRONT	25001-321
FRONT	25001-263A
FRONT	25001-263

- TOYOTA HILUX 2016+ FRONT COILOVER W/ ADJUSTER
- TOYOTA HILUX 2016+ FRONT COILOVER
- TOYOTA HILUX 11-15 FRONT COILOVER W/ ADJUSTER
- TOYOTA HILUX 11-15 FRONT COILOVER
- TOYOTA HILUX 05-10 FRONT COILOVER W/ ADJUSTER
- TOYOTA HILUX 05-10 FRONT COILOVER



JEEP WRANGLER JK HYDRAULIC BUMP STOP



FRONT 20001-150

JEEP JK 07+ FRONT 2.0 BUMP STOPS

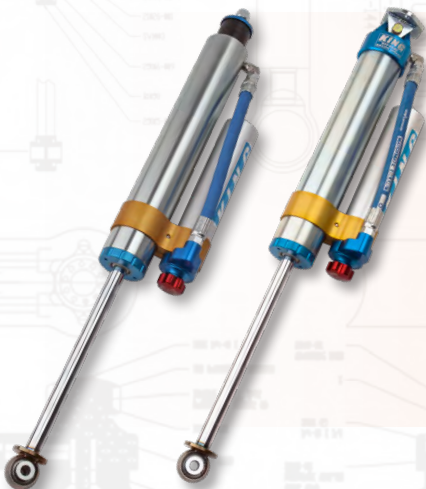


*Mounts inside coil spring.
Threaded body allows you to adjust the bump stop for tire size and suspension lift.*



OEM PERFORMANCE

JEEP WRANGLER JK/TJ 2.5" DIAMETER W/COMPRESSION ADJUSTERS



- JEEP JK 07+ FRONT 2.5 SHOCK FOR 0-2.5" LIFTS W/ADJUSTER
- JEEP JK 07+ FRONT 2.5 SHOCK FOR 3-5" LIFTS W/ADJUSTER
- JEEP JK 07+ FRONT 2.5 SHOCK FOR 6" LIFTS W/ADJUSTER
- JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 0-2.5" LIFTS W/ADJUSTER
- JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 3-5" LIFT W/ADJUSTER
- JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 6" LIFT W/ADJUSTER
- JEEP JK 07+ REAR 2.5 SHOCK FOR 0-2.5" LIFTS W/ADJUSTER
- JEEP JK 07+ REAR 2.5 SHOCK FOR 3-5" LIFTS W/ADJUSTER
- JEEP JK 07+ REAR 2.5 SHOCK FOR 6" LIFTS W/ADJUSTER
- JEEP TJ 97-06 REAR 2.5 SHOCK FOR 0-2.5" LIFTS W/ADJUSTER
- JEEP TJ 97-06 REAR 2.5 SHOCK FOR 3-5" LIFTS W/ADJUSTER
- JEEP TJ 97-06 REAR 2.5 SHOCK FOR 6" LIFTS W/ADJUSTER

FRONT	25001-180A
FRONT	25001-223A
FRONT	25001-284A
FRONT	25001-160A
FRONT	25001-176A
FRONT	25001-286A
REAR	25001-181A
REAR	25001-224A
REAR	25001-285A
REAR	25001-161A
REAR	25001-177A
REAR	25001-287A

JEEP WRANGLER JK/TJ 2.5" DIAMETER



FRONT	25001-180
FRONT	25001-223
FRONT	25001-284
FRONT	25001-160
FRONT	25001-176
FRONT	25001-286
REAR	25001-181
REAR	25001-224
REAR	25001-285
REAR	25001-161
REAR	25001-177
REAR	25001-287

JEEP JK 07+ FRONT 2.5 SHOCK FOR 0-2.5" LIFTS
 JEEP JK 07+ FRONT 2.5 SHOCK FOR 3-5" LIFTS
 JEEP JK 07+ FRONT 2.5 SHOCK FOR 6" LIFTS
 JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 0-2.5" LIFTS
 JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 3-5" LIFT
 JEEP TJ 97-06 FRONT 2.5 SHOCK FOR 6" LIFT
 JEEP JK 07+ REAR 2.5 SHOCK FOR 0-2.5" LIFTS
 JEEP JK 07+ REAR 2.5 SHOCK FOR 3-5" LIFTS
 JEEP JK 07+ REAR 2.5 SHOCK FOR 6" LIFTS
 JEEP TJ 97-06 REAR 2.5 SHOCK FOR 0-2.5" LIFTS
 JEEP TJ 97-06 REAR 2.5 SHOCK FOR 3-5" LIFTS
 JEEP TJ 97-06 REAR 2.5 SHOCK FOR 6" LIFTS



OEM PERFORMANCE

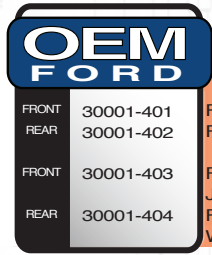
JEEP WRANGLER JK 2.0" DIAMETER INTERNAL RESERVOIR SHOCKS



JEEP JK 07+ FRONT 2.0 SHOCK FOR 0-2.5" LIFTS
 JEEP JK 07+ FRONT 2.0 SHOCK FOR 3-5" LIFTS
 JEEP JK 07+ FRONT 2.0 SHOCK FOR 6" LIFTS
 JEEP JK 07+ REAR 2.0 SHOCK FOR 0-2.5" LIFTS
 JEEP JK 07+ REAR 2.0 SHOCK FOR 3-5" LIFTS
 JEEP JK 07+ REAR 2.0 SHOCK FOR 6" LIFTS



FRONT	20001-206
FRONT	20001-166
FRONT	20001-204
REAR	20001-207
REAR	20001-167
REAR	20001-205



FORD SVT RAPTOR

FRONT	30001-401
REAR	30001-402
FRONT	30001-403
REAR	30001-404

FORD F150 RAPTOR 2010-2014 4WD FRONT COIL OVER (3" DIAMETER)
 FORD F150 RAPTOR 2010-2014 4WD REAR BYPASS SHOCK (3" DIAMETER)

F150 RAPTOR 4WD 2017+ FRONT 3.0 DIA. REMOTE RESERVOIR COIL-OVER W/ADJUSTER W/PERFORMANCE FIN RESERVOIR AND INTERNAL BYPASS
 F150 RAPTOR 4WD 2017+ REAR 3.0 DIA. 4 TUBE BYPASS PIGGYBACK SHOCK W/PERFORMANCE FIN RESERVOIR

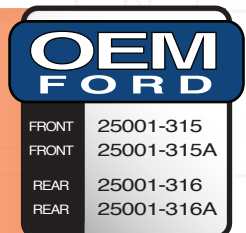


Giant 3" O. D. Coil overs with Compression Adjusters, and Triple Bypass Shocks.

OEM PERFORMANCE



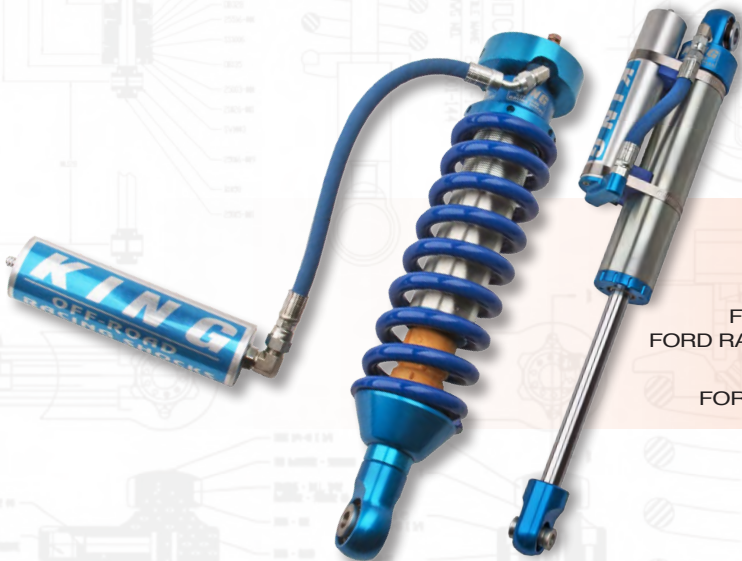
FORD RANGER T6

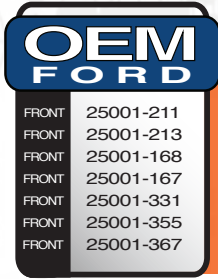


FORD RANGER T6 12+ FRONT COILOVER (INTL)
 FORD RANGER T6 12+ FRONT COILOVER W/ ADJ (INTL)

