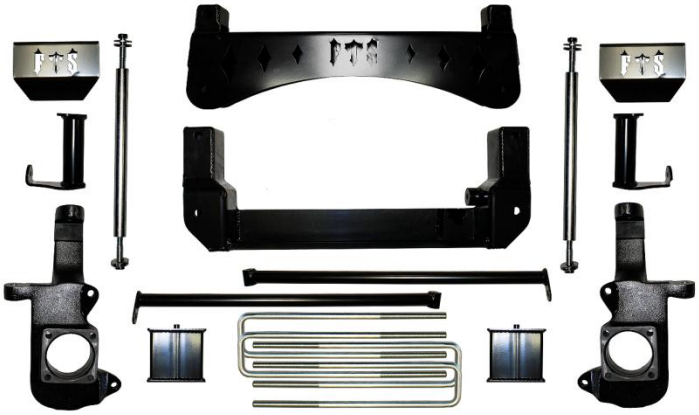
85101

2000-2010 CHEVY / GMC 1500HD / 2500HD
2WD 8 LUG 7” BASIC KIT



C8510-4 MAIN BOX KIT W/ HARDWARE
1) FRONT X MEMBER
1) REAR X MEMBER
2) TORSION BAR DROPS
1) LEFT BUMP STOP
1) RIGHT BUMP STOP
2) SWAY BAR END LINKS
1) HARDWARE

C8510-5 REAR BLOCK KIT
2) 5" FLAT BLOCKS 2.5” X 5”
4) 9/16” X 15.5” U BOLTS
8) 9/16” WASHERS
8) 9/16” FINE THREAD NUTS

C8510-8 HD SPINDLES
1) LEFT HAND STEERING KNUCKLE
1) RIGHT HAND STEERING KNUCKLE

BOLT BAG 1
2) 5/8” X 6” BOLTS
2) 5/8” X 5” BOLTS
4) 5/8” NYLOCK NUTS
8) 5/8” WASHERS

BOLT BAG 2
4) 7/16” X 2 ¾” BOLTS
8) 7/16” X 1 ¼” BOLTS
8) 7/16” NYLOCK NUTS
16) 7/16” WASHERS
8) 7/16” LARGE FLAT WASHERS
2) 3/8” X 1 ¼” BOLTS
2) 3/8” NYLOCK NUTS
4) 3/8” WASHERS

FRONT SUSPENSION INSTRUCTIONS

1) Disconnect the negative terminal on the battery. With the vehicle on level ground and the emergency brake set, block the rear tires. Jack up the front end of the truck and support the frame rails with jack stands. NEVER WORK UNDER AN UNSUPPORTED VEHICLE! Remove the front tires.

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2) If there are factory skid plates installed, remove them.

3) Measure the torsion bar adjusting screw depth and record this dimension for use when replacing the torsion adjuster arm on reassembly. Remove the torsion bar adjusting screw. Apply a small amount of lubricating grease to the puller (See note above) threads and the puller shaft-to-adjuster arm contact point. Load the puller and torsion adjuster arm until the adjuster nut can be easily removed from the cross member. Back the puller off to unload the torsion bar and set the puller aside. With the bar unloaded, slide it forward into the lower control arm until the adjuster arm falls free. If the bar seems stuck, use a Hammer and punch through the hole in the rear of the cross member to dislodge it. Repeat this procedure on the other side of the vehicle.

Mark the orientation of both torsion bars (i.e., left side, right side, and front). They must be reinstalled exactly as removed!

4) Remove the torsion bar cross member. Retain the hardware for reinstallation. Remove the torsion bar cross member by removing the through bolts on each side of the vehicle. With the cross member out of the way, the torsion bars can be pulled from the lower control arms and removed. Save these nuts and bolts for re-use on reassembly. Do not attempt to unload or remove torsion bars without the proper torsion bar tool. Torsion Bars are under extreme spring load.

Steps 5 through 14 are performed one side at a time:

5) Disconnect the ABS sensor wire and secure it out of the way to prevent damage to the wiring or connector ends.

