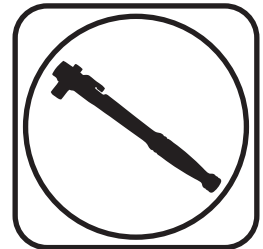




**Part # 11723110/11723115 - 2019 UP Silverado 2wd/4wd HQ Front CoilOvers**

### Recommended Tools



## 2019 UP 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

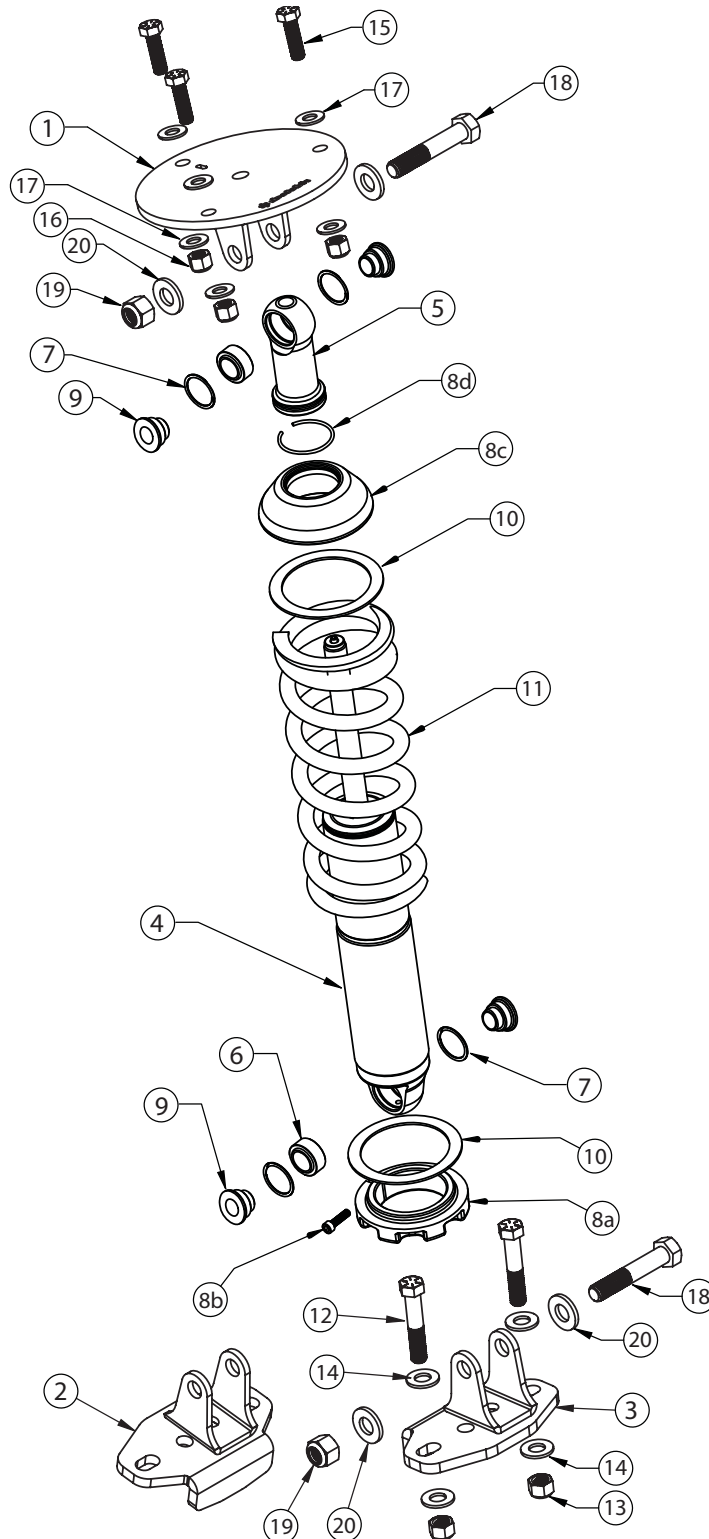
Item #	Part #	Description	QTY
1	90003435	Upper CoilOver Mount Assembly	2
2	90003436	Lower CoilOver Mount Assembly - Driver	1
3	90003437	Lower CoilOver Mount Assembly - Passenger	1
4	982-10-805	5.2" Stroke HQ Series Shock	2
5	90002025	1.7" Shock Eyelet Assembly	2
6	90001994	5/8" ID Bearing (installed in shock eyelet/body)	4
7	90001995	Bearing Snap Ring (installed in shock eyelet/body)	8
8a	90001447(kit)	Lower Spring Adjuster Nut - 234-15-200	2
8b	90001447(kit)	Adjuster Nut Locking Screw - 99050001	2
8c	90001447(kit)	Upper CoilSpring Retaining Plate - 90002070	2
8d	90001447(kit)	CoilSpring Plate Retaining Ring - 038-01-006-A	2
9	90002043	.500" x .365" Shock Bearing Spacers	8
10	70010828	Delrin Spring Washer	4
11	59120550 (2WD) or 59100650 (4WD)	CoilSpring 12" (2WD) 550lb - 2WD or CoilSpring 10" (4WD) 650lb - 4WD	2 or 2

