



50205-GM 1999-06 GM 1500 2WD

PARTS LIST

QTY

COIL SPRING SPACER	2
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Note: Spacer is physically 1" in height, provides 2" of lift.

PRIOR TO INSTALLATION:

1. Factory service manual is recommended to have on hand.
2. Secure and properly block vehicle prior to beginning installation.
3. Always wear safety glasses when using power tools or working under the vehicle.
4. Modifications to any part will void the warranty associated with that product.

After removing parts from vehicle, save hardware for reinstallation

IT IS RECOMMENDED THAT YOU HAVE YOUR VEHICLE'S ALIGNMENT CHECKED WHENEVER INSTALLING NEW SUSPENSION. IT IS ALSO RECOMMENDED THAT YOU ADJUST YOUR HEADLIGHTS WHENEVER YOUR VEHICLE'S RIDE HEIGHT IS ALTERED.

We recommend using an internal coil spring compressor



COIL SPRING SPACER

INSTALLATION INSTRUCTIONS

NOTE: INSTALLATION SHOULD BE DONE BY A PROFESSIONAL MECHANIC. AN INTERNAL COIL COMPRESSOR IS RECOMMENDED, COIL SPRINGS ARE UNDER HEAVY LOAD, SO EXTREME CAUTION SHOULD BE USED WHEN WORKING WITH COIL SPRINGS.

- 1) Jack up the front of the vehicle and support under the frame with jack stands.
- 2) Remove the tire, the sway bar end link, and then the brake caliper. Support the brake caliper up out of the way. **(DO NOT ALLOW THE CALIPER TO HANG BY THE BRAKE LINE)**
- 3) Remove the brake rotor and unbolt the ABS sensor if equipped with an ABS system. **(HANG ABS SENSOR OUT OF THE WAY TO AVOID DAMAGING)**
- 4) Remove the shock and set off to the side.
- 5) Unbolt the tie rod and break it loose by hitting the side of the spindle, right next to where the tie rod goes through the spindle, with a hammer. **(NEVER HIT THE TIE ROD ON THE THREADS)**
- 6) Support the lower control arm with a floor jack then remove the cotter pins at both the upper and lower ball joints if applicable. Next, loosen both ball joint nuts, but do not remove the nuts. Break the ball joints loose by first hitting the side of the spindle where the upper ball joint connects to the spindle, with a hammer. Next, do the same with the lower ball joint by hitting the side of the spindle where the lower ball joint connects. **(NEVER HIT THE BALL JOINT ON THE THREADS)**
- 7) Remove the spindle then very carefully let down the floor jack until there is no load on the coil and remove the coil.
- 8) Now install a coil compressor inside the factory coil and tighten. Re-install the coil and the Body armor coil spacer, with the spacer installed at the bottom of the coil. Make sure to re-install all factory coil isolators under the new spacer.
- 9) Jack up the floor jack that is still under the lower control arm until both control arms are close enough to safely re-install the spindle.
- 10) Re-install the spindle and tighten both the upper and lower ball joints. Once the spindle is tight, remove the coil compressor and re-install all components in the opposite order of which they were removed.

NOTE: THE VEHICLE'S TOE WILL NEED TO BE CHECKED AND ADJUSTED BEFORE DRIVING AND THE VEHICLE'S ALIGNMENT WILL NEED TO BE CHECKED AS SOON AS POSSIBLE