6) Remove the brake caliper assembly from the rotor and secure it away from the work area.

7) Remove the 6 bolts that attach the CV axle to the differential. Save these for reassembly

8) Remove the nut on the tie rods; disconnect the tie rod ends from the steering knuckle by striking the knuckle to dislodge the tie rod end.

9) Remove the sway bar end link that connect the sway bar to the lower a arms, Save this hardware for reassembly

10) Remove the shock absorber mounting bolts from the lower A-arm. Save this hardware for reassembly

11) Remove the upper shock nuts and remove the stock shock absorbers. Discard these parts.

12) Remove the lower A-arm pivot nuts. Save this hardware for reuse on reassembly.

13) Remove the wheel stud clips and discard. Remove bearing cover, 36mm axle nut, washer, and rotor with hub bearing. (DO NOT REMOVE THE HUB FROM THE ROTOR). Retain parts and hardware for reinstallation.

14) Support the A-arm assembly and carefully remove the pivot bolts. Lower the assembly to the floor and set aside. This assembly is relatively heavy and not a rigid assembly. Be very careful when removing. Save the pivot bolts for reuse.

15) Remove the factory bump. Save bump stops for reassembly

16) Install the FTS bump stop bracket using the 3/8 x 1" bolt at the top and the 7/16 x1 ¼" at the bottom.

17) Install the factory bump stops into the holes on the bottom of the FTS bump stop bracket and tighten to 35ft lbs

18) Install the front cross member into front lower control arm pockets, using factory bolts. DO NOT TIGHTEN at this time.

19) Position lower control arms into drop brackets using two 5/8 x 5" and two 5/8 x 6" bolts and nuts, DO NOT TIGHTEN at this time.

20) Install the FTS sway bar end links connecting lower control arms to sway bar on both sides of vehicle, and tighten the link hardware to 40 ft lbs. CAUTION: do not over-tighten sway bar links; the bushings do not need to "squeeze out" the sides, this is a common misconception.

21) Install the FTS steering knuckle and torque ball joints to factory specs.

22) Tighten lower 5/8 a arm bolts to 125 ft.--lbs.

23) Reinstall the rotor and hub bearing assembly using the stock hardware and torque flange bolts to 125 ft lbs. Reinstall brake rotor and caliper. Torque caliper bracket bolts to 90 ft. lbs.

24) Install supplied front brake line brackets using the 5/16 x ¾ bolts and hardware.

IF YOU PURCHASED DOUBLE SHOCK HOOP FOLLOW STEPS 25-
IF YOU ARE ONLY INSTALL SINGLE SHOCK SKIP STEPS 25

25) If installing dual front shock kit, install lower shock mount brackets around factory upper control arm. NOTE: The UPPER HALF of the LOWER shock mount bracket can be positioned by bolting into place using the factory brake line retaining bolts that thread into the upper control arm. Once the upper half is positioned by the OE bolts, through-bolt the lower half to the upper half using ½" x 2-1/2" bolts and nuts.

26) (Dual Shocks ONLY). Next install the shock hoops as shown below using ½" x 4 ½" bolts & nuts, first through the frame and then a 5/8" x 2 ½" to mount the upper support bracket to the stock upper shock mount as shown below. Mount the shock absorbers using ½" x 7" bolts and nuts, first through the top mounts, then through the bottom bracket.

27) Carefully bend and locate brake line and ABS wiring to create enough slack to remount to existing connection points along the upper control arm.

28) Using factory hardware, reconnect all ABS and brake line retaining brackets to existing mounting points on upper control arm and spindle.

29) Reattach front of drive driveshaft to front differential with factory hardware and tighten. Use "Blue" Loctite on front drive shaft bolts.

30) Center up the eccentric alignment washers within the range of the upper control arm drop brackets, and then tighten the nuts as shown. NOTE: the alignment shop will likely change the position after final assembly; this is just a preliminary setting.

31) Install the FTS torsion bar drops directly below the factory one in the frame. Hold the torsion bar drop below the frame and mark the 2 hole with a scribe it pick.

