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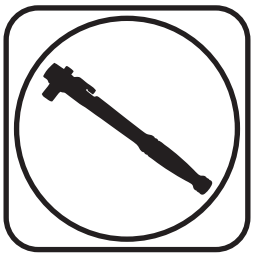
Installation Instructions

**Part # 11703110 -** 2007-2013 Silverado HQ Front CoilOvers

Recommended Tools



## 2007-2013 Silverado Front CoilOvers

# Installation Instructions

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**THIS KIT IS DESIGNED TO REPLACE THE OEM SHOCK/SPRING SETUP.**

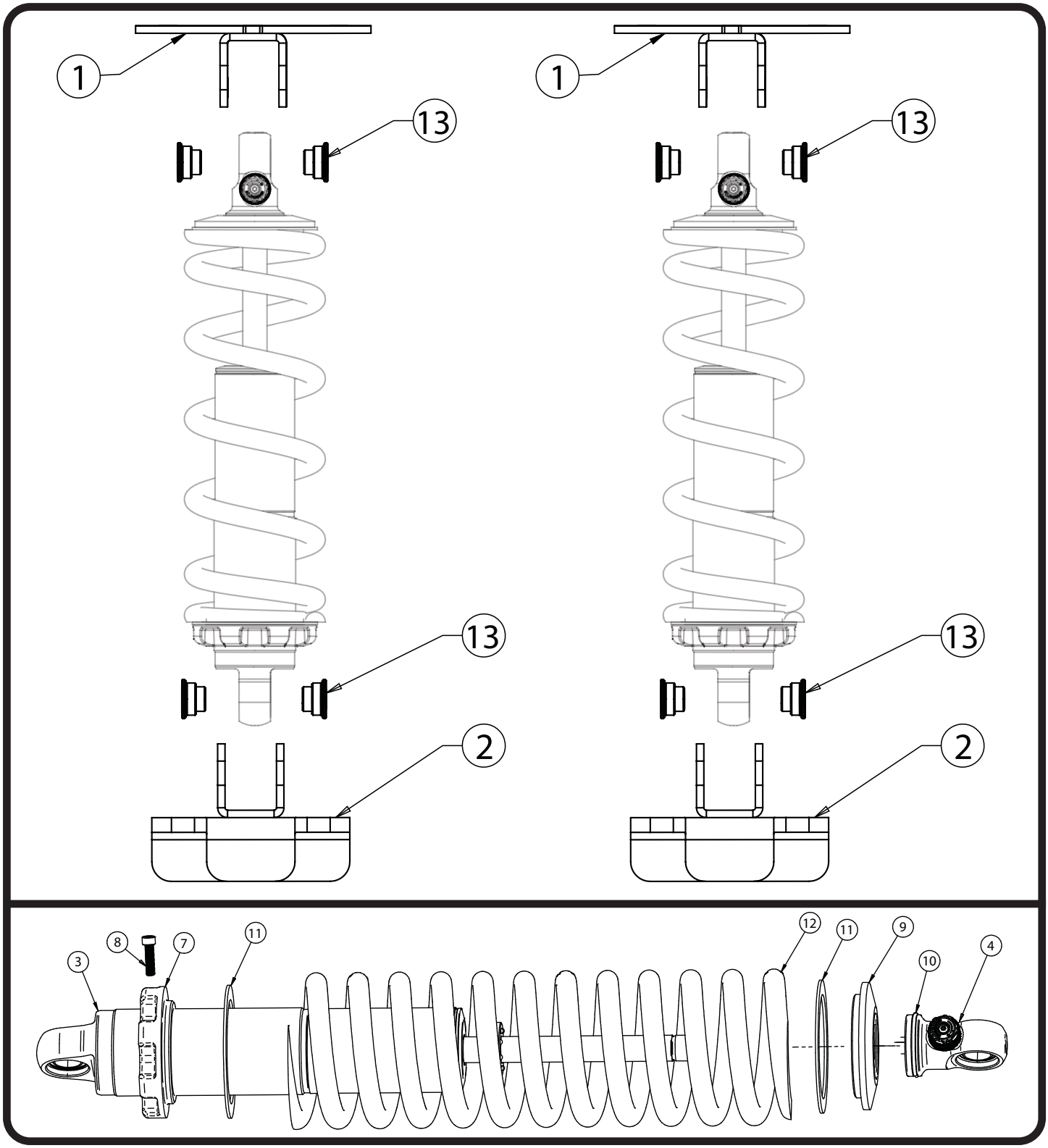
## **Major Components** .....In the box

| Item # | Part # | Description | QTY |
|---|---|---|---|
| 1 | 90001368 | Upper CoilOver Mount Assembly | 2 |
| 2 | 90001369 | Lower CoilOver Mount Assembly | 2 |
| 3 | 982-10-804 | 4.1" Stroke HQ Series Shock | 2 |
| 4 | 815-05-022-kit | Shock Eyelet Assembly | 2 |
| 5 | 90001994 | 5/8" ID Bearing (installed in shock eyelet/body) | 4 |
| 6 | 90001995 | Bearing Snap Ring (installed in shock eyelet/body) | 8 |
| 7 | 803-00-199(kit) | Lower Spring Adjuster Nut | 2 |
| 8 | 803-00-199(kit) | Adjuster Nut Locking Screw | 2 |
| 9 | 803-00-199(kit) | Upper CoilSpring Retaining Plate | 2 |
| 10 | 803-00-199(kit) | CoilSpring Plate Retaining Ring | 2 |
| 11 | 70010828 | Delrin Spring Washer | 4 |
| 12 | 59100850 | Coilspring 10" 850lb | 2 |
| 13 | 90002043 | .500" x .365" Shock Bearing Spacers | 8 |

**HARDWARE LIST** Kit # 99010130

| QTY | Part Number | Description |
|---|---|---|
| **FRONT UPPER SHOCK MOUNT** | | |
| 2 | 99501064 | 1/2"-13 x 2 3/4" Hex Bolt |
| 2 | 99502001 | 1/2"-13 Nylok Nut |
| 2 | 99503001 | 1/2" SAE Flat Washer |
| 6 | 99431023 | 7/16"-14 x 1 3/4" Hex Bolt |
| 6 | 99432010 | 7/16"-14 Nylok Nut |
| 12 | 99433005 | 7/16" SAE Flat Washer |
| **FRONT LOWER SHOCK MOUNT** | | |
| 2 | 99501064 | 1/2"-13 x 2 3/4" Hex Bolt |
| 2 | 99502001 | 1/2"-13 Nylok Nut |
| 2 | 99503001 | 1/2" SAE Flat Washer |
| 4 | 99311032 | 5/16"-24 x 2 1/4" Hex Bolt |
