

38112

**LEVEL TECH**

BY



**2014 4WD CHEVY / GMC 1500 TRUCK**  
**4" Leveling Kit Fits Only ALUMINUM Suspension**



**BASIC KIT INCLUDES:**

- |   |                                 |
|---|---------------------------------|
| 1) Left Upper Control Arm W/ Ball Joint (B438)  | 4) 12mm x 1.75 X 120mm          |
| 1) Right Upper Control Arm W/ Ball Joint (B438) | 4) 12mm Nylock Nut              |
| 2) Ball Joint Zerk Fitting                      | 8) 12mm Washers                 |
| 2) Cotter Pin                                   | 1) 5/16" x 1" Bolt              |
| 2) Castle Nut                                   | 1) 5/16" Nylock Nut             |
| 2) 1/4 NY Lock Nuts                             | 2) 5/16" Washers                |
| 2) 1/4 Washers                                  | 1) Skid Plate                   |
| 8) UCA Bushings MO3013                          | 2) 3" Tapered Block             |
| 4) UCA Sleeve                                   | 4) 9/16-18" x 11" Square U-Bolt |
| 4) UCA Zerk Fittings                            | 8) 9/16-18" U Bolt Nuts         |
| 2) Strut Extension                              | 8) 9/16" Washers                |
| 6) 7/16" Nuts                                   | 2) Rear Shock Extension         |
| 6) 7/16" Washers                                | 2) 9/16 x 3 1/2" Bolts          |
| 2) Differential Spacers .950                    | 4) 9/16" Washers                |
| 2) Differential Spacers .750                    | 2) 9/16" Nylock Nuts            |

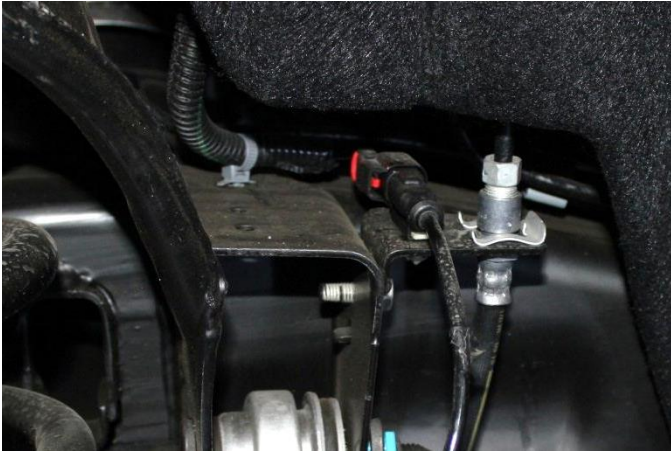
**Disassembly**

1) Prior to lifting the vehicle it is recommended that you measure the stock height so that you have a base line measurement. Measure from the bottom of the wheel to the lip of the fender, Position truck on a flat surface and lift vehicle by the frame so that the front wheels are off the ground. Use a floor jack and jack stands or a (2) two post lift if available.

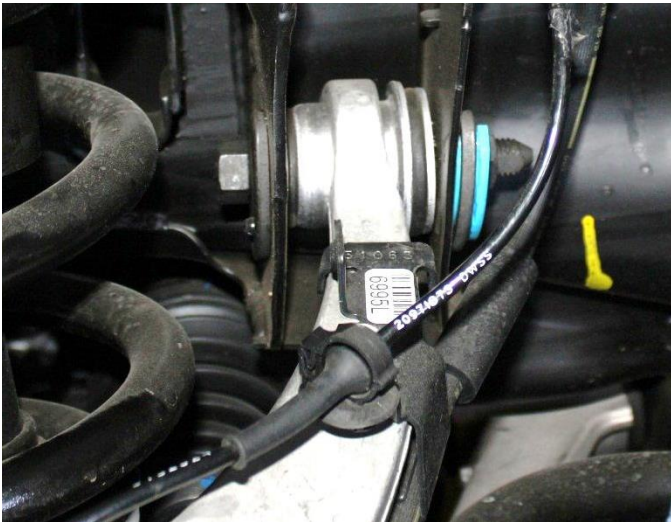
**NEVER WORK UNDER AN UNSUPPORTED VEHICLE**

2) Remove the front wheels. Unbolt the five 15mm bolts that hold the plastic air dam on. Set aside.

