

## 4/6 Coil Spring Kit 19390 67-72 C-10 Truck



**IMPORTANT: PLEASE READ THE ENTIRE INSTRUCTION MANUAL BEFORE STARTING THIS INSTALLATION.**

### *Installation of Front Coils*

#### 1F *Raise Vehicle*

Raise the vehicle using a lift or floor jacks. Secure the vehicle with jack stands and/or use chocks for the rear wheels if applicable. Raise the front of the vehicle until the front wheels are off the ground.

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2F *Remove Wheels*

Remove the front wheels.

3F *Remove Cotter Pins*

Our main objective is to detach the lower control from the spindles. In order to do that we will need to unfasten the lower ball joint castle nut. The first step in doing this is to remove the cotter pins using dikes or pliers.



4F *Loosen Lower Ball Joint Castle Nut*

Once the cotter pin is out of the way, use a wrench to loosen the castle nut. DO NOT undo the castle nut completely. Just loosen the nut so there is 3-4 threads showing between the bottom of the nut and the spindle. This gap will allow you to break the taper loose without launching the lower control arm down and sending the spring airborne.

5F *Disengage Ball Joint Taper*

The lower ball joint stud is tapered and seats inside the spindle mount. It will take a certain amount of impact to break this taper seat loose. Do so by using a large ball peen hammer and smack the spindle mount until the ball joint breaks loose. This may take quite a few tries, but it will eventually break loose. Spray penetrating oil on the stud/spindle mating surface to ease the process. Once the taper seat breaks loose you will hear the lower arm pop and the load from the spring is resting on the castle nut.

6F *Support the lower arm and remove Nut*

Place a jack underneath the lower control arm and jack up to support the force from the spring. You should see the castle nut rise and you should be able to remove the nut by hand.

7F *Remove the spring*

Slowly lower the jack which will swing the lower arm down and release the coil spring.