| 4 | 99312001 | 5/16"-24 Nylok Nut |
| 8 | 99313001 | 5/16" SAE Flat Washer |

## **Major Components** .....In the box



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**Installation Instructions**

## Alignement Note.....

**THE LOWER YOU SET THE FRONT RIDE HEIGHT OF YOUR SILVERADO, THE HARDER IT WILL BE TO GET AN ALIGNMENT THAT IS WITHIN SPECIFICATIONS.**

## Disassembly

**This CoilOver System is Designed to replace the factory Shocks and Springs.**

The front OEM Shock and Spring assemblies will need to be removed from the front of the truck. **DO NOT DISASSEMBLE THE SHOCK/SPRING ASSEMBLY**.

1. Raise the vehicle and support it by the frame, allowing the suspension to hang freely.
2. Remove the shock/spring assembly from both sides of the truck.
3. If replacing the OEM spindles, remove them it at his time.

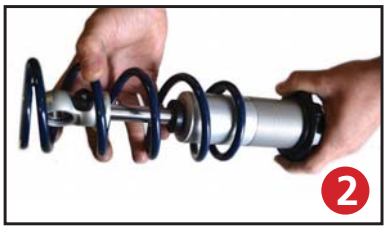
## Getting Started.....

**4.** The CoilOvers need to be assembled before putting the shocks in the mounts. Assemble the shocks and springs using the instructions below.

**NOTE:** The Upper and Lower Mounts are not side specific so they are the same for both sides of the truck.

### CoilOver Assembly...


First, using the supplied lower adjuster nut (803-00-199) thread the nut onto the shock from the bottom side as seen in figure 1. Remove the plastic pellet that is in the split of the adjuster nut.




Next, install a delrin washer then coil spring over the top of the shock as seen in figure 2.


Before the upper spring mount can be installed screw the adjuster knob on the upper eye mount to the firmest setting (clockwise) as seen in figure 3. Then remove the Knob by holding it while removing the center screw.


Once the knob is removed slide a Delrin washer over the eyelet. Next, slide the upper spring mount (803-00-199) over eyelet as seen in figure 4.

