



Installation  
Instructions

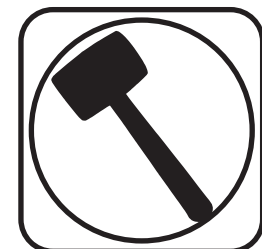
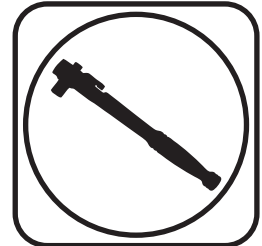


**Part # 11700111/11700116**

**2007-2018 Silverado 1500 2WD/4WD 4"/5.5" Drop Kit**

**Recommended Tools**

<b>Front Components</b>	
11703699	Front Upper StrongArms
11703110/11703115	Front CoilOver Kit
<b>Rear Components</b>	
11709511	Rear Flip Kit
22189864	Rear HQ Series Shocks



**2007-2018 GM 1500 4"/5.5" Drop Kit**

# Installation Instructions

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**THIS KIT IS DESIGNED TO FIT TRUCKS WITH  
CAST STEEL OE CONTROL ARMS.**

We recommend installing the Ridetech SwayBar #11709120, to improve the handling of the truck.

[www.ridetech.com](http://www.ridetech.com) 

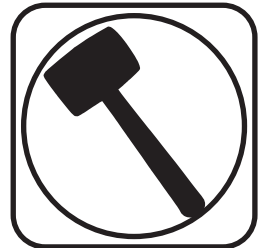
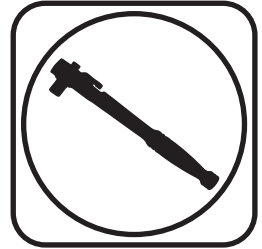
REV1 9/25/25



**Part # 11703699 - 2007-2018 Silverado Front Upper StrongArms**



**Recommended Tools**



**2007-2018 Silverado Upper StrongArms  
Installation Instructions**

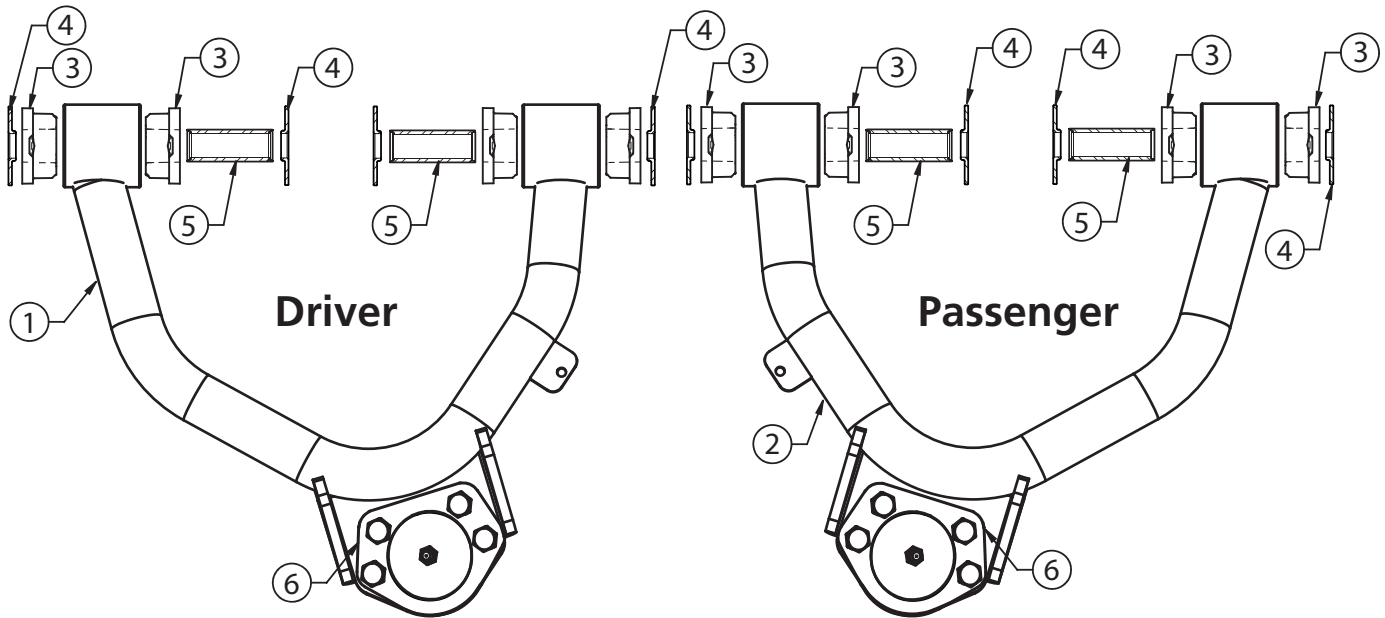
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**THESE CONTROLS ARMS ARE DESIGNED TO FIT TRUCKS WITH CAST STEEL OE CONTROL ARMS.**



### Upper Control Arm Components .....In the box

Item #	Part Number	Description	QTY
1	90001425	Driver Upper Control Arm	1
2	90001426	Passenger Upper Control Arm	1
3	70010827	Delrin Control Arm Bushing	8
4	90001429	Delrin Bushing T-Washer	8
5	90001430	Delrin Bushing Inner Sleeve	4
6	90000910	Upper Ball Joints - Proforged # 101-10046	2



### HARDWARE LIST Kit # 99010156

Part Number	Description	QTY
<b>Upper Balljoint</b>		
99311011	5/16" -18 x 1 1/4" Hex Bolt	8
99312002	5/16" -18 Nylok Nut	8
99313001	5/16" SAE Flat Washer	16
<b>Brake Line Tab</b>		
99251020	1/4" -20 x 1/2" Thread Forming	2



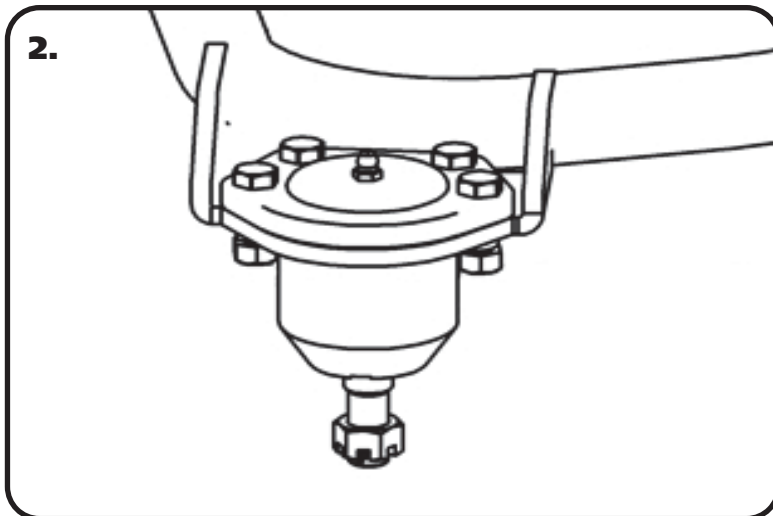
### Getting Started.....