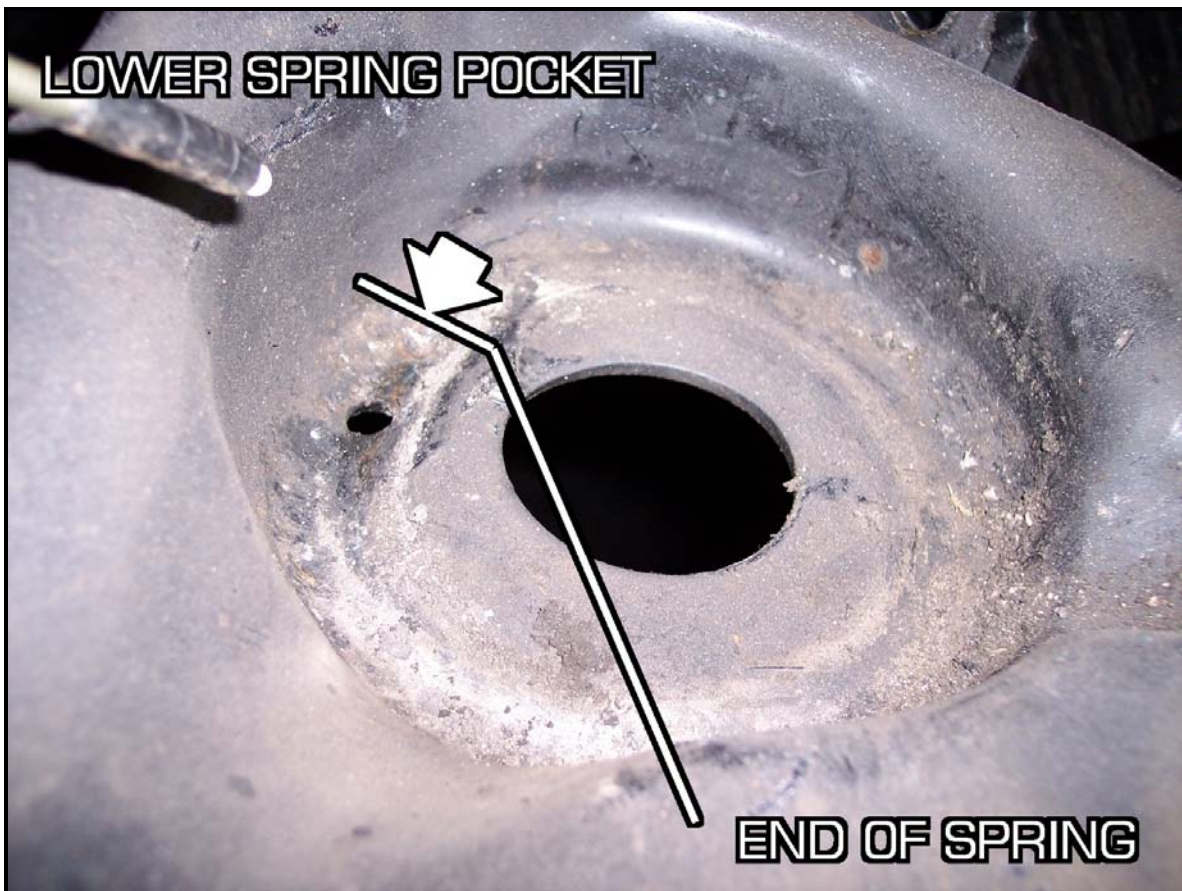
8F *Install New Droop Stop*

The Hotchkis spring is a bit shorter in height compared to stock. This requires a taller droop stop to be installed on the upper a-arms to prevent the coil from disengaging from the mounting pocket during full droop. Undo the stock droop stop and replace it with the supplied Hotchkis droop stop.



9F *Install Hotchkis Coils*

Install the coil spring in the same manner as stock removal. Make sure to clock and index the bottom coil in the lower control arm properly. You also want to make sure the upper coil is seated in the top pocket properly as well. If you have our Hotchkis Lower Control Arms (#11390L), make sure the upper coil is seated properly and the lower polyurethane isolator is clocked properly in the Hotchkis arm.



10F *Reverse steps 3F to 7F*

Perform the same procedure in reverse order to finish installing the front springs.

