

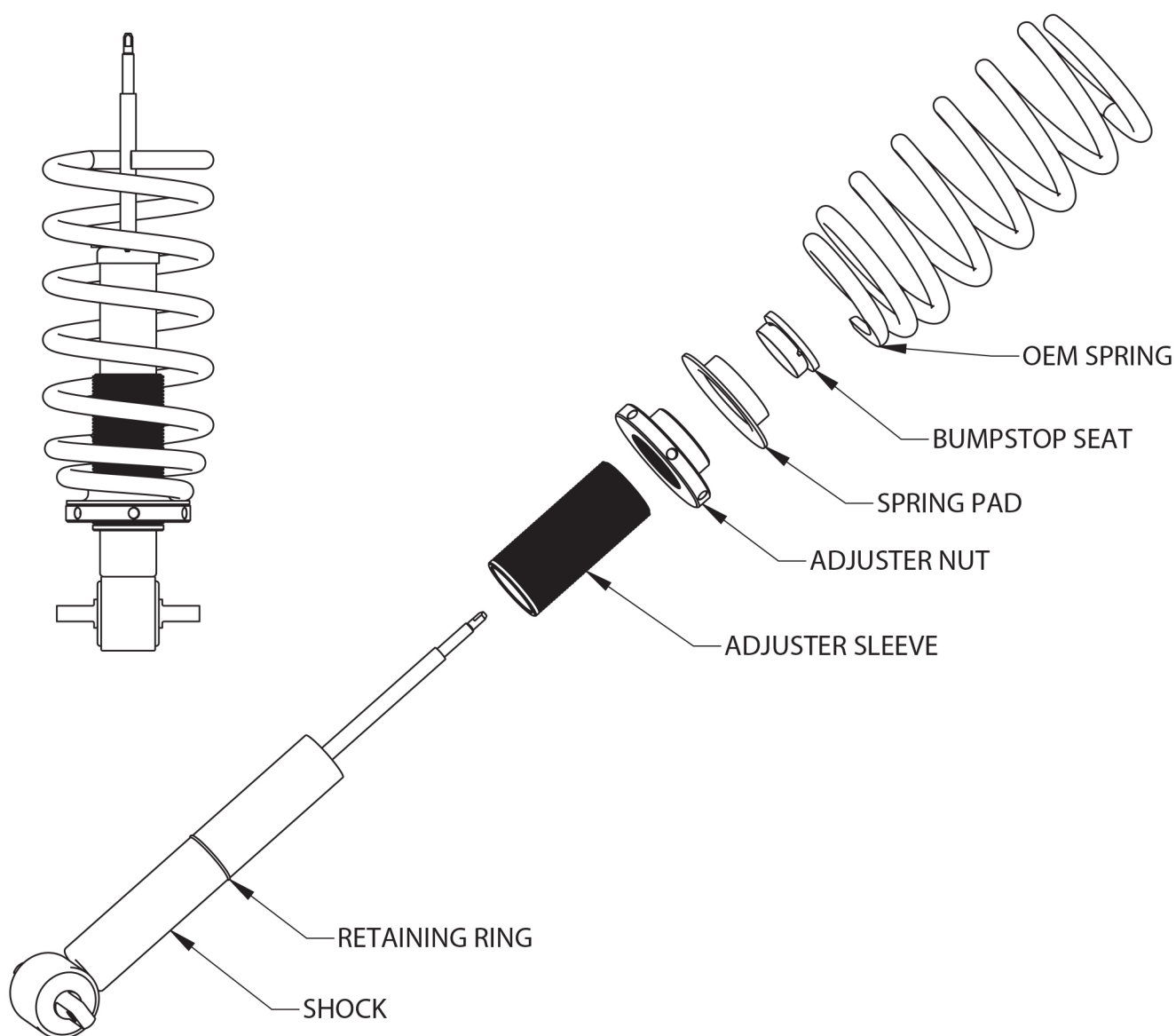
INSTRUCTIONS

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916-779 - 2014-2017 GM Truck Coil Over Kit

KIT CONTENTS	
P/N	Description
916-779.1	Adjuster Sleeve (2)
916-779.2	Adjuster Nut (2)
916-779.INSTR	Instruction Sheet