Congratulations on your purchase of the Ridetech 07-13 Silverado StrongArms. These StrongArms have been designed to give your Silverado excellent handling along with a lifetime of enjoyment. Some of the key features of the StrongArms: Ball Joint angles have been optimized for the lowered ride height, Delrin bushings are used to eliminate bushing deflection along with providing free suspension movement through the entire range of travel. The Delrin bushings are made from a material that is self lubricating, so no grease zerks are needed.

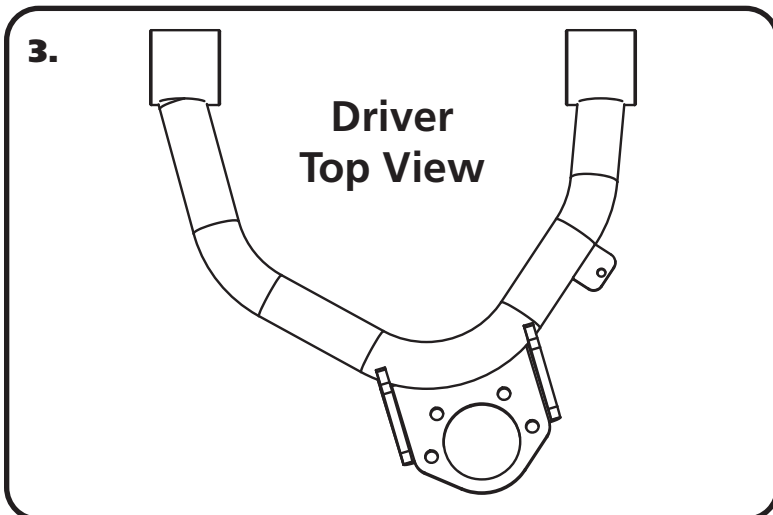
### Installation

**1.** Remove the entire upper control arms from the truck. If you are replacing the lower control arms and spindle, remove them too. Refer to a Factory Service Manual for the proper method.

**NOTE:** We recommend marking the location of the upper control arm adjusters before removing them.



**2.** Install the ball joints into the upper control arm with the hardware supplied with the ball joint. The upper ball joint goes in from the top side of the control arm. The gussets on the ball joint plate point up. Torque the hardware to 18 ftlbs.



**3.** The upper control arm is attached to the factory mount using the factory hardware. The driver side arm is shown in **Figure "3"**. The ball joint on the arm is oriented to the rear of the truck. The brake line tab on the control arm will be to the REAR of the control arm.



### Upper Control Arm Installation



4. Insert a t-washer in each side of the control arm bushings. The small diameter of the t-washer goes into the bushing. You may have to tap it in the inner sleeve. The control arm mount will keep the t-washer seated.



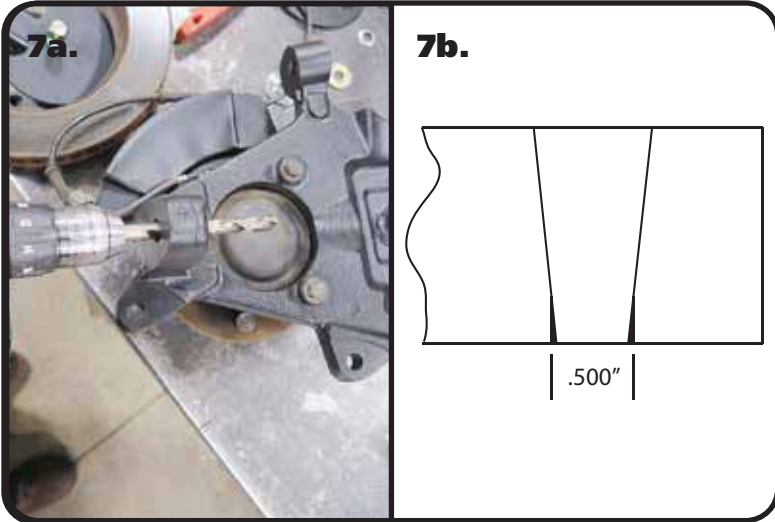
5. The upper control arm is attached in the factory mount using factory hardware. The driver side arm is shown in **Figure "5"**. Line up the through holes of the bushings with the OEM slots.



6. Reinstall the OEM adjuster bolts. Make sure the PINS in the frame are located in the slots of the adjuster. Set the adjuster back to the marks made during disassembly and torque to 140 ftlbs.



### Upper Control Arm Installation



**7.** Before Inserting the pin of the upper balljoint into the spindle, you will need to clearance the bottom of the taper with a 1/2" drill bit. Refer to Images 7a & 7b. Image 7b illustrates the clearanced spindle taper. The drawing is exaggerated for illustration purposes.

**8a.** Insert the ball joint pin into the spindle.

**8b.** Install the castle nut on the ball joint pin.

**Torque Specs:**

Lower Ball joint - 50 ftlbs and tighten to line up cotter pin.



Install the cotter pin after tightening the ball joint nut.

**9.** Attach the brake line bracket to the new upper control arm using the supplied thread forming bolts. Align the bracket with the tab on the control arm. Attach it using the thread forming bolts supplied with the kit. These can be threaded in using a ratchet. Put downward pressure on the bolt while turning them. Torque them to 15 inlbs.



**10.** Tighten all fasteners and grease the ball joints.

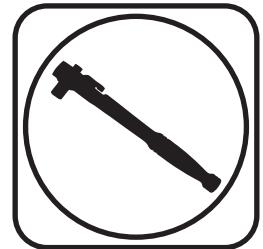
**11.** Have the vehicle aligned.

Suggested Alignment Specs	
Street Driving	
Camber	-0.4° (+ or - 0.4°)
Caster	+4.0° (+ or - 0.5°)
Toe	+0.1° (+ or - 0.1°)



