



Installation
Instructions

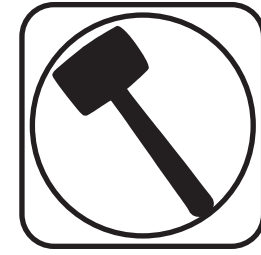
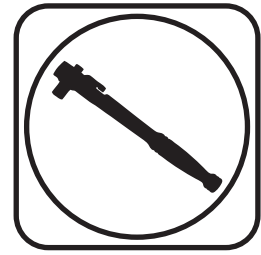


Part # 11710111/11710116

2014-2018 Silverado 1500 2WD/4WD 4"/5.5" Drop Kit

| | |
|-------------------------|------------------------|
| Front Components | |
| 11713699 | Front Upper StrongArms |
| 11703110/11703115 | Front CoilOver Kit |
| Rear Components | |
| 11709512 | Rear Flip Kit |
| 22189864 | Rear HQ Series Shocks |

Recommended Tools



2014-2018 GM 1500 4"/5.5" Drop Kit

Installation Instructions

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| Page 7-15..... | Front CoilOvers |
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| Page 30-31..... | Shock Adjustment |

THIS KIT IS DESIGNED TO FIT TRUCKS WITH ALUMINUM OR STAMPED STEEL OE CONTROL ARMS.

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

www.ridetech.com

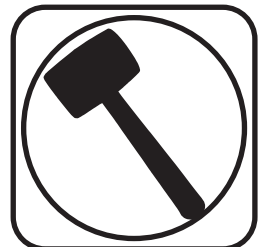
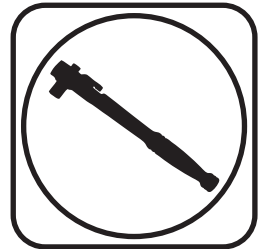
REVO 6/12/25



Part # 11713699 - 2014-2018 Silverado Front Upper StrongArms



Recommended Tools



2014-2018 Silverado Upper StrongArms Installation Instructions

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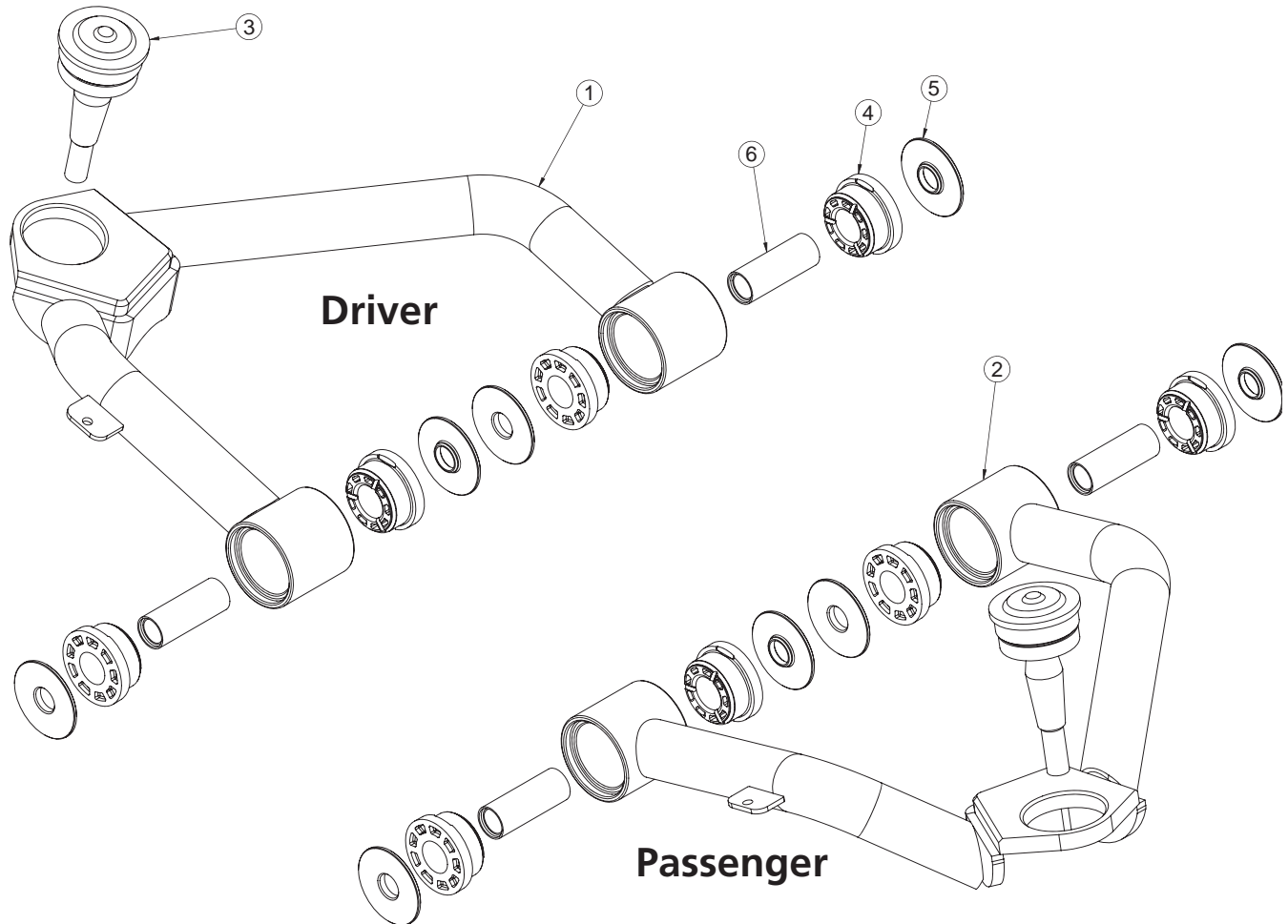
- Page 3..... Upper Control Arm Components & Hardware Kit
- Page 4..... Getting Started
- Page 5..... Upper Control Arm Installation
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THESE CONTROLS ARMS ARE DESIGNED TO FIT TRUCKS WITH ALUMINUM OR STAMPED STEEL OE CONTROL ARMS.