### HARDWARE LIST Kit # 99010214

Item #	Part Number	Description	QTY
<b>LOWER MOUNT</b>			
12	99431033	7/16"-14 x 2 1/4" Hex Bolt	4
13	99432010	7/16"-14 Nylok Nut	4
14	99433005	7/16" SAE Flat Washer	8
<b>UPPER MOUNT</b>			
15	99371005	3/8"-16 x 1 1/4" Hex Bolt	6
16	99372001	3/8"-16 Nylok Nut	6
17	99373002	3/8" SAE Flat Washer	12
<b>SHOCK TO SHOCK MOUNTS</b>			
18	99501064	1/2"-13 x 2 3/4" Hex Bolt	4
19	99502009	1/2"-13 Nylok Nut	4
20	99503014	1/2" SAE Flat Washer	8



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





### Alignment 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. You will need to raise and lower the suspension to simplify installation. We use a jack to do this.
3. If replacing the upper control arms, replace them in conjunction with the coilovers.

### 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 Mounts are not side specific so they are the same for both sides of the truck.

### CoilOver Assembly...



1

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.



2

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



3

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.



4

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.



5

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.



### Disassembly



5. With the suspension supported with a jack, remove the 3 upper shock/spring retaining nuts.



6. Remove the lower nut from the lower sway bar linkage. This will allow the suspension to be lowered easier for CoilOver removal and installation.

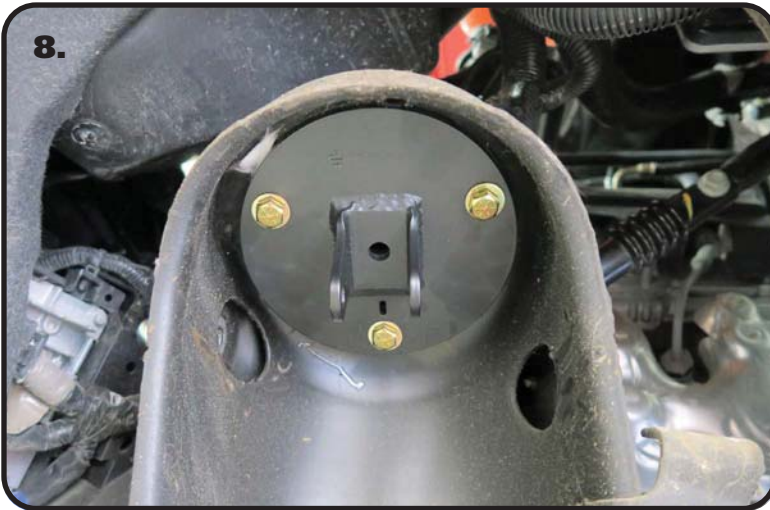


7. Remove the 2 lower shock/spring mounting bolts. The OEM shock/spring can now be removed from the truck.

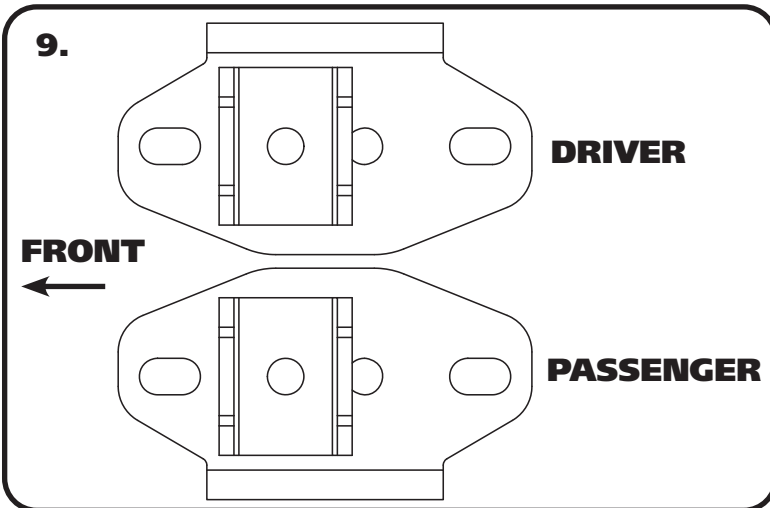




### Mount Installation



**8.** Install a 3/8" flat washer on each of (3) 3/8"-16 x 1 1/4" hex bolts. Align the mounting holes of the upper mount with the mounting holes in the frame. THE SLOT IN THE UPPER MOUNT, NEEDS TO BE TOWARD THE FRAME. The mounting bolts need to be installed with the threads pointing up. Insert a bolt/washer in each hole. Install a 3/8" flat washer and 3/8"-16 nylok nut on the threads of each bolt sticking through the frame. Torque the hardware to 45 ftlbs.