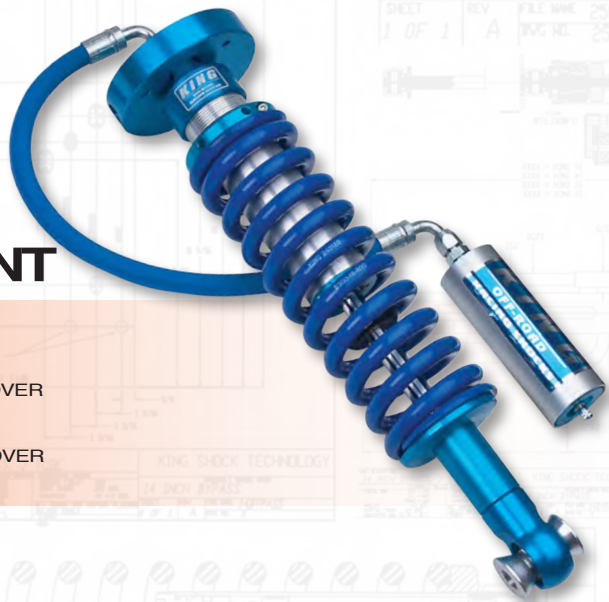
FORD RANGER T6 12+ REAR SHOCK (INTL)
 FORD RANGER T6 12+ REAR SHOCK W/ ADJ (INTL)

FRONT	25001-315
FRONT	25001-315A
REAR	25001-316
REAR	25001-316A





FORD F-150 FRONT

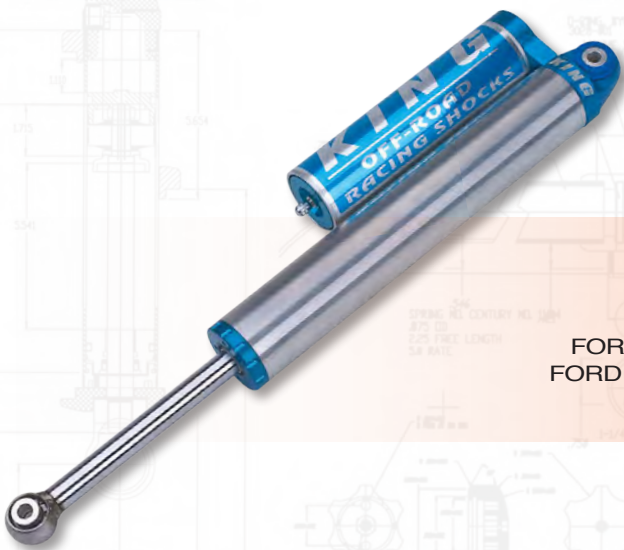


FRONT	25001-211
FRONT	25001-213
FRONT	25001-168
FRONT	25001-167
FRONT	25001-331
FRONT	25001-355
FRONT	25001-367

FORD F150 2015+	4WD FRONT COILOVER
FORD F150 2015+	2WD FRONT COILOVER
FORD F150 2014	2WD/4WD FRONT COILOVER
FORD F150 04-08	4WD FRONT COILOVER
FORD F150 04-08	2WD FRONT COILOVER
FORD F150 09-13	2WD/4WD FRONT COILOVER
FORD F150 09-13	2WD FRONT COILOVER



OEM PERFORMANCE



FORD F-150 REAR



FORD F150 2015+	2WD/4WD REAR SHOCK
FORD F150 09-2014	2WD/4WD REAR SHOCK
FORD F150 04-08	2WD REAR SHOCK
FORD F150 04-08	4WD REAR SHOCK

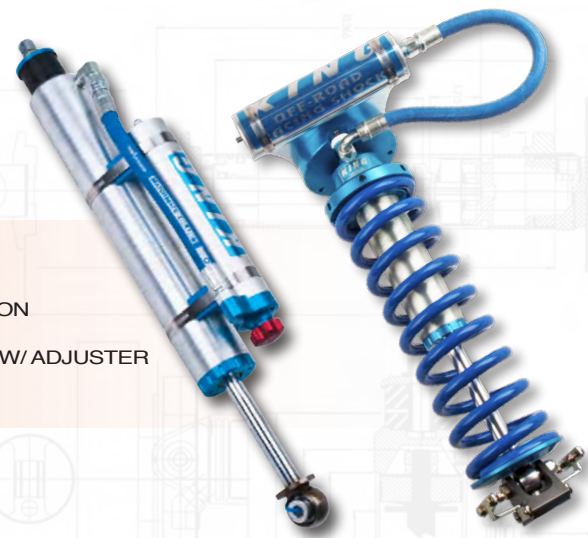
REAR	25001-356
REAR	25001-214
REAR	25001-170
REAR	25001-169



FRONT	33001-207
FRONT	25001-146
FRONT	25001-146A
FRONT	25001-136
FRONT	25001-136A

FORD F-250 FRONT

- FORD F250/350 05+ 4WD 3.0 FRONT COILOVER CONVERSION
- FORD F250/350 05+ 4WD FRONT COILOVER CONVERSION
- FORD F250/350 05+ 4WD FRONT COILOVER CONVERSION W/ ADJUSTER
- FORD F250/350 05+ 4WD FRONT SHOCK
- FORD F250/350 05+ 4WD FRONT SHOCK W/ ADJUSTER



Coilover Conversion offered for ultimate in comfort, performance & adjustability.

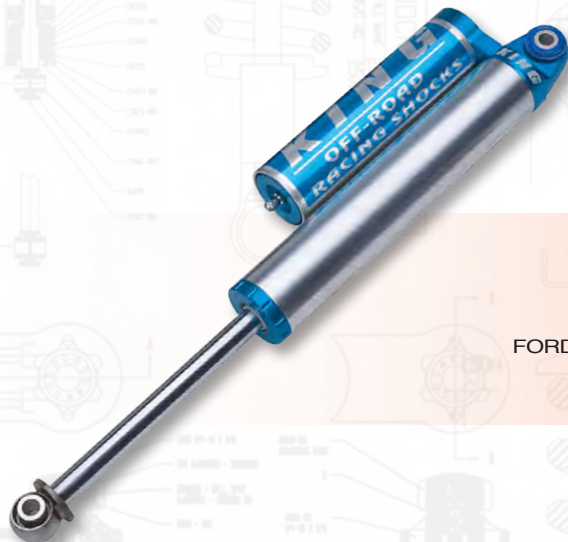


OEM PERFORMANCE

FORD 250 REAR

- FORD F250/350 2005+ 4WD REAR SHOCK
- FORD F250/350 2005+ 4WD REAR SHOCK W/ ADJUSTER

OEM FORD	
REAR	25001-171
REAR	25001-171A



CHEVY 1500/TAHOE



OEM CHEVY	
FRONT	25001-148
FRONT	25001-148A
REAR	25001-154
REAR	25001-154A
REAR	25001-150
REAR	25001-150A

- CHEVY 1500 TRUCK /TAHOE 07-13 FRONT COILOVER
- CHEVY 1500 TRUCK/TAHOE 07-13 FRONT COILOVER W/ADJUSTER
- CHEVY 1500 TRUCK 07-13 REAR SHOCK
- CHEVY 1500 TRUCK 07-13 REAR SHOCK W/ADJUSTER
- CHEVY TAHOE 07-13 REAR SHOCK
- CHEVY TAHOE 07-13 REAR W/ADJUSTER



