

RUGGED OFF ROAD

Step by step instructions and checklist:

Use the proper tools and safety equipment to perform all work. Torque all fasteners to proper specifications and double check work. Align your vehicle after installation.

9-107

2019 and Up GM 1500



Support the lower control arm with a suitable jack. Remove the front wheels. Remove the sway bar from lower control arm and let hang.



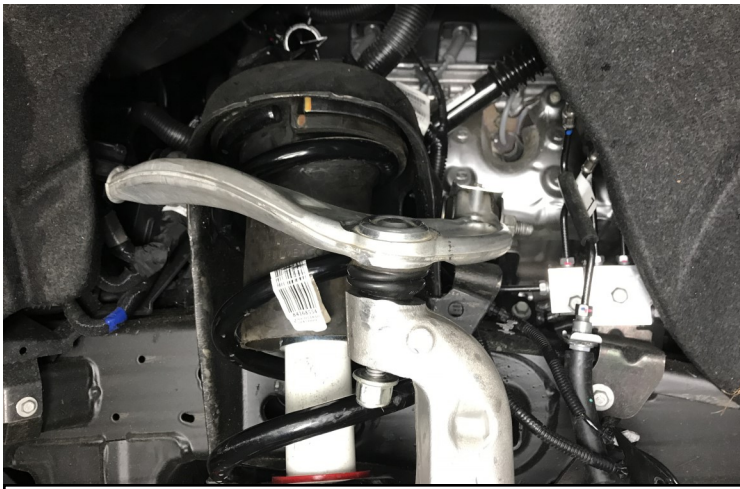
Remove ABS Bracket from UCA; Remove the brake line bracket from Knuckle.



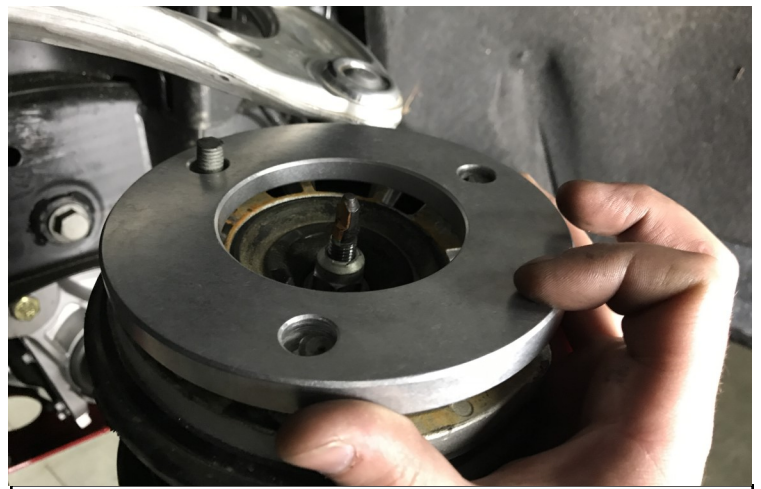
Remove Axle nut and press axle back through hub to allow the knuckle to swing out of the way.



Loosen the tie rod end nut. Strike the tie rod stud with a hammer to dislodge the taper. Remove tie rod from knuckle.



Loosen the upper ball joint nut. Strike the upper ball joint boss with a hammer to dislodge the taper. Remove Ball joint from knuckle. Remove the upper and lower strut hardware. Lower the control arm to gain clearance to remove strut.



Lower the strut out of the frame. Install the tapered shim onto the strut with the thick end facing outwards. Install the upper strut using the factory hardware. Only install the back nut for now. Do not tighten all the way.



Remove factory clip nuts and discard. Supplied hardware will be used in its place. Install the lower strut spacer using the provided hardware.



Raise the lower control arm up with the jack. You will have to load the suspension to install the upper control arm to the knuckle. Install the upper ball joint nut. Install Tie Rod end. Install Axle nut. Install the brake line bracket to the upper control arm. Install the sway bar to control arms. Install the wheels and tires. Have the alignment set.

Final Checks & Adjustments

Post Installation Warnings: Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to ensure proper torque. Torque wheels to the manufacturers specs. Move the vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels from lock to lock and verify adequate tire, wheel, brake line, and ABS wire clearances. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brake hoses and ABS lines for adequate slack at full extension. Failure to perform the post inspection checks may result in vehicle component damage and/or personal injury or death to driver and/or passengers. Test drive vehicle and re-check the torque of all fasteners.

Wheel Alignment/Headlamp Adjustment

It is necessary to have a proper and professional wheel alignment performed by a certified alignment technician. Align the vehicle to factory or provided specifications. It is recommended that your vehicle alignment be checked after any off-road driving. In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment.

Vehicle Re-Torque and Safety Inspection

Upon completion of all services and adjustments performed on your vehicle, and within 50 miles of driving, check to ensure that all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual.

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