

INSTRUCTIONS

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910-39310 - C10 Drop Suspension

Kit Contents - 910-39300

Qty	Part #	Description
1	91039301L	Lower Control Arm, Pair
1	91039302U	Upper Control Arm, Pair
2	91039303.2	Lower Coilover Mount, Pair
1	91039305.1-PR	Spindle Body, Pair
2	910393055/910393056	Wheel Hub, 5x5" or 6x5.5"
1	91039307.1	Crossmember Body
1	91039307.2-L	Crossmember Outer Plate, Left
1	91039307.2-R	Crossmember Outer Plate, Right
1	91039307.3-L	Crossmember Backing Plate, Left
1	91039307.3-R	Crossmember Backing Plate, Right
4	91039307.4	Crossmember Cross Shaft Clamp
2	91039307.5	Crossmember Top Coilover Mount
4	91039307.6	Crossmember Camber Spacer
2	91039307.7	Steering Adapter, M15x1.5 to 5/8-18LH
1	91039307.8-L	Steering Arm, Left
1	91039307.8-R	Steering Arm, Right
2	91039308.1	Sway Bar Bracket
1	91039308.2-L	Sway Bar Mount, Left
1	91039308.2-R	Sway Bar Mount, Right
1	91039308.3	Sway Bar Arm, Pair
2	91039308.4	Sway Bar Link
1	91039309	Steering Rack
1	91035100	Sway Bar, 32"
1	91039307.H	Crossmember Hardware Kit
1	91039308.H	Sway Bar Hardware Kit 1
1	91039308.H2	Sway Bar Hardware Kit 2
1	91039309.H	Steering Hardware Kit

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910-39307.H - Hardware Kit Contents

Qty	Part #	Description
8	1/2"-20 x 1-1/2", Socket Head	Lower Cross Shaft Clamp to Crossmember Body
4	1/2"-20 x 3-1/4", Hex Head	Upper Cross Shaft Mount to Crossmember Backing Plate
8	1/2", Flat Washer	Upper Cross Shaft Mount to Crossmember Backing Plate
4	1/2"-20, Locknut	Upper Cross Shaft Mount to Crossmember Backing Plate
6	7/16"-20 x 1-1/4", Hex Head	Crossmember Body to Crossmember Backing Plate
12	7/16", Flat Washer	Crossmember Body to Crossmember Backing Plate
6	7/16"-20, Locknut	Crossmember Body to Crossmember Backing Plate
4	3/8"-24 x 3", Hex Head	Upper Coilover Mount to Crossmember Outer Plate
10	3/8"-24 x 1-1/4", Hex Head	Crossmember Outer Plate to Crossmember Backing Plate
28	3/8", Flat Washer	Upper Coilover Mount, Crossmember Outer Plate, Crossmember Backing Plate
14	3/8"-24, Locknut	Upper Coilover Mount, Crossmember Outer Plate, Crossmember Backing Plate
2	Camber Shim Kit	Upper Cross Shaft Mount to Crossmember Backing Plate

910-39308.H - Hardware Kit Contents

Qty	Part #	Description
2	1/2"-20 x 3-1/2", Hex Head	Sway Bar Link to Lower Control Arm
2	1/2"-20 x 2-1/4", Hex Head	Sway Bar Arm to Sway Bar Link
4	1/2", Tapered Spacer	Sway Bar Arm to Sway Bar Link
4	1/2"-20, Locknut	Sway Bar Arm, Sway Bar Link, Lower Control Arm
4	3/8"-24 x 1-1/4", Socket Head	Sway Bar Mount to Sway Bar Bracket
2	3/8"-24 x 2-1/2", Hex Head	Sway Bar Arm Pinch Clamp
2	3/8"-24 x 1-1/4", Hex Head	Sway Bar Bracket to Frame
8	3/8", Flat Washer	Sway Bar Bracket to Frame
8	3/8"-24, Locknut	Sway Bar Mount to Sway Bar Bracket, Sway Arm Pinch Clamp
2	Sway Bar Collar	Sway Bar
2	1/4"-28, Set Screw	Sway Bar Collar
2	Sway Bar Bushing	Sway Bar Mount

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910-39308.H2 - Hardware Kit Contents

Qty	Part #	Description
2	1/2"-20 x 3-1/2", Hex Head	Lower Coilover Mount to Coilover
2	1/2"-20 x 3-1/4", Hex Head	Upper Coilover Mount to Coilover
4	1/2" x 3/4" x 7/16", Spacer	Lower Coilover Mount to Coilover
8	1/2", Flat Washer	Lower Coilover Mount, Upper Coilover Mount
4	1/2"-20, Locknut	Lower Coilover Mount, Upper Coilover Mount
2	1/2"-20RH, Heim Joint	Sway Bar Link to Sway Bar Arm
2	1/2"-20RH, Jam Nut	Sway Bar Link to Sway Bar Arm
2	1/2"-20LH, Heim Joint	Sway Bar Link to Lower Control Arm
2	1/2"-20LH, Jam Nut	Sway Bar Link to Lower Control Arm