Upper Control Arm ComponentsIn the box

| Item # | Part Number | Description | QTY |
|--------|-------------|--|-----|
| 1 | 90003541 | Driver Upper Control Arm | 1 |
| 2 | 90003542 | Passenger Upper Control Arm | 1 |
| 3 | 70016040 | Upper Ball Joints - Proforged 101-10502/Moog K500340 | 2 |
| 4 | 70010827 | Delrin Bushing Half | 8 |
| 5 | 90001429 | Delrin Bushing T-Washer | 8 |
| 6 | 90001430 | Delrin Bushing Inner Sleeve | 4 |



Hardware ListIn the box (Kit # 99010237)

| Part Number | Description | QTY |
|-----------------------|-------------------------------------|-----|
| Brake Line Tab | | |
| 99251020 | 1/4"-20 x 1/2" Thread Forming Screw | 2 |



Getting Started.....

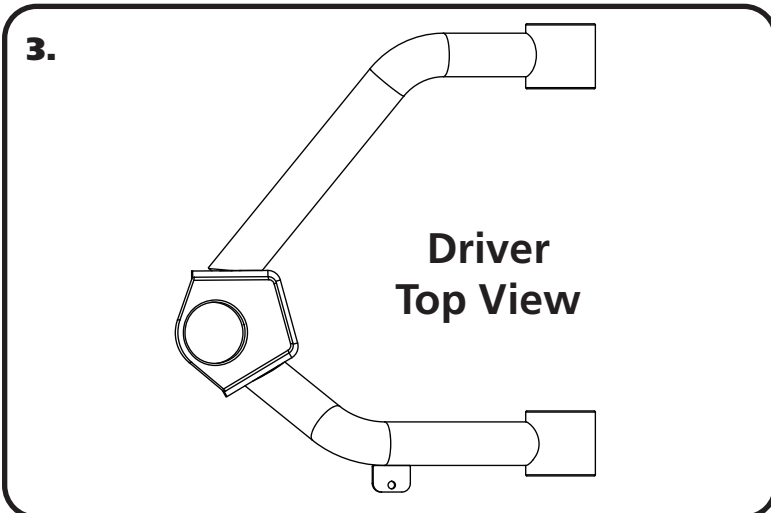
Congratulations on your purchase of the Ridetech 2016-2018 up Silverado StrongArms. These StrongArms have been designed to give your Silverado excellent handling along with a lifetime of enjoyment. Some of the key features of the StrongArms: Ball Joint angles have been optimized for the lowered ride height, Control arm length has been optimized for the lowered ride height.