3) Unclip the ABS line at the upper control arm pocket on both sides.



4) Unclip the ABS line at the upper control arm.



5) Unbolt the brake line retention bracket on both sides.



6) Unbolt the tie rod end using a 21mm socket. An additional wrench may be needed to keep the ball joint from spinning. Strike the

knuckle as shown. Repeat on opposite side



7) Remove the brake caliper using an 18mm socket. Secure the caliper so that the brake line does not get stretched or damaged. Repeat on opposite side.



8) Remove the sway bar end link bolt using a 15mm socket and a 15mm open end wrench. Repeat on opposite side



9) Separate the upper ball joint from the steering knuckle. Repeat on opposite side.





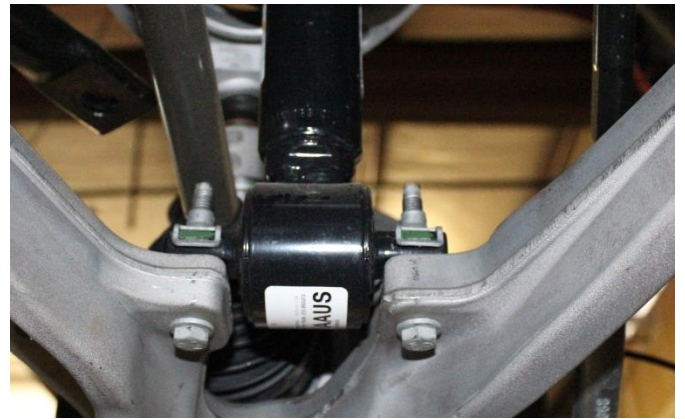
10) Remove the six 15mm axle shaft bolts. Set the hardware aside as it will be reused. Repeat on opposite side



11) Remove the three 18mm upper strut mounting nuts.



12) Remove the two 15mm lower strut mounting bolts.



13) Remove the strut from the vehicle. Repeat on opposite side

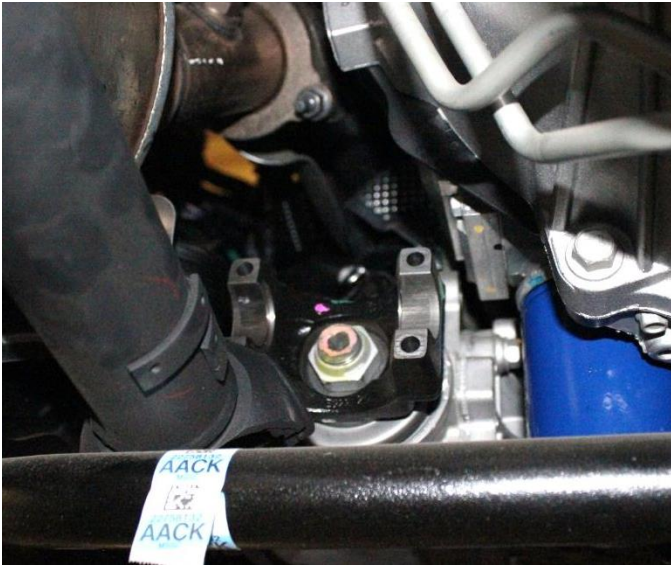


14) Remove the four 11mm driveshaft bolts.



15) Disconnect the front drive shaft from the differential, Don't Remove the drive shaft. Slide the driveshaft back off the yoke.





16) Loosen the rear cross member hardware.

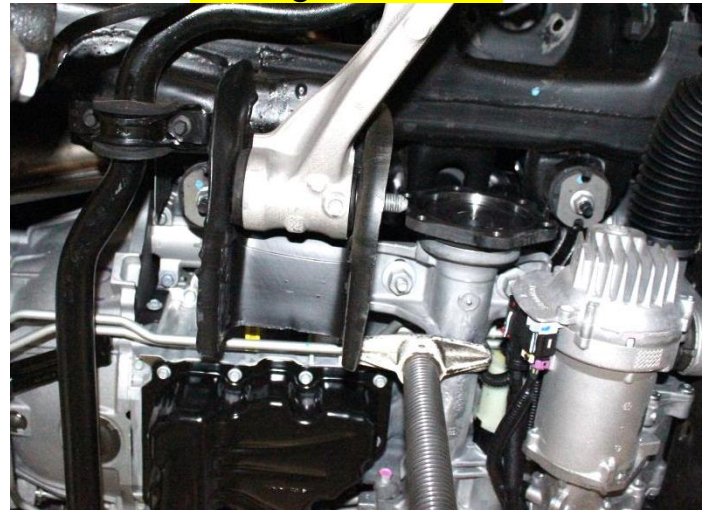


17) Support the front differential and remove rear cross member.