32) Drill the previous marked holes with a 7/16 drill bit, BECAREFULL not to drill into the hard line on the frame

33) Mount the torsion bar drops with the 7/16 x 1 ¼ bolts and hardware supplied, DO NOT tighten at this time

34) Install torsion bar cross member to the FTS torsion bar drops with the large holes FACING FORWARD using factory hardware . Once the torsion bar cross member is in place, all hardware may be torqued to specification

35) Slide torsion bars through the socket holes in the lower control arms, then slide them back through the front holes in the cross member and engage them into the "pork chop" keyway as shown. WARNING! Install the torsion bars the exact same as their factory original orientation, keeping them the consistent end-for-end and side-for-side. NOTICE: if using the extra lift leveling keyways, install them instead of the factory keyways at this time.

36) Using suitable tool, load torsion bars and reinstall and set the torsion bar adjusting bolts. Start with the original bolt setting, and then make minor adjustments to fine tune the vehicle's front ride height.

If you purchased Heim's Joint Steering skip steps 56
SEE HEIMS JOINT STEERING INSTRUCTIONS PART#85043

37) Reconnect the outer tie rods and torque to factory specs.

38) The front lift is now complete. Double-check ALL fasteners and cycle the steering all the way left and right to make sure there is no binding or physical contact between parts. Turn both front hubs to make sure no binding exists within the CV axles. The hubs should rotate freely with NO BINDING with the suspension at full droop and the torsion bars tight (as shown below). If CV axle bind exists, the droop stops can be adjusted – wait until after the truck is aligned at a qualified alignment shop before attempting to adjust the droop stops, binding may sometimes be caused by the preliminary alignment condition.

39) Make sure that the flexible brake hose has adequate slack and is not pulled tight with rear lift installed and rear axle hanging in the air. Recheck all fasteners and make sure all hardware is torqued. Torque lower control a arm nuts after placing vehicle on the ground.

40) Install wheels and place vehicle on the ground. CHECK ALL FLEXIBLE BRAKE LINES making sure they are clear of moving parts when the suspension cycles up and down. Make preliminary adjustments to camber and toe-in as needed to get front wheels visually straight. Recheck all fasteners and components again to make sure everything is tight. REMEMBER TO TORQUE THE LUG NUTS. Reconnect battery.

REAR SUSPENSION INSTRUCTIONS

1) Jack up the rear end of the vehicle and support the frame rails with jack stands. Release the parking brake at this time. Support the rear differential; remove the rear shocks, U-bolts, blocks and lower axle down. Use care not to over extend the brake hose.

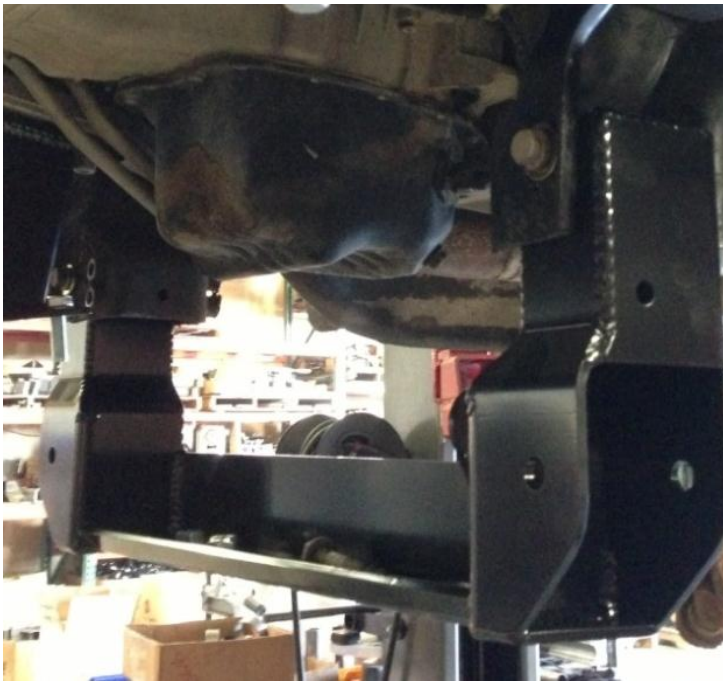
2) Install the rear lift blocks .Using the provided U-bolts, nuts and washers, align the axle, lift blocks, and springs and torque U-bolts to 90 ft.-lbs.

