



### Part # 11700110 - 2007-2013 Silverado 1500 2WD 4"/6" Drop Kit

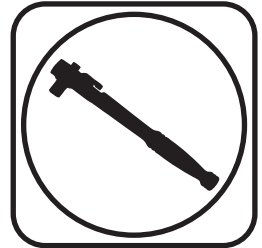
#### Front Components

11709300	Drop Spindles
11703110	Front CoilOver Kit

#### Rear Components

11709511	Rear Flip Kit
22189864	Rear HQ Series Shocks

#### Recommended Tools



## 2007-2013 GM 1500 4"/6" Drop Kit

# Installation Instructions

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Page 28.....	Shock Adjustment

## MUST USE 18" OR LARGER RIMS

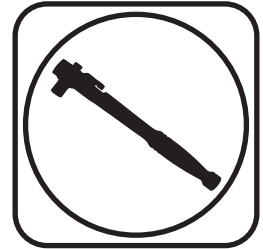
We recommend installing some components in conjunction with each other. On the front, the Spindles and CoilOvers should be installed at the same time. In the rear, install the flip kit before installing the HQ Series Shocks.

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



### Part # 11703110 - 2007-2013 Silverado HQ Front CoilOvers

#### Recommended Tools



## 2007-2013 Silverado Front CoilOvers Installation Instructions

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



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

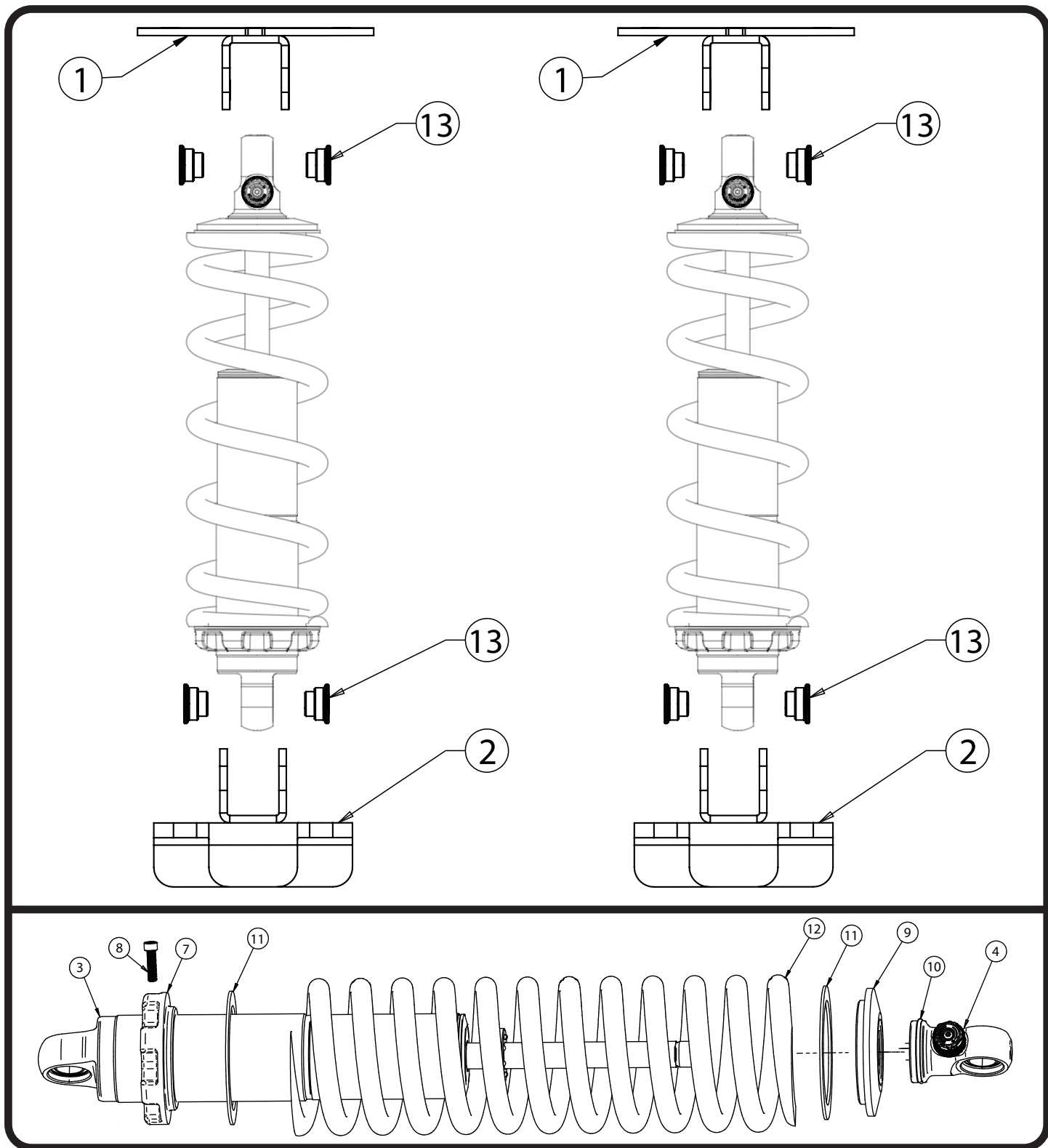
Item #	Part #	Description	QTY
1	90001368	Upper CoilOver Mount Assembly	2
2	90001369	Lower CoilOver Mount Assembly	2
3	982-10-804	4.1" Stroke HQ Series Shock	2
4	815-05-022-kit	Shock Eyelet Assembly	2
5	90001994	5/8" ID Bearing (installed in shock eyelet/body)	4
6	90001995	Bearing Snap Ring (installed 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	59100850	CoilSpring 10" 850lb	2
13	90002043	.500" x .365" Shock Bearing Spacers	8