Installation

1. Remove the entire upper control arms from the truck. Retain the OEM hardware for installation of the new control arms. If you are replacing the shock/spring assembly, install them in conjunction with the upper control arms. Refer to the CoilOver instructions for installation.



2. Remove the brake line tab from the upper arm.



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 "3, 4 & 5"**. Line up the through holes of the bushings with the OEM holes.



6. Reinstall the OEM bolts. Snug the hardware down for now. The upper control arm bolts need to be torqued to 140 ft-lbs.



Upper Control Arm Installation



7. Insert the pin of the upper ball joint into the spindle.



8. Install the ball joint 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.

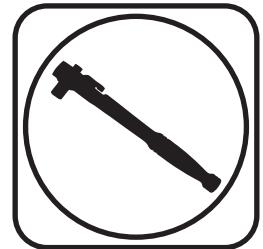
10. After putting the truck back on the ground, torque the upper control arm mounting bolts to 140 ft-lbs. Grease the ball joints.

| 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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| Page 13-14..... | Installation of CoilOver Assembly |
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THIS KIT IS DESIGNED TO REPLACE THE OEM SHOCK/SPRING SETUP.





Major ComponentsIn the box

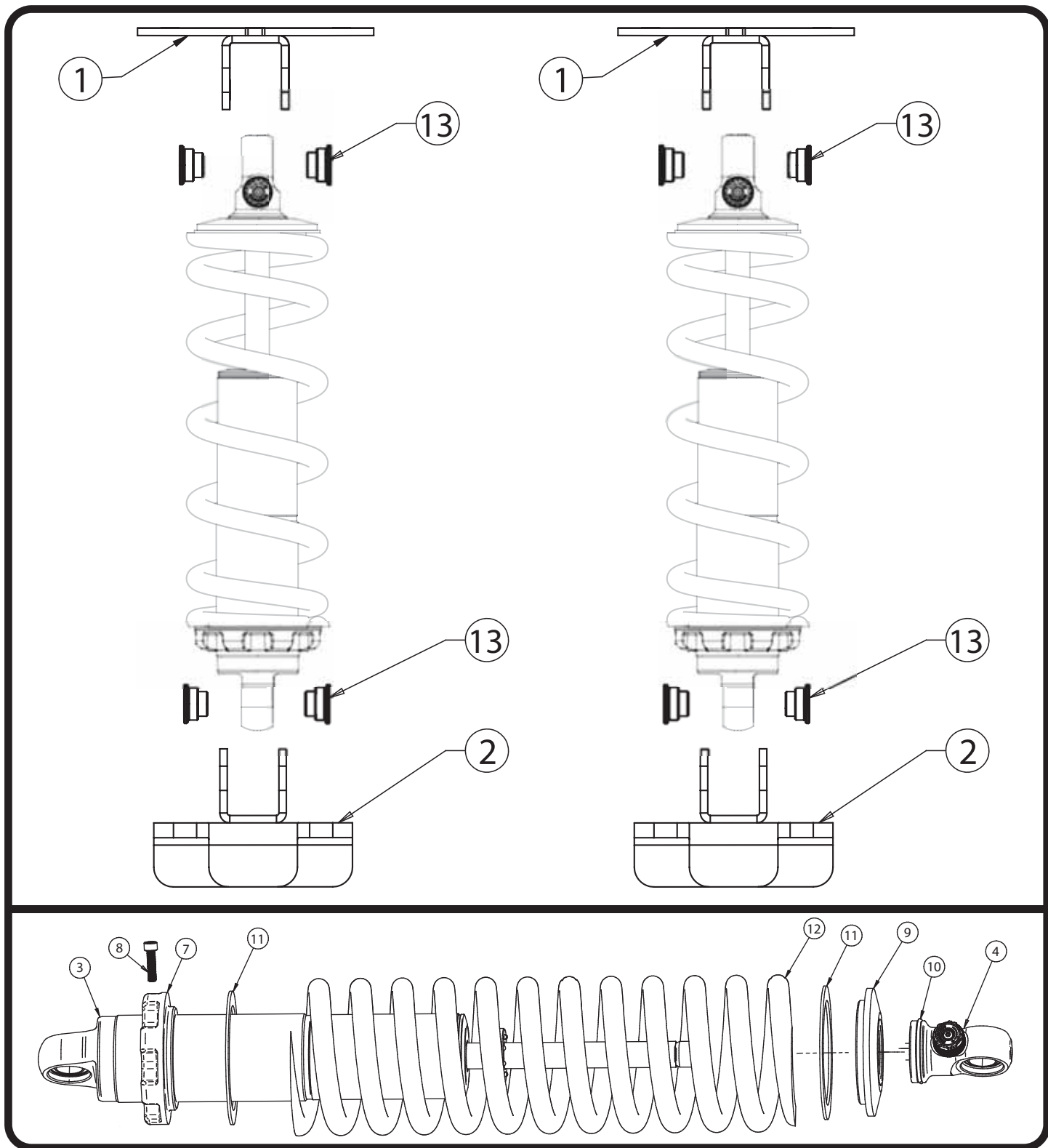
| Item # | Part # | Description | QTY |
|--------|--|---|--------------|
| 1 | 90001368 | Upper CoilOver Mount Assembly | 2 |
| 2 | 90001369 | Lower CoilOver Mount Assembly | 2 |
| 3 | 982-10-804 | 4.1" Stroke HQ Series Shock | 2 |
| 4 | 815-05-022-kit | Shock Eyelet Assembly | 2 |
| 5 | 90001994 | 5/8" 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 8" (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 |
|--------------------------------|-------------|----------------------------|
| FRONT UPPER SHOCK MOUNT | | |
| 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 |
| FRONT LOWER SHOCK MOUNT | | |
| 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 ComponentsIn 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.