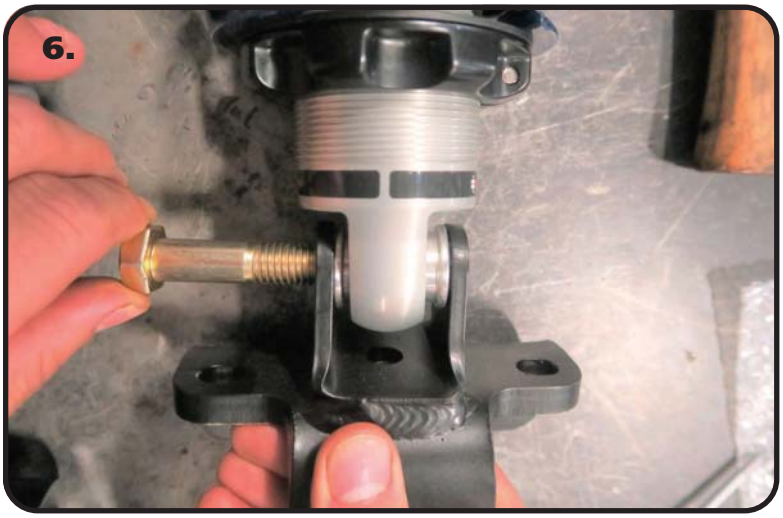

Install upper spring mount retainer clip (803-00-199) into the groove on the upper eyelet as seen in figure 5. Then, reinstall adjuster to complete assembly.

**Install the locking screw in the adjuster nut before setting spring preload, but DO NOT tighten until the spring preload has been set.**

**NOTE:** Remember to adjust the shock valving before driving, the shock is currently set to full stiff.

## Assembling CoilOver

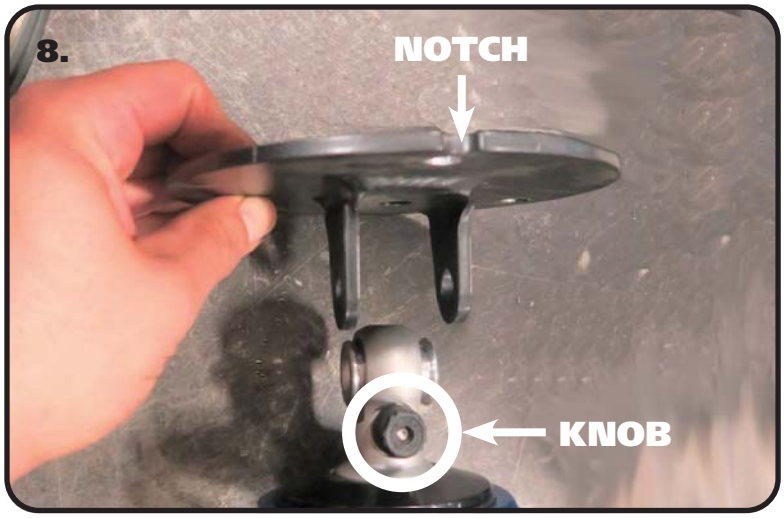

**5.** Install the 1/2" I.D. bearing spacers into bearing in the shock body. These spacers have a through hole that is 1/2" diameter. The small diameter of the spacers will insert into the shock bearing.



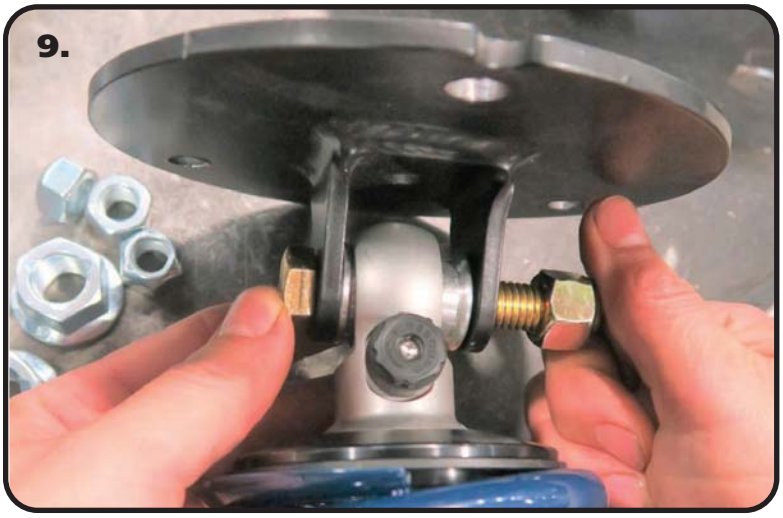

**6.** Insert the shock into the Lower Mount. Line up the shock bearing/spacers hole with the mounting holes of the lower mount. Insert a 1/2"-13 x 2 3/4" bolt through the mount/shock. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt that are sticking through the mount.