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This kit is designed to add adjustable ride height to the front end of GM pickup trucks. These adjusters work in conjunction with the OEM shocks and springs to allow setting the ride height by raising or lowering the lower spring seat and can be adjusted while on the vehicle – no disassembly, removing or adding shims is required to adjust. This kit includes the adjuster sleeves and nuts for both sides of the front suspension. Also available, Speedway's kit #916-77910 comes complete with a set of quality replacement shocks to dramatically upgrade the ride and handling in one package. With proper tools and a little work, these adjusters can be installed in an afternoon. **Please note that a spring compressor will be required for installation of this kit.**

1. Begin installation by securely supporting the front end of the truck on jack stands and removing the front wheels. The lower control arms will need enough room below to drop to allow removal and installation of the shock assembly. Be sure to block the rear wheels to prevent vehicle from moving. A lift can also be used if available.
2. Remove the three nuts at the top of the shock assembly. These nuts will be reused. Please note, do not attempt to remove the center nut from the shock shaft at this time.
3. Remove the two bottom retaining nuts from the lower shock mount cross shaft. Again, these will be reused on assembly.
4. Remove the sway bar end link retaining nuts to disconnect the sway bar from the lower arm. This will allow lower arm to drop for easier removal and installation of the shock assembly.
5. When all mounts have been unbolted, pull down on the spindle to allow removal of the shock assembly. Pull shock assembly down to remove upper studs from chassis holes and remove assembly. Mark upper mount to allow correct indexing on reinstall.
6. Using a suitable spring compressor, compress the spring until all pressure is removed from the top spring mount. Be aware that compressed springs can be extremely dangerous if suddenly/accidentally released. Be absolutely certain that the spring compressor is installed correctly and securely before moving to the next step.
7. Carefully remove the top mount nut and top mount. Remove the bump stop cup and bump stop from the upper end of the shock shaft. Remove the spring from the shock.

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8. Make sure the retaining ring is properly set in the ring groove of the shock body. With the step on the sleeve facing down as shown, install the adjuster sleeve down from the top of the shock over the retaining ring until it seats on the ring. Thread the adjuster nut onto the sleeve with the neck facing up. Install the lower spring seat pad onto the adjuster nut. To start, adjust the nut to be 1 to 1-1/2" up from the bottom of the sleeve. Final adjustment will be made after installation is complete and vehicle is on the ground.
9. Since we are dropping the ride height, we will need to shorten the OEM bump stop. These can be easily trimmed using a hacksaw or utility knife. We recommend cutting about 1 to 1-1/4" off.
10. Reinstall the bump stop seat onto the shock body. Install the bump stop and bump stop cup onto the shock shaft.
11. Slide the compressed spring down over the shock body onto the adjuster seat. Reinstall the upper mount and torque the center retaining nut to OEM specs. Once the nut is torqued, the spring compressor can be slowly released and removed from the spring.
12. Reinstall the shock assembly by reversing the above steps. Torque all fasteners to OEM specs.
13. Repeat the removal and reinstall procedure on the opposite side of the vehicle.
14. Double check all fasteners and components are properly installed and torqued. Check any cables and brake hoses for any potential interference and correct as needed.
15. Remove vehicle from stands or lift and set on ground. Measure ride height on both sides and adjust as needed. Lift vehicle up to take weight of the wheels for easier adjustment. Raise or lower adjuster nut as needed to fine tune ride height. Recheck ride height and repeat as required to achieve the desired ride height. If dropping the truck over 2-3", pay attention to the available shock travel in compression. Be sure that adequate compression travel is available. Bottoming the shock out over bumps can cause severe damage and possible loss of control.
16. With vehicle on the ground, turn full lock in both directions to check tire clearance with the fender openings and inner fenders. If anything looks like it may touch, adjust ride height as needed or modify wheel openings to clear. Keep in mind that the tire will travel up over bumps and will get closer.
17. After one last inspection, test drive the vehicle in a safe location to get accustomed to the new ride height and handling characteristics. Since things will settle some after driving for a while, recheck heights at both sides and readjust as needed. It is recommended that the alignment be checked at the new ride height.

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