910-39309.H - Hardware Kit Contents

Qty	Part #	Description
2	5/8"-18 x 5", Hex Head	Steering Rack to Crossmember Body
2	5/8"-18 x 3-1/2", Hex Head	Steering Rod End to Steering Arm
2	5/8", Flat Washer	Steering Rack to Crossmember Body
4	5/8", Tapered Spacer	Steering Rod End to Steering Arm
4	5/8"-18, Locknut	Steering Rack to Crossmember Body, Steering Rod End to Steering Arm
4	9/16", Flat Washer	Steering Rack to Crossmember Body
4	1/2"-13 x 2", Hex Head	Steering Arm to Spindle Body
4	1/2", Flat Washer	Steering Arm to Spindle Body
6	M14x1.5 x 50, Socket Head	Spindle Body to Wheel Hub
2	M15x1.5, Jam Nut	Steering Rack to Steering Adapter
2	5/8"-18LH, Heim Joint	Steering Arm to Steering Adapter
2	5/8"-18LH, Jam Nut	Steering Arm to Steering Adapter

This kit is designed to provide proper handling characteristics and geometry at a 5" lowered height on C10 trucks. It requires converting the truck to rack and pinion steering through complete removal of the stock front suspension, drilling new frame pickup points, and adapting the factory steering column to the new rack and pinion. Removal or alteration of the factory wheel wells will likely be required depending on wheel and tire size used. This work should only be attempted by experienced fabricators and those familiar with this type of work. Please read the instructions completely before starting this project.

C10 Drop Suspension Install

Preparation:

1. Before starting the front suspension install, review your kit contents and ensure that all parts and hardware are accounted for. If any missing parts are found, contact Speedway Motors customer support. It is recommended that you keep the hardware kits separated to make it easier to find the proper hardware. This kit does not include the coilover shocks, so be sure you have either your desired shock and spring or strut rods ready and available to set your truck on the ground.

Disassembly:

2. If all parts are accounted for, you can start your stock suspension disassembly. Both the frame and the engine, if installed, will need to be supported separately. To do this you will need to remove your engine mount bolts from the front crossmember and frame. We recommend supporting the frame with jack stands or a car lift and supporting the engine with an engine crane or engine lift. Be sure that your truck is supported properly as removing the stock front suspension may require hammering and prying. **ENSURE ALL PRESSURE IS REMOVED FROM THE FRONT ENGINE MOUNTS BEFORE ANY FURTHER DISASSEMBLY.**

3. With your frame and engine supported, remove the entire front knuckle assembly from each side, including the wheels, brakes, spindles, control arms, and sway bar if equipped. This is also a good time to remove the factory steering linkage, including the steering box, as it will not be needed for the new suspension.

4. Next, will be the removal of the front crossmember. To remove the crossmember, all rivets and bolts from the crossmember to the frame rails will need to be removed. If you are installing your new suspension with the engine in the truck, space to work may be limited. It is recommended you either drill out or grind off the head of each rivet and use a punch to remove the rivet without damaging the frame holes. The frame holes will be reused to align and secure your new front suspension. Once all rivets and bolts are removed, carefully lower the stock front crossmember away. This can be done by supporting the front crossmember with a jack or having a friend help you.

Drop Suspension Assembly:

5. It is now time to start installing your new front suspension. First gather the 3/8" and 7/16" hardware from hardware kit 91039307.H.