18) Remove the mounting hardware at the four mounting points of the differential.

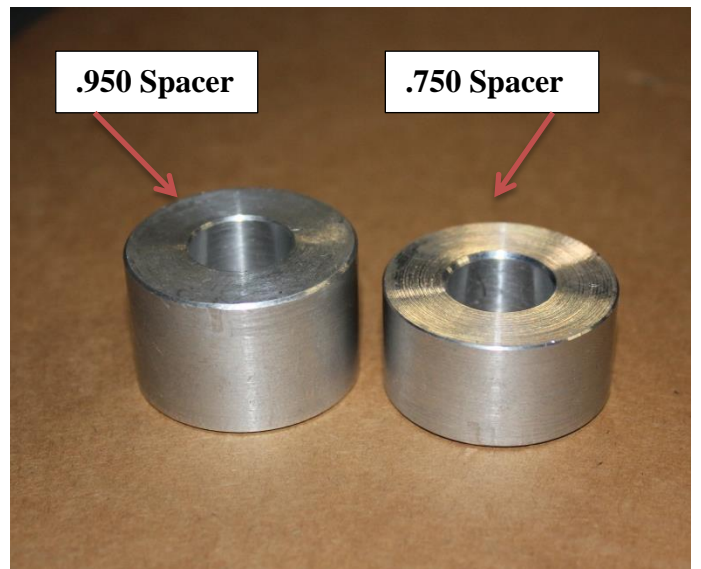
Passenger Side View



Driver Side View



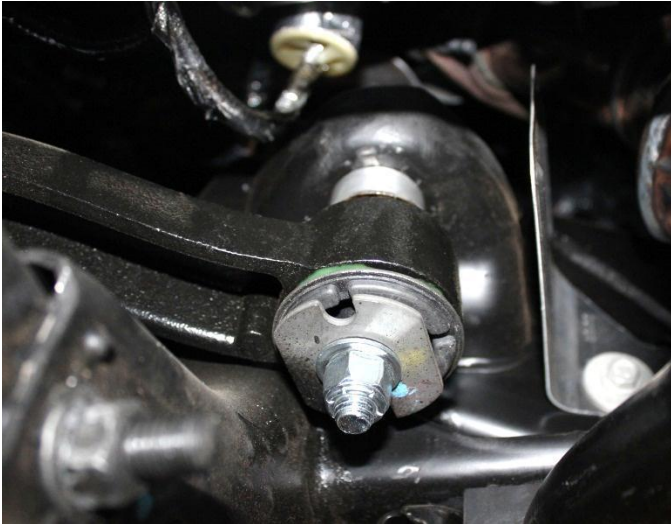
19) Use the .950 spacer in the front and the .750 on the rear mount.



20) Using the supplied 12mm x 1.75 x 120mm, Install the tall differential drop spacer between the frame and the factory differential



mount to lower the front down. Install the shorter spacer to the rear allowing the differential to be tilted upwards in the rear.



21) Reinstall rear cross member using the factory hardware.

24) Remove the upper control arm. Repeat on other side.



22) Re-install the front driveshaft using the factory hardware and clamps. Tighten to 30 ft-lb.