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.



2

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



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.



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.

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.



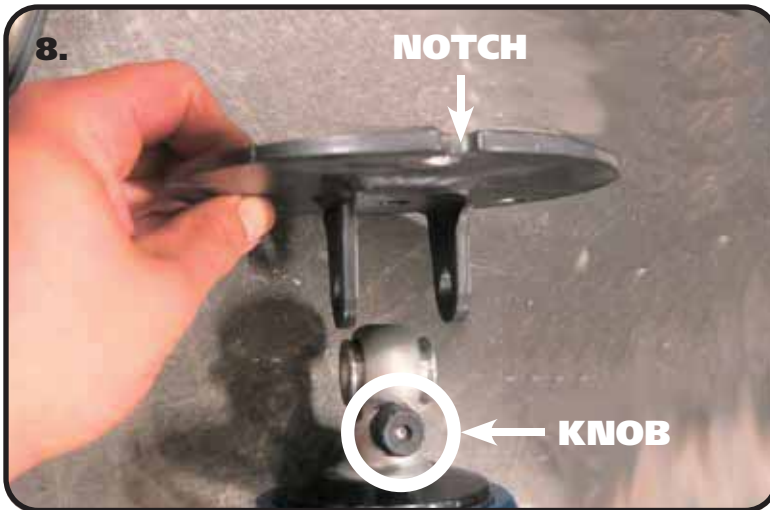
6. Insert the shock into the Lower Mount. Line up the shock bearing/spacers hole with the mounting holes of the lower mount. Insert a 1/2"-13 x 2 3/4" bolt through the mount/shock. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt that are sticking through the mount.



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!

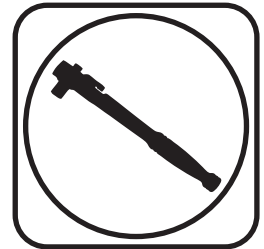
Take the vehicle for another test drive and repeat the above steps until the desired ride quality is achieved.

NOTE:



Part # 11709512 - 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 ComponentsIn 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 |
|------------------------|-------------|---------------------------|
| REAR LEAF MOUNT | | |
| 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 |
| U-BOLT | | |
| 8 | 99622013 | 5/8-18 High Nut |
| 8 | 99623001 | 5/8" SAE Flat Washer |
| BUMP STOP | | |
| 2 | 99371034 | 3/8"-16 x 1" Socket Head |

| QTY | Part Number | Description |
|--------------------------------------|-------------|---------------------------|
| BRAKE LINE RELOCATION | | |
| 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 |
| REAR LEAF MOUNT FRAME BRACKET | | |
| 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.