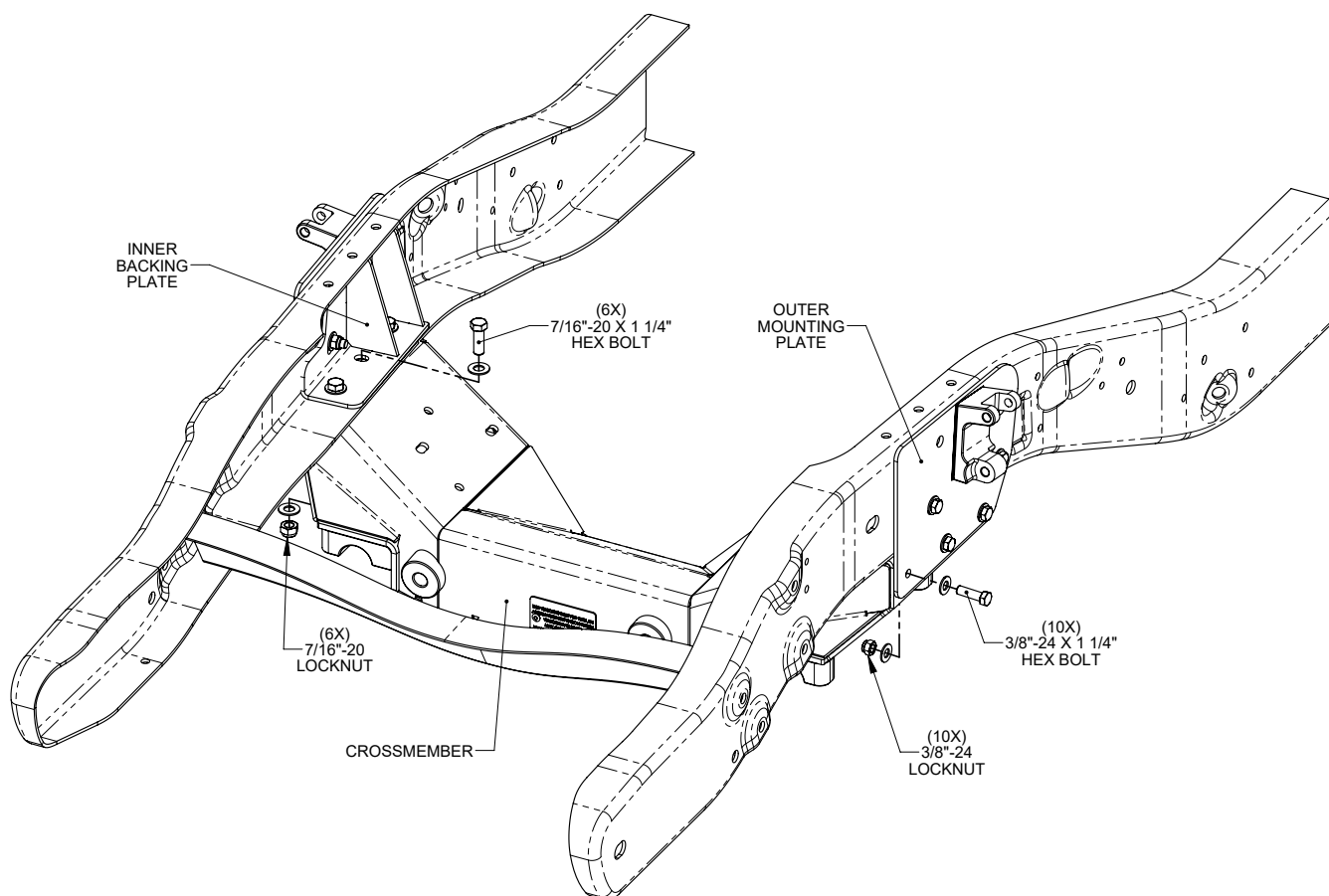
From 910-39307.H	
6x	7/16"-20 x 1-1/4" Hex Head, 7/16"-20 Locknut
12x	7/16" Flat Washer
10x	3/8"-24 x 1-1/4" Hex Head, 3/8"-24 Locknut
20x	3/8" Flat Washer

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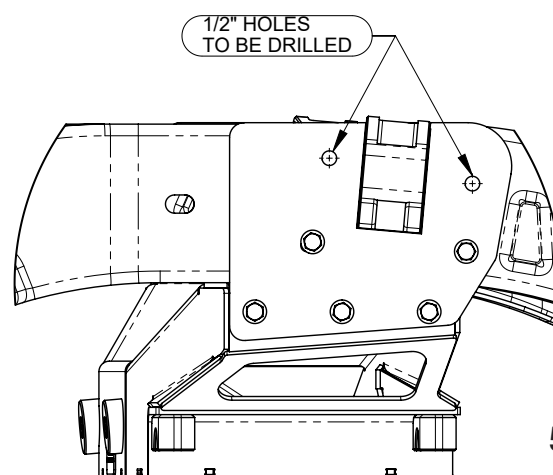
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Raise your crossmember body up to the bottom of the frame and install it loosely using your 7/16" hardware. Your hardware should go through the crossmember backing plates, frame rails, and crossmember body. It is recommended you use a jack or have a friend assist you in supporting the crossmember while you install the bolts. With the 7/16" bolts loosely installed, use your 3/8" hardware to install the crossmember outer mounting plates. The bottom three bolts on each side will go through the crossmember body and the top two bolts on each side will go through the frame rails and backing plates. Tighten all bolts by first tightening all six lower outer mounting plate bolts, followed by alternating between the six lower frame rail bolts and the upper four outer mounting plate bolts. This will ensure that the backing plates are securely pulled tight into the inner corner of each frame rail. At this point you can reinstall your engine mounts if equipped, as the crossmember is fastened to the frame.



Now it is time to drill your new upper control arm mounting locations. Use a 1/2" drill bit and drill two holes on each side through the remaining two holes in each outer mounting plate. Your outer mounting plates will act as a template and the holes should pass through the frame and be captured on the back side by holes in the inner backing plate.



