

# Front and Rear Suspension Modification Kit Installation

**Table 1:** [ENGINEERED TO FIT THESE ALL-NEW 2019 SILVERADO MODEL & TRIM LEVELS:](#)

**Table 2:** [ENGINEERED TO FIT THESE NEXT-GEN 2019 SIERRA MODEL & TRIM LEVELS:](#)

**Table 3:** [Front and Rear Suspension Modification Kit Installation](#)

**Table 4:** [Front and Rear Suspension Modification Kit Installation](#)

## Installation Instructions Part Number

84768246

4x4 (F48) T1 Chevrolet Silverado 1500/GMC Sierra 1500 2" Lift Kit

4x2 (RWL) T1 Chevrolet Silverado 1500/GMC Sierra 1500 2" Lift Kit

## Chevrolet Silverado 1500/GMC Sierra 1500 2" Lift Kit

Thank you for choosing Chevrolet Performance as your high performance source. Chevrolet Performance is committed to providing proven, innovative performance technology that is truly.... more than just power. Chevrolet Performance parts are engineered, developed and tested to exceed your expectations for fit and function. Please refer to our catalog for the Chevrolet Performance Authorized Center nearest you or visit our website at [www.chevroletperformance.com](http://www.chevroletperformance.com).

These lift kits are available for T1 Chevrolet/GMC light duty pick-up trucks with passive suspension. **This kit is not intended** for install on trucks equipped with: MagneRide Suspension (Z45), Enhanced Towing Package (NHT), or Snow Plow Preparations (VYU).

It is not the intent of these specifications to replace the comprehensive and detailed service practices explained in the GM service manuals. For detailed installation instructions please look to the service manual for your specific vehicle.

GM service manuals are available from: Helm Incorporated PO Box 07130 Detroit, MI 48207

For information about warranty coverage, please contact your local Chevrolet Performance parts dealer.

Observe all safety precautions and warnings in the service manuals when installing this kit in any vehicle. Wear eye protection and appropriate protective clothing. Support the vehicle securely with jack stands when working under or around it. Use only the proper tools. Exercise extreme caution when working with flammable, corrosive, and hazardous liquids and materials. Some procedures require special equipment and skills. If you do not have the appropriate training, expertise, and tools to perform any part of this conversion safely, this work should be done by a professional.

The information contained in this publication is presented without any warranty. All the risk for its use is entirely assumed by the user. Specific component design, mechanical procedures, and the qualifications of individual readers are beyond control of the publisher, and therefore the publisher disclaims all liability incurred in connection with the use of the information provided in this publication.

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## **This kit includes a calibration update for the Electric Power Steering Controller and a reconfiguration for the Front Camera Module:**

Reprogramming and reconfiguring is done with a Service Programming System at an Authorized GM Dealer. When reprogramming and reconfiguring, the GM dealer needs to call the Techline Customer Support Center (TCSC). The TCSC will provide a Vehicle Configuration Index (VCI). The VCI is good for only one specific Vehicle Identification Number (VIN). Call TCSC (1-800-828-6860) to obtain a VCI number. You must have the vehicle's VIN that will be upgraded and the following Authorization Code.

**Note:** Trucks that require the additional steel leaf spring kit will require a second authorization code, included in the steel spring kit, to allow these updates.

**Note:** The cost of re-programming and reconfiguring is included in the cost of this kit. **The dealer is instructed to charge the calibration and configuration to Labor Code 0602558 at an allowable 0.6 hrs .**

**Fastener Caution:**

Use the correct fastener in the correct location. Replacement fasteners must be the correct part number for that application. Do not use paints, lubricants, or corrosion inhibitors on fasteners, or fastener joint surfaces, unless specified. These coatings affect fastener torque and joint clamping force and may damage the fastener. Use the correct tightening sequence and specifications when installing fasteners in order to avoid damage to parts and systems. When using fasteners that are threaded directly into plastic, use extreme care not to strip the mating plastic part(s). Use hand tools only, and do not use any kind of impact or power tools. Fastener should be hand tightened, fully seated, and not stripped.

**Application and Restriction Caution:**

**ENGINEERED TO FIT THESE ALL-NEW 2019 SILVERADO MODEL & TRIM LEVELS:**

ALLOWABLE SUSPENSION LIFT CONFIGURATIONS FOR ALL-NEW 2019 SILVERADO 1500			RESTRICTIONS	
	TRUCK DRIVE CONFIGURATION	SUSPENSION CODES	CONFIGURATION RESTRICTIONS	OPTION RESTRICTIONS
4WD	Crew & Extended Cab (all bed lengths)	Z85, Z60 or Z71	LT trim with 5.3L V8 engine (L84) requires additional steel leaf spring kit	Restricted from Towing Package (NHT), Snow Plow Package (VYU), & Lifted Suspension (Z7X)
	Crew Cab, Short bed	Z85	LT trim with 5.3L V8 engine (L84) or 3.0L Turbo Diesel engine (LM2) requires additional steel leaf spring kit	
		Z60 or Z71	LT trim with 5.3L V8 engine (L84) requires additional steel leaf spring kit	
2WD	Crew & Extended Cab, standard bed	Z85, Z60 or Z71	LT trim with 5.3L V8 engine (L84) requires additional steel leaf spring kit	

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**ENGINEERED TO FIT THESE NEXT-GEN 2019 SIERRA MODEL & TRIM LEVELS:**

ALLOWABLE SUSPENSION LIFT CONFIGURATIONS FOR ALL-NEW 2019 SIERRA 1500			RESTRICTIONS
TRUCK DRIVE CONFIGURATION	SUSPENSION CODES	OPTION RESTRICTIONS	
4WD Crew & Extended Cab (all bed lengths)	Z85, Z60 or Z71	Restricted from Continuous Damping Control (Z45), Towing Package (NHT), Snow Plow Package (VYU), & Lifted Suspension (Z7X)	
2WD Crew & Extended Cab (all bed lengths)	Z85, Z60 or Z71		

**THE 2-INCH SUSPENSION LIFT CANNOT BE INSTALLED ON THE FOLLOWING CHEVROLET VEHICLES:**

- All Regular Cab trucks
- All GM plant-built lifted trucks (Z7X), including Trail Boss and Trail Boss Custom
- All Enhanced Towing-equipped trucks (NHT)
- All Snow Plow Prep-equipped trucks (VYU)

**THE 2-INCH SUSPENSION LIFT CANNOT BE INSTALLED ON THE FOLLOWING GMC VEHICLES:**

- All Regular Cab trucks
- All Plant-built lifted trucks (Z7X), including the AT4
- All Mag-Ride trucks (Z45): Denali
- All Enhanced Towing-equipped trucks (NHT)
- All Snow Plow Prep-equipped trucks (VYU)

**BEFORE STARTING INSTALLATION OF THIS KIT PLEASE CALL Techline Customer Support Center (TCSC) at (1-800-828-6860) for:**

1. The Installer to confirm VIN eligibility per the restrictions above and
2. To obtain calibration(s), Refer to the **REAR** section at the end of these instructions for use in steps 14 & 15 , to program module(s) AFTER alignment.

**Instructions**

**1. Install new, larger jack:**

- 1.1. Follow Owner’s Manual Instructions to remove existing jack from vehicle.
- 1.2. Turn the wing nut counterclockwise to remove the wheel blocks and the wheel block retainer from the existing jack.
- 1.3. Assemble wheel blocks onto new jack (red colored knob) using the wing nut and retaining bolt.
- 1.4. Follow Owner’s Manual Instruction to install new jack into vehicle.
- 1.5. **DO NOT** return the original jack to the vehicle.

2. Jack vehicle up.

3. Support vehicle frame on jack stands to remove all weight from wheels.

**Danger:** To avoid any vehicle damage, serious personal injury or death, always use the jackstands to support the vehicle when lifting the vehicle with a jack.

**Danger:** To avoid any vehicle damage, serious personal injury or death:

- When major components are removed from the vehicle and the vehicle is supported by a hoist, support the vehicle with jack stands at the opposite end from which the components are being removed and strap the vehicle to the hoist.
- When performing work in the engine compartment or under the vehicle, ensure that the hood is fully open, or opened to its secondary latch. When the hood is opened to the secondary latch, the vehicle will disable the remote start features from the key fob and OnStar mobile app. Failure to open the hood, or open the hood to the secondary latch while doing a repair in the engine compartment or under the vehicle can result in inadvertent vehicle starting which could result in personal injury or damage to a vehicle.

**Caution:** Prior to servicing the vehicle using a lift hoist, the vehicle power assist steps must be "Disabled" to prevent accidental activation and contacting the lift hoist arms. Also, lift pads/spacers MUST be used, to provide proper clearance between the lift hoist arms and the vehicle's fixed or power assist steps. Lifting the vehicle without using the proper lift pads/spacers for clearance may result in the lift hoist arms contacting and damaging the vehicle's fixed or power assist steps and components. After servicing the vehicle, the vehicle power assist steps must be "Enabled".

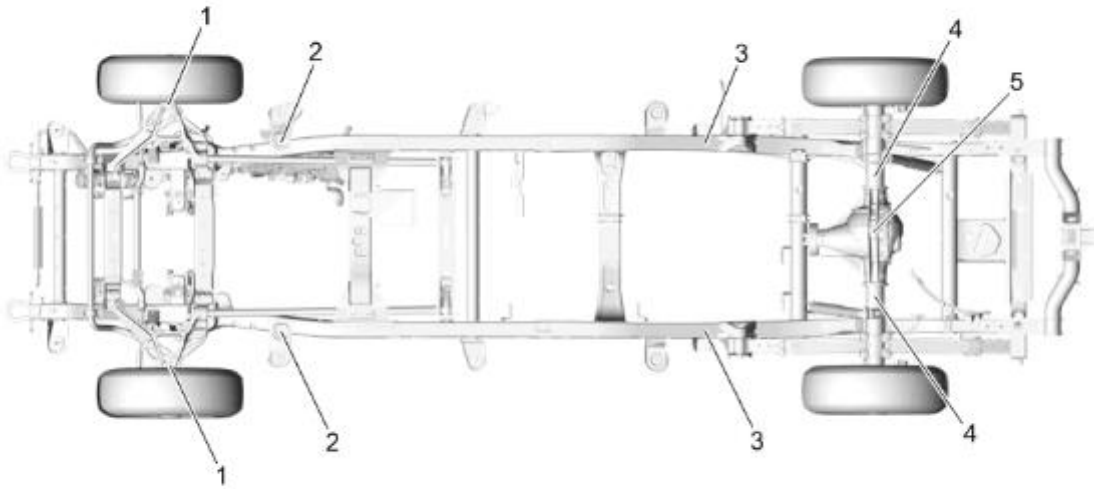
**Caution:** Perform the following steps before beginning any vehicle lifting or jacking procedure:

- Remove or secure all of the vehicle contents in order to avoid any shifting or any movement that may occur during the vehicle lifting or jacking procedure.
- The lifting equipment or the jacking equipment weight rating must meet or exceed the weight of the vehicle and any vehicle contents.
- The lifting equipment or the jacking equipment must meet the operational standards of the lifting equipment or jacking equipment manufacturer.
- Perform the vehicle lifting or jacking procedure on a clean, hard, dry, level surface.
- Perform the vehicle lifting or jacking procedure only at the identified lift points. DO NOT allow the lifting equipment or jacking equipment to contact any other vehicle components.

Failure to perform the previous steps could result in damage to the lifting equipment or the jacking equipment, the vehicle, and/or the vehicle contents.

For lifting the vehicle, various lift points are recommended. Before you begin any lifting procedure, place the vehicle on a clean, hard, level surface. Verify that all the lifting equipment meets weight standards and is in good working order. Verify that all of the vehicle loads are equally distributed and secure. If you are only supporting the vehicle at the frame side rails, verify that the lifting equipment does not put too much stress on, or weaken, the frame side rails.

During hoisting, do NOT damage the fuel tanks, the exhaust system, or the underbody.



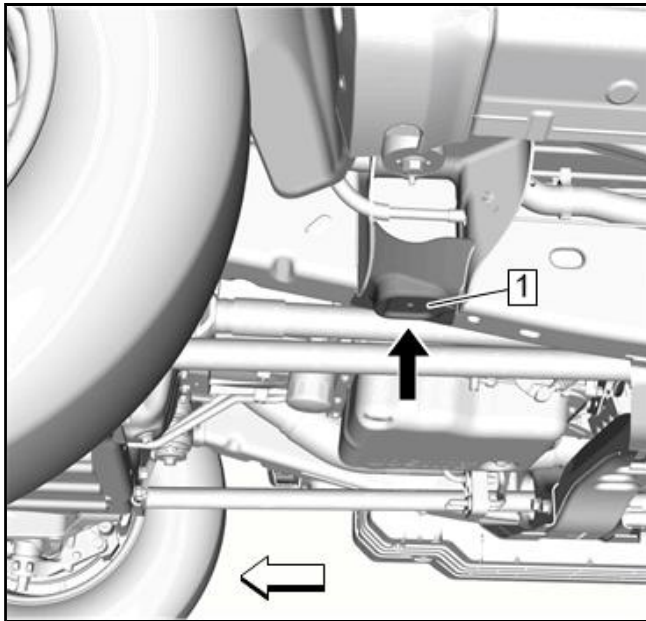
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- (1) Lower Control Arm Contact Points
- (2) Front Frame Contact Points
- (3) Rear Frame Contact Points
- (4) Rear Axle Contact Points
- (5) Differential Contact Points

### Frame Contact Hoist

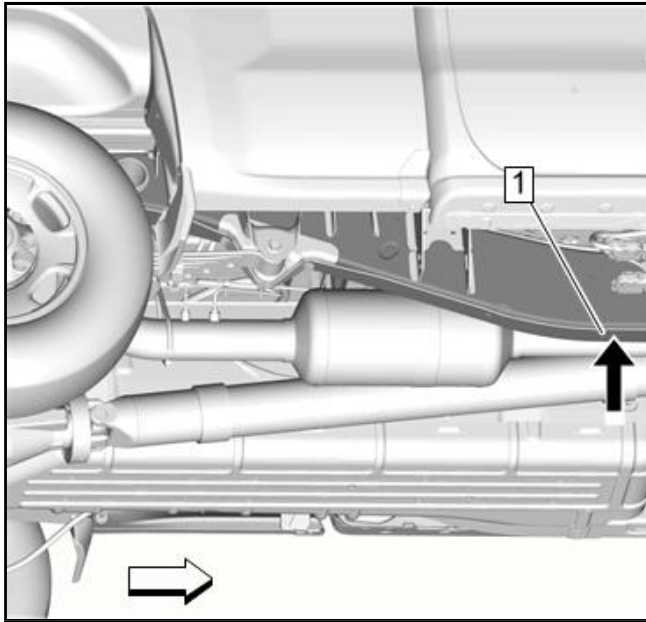
#### Front Hoist Pads



**Note:** The front hoist pads must not contact the rocker panels, the front fenders, or the floor pan.

Position the front hoist pads under the front frame for all pickup and all utilities just after the rear edge of the number 1 body mount bracket (1).

### Rear Hoist Pads

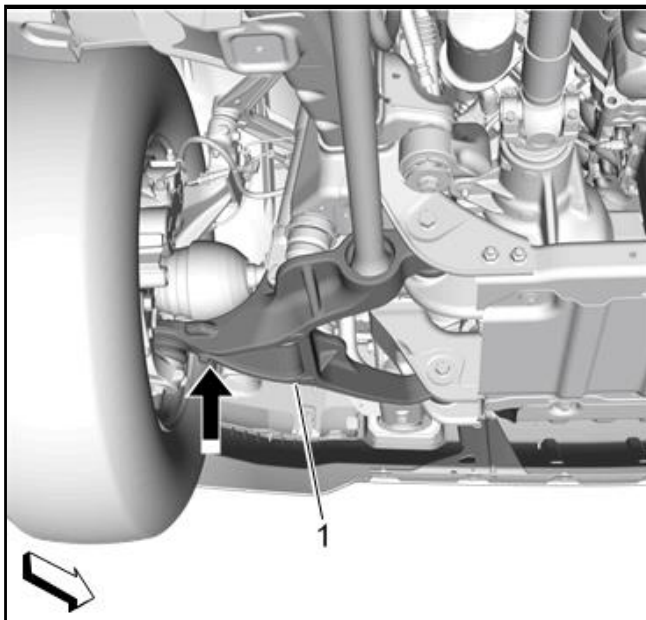


**Note:** The rear hoist pads must not contact the body rocker panels or the floor pan.

Position the rear hoist pads under the flat portion of the frame rail (1), just in front of the rear spring.

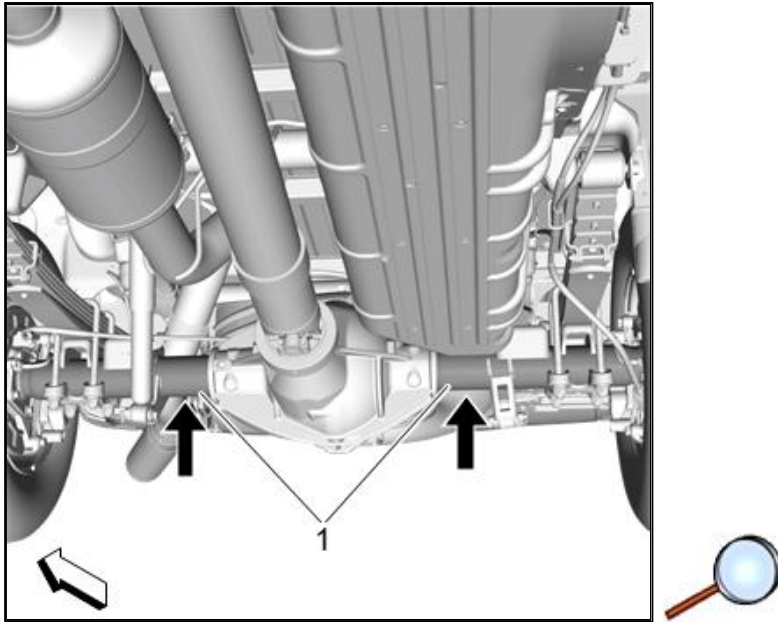
### Suspension Contact Hoist

#### Front Lift



Position the front lift under the outer edge of the front suspension lower control arms (1).