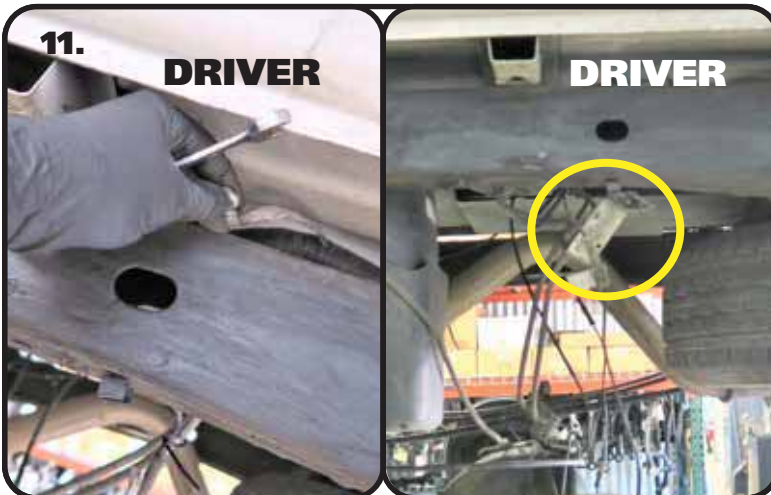


Disassembly



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



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. 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.



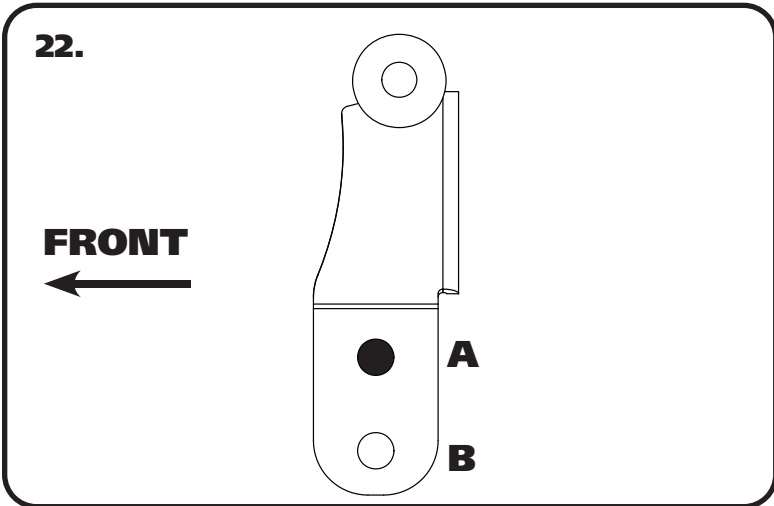
20. The OEM leaf spring hanger includes a second bracket that is riveted to the bottom of the frame. Again, cut a " + " in the head of the rivet and chisel it off. After removing the head of the rivet, drive it out of the frame/bracket with a punch. Repeat steps 19-20 on the second hanger.



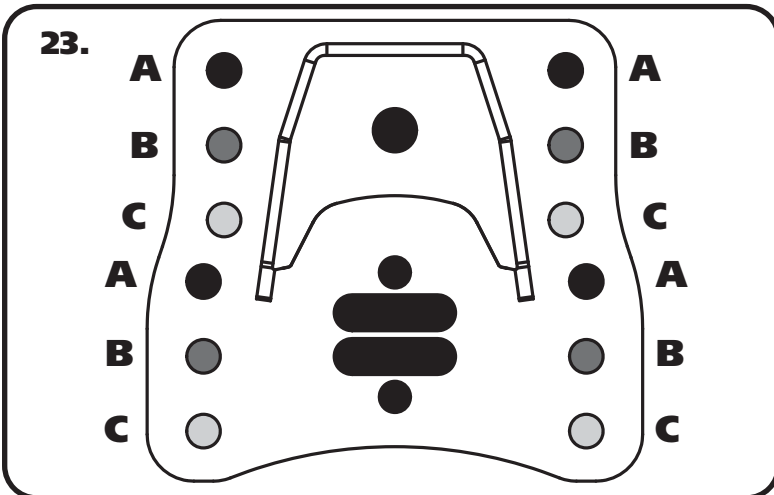
21. The leaf springs can be flipped to the bottom side of the axle without removing the axle or the front of the leaf spring. Start by pushing the axle to one side. **Avoid excessive force on the brake lines and ABS wires.** Grab the rear of the leaf spring that is on the side that is opposite of the 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.