**Part # 11703110/11703115** - 2007-2018 Silverado 2WD/4WD HQ Front CoilOvers

### Recommended Tools



## 2007-2018 Silverado 2WD/4WD Front CoilOvers Installation Instructions

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**THIS KIT IS DESIGNED TO REPLACE THE OEM SHOCK/SPRING SETUP.**



### Major Components .....In the box

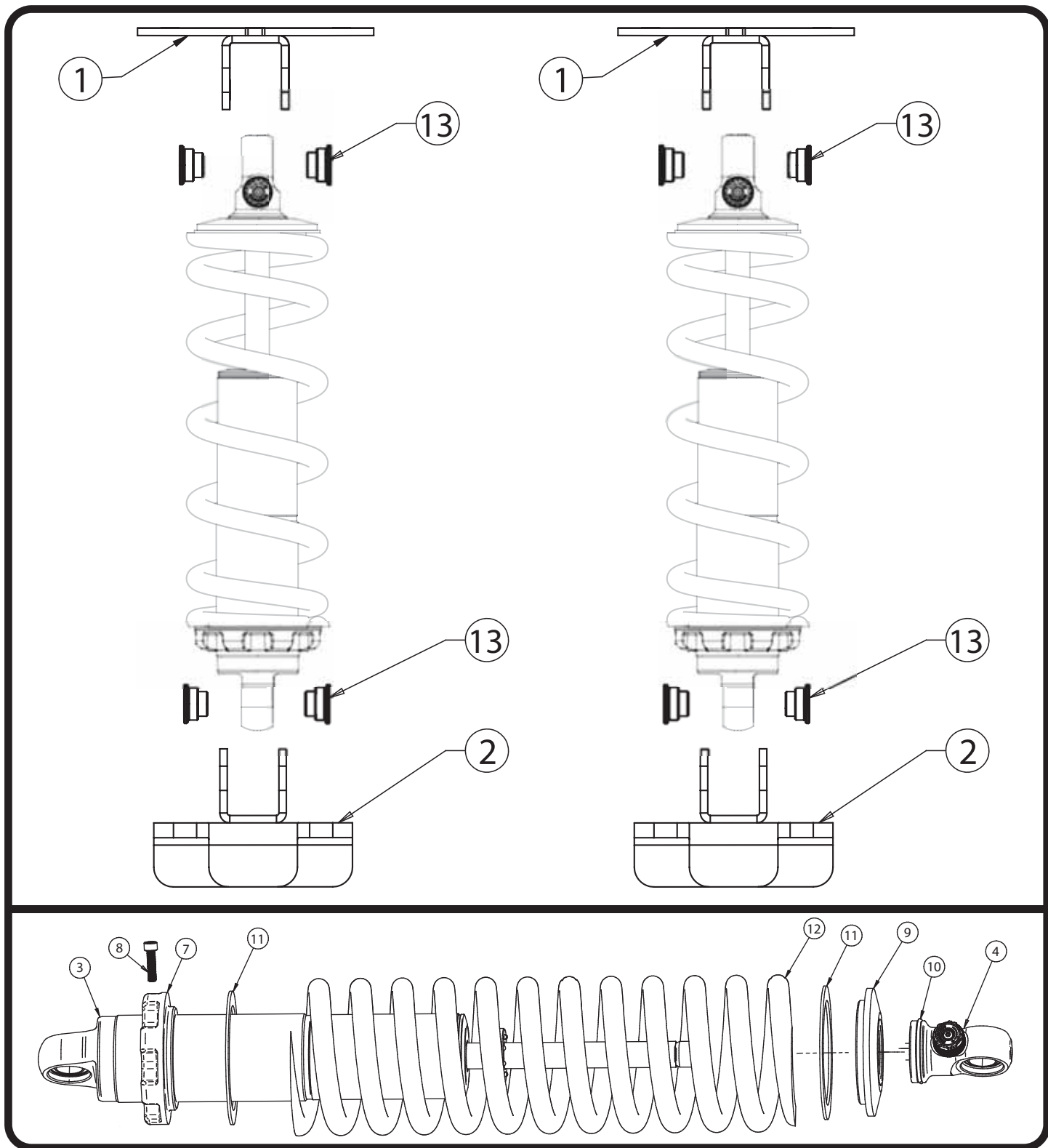
Item #	Part #	Description	QTY
1	90001368	Upper CoilOver Mount Assembly	2
2	90001369	Lower CoilOver Mount Assembly	2
3	982-10-804	4.1" Stroke HQ Series Shock	2
4	815-05-022-kit	Shock Eyelet Assembly	2
5	90001994	5/8" ID Bearing (installed in shock eyelet/body)	4
6	90001995	Bearing Snap Ring (installed in shock eyelet/body)	8
7	803-00-199(kit)	Lower Spring Adjuster Nut	2
8	803-00-199(kit)	Adjuster Nut Locking Screw	2
9	803-00-199(kit)	Upper CoilSpring Retaining Plate	2
10	803-00-199(kit)	CoilSpring Plate Retaining Ring	2
11	70010828	Delrin Spring Washer	4
12	59100800 (2WD) or 59080850 (4WD)	CoilSpring 10" (2WD) 800lb - 2WD or CoilSpring 08" (4WD) 850lb - 4WD	2 or 2
13	90002043	.500" x .365" Shock Bearing Spacers	8
	85000000	Spanner Wrench	1

### HARDWARE LIST Kit # 99010130

QTY	Part Number	Description
<b>FRONT UPPER SHOCK MOUNT</b>		
2	99501064	1/2"-13 x 2 3/4" Hex Bolt
2	99502001	1/2"-13 Nylok Nut
2	99503001	1/2" SAE Flat Washer
6	99431023	7/16"-14 x 1 3/4" Hex Bolt
6	99432010	7/16"-14 Nylok Nut
12	99433005	7/16" SAE Flat Washer
<b>FRONT LOWER SHOCK MOUNT</b>		
2	99501064	1/2"-13 x 2 3/4" Hex Bolt
2	99502001	1/2"-13 Nylok Nut
2	99503001	1/2" SAE Flat Washer
4	99371061	3/8"-16 x 2 1/4" Hex Bolt
4	99372001	3/8"-16 Nylok Nut
8	99373002	3/8" SAE Flat Washer



### Major Components .....In the box





### Alignment Note.....

THE LOWER YOU SET THE FRONT RIDE HEIGHT OF YOUR SILVERADO, THE HARDER IT WILL BE TO GET AN ALIGNMENT THAT IS WITHIN SPECIFICATIONS.

### Disassembly

This CoilOver System is Designed to replace the factory Shocks and Springs.

The front OEM Shock and Spring assemblies will need to be removed from the front of the truck. **DO NOT DISASSEMBLE THE SHOCK/SPRING ASSEMBLY.**

1. Raise the vehicle and support it by the frame, allowing the suspension to hang freely.
2. Remove the shock/spring assembly from both sides of the truck.
3. If replacing the OEM spindles, remove them at this time (refer to pages 11-12).

### Getting Started.....

4. The CoilOvers need to be assembled before putting the shocks in the mounts. Assemble the shocks and springs using the instructions below.

**NOTE:** The Upper and Lower Mounts are not side specific so they are the same for both sides of the truck.

### CoilOver Assembly...



1

First, using the supplied lower adjuster nut (803-00-199) thread the nut onto the shock from the bottom side as seen in figure 1. Remove the plastic pellet that is in the split of the adjuster nut.



2

Next, install a delrin washer then coil spring over the top of the shock as seen in figure 2.



3

Before the upper spring mount can be installed screw the adjuster knob on the upper eye mount to the firmest setting (clockwise) as seen in figure 3. Then remove the Knob by holding it while removing the center screw.



4

Once the knob is removed slide a Delrin washer over the eyelet. Next, slide the upper spring mount (803-00-199) over eyelet as seen in figure 4.



5

Install upper spring mount retainer clip (803-00-199) into the groove on the upper eyelet as seen in figure 5. Then, reinstall adjuster to complete assembly.

**Install the locking screw in the adjuster nut before setting spring preload, but DO NOT tighten until the spring preload has been set.**

**NOTE:** Remember to adjust the shock valving before driving, the shock is currently set to full stiff.



### Assembling CoilOver



5. Install the 1/2" I.D. bearing spacers into bearing in the shock body. These spacers have a through hole that is 1/2" diameter. The small diameter of the spacers will insert into the shock bearing.