OEM PERFORMANCE

CHEVY 2500/3500



OEM CHEVY	
FRONT	25001-302
FRONT	25001-302A
FRONT	25001-184
REAR	25001-303
REAR	25001-303A
REAR	25001-201

- CHEVY 2500/3500 11+ FRONT SHOCK
- CHEVY 2500/3500 11+ FRONT W/ADJUSTER
- CHEVY 2500/3500 01-10 FRONT SHOCK
- CHEVY 2500/3500 11+ REAR SHOCK
- CHEVY 2500/3500 11+ REAR SHOCK W.ADJUSTER
- CHEVY 2500/3500 01-10 REAR SHOCK

NISSAN TITAN/FRONTIER

OEM NISSAN	
FRONT	25001-139
REAR	25001-142
FRONT	25001-111
REAR	25001-110

NISSAN TITAN 04+ FRONT COILOVER
 NISSAN TITAN 04+ REAR SHOCK
 NISSAN FRONTIER/NAVARRA 05+ FRONT COILOVER
 NISSAN FRONTIER/NAVARRA 05+ REAR SHOCK



OEM PERFORMANCE



NISSAN PATROL



OEM NISSAN	
FRONT	25001-156
FRONT	25001-241
FRONT	25001-137
FRONT	25001-156A
FRONT	25001-241A
FRONT	25001-137A
REAR	25001-157
REAR	25001-242
REAR	25001-155
REAR	25001-157A
REAR	25001-242A
REAR	25001-155A

NISSAN PATROL Y61 97-13 FRONT SHOCK FOR 0-2" LIFTS
 NISSAN PATROL Y61 97-13 FRONT SHOCK FOR 3-5" LIFTS
 NISSAN PATROL Y61 97-13 FRONT SHOCK FOR 6" LIFTS
 NISSAN PATROL Y61 97-13 FRONT SHOCK W/ADJUSTER FOR 0-2" LIFTS
 NISSAN PATROL Y61 97-13 FRONT SHOCK W/ADJUSTER FOR 3-5" LIFTS
 NISSAN PATROL Y61 97-13 FRONT SHOCK W/ADJUSTER FOR 6" LIFTS
 NISSAN PATROL Y61 97-13 REAR SHOCK FOR 0-2" LIFTS
 NISSAN PATROL Y61 97-13 REAR SHOCK FOR 3-5" LIFTS
 NISSAN PATROL Y61 97-13 REAR SHOCK FOR 6" LIFTS
 NISSAN PATROL Y61 97-13 REAR SHOCK W/ADJ FOR 0-2" LIFTS
 NISSAN PATROL Y61 97-13 REAR SHOCK W/ADJ FOR 3-5" LIFTS
 NISSAN PATROL Y61 97-13 REAR RES SHOCK W/ADJ FOR 6" LIFTS

45 KITS COME COMPLETE WITH BRACKETS AND HARDWARE

RAM 1500

OEM DODGE

FRONT	25001-207
REAR	25001-208

RAM 1500 4WD 10+ FRONT 2.5 COIL OVER
 RAM 1500 4WD 10+ REAR 2.5 SHOCK



OEM PERFORMANCE

MITSUBISHI MONTERO/PAJERO



MITSUBISHI PAJERO/MONTERO 99-06 FRONT 2.5 COILOVER (INTL)
 MITSUBISHI PAJERO/MONTERO 99-06 FRONT 2.5 COILOVER W/ ADJUSTER (INTL)
 MITSUBISHI PAJERO/MONTERO 99-06 REAR 2.5 SHOCK (INTL)
 MITSUBISHI PAJERO/MONTERO 99-06 REAR 2.5 SHOCK W/ ADJUSTER (INTL)

OEM MITSUBISHI

FRONT	25001-264
FRONT	25001-264A
REAR	25001-265
REAR	25001-265A



UTV PERFORMANCE



UTV SERIES

Known for producing a heritage of competition grade and durable suspension products, and after prototyping the first UTV shock capable of winning races such as the Baja 1000 and Baja 500; King is now offering a full line of performance shock systems for the side-by-side market. Whether you're working on the farm, hitting the dunes or in the heat of competition, few vehicles offer the versatility and enjoyment that the modern UTV provides. With King shocks outfitted, it will be a smooth ride from the farm house and all the way to the finish line.

Designing a shock to work as desired in any terrain is no easy task. King's shock knowledgeable engineers applied the very same innovative technology and manufacturing methods used to conquer the world's toughest environments and created a complete line of shock absorbers for both UTV enthusiasts and dedicated racers. All King UTV shocks are built with the same quality materials and strict precision tolerances that we use in all our high end race shocks.



King UTV shocks come in various lengths to fit your stock suspension and also custom versions to work with long travel kits. Meeting the demand for big travel requires larger shock bodies and better absorbing performance. To accommodate these suspension designs, we have purpose built UTV shocks measuring 2.5" outside diameter, using 7/8" shafts, as well as Internal Bypass (IBP) configurations with 20- clicks of adjustability. These are the very same specifications and dynamics used in many race vehicles of larger and faster classes

King UTV shocks with our optional Wide Range Compression Adjuster give you the ability to precisely adjust compression from super soft to super firm with a simple twist. The clearly marked billet knob offers 16 positive clicks of finely tuned adjustment.

Our shocks are easily serviceable with simple hand tools and offer machined billet construction, tunable valving, nitrogen pressure adjustable external reservoirs, and ride height adjustment. Now you can experience the ultimate performance and famous King ride quality on your UTV. Regardless if you are just out cruising or battling for the lead in competition; the same set of King shock's will give you the damping control you need. Nothing rides like a King.

100% made in the USA under the strictest tolerances from the highest quality materials obtainable. Easily tunable and serviceable with simple hand tools.

Bolt on installation available in stock lengths or extended versions for long travel suspensions.

Optional Wide Range compression adjuster. Clearly marked billet adjuster knob offers 20 positive clicks of finely tuned adjustment.

Integrated piggyback style mounted light weight hard anodized 6063 aluminum alloy reservoirs dissipate heat quickly and will not rust due to gas charging contamination.

Shock cylinders are precision bored to within +/- .001, then honed after zinc plating to remove buildup for a tight piston seal and optimum valving function. Machined with our own truncated thread design for ultimate strength and trouble free spring preload and ride height adjustments.

Large 3/4" & 7/8" diameter shafts have a minimum tensile strength of 100,000 pounds per square inch. They are hard chromed and micro-polished to a 6 RA finish for extended seal life.

Urethane foam bump stop included to cushion full bottoming. Aluminum components are machined from aircraft quality billet.

Steel Teflon lined spherical bearings for smooth articulation and long life with no metal to metal contact.

2.0" UTV PERFORMANCE SERIES



2.0"
DIAMETER

2.0"
DIAMETER
W/ADJUSTER

	FRONT	REAR	FRONT	REAR
Kawasaki Teryx	20001-112	20001-113	20001-112A	20001-113A
Kawasaki Teryx (HP)*	—	20001-173	—	20001-173A
Kawasaki Teryx 4	20001-124	20001-145	20001-124A	20001-145A
Polaris RZR	20001-110	20001-111	20001-110A	20001-111A
Polaris RZR-S	20001-118	20001-119	20001-118A	20001-119A
Polaris RZR XP 900	—	—	20001-126A	20001-127A
Polaris RZR XP 4 900	—	—	20001-126A	20001-127A
Polaris RZR XP 1000	—	—	—	—
Yamaha Rhino	20001-192	20001-193	20001-192A	20001-193A
Yamaha Rhino (HP)*	—	20001-194	—	20001-196A
CanAm Commander	20001-128	20001-129	20001-128A	20001-129A
CanAm Maverick	—	—	20001-139A	—
CanAm Maverick Max	—	—	20001-140A	—
Arctic Cat Prowler 650/700	20001-115	20001-130	20001-115A	20001-130A
Arctic Cat Prowler 650/700 (HP)*	—	20001-131	—	—
Arctic Cat Prowler 1000	20001-135	20001-136	20001-135A	20001-136A
Arctic Cat Prowler 1000 (HP)*	—	20001-186	—	20001-186A
Arctic Cat Wild Cat	—	—	20001-138A	—
Arctic Cat Wild Cat 4	—	—	CALL	—