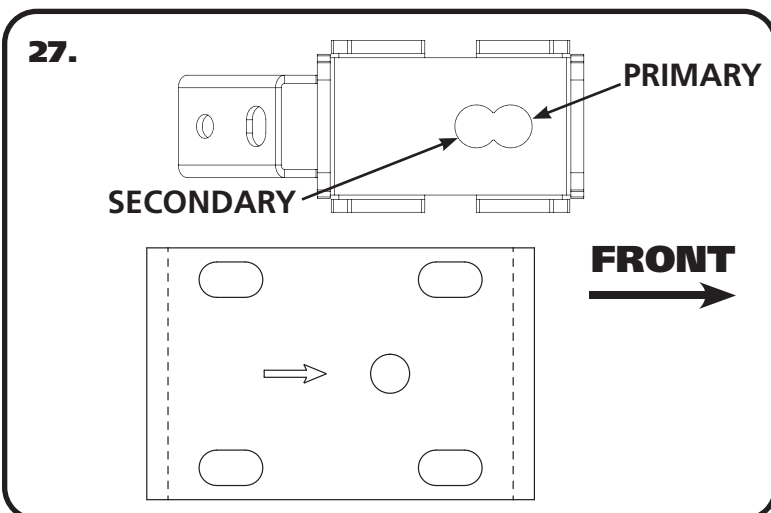
Hanger & Flip Bracket Installation



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.

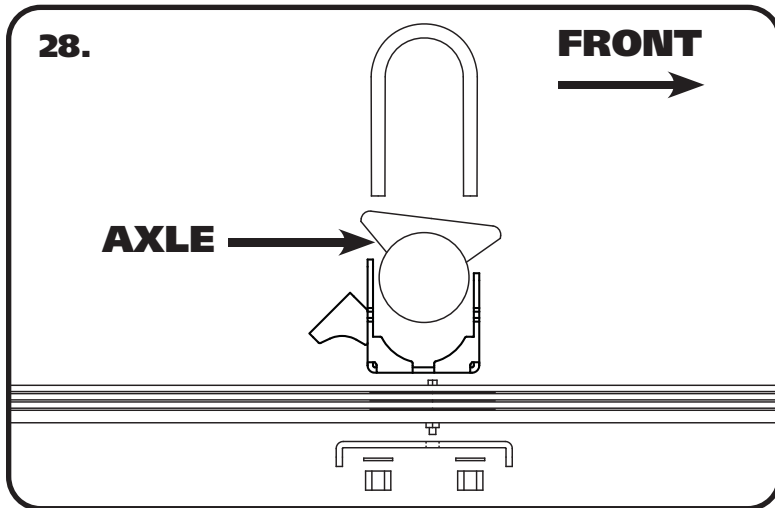


27. The Flip Kit has the locating holes offset to center the wheel in the wheel opening. **Image 27** illustrates a top view of the Flip Bracket and the Leaf Spring Plate. The holes are offset to the FRONT of the truck. The Flip Bracket has a brake line tab that will need to be positioned to the rear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

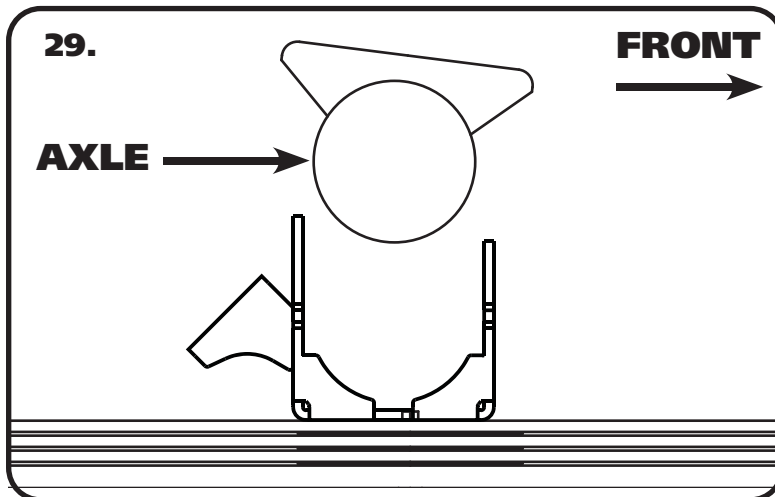
We recommend initially locating the flip bracket using the PRIMARY hole. If the axle appears too far back in the wheel opening, moving to the SECONDARY hole will move the axle forward.



