

SWAY-A-WAY®

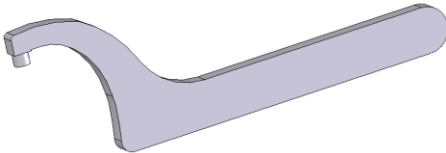
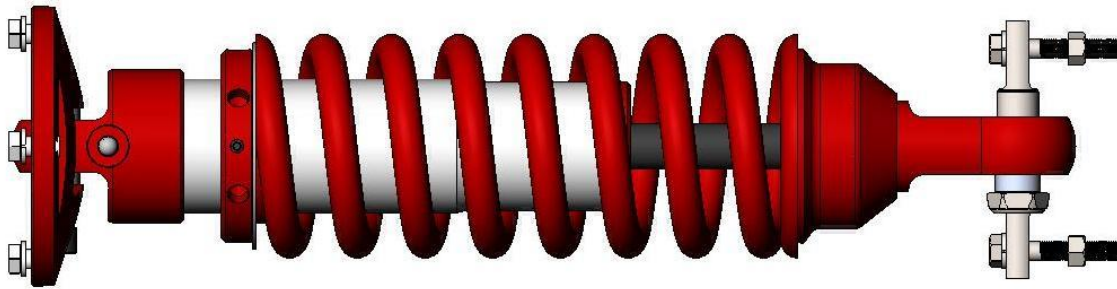
RACING TECHNOLOGY

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2007-2018 Chevy/GM 1500 Silverado/Sierra/Yukon/Tahoe/Suburban **Front Coilover Installation**

Parts List

- 2 Sway-A-Way Coilover Shocks
- 1 Sway-A-Way Spanner Wrench

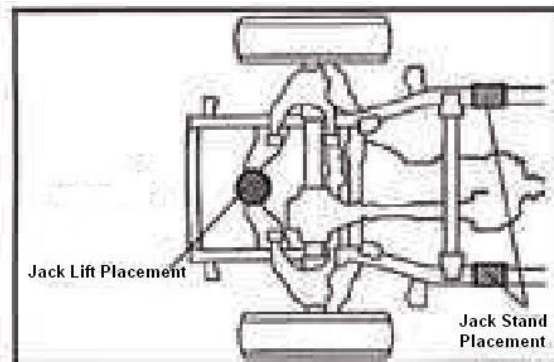


Tool List

- 22mm socket (lug nuts)
- 21mm socket (tie rods)
- 14mm wrench or socket (OEM spring hat)
- 15mm wrench or socket (OEM lower shock mount)
- Large Crescent Wrench (Lower front shock nut)
- Breaker Bar
- 5/32" Allen wrench
- 9/16" wrench & socket (Racerunner spring hat & lower bolts)
- 1-1/16" wrench or Crescent wrench (Nut on lower mount pin)
- Jack and jack stands
- Impact wrench
- Pry-Bar
- Safety Glasses

Removal and Installation Procedure for GM Front
(Shocks come pre-charged direct from the factory with 200 PSI of Nitrogen)

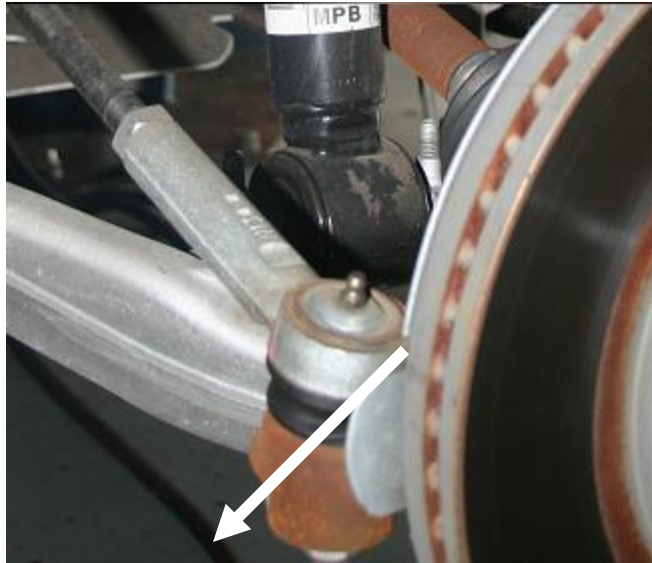
1. Park the vehicle on a level concrete surface where it is safe to work on your vehicle.
2. Lock and center the steering wheel.
3. Place blocks in front and behind the rear tires so as to keep the vehicle from moving forwards or backwards.
4. It is beneficial that you get a reference measurement of the stock ride height prior to the removal of the stock struts; measuring the distance from the center of the hub to the bottom of the fender does this. You will use this measurement when you are setting your ride height after installation.
5. Using a jack lift the front of the vehicle and support the vehicle using jack stands. Be sure to place the jack and jack stands securely in the positions shown in the diagram. After placing the jack stands slowly lower the jack and remove the jack so that the front suspension can hang freely. Remember to be alert and cautious when working under a vehicle.



6. Remove the front wheels and set them aside.
7. Using a **14mm** wrench or socket remove the three nuts from the top of the OEM spring hat.



8. Using a **15mm** socket remove the 2 bolts from the lower shock mount.



9. Using the **21mm** socket or wrench, remove the nut on the end of the tie-rod and then move the steering are out of the way. This will make the removal of the stock strut and installation of the new Racerunner shock easier.
10. Remove the entire shock assembly from the truck. Using a pry-bar to pull down on the stock upper arm will help make it easier.
11. To install your new *Sway-A-Way Coilover*, align the upper shock mount inside the stock coil housing with the Schrader valve facing outwards and loosely secure with the supplied 3/8" bolts and lock washers. The lower pin mount should not be tightened yet. It should be snug, but still be able to rotate freely.
12. Using a pry-bar, pull down on the upper arm and align lower shock mount with lower arm. The mount pin may have to be rotated to get the correct fit. Using the supplied bolts, nuts and lock washers, bolt the lower shock pin to the lower arm and tighten with a **9/16"** socket and wrench. Torque to 25 ft-lbs.



13. Using a **9/16"** wrench or socket torque the new spring hat 3/8"bolts to 25ft lbs. Tighten the nut on the lower mounting pin (1-1/16") to 50ft lbs using a **1-1/16"** wrench or crescent wrench.
14. Reconnect the tie-rod and torque to factory specs.
15. After having secured the shock to the lower arm you can set the initial ride height .Do steps 6 to 13 for the removal and installation of shock on other side.
16. Replace the wheels. Tighten the lug nuts to factory torque specifications and set the vehicle on the ground. Inspect the ride height.
17. If you are happy with the achieved lift you are done. The shock assembly is pre-set from the factory to about 2" of lift, but due to weight differences in vehicle models, it may come out to more or less actual lift. If adding lift, we recommend leaving about 1" minimum droop in the suspension, to keep the ride quality from becoming excessively harsh and "springy".
18. If the lift is too much loosen the coil spring adjuster. If the lift is not enough tighten the coil spring adjuster. Measuring the distance in between the top cap and adjuster nut, is a good place to reference preload changes. In most cases, 1/2" here, will lead to 1" of lift at the wheel. Repeat until you have achieved the desired lift. Remember to loosen the setscrew and lift the vehicle back up with a jack if adjusting the height to unload the spring. Remember to tighten the setscrew when all adjusting has been completed.

After you have finished installing your suspension kit, you must have the front end aligned.