

LEVELING LIFT KITS

9F005

2007 + Chevy / GM 1500 Pickup Front lift kit installation instructions



Note :

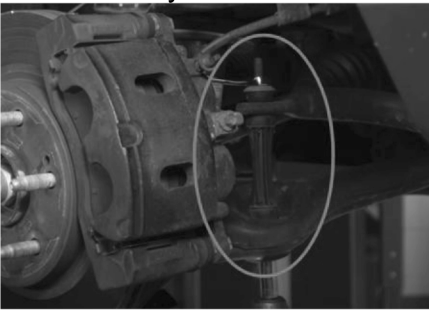
The actual thickness \neq lift height .

The words marked on the item is the actual lift height .

Re-torque all lug nuts on the spacer after 100-200 miles of driving.

1. Raise the vehicle and remove the wheels. Always ensure proper safety procedure is followed when working underneath your car, including the use of jack stands or other equipment.

2. Remove the sway bar nut and bushings using a 15mm wrench, and 15mm socket. Retain factory hardware.



3. Using an 18mm wrench loosen the upper strut bolts. It is not necessary to remove nuts.



4. Place a jack stand under the knuckle for support. Remove upper ball joint nut, using an 18mm wrench. Using a hammer hit the knuckle as shown to allow the ball joint to separate from the knuckle. Do not allow the knuckle to pull out far enough that it pulls the shaft out of the differential.



5. Using a 21mm wrench remove the nut from the steering linkage. Using a hammer hit on the front of the knuckle as shown, where the steering linkage is connected and remove from the knuckle. Push linkage forward to make room for installation. Retain factory hardware.

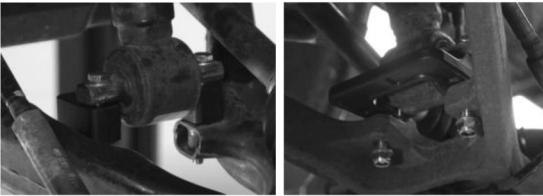


6. Using a 15mm wrench remove the bolts from the bottom strut mount.

7. Remove the bolt clips from the bottom of the strut using a flat screwdriver. These will not be reused.



8. Place strut spacer under the lower strut mount and align holes. The "U" shaped portion of the spacer will wrap down around the backside of the control arm mount.



9. Install the new 10mm bolts, washers and nuts provided in the kit. Install bolts with the head going down as shown. Tighten to 30-35 ft/lbs. Do not over-tighten the bolts. You

may have to move the knuckle to one side to allow room to install the bolt by the axle shaft.

10. Tighten the bolt and nut.

11. Using an 18mm wrench tighten the upper strut nuts, torque to factory specs.

12. Raise the lower control arm and connect the upper ball joint on the upper control arm to the spindle. Using an 18mm wrench, torque to manufacturer specs. If the ball joint turns while tightening, use a 7/32" allen wrench to hold the ball joint.

13. Reinstall the steering linkage nut using a 21mm wrench. If the ball joint turns while tightening, use a 10mm wrench to hold the bottom of the tie rod.

14. Repeat steps 3-13 on the opposite side of the vehicle.

15. Using a 15mm wrench, reinstall sway bar bushings and nut using factory hardware. Torque to factory specs.

16. Reattach the wheel.

In the end, check all hardware is mounted at correct torque settings. Recheck all work. Re-tighten Control Arm mounting bolts. Test drive, then have a trained technician perform an alignment.

Thank you for the purchases!

It is our honor to help you. So please write us about what you think and what you need. We will reply you ASAP and try our overwhelming best to help you solve the problem. Please feel free to contact us via eBay message or Amazon tools.

EMAIL: info@ksppperformance.com

Amazon:

1. Visit www.amazon.com/your-orders
2. Find your product
3. Click on "contact seller"
4. Include your order #

eBay:

1. Visit www.ebay.com
2. Click on "My eBay"
3. Find your product
4. Click on "More actions"
5. Click on "Contact seller"