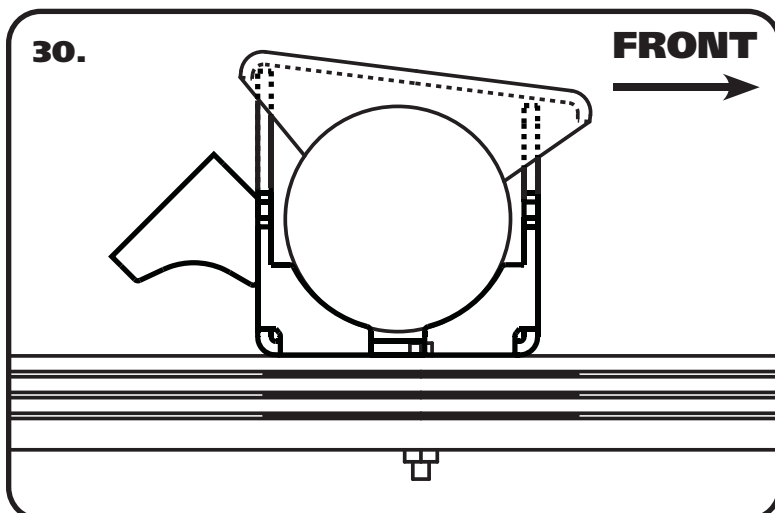
Flip Bracket Installation



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



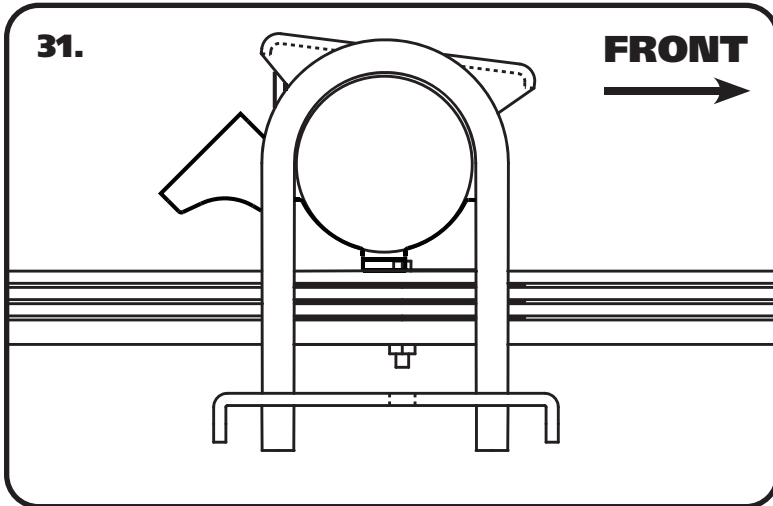
29. Set the Flip Bracket onto the leaf spring with the CENTER HOLE OFFSET TO THE FRONT OF THE TRUCK AND THE BRAKE LINE TAB TO THE REAR OF THE TRUCK.



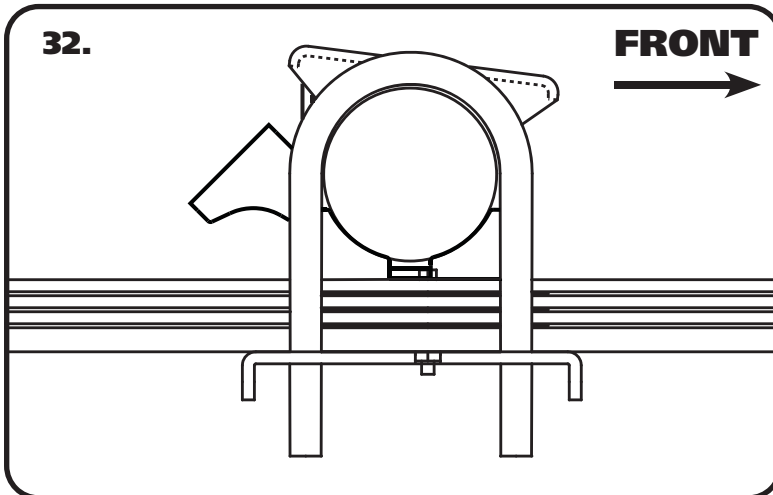
30. Slowly lower the axle into the Flip Bracket making sure the tabs go up into the leaf spring saddle. THE FLIP BRACKET WILL POSITION THE PINION AT THE CORRECT ANGLE.



