

38114

LEVEL TECH

BY



2007-2013 4WD CHEVY / GMC 1500 TRUCK 4" LEVELING KIT



BASIC KIT INCLUDES:

- 1) Left Upper Control arm w/ Ball Joint
- 1) Right Upper Control arm w/ Ball Joint
- 2) Ball Joint Zerk Fitting
- 2) Cotter Pin
- 2) Castle Nut
- 2) 1/4 NY lock Nuts
- 2) 1/4 Washers
- 8) UCA Bushings MO3013
- 4) UCA Sleeve
- 4) UCA Zerk Fittings
- 2) Strut Extension
- 6) 7/16" Nuts
- 6) 7/16" Washers
- 1) Differential Relocation Bracket 1" Wide- Driver Side
- 1) Differential Relocation Bracket 2" - Passenger Side
- 2) M12 x 70mm Socket Cap
- 2) M12 Nylock Nut
- 1) M12 x 35mm Socket Cap
- 1) M12 x 45mm Socket Cap
- 2) Large Fender Washer
- 1) M12-1.75 x 40mm Hex Head Bolt
- 2) M12 Flat Washer
- 1) Skid Plate
- 2) 3" Tapered Block
- 4) 9/16 x 11" Square U-bolt
- 8) 9/16 U Bolt Nuts
- 8) 9/16 Washers
- 2) Rear Shock Extension
- 2) 9/16 x 3 1/2 Bolts
- 4) 9/16 Washers
- 2) 9/16" Nylock Nuts

Disassembly

1) Prior to lifting the vehicle it is recommended that you measure the stock height so that you have a base line measurement. Measure from the bottom of the wheel to the lip of the fender, Position truck on a flat surface and lift vehicle by the frame so that the front wheels are off the ground. Use a floor jack and jack stands or a (2) two post lift if available.

NEVER WORK UNDER AN UNSUPPORTED VEHICLE

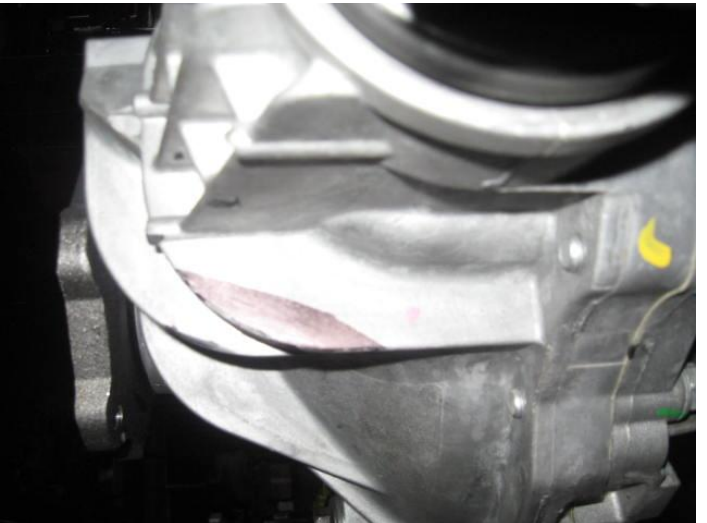
- 2) Remove the front wheels. Unbolt the five 15mm bolts that hold the plastic air dam on. Set aside.
- 3) Unclip the ABS line at the upper control arm pocket on both sides.
- 4) Unclip the ABS line at the upper control arm and unbolt the brake line retention bracket on both sides
- 5) Remove the sway bar end link bolt using a 15mm socket and a 15mm open end wrench. Do this on both sides
- 6) Remove the brake caliper using an 18mm socket. Secure the caliper so that the brake line does not get stretched or damaged. Repeat on opposite side.
- 7) Unbolt the tie rod end using a 21mm socket. An additional wrench may be needed to keep the ball joint from spinning. Repeat on opposite side
- 8) Remove the six 15mm axle shaft bolts. Set the hardware aside as it will be reused. Repeat on opposite side
- 9) Separate the upper ball joint from the steering knuckle. Repeat on opposite side.
- 10) Remove the three 18mm upper strut mounting nuts
- 11) Remove the two 15mm lower strut mounting bolts.
- 12) Remove the strut from the vehicle. Repeat on opposite side
- 13) Mark the position of the alignment cams. Remove the 21mm UCA nuts, cams, and bolts.
- 14) Remove the upper control arm. Repeat on other side
- 15) Remove the four 11mm driveshaft bolts.
- 16) Set the straps and bolts aside. Slide the driveshaft back off the yoke.
- 17) Remove the four rear cross member nuts and bolts.
- 18) Remove the rear cross member and set aside.
- 19) Disconnect the blue electrical plug from the front differential. Support the front differential with a transmission jack. Remove the two passenger side mounting nuts.
- 20) Unplug the breather hose. Remove the driver side mounting bolts. Make sure the differential is secured with the transmission jack.
- 21) Carefully lower the front differential down to the floor.
- 22) Use a permanent marker to mark the material to be removed. This will be on the driver side of the differential.
- 23) Grind off the marked section so that it is flush with the case.
- 24) Remove the passenger side torque arm using a 15mm socket and 18mm socket.
- 25) Remove the two M12 press in studs.
- 26) Bolt the 2" wide diff drop bracket (narrow taper facing the rear) to the torque arm using 2 M12x70 socket cap bolts and M12 flange nuts. 75ft-lb.
- 27) Reinstall the torque arm to the frame mount. Torque the factory hardware to 75ft-lb.
- 28) Install the driver side differential drop bracket using the M12x35 and M12x45 socket cap bolts. Tighten to 75ft-lb
- 29) Raise the differential back up into its mounting location. Take care not to pinch the electrical line.
- 30) Loosely install two M12x35 bolts, washers, and fender washers on the passenger side mount. Install two M12x35 bolts, split lock washer and flat washer on driver side mount. Tighten to 85 lb-ft
- 31) Reconnect the tabs from the wiring harness and plug the connector back in.

