



PRODUCT: 101320 / 100920
GM 1500 TRUCK / SUV 2" LOWERING SPINDLES

PARTS LIST

QTY

DRIVER SIDE SPINDLE	1
PASSENGER SIDE SPINDLE	1
16MM X 2.0 JAM NUT	2
5/8 INTERNAL TOOTH LOCK WASHER	2

PRIOR TO INSTALLATION:

1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation
3. Always wear safety glasses when using power tools or working under the vehicle
4. Modifications to any part will void the warranty associated with that product.
5. Jack up front of vehicle, place jack stands under frame, behind front suspension.

After removing parts from vehicle, save hardware for reinstallation

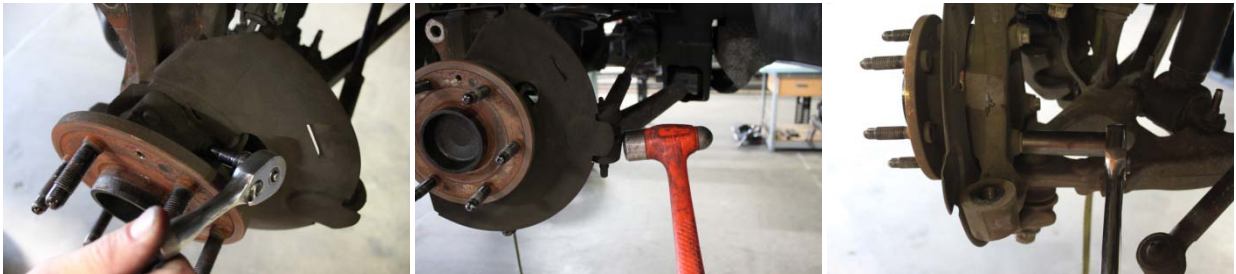
IT IS RECOMMENDED THAT YOU HAVE YOUR VEHICLE'S ALIGNMENT CHECKED WHEN INSTALLING NEW SUSPENSION PARTS. IT IS ALSO RECOMMENDED THAT YOU ADJUST YOUR HEADLIGHTS WHENEVER YOUR VEHICLE'S RIDE HEIGHT IS ALTERED.

INSTALLATION INSTRUCTIONS – GM 2" LOWERING SPINDLES

1. Unbolt the brake caliper and support out of the way. Do not allow it to hang from brake line.
2. Remove brake rotor retainer bolt and remove the brake rotor.
3. Unbolt ABS wire bracket from the top of the spindle.



4. Unbolt ABS sensor and hang out of the way so as not to get damaged.
5. Unbolt tie rod and loosen by hitting side of the spindle with a hammer, then remove. Do not hit the tie rod on the threads.
6. Unbolt and remove wheel bearing and dust shield. Discard dust shield, will not be re-used.



7. Loosen upper ball joint nut, but do not remove.
8. Break upper ball joint loose by hitting side of the spindle with a hammer.
9. Loosen lower ball joint nut, but do not remove.
10. Break ball joint loose by hitting the spindle with a hammer, do not hit the threads.



INSTALLATION INSTRUCTIONS – GM 2" LOWERING SPINDLES

11. Install the wheel bearing onto the spindle before installing the spindle onto the truck.
12. Install spindle onto the truck and tighten both ball joints using factory hardware.
13. Reinstall ABS sensor, ABS sensor bracket, tie rod, brake rotor, and brake caliper.



If truck is 4WD, excess threads on upper ball joint shank will need to be cut off to avoid making contact with the CV boot.



If running smaller than 20" wheels, provided hardware will need to be used on lower ball joint and excess threads need to be cut off.