### 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.



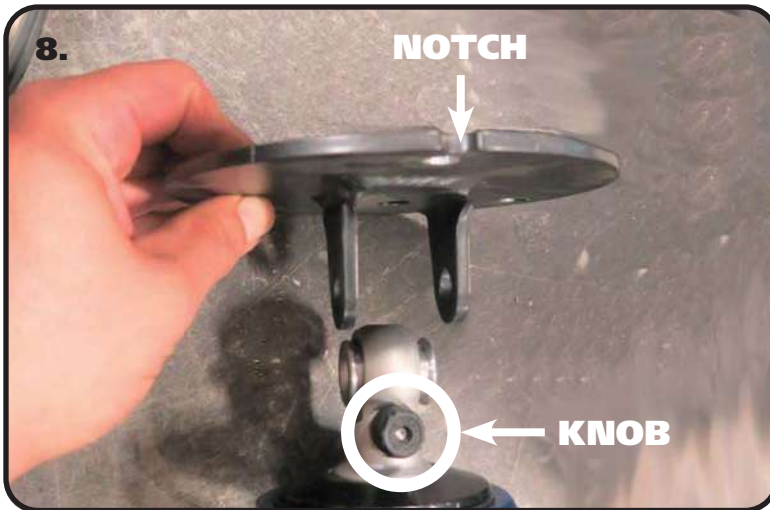
6. Insert the shock into the Lower Mount. Line up the shock bearing/spacers hole with the mounting holes of the lower mount. Insert a 1/2"-13 x 2 3/4" bolt through the mount/shock. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt that are sticking through the mount.



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 first begin at the ZERO setting, then set the shock to a soft setting of 20.



-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 clock wise 20 clicks. This sets the shock at 20. (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 clock wise 3 clicks.

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



-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 3 additional clicks.

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

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

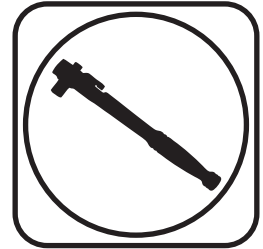
##### Note:

**One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.**



### Part # 11709300 - 2007-2013 Silverado Drop Spindles

#### Recommended Tools



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

1 11709300 Pair of 07-13 Silverado drop spindles

### Installation

#### Ball Joint & Tie Rod Torque Specs:

Upper Ball Joint: 37 ftlbs  
Lower Ball Joint: 92 ftlbs  
Outer Tie Rod: 44 ftlbs

Install the Front CoilOvers in conjunction with the spindles.