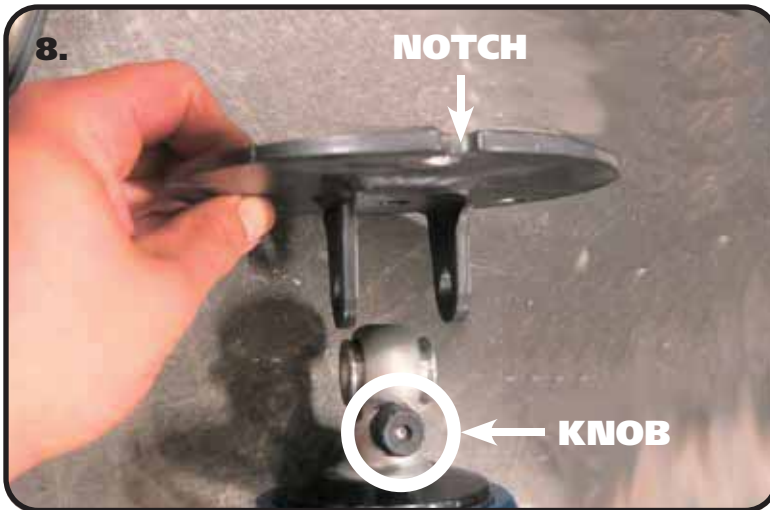
6. Insert the shock into the Lower Mount. Line up the shock bearing/spacers hole with the mounting holes of the lower mount. Insert a 1/2"-13 x 2 3/4" bolt through the mount/shock. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt that are sticking through the mount.



7. Install the 1/2" I.D. bearing spacers into bearing in the shock eyelet. These spacers have a through hole that is 1/2" diameter. The small diameter of the spacers will insert into the shock bearing.



### Assembling CoilOver



8. Attach the Upper Mount to the shock eye. The mount needs to be attached to the eyelet so that the notch is on the same side as the adjuster knob.



9. Insert the shock eyelet into the Upper Mount. Line up the shock bearing/spacers hole with the mounting holes of the upper mount. Insert a 1/2"-13 x 2 3/4" bolt through the mount/shock. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt that are sticking through the mount. Torque the upper and lower mounting hardware to 75 ftlbs.



10. Your assembly should look like **Image 10**. The SHORT TAB of the lower mount should be on the same side as the NOTCH in the upper mount. If it is NOT, you can turn the upper mount by hand.



### Installation of CoilOver Assembly



**11.** Put the CoilOver in position on the truck. The Lower Mount will only attach to the control arm one way. The SMALL vertical tab needs to be positioned toward the wheel.



**12.** The Upper Mount needs to be positioned with the NOTCH toward the wheel. The shock adjuster knob should also be toward the wheel.

**NOTE:** If the adjuster knob is not toward the wheel with the upper mount in the correct position, the upper mount will need to be removed from the eyelet and rotated 180°.



**13.** Align the mounting holes of the lower mount with the OEM shock mounting holes in the lower control arm. Install a 3/8" flat washer on each of (2) 3/8"-16 x 2 1/4" hex bolts. Insert the bolts/washers in the aligned holes of the lower mount and control arm.



### CoilOver Assembly Installation



**14.** Install a 3/8" flat washer and 3/8"-16 nylok nut on the threads of the bolts sticking through the lower control arm. Torque the hardware to 45 ftlbs.



**15.** Install a 7/16" flat washer on each of (3) 7/16"-14x1 3/4" hexbolts. Align the mounting holes of the upper mount with the mounting holes in the frame. The mounting bolts need to be installed with the threads pointing up. Insert a bolt/washer in each holes. Install a 7/16" flat washer and 7/16"-14 nylok nut on the threads of each bolt sticking through the frame. Torque the hardware to 50 ftlbs.



**16.** Slide the wire loom clip on the threads of the front upper mounting bolt.

**17.** Repeat steps 4-16 on the other side of the truck. Preload the springs of the CoilOver 1/2" to start. You may need to adjust the amount of preload in the spring, but this will be determined after the truck has been sat on the ground. Refer to **Page 9** for spring adjustment.

**18.** If installing spindles, do so now.



### CoilSpring & Shock Adjustment

#### Adjusting Spring Height

When assembling the CoilOver, screw the spring retainer tight up to the spring (0 preload). Measure from the bottom of the adjuster nut to the flat of the shock. Thread the adjuster up the shock 1/2" to preload the spring. Tighten the locking screw that is in the adjusting nut to lock the adjuster in place. After entire weight of truck is on the wheels, jounce the suspension and roll the truck forward and backward to alleviate suspension bind.

- If the truck is too high with 1/2" of preload, reduce the amount of preload that is on the spring by threading the adjusting nut down the shock body.
- If the truck is too low with 1/2" preload, then preload can then be added by threading the spring retainer up to achieve ride height.
- Lock the adjusting nut in place by tightening the locking screw that is the adjusting nut.

### Shock Adjustment 101- Single Adjustable

#### Rebound Adjustment:

How to adjust your new shocks.

The rebound adjustment knob is located on the top of the shock absorber, protruding from the eyelet. You must begin at the ZERO setting, then set the shock to a medium setting of 12.



-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.

-Now turn the rebound adjuster knob counter clockwise 12 clicks. This sets the shock at 12. Settings 21-24 are typically too soft for street use.

#### Take the vehicle for a test drive.



-If you are satisfied with the ride quality, do not do anything. You are set!

-If the ride quality is too soft, increase the damping effect by rotating the rebound knob clockwise 3 clicks.

#### Take the vehicle for another test drive.



-If the vehicle is too soft, increase the damping effect by rotating the rebound knob clockwise 3 additional clicks.

-If the vehicle is too stiff, rotate the rebound adjustment knob counter clockwise 2 clicks and you are set!

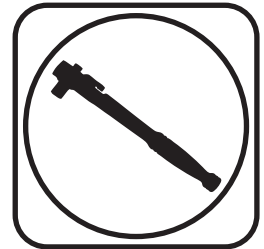
Take the vehicle for another test drive and repeat the above steps until the desired ride quality is achieved.

NOTE:



### Part # 11709511 - 2007-2018 Silverado Axle Flip Kit

#### Recommended Tools



## 2007-2018 Silverado Axle Flip Kit Installation Instructions

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Page 27.....	Installation Finish





### Major Components .....In the box

Item #	Part #	Description	QTY
1	90001363	Rear Shackle Frame Mount	2
2	90003550	Rear Shackle	2
3	90002672	Shackle Inner Bushing Sleeve - Installed in shackle	2
4	70012461	Shackle Bushing - Installed in shackle	4
5	90001365	Flip Bracket	2
6	90001142	Clamp Plate	2
7	90001367	Brake Line Tab	1
8	99626004	U-Bolt - 3.375" W x 7.00" L x 5/8"-18	4
9	70015643	Bump Stop	2

#### Hardware Kit - 99010131

QTY	Part Number	Description
<b>REAR LEAF MOUNT</b>		
2	99561012	9/16-18 x 4 1/2" Hex Bolt
2	99562001	9/16-18 Nylok Nut
4	99566003	9/16" SAE Flat Washer
<b>U-BOLT</b>		
8	99622013	5/8-18 High Nut
8	99623001	5/8" SAE Flat Washer
<b>BUMP STOP</b>		
2	99371034	3/8"-16 x 1" Socket Head

QTY	Part Number	Description
<b>BRAKE LINE RELOCATION</b>		
3	99311001	5/16"-18 X 1" Hex Bolt
3	99312003	5/16-18 Nylok Nut
7	99313002	5/16" SAE Flat Washer
1	99081007	M8-1.25 x 20mm Hex Bolt
<b>REAR LEAF MOUNT FRAME BRACKET</b>		
6	99431021	7/16-14 X 1 1/4" Hex Bolt
6	99432010	7/16-14 Nylok Nut
12	99433005	7/16 SAE Flat Washer

### Getting Started.....

THIS KIT CAN BE SETUP TO LOWER THE REAR OF YOUR TRUCK 3 DIFFERENT HEIGHTS. IT CAN BE SET TO LOWER THE REAR OF THE TRUCK 5 1/2", 6" OR 6 1/2"(6" & 6 1/2" ARE NOT RECOMMENDED WITHOUT C-NOTCH). THIS HEIGHT ADJUSTMENT IS BUILT INTO THE REAR SPRING HANGER. BEFORE YOU START THE INSTALL, MEASURE THE HEIGHT OF YOUR TRUCK TO HELP DETERMINE HOW YOU WANT IT TO SIT. THE RIDETECH FRONT KIT HAS SOME ADJUSTMENT TOO. THE FRONT KIT WILL LOWER THE TRUCK 3"-4". YOUR TIRE HEIGHT WILL PLAY A FACTOR ON HOW LOW YOU CAN SET THE FRONT SUSPENSION.