#### Rear Lift



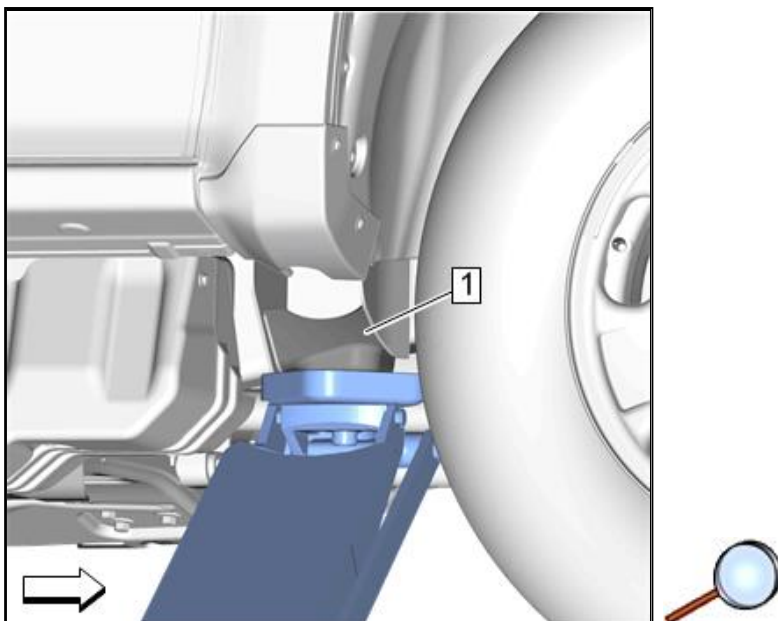
Position the rear lift under the axle housing tubes (1) on each side of the differential.

Do not damage the stabilizer bar.

### **Jacking**

When you are lifting a vehicle with a vehicle jack or a floor jack, block the wheels at the opposite end from which you are lifting. Use jack stands to provide additional support.

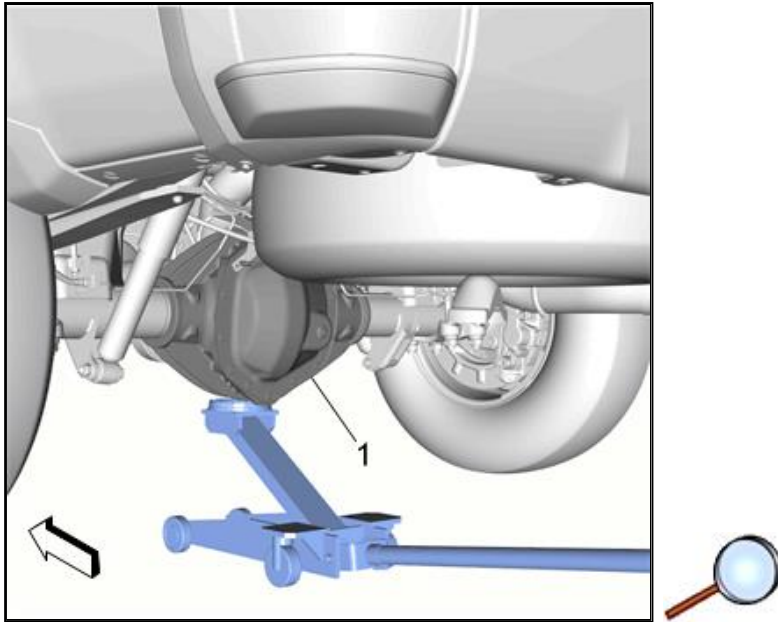
### **Under the Frame Rails (Front)**



**Note:** The floor jack pad must not contact rocker panel or the floor pan.

Position the floor jack pad under the frame rail pad (1).

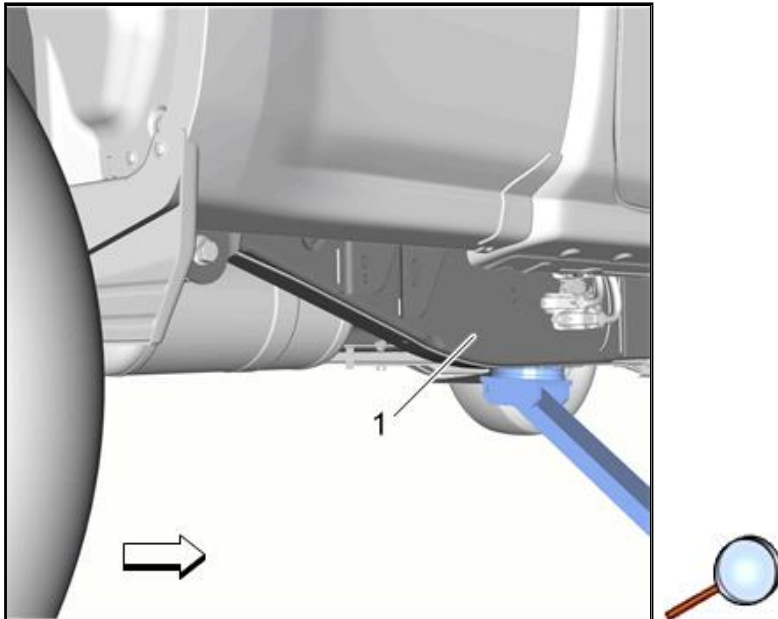
### **Under the Rear Differential**



Position the floor jack pad under the center of the rear axle differential (1).

Do not damage the establisher bar.

### **Under the Frame Rail (Rear)**



Position the jack under the flat part of the frame (1), just in front of the rear spring hanger.

### **Jack Stands**

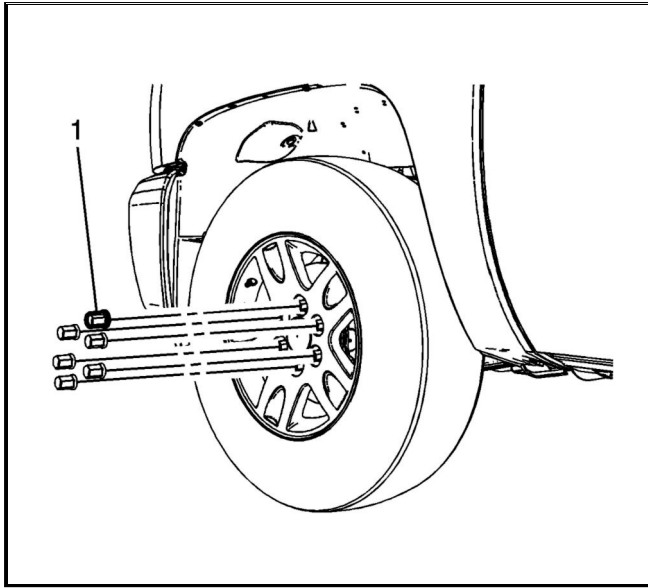
When you support the vehicle with jack stands, place the jack stands under the frame or the rear axle.

### **Front**

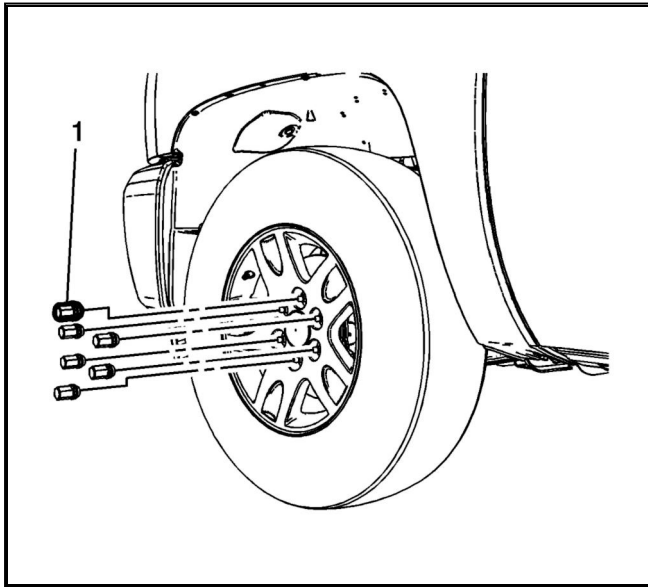
#### **Remove Wheel and Tire Assembly**

1. Remove the wheel center cap, if equipped.

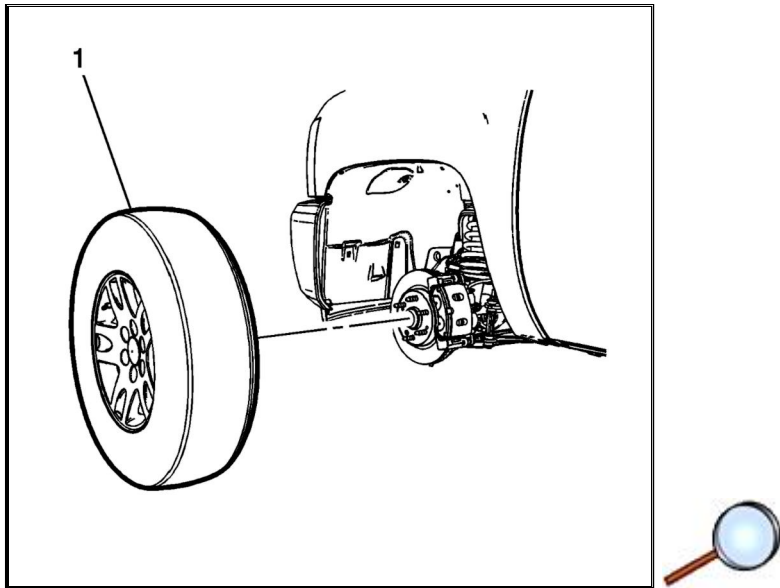




2. Remove the wheel nut caps (1), if equipped.



3. Remove the wheel nuts (1).



4. Remove the tire and wheel assembly (1).

**Warning:** If penetrating oil gets on the vertical surfaces between the wheel and the rotor or drum it could cause the wheel to work loose as the vehicle is driven, resulting in loss of control and an injury accident.

**Caution:** Removing the wheel may be difficult because of foreign materials or a tight fit between the wheel and the hub/rotor. Slightly tap the tire side wall with a rubber mallet in order to remove the wheel. Failure to follow these instructions may result in damage to the wheel.

**Caution:** Never use heat to loosen a tight wheel bolt or nut. This can shorten the life of wheel and damage wheel bearings.

5. If the tire and wheel assembly is difficult to remove or cannot be removed, perform the following steps:

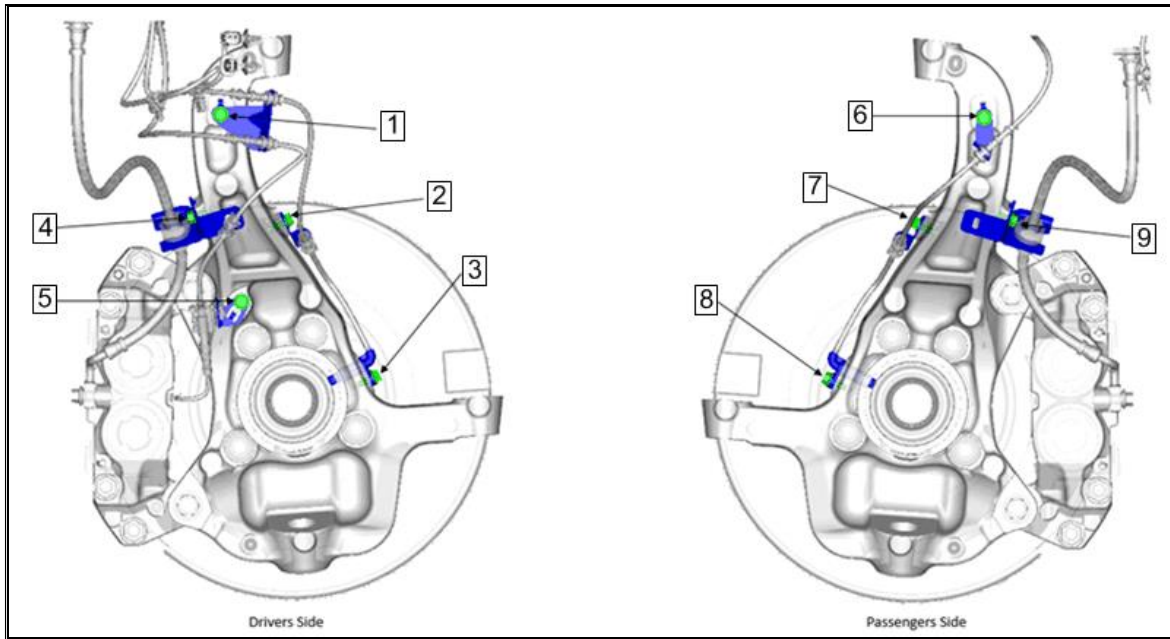
- Hand install the wheel nuts.
- Loosen the wheel nuts 2 complete turns.
- Lower the vehicle.
- Rock the vehicle from side to side.
- Repeat the procedure if necessary.

6. When the tire and wheel assembly loosens, raise and support the vehicle. Refer to [Lifting and Jacking the Vehicle](#).

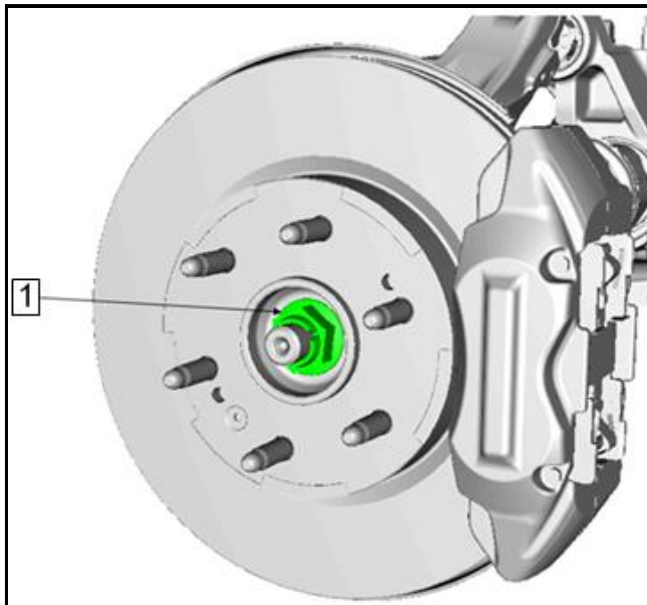
7. Remove the wheel nuts.

8. Remove the tire and wheel assembly.

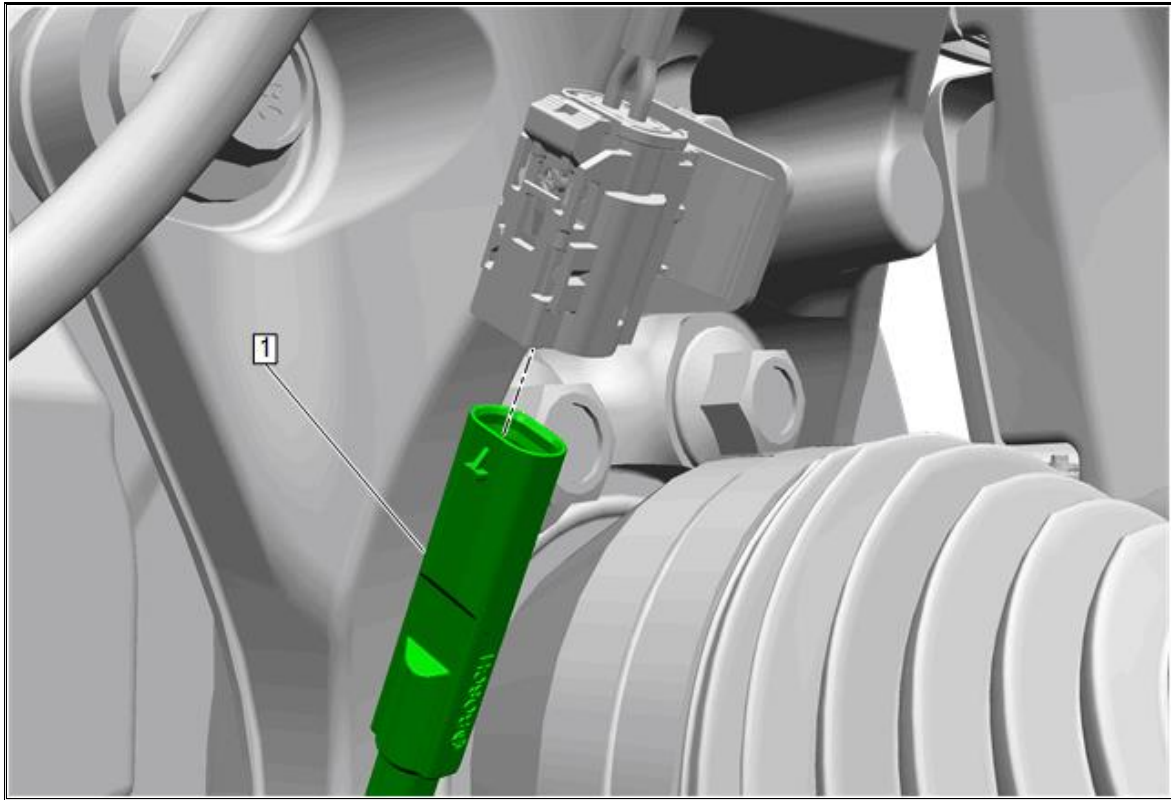
**Disconnect links, Wheel speed sensors, and harness brackets from knuckle**



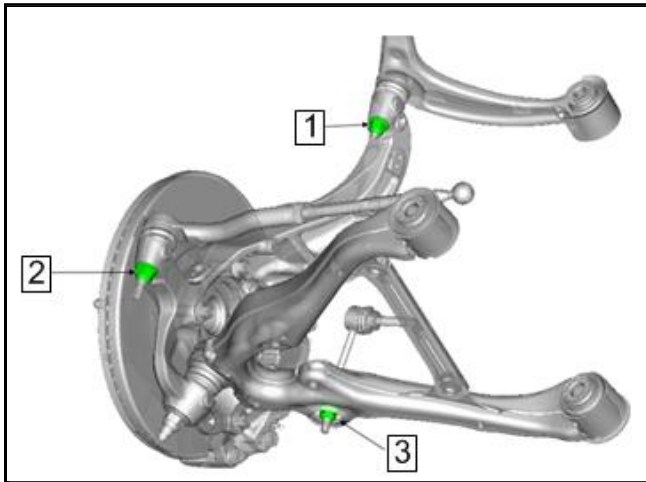
1. Remove and save bolts (1) to (5) (or remove and save bolts (6) through (9) if working on passenger side).