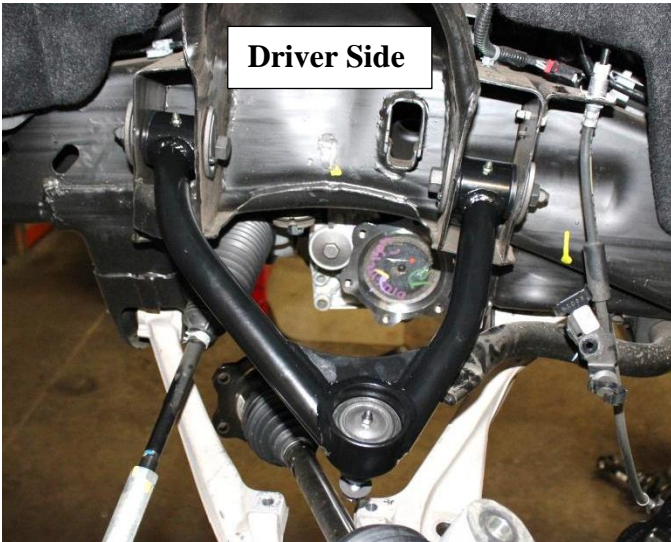
23) Mark the position of the alignment cams. Remove the 21mm UCA nuts, cams, and bolts.

25) Install the bushing and grease fittings into the control arm as shown.





26) Install the FTS upper control arm. The upper ball joint will be angled towards the rear of the vehicle. Install the cam bolts and cams. Line up your markings



27) Install the FTS Strut Extension on top of the strut using the factory hardware. Tighten to 45 lb-ft.



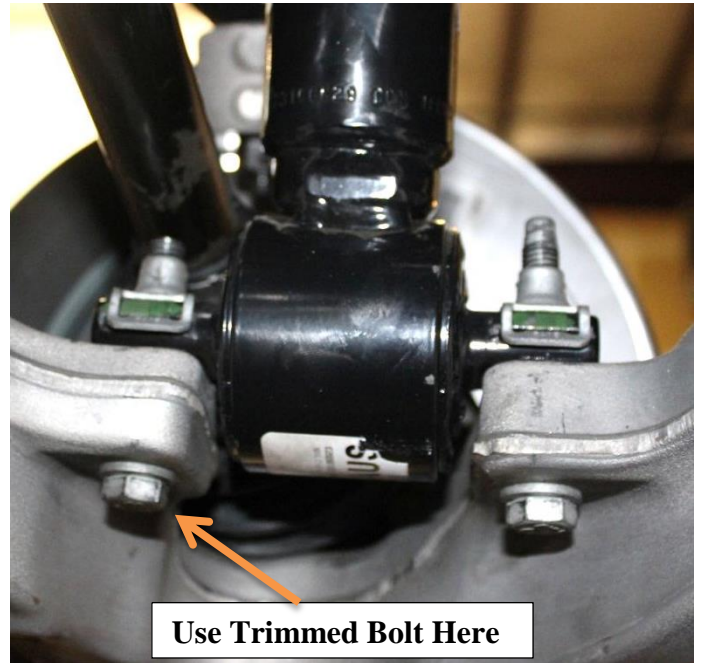
28) Re-install the strut into its stock location. Loosely install the 7/16" nuts on the upper mount.



29) Using a cutoff wheel, trim 1/2" off the end of the lower strut bolts

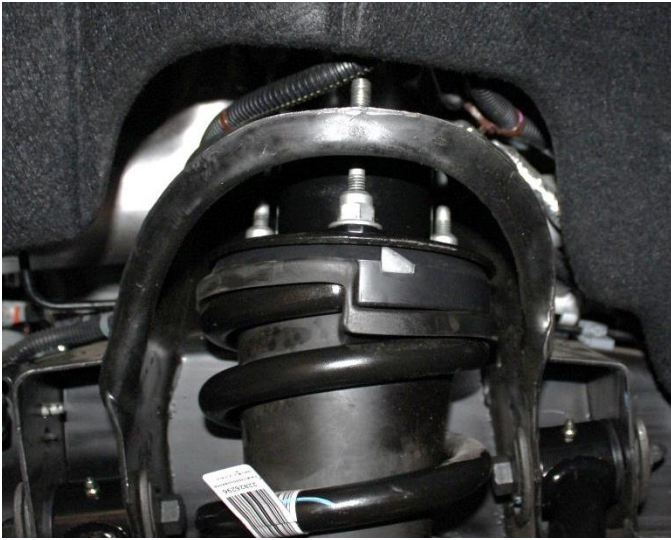


30) Raise the lower control arm and line up the lower mounts. Install the factory hardware as shown. Tighten to 45 ft-lb.



31) Tighten the three upper strut mounting nuts to 45 ft-lb.