**7.** Install the 1/2" I.D. bearing spacers into bearing in the shock eyelet. These spacers have a through hole that is 1/2" diameter. The small diameter of the spacers will insert into the shock bearing.

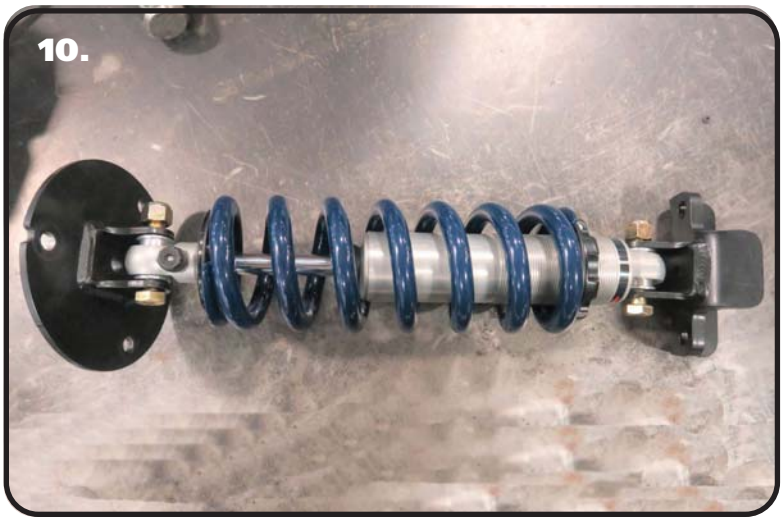
## Assembling CoilOver




**8.** Attach the Upper Mount to the shock eye. The mount needs to be attached to the eyelet so that the notch is on the same side as the adjuster knob.




**9.** Insert the shock eyelet into the Upper Mount. Line up the shock bearing/spacers hole with the mounting holes of the upper mount. Insert a 1/2"-13 x 2 3/4" bolt through the mount/shock. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt that are sticking through the mount. Torque the upper and lower mounting hardware to 75 ftlbs.



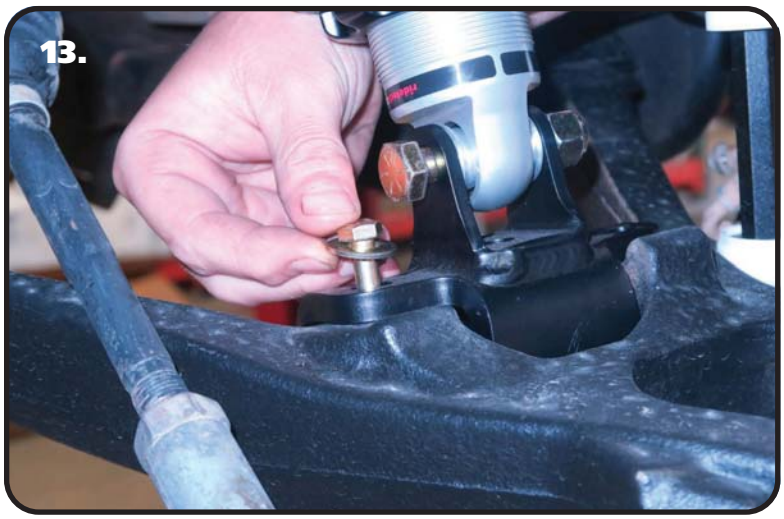

**10.** Your assembly should look like **Image 10**. The SHORT TAB of the lower mount should be on the same side as the NOTCH in the upper mount. If it is NOT, you can turn the upper mount by hand.

## Installation of CoilOver Assembly


**11.** Put the CoilOver in position on the truck. The Lower Mount will only attach to the control arm one way. The SMALL vertical tab needs to be positioned toward the wheel.