## *Installation of Rear Coils*

### 1R *Raising Car*

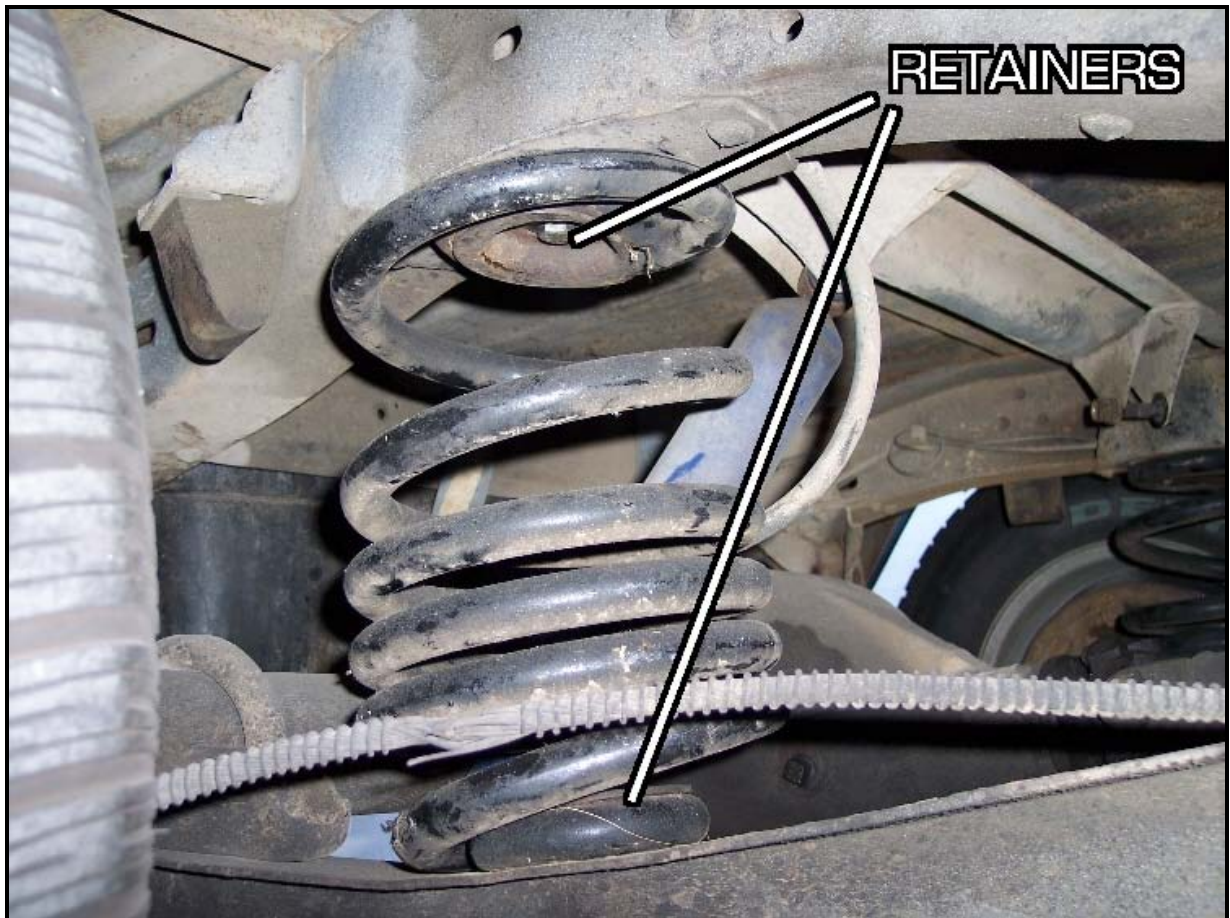
Raise the vehicle using a lift or floor jacks at the rear frame points. It is important that you do not jack up the truck from the rear end differential. Use chocks for the front wheels. Raise the rear of the vehicle until the rear wheels are barely touching the ground. It would be a good idea to place jack stands under the frame for safety.

### 2R *Disconnect Rear Shocks*

In order to get the springs out we must disconnect the rear shocks from the trailing arms (Truck Arms) to allow them to droop down enough. Disconnect the lower shock nut located on the truck arm bracket. You may need to play with the height of the floor jack to relieve any pulling load the rear end may have on the shocks. To relieve any load on the coils, raise the floor jack until the rear wheels are barely off the ground

### 3R *Remove Rear Spring*

Each spring has a top and bottom retainer. Undo the bolts that secure these retainers. The spring should be loose and free from the truck. Keep retainers for reinstallation.



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4R *Install Hotchkis Rear Coils*

Install the coil spring in the same manner as stock removal. Your kit includes new hardware for the stock retainers. Always install the split lock washers on the nut side of the nut/bolt assembly.



5R *\*Optional Spacers*

Your Hotchkis spring kit comes with optional spacers for the rear coils. If you are prone to having a load in the bed, then it may be beneficial to use these spacers. The kit has 4 spacers, each ¼" thick. Each spacer will raise the rear of the vehicle by ¼". You can use up to 2 spacers per side to give a total lift of ½". To install, Place the spacers between the coil spring and the truck arm during procedure step 4R.



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- 19390 Sport Coil Springs (4/6 Drop)
  - 11390U Tubular Upper A-Arms (Improved Camber Curve)
  - 11390L Tubular Lower A-Arms (Increased Caster for Stability and Cornering Grip)
  - 18390 Rear Suspension Package (Quality rear shocks and longer/lower track bar for improved rear grip)
  - 22390 Sway Bar Kit (Reduce Body Roll and Enhance Vehicle Response)
  - 30390 Anti-Squat Kit (Increased anti-squat for better launches)
  - 70390 Front Shock Kit (Re-positions front Bilstein shocks for more travel for lowered trucks)