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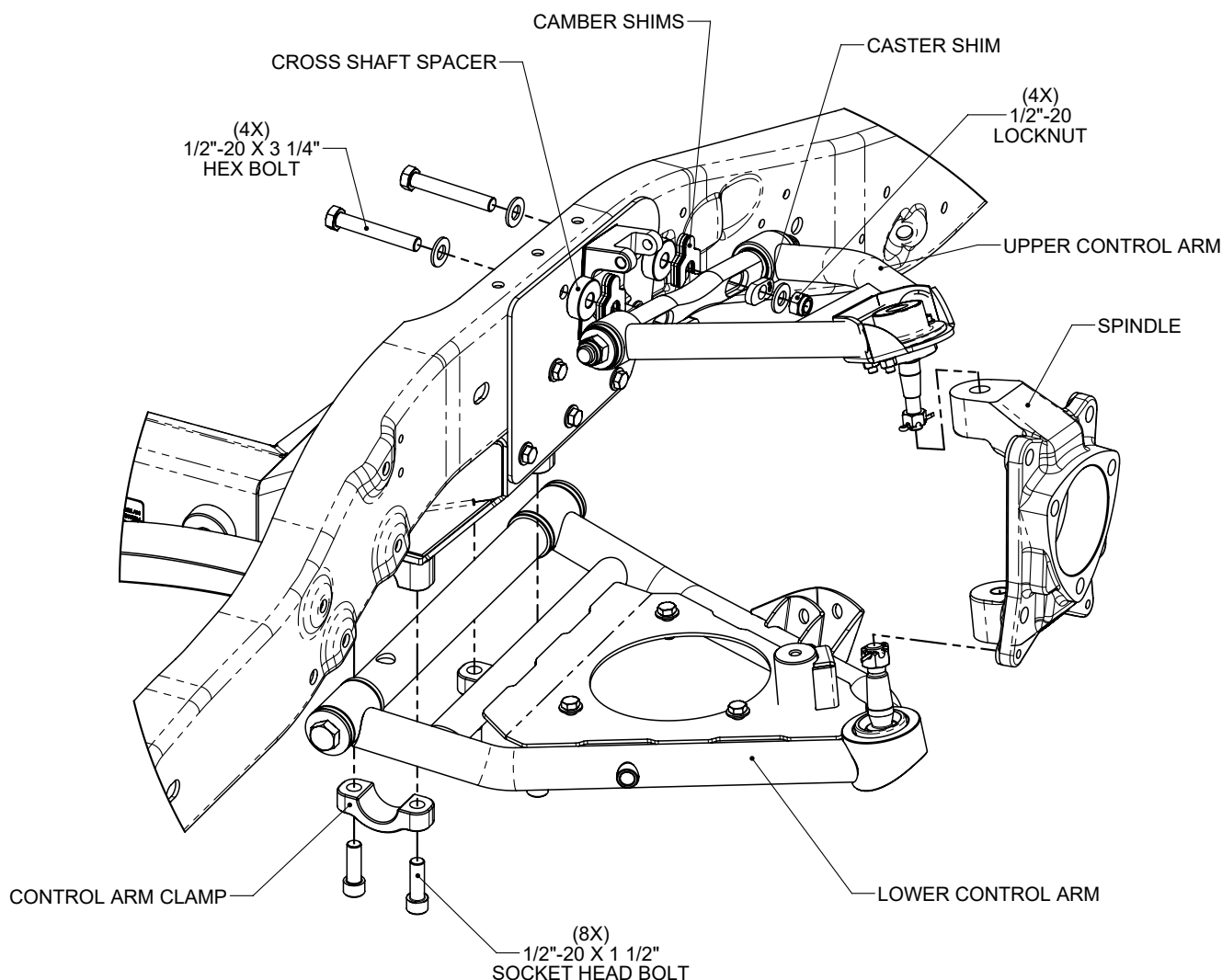
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6. Next, mount your spindles, upper control arms, and lower control arms. To do this you will need the following 1/2" hardware from hardware kit 91039307.H.

From 910-39307.H	
8x	1/2"-20 x 1-1/2" Socket Head
4x	1/2"-20 x 3-1/4" Hex Head
8x	1/2" Flat Washer
4x	1/2" Locknut

Mount the lower control arms first by aligning the positioning dowel and securing to the crossmember with the control arm clamps and 1/2" socket head hardware. **MAKE SURE TO USE THREAD LOCKER ON ALL EIGHT CLAMP BOLTS.** Install the upper control arms with the 1/2" hex head hardware, caster shims, and cross shaft spacers. It is also recommended that you preinstall 1/2" camber spacers. These can be removed later as need during alignment. Use the "O" caster shims for initial installation. Install the spindles onto the lower ball joints first followed by the upper ball joints. Tighten the supplied castle nuts and install the cotter pins.

NOTE: Caster shims may need adjusted during alignment after suspension installation.



