



## INSTALLATION INSTRUCTIONS

# GM LOWER MOUNT LEVELING KIT



**\*\*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](http://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.



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

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.

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

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

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## IMPORTANT

# GM 1500 FRONT LEVELING KIT

100% SATISFACTION GUARANTEED  
LIFETIME WARRANTY • MADE IN USA



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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.



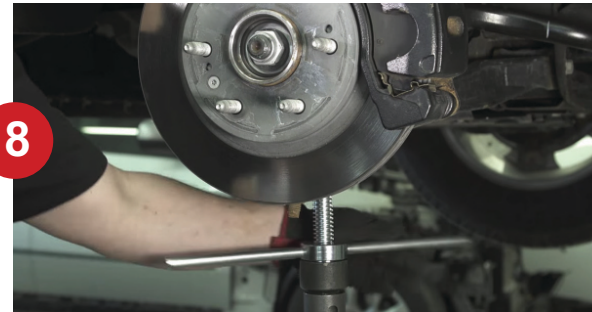
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You can then insert the spacer between the lower control arm and the lower strut mount and align the holes.



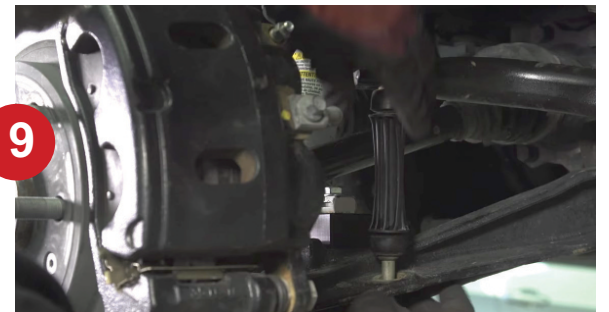
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Insert the bolts from the top down so that the nut is on the bottom. If the bolts come from the bottom they will contact the CV. shaft.



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.

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\*\*\*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.