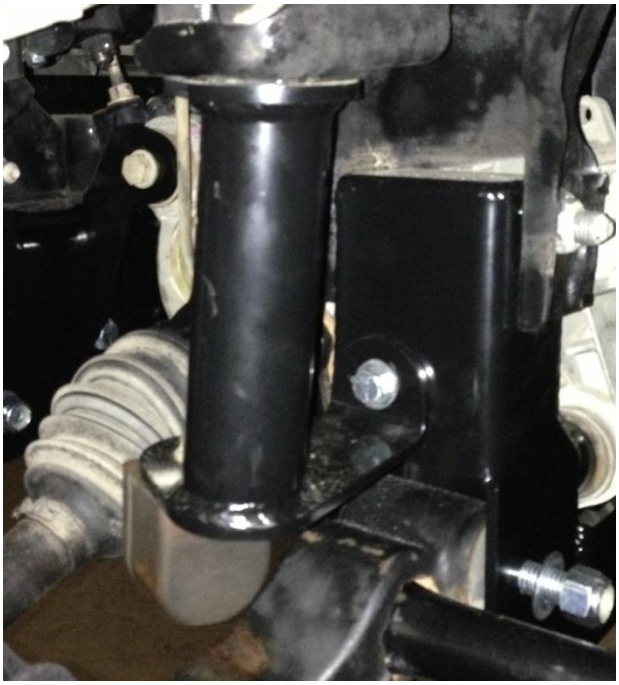
3) Install the rear shocks. Install the shocks using the factory hardware and torque upper and lower bolts to 45 ft-lbs.

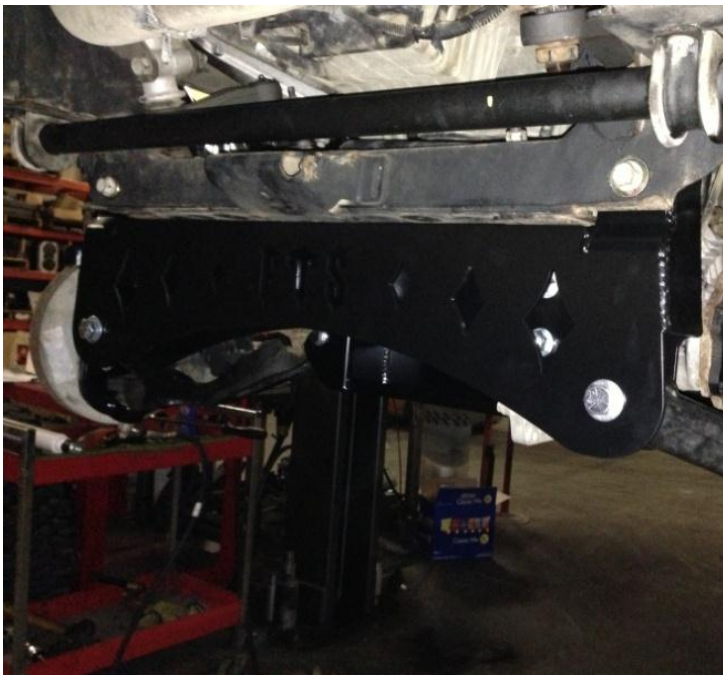
4) Recheck all bolts for proper torque. Recheck the front and rear brake hoses and ABS lines for proper clearances.

