

GM LOWER MOUNT LEVELING KIT

INSTALLATION INSTRUCTIONS



IMPORTANT

Terms and conditions

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Please Note

Spacer thickness to lift amount is not a 1 to 1 ratio



WATCH INSTALL VIDEOS:

Scan this code with your phone to see a installation video or go to www.youtube.com/c/MotoFabLifts

GETTING STARTED:

Jack up the front of the vehicle and support the vehicle with jack stands, make sure the front wheels are off of the ground. Remove the front wheels.



1 After removing the wheel, remove any brake line and ABS line brackets, so you have enough slack in the lines.



2 Use an 18mm wrench to remove the upper strut mount nuts and the upper ball joint nut. Strike the side of knuckle with a hammer to get the ball joint to separate.



3 Using a 21mm wrench, remove the steering linkage nut.

*****Spacer thickness to lift amount is not a 1 to 1 ratio*****

GM 1500 FRONT LEVELING KIT

100% SATISFACTION GUARANTEED
LIFETIME WARRANTY • MADE IN USA



*****Spacer thickness to lift amount is not a 1 to 1 ratio*****

QUESTIONS? CALL 800-430-8674



4

Remove the sway bar nut and bushing.



5

Remove the two lower strut mount bolts and loosen the 3 upper strut mount nuts. Remove the two lower spring clip nuts and discard.



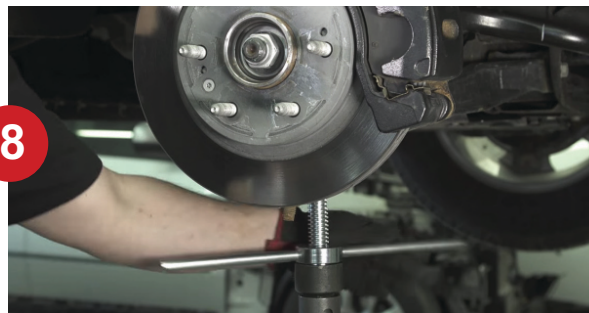
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You can then insert the spacer between the lower control arm and the lower strut mount and align the holes.



7

Insert the bolts from the top down so that the nut is on the bottom. If the bolts come from the bottom they will contact the CV shaft.



8

Raise the lower control arm to raise the spindle while lowering the upper control arm to re-install the upper ball joint and Re-install the steering linkage.



9

Complete the installation on the other side of the truck before reinstalling the sway bar nut and bushings.

*****Spacer thickness to lift amount is not a 1 to 1 ratio*****

A front end alignment back to factory spec is required after the install

IMPORTANT: BEFORE DRIVING THE VEHICLE MAKE SURE ALL HARDWARE IS TORQUED TO FACTORY SPECS.
AFTER INSTALLING THE KIT, A THE TRUCK NEEDS TO BE ALIGNED BACK TO FACTORY SPEC.