

4" leveling kit 2011 HD 2500/3500 2wd and 4wd Chevy/GMC

38136 4WD

38138 2WD

- 1) Left Upper Control arm w/ Ball Joint
- 1) Right Upper Control arm w/ Ball Joint

- 2) Cotter Pin
- 2) Castle Nut
- 8) UCA Bushings Black
- 4) UCA Crush Sleeve
- 6) Zerk Fittings
- 2) TORSION KEYS
- 8) 3/8 X 1 1/4 BOLTS
- 8) 3/8 Nuts
- 16) 3/8 Washers
- 1) Skid Plate (4WD Only)
- 2) 1" FLAT Block (4WD Only)
- 4) 3/4 x 15 Square U-bolt
- 8) 3/4 U Bolt Nuts
- 8) 3/4 Washers
- 4) 9/16 x 5 1/2 Bolts
- 8) 9/16 Washers
- 4) 9/16 Nylock Nuts
- 4) 1" DIFF SPACER .580 ID

1 Important first step, must be followed to prevent damaging torsion bar tool. Remove wheels/tires and peel back fender liner exposing upper shock mounting nuts. Loosen and remove mounting nuts.

2 Next, install torsion bar unloading tool over cross member . Remove torsion bar adjusting bolt.

3 Adjust loading tool just enough to remove torsion key adjusting block from cross member. Release tool and remove.

4 Remove the sway bar end link bolt using a 15mm socket and a 15mm open end wrench. Do this on both side

5 Remove the brake caliper using an 21mm socket. Secure the caliper so that the brake line does not get stretched or damaged. Repeat on opposite side.

6 Unbolt the tie rod end using a 21mm socket. A additional wrench may be need to keep the ball joint from spinning. Repeat on opposite side

- 7 Remove the EIGHT 15mm axle shaft bolts. Set the hardware aside as it will be reused. Repeat on opposite side
- 8 Separate the upper ball joint from the steering knuckle. Repeat on opposite side.
- 9 Remove the front differential
- 10 Remove the two stock differential mounts
- 11 Remove the stock steering linkage from the pitman arm and idler arm
- 12 Mark the position of the alignment cams. Remove the 21mm UCA nuts, cams, and bolts.
- 13 Remove the upper control arm. Repeat on other side
- 14 Locate the stock steering linkage and you will need to grind the thicker side to match the thinner side
- 15 After grinding the steering linkage to the proper thickness reinstall the steering linkage facing forward (do not tighten at this time) (shown in picture)
- 16 With the steering linkage facing forward you will need to grind the frame for clearance (shown in picture)
- 17 After grinding the frame for proper clearance you can tighten the steering linkage to factory specs
- 18 Reinstall the factory diff drops using the supplied 1" spacer and the 9/16 x 5 1/2 bolts and tighten at this time
- 19 Raise the differential back up into its mounting location. Take care not to pinch the electrical line. (4WD Only)
- 20 Using the stock hardware reinstall the differential and tighten
- 21 Reconnect the tabs from the wiring harness and plug the connector back in. (4WD Only)
- 22 Re-attach the differential breather hose. (4WD Only)
- 23 Put the cross member back in place. Use of a rubber mallet may be needed to help persuade the cross member mounting holes to line up. (4WD Only)
- 24 Install the FTS upper control arm. The upper ball joint will be placed inside the control arm use the 3/8 x 1 1/4 bolts and tighten .install the poly bushing into the control

arm with the sleeves supplied (use some grease on the bushing) Install the cam bolts and cams. Line up your markings

25 Re-install the tie rod into the stock spindle . Tighten to 118 ft-lb

26 Install the front brake calipers using the factory hardware and 21mm socket. Tighten to 146 lb-ft.

27 Re-install the front driveshaft using the factory hardware and clamps. Tighten to 26 ft-lb. (4WD Only)

28 Reconnect the inner CV shaft using the factory hardware. Tighten to 45 ft-lb. (4WD Only)

29 Reconnect the ABS line and place back in factory location. Reinstall the sway bar end links on both sides. Tighten to 45 lb-ft.

30 Install the shock spacer on the top side of the shock and reinstall the shocks using the 7/16 x 1 3/4 bolts supplied and the factory bolt at the bottom and tighten at this time

31 Install the FTS skid plate using the Factory bolts into the existing holes in the front and rear cross members. (4WD Only)

32 Reinstall the torsion keys supplied in the kit and tighten to desired height

33 Reinstall the front wheels

34 FRONT END ALIGNMENT IS REQUIRED AT THIS TIME

REAR BLOCK INSTALLATION

1 Unhook the ABS line located behind the rear bump stops on the underside of the frame on both sides.

2 Support the axle with a floor jack or pole stand. Remove the passenger side rear shock with a 21mm socket and wrench.

3 Using a socket to remove the factory u-bolt nuts, axle plate, and u-bolts on the passenger side only

4 Lower the axle and remove the factory block

5 Install FTS 1" block

6 Install the new u-bolts, factory axle plate, washers, and nuts provided. Tighten to 200 lb-ft.

7 Install the FTS rear shock extension on the upper mount of the shock using the 9/16 X 3 1/2 bolt, 9/16 washers and 9/16 Lock nut provided. Tighten to 136 lb-ft.

8 Install the shock extension into the upper mount using the factory bolt. Do not tighten.

9 Install the shock into the lower mount using the factory hardware. Tighten to 136 lb-ft.

10 Tighten the upper shock mount to 136 lb-ft. Repeat steps 1-11 on opposite side.

11 You may need to bend the upper and lower brake line brackets to allow enough slack in the line at full droop.

THANK YOU FOR USING FULL THROTTLE SUSPENSION LEVELING KITS