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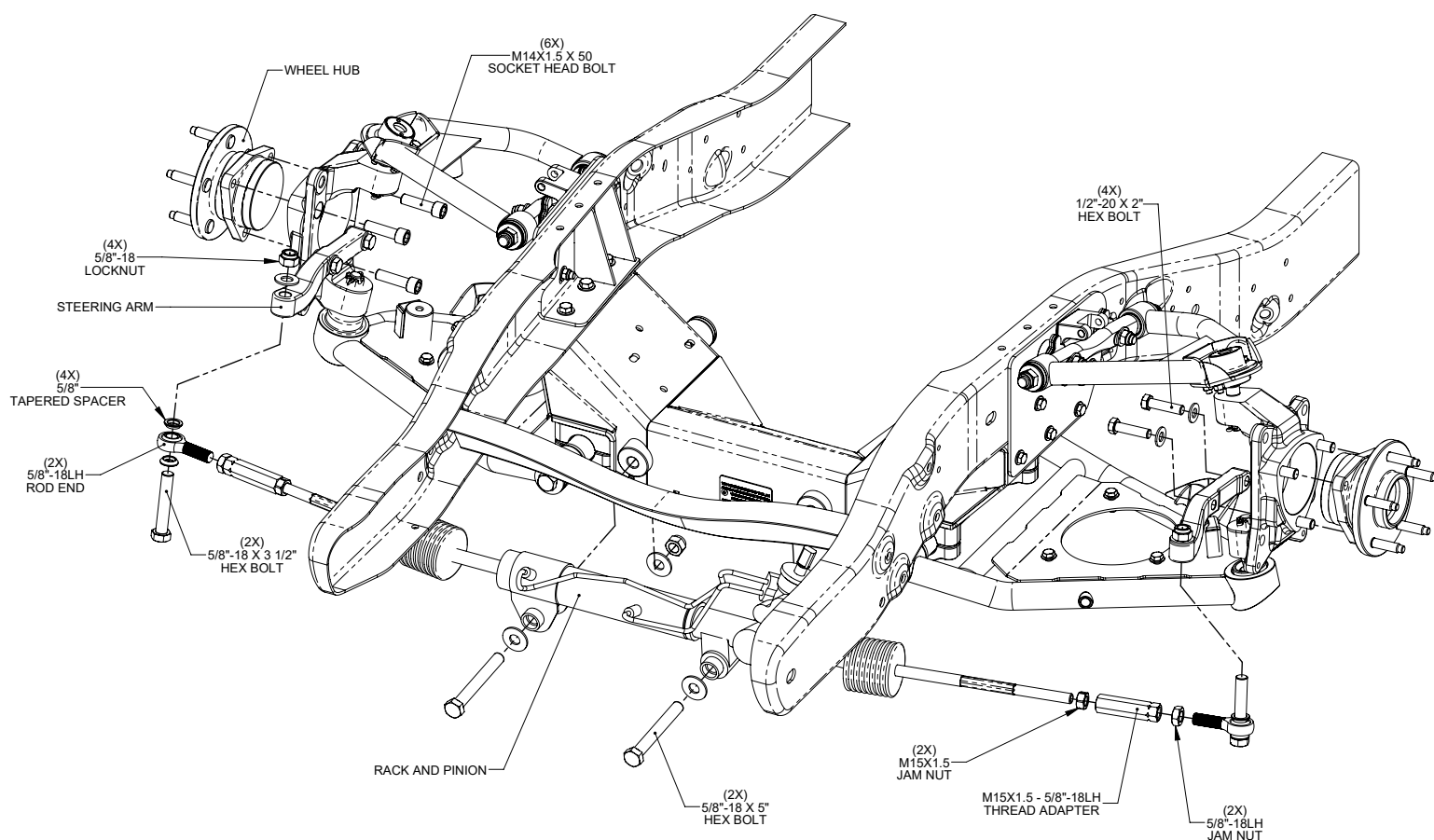
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7. Now it is time to install the steering assembly consisting of the steering rack, steering arms, rod ends, and hubs. This will require the entire 91039309.H hardware kit. First install the wheel hubs and steering arms using the supplied M14 and 1/2" bolts respectively. **MAKE SURE TO USE THREAD LOCKER ON BOTH THE HUB BOLTS AND STEERING ARM BOLTS.** The steering arms should be oriented so that they slope down and out at the front of the vehicle. Install the steering rack with the longest of the 5/8" hardware. Unlike the other 5/8" bolts, the rack mounting bolts will use large 9/16" washers included that have the largest outside diameter of all the supplied washers. Next thread the M15 jam nut, steering adapter, 5/8" jam nut, and 5/8" rod ends onto the rack. Thread the adapter and rod end on as far as possible and leave the jam nuts loose for later adjustment. Finally, install the rod ends to the steering arms using the supplied misalignment spacers and 5/8" hardware. These bolts will need to be installed in the orientation shown to clear 17" and some 18" wheels. It is recommended that you also use thread locker on the rod end to steering arm 5/8" bolts.

NOTE: The steering linkage will need adjustment during alignment after suspension installation.

NOTE: The customer will be responsible for adapting the factory steering column to the steering rack. The steering rack input shaft is a 3/4" Double-D.



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8. Install the lower coilover mounts with the 3/8" hardware supplied with the lower control arms. Then prepare your coilovers (NOT INCLUDED) to be installed per your shock's instructions.

It is recommended that you utilize coil spring thrust bearings and apply anti-sieze to the adjuster threads. If you have not yet purchased your coilovers then install strut rods to support the suspension and purchase coilover shocks and springs compatible with this kit.