2. (4x4 only) remove and discard halfshaft locking nut (1).

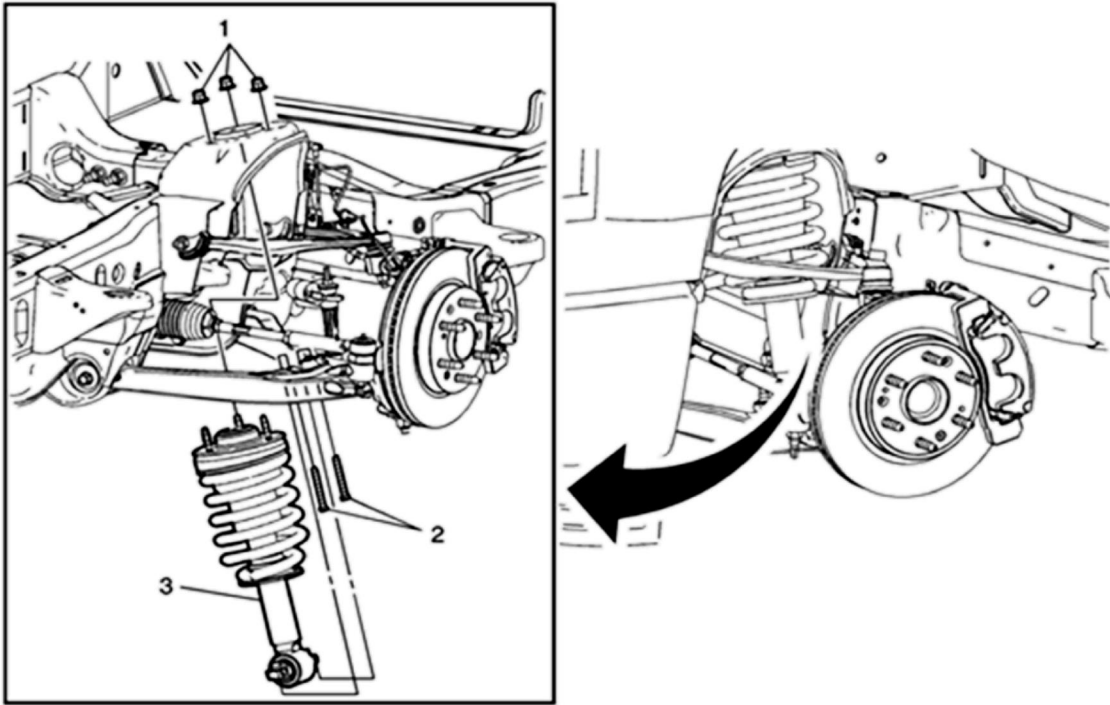


3. Disconnect the front brake pad sensor electrical connector (1).



4. Remove and save upper control arm nut (1), tie rod nut (2), and end link nut (3). Disconnect upper control arm and tie rod from knuckle. Disconnect end link from lower control arm.

### **Remove Shock Absorber Assembly**



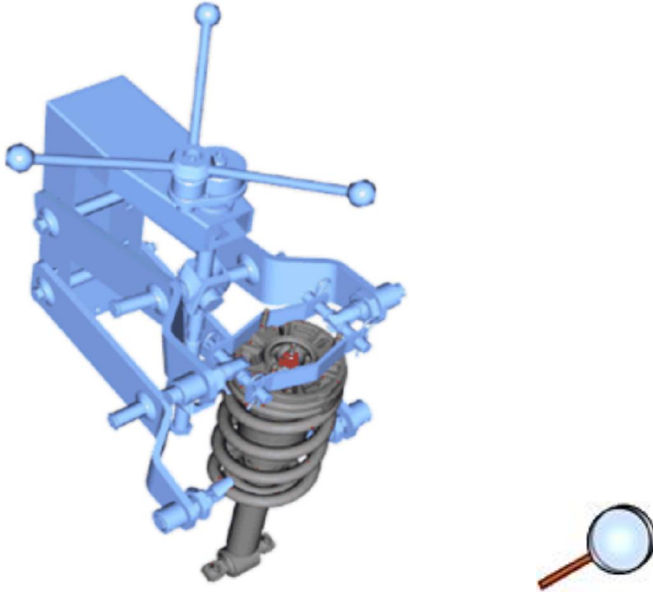
### Front and Rear Suspension Modification Kit Installation

Callout	Component Name
<p><b>Preliminary Procedures</b></p> <ol style="list-style-type: none"> <li>1. Support the front lower control arm.</li> <li>2. Remove and SAVE in order below.</li> </ol>	
1	<p>Front Shock Absorber Nut [3x]  <b>Caution:</b> Refer to <a href="#">Fastener Caution</a>.  <b>Caution:</b> Do not use air powered tools in order to disassemble or assemble any vehicle component. Bolt torques are vital to diagnosis. You can detect bolt torques only when using hand tools. Improper bolt torques can contribute to vehicle repair problems.</p>
2	<p>Front Shock Absorber Bolt[2x]</p>
3	<p>Front Shock Absorber Assembly  <b>Note:</b></p> <ul style="list-style-type: none"> <li>• If necessary, plastic brackets and wire loom at the top of the shock absorber assembly can be moved by hand to access top nuts. Ensure all brackets and wire looms moved by hand are replaced upon completion of the shock absorber assembly install.</li> <li>• On 2WD vehicles, the front shock absorber assembly can be removed by bringing the assembly downwards through the opening in the front lower control arm.</li> <li>• On 4WD vehicles, the front shock absorber assembly can be removed by bringing the assembly downwards as far as possible into the opening in the front lower control arm and then tilting the assembly clear of the</li> </ul>

Callout	Component Name
	front upper control arm. After clearing the front upper control arm, the assembly can then be lifted back upwards and outwards to clear the front lower control arm and front wheel drive shaft.

## Disassemble Shock Absorber Assembly

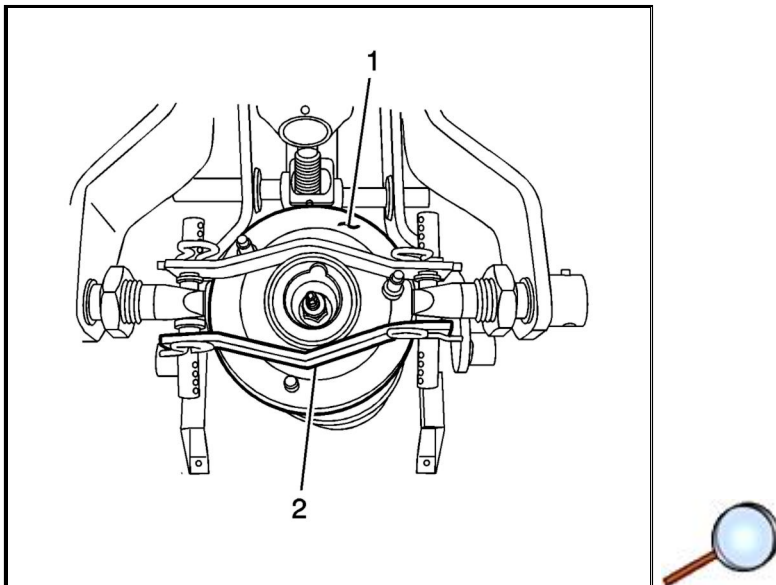
### Special Tools



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CH-48845 Strut Spring Compressor

### Removal



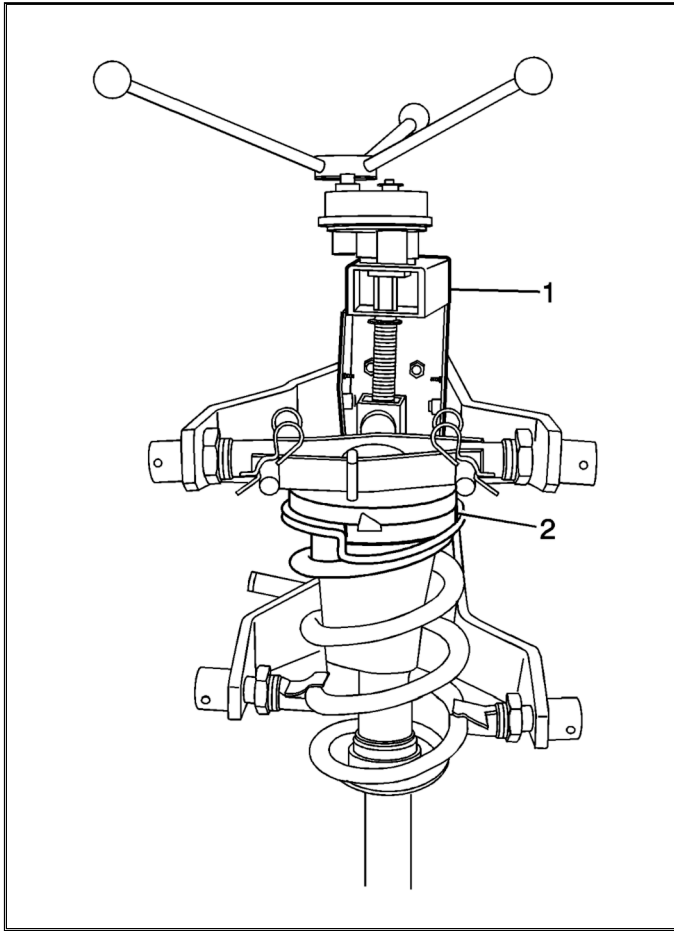
**Warning:** Use only the CH-48845 Spring Compressor when servicing suspension components on this vehicle. Other tools may not be strong enough for the springs on this vehicle and you

could be injured if you do not use Special Tool CH-48845. Failure to do so could result in serious personal injury.

**Note:** ONLY use hand tools to perform the following service procedure.

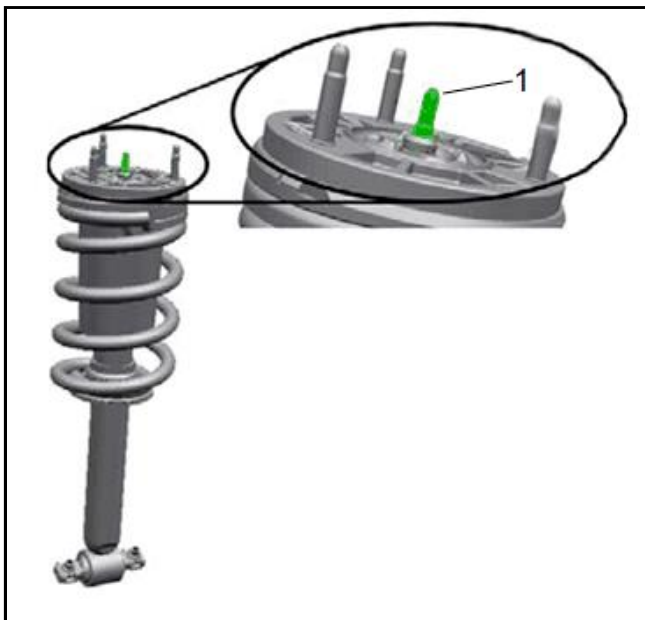
1. Position the front shock absorber assembly (1) in the upper retaining bracket of the CH-48845 compressor (2).

Ensure the front shock absorber assembly is centered.



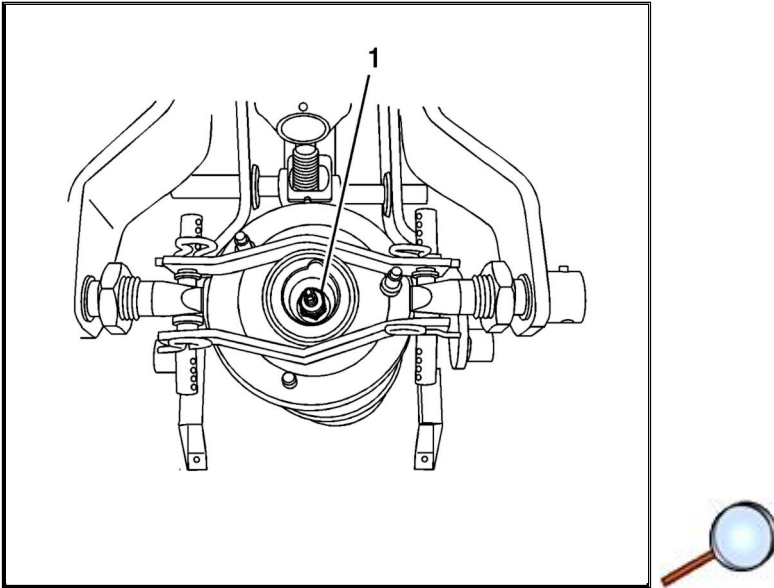
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2. Use the CH-48845 compressor (1) to compress the front spring (2).

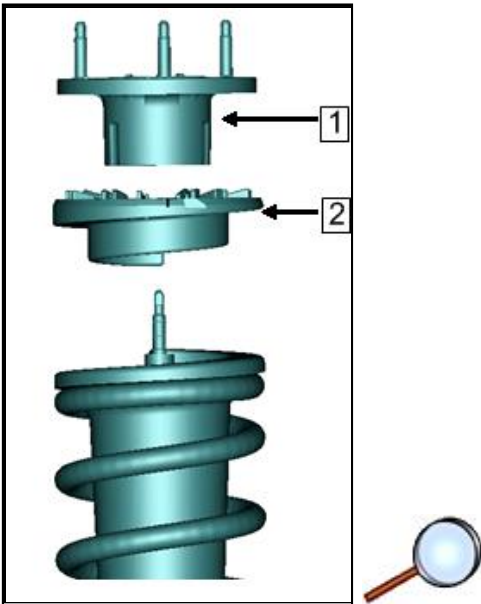


**Note:** DO NOT USE VICE GRIPS. DO NOT HOLD ANYWHERE ON DAMPER ROD. HOLD FEATURE SHOWN ABOVE.

3. Use the appropriate size wrench to hold the front shock absorber shaft (1).

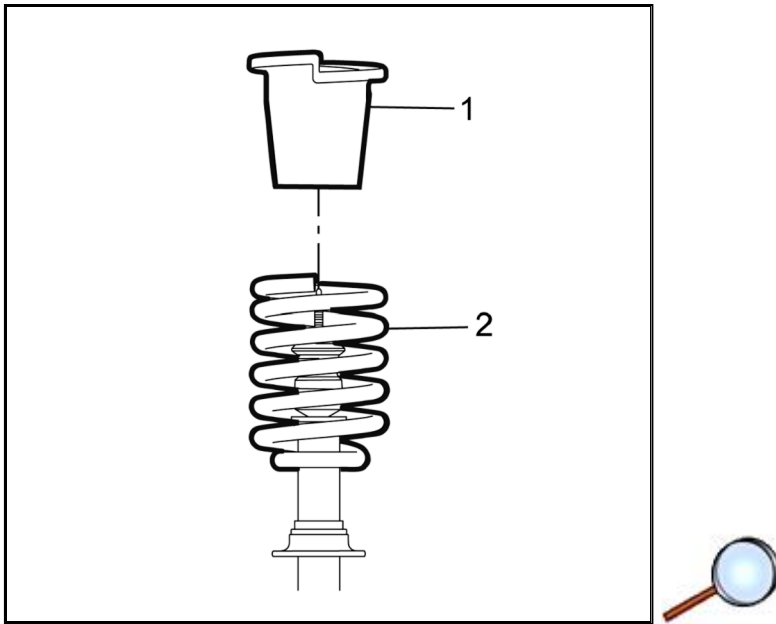


4. Use the appropriate tools to remove the front shock absorber stud nut (1). DISCARD the nut.

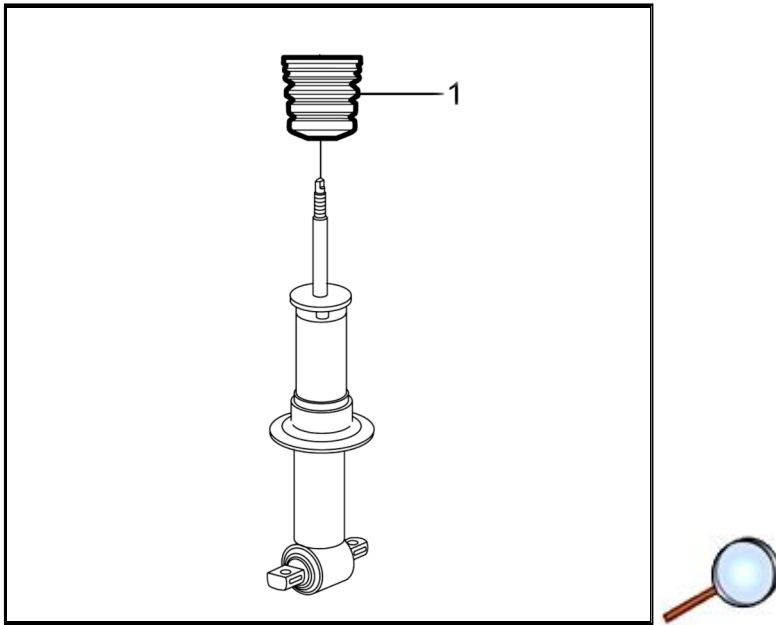


5. Remove and save the front shock absorber upper mount (1) and front spring upper seat (2).

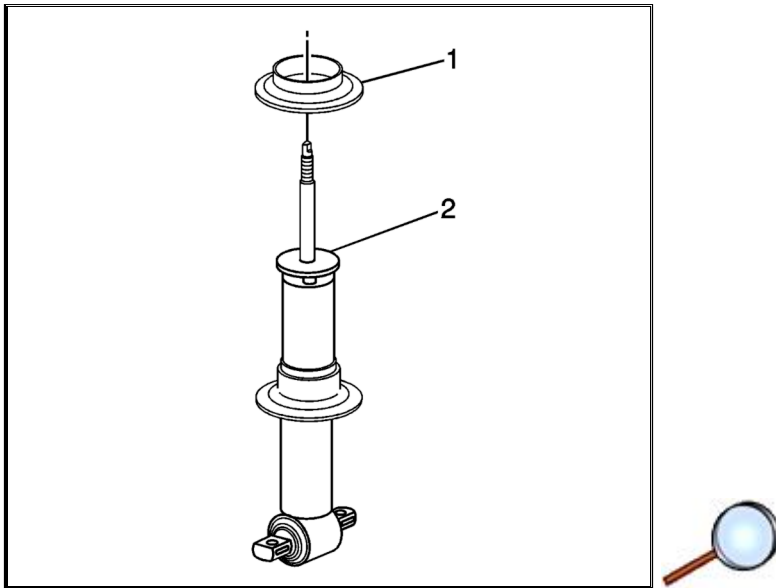




6. Remove and save the front spring upper insulator (1) and front spring (2).



7. Remove and DISCARD the front suspension strut bumper (1).



8. Remove and DISCARD the front spring lower insulator (1) and front shock absorber (2) from the spring compressor.

### **Assemble Shock Absorber**

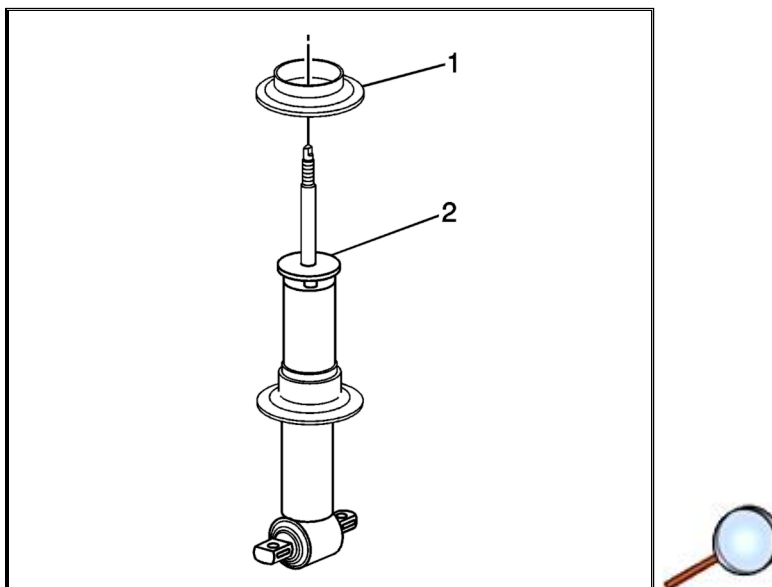
**Note:** Assemble shock absorber assembly using shock absorber, spacer, and nut provided in kit. Ensure proper alignment of components.