1. Raise the vehicle to a safe and comfortable working height and support it by the frame. You will need to be able to move the rear differential up and down. Use a jack under the rear axle to raise and lower it during the install.
2. Jack up the rear end slightly to remove the tension from the rear shocks. Remove the shock absorbers. For proper function, they should be replaced with the Ridetech HQ Series shocks 22189864.



### Disassembly

3. Lower the jack to relieve the tension on the rear springs, but keep the jack touching the rear axle.
4. Remove the u-bolts and axle clamps to disengage the axle from the leaf springs.
5. Lower the axle to get clearance on the leaf springs, but **DO NOT** strain the brake lines.
6. The rear of the leaf springs will need to be disconnected to install the new hanger setup and to move the springs under the axle.
7. Support the rear of the leaf spring and remove the leaf spring shackle bolt.

Repeat Steps 4 - 7 on the 2nd leaf spring.



8. The OEM bump stop mount will need to be cut off the frame. We do this by cutting the weld with a cut off wheel on a die-grinder. Cut in the center of the weld without going too deep. Cutting too deep will cut into the frame.



9. We recommend grinding the remaining weld down until it is smooth. Paint the exposed metal to keep it from rusting.

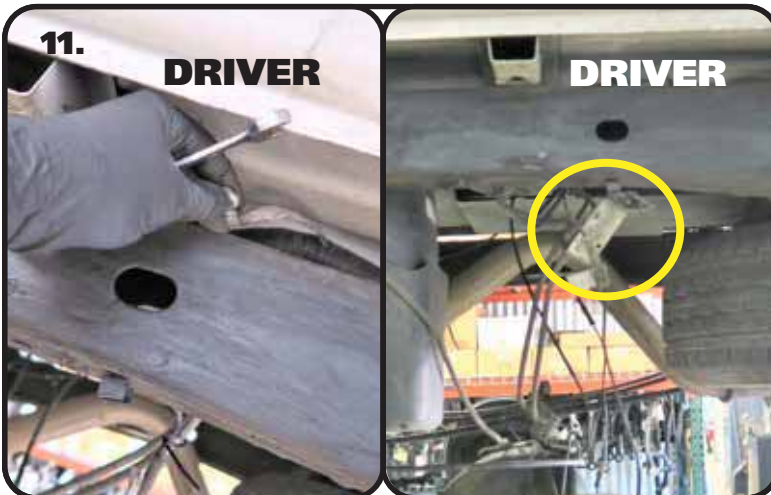


### Disassembly



10. Remove the ABS sensors from the axle tubes on driver and passenger side. **DRIVER SIDE IS SHOWN IN IMAGE 10.**

**NOTE:** Some trucks do not have the ABS sensors in the axle tubes.



11. Unbolt the brake line bracket from the top of the drivers side frame rail. This will help provide enough slack in the lines to be able to flip the leaf springs on the bottom side of the axle. Retain the hardware, this bracket will be reinstalled later.



12. Remove the emergency brake cable holder from the driver side frame rail. Again, this bracket will be reinstalled later.



### Disassembly



**13.** Remove the bolt from the brake line retainer. The brake line retainer bolts to the bracket that is on the rear side of the leaf spring perch. Remove these from both sides of the axle. These will be reinstalled later.



**14.** Remove the ABS cable from the retainer that is attached to the same bracket as the brake line retainer. Remove the ABS cable retainer from the bracket. These will be reinstalled later.



**15.** The bracket that is at the rear of the OEM leaf spring perch will need to be cut off of the axle tube. We use a saw-z-all to cut it off. It needs to be cut off even with the axle, perpendicular to the top of the leaf spring perch. Use **Images 15 & 16** as a reference.



### Disassembly

16.



**16.** Image 16 illustrates the bracket cut off. Again, we use a saw-z-all to cut it off.

17.



**17.** The leaf spring locating pin needs to be flipped over. Currently, the nut for the pin is on the top side of the leaf spring pack. The nut will need to be on the bottom side for proper location of the flip bracket. The u-bolt locating plate will need to be removed and discarded. To remove the pin and u-bolt locator, clamp the leaf springs together in front of and behind the u-bolt locator. With the leaf spring clamped, remove the nut from the locating pin. Next, remove the u-bolt locator and discard it.

18.



**18.** Remove the locating pin from the leaf spring pack. Reinstall the locating pin from the TOP side. Reinstall the nut on the BOTTOM side and tighten. With the nut tight, remove the clamps. Repeat on the second spring.



### Disassembly



**19.** The rear leaf spring hanger will need to be removed from the frame. It is held on by (1) bolt and (3) rivets. Remove the bolt and retain it for installation of the new hanger. We remove the rivets by cutting a " + " in the rivet head and chiseling it off. After chiseling the head off, drive the rivet out of the hanger/frame with a punch.



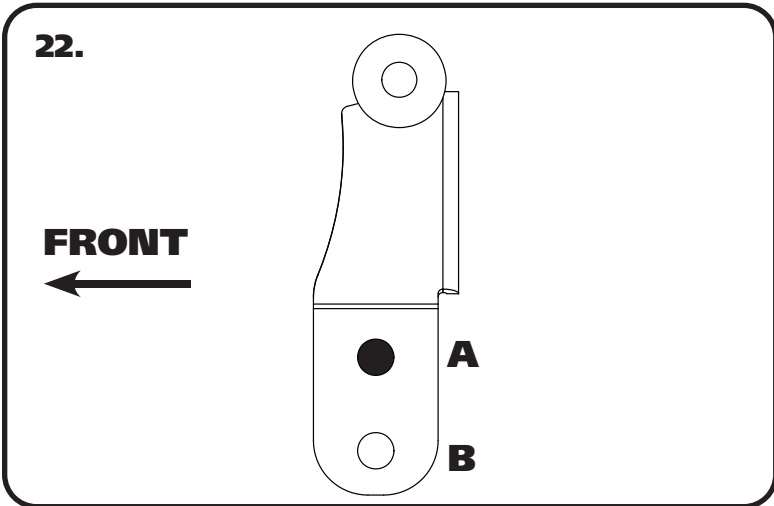
**20.** The OEM leaf spring hanger includes a second bracket that is riveted to the bottom of the frame. Again, cut a " + " in the head of the rivet and chisel it off. After removing the head of the rivet, drive it out of the frame/bracket with a punch. Repeat steps 19-20 on the second hanger.