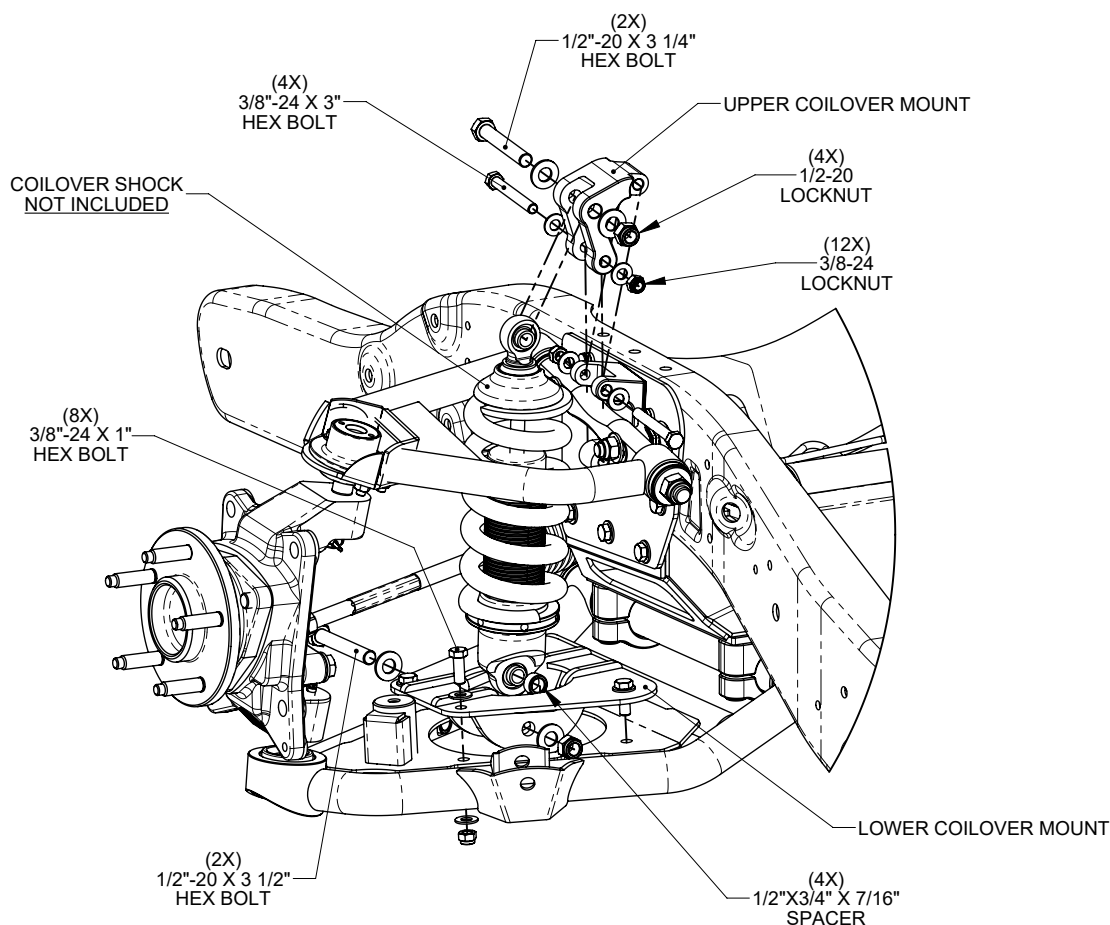
This kit is designed around shocks with a 4" stroke such as AFCO 1340CT or similar which utilize a 1" wide 1/2" ID bearing mount. Install your coilovers with the body down and the adjusters oriented inward on the bottom and outward on the top if applicable. Set your initial ride height by setting your coilover adjuster nut to touch with zero preload at full extension. Install your coilovers to the upper and lower coilover mounts using the supplied 1/2" hardware and spacers from hardware kit 91039308.H2. Install the upper coilover mount to the crossmember outer mounting plate using the supplied 3/8" hardware found in hardware kit 91039307.H.

From 910-39307.H

4x	3/8"-24 x 3" Hex bolt, 3/8"-24 Locknut
8x	3/8" Flat Washer

From 910-39308.H2

2x	1/2"-20 x 3-1/2" Hex Bolt, 1/2"-20 x 3-1/4" Hex Bolt
4x	1/2"-20 Locknut, 1/2"x3/4" x 7/16" Spacer
8x	1/2" Flat Washer

