

9-102
2007-17
GM 1500

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.

1. Step one in the installation of the 9-102 kit is to remove the factory skid plate. The skid plate should be removed before attempting to jack up the vehicle so that you don't risk trying to jack the truck up without having a good bite with the jack pad.



2. With the vehicle on level ground, set the emergency brake and 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 wheels.



3. Starting on the passenger side, disconnect the wheel speed sensor cable from its containment clips found on the control arm and spindle.



4. A 10mm socket is used to remove the brake line bracket that attaches to the upper control arm.



5. An 18mm socket is used to loosen the upper ball joint nut. The nut should remain on the ball joint stem.



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6. Using a small hammer tap the top of the spindle to release the ball joint seating. By leaving the nut attached to the ball joint, the spindle is restricted from falling off the ball joint when you are not prepared for it.



7. A 15mm socket and wrench are used to remove the sway bar end link assembly to free up the lower control arm.



8 & 9. A 15mm socket is used to remove both lower strut mount bolts. Be sure to support the lower control arm before remove the bolts.



10. Remove the three upper strut nuts that secure the strut to the frame housing.



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11. To remove the strut, lower it down through the control arm, then upwards and out over the spindle.



12. Install the new ReadyLift® strut extension spacer onto the top of the factory strut. Unlike some kits, you don't need to cut the studs off or swap the struts from side to side. The ReadyLift aluminum spacer is designed to provide the necessary lift while retaining the use of the factory strut studs. This is a great advantage should you ever want to return the vehicle to stock such as with a lease vehicle.



13. Carefully install the strut with the ReadyLift spacer on top into the upper frame pocket. Secure the strut with the provided new nuts. Leave the nuts only hand tight so the bottom of the strut can be adjusted when the lower control arm is raised up.



14. Place a jack under the lower control arm and raise it up. Then place the new ReadyLift lower strut mount spacer over the factory control arm holes as shown.



15. Position the strut and nut clips over the spacer and install the factory bolts to permanently secure the assembly.

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16. Once the lower strut mount is secured, return to the upper strut studs and permanently tighten all three nuts.



17. Reinstall the sway bar end link assembly. You will only be able to install the nut onto the end link bolt. You will have to tighten it once the spindle has been re-attached to the ball joint and control arm.



18. Using a pry bar inserted through the coil spring and over the upper control arm, pry downward to force the control arm down and the ball joint stem into the spindle. Install the factory nut and tighten.



19. Return to the sway bar end link assembly and permanently tighten.



20. Re-attach the brake line bracket to the control arm and insert the wheel speed sensor cable into each of the factory harness clips. Repeat steps 3-20 on driver side. Make sure all hardware is tight and torqued to factory specs. Install the front wheels and torque the lugs to factory specs. Lower the vehicle and install the skid plate.





Final Checks & Adjustments

Post Installation Warnings: Once the vehicle is lowered to the ground, check all parts which have rubber or urethane components to insure proper torque. Torque wheels to factory specs. Move vehicle backwards and forwards a short distance to allow suspension components to adjust. Turn the front wheels completely left then right and verify adequate tire, wheel, brake line, and ABS wire clearance. Test and inspect steering, brake and suspension components for tightness and proper operation. Inspect brakes 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 and re-torque wheels on vehicle.

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 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 all fasteners and hardware are properly torqued to specification as noted in the vehicles factory service manual.