



350 S. St. Charles St. Jasper, In. 47546
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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 1/2" 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

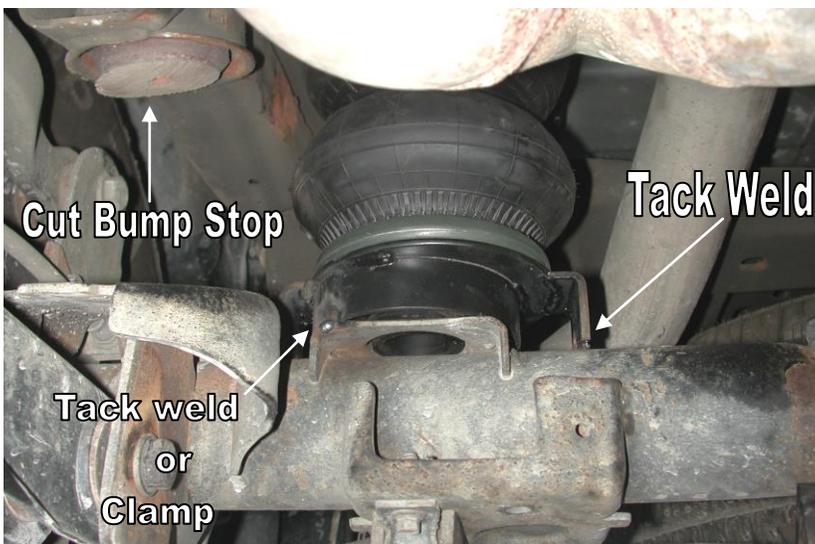
Shock:

2	22989999	HQ Smooth Body 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 1/2" 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 3/4" 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.