UTV PERFORMANCE

LONG SHOCK TECH
20001-112A 20001-113A 20001-173A 20001-124A 20001-145A 20001-110A 20001-111A 20001-118A 20001-119A 20001-126A 20001-127A 20001-192A 20001-193A 20001-194A 20001-196A 20001-128A 20001-129A 20001-139A 20001-140A 20001-115A 20001-130A 20001-131A 20001-135A 20001-136A 20001-186A 20001-138A



* HP: Heavy Pay-Load/4 seat conversion

2.5" & 3.0" UTV PERFORMANCE SERIES

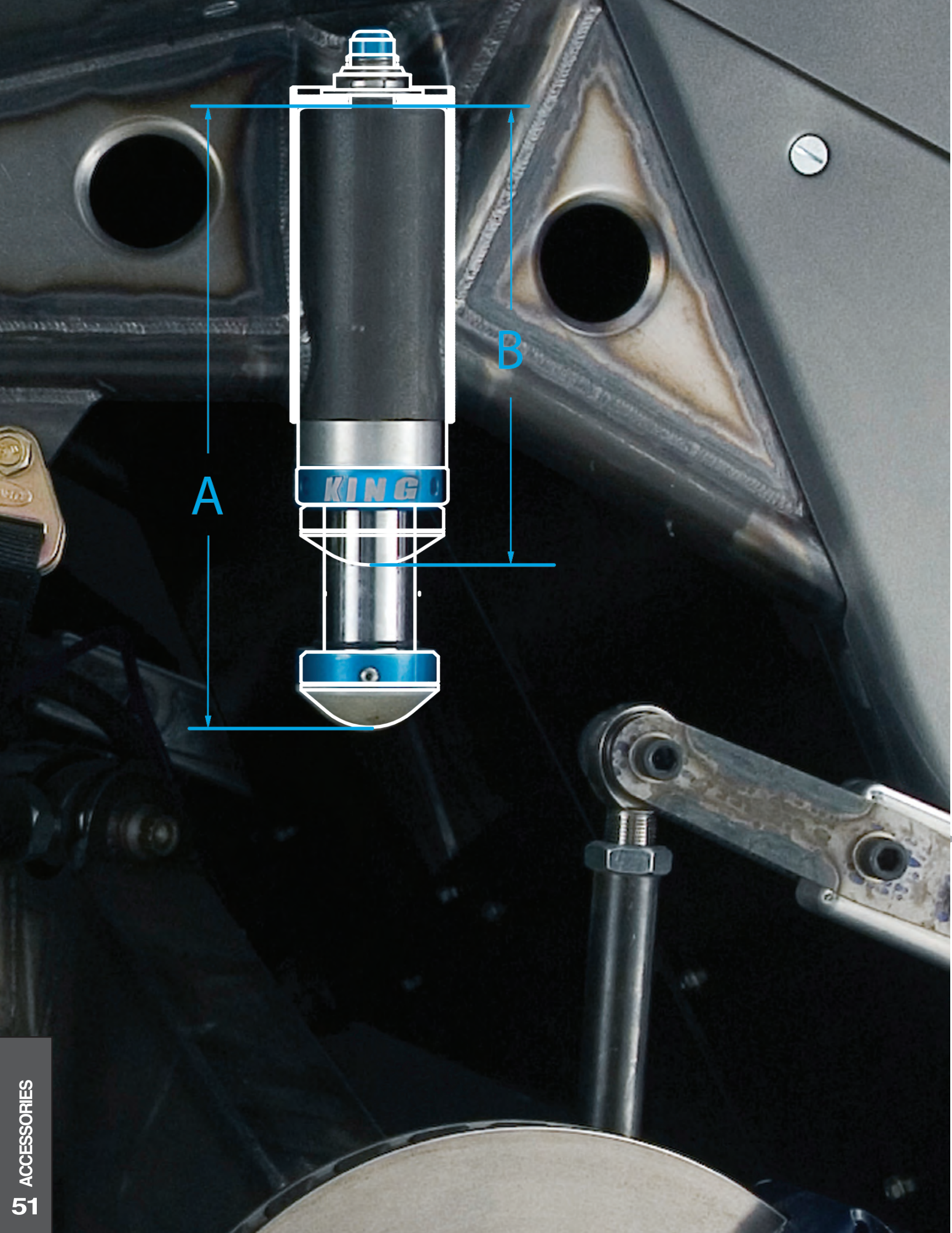
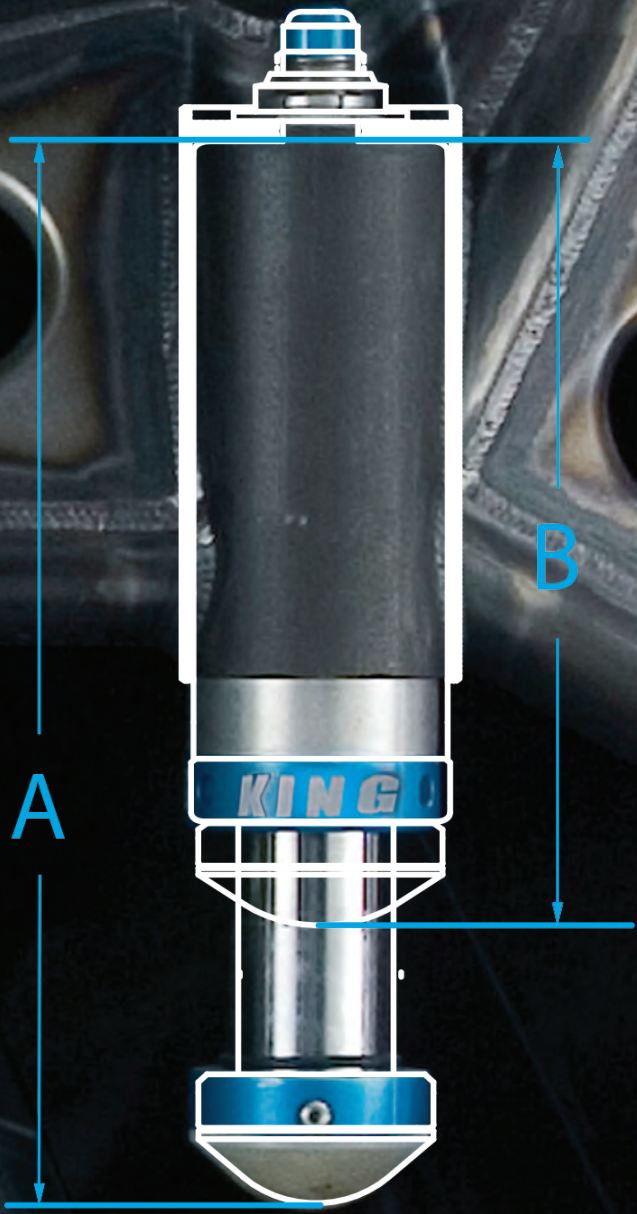


325700-324AF - RZR XP 1000
3.0 COMPRESSION ADJUSTER
W/ FINNED RESERVOIR

****NEW KIT APPLICATIONS UPDATED AS MODELS BECOME AVAILABLE
 CALL US FOR THE LATEST UTV KITS!**

2.5" DIAMETER W/ADJUSTER		2.5" DIAMETER IBP & ADJUSTER		3.0" DIAMETER IBP & ADJUSTER
FRONT	REAR	FRONT	REAR	
25001-126A	25001-127A	CALL	CALL	Polaris RZR XP 900 Polaris RZR 4 XP 900 Polaris RZR XP 1000 Polaris RZR 4 XP 1000 CanAm Maverick CanAm Maverick Max Arctic Cat Wildcat Arctic Cat Wildcat 4
25001-126A	20001-127A	CALL	CALL	
—	—	25700-323	25700-324	
—	—	CALL	CALL	
—	25001-187A	—	—	
—	25001-188A	—	—	
—	25001-132A	—	CALL	
—	CALL	—	CALL	

UTV PERFORMANCE



BUMP STOP SERIES

King bump stops provide an additional level of bottoming control when you are using every bit of suspension travel available. We offer 2.0 and 2.5 inch diameter bodies with stroke lengths from 2 to 4 inches to fit any mounting location requirements and handle any suspension arresting loads. Our 4130 Chromoly mounting sleeves are precision machined to size and offer a secure and sturdy mount without pinching the bump stop body. Our unique Schrader cover mounts to the housing not the Schrader valve itself to protect it and acts as a double seal to keep dust and moisture out. Our bump stops contain a unique piston design that offers superior flow characteristics and the same quality micro polished shafts and advanced seal technology as our race shocks. Our long wearing nylon contact pad insures quiet operation and mounts with a simple yet effective single bolt design.