### **Special Tools**

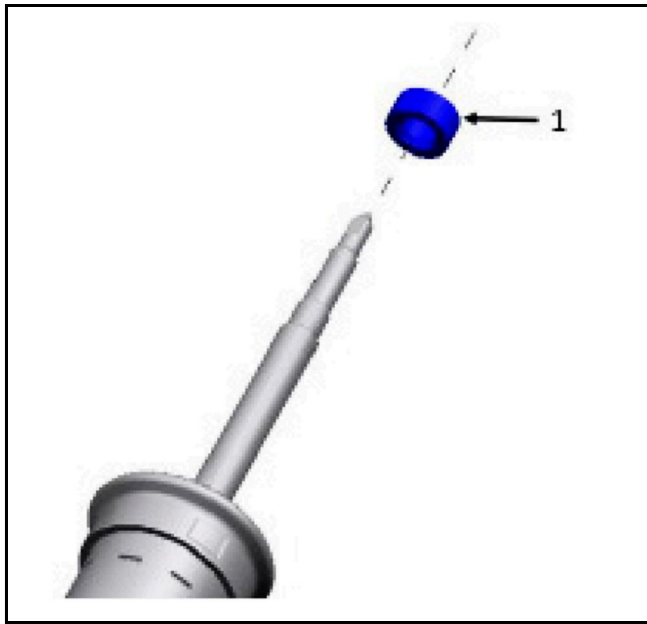
CH-48845 Strut Spring Compressor

Equivalent regional tools: [Special Tools](#)

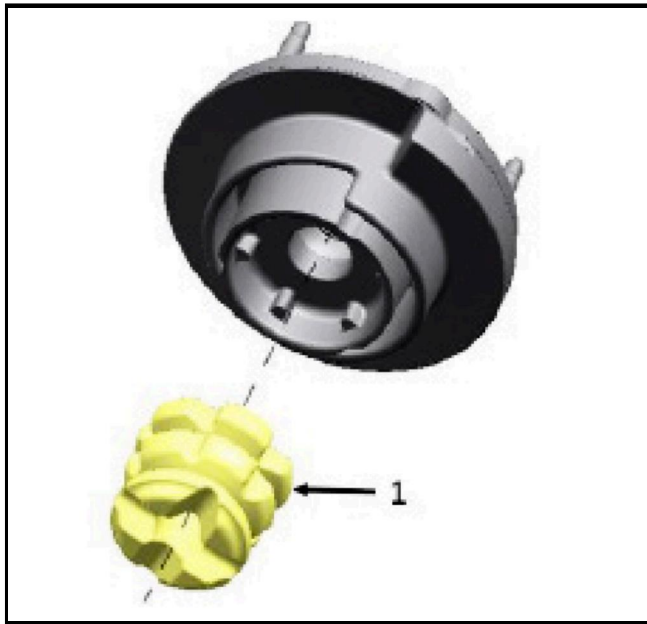
### **Procedure**



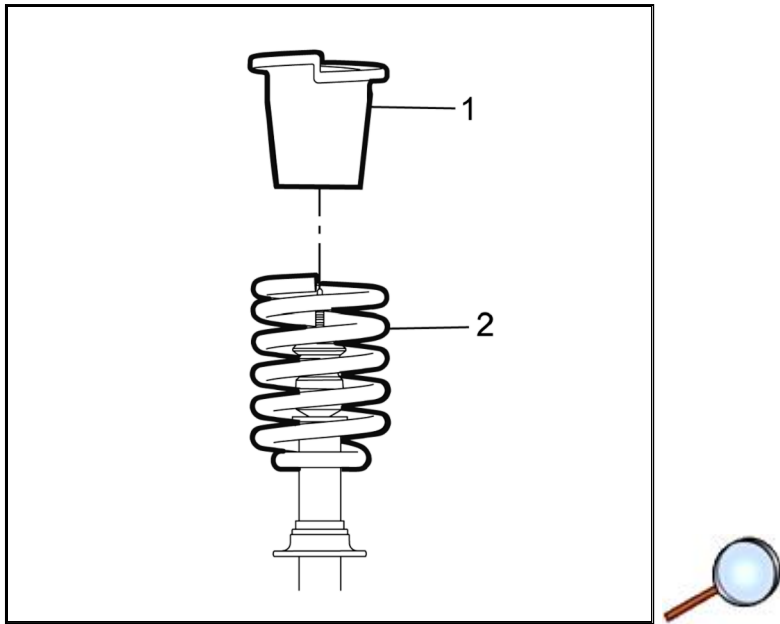
1. Place the newly provided front shock absorber (2) and the front spring lower insulator (1) in the spring compressor.



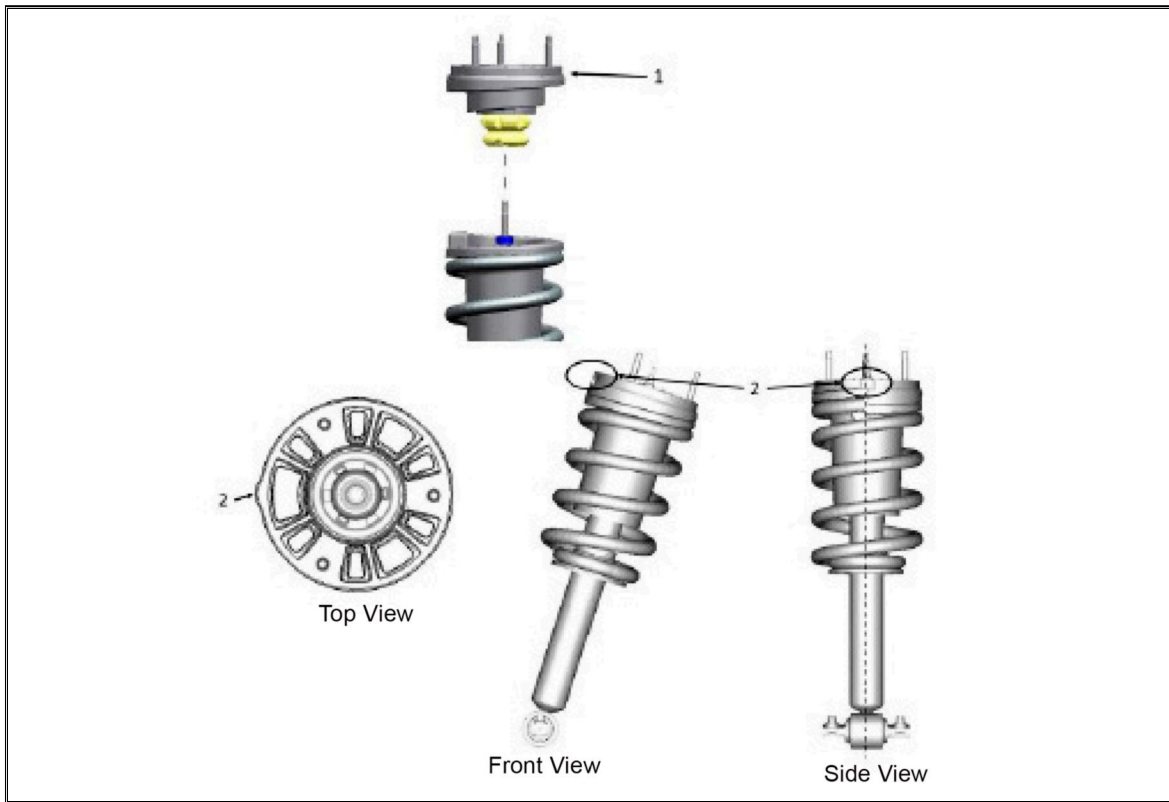
2. Install the new provided spacer (1). Ensure the spacer is installed with the beveled edge facing downwards or the spacer will catch on the bumper stop ring.



3. Install the new provided front suspension strut bumper (1)

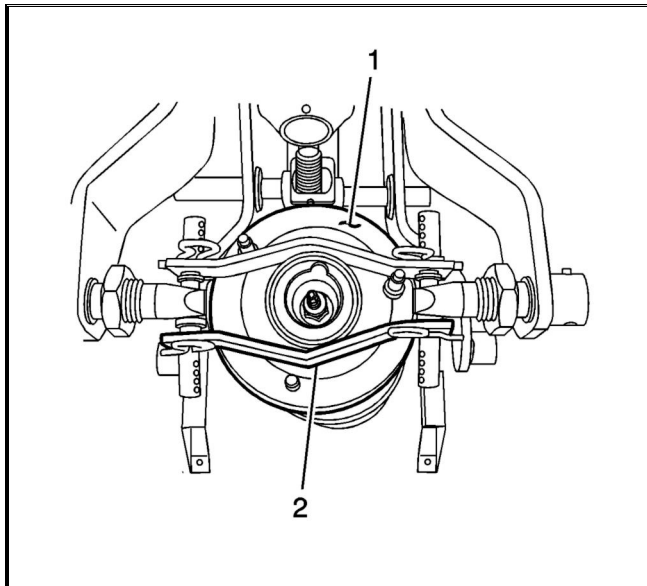


4. Install the front spring (2) and the front upper insulator (1).



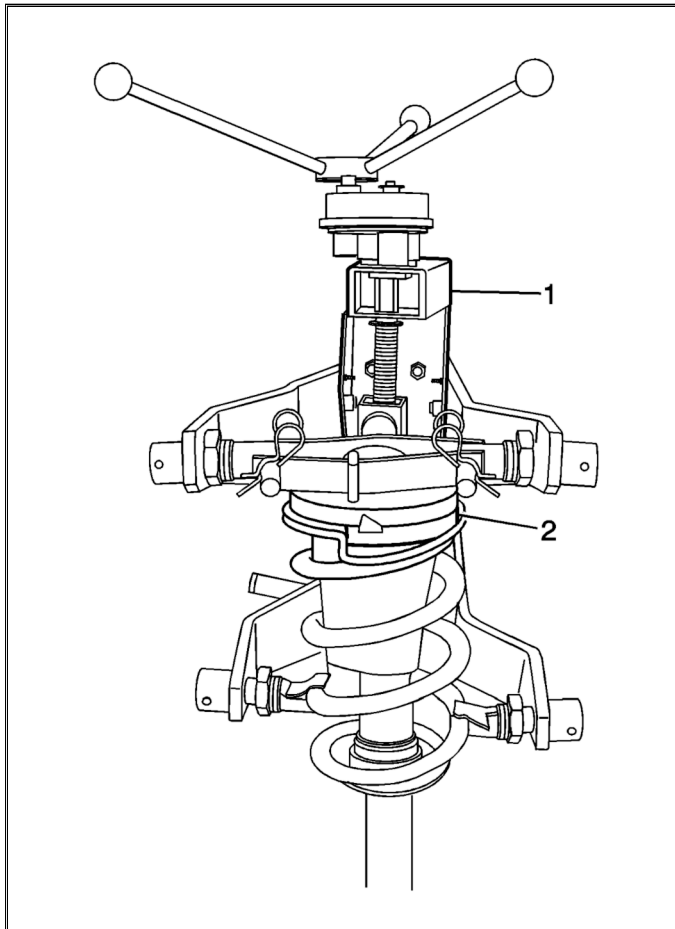
5. Install the front shock absorber upper mount (1).

**Note:** Alignment of shock absorber assembly components is critical. Align parts as shown above, using the alignment feature (2) as a guide. Alignment feature (2) is a small hump and should be aligned with the end of the upper spring wire. The alignment feature should be facing the outboard direction.

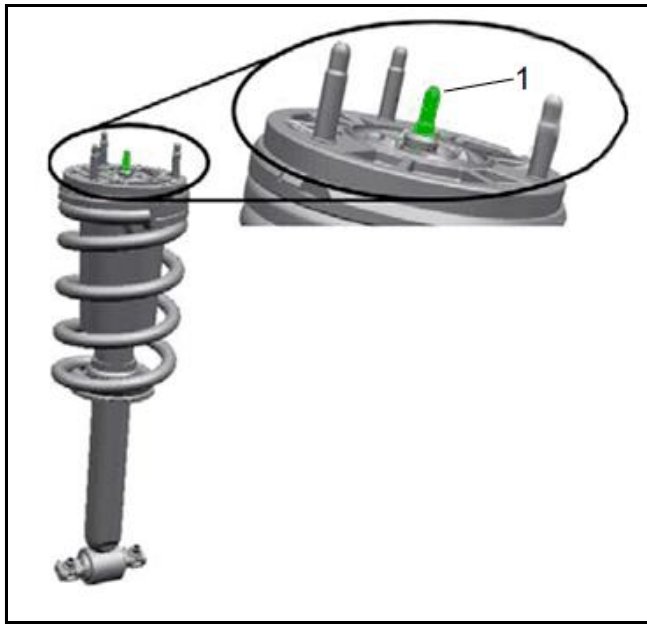


6. Position the newly provided front shock absorber (1) in the upper retaining bracket of the *CH-48845* compressor (2).

Ensure the front shock absorber assembly is centered.

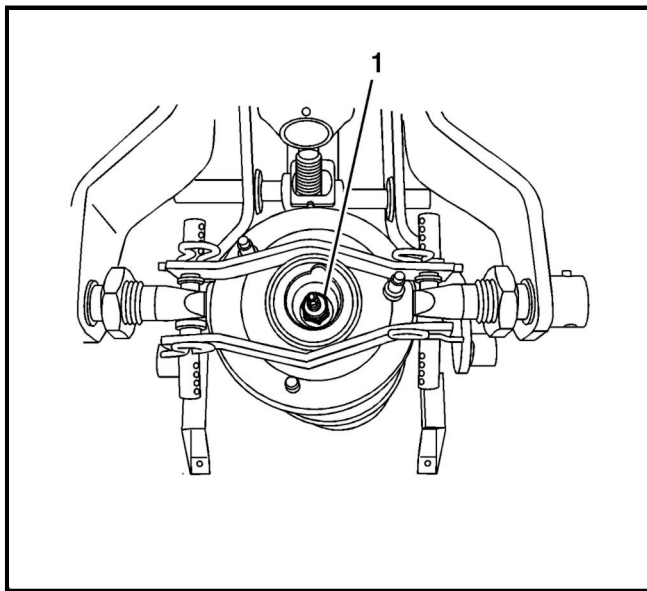


7. Use the *CH-48845* compressor (1) to compress the front spring (2).



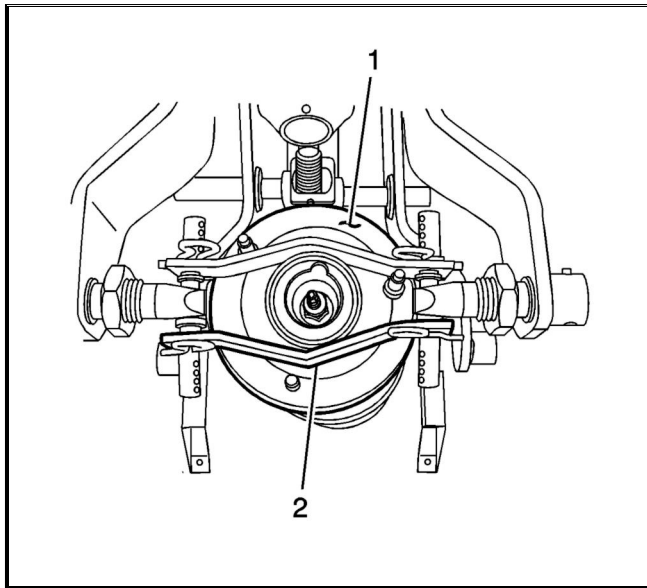
**Note:** DO NOT USE VICE GRIPS. DO NOT HOLD ANYWHERE ON DAMPER ROD.

