

SPINDLES, COILSPRINGS, SHOCK RELOCATER KIT, AND AIRARM INSTRUCTIONS



1. Using floor jack, jack up truck till wheels are off the ground and support with jack stands.
2. Remove wheels.
3. Unbolt upper shock bolt and 2 lower shock bolts and remove shock.
4. A coil spring compressor should be used to keep the coil compressed. If not using spring compressor is not being used then extreme caution should be used when dislocating the lower ball joint in the next step as the coil will unload with great force once the lower ball joint is broken loose.
5. Using ball joint separator dislocate lower ball joint from spindle. Make sure upper control arm and spindle are supported by wedging something between upper arm and frame.
6. With lower arm unbolted from the spindle remove bolts from lower control arm mounts at the frame and remove the lower control arm.
7. Bolt aftermarket lower control arm in place with the straighter side with the bigger bolt hole to towards the front of the vehicle.
8. Bolt lower ball joint to lower position of spindle.
9. Support lower control arm with floor jack.
10. Using ball joint separator again dislocate upper ball joint from spindle. Make sure once again that the spindle is supported to prevent brake line from being stretched.



11. If you are only installing SPINDLES, or COILSPRINGS, then remove the factory spindle and Coil and re- install Spindles and coils at this time.
12. Unbolt upper control arm cross shaft from upper control arm gusset leaving cross shaft installed in upper control arm as it will not be reused because our aftermarket upper arms for the s10 come with new cross shafts.
13. Install aftermarket upper control arms with ball offset towards the front of the truck by bolting cross shaft to upper control arm gusset.
14. Bolt upper ball joint to upper position of spindle.
15. Install bags and upper brackets before reinstalling wheels.
16. With front end assembled and all nuts and bolts tightened lower vehicle down and make sure air suspension is working properly.
17. Be sure to get truck aligned at the ride height that it will be driven at the most.



Driver side with control arms and spindles removed.
Shown with SPRING POCKET ELIMINATORS & SHOCK
RELOCATOR.



Passenger side with control arms installed and spindle turned to the right.
Passenger side with control arms installed and spindle turned to the left.
If you are installing Optional Spring Pocket Eliminators,



You will need to hold the Eliminator barrel up to the frame and trace where you intend to cut. Do not worry about strength because when you weld the 3/16" Thick Gauge Barrel in place, your frame will be several times stronger than factory. The easy way to do this is with a Plasma Cutter. A die grinder will do the job if you are patient.

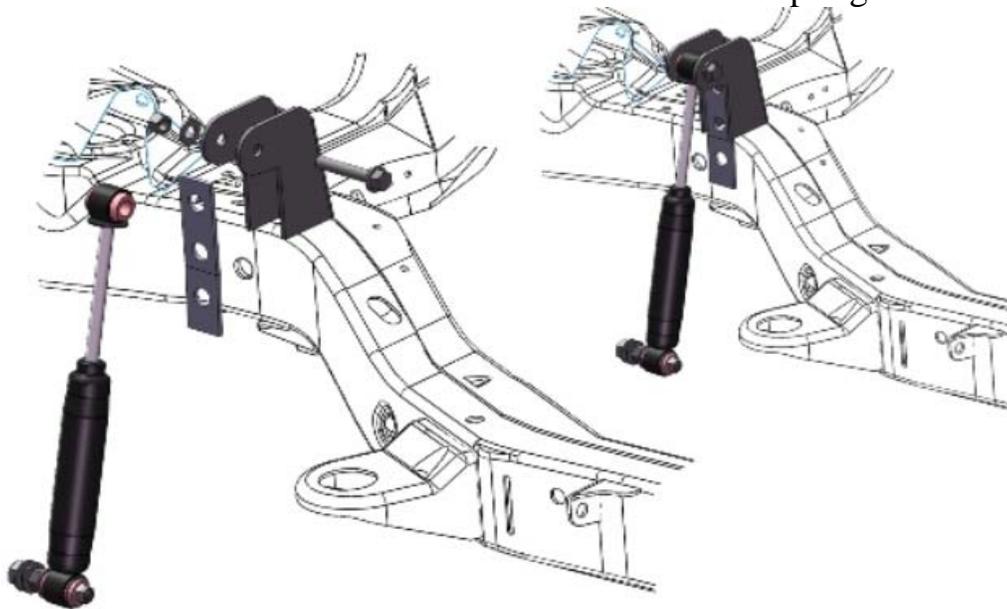
Then slide the Barrel up into the cavity and "Tack-Weld" in place when you have determined the best possible placement. SpringPocket Eliminators will allow you to use a #3800 8.50" wide bag on a fullsize truck and allow you to lift it with under 120psi, but the best part is the smooth ride. With twice the air volume, it takes less to lift and it has room to breathe. A little more work, but do it right the first time.



If you are not UPGRADING to the Eliminators, you will install the standard Barrels at this point.



Shock Absorber Relocater kits are mandatory whenever installing an airkit that came with the shocks inside of the Coil Spring.



You must specify when ordering if you wish to have the Stem/Loop Version shown below, otherwise we will automatically ship the Loop/Loop Version shown on previous page.

