350 S. St. Charles St. Jasper, In. 47546
Ph. 812.482.2932 Fax 812.634.6632
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Part # 11414010
00-04 Tahoe/Yukon Rear bag, bracket, shock kit

Components:

2	90001102	F0335 Airsprings
2	90000415	A459-1 lower brackets
2	90000276	A234 upper brackets
2	90000224	A168 Washers

Hardware:

2	99435004	7/16” x 4 ½” studs	upper mount (cut off after mounting)
2	99432001	7/16” USS nyloc nuts	upper studs
2	99433002	7/16” flat washers	upper studs
4	99372005	3/8” **SAE** nyloc nuts	upper airspring mounting
4	99371001	3/8” x 3/4" USS bolts	lower airspring mount
4	99373005	3/8” lock washers	lower airspring mounting
8	99373003	3/8” SAE flat washers	upper & lower airspring mounting
2	99000003	3” Hose Clamps	attach lower brackets to axle tube

Shock:

2	986-10-020	7.55” Stroke Eye Top Shock Cartridge
4	70011138	3/4” ID Shock Bushing
8	70011186	9/16” ID Shock Sleeve Half

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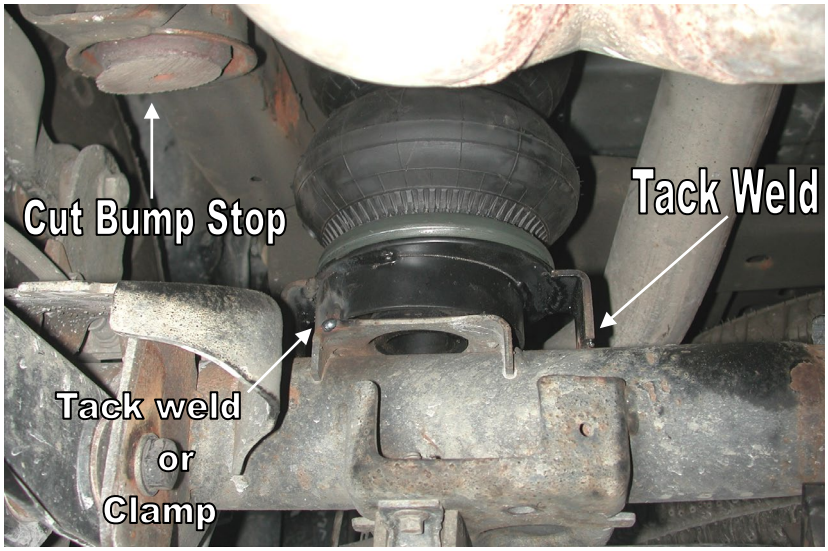
1. Raise and support vehicle at a safe and comfortable working height.

2. Support the axle then remove the coil spring and shock. Refer to service manual for proper disassembly procedure.



3. Apply thread sealant to an elbow air fitting and screw it into the air spring.

4. Place the upper cup bracket on top of the air spring and tighten with two 3/8” nyloc nuts and flat washers. Screw the 4 ½” stud into the nut in the bottom of the cup.

5. Bolt the lower bracket to the bottom of the air spring using two 3/8” x 3/4" bolts, flat washers and nylocs. The larger tab will be on the same side of the air spring as the air fitting access hole in the upper bracket.

6. One of the convolutions of the bump stop must be removed to allow maximum drop. This picture shows it after cutting.

7. Place the large washer on top of the frame over the hole in the upper coil spring pocket.

8. Hold the air spring assemble up to the pocket with the stud protruding through the large washer. Secure the assembly with a 7/16” nyloc nut and flat washer. Cut excess threads off of stud.

9. The lower bracket will seat into the lower coil spring pocket. It can either be secured with the 3” hose clamp or by tack welding it to the axle.

10. For necessary clearance and optimum effectiveness the sway bar end link must be shortened by approx. 1” so that it is 7 ¾” long from center eye to center eye. This 1” section will have to be cut from the center of the link and then welded back together.

11. Install the new shocks in place of the factory units.

12. Double-check air spring clearance through full suspension travel. **Rubbing will cause air spring failure and is not warrantable.**

13. The driving height on this air spring is approximately 5” tall, but will vary to driver preference.

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 or stud top.

You must first begin at the ZERO setting, then set the shock to a street 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.