8. Use the appropriate size wrench to hold the front shock absorber shaft (1).



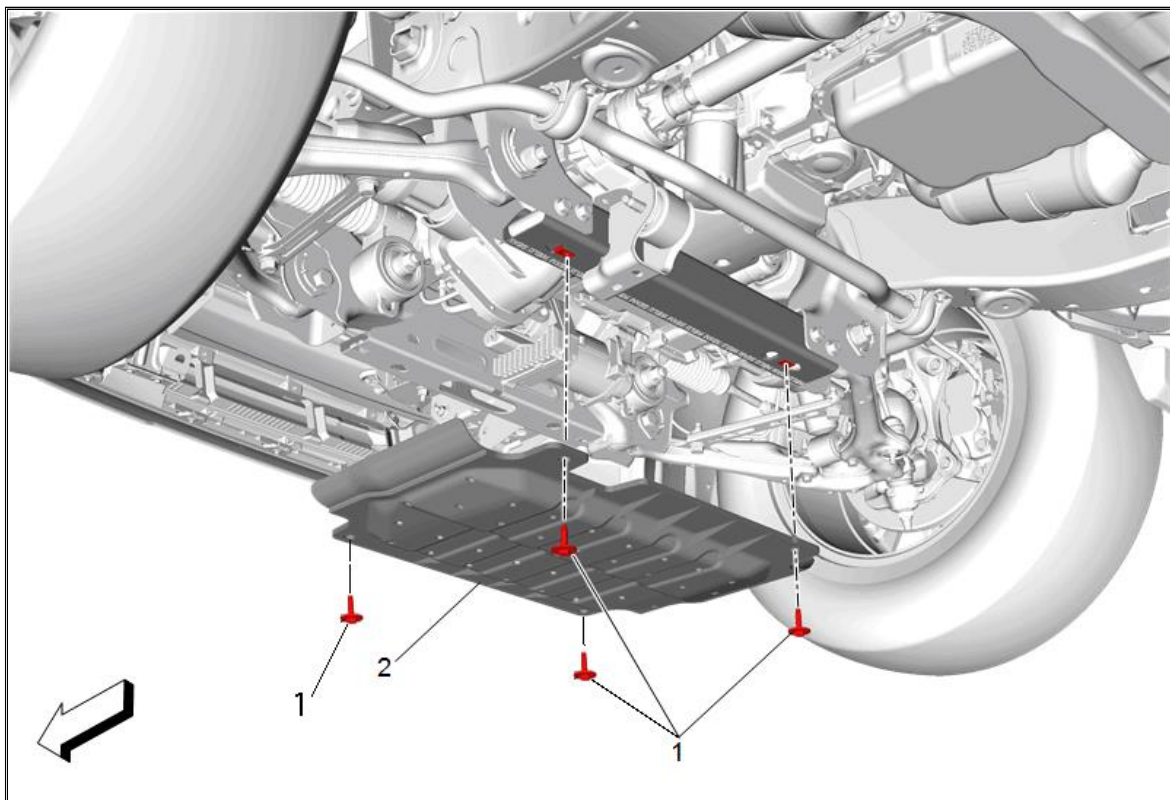
**Caution:** Refer to [Fastener Caution](#).

9. Use the appropriate tools to install the NEW front shock absorber stud nut (1) and tighten to **50N•m (37 lb ft)**.



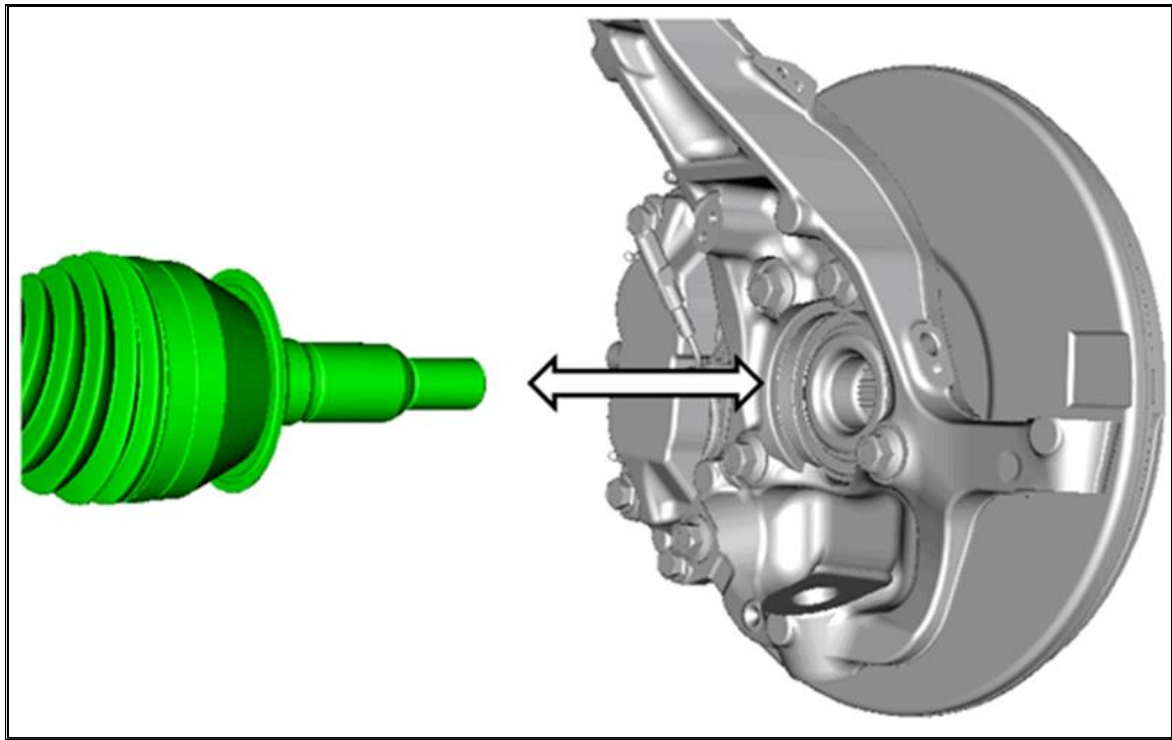
10. Remove the front shock absorber assembly (1) from the *CH-48845* compressor (2).

**(4X4 ONLY) Remove halfshaft and install new one provided in kit**

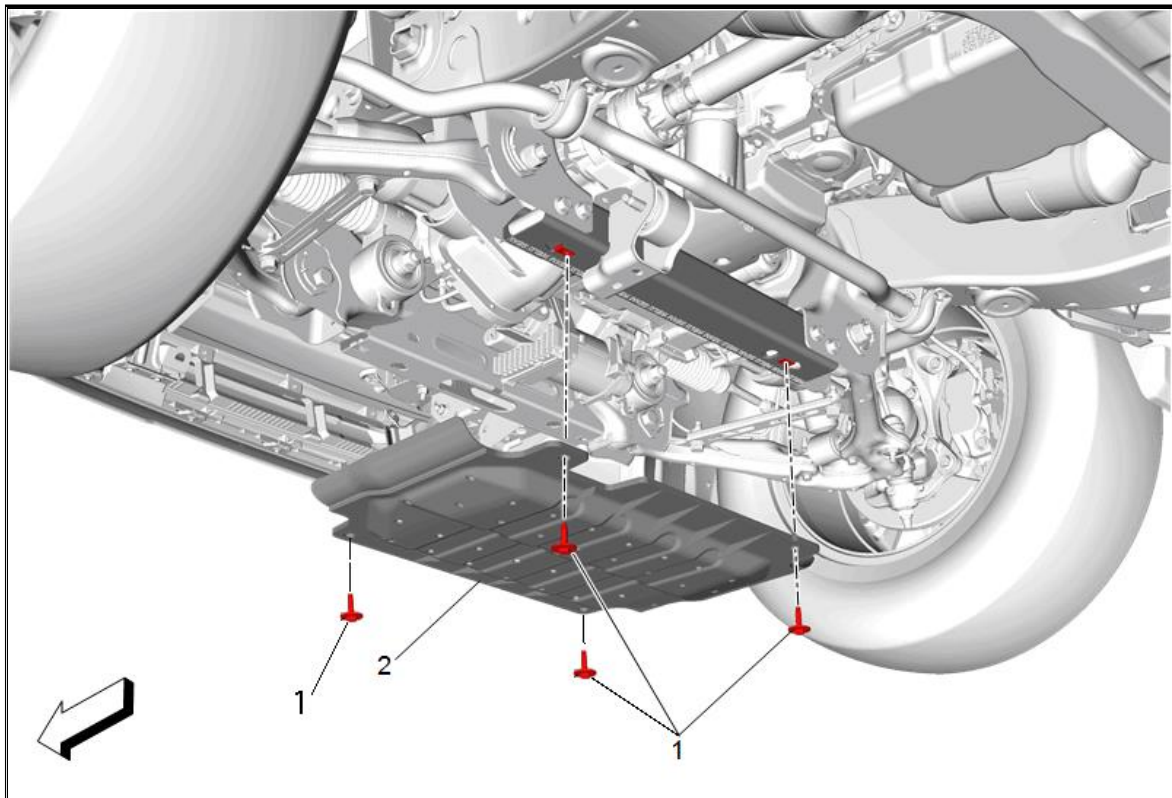


1. Remove the underbody skid shield bolts (1).

2. Remove and set aside underbody skid shield (2).



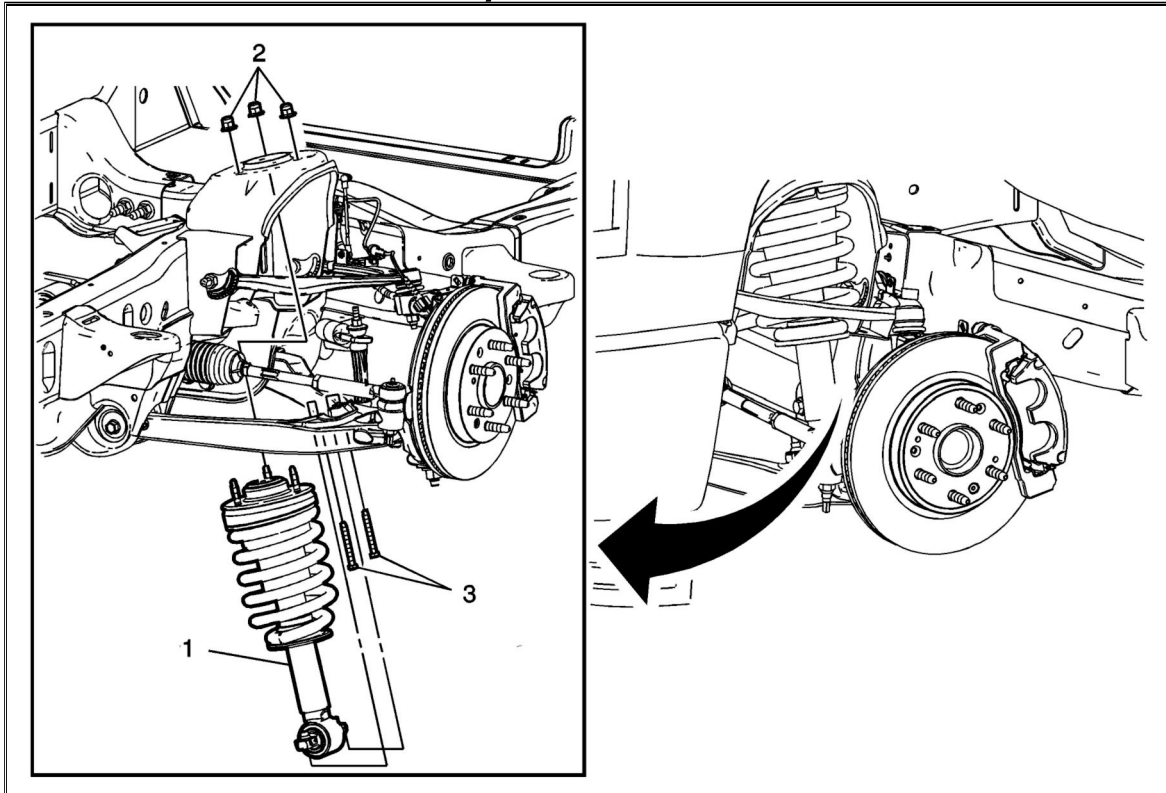
3. Remove halfshaft wheel end out first.
4. Pop out differential side. **Discard** old halfshaft.
5. Install new halfshaft in reverse order.





6. Once both drivers side and passenger side halfshafts are installed, re-install underbody skid shield (2) and tighten bolts (1) to 22 N.m (16 lb ft).

### Install Shock Absorber Assembly

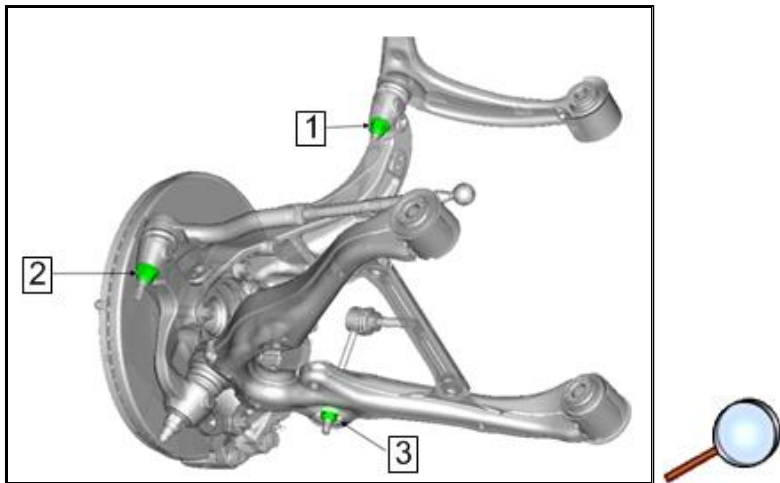


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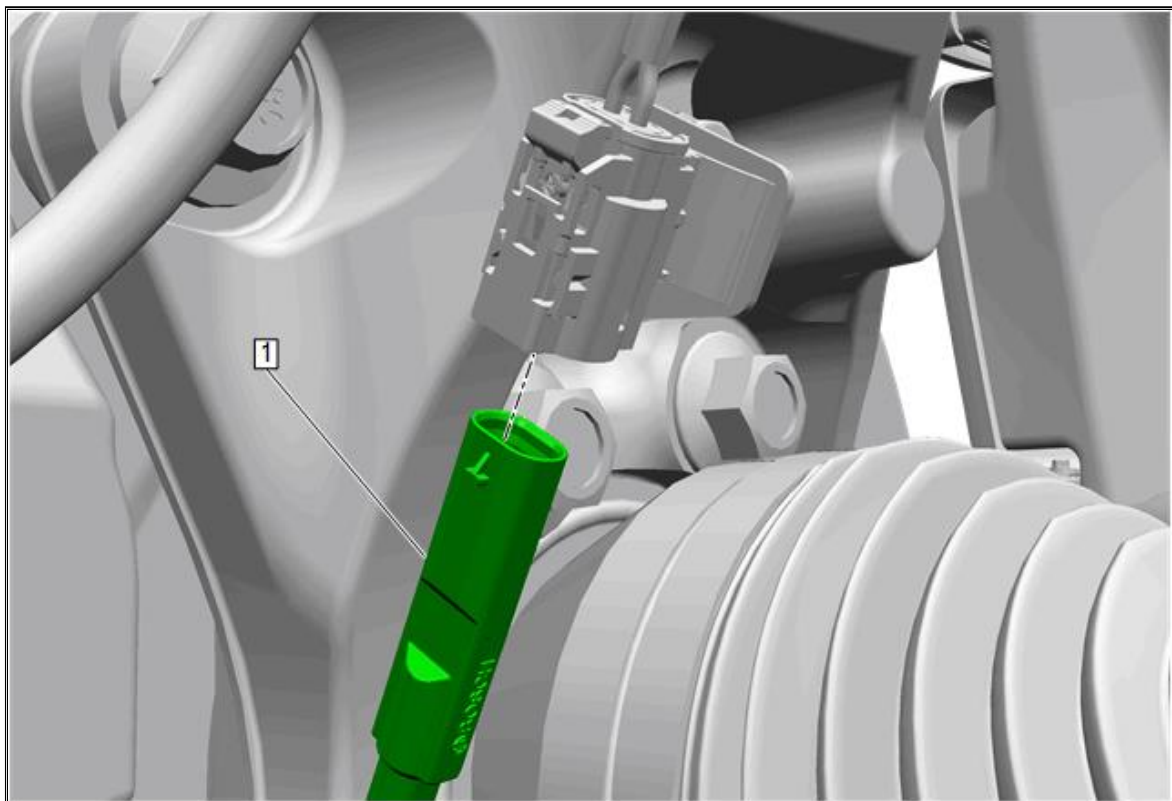
### Front and Rear Suspension Modification Kit Installation

Callout	Component Name
<p><b>Preliminary Procedures</b></p> <ol style="list-style-type: none"> <li>1. Support the front lower control arm.</li> <li>2. Install Front Shock Absorber Assembly in order indicated</li> </ol>	
1	Front Shock Absorber Assembly
2	Front Shock Absorber Nut [3x] <b>Tighten</b> 58N•m (43 lb ft)
3	Front Shock Absorber Bolt [2x] <b>Caution:</b> Refer to <a href="#">Fastener Caution</a> . <b>Caution:</b> Do not use air powered tools in order to disassemble or assemble any vehicle component. Bolt torques are vital to diagnosis. You can detect bolt torques only when using hand tools. Improper bolt torques can contribute to vehicle repair problems. <b>Tighten</b> 50N•m (37 lb ft)