King bump stops help you use all the suspension travel you have to get the most out of your vehicle. They are easily tuned and serviceable with simple hand tools. You really need to experience the comfort and control a set of King bump stops provide. Nothing rides like King.

100% made in the USA under the strictest tolerances from the highest quality materials obtainable. Easily tunable and serviceable with simple hand tools.

4130 Chromoly bump stop mounting sleeve is bored to size before tig welding to provide a precise fit and strong mounting surface.

Double o-ring Schrader cover that mounts to the body, not the valve itself creates a positive seal and keeps dirt and moisture out.

Unique mounting boss design with locating pin securely locates the bump stop without pinching the outside of the tube.

Bump stop bodies are precision bored to within +/- .001, then honed after zinc plating to remove buildup for a tight piston seal and optimum valving function.

Aluminum components are machined from aircraft quality billet.

Large 1-1/4" or 1-5/8" diameter shafts have a minimum tensile strength of 75,000 pounds per square inch. They're hard chromed and micro-polished to a 6 RA finish for extended seal life.

Long wearing nylon contact pad insures quiet operation and mounts with a simple yet effective single bolt design.

BUMP STOP SERIES

	2.0 DIAMETER	2.5 DIAMETER
2"	BS2020	—
2.5"	—	BS2525 BS2540
4"	BS2040	—

MEASUREMENTS

	2.0 DIAMETER	2.5 DIAMETER
2A	9.68	—
2B	7.66	—
2.5A	—	10.65
2.5B	—	8.15
4A	14.71	15.68
4B	10.66	11.68

See diagram on page 45 for measuring points

MOUNTING SLEEVE BUMP STOP SERIES

	2.0 DIAMETER	2.5 DIAMETER
2"	BS2021	—
2.5"	—	BS2526 BS2541
4"	BS2041	—



AIR SHOCK SERIES

Air shocks have been around for a long time. King's quality materials, unique design features and precise tolerances are what set our air shocks apart. King air shocks offer infinite height and pressure settings in addition to our easily adjustable valving. Gun-drilled, hard chromed shafts further reduce the weight and urethane seals insure proper sealing and long life. The quality of our internal sealing allows you to set-up your air shock to also function as a bumpstop if needed.

King's air bypass shock provides the features of our air shock with the position sensitive damping control of our bypass design. This shock is a prime example of King's custom built for your application approach. If you don't see it, ask for it. Once you experience King shocks you will know there really is a difference. Nothing rides like a King.

100% made in the USA under the strictest tolerances from the highest quality materials obtainable. Easily tunable and serviceable with simple hand tools.

O-ring Schrader cover that mounts to the cap, not the valve itself creates a positive seal and keeps dirt and moisture out.

Shock cylinders are precision bored to within +/- .001, then honed after zinc plating to remove buildup for a tight piston seal and optimum valving function.

Aluminum components are machined from aircraft quality billet.

The heat treated 6061 aluminum alloy piston has our highly developed port configurations that contribute to the unique damping performance and famous King ride quality.

Heat treated stainless alloy valve shims have a unique grain structure that does not fracture and remains stable at high temperatures to maintain consistent valve function.

Wear bands are made from an exclusive Teflon bronze composite that wears longer than any other material available. The same material is used on beds and ways of precision cnc machines.

Large 1-1/4" or 1-5/8" diameter shafts have a minimum tensile strength of 75,000 pounds per square inch. They are hard chromed and micro-polished to a 6 RA finish for extended seal life.

Steel Teflon lined spherical bearings for smooth articulation and long life with no metal to metal contact.



AIR SHOCK

2.0 DIAMETER		2.5 DIAMETER	
8"	PR2008-ASNR	PR2508-ASNR	
10"	PR2010-ASNR	PR2510-ASNR	
12"	PR2012-ASNR	PR2512-ASNR	
14"	PR2014-ASNR	PR2514-ASNR	
16"	PR2016-ASNR	PR2516-ASNR	
18"	—	PR2518-ASNR	

STANDARD SHOCK LENGTHS

2.0 DIAMETER		2.5 DIAMETER	
	COMP	EXT	
6"	14.18	20.18	14.20
8"	16.18	24.18	16.20
10"	18.18	28.18	18.70
12"	20.68	32.68	20.70
14"	22.68	36.68	22.63
16"	24.68	40.68	25.38
18"	—	—	27.38

KING JACK

The King Race Jack was conceived as a tough lightweight jacking device to be carried onboard race vehicles as a replacement for heavy awkward floor jacks. The King jack is a mechanical design that does not rely on hydraulic pressure to lift your vehicle. It will never lose fluid and leave you stranded in the middle of nowhere.

The actuating nut is the same $\frac{3}{4}$ " hex that your lug nuts use so wheel changes are quick with no additional tools needed. The jacking boss is adjustable up and down on the jack body to compensate for the height of your vehicle. The jacking range is a full 15" to provide enough clearance for even the tallest tires. A King race jack will provide peace of mind and ease of operation when you need it most, don't get caught without one. Recommended for open wheel vehicles under 4500 pounds.
Part # SJ1001

100% made in the USA under the strictest tolerances from the highest quality materials obtainable. Easily serviceable with simple hand tools.

Actuation screw has the same $\frac{3}{4}$ " hex as your lug nuts for quick tire changes.

Zinc plated steel body is sealed from the elements.

Knurled Jacking pin adjusts up or down to match the ride height of your vehicle.

Billet aircraft quality aluminum components.

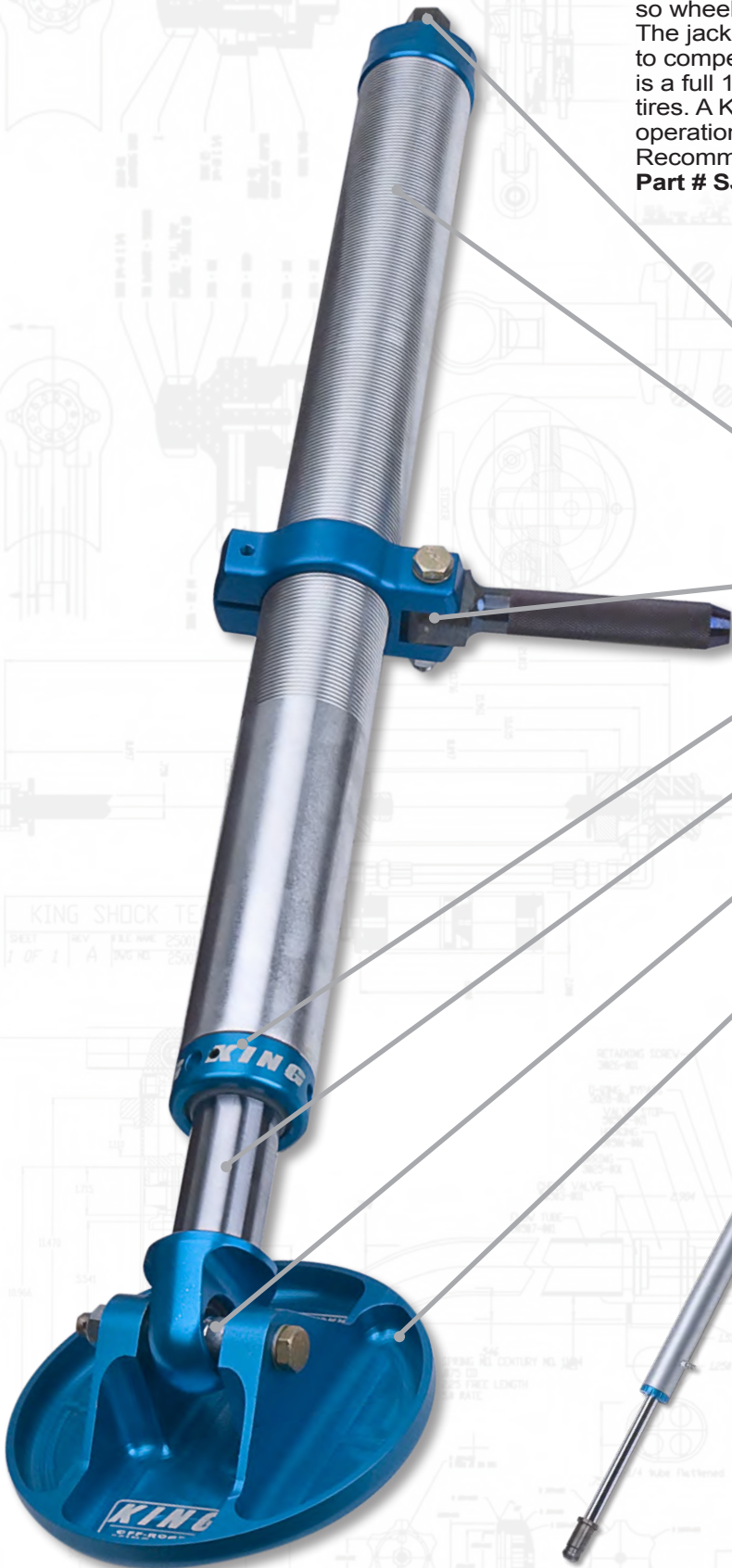
Large 1- $\frac{1}{4}$ " hard chromed shaft has a full 15" of travel.