**MUST USE 18" OR LARGER RIMS**

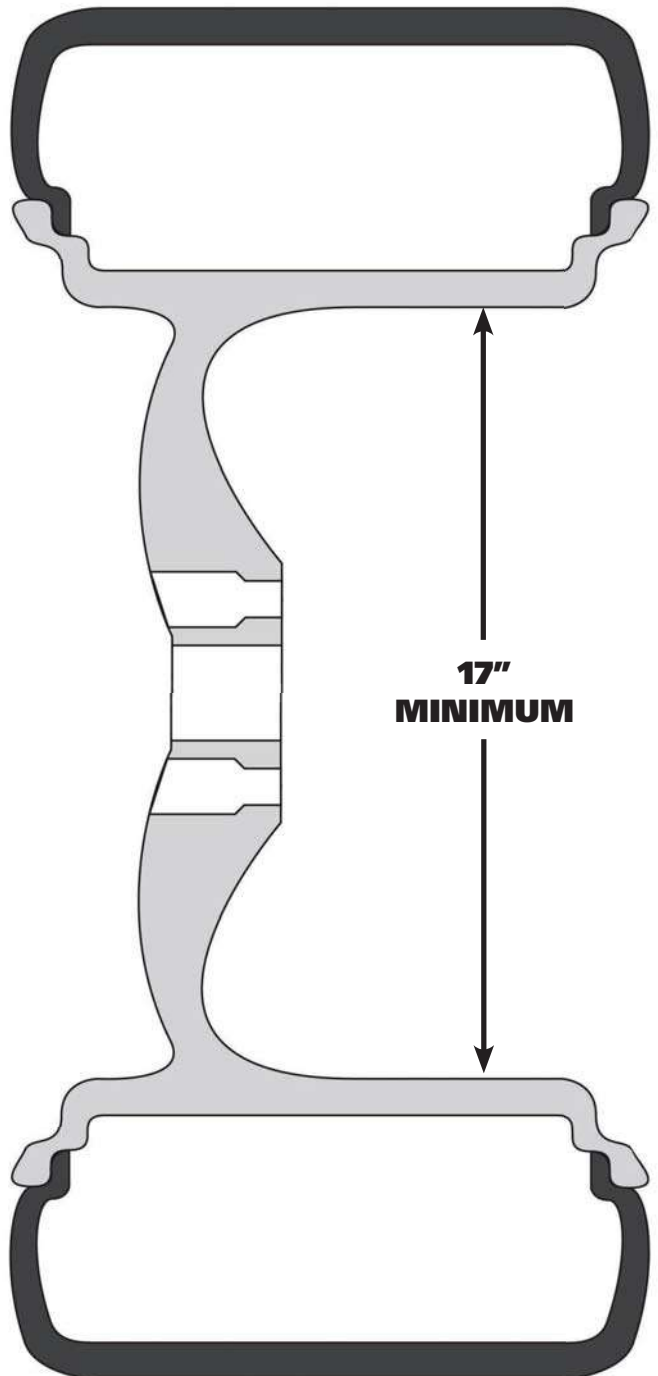


### Wheel Fitment

IF YOUR WHEEL IS 18" DIAMETER OR LESS, WE RECOMMEND MEASURING THE INSIDE OF YOUR WHEEL TO DETERMINE IF IT WILL FIT (Diagram A). THE MINIMUM INSIDE DIAMETER IS 17". A 17" INSIDE DIAMETER WILL STILL REQUIRE THE BALL JOINT STUD TO BE MODIFIED FOR WHEEL CLEARANCE. WHEN TRIMMING THE BALL JOINT PIN, WE RECOMMEND LEAVING AT LEAST ONE THREAD STICKING THROUGH THE BALL JOINT NUT (Diagram C).