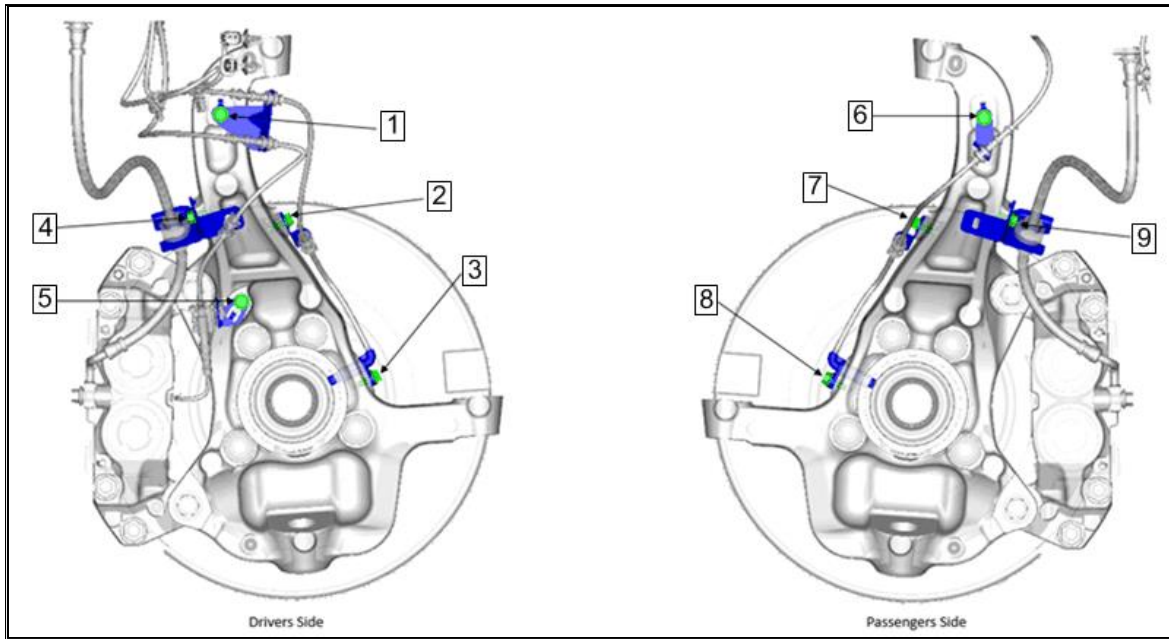
**Reconnect links, wheel speed sensors, and harness brackets to knuckle**



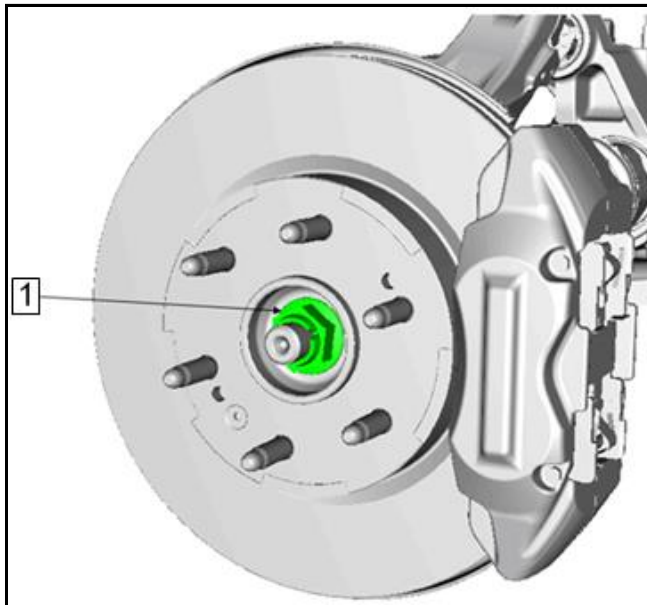
1. Re-install upper control arm and nut (1). Tighten to 75 N-m (55.5 lb ft).
2. Re-install tie rod and nut (2). Tighten to 160 N-m (118 lb ft).
3. Re-install end link and nut (3). Tighten to 100 N-m (74 lb ft).



4. Re-connect the brake pad wear sensor connector (1).



5. Re-install bolts (1) to (5) (or bolts (6) through (9) if working on passenger side). Tighten to 9 N-m (7 lb ft).



6. **(4x4 ONLY)** Install new halfshaft locking nut (1). Tighten to 250 N-m (184.5 lb ft)

### Install Wheel and Tire Assembly

#### Special Tools

- CH-41013 Rotor Resurfacing Kit
- CH-42450-A Wheel Hub Resurfacing Kit

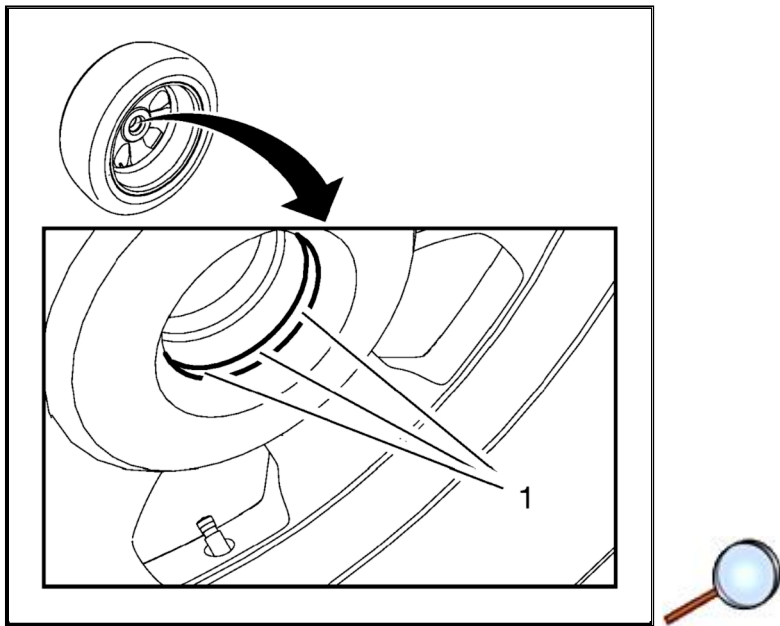
#### Installation Procedure

**Warning:** Before installing the wheels, remove any buildup of corrosion on the wheel mounting surface and brake drum or disc mounting surface. Installing wheels with poor metal-to-metal contact at the mounting surfaces can cause wheel nuts to

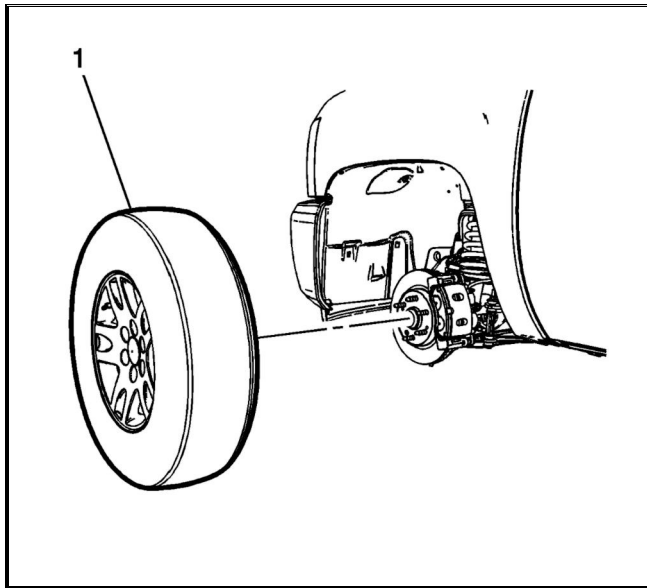
loosen. This can cause a wheel to come off when the vehicle is moving, causing loss of control and possibly personal injury.

**Note:** Do not use power grinding tools to clean the brake rotor or drum to wheel mating surfaces.

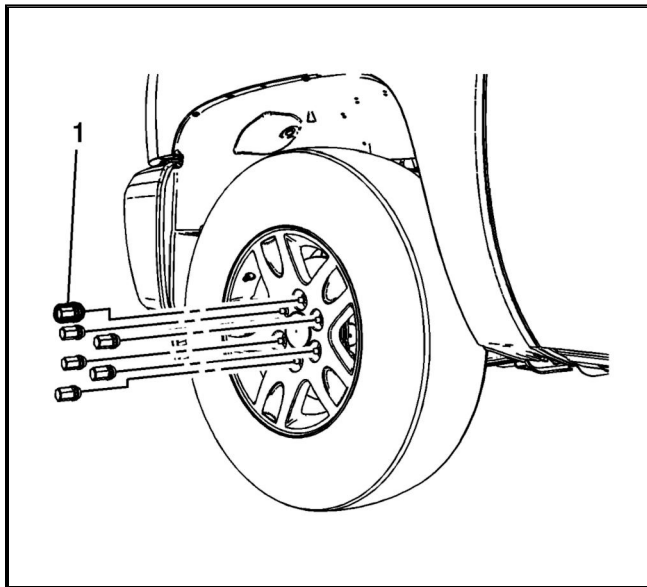
1. Using a wire brush or wire wheel, clean the wheel to brake rotor or drum mating surface.
2. Using the *CH-41013* Rotor Resurfacing Kit, clean the rotor or drum to wheel contact area.
3. Using the *CH-42450-A* Wheel Hub Resurfacing Kit, clean the surfaces around the wheel studs.
4. Clean the threads of the wheel studs.
5. If the threads of the wheel stud are damaged, replace the wheel stud. Refer to [Wheel Stud Replacement](#) or [Wheel Stud Replacement](#).
6. After cleaning all of the wheel and brake rotor or drum contact areas, use brake cleaner or denatured alcohol to remove any dirt and debris from the wheel nuts and the brake rotor or drum.
7. Inspect and clean the contact areas of the wheel. Refer to [Wheel Mounting Surface Check](#).



8. Apply a small amount of lubricant to the inner diameter of the wheel hub pilot hole (1) where it contacts the wheel hub flange. Refer to [Adhesives, Fluids, Lubricants, and Sealers](#).

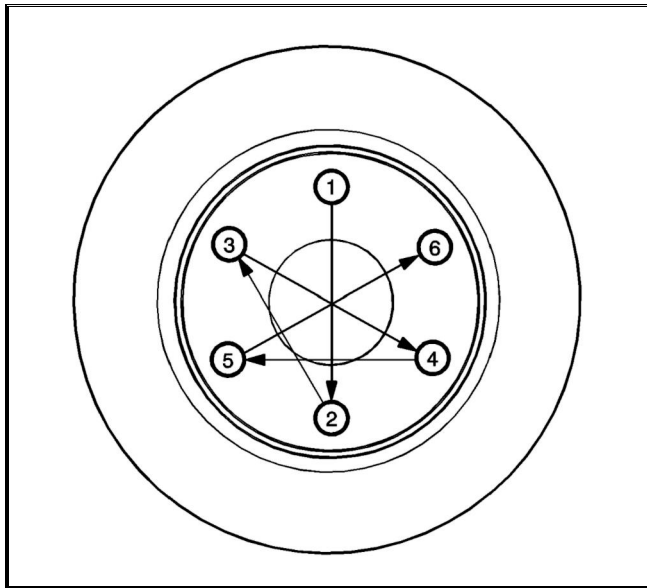


9. Install the tire and wheel assembly (1).



**Warning:** Never grease or lubricate wheel nuts, studs and mounting surfaces. Wheel nuts, studs, and mounting surfaces must be clean and dry. Tightening the lubricated parts can cause damage to the wheel studs. This can cause a wheel to come off when the vehicle is moving, causing loss of control and possibly personal injury.

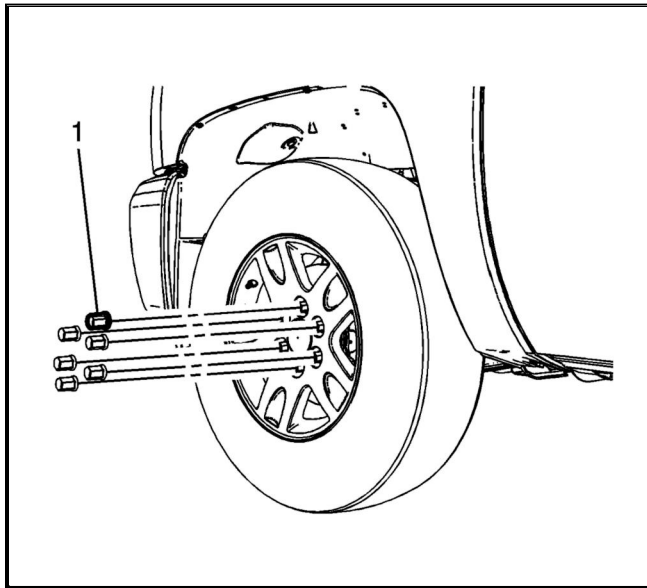
10. Hand install the wheel nuts (1).



**Caution:** Improperly tightened wheel bolts or nuts can lead to brake pulsation and rotor damage. In order to avoid expensive brake repairs, evenly tighten the wheel bolts or nuts to the proper torque specification.

**Caution:** Refer to [Fastener Caution](#).

11. Using a torque wrench and the appropriate socket, alternately and evenly tighten the wheel nuts to **190N•m (140 lb ft)** in the sequence illustrated.