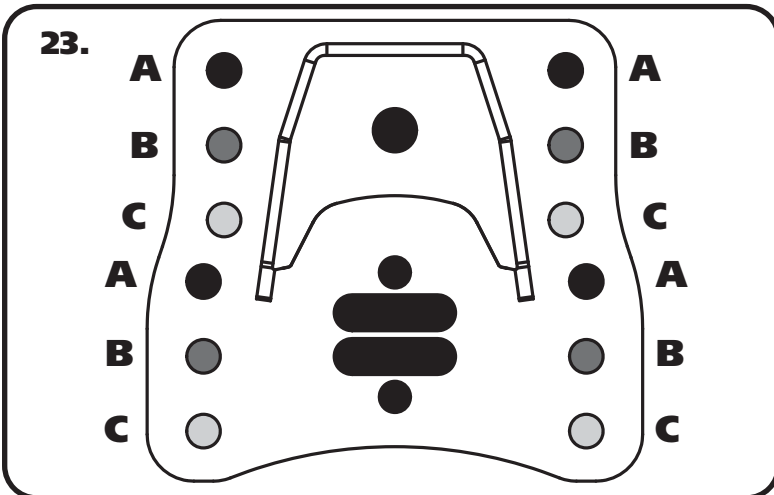
**21.** The leaf springs can be flipped to the bottom side of the axle without removing the axle or the front of the leaf spring. Start by pushing the axle to one side. **Avoid excessive force on the brake lines and ABS wires.** Grab the rear of the leaf spring that is on the side that is opposite of the direction you pushed the axle. Push the leaf spring over to clear the end of the axle. While pushing the leaf spring over, move the leaf spring down to get below the axle. Repeat for the second spring, pushing the axle the opposite direction.



### Shackle & Hanger Installation



**22.** The rear shackle has 2 leaf spring mounting holes to aid in fine tuning the ride height of your truck. The Standard mounting hole is the top hole "A". Installing the leaf spring in the bottom hole "B" will raise the rear of the truck approximately 3/4". The open side of the shackle will face the front of the truck.



**23.** The hanger can be bolted to the truck at (3) different heights. Position A = 5 1/2" drop, Position B = 6" drop, Position C = 6 1/2" drop. If you are unsure where to set it at this time, install the hanger in position A.

**NOTE:** 6" & 6 1/2" drop settings are not recommended without c-notches.



**24.** Determine the set of holes that you are going to be using to attach the hanger. The Hanger is bolted to the frame in the OEM location with the open side of the shackle to the front of the truck. The REAR UPPER hole reuses the OEM bolt that was removed earlier. Install the OEM bolt in the rear upper hole. This will help hold the hanger while inserting the remaining bolts. Install a 7/16" flat washer on each of (3) 7/16"-14 x 1 1/4" bolts. Align the correct holes of the hanger with the OEM holes in the frame. Install a bolt/washer in each one. Install a 7/16" flat washer and 7/16"-14 nylok nut on the threads of the bolts that are sticking through the frame. Torque the hardware to 70 ftlbs.



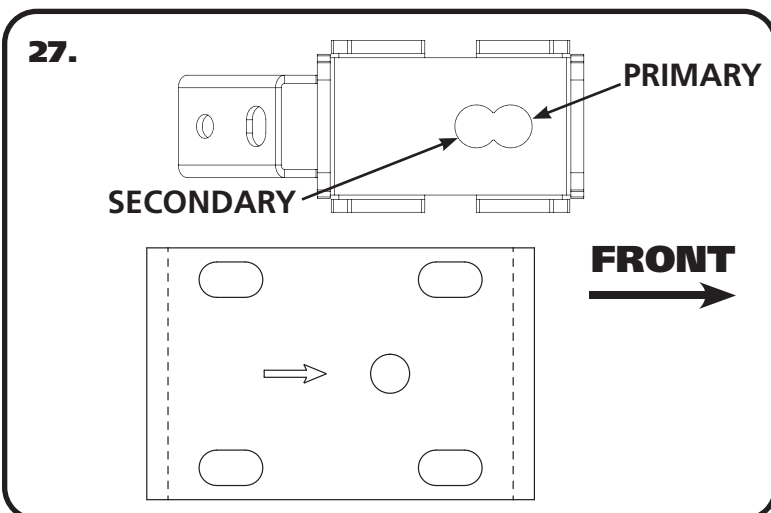
### Hanger & Flip Bracket Installation



**25.** Install the shackle on the rear eyelet of the leaf spring with the open side facing the front of the truck. Align the top mounting hole with the leaf spring bushing. Install the OEM hardware that was removed earlier. Repeat on the second spring. Do not tighten the hardware at this time.



**26.** Raise the rear of the leaf spring up until the rear shackle bushing lines up with the mounting hole of the leaf spring hanger. Install a 9/16" flat washer on a 9-16"-18" x 4 1/2" bolt. Insert the bolt/washer in the aligned hole of the shackle and hanger. Install a 9/16" flat washer and 9/16"-18 nylok nut on the threads of the bolt that are sticking through the hanger. Torque the shackle bolt to 90 ftlbs. The leaf spring bolt will not be tightened until the truck is sitting on the ground.

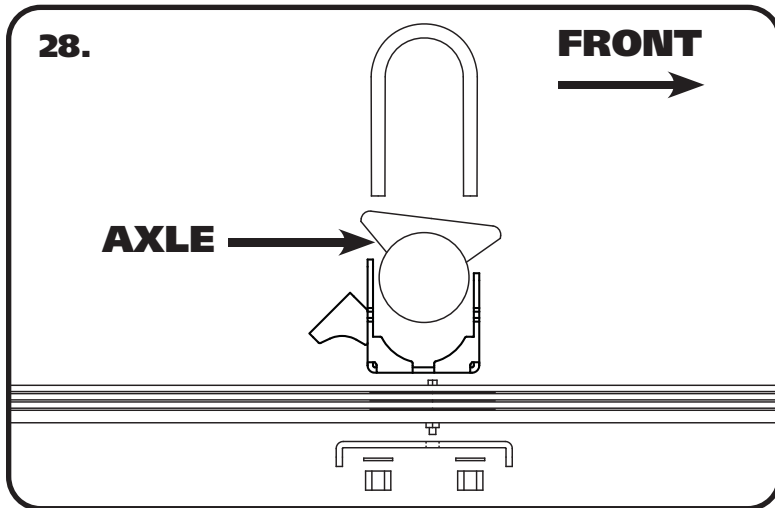


**27.** The Flip Kit has the locating holes offset to center the wheel in the wheel opening. **Image 27** illustrates a top view of the Flip Bracket and the Leaf Spring Plate. The holes are offset to the FRONT of the truck. The Flip Bracket has a brake line tab that will need to be positioned to the rear of the truck. The ARROW in the spring plate should point to the front of the truck.