**A**

MEASURING INSIDE WHEEL DIAMETER



**B**



UNMODIFIED BALL JOINT PIN

**C**



MODIFIED BALL JOINT PIN



### Spindle Installation

## **STOP --- READ THIS FIRST**

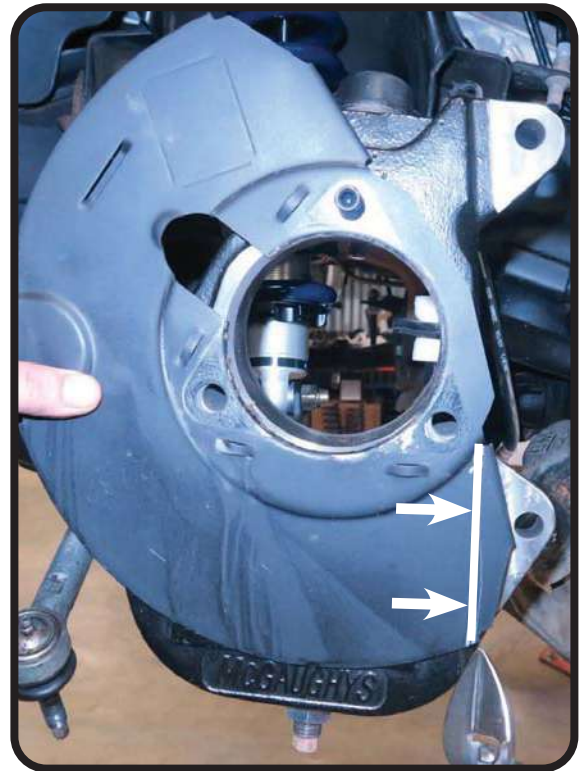
### **MUST USE 18" OR LARGER RIMS, 2WD ONLY**

ALWAYS USE PROPER TOOLS AND SAFETY PRECAUTIONS AFTER FOLLOWING REPAIR MANUAL INSTRUCTIONS TO REMOVE CALIPER AND ROTOR FOLLOW THESE STEPS:

1. DISCONNECT ABS SENSOR PLUG FOR HUB ASSEMBLY.
  2. REMOVE HUB ASSEMBLY FROM SPINDLE.
  3. DISCONNECT UPPER BALL JOINT, LOWER BALL JOINT & TIE ROD END.
  4. REMOVE SPINDLE FROM VEHICLE.
  5. INSTALL M12 STUD SUPPLIED WITH SPINDLES INTO THE TOP THREADED MOUNTING HOLE OF SPINDLE. THIS STUD IS TO BE INSTALLED WITH LOCTITE AND TIGHTENED TO 25 FTLBS TORQUE.
  6. TRIM DUST SHIELD AS SHOWN IN PICTURE (RIGHT).
  7. INSTALL HUB ASSEMBLY USING M12 NUT ON STUD. (TIGHTEN TO 75 FTLBS) USE TWO OF YOUR ORIGINAL HUB BOLTS ON LOWER TWO HOLES. LOCKTITE AND TIGHTEN THESE TWO BOLTS SECURELY (TIGHTEN TO 133 FTLBS).
  8. INSTALL UPPER AND LOWER BALL JOINTS INTO SPINDLE. USE THE NUTS SUPPLIED WITH THE SPINDLES. (NOTE: UPPER BALL JOINT RUBBER BOOT WILL NOT TOUCH TOP OF SPINDLE). ATTACH THE TIE-ROD USING THE OEM NUT.
  9. TIGHTEN BOTH BALL JOINTS AND TIE-ROD END TO MANUFACTURERS SPECIFICATIONS. MAKE SURE YOU ARE USING THE CORRECT TORQUE FOR THE UPPER BALL JOINT. (DON'T USE AIR TOOLS).
- |                   |          |
|-------------------|----------|
| UPPER BALL JOINT: | 37 FTLBS |
| LOWER BALL JOINT: | 92 FTLBS |
| OUTER TIE ROD:    | 44 FTLBS |

10. **IF YOU ARE USING 18" RIMS, IT MAY BE NECESSARY TO TRIM THE LOWER BALL JOINT STUD THAT EXTENDS THROUGH THE LOWER BALL JOINT NUT. IF NEEDED, USE A DIE GRINDER OR SOME TYPE OF CUTTING DEVICE TO TRIM OFF THE EXCESS BALL JOINT STUD. IF YOU ARE USING LARGER THAN 18" RIMS THEN THIS MAY NOT NEED TO BE DONE. CHECK FOR CLEARANCE BEFORE INSTALLING YOUR RIM.**

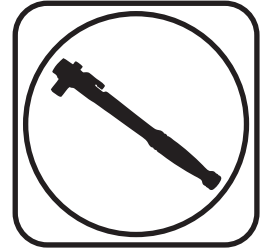
11. INSTALL ROTOR ASSEMBLY.
12. INSTALL CALIPER USING LOCKTITE ON MOUNTING BOLTS AND TIGHTEN TO MANUFACTURES SPECIFICATIONS - 148 FTLBS.
13. CHECK THAT RUBBER BRAKE HOSE DOESN'T RUB ON ANYTHING.
14. BOLT ABS WIRE BRACKET TO THE TOP OF THE SPINDLE AND TIGHTEN SECURELY. (USE 5 mm SELF-TAPPING BOLT INCLUDED IN KIT, TIGHTEN TO 54 INLBS).
15. INSTALL WHEEL AND TIGHTEN RIM TO FACTORY SPECIFICATIONS. INSPECT RIM CLEARANCE TO ALL PARTS OF SPINDLE MAKING SURE THERE IS NO RUBBING.
16. REPEAT THIS PROCEDURE FOR OTHER SIDE.
17. VEHICLE WILL NOW NEED TO HAVE FRONT END ALIGNMENT CHECKED AND ADJUSTED.
18. AFTER 10 MILES RECHECK TIGHTNESS OF WHEEL LUG NUTS.