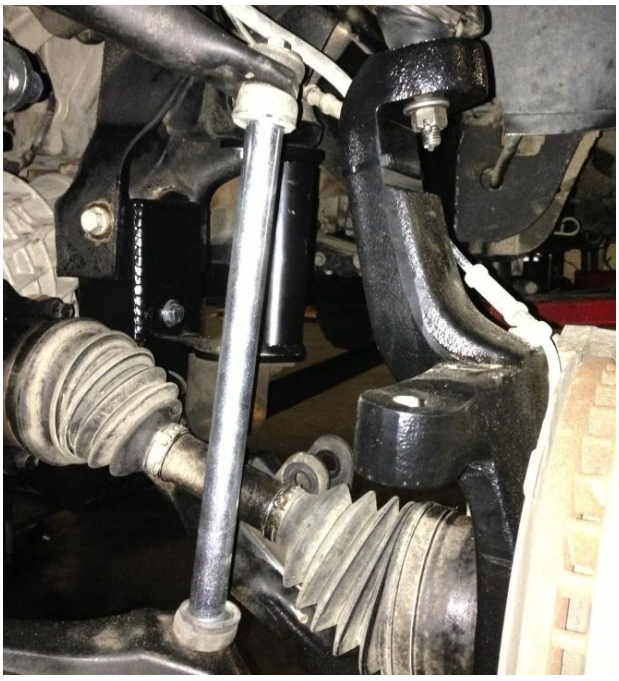
5) Install tires and wheels and torque lug nuts to wheel manufacturer's specifications. Turn front tires left to right and check for appropriate tire clearance. Note -Some oversized tires may require trimming of the bumper and valance.

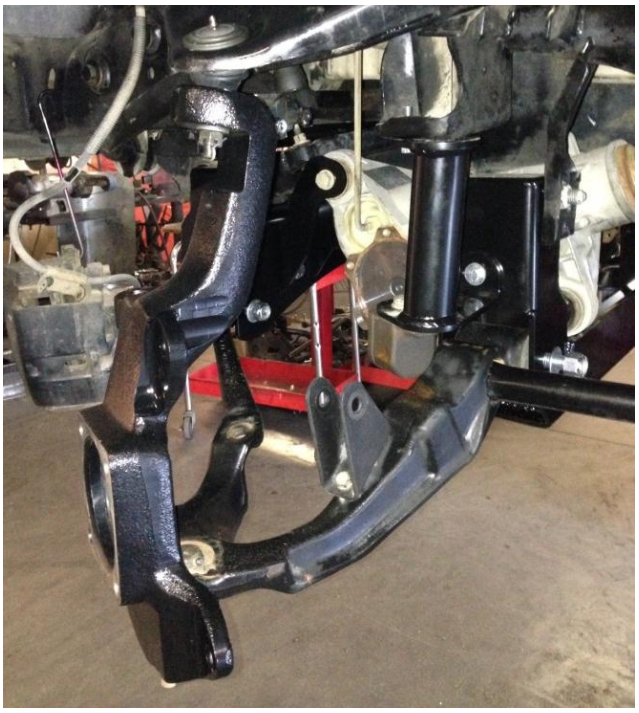
6) Test drive vehicle at speed and listen for noises. Drive vehicle in different conditions while turning in drive and reverse to check tire clearance, and trim plastic bumper valance if necessary. Re-adjust vehicles headlights. Engage 4WD in low and high range and check for correct function of Auto trac if applicable. Have a QUALIFIED ALIGNMENT SPECIALTY SHOP reset the front end alignment to correct specification. DO NOT drive vehicle more than 15 miles before having the alignment checked by a qualified shop. Retorqued wheels after 200 miles and recheck all lift kit hardware after 1000 miles, then at regular intervals thereafter. Please mail in warranty card and refer to the WARRANTY INFORMATION at the beginning of this document.