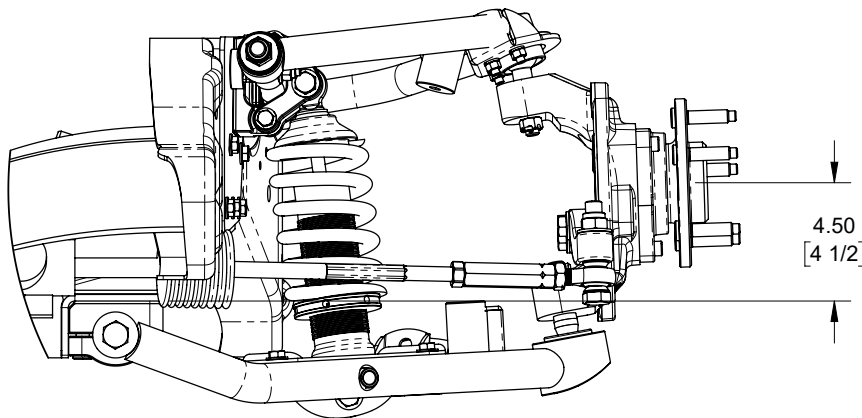


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9. At this point you can **OPTIONALLY** set ride height and perform an alignment before moving on to sway bar installation. To set ride height you will need to install your brakes, wheels, and tires and measure your truck's height relative to the ground. Set the ride height with the adjustable spring collar as detailed by your shock manufacturer. This kit is designed around a 5" drop where the wheel center is $4.5" \pm 0.25"$ above the bottom side of the crossmember cross-shaft mount as shown to the right. Deviation from this ride height can result in inconsistent handling characteristics. It is recommended that you reverify that you are within ride height spec after all camber and caster adjustments.

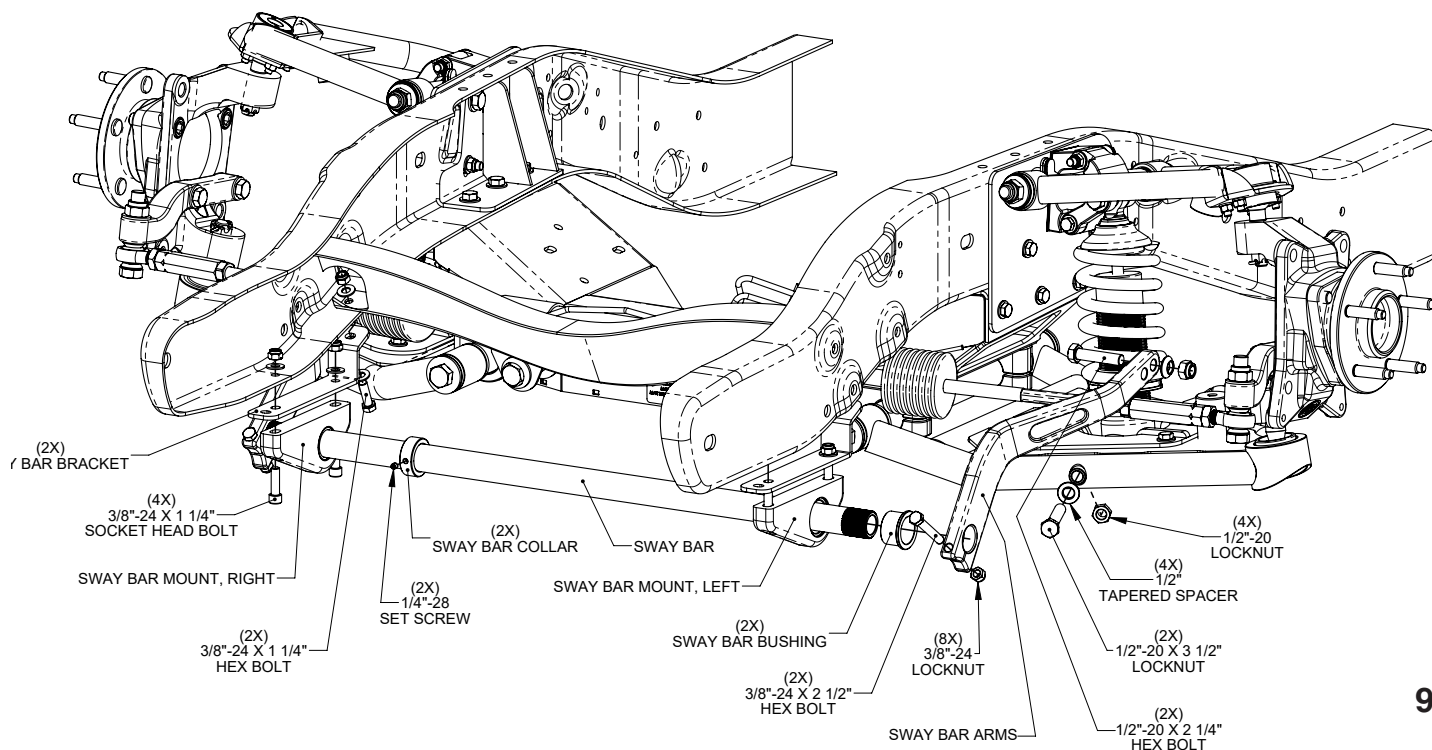


Sway Bar Installation

10. Preassemble the sway bar mounts, sway bar bushings, sway bar collars, and sway bar as shown. Loosely install your sway bar arms on each side so that they are clocked evenly and mark the slit in the arm on each side of the bar. Remove the arms. The marks on the bar will be your reference for reinstalling the arms later. You will use all hardware in kit 91039308.H as well as the remaining hardware in 91039308.H2 listed below.