### Part # 11709511 - 2007-2013 Silverado Axle Flip Kit

#### Recommended Tools



## 2007-2013 Silverado Axle Flip Kit Installation Instructions

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Page 25.....	Installation Finish



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

Item #	Part #	Description	QTY
1	90001363	Rear Shackle Frame Mount	2
2	90001364	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	90001366	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	90002640	Bump Stop	1

#### 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>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

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>U-BOLT</b>		
8	99622013	5/8-18 High Nut
8	99623001	5/8" 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". 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.



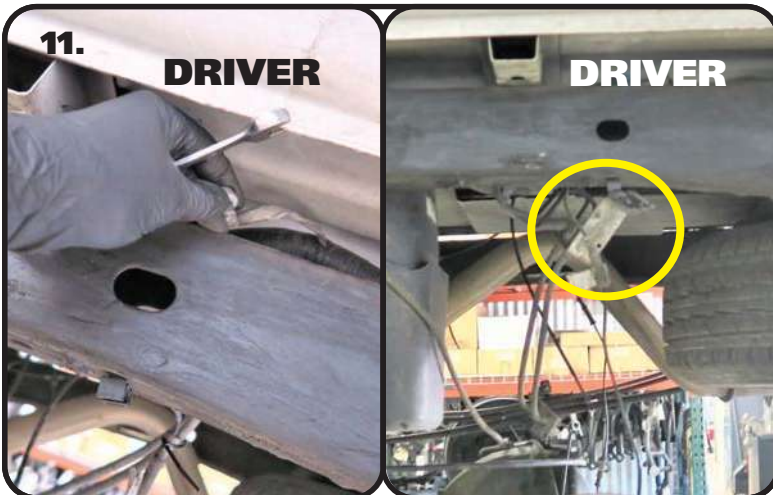


### Disassembly



**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.



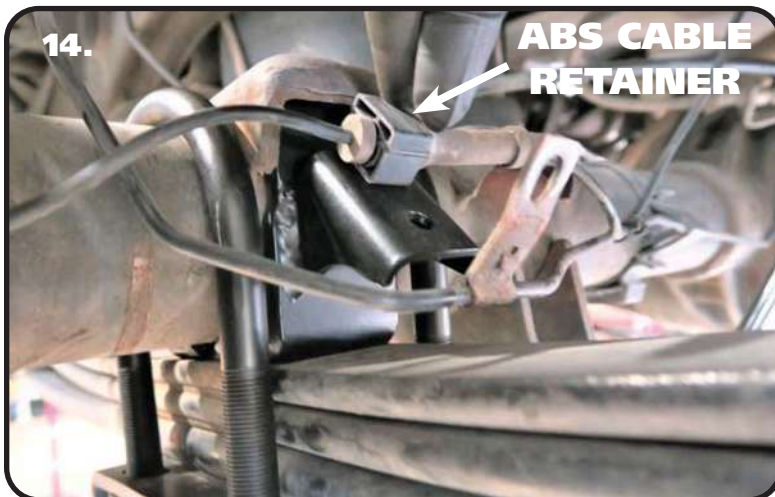
**12.** Remove the emergency brake cable holder from the driver side frame rail. Again, this bracket will be reinstalled later.