12. Install the wheel nut caps (1), if equipped.
13. Install the wheel center cap, if equipped.

**Repeat the following steps on the front passenger side to complete front end suspension install:**

**Remove Wheel and Tire Assembly**

**Disconnect links, Wheel speed sensors, and harness brackets from knuckle**

**Remove Shock Absorber Assembly**

**Disassemble Shock Absorber Assembly**

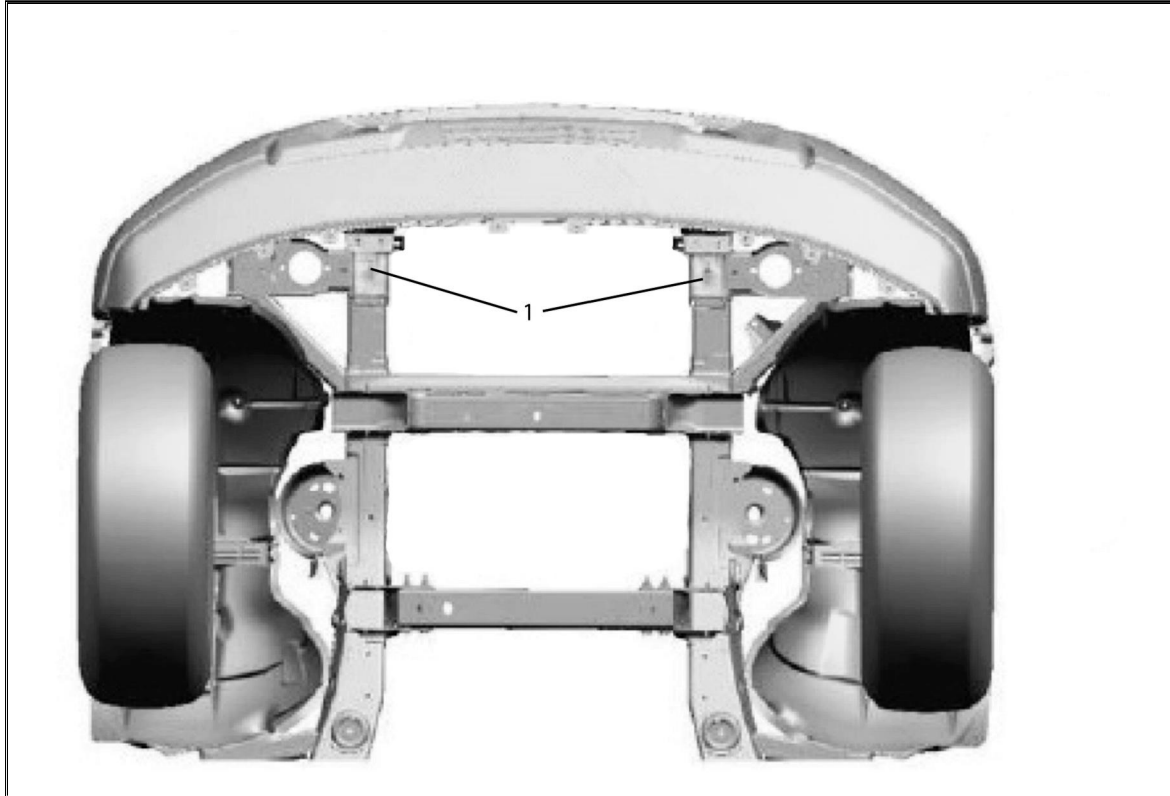
## Assemble Shock Absorber

**(4X4 ONLY) Remove halfshaft and install new one provided in kit**

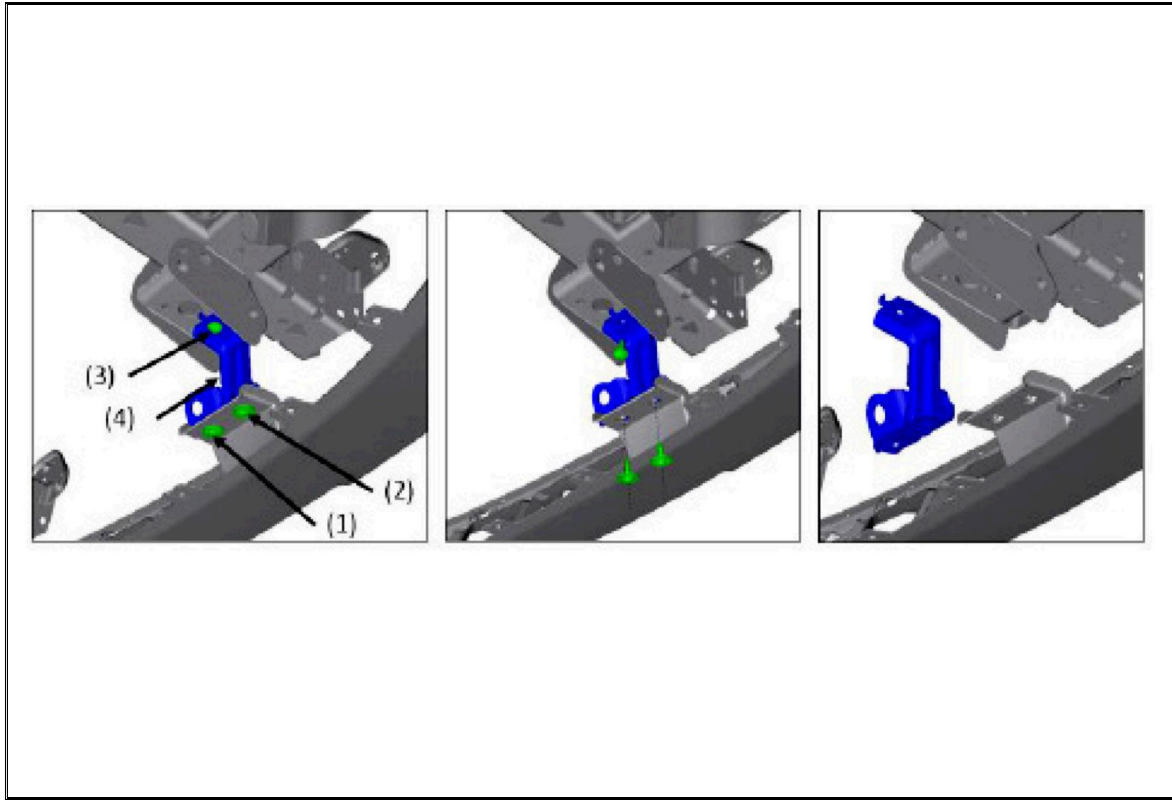
## Install Shock Absorber Assembly

**Reconnect links, wheel speed sensors, and harness brackets to knuckle**

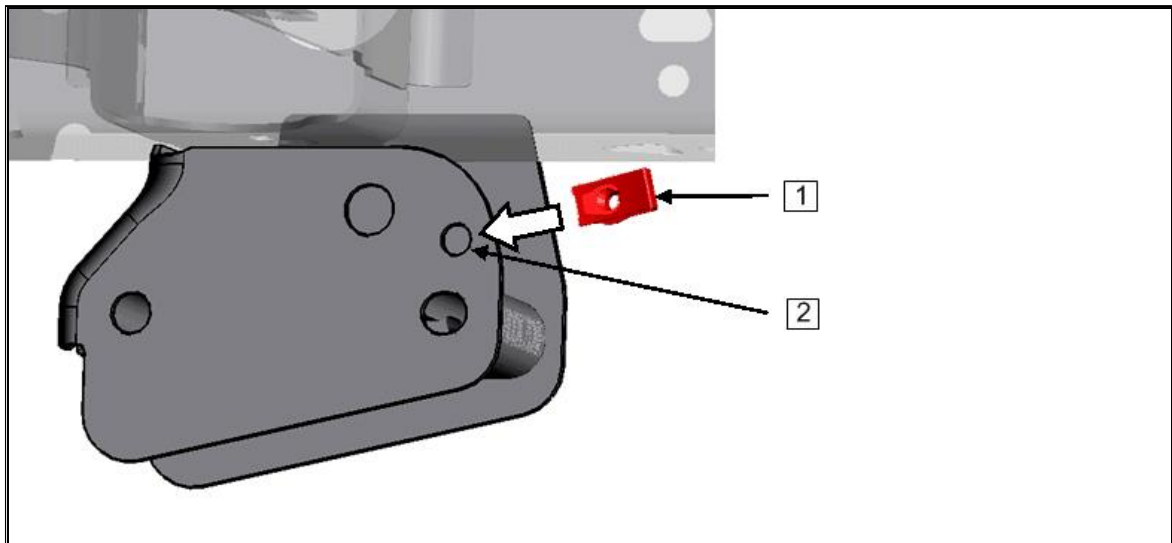
## Install Compatibility Brackets



1. Compatibility brackets (1) can be found on the underside of the frame rails at the front end of the vehicle, as shown.

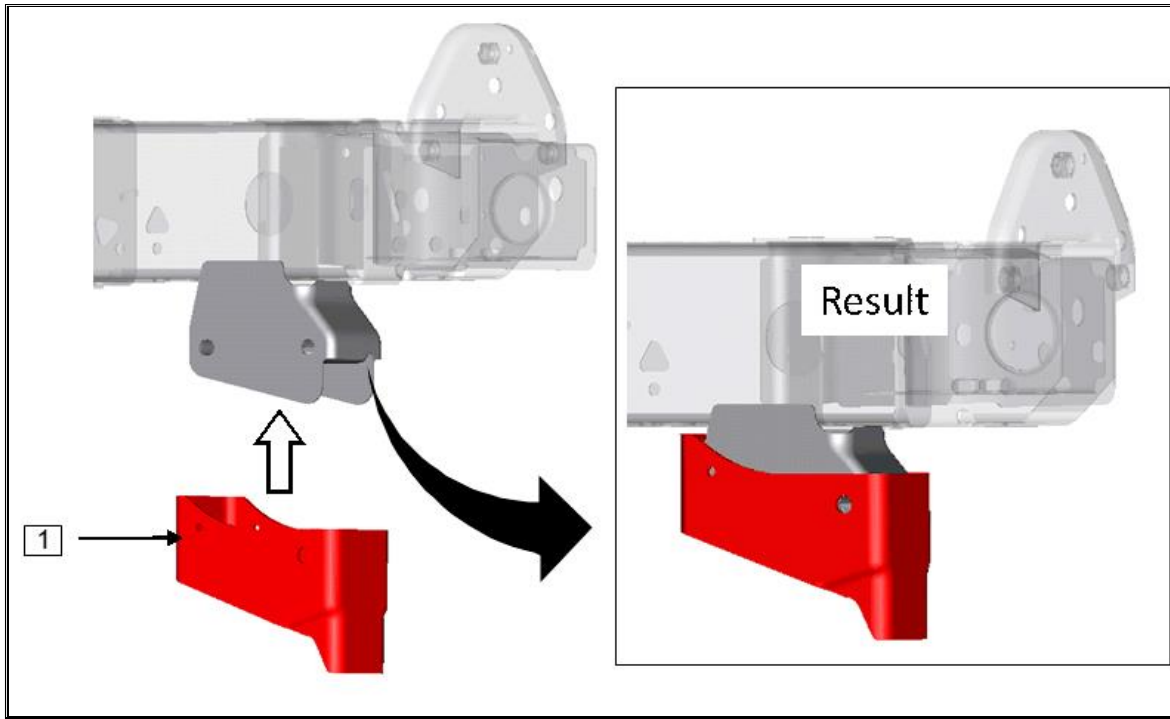


2. Begin on driver's side. Remove and SAVE screws (1), (2), & (3). Remove and SAVE fascia bracket (4).

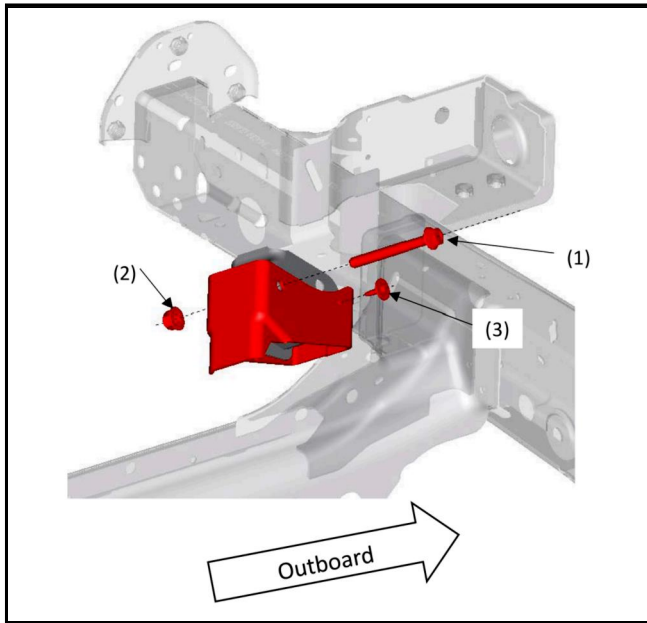


3. Install U-spring nut (1) over rear outboard hole (2).

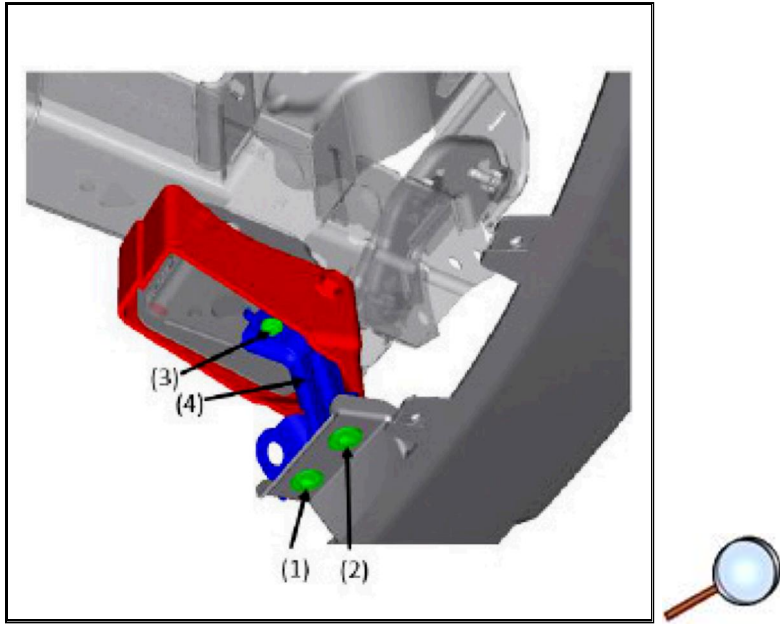




4. Slide the NEW compatibility bracket (1) over the frame bracket.



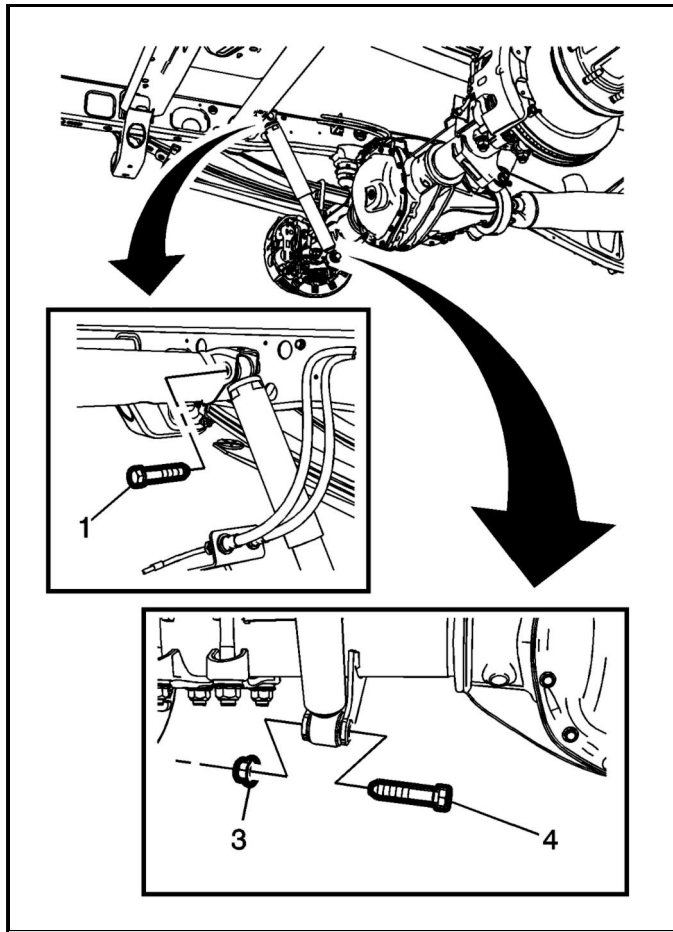
5. Hand install provided through bolt (1) and nut (2) and hand install provided bolt (3) to U-spring nut. Ensure bolt (1) is pointing inboard (tip towards the center of vehicle) as shown.
6. Tighten bolt (1) to 100 N.m (74 lb ft). Tighten bolt (3) to 9 N.m (7 lb ft).



7. Re-install fascia bracket (4). Tighten screws (1) and (2) to 4 N·m (3 lb ft). Tighten screw (3) to 7 N·m (5.5 lb ft).
8. Repeat steps 1 through 6 on passenger side to complete compatibility bracket installation.

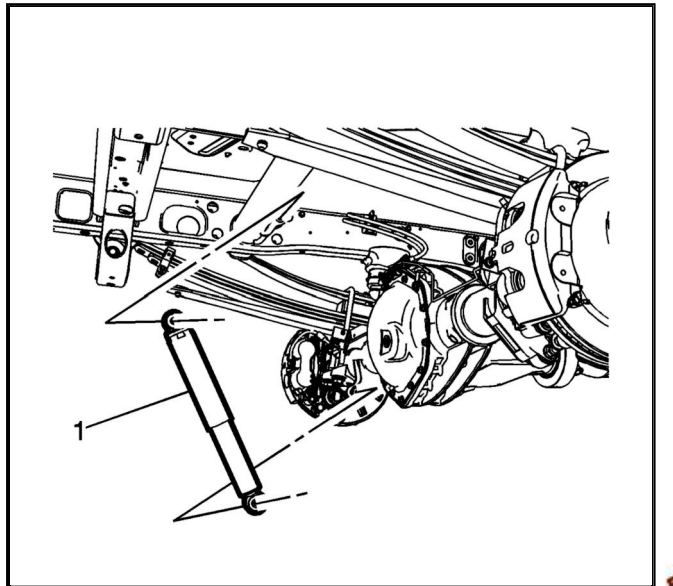
## Rear

1. Remove both rear wheel and tire assemblies. Refer to **Remove Wheel and Tire Assembly** in the beginning of these instructions.
2. **Disconnect the shock absorbers from the axle brackets:**
  - 2.1. Support the rear axle assembly with the proper jack stand.

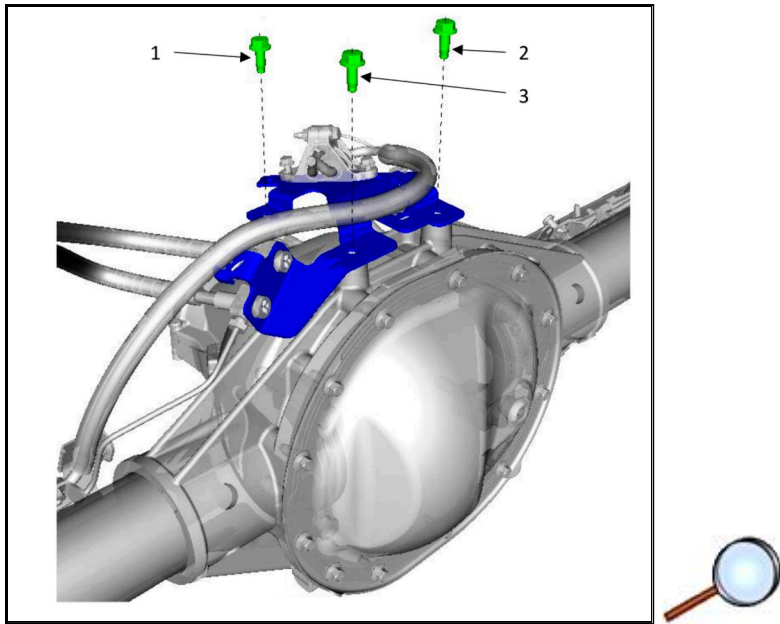


2.2. Remove and save the upper shock absorber bolt (1).

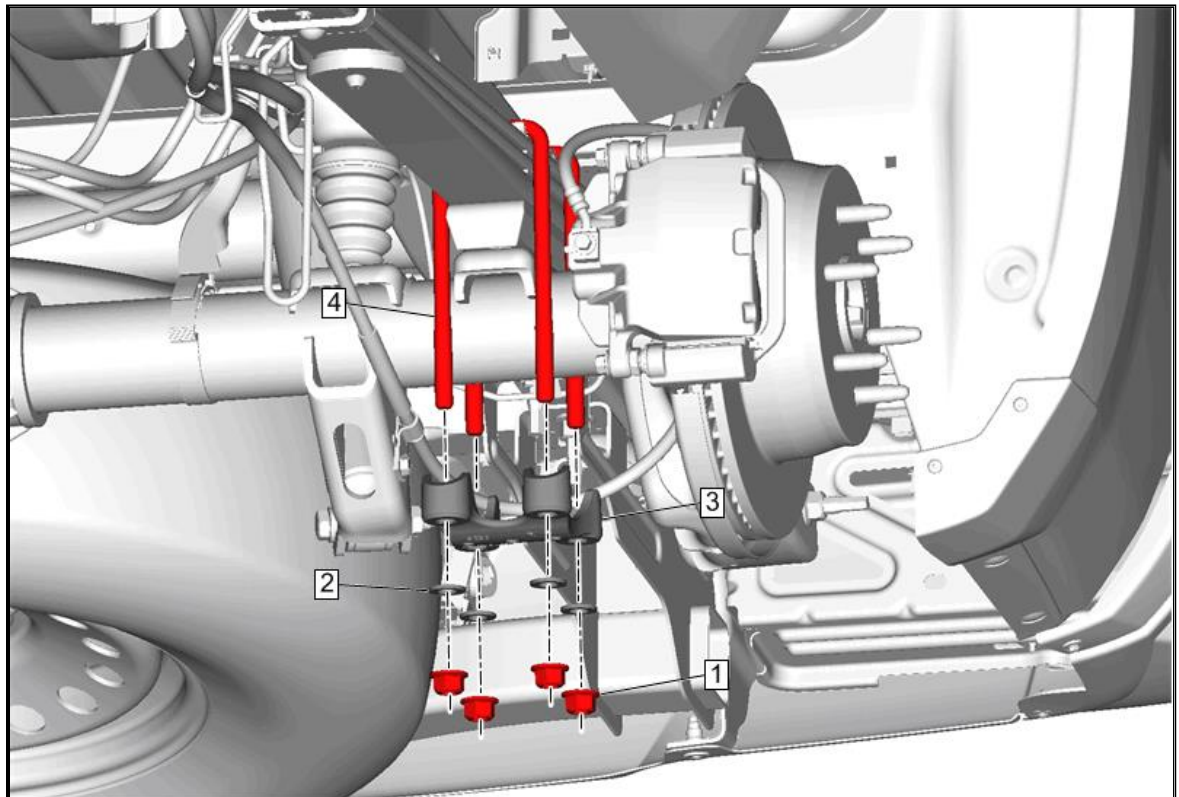
2.3. Remove and save the lower shock absorber nut (2) and bolt (3).