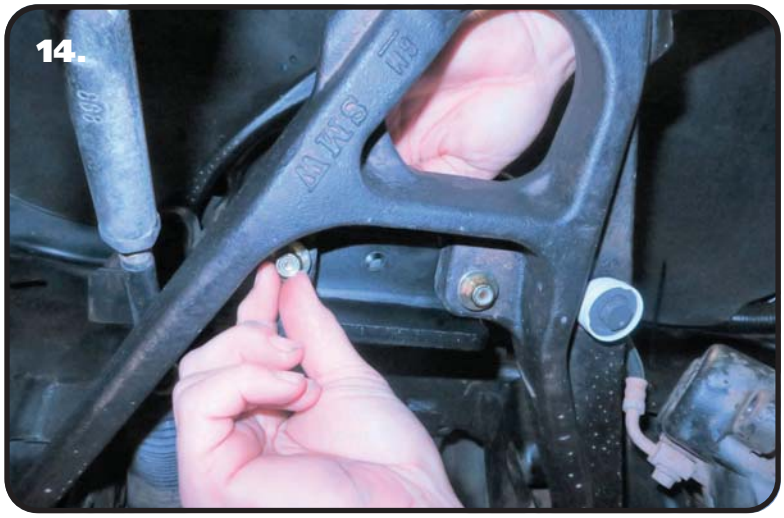

**12.** The Upper Mount needs to be positioned with the NOTCH toward the wheel. The shock adjuster knob should also be toward the wheel.

**NOTE:** If the adjuster knob is not toward the wheel with the upper mount in the correct position, the upper mount will need to be removed from the eyelet and rotated 180°.




**13.** Align the mounting holes of the lower mount with the OEM shock mounting holes in the lower control arm. Install a 5/16" flat washer on each of (2) 5/16"-24 x 2 1/4" hex bolts. Insert the bolts/washers in the aligned holes of the lower mount and control arm.

## CoilOver Assembly Installation




**14.** Install a 5/16" flat washer and 5/16"-24 nylok nut on the threads of the bolts sticking through the lower control arm. Torque the hardware to 29 ftlbs.


**15.** Install a 7/16" flat washer on each of (3) 7/16"-14 x 1 3/4" hex bolts. Align the mounting holes of the upper mount with the mounting holes in the frame. The mounting bolts need to be installed with the threads pointing up. Insert a bolt/washer in each holes. Install a 7/16" flat washer and 7/16"-14 nylok nut on the threads of each bolt sticking through the frame. Torque the hardware to 50 ftlbs.


**16.** Slide the wire loom clip on the threads of the front upper mounting bolt.

**17.** Repeat steps 4-16 on the other side of the truck. Preload the springs of the CoilOver 1/2" to start. You may need to adjust the amount of preload in the spring, but this will be determined after the truck has been sat on the ground. Refer to **Page 9** for spring adjustment.

**18.** If installing spindles, do so now.

# CoilSpring & Shock Adjustment

### Adjusting Spring Height

When assembling the CoilOver, screw the spring retainer tight up to the spring (0 preload). Measure from the bottom of the adjuster nut to the flat of the shock. Thread the adjuster up the shock 1/2" to preload the spring. Tighten the locking screw that is in the adjusting nut to lock the adjuster in place. After entire weight of truck is on the wheels, jounce the suspension and roll the truck forward and backward to alleviate suspension bind.

- If the truck is too high with 1/2" of preload, reduce the amount of preload that is on the spring by threading the adjusting nut down the shock body.
- If the truck is too low with 1/2" preload, then preload can then be added by threading the spring retainer up to achieve ride height.
- Lock the adjusting nut in place by tightening the locking screw that is the adjusting nut.

## Shock adjustment 101- **Single Adjustable**

**Rebound Adjustment:**
How to adjust your new shocks.
The rebound adjustment knob is located on the top of the shock absorber protruding from the eyelet.
You must first begin at the ZERO setting, then set the shock to a soft setting of 20.

-Begin with the shocks adjusted to the ZERO rebound position (full stiff). Do this by rotating the rebound adjuster knob clockwise until it stops.

-Now turn the rebound adjuster knob counter clock wise 20 clicks. This sets the shock at 20. (settings 21-24 are typically too soft for street use).

**Take the vehicle for a test drive.**

-if you are satisfied with the ride quality, do not do anything, you are set!

-if the ride quality is too soft increase the damping effect by rotating the rebound knob clock wise 3 clicks.

**Take the vehicle for another test drive.**

-if the vehicle is too soft increase the damping effect by rotating the rebound knob clock wise 3 additional clicks.

-If the vehicle is too stiff rotate the rebound adjustment knob counter clock wise 2 clicks and you are set!

Take the vehicle for another test drive and repeat the above steps until the ride quality is satisfactory.

**Note:**
**One end of the vehicle will likely reach the desired setting before the other end. If this happens stop adjusting the satisfied end and keep adjusting the unsatisfied end until the overall ride quality is satisfactory.**