### 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.



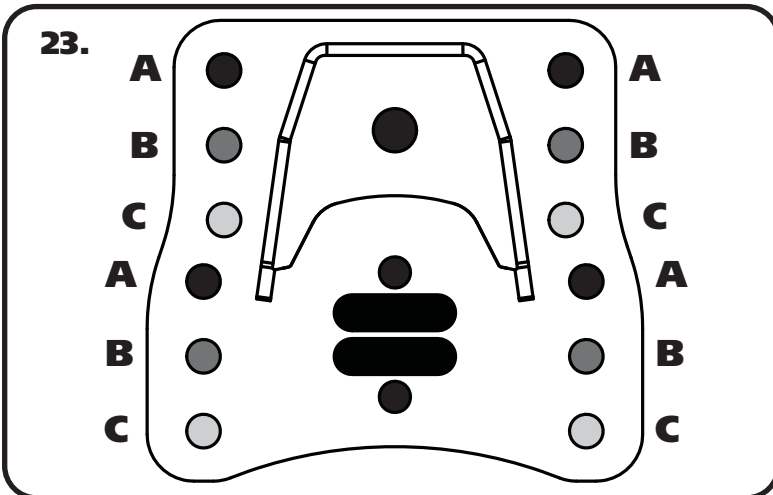
**21.** The leaf springs can be flipped to the bottom side of the axle without removing the axle or the front of the leaf spring. Start by pushing the axle to one side. **Avoid excessive force on the brake lines and ABS wires.** Grab the rear of the leaf spring that is on the side that is opposite of 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.** Assemble the Hangers and Shackles. The hangers and shackles are the same for both sides. What determines driver from passenger is which direction the open side of the shackle is facing. **Image 22** is of the DRIVER side. Insert the delrin end of the shackle into the hanger, paying attention to the open side of the shackle. Line up the hole of the hanger with shackle's inner sleeve. 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. Repeat on other shackle/hanger with the open side of the shackle facing the opposite direction of the one just assembled. Do not tighten hardware at this time.



**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 B.



**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.



### Hanger & Flip Bracket Installation

25.



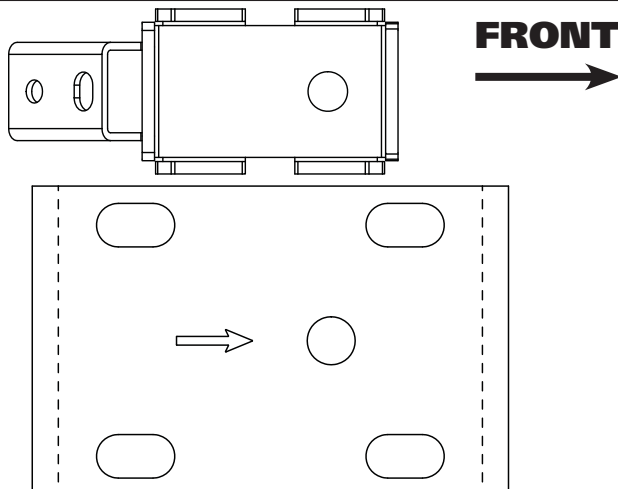
25. Install a 7/16" flat washer on each of (3) 7/16"-14 x 1 1/4" bolts. Align the correct holes of the hanger with the OEM holes in the frame. Install a bolt/washer in each one. Install a 7/16" flat washer and 7/16"-14 nylok nut on the threads of the bolts that are sticking through the frame. Torque the hardware to 70 ftlbs.

26.



26. Raise the rear of the leaf spring up until it lines up with the rear shackle. You may have to jack up the rear differential. Install the OEM hardware that was removed earlier. Repeat on the second spring. Do not tighten the hardware at this time.

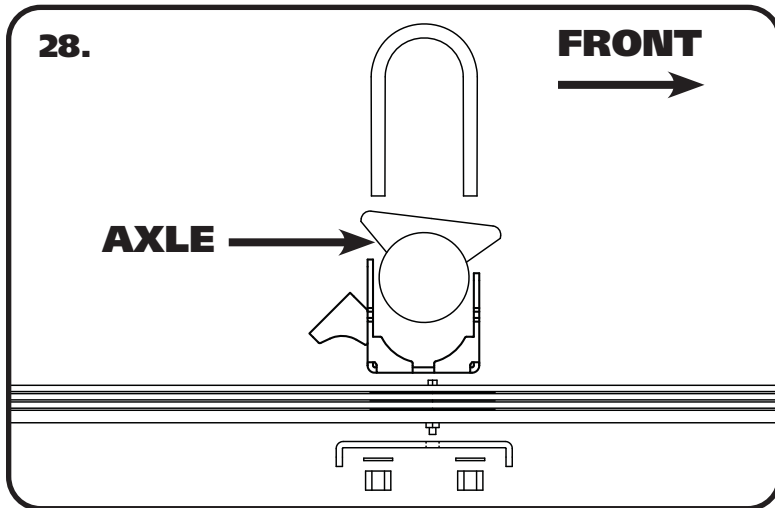
27.