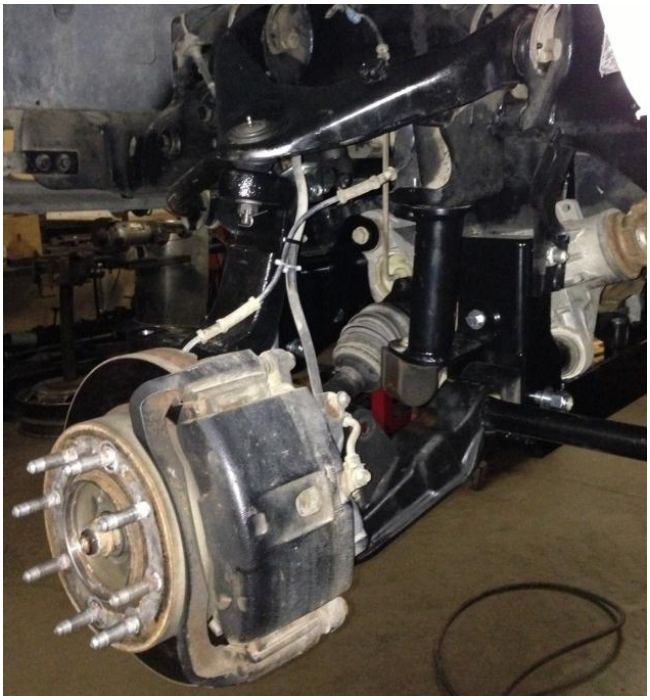


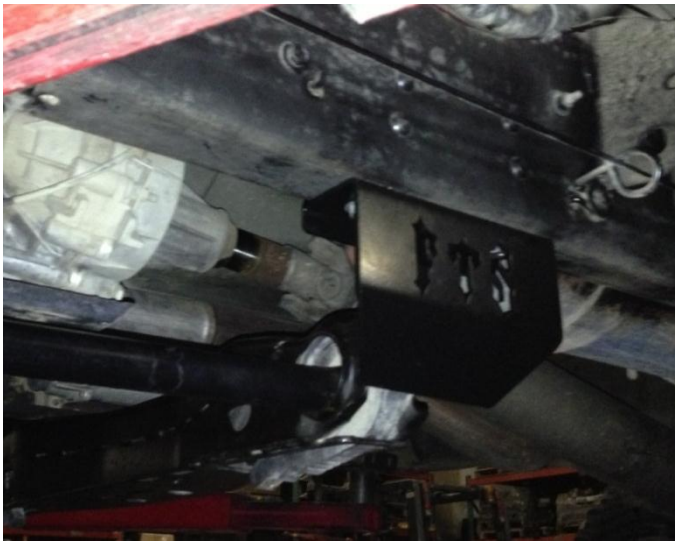


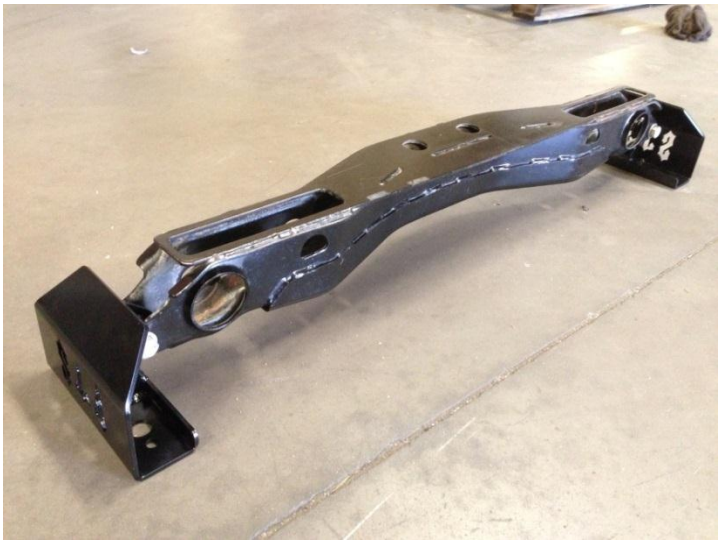


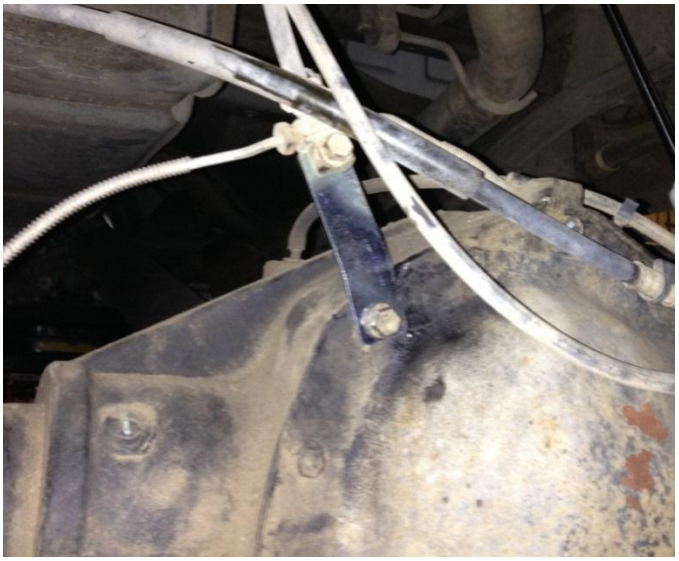


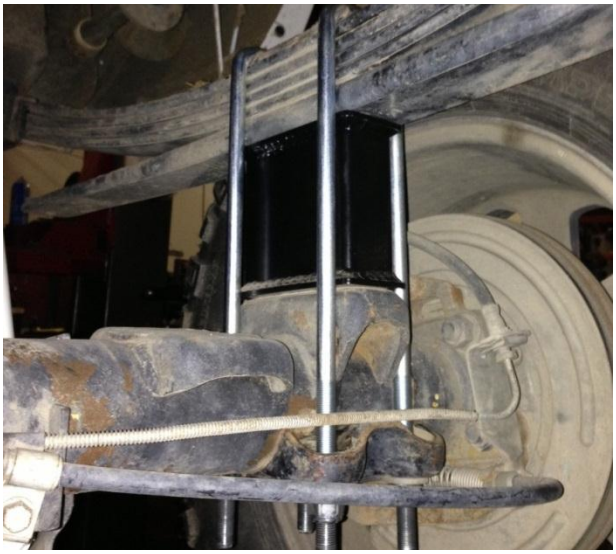












Product Warranty and Warnings-

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.

Reservoir 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 Lifetime 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.

FTS products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or for similar activities. (A "RACE" is defined as any contest between two or more vehicles, or any contest of one or more vehicle against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America.

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 inconstancies by the auto manufacturer, FTS cannot be responsible for 100% compatibility, including the fitment of tire and wheel sizes listed. The Tire and Wheel sizes listed in FTS' catalog are only a guideline for street driving with noted fender trimming. FTS is not responsible for damages to the vehicle's body or tires.

FTS' obligation under this warranty is limited to the repair or replacement, at FTS option, of the defective product only. All costs of removal, installation or re-installation, freight charges, incidental or consequential damages are expressly excluded from this warranty. FTS is not responsible for damages and/or warranty of other vehicle parts related or non-related to the installed FTS product. This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been subject to accident, negligence, alteration, abuse or misuse as determined by FTS.

FTS suspension components must be installed as a complete system including shocks as shown on our current website. All warranties will become void if FTS parts are combined and/or substituted with other aftermarket suspension products. Combination and/or substitution of other aftermarket suspension parts may cause premature wear and/or product failure resulting in an accident causing injury or death. FTS does not warrant products not manufactured by FTS.

Installation of FTS product may void the vehicles factory warranty; it is the consumer's responsibility to check with their local vehicle's dealer for warranty disposition before the installation of the product.

It is the responsibility of the distributor and/or the retailer to review all warranties and warnings of FTS products with the consumer prior to purchase.

FTS reserves the right to supersede, discontinue, change the design, finish, part number and, or application of parts when deemed necessary without written notice. FTS is not responsible for misprints or typographical errors within the catalog or price sheet.

Thank You for choosing Full Throttle Suspension

Tech support 559-271-8685 or send email to fts.dwgs@gmail.com