2.4. Remove the shock absorber (1) from the vehicle.

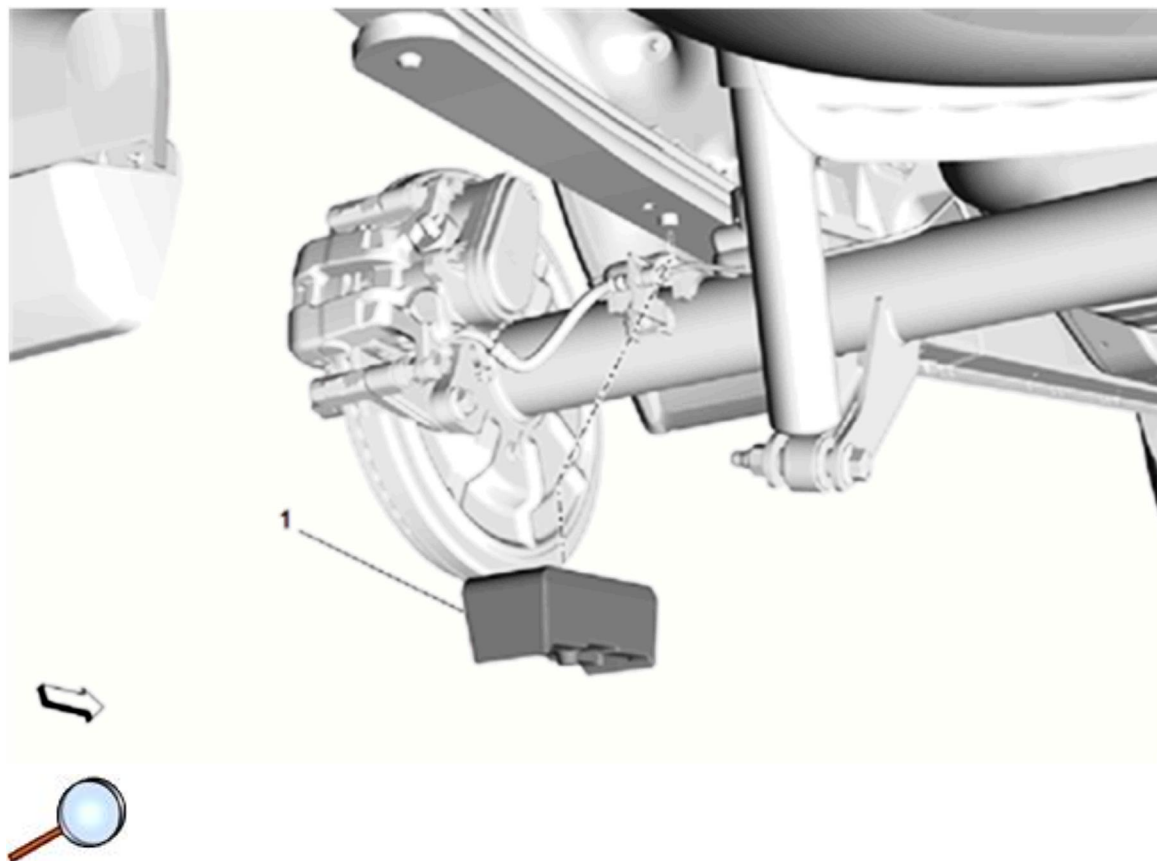


3. **Remove jounce harness bracket from differential cover:** Remove and SAVE bolts (1), (2), & (3).
4. **Remove the U-bolts and the anchor plates from the axle assembly:**
- 4.1. Support the rear axle independently in order to relieve the tension on the leaf springs.

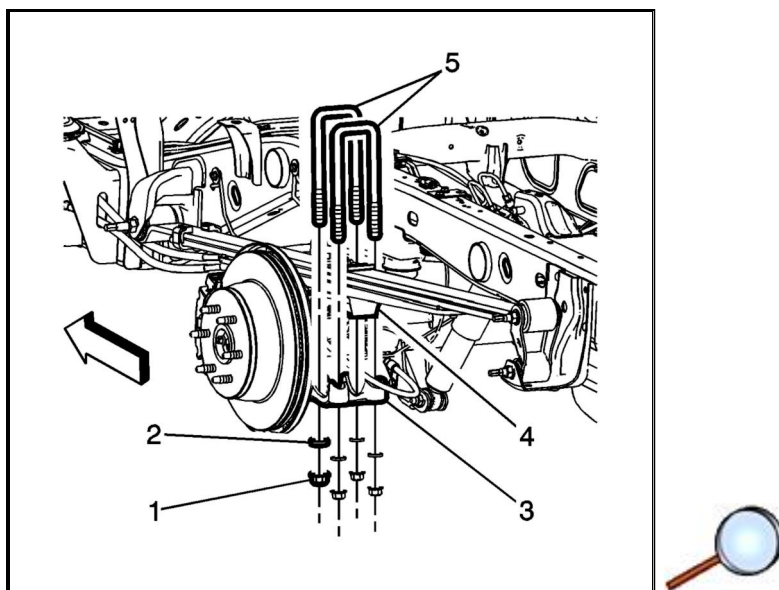


- 4.2. Remove the U-bolt nuts (1) and washers (2). Save the washers.
- 4.3. Remove and DISCARD the U-bolts (4).
- 4.4. Remove and SAVE the anchor plate (3).

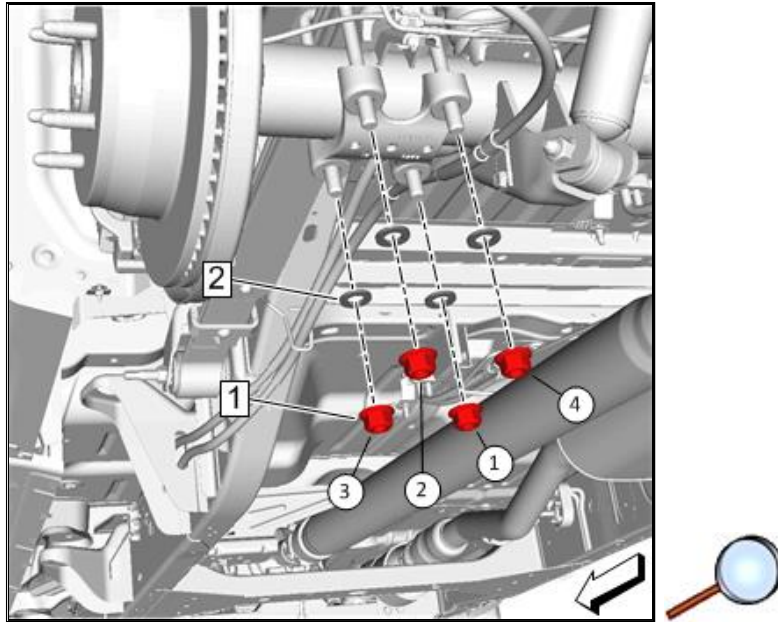
5. Lower the axle assembly enough to relieve tension on the rear leaf spring.
6. **Re-install the axle to the leaf spring using the provided leaf spring spacers and U-bolts. Re-use the leaf spring anchor plates and washers:**



- 6.1. Install the NEW leaf spring spacer (1).
- 6.2. Raise the rear axle until it touches the leaf spring and applies light compression to the leaf spring.



- 6.3. Install the NEW U-bolts (5).
- 6.4. Install the anchor plate (3).



6.5. Install the NEW washers (2) and NEW U-bolt nuts (1) and tighten in sequence 1-4 to:

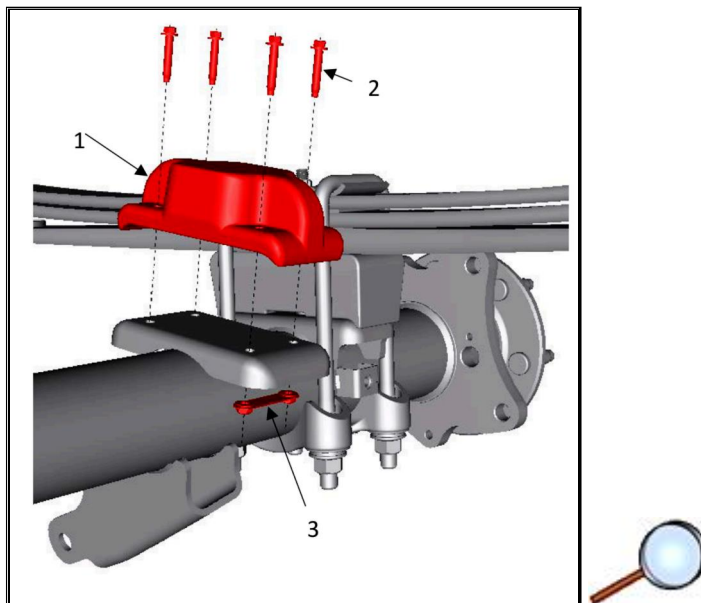
6.6. First Pass: **80N•m (59 lb ft)**

6.7. Second Pass: **Loosen 180 degrees**

6.8. Third Pass: **80N•m (59 lb ft)**

6.9. Final Pass: **120-140 degrees**

**7. Install new jounce bumper spacers provided with kit:**

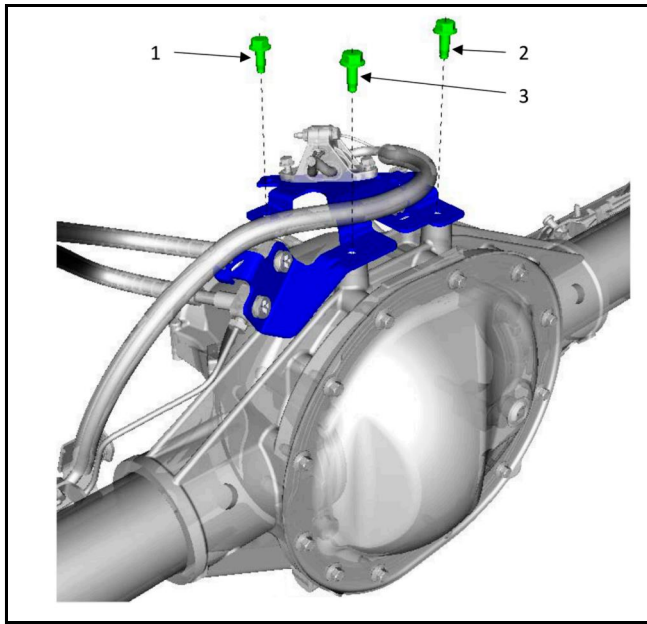


7.1. Install the NEW jounce bumper spacer (1).

7.2. Install the NEW bolts (2).

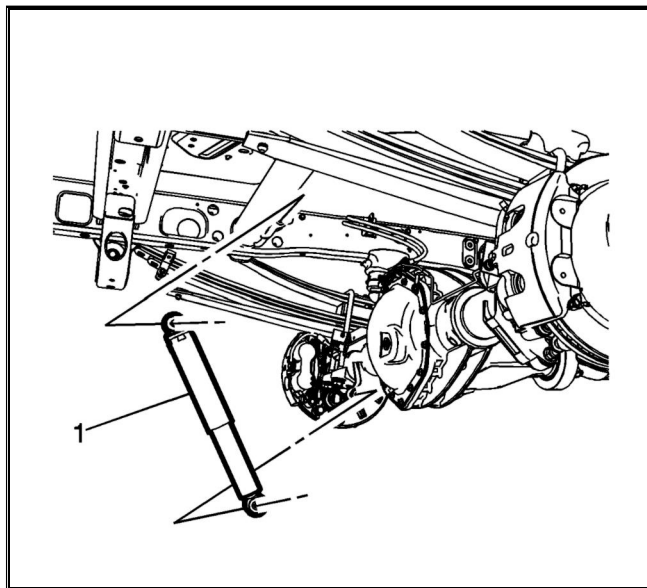
7.3. Install the NEW anti-rotation nuts (3).

7.4. Tighten to 8 N.m (6 lb ft).

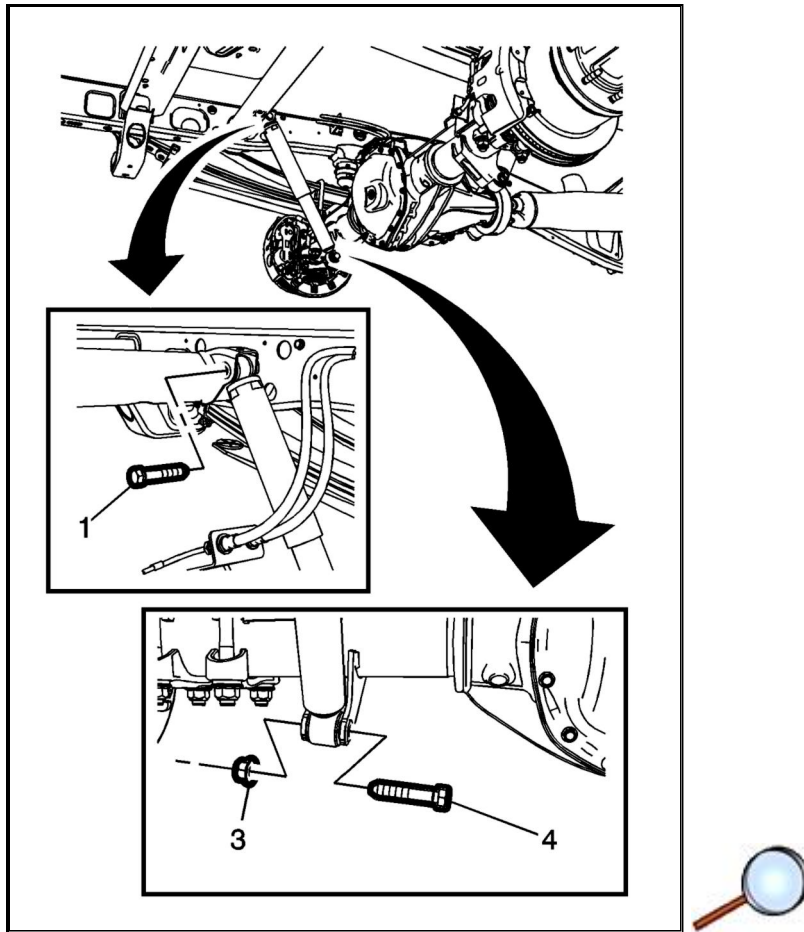


8. **Re-install jounce harness bracket to differential housing:** Install bolts (1), (2), & (3). Tighten to 22 N-m (16.5 lb ft).

9. **Install the new shock absorbers to the rear axle and frame:**



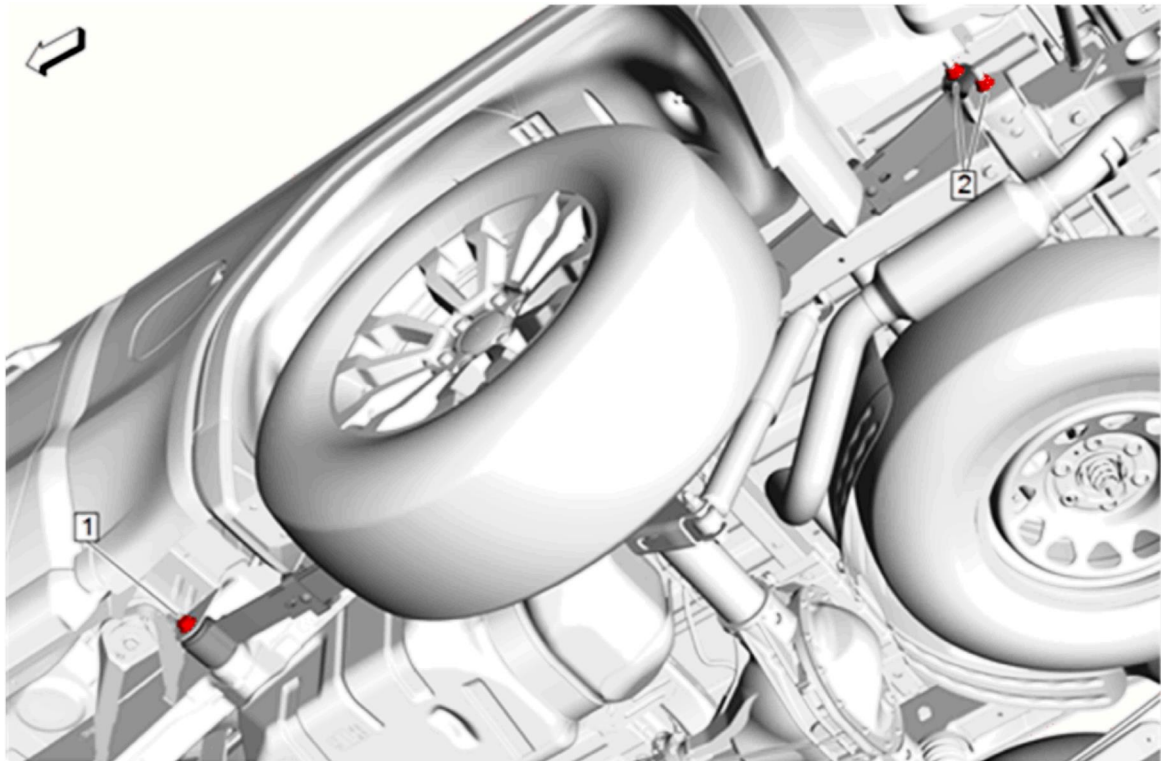
9.1. Position the shock absorber (1) in the vehicle.



**Caution:** Refer to [Fastener Caution](#).

- 9.2. Install the upper shock absorber bolt (1) and tighten to **95N•m (70 lb ft)**.
- 9.3. Install the lower shock absorber nut (2) and bolt (3), then tighten the bolt to **160N•m (118 lb ft)**
10. Install both rear wheel and tire assemblies. Refer to **Install Wheel and Tire Assembly** in the beginning of these instructions.
11. Lower the vehicle back to the ground.





12. Tighten Rear Spring Front Bolt (1) to **160N•m (118 lb ft)**.
13. Tighten Both Rear Spring Shackle Nuts (2) to **115N•m (85 lb ft)**.
14. Perform wheel alignment to OEM specifications
  - 14.1. Identify the vehicle model (examples: C10543, K10753).
  - 14.2. If the model code begins with (K), perform alignment to the correct model specifications with the +Z7X RPO restriction.
  - 14.3. If the model code begins with C' perform alignment to the equivalent "K" model specifications with the +Z7X RPO restriction.
15. **Install new Electric Power Steering Calibration. This must be performed by a GM Authorized Dealer.**
16. **Reconfigure the Front Camera Module (if equipped). This must be performed by a GM Authorized Dealer:** The Front Camera Module MUST BE CALIBRATED following the configuration update. Follow "Front Camera Module Learn" procedure to calibrate module.

**Note:** See beginning of these instructions for calibration and reconfiguration and instructions and authorization code
17. After 500 miles of driving, check torque on U-bolts and re-torque if necessary.