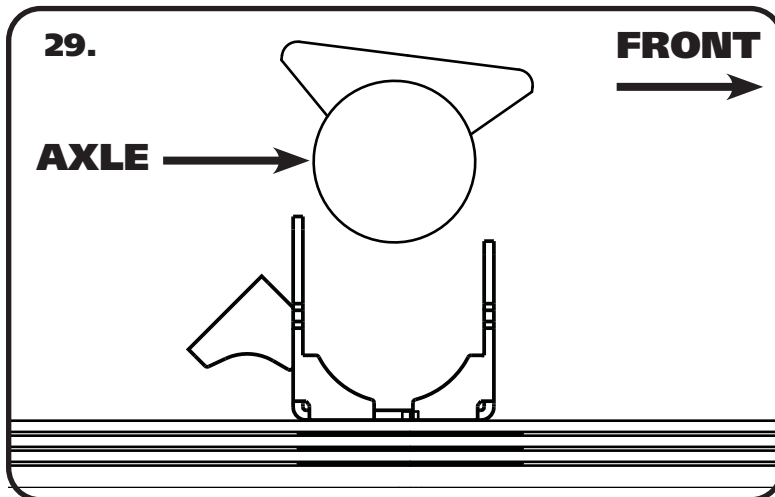
27. The Flip Kit has the locating holes offset to center the wheel in the wheel opening. **Image 27** illustrates a top view of the Flip Bracket and the Leaf Spring Plate. Notice the CENTER Hole is offset to the FRONT of the truck. The Flip Bracket has a brake line tab that will need to be positioned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



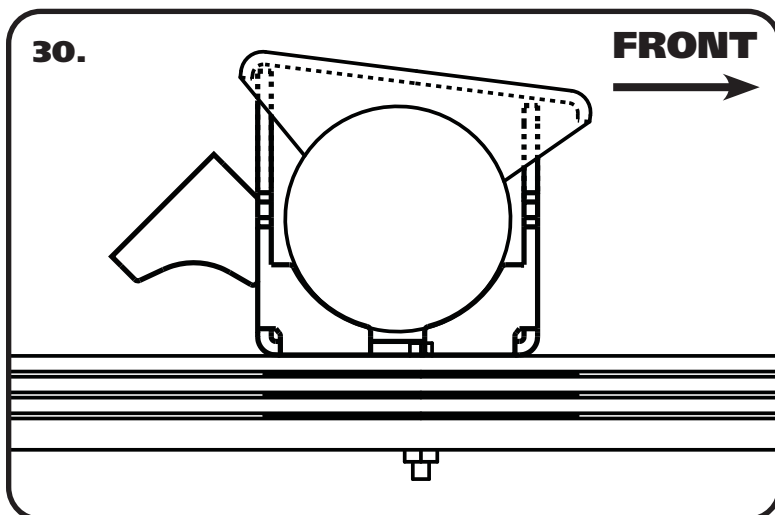
### Flip Bracket Installation



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



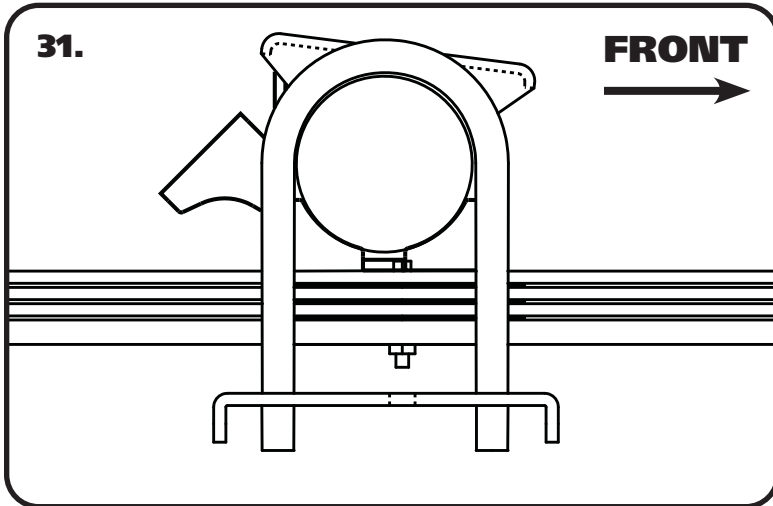
**29.** Set the Flip Bracket onto the leaf spring with the CENTER HOLE OFFSET TO THE FRONT OF THE TRUCK AND THE BRAKE LINE TAB TO THE REAR OF THE TRUCK.