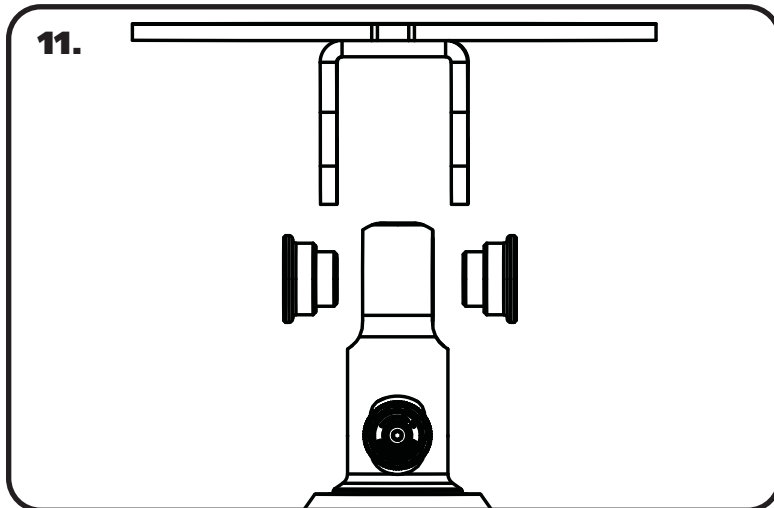
**9.** THE LOWER MOUNTS ARE SIDE SPECIFIC. **IMAGE 9** SHOWS A TOP VIEW OF BOTH MOUNTS. The shock mount is offset to the front of the truck.



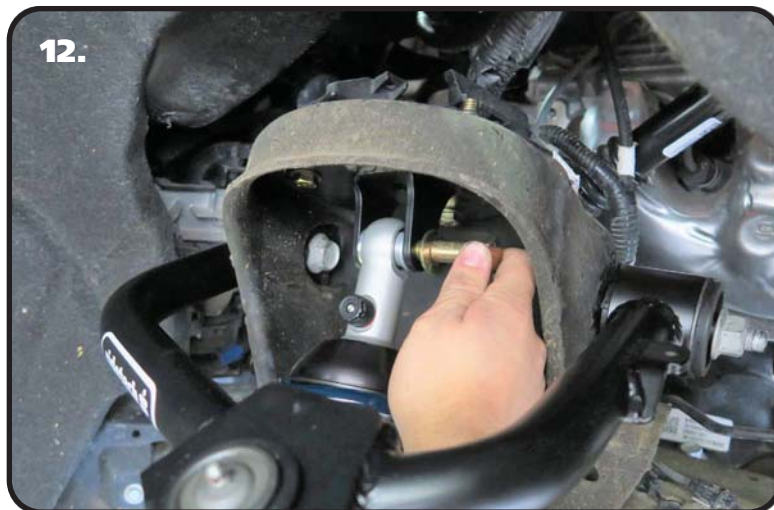
**10.** Align the lower mount with the OEM shock mounting holes. The mount needs to be positioned with the bent tab to the inside of the truck. The shock mounting tabs need to be offset to the front of the truck. Install a 7/16" flat washer on each of (2) 7/16"-14 x 2 1/4" bolts. Insert the bolt/washers through the mount and control arm. Install a 7/16" flat washer and 7/16"-14 nylok nut on the threads of each bolt. Torque to 70 ft-lbs.



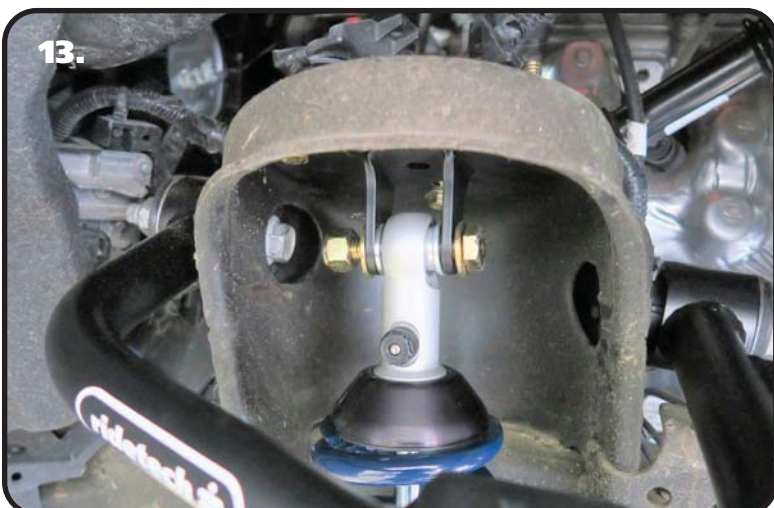
### Installation of CoilOver Assembly



11. Insert the small diameter of the aluminum shock spacers into each side of the shock bearing in the eyelet.



12. 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. **MAKE SURE THE ADJUSTMENT KNOB IS FACING OUT TO THE WHEEL.**



13. Install a 1/2" flat washer and 1/2"-13 nylok nut on the threads of the bolt that are sticking through the mount.



### Installation of CoilOver Assembly



**14.** Insert the small diameter of the aluminum shock spacers into each side of the shock bearing in the shock body. Insert the shock body 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.



**15.** 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.



**16. Image 16** shows the CoilOver installed. Repeat steps 4-15 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.

**17.** If installing upper control arms, do so now. Reattach the sway bar linkage.





### 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 medium setting of 12.



-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 12 clicks. This sets the shock at 12. (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.**