- 32) Re-attach the differential breather hose.
- 33) 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.
- 34) Install the factory hardware, the head of the bolt should face the rear and the nut should face the front. Tighten to 75 ft-lb.
- 35) Install the FTS Strut Extension on top of the strut using the factory hardware. Tighten to 45 lb-ft.
- 36) Install the FTS upper control arm. The upper ball joint will be angled towards the rear of the vehicle. Install the cam bolts and cams. Line up your markings
- 37) Re-install the strut into its stock location. Loosely install the M10 flange nuts on the upper mount.
- 38) Raise the lower control arm and line up the lower mounts. Install the M10x55 bolts, washers, and nyloc nuts. Tighten to 45 ft-lb.
- 39) Tighten the three upper strut mounting nuts to 45 ft-lb. Install the upper ball joint to the knuckle. Tighten to 45 ft-lb. Install the supplied cotter pin.
- 40) Re-install the tie rod. Tighten to 100 ft-lb
- 41) Install the front brake calipers using the factory hardware and 18mm socket. Tighten to 146 ft-lbs.
- 42) Re-install the front driveshaft using the factory hardware and clamps. Tighten to 30 ft-lb.
- 43) Reconnect the inner CV shaft using the factory hardware. Tighten to 45 ft-lb.
- 44) Reconnect the ABS line and place back in factory location. Reinstall the sway bar end links on both sides. Tighten to 45 lb-ft.
- 45) Install the brake line support bracket onto upper control arm using the 1/4" nuts and washers provided. Tighten to 7 lb.-ft.
- 46) Install the FTS skid plate using the Factory bolts into the existing holes in the front and rear cross members.

REAR INSTALLATION

- 1) Position truck on a flat surface and lift vehicle by the frame so that the rear wheels are off the ground. Use a minimum 3 ton jack stands and place under frame for safety or a use two post lift if available. Make sure that the front wheels are blocked to prevent a rollout.
- 2) Unhook the ABS line located behind the rear bump stops on the underside of the frame on both sides.
- 3) Support the axle with a floor jack or pole stand. Remove the passenger side rear shock with a 21mm socket and wrench.
- 4) Using a 21mm socket to remove the factory U-bolt nuts, axle plate, and U-bolts on the passenger side only
- 5) Lower the axle and remove the factory block.
- 6) Install FTS 3" block with the shorter tapered side facing the front of the vehicle. Raise the axle; make sure the leaf spring center pin goes in the hole on top of the block.
- 7) Install the new U-bolts, factory axle plate, washers, and nuts provided. Tighten to 100 ft-lbs.
- 8) 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 125 lb-ft.
- 9) Install the shock extension into the upper mount using the factory bolt. Do not tighten.
- 10) Install the shock into the lower mount using the factory hardware Tighten to 120 lb-ft
- 11) Tighten the upper shock mount to 120 lb.-ft. Repeat steps 1-10 on opposite side.
- 12) Lubricate the ABS line with WD-40 and slide the rubber sleeve up to allow the wire to be reinstalled in the clip on the frame
- 13) Reinstall the wire. Repeat on opposite side
- 14) Using the ties provided, secure the ABS line to the U-bolt
- 15) You may need to bend the upper and lower brake line brackets to allow enough slack in the line at full droop.

16) THANK YOU FOR USING FULL THROTTLE SUSPENSION LEVELING KITS







Product Warranty and Warnings-

FTS provides a Limited Lifetime Warranty to the original retail purchaser who owns the vehicle, on which the product was originally installed, for defects in workmanship and materials.

The Limited Lifetime Warranty excludes the following FTS items; bushings, bump stops, ball joints, tie rod ends, limiting straps, cross shafts, heim joints. These parts are subject to wear and are not considered defective when worn. They are warranted for 60 days from the date of purchase for defects in workmanship.

Take apart shocks are considered a serviceable shock with a one year warranty on leakage only. Service seal kits are available separately for future maintenance. All other shocks are covered under our Limited Warranty.

FTS does not warrant any product for finish, alterations, modifications and/or installation contrary to FTS instructions. Alterations to the finish of the parts including but not limited to painting, powder coating, plating and/or welding will void all warranties. Some finish damage may occur to parts during shipping which is considered normal and is not covered under warranty.

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Installation of most suspension products will raise the center of gravity of the vehicle and will cause the vehicle to handle differently than stock. It may increase the vehicle's susceptibility to a rollover, on road and off road, at all speeds. Extreme care should be taken to operate the vehicle safely at all times to prevent rollover or loss of control resulting in serious injury or death.

FTS makes every effort to ensure suspension product compatibility with all vehicles listed in the catalog, but due to unknown auto manufacturer's production changes and/or inconsistencies by the auto manufacturer,

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Thank You for choosing Full Throttle Suspension

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