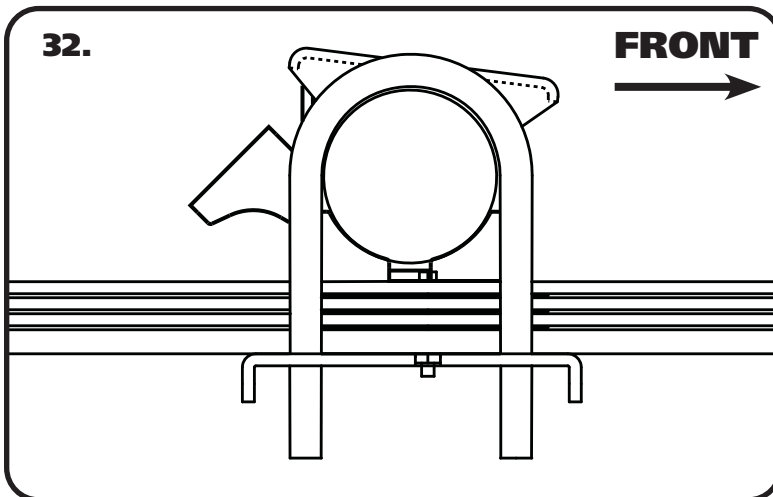
**30.** Slowly lower the axle into the Flip Bracket making sure the tabs go up into the leaf spring saddle. THE FLIP BRACKET WILL POSITION THE PINION AT THE CORRECT ANGLE.



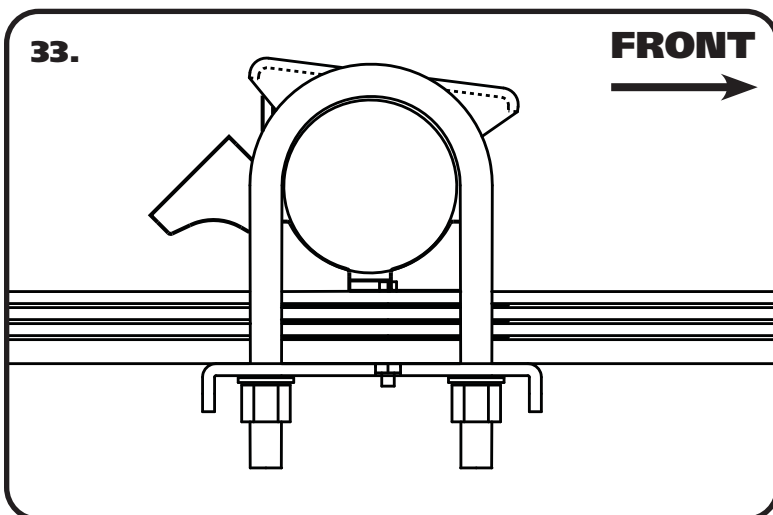
### Flip Bracket Installation



**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. Thread the supplied bump stop into the hole until it is tight. Repeat on the other side.

**37.** Install the Ridetech HQ Series Shock Kit.

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

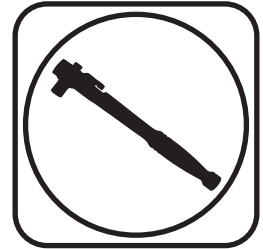
**39.** Set the truck on the ground. Torque the leaf spring and shackle hardware to 90 ftlbs.



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



#### Recommended Tools



## Eye/Eye HQ Series Installation Instructions

### Table of contents

Page	27.....	Components & Shock Installation
Page	28.....	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

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.



### Shock Installation and Adjustment

#### 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 or stud top. You must first begin at the ZERO rebound setting, then set the shock to a street setting of 12 or handling setting of 8.



-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 for a street setting. If you are after a handling setting only go 8 clicks.

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



-if you are satisfied with the ride quality, do not do anything, you are set!

-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 clock wise 2 clicks and you are set!

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

##### Note:

**One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.**