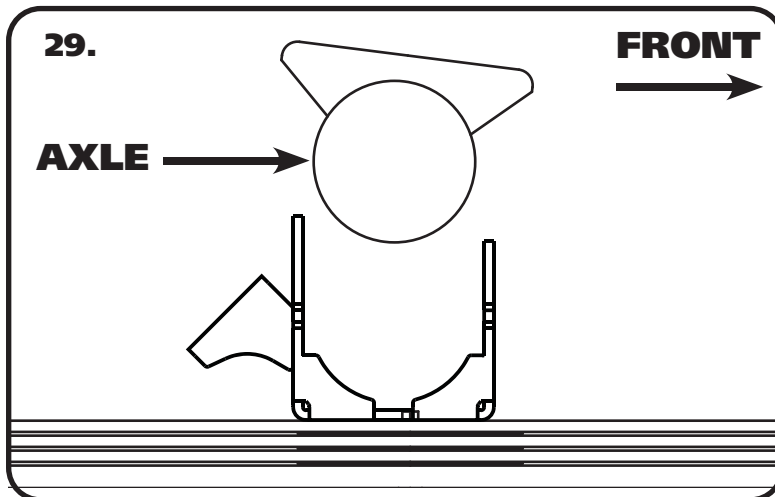
We recommend initially locating the flip bracket using the PRIMARY hole. If the axle appears too far back in the wheel opening, moving to the SECONDARY hole will move the axle forward.



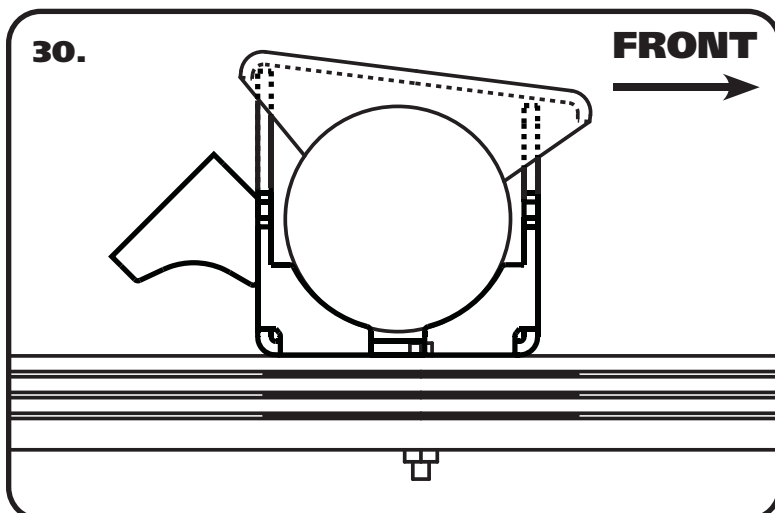
### Flip Bracket Installation



**28. Image 28** is an illustration with the parts exploded to assist in the assembly of the flip kit.



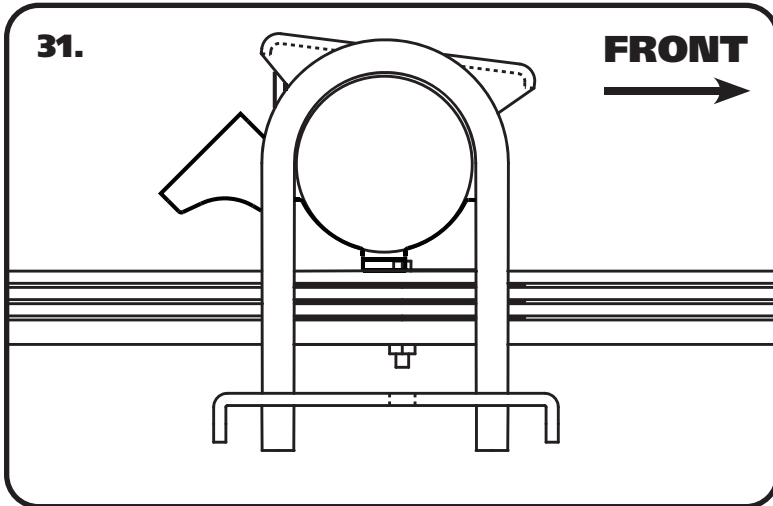
**29.** Set the Flip Bracket onto the leaf spring with the CENTER HOLE OFFSET TO THE FRONT OF THE TRUCK AND THE BRAKE LINE TAB TO THE REAR OF THE TRUCK.



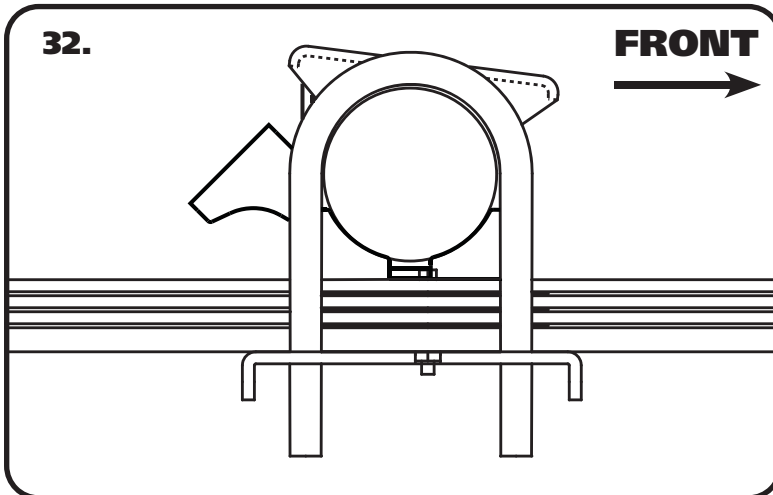
**30.** Slowly lower the axle into the Flip Bracket making sure the tabs go up into the leaf spring saddle. THE FLIP BRACKET WILL POSITION THE PINION AT THE CORRECT ANGLE.



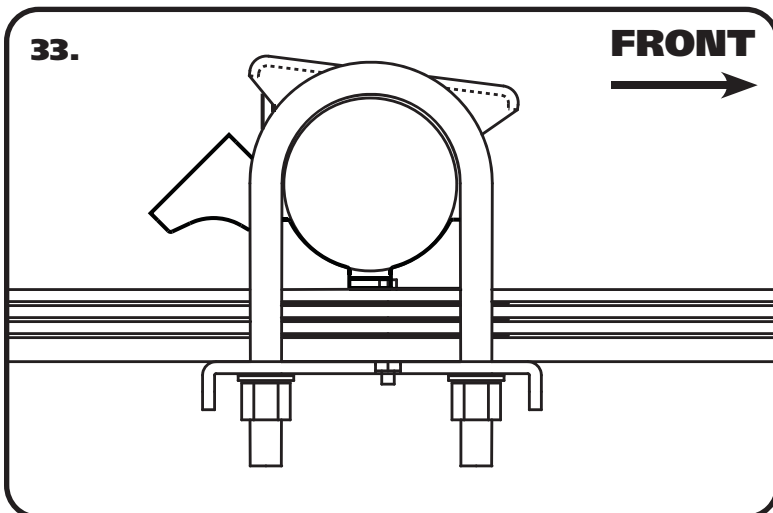
### Flip Bracket Installation



**31.** Slip the U-Bolts over the axle tube with the threads pointing down.



**32.** Slip the Leaf Spring Bracket up onto the U-Bolts WITH THE OFFSET HOLE FORWARD. THE ARROW ON THE BRACKET SHOULD POINT TO THE FRONT OF THE TRUCK.



**33.** Hold the Leaf Spring Bracket in place and install a 5/8" Flat Washer & 5/8"-18 High Nut on the threads of the u-bolts. Snug the nuts down evenly and tighten them in a criss-cross fashion to 130 ftlbs.