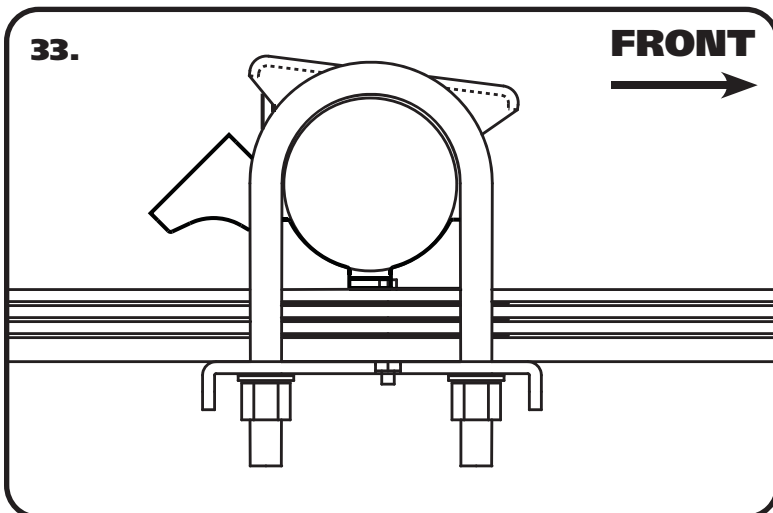
Flip Bracket Installation



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.



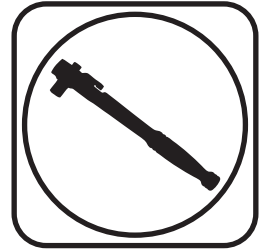
36. A hole will need to be drilled and tapped to 3/8"-16 to install the bump stop. This hole needs to be located directly above the center of the axle. Mark the location and drill with a 5/16" drill bit. Tap the hole 3/8"-16.. Install the bump stop using a 3/8"-16 x 1" socket head bolt. Hold the bump 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

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7.55" HQ Series Smooth Body Shocks

Major ComponentsIn 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

1.



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

2.



2. 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.

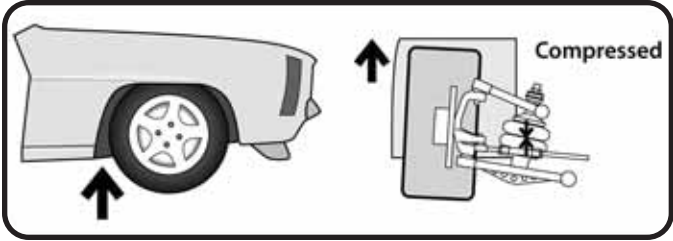


TUNING GUIDE

SINGLE-ADJUSTABLE SHOCKS

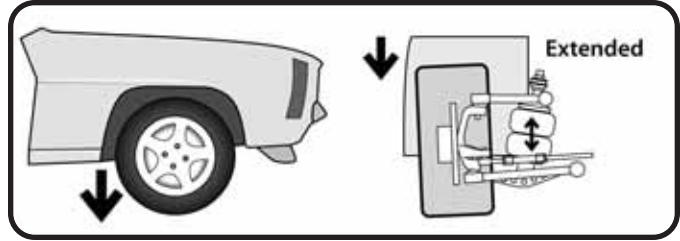


The Basics...



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.



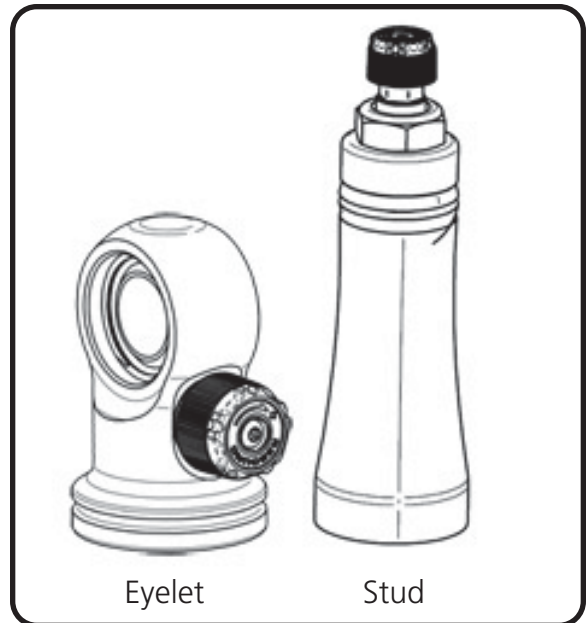
REBOUND

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.