Steel Teflon lined spherical bearings for smooth articulation and long life with no metal to metal contact.

Rod end attaches to large round base through stainless steel Teflon lined spherical bearings for smooth articulation when jacking on uneven terrain.

AIR JACK

King air jacks are a simple compact solution to lift your vehicle when service is needed. The 3.0" diameter bodies are designed to be permanently mounted on your fabricated mounts to each side of the chassis so they can independently lift one entire side of your race vehicle off the ground. The jacks are extended up to 18" by either Nitrogen or CO2 gas from an onboard tank. The double acting cylinders, (pressurized extension and retraction) have a pivoting base and a unique, heat treated shaft that allows it to deflect so you can jack on un-even terrain. King air jacks will get you back racing quickly giving you the competitive edge you need. **Part # AJ1001** (pictured left)



2.5" DIAMETER SPRINGS

FITS 2.0" COIL OVERS

LBS.	3"	4"	4.5"	7"	8"	10"	12"	14"	16"	18"
50	SPR 25-03-50	—	—	—	—	—	—	—	—	—
80	—	—	—	—	—	—	—	SPR 25-14-80	—	—
100	—	—	SPR 25-045-100	—	SPR 25-08-100	SPR 25-10-100	SPR 25-12-100	SPR 25-14-100	SPR 25-16-100	—
125	—	—	—	—	—	—	SPR 25-12-125	—	—	—
150	—	—	—	—	SPR 25-08-150	SPR 25-10-150	SPR 25-12-150	SPR 25-14-150	SPR 25-16-150	—
200	—	—	—	SPR 25-07-200	SPR 25-08-200	SPR 25-10-200	SPR 25-12-200	SPR 25-14-200	SPR 25-16-200	—
250	—	—	—	—	SPR 25-08-250	SPR 25-10-250	SPR 25-12-250	SPR 25-14-250	SPR 25-16-250	—
300	—	—	—	—	SPR 25-08-300	SPR 25-10-300	SPR 25-12-300	SPR 25-14-300	SPR 25-16-300	—
350	—	SPR 25-04-350	—	—	SPR 25-08-350	SPR 25-10-350	SPR 25-12-350	SPR 25-14-350	SPR 25-16-350	—
400	—	SPR 25-04-400	—	—	SPR 25-08-400	SPR 25-10-400	SPR 25-12-400	SPR 25-14-400	SPR 25-16-400	—
425	—	—	—	—	SPR 25-08-425	—	—	—	—	—
450	—	SPR 25-04-450	—	—	SPR 25-08-450	SPR 25-10-450	SPR 25-12-450	SPR 25-14-450	SPR 25-16-450	—
500	—	SPR 25-04-500	—	—	SPR 25-08-500	SPR 25-10-500	SPR 25-12-500	SPR 25-14-500	SPR 25-16-500	—
600	—	—	—	—	SPR 25-08-600	SPR 25-10-600	SPR 25-12-600	SPR 25-14-600	SPR 25-16-600	SPR 25-18-600
650	—	—	—	—	—	—	—	SPR 25-14-650	SPR 25-16-650	—
700	—	—	—	—	—	SPR 25-10-700	SPR 25-12-700	—	SPR 25-16-700	—
750	—	—	—	—	—	—	—	—	SPR 25-16-750	—
800	—	—	—	—	SPR 25-08-800	SPR 25-10-800	SPR 25-12-800	—	—	—
900	—	—	—	—	—	—	SPR 25-12-900	—	—	—
1000	—	—	—	—	—	—	SPR 25-12-1000	—	—	—

3.0" DIAMETER SPRINGS

FITS 2.5" COIL OVERS

LBS.	4"	5.5"	6"	8"	10"	12"	14"	16"	18"	19"
90	—	SPR 3-55-90	—	—	—	—	—	—	—	—
100	—	—	—	SPR 3-08-100	SPR 3-10-100	—	—	—	—	—
125	—	—	—	—	—	SPR 3-12-125	—	—	—	—
150	—	—	—	SPR 3-08-150	SPR 3-10-150	—	SPR 3-14-150	SPR 3-16-150	SPR 3-18-150	—
200	—	—	—	SPR 3-08-200	SPR 3-10-200	SPR 3-12-200	SPR 3-14-200	SPR 3-16-200	SPR 3-18-200	—
250	—	—	—	SPR 3-08-250	SPR 3-10-250	SPR 3-12-250	SPR 3-14-250	SPR 3-16-250	SPR 3-18-250	—
300	—	—	—	SPR 3-08-300	SPR 3-10-300	SPR 3-12-300	SPR 3-14-300	SPR 3-16-300	SPR 3-18-300	—
350	—	—	—	—	—	SPR 3-12-350	SPR 3-14-350	SPR 3-16-350	—	—
400	—	—	—	—	SPR 3-10-400	SPR 3-12-400	SPR 3-14-400	SPR 3-16-400	SPR 3-18-400	—
450	—	—	—	—	—	SPR 3-12-450	SPR 3-14-450	SPR 3-16-450	—	—
500	SPR 3-04-500	—	SPR 3-06-500	—	SPR 3-10-500	SPR 3-12-500	SPR 3-14-500	SPR 3-16-500	SPR 3-18-500	—
550	—	—	—	—	SPR 3-10-550	—	SPR 3-14-550	—	—	—
600	—	—	—	—	—	SPR 3-12-600	SPR 3-14-600	SPR 3-16-600	SPR 3-18-600	—
650	—	—	—	—	—	—	SPR 3-14-650	—	—	—
700	—	—	—	—	—	—	SPR 3-14-700	SPR 3-16-700	SPR 3-18-700	—
750	—	—	—	—	—	—	—	—	SPR 3-18-750	—
800	—	—	—	—	—	—	—	SPR 3-16-800	—	SPR 3-19-800