### Installation Finish



**34.** Snap the ABS cable retainer into the upper hole of the flip bracket tab. Insert the ABS cable into the retainer and snap the retainer closed. Line up the hole of the brake line tab with the lower hole of the flip bracket tab. Install a 5/16" flat washer on a 5/16"-18 x 1" bolt. Insert the bolt/washer through the brake line tab and flip bracket tab. Install a 5/16" flat washer and 5/16"-18 nylok nut on the threads of the bolt sticking through the tab. Torque to 17 ftlbs. Repeat on the other side.



**35.** Remove the OEM brake line bracket that attaches to the differential cover bolt and brake line mount. Attach the new brake line bracket to the differential using the supplied M8-1.25 x 20mm bolt and 5/16" flat washer. Attach the brake line mount to the new brake line tab using (1) 5/16"-18 x 1" bolt, (1) 5/16"-18 nylok nut, and (2) 5/16" flat washers. Torque the M8 to 225 inlbs and the 5/16" to 17 ftlbs.



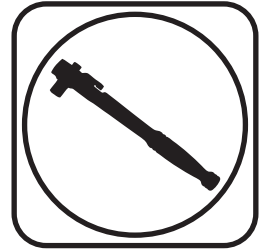
**36.** A hole will need to be drilled and tapped to 3/8"-16 to install the bump stop. This hole needs to be located directly above the center of the axle. Mark the location and drill with a 5/16" drill bit. Tap the hole 3/8"-16.. Install the bump stop using a 3/8"-16 x 1" socket head bolt. Hold the bump stop with your hand and insert the bolt through the center of the bump stop. Line up the bolt of the bump with the tapped hole of the frame. Tighten the bolt to 35 in-lbs. Repeat on the other side.



### Part # 22189864 - 7.55" Stroke HQ Series Shocks



#### Recommended Tools



## Eye/Eye HQ Series Installation Instructions

### Table of contents

Page	29.....	Components & Shock Installation
Page	30-31.....	Shock Adjustment





### 7.55" HQ Series Smooth Body Shocks

#### Major Components .....In the box

Part #	Description	QTY
986-10-020	7.55" Stroke Shock	2
70011138	3/4" ID Shock Bushing	4
70011186	5/8" ID Shock Sleeve (2 per Eyelet)	8

### Shock Installation

**37.**



**37.** Install the BODY of the shock in the OEM frame mount using the OEM hardware.

**38.**



**38.** Attach the EYELET of the Shock in the OEM mount that is on the axle housing. Attach the shock using the OEM hardware. Position the Shock with the Adjuster Knob pointing out, away from the axle.

**39.** Reinstall the bed if you removed it.

**40.** Set the truck on the ground. Torque the leaf spring and shackle hardware to 90 ftlbs.

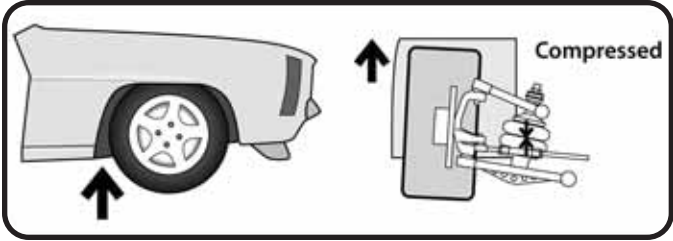


# TUNING GUIDE

## SINGLE-ADJUSTABLE SHOCKS

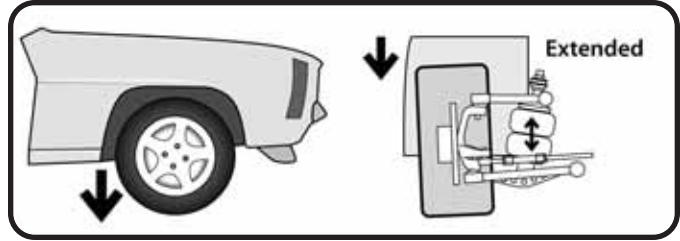


### The Basics...



#### COMPRESSION

This typically occurs when you hit a bump in the road. The bump forces the wheel/tire/suspension assembly to "compress" or move upwards into the car.



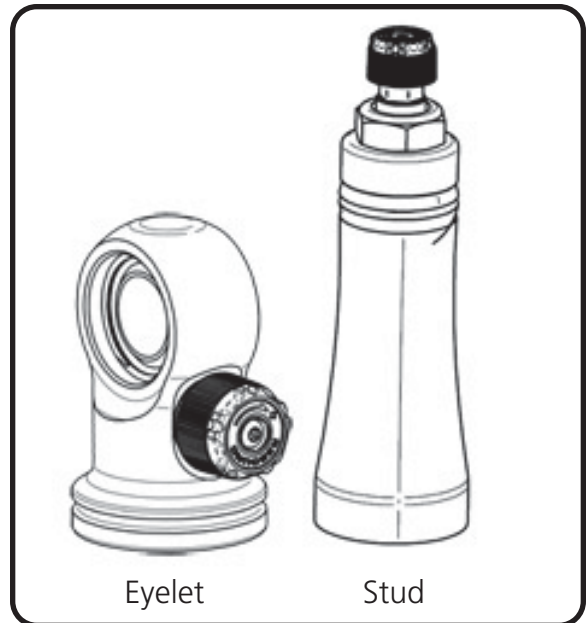
#### REBOUND

Rebound is the opposite of compression. This occurs when the wheel/tire/suspension assembly falls into a pothole, or simply "rebounds" from being compressed.

### Where Are The Knobs?

#### HQ Series Shocks

- The adjustment knob is located on the top of the shock, either protruding from the side of the eyelet, or atop the stud.
- This knob provides rebound adjustment only.



### Knob Function

Counterclockwise

=  
Softer



Clockwise

=  
Firmer





# TUNING GUIDE

## SINGLE-ADJUSTABLE SHOCKS



### Initial Rebound Setting

**NOTE:** Before jumping straight to a middle-of-the-road shock setting, we recommend you experience the full range of adjustment potential of your new shocks by first driving your vehicle at both the “full stiff” and “full soft” settings. Understanding how your shocks behave at these extremes will provide recognizable reference points as you attempt to dial in your settings.

1. Begin by setting your shocks to the “full stiff”, or minimal rebound position. You do this by turning the adjustment knob clockwise until it stops.

2. Now turn the adjustment knob counterclockwise 12 clicks. This is the approximate center of the adjustment range.

3. Take the vehicle for a test drive. Try to determine if you are experiencing any of the unwanted behaviors found at the extremes of the adjustment range. If you are satisfied with the ride quality and handling, you’re all set. Enjoy the ride!

4. If the vehicle feels too “floaty” or soft, turn the knob a few clicks clockwise to increase the damping effect.

If the ride quality is still too harsh or stiff, turn the knob a few more clicks counterclockwise to decrease the damping effect.

5. Take the vehicle for another test drive. If necessary, repeat the steps above until your desired optimal ride quality has been achieved.



### General Guidelines

- The rear shocks typically have the most influence on ride quality. This is due to your seating position being closer to the rear than the front.
- Adjustments to the front shocks will generally require 3-4 clicks in any direction to be noticeable, while adjustments to the rear shocks may only require 1-2 clicks to be felt.
- Don’t be afraid to turn the knobs and experience the full adjustment range. You are not going to hurt anything and you can always go back if you adjust too far one way or the other.