From 910-39308.H2

2x	1/2"-20RH Heim, 1/2"-20LH Heim, 1/2"-20RH Jam Nut, 1/2"-20LH Jam Nut
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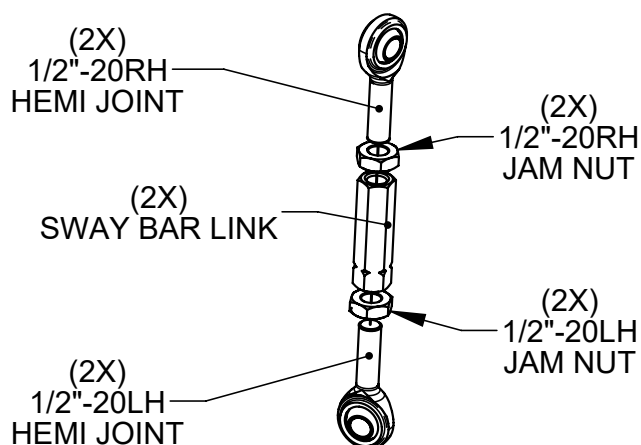


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Preassemble your sway bar links loosely as shown below.

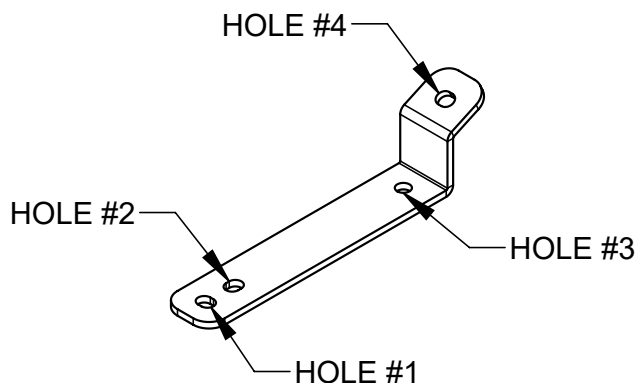


Sway Bar Bracket Install 1967-1972

a. For early frames, the sway bar bracket will bolt through factory frame holes with hole #4 going through the front support crossmember hole. This hole will have a rivet that must be removed the same way as mentioned in Step 4. After removing the rivet, replace it with the supplied 3/8" hardware through the frame and bracket, leaving the bolt loose for adjustment. Hole #2 should align with a factory frame hole. Verify this before continuing.

Sway Bar Bracket Install 1973-1987

b. For later frames, the sway bar brackets will need to be aligned from factory frame holes and have two mounting holes drilled on each side. Hole #1 will match up with a hole in the frame approximately 11-1/2" ahead of the leading edge of your lower control arm pivot bolt. Use one of your 3/8" bolts to temporarily mount the bracket to the frame through that frame hole and hole #1 on your bracket. Square the bracket to the frame and mark hole #2 on the frame. Center punch and drill that hole with a 3/8" drill bit. Repeat this on both sides. After drilling the holes, loosely install your preassembled sway bar and brackets through holes #2 and #3. Adjust the mounts and brackets as necessary within the slots to square the brackets to the frame and mark the #4 holes on the frame. Remove the assembly and drill your rear bracket holes again with a 3/8" drill bit.



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Finally, install your sway bar assemblies and brackets to the frame using bracket holes #2, #3, and #4. The mounts and brackets are slotted to allow for adjustment. Install your sway bar arms in the orientation shown so that they go over the steering linkage and are properly clocked together according to your marks. Install the sway bar links through the first hole furthest from the splines on each arm with the notched ends down using the supplied 1/2" hardware. Leave one link loose from the lower control arm until the vehicle is on the ground to properly adjust the sway bar for zero preload. Set your truck on the ground, still supported by a jack or lift if necessary, and finish installing your sway bar links to the lower control arms. Adjust the sway bar links so that they have no preload and tighten the jam nuts.

Set Ride Height and Alignment:

11. To complete your suspension installation, do a complete bolt check of your entire suspension to ensure no bolts were missed and set the ride height according to Step 9 if you have not already. Always disconnect one side of the sway bar when setting ride height and adjust the sway bar accordingly for zero preload. Set your truck's alignment to the following initial settings.

Initial Alignments Specifications:	
Camber	$-.5^{\circ} \pm .5^{\circ}$
Caster	$6.5^{\circ} \pm .5^{\circ}$
Toe	0" - 1/8" Toe Out

Alignment Notes:

- Every 2" of chassis rake will correspond to approximately 1° of caster loss.
- Numbers on caster shims are offset in 1/8" increments, each 1/8" offset corresponds to approximately $5/8^{\circ}$ caster

Steering Assembly:

12. The customer is responsible for adapting the factory steering column to the new steering rack. The rack utilizes a 3/4" Double-D input shaft. We recommend using a 3/4" Double-D double U-joint out and away from the engine followed by another U-joint back to the steering column. This setup required fabricating a bracket to support the linkage. Ensure your steering setup is free of binds and all parts are within their manufacturer's specified safe operation angles.

Need Help with This Product?

Talk to one of our Tech Support Agents:

Mon-Fri, 8am – 5pm (CST)

U.S.: 800.979.0122

Canada: 855.313.9180

International: 1.402.323.3200