3.75" DIAMETER SPRINGS

FITS 3.0" COIL OVERS

LBS.	4"	8"	10"	13"	16"	17"	18"	20"	22"	24"
100	—	SPR 375-08-100	SPR 375-10-100	SPR 375-13-100	—	—	—	—	—	—
150	—	SPR 375-08-150	SPR 375-10-150	SPR 375-13-150	—	—	—	—	—	—
200	—	SPR 375-08-200	SPR 375-10-200	SPR 375-13-200	—	—	—	—	—	—
250	SPR 375-04-250	SPR 375-08-250	SPR 375-10-250	SPR 375-13-250	—	—	—	—	—	—
300	—	SPR 375-08-300	SPR 375-10-300	SPR 375-13-300	—	—	—	SPR 375-20-300	SPR 375-22-300	SPR 375-24-300
350	SPR 375-04-350	SPR 375-08-350	SPR 375-10-350	SPR 375-13-350	—	—	—	SPR 375-20-350	SPR 375-22-350	SPR 375-24-350
400	SPR 375-04-400	SPR 375-08-400	SPR 375-10-400	SPR 375-13-400	—	SPR 375-17-400	—	SPR 375-20-400	SPR 375-22-400	SPR 375-24-450
450	SPR 375-04-450	SPR 375-08-450	SPR 375-10-450	—	—	—	—	—	SPR 375-22-450	SPR 375-24-450
500	SPR 375-04-500	SPR 375-08-500	SPR 375-10-500	SPR 375-13-500	—	—	—	SPR 375-20-500	SPR 375-22-500	SPR 375-24-500
550	—	—	—	—	—	—	—	—	SPR 375-22-550	SPR 375-24-550
600	—	—	—	SPR 375-13-600	SPR 375-16-600	—	—	SPR 375-20-600	SPR 375-22-600	SPR 375-24-600
650	—	—	—	—	—	—	—	SPR 375-20-650	—	—
700	SPR 375-04-700	—	—	SPR 375-13-700	—	—	SPR 375-18-700	SPR 375-20-700	SPR 375-22-700	SPR 375-24-700
750	—	—	—	—	—	—	SPR 375-18-750	SPR 375-20-750	—	—
800	—	—	—	SPR 375-13-800	—	—	SPR 375-18-800	—	SPR 375-22-800	—

KING SPRINGS

**King has over 10,000 springs in stock.
The largest and most complete spring inventory
in the off-road industry.**

King coil springs are manufactured to our specifications in the USA using the finest quality, high tensile, chrome silicon wire available. Our springs are specifically wound for off-road applications, not repackaged car springs. Our spring rates, wire diameters and coil lengths have been developed through extensive real world testing on all types of terrain. Our race winning designs have been put to the test in the heat of battle from Baja to Dakar.

All springs have closed and ground ends to sit flat and deflect true. We have the largest selection of springs to match your application, over 10,000 in stock, ready to go. We sell thousands of springs a month with barely a return ever, yet we offer a lifetime warranty to the original purchaser against sagging and breakage. You will have the added peace of mind knowing you're covered, just in case. In the rare occurrence that a spring does fail, it will be cheerfully replaced with no questions asked. Our customer support is second to none just like the quality and performance of our products. Nothing rides like a King.

Decoding King coil part numbers:

Example: SPR375-22-250

375 = 3.75" internal diameter spring

* fits 3.0" shock

22 = 22 inches long

250 = 250 lbs. spring rate

The spring rate is a number that represents the amount of force in pounds that it takes to compress the coil 1 inch.

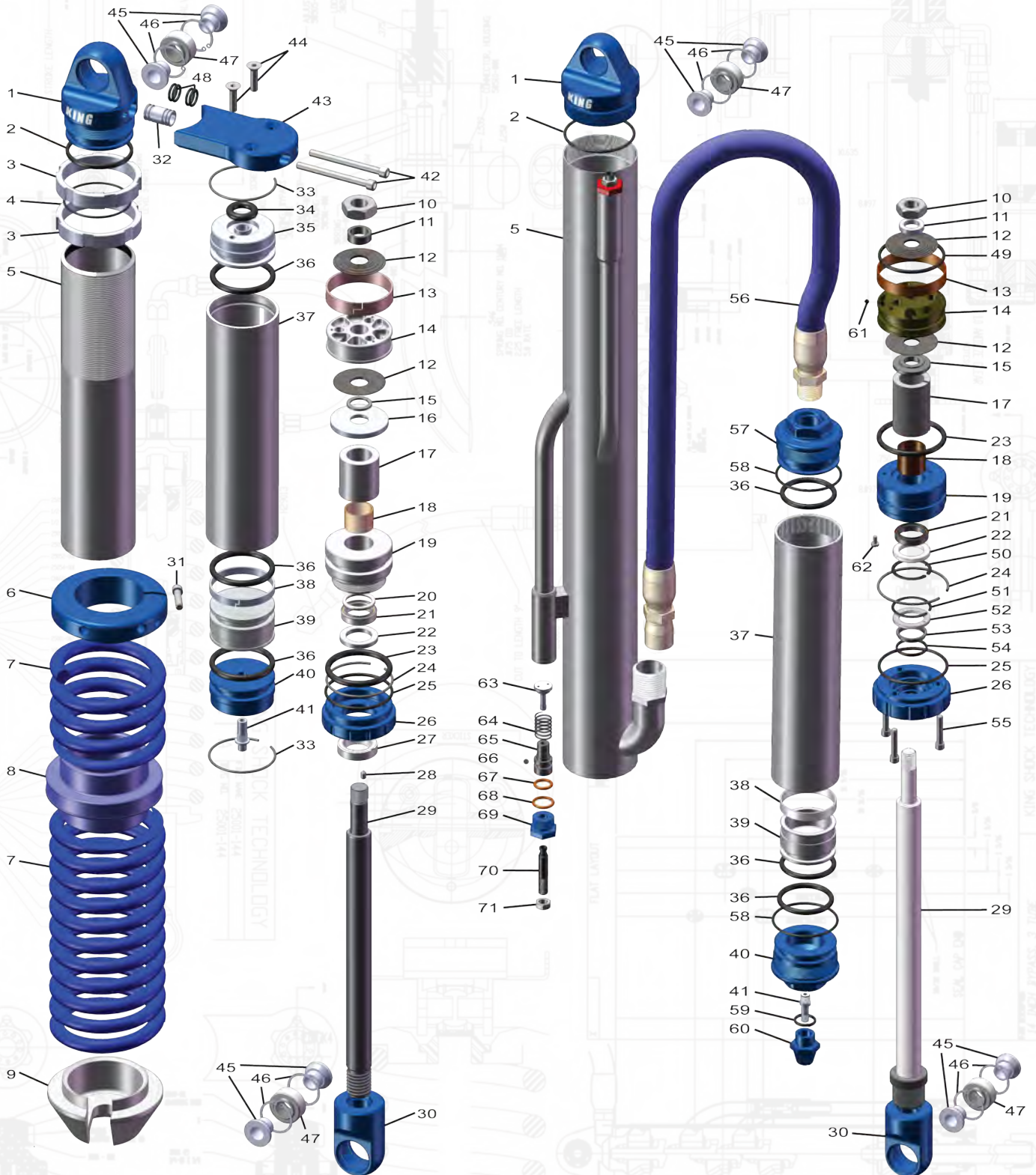
King shocks are available with many coil spring options depending on your application. A single rate spring is a single coil on the shock. As the coil compresses the rate increases at a linear rate. If the spring rate for that coil is 300lbs per inch then compressing that coil one inch generates 300lbs., two inches generates 600lbs., 3 inches equals 900lbs. You can also have a dual rate spring which is two coils mounted to the shock. If the spring rates are equal on both coils your spring rate will be close to half that of each spring. As the coils compress equally the shock travels one inch but each coil only travels one half inch. Using our 300lb spring rate in the previous example if you have two 300lb springs and they each travel $\frac{1}{2}$ inch then their combined force would be 150lbs.

You also have the option of more highly sophisticated dual rate configurations that use combinations of differently rated coils and secondary travel stops to give you non-linear spring rates. They can be softer initially and then reach higher levels of firmness than a linear coil of the same length. The variations and applications involved would require too lengthy an explanation to fit on this page but rest assured our experienced sales technicians can guide you through the process of configuring your shocks to provide the ultimate in ride comfort and control regardless of your application or driving style.



KING FACTORY REPLACEMENT PARTS

King shocks are made from the finest materials available to provide years of trouble free service. Our shocks have evolved from pure racing designs so they are able to be tuned and serviced with simple hand tools. Any part on a King shock can be rebuilt or replaced with factory fresh pieces. When the time comes, convenient pre-packaged seal and shim kits as well as wear bands, bearings, shafts and shock oil are just a phone call away. All the parts that go into a King shock are identified below.



Parts Glossary

- 1-Top Cap
- 2-Top Cap O-Ring
- 3-Secondary Nuts
- 4-Secondary Nut O-Ring
- 5-Shock Cylinder
- 6-Coil Adjustment Nut
- 7-Coil Spring
- 8-Coil Slider
- 9-Coil Plate
- 10-Piston Retaining Nut
- 11-Piston Retaining Washer
- 12-Valve Shims
- 13-Piston Wear band
- 14-Piston
- 15-Base Washer
- 16-Top Out Washer
- 17-Shaft Spacer
- 18-Shaft Guide / DU Bushing
- 19-Seal Cap
- 20-Shaft O-Ring
- 21-Main Seal
- 22-Main Seal Retainer
- 23-Seal Cap O-Ring
- 24-Shock Cylinder C-Clip
- 25-Wiper Cap O-Ring
- 26-Wiper Cap
- 27-Wiper Seal
- 28-Set Screw
- 29-Shock Shaft
- 30-Rod End
- 31-Coil Adjustment Pinch Bolt
- 32-Piggyback Mounting Sleeve
- 33-Reservoir C-Clip
- 34-Piggyback Adaptor O-Ring
- 35-Piggyback Reservoir Oil End Cap
- 36-Reservoir O-Rings
- 37-Reservoir Cylinder
- 38-Reservoir Piston Wear Band
- 39-Reservoir Piston
- 40-Remote Reservoir Air End Cap
- 41-Schrader Valve
- 42-Piggyback Mounting Plate Bolts
- 43-Piggyback Mounting Plate
- 44-Piggyback Reservoir End Cap Bolts
- 45-Spacer
- 46-Bearing Retaining Ring
- 47-Spherical bearing
- 48-Piggyback Mounting Sleeve O-Rings
- 49-Piston O-Ring
- 50-Main Seal Retaining Ring
- 51-Wiper Seal Retaining Ring
- 52-Wiper Seal Retainer
- 53-Wiper Seal
- 54-Wiper O-Ring
- 55-Wiper Cap Bolts
- 56-Remote Reservoir Hose
- 57-Remote Reservoir Oil End Cap
- 58-Remote Reservoir End Cap O-Ring
- 59-Schrader Valve Cap O-Ring
- 60-Schrader Valve Cap
- 61-Piston Bleed Screw
- 62-Seal Cap Bleed Screw
- 63-Bypass Valve
- 64-Bypass Spring
- 65-Bypass Valve Stop
- 66-Bypass Valve Stop Set Screw
- 67-Bypass Valve Stop O-Ring
- 68-Bypass Adjusting Nut O-Ring
- 69-Bypass Adjusting Nut
- 70-Bypass Adjusting Screw
- 71-Bypass Adjusting Jam Nut



Gallon size King, high performance shock fluid

Get the edge on your competition by running high quality, specially formulated, King shock oil.

Shock Oil: Part # F10011 Air Shock oil: Part # F10012



King seal replacement kit

Rebuild your shocks with genuine factory replacement parts made from the proper materials for peak performance.

Multiple kit sizes available



King performance shim kit

King valve shims are made from a unique stainless alloy that remains stable at high temperatures and does not crack like plain steel shims do. King shims are crucial to maintain proper, consistent performance from your King shocks.

Multiple sizes available



King piston wear bands

King piston wear bands are made from Teflon impregnated bronze material unlike all others. They give you a higher level of safety and performance. Multiple sizes available



Schrader valves

High pressure, high temperature, precision made Schrader valves. CV2101-(short) CV2102-(long)

Spherical bearing reducers/ spacers

Properly locate your shocks while still allowing articulation with these spacers. Available to fit several bolt sizes and mounting tab widths. Multiple sizes available



Cylinder and shaft clamping soft jaws

Get a firm grip on shock bodies and shafts when doing service without scratches or dents. Part # 100-001-(3/4"shaft) 100-002-(7/8"shaft) 100-003-(1"shaft) 100-004-(1 1/4"shaft) 100-005-(2.0PR clamp) 101-002-(2.5PR clamp) 101-001-(2.5RS clamp) 101-004-(3.0RS clamp) 101-003-(2.5&3.0RES clamp)



T-Handle coil nut adjuster wrench

Make quick work of coil nut adjustments with this textured t-handled adjuster. One size for 3.0 and another for 2.0 and 2.5 inch shocks.

Part # 25308-100-(2.0 & 2.5) 30313-100-(3.0)



Standard coil nut adjuster wrench

Simple, durable coil nut adjuster wrench for setting preload and ride height. Part # 25308-002



Retaining ring pliers

Quality, precision, German made snap ring pliers have comfortable padded grips. They come in two sizes to handle a range of snap ring diameters.

Part # CR2901-(small) CR2902-(large)



King shock charging manifold

Accurate 0-400 PSI pressure gage, easy to use manifold for precise shock charging. Part # T1001-100



King assorted decal kit

Show your pride in running the best shocks available with King decals. Part # D13001

SHOCK MEASUREMENTS

2.0 "PR" PERFORMANCE RACE		
	COMPRESSED	EXTENDED
6"	13	19
8"	15	23
10"	17.05	27.05
12"	19.585	31.585
14"	21.585	35.585
16"	23.585	39.585

2.5 "PR" PERFORMANCE RACE		
	COMPRESSED	EXTENDED
6"	14	20
8"	16	24
10"	18.375	28.375
12"	20.65	32.65
14"	23.25	37.25
16"	26	42
18"	28	46

3.0 "PR" PERFORMANCE RACE		
	COMPRESSED	EXTENDED
8"	16.70	24.70
10"	18.70	28.70
12"	20.70	32.70
14"	23.45	37.45
16"	26.20	42.40
18"	28.95	46.95

2.0 AIR SHOCKS		
	COMPRESSED	EXTENDED
8"	16.18	24.18
10"	18.18	28.18
12"	20.68	32.68
14"	22.68	36.68
16"	24.68	40.68

2.5 AIR SHOCKS		
	COMPRESSED	EXTENDED
10"	18.70	28.70
12"	20.70	32.70
14"	22.63	36.63
16"	25.38	41.38
18"	27.38	45.38

PURE RACE "RS" ALL DIAMETERS		
	COMPRESSED	EXTENDED
6"	15.81	21.81
8"	17.81	25.81
10"	19.81	29.81
12"	21.81	33.81
14"	24.56	38.56
16"	27.31	43.31
18"	30.06	48.06
20"	32.06	52.06
26"	38.06	64.06

OIL VOLUMES

2.0 "PR" EMULSIONS PERFORMANCE RACE	
	VOLUME
6"	195 cc
8"	250 cc
10"	320 cc
12"	400 cc
14"	450 cc
16"	500 cc

2.0 "PR" COIL CARRIERS PERFORMANCE RACE	
	VOLUME
8"	210 cc
10"	225 cc
12"	300 cc
14"	375 cc
16"	450 cc

2.0 "RS" COIL CARRIERS PURE RACE	
	VOLUME
10"	240 cc
12"	260 cc
14"	280 cc
16"	300 cc

2.5 "PR" COIL EMULSIONS PERFORMANCE RACE	
	VOLUME
6"	400 cc
8"	510 cc
10"	640 cc
12"	800 cc
14"	900 cc

2.5 "PR" COIL CARRIERS PERFORMANCE RACE	
	VOLUME
10"	500 cc
12"	600 cc
14"	700 cc
16"	800 cc

2.5 "RS" COIL CARRIERS PURE RACE	
	VOLUME
10"	440 cc
12"	540 cc
14"	640 cc
16"	740 cc

2.0 AIR SHOCKS	
	VOLUME
8"	170 cc
10"	210 cc
12"	260 cc
14"	300 cc
16"	340 cc

2.5 AIR SHOCKS	
	VOLUME
8"	250 cc
10"	350 cc
12"	500 cc
14"	580 cc
16"	600 cc
18"	680 cc

BUMP STOPS		
	2.0	2.5
2" SC *	72 cc	—
2" LC *	89 cc	—
2.5" SC *	—	124 cc
4" LC *	113 cc	220 cc

*SC: Short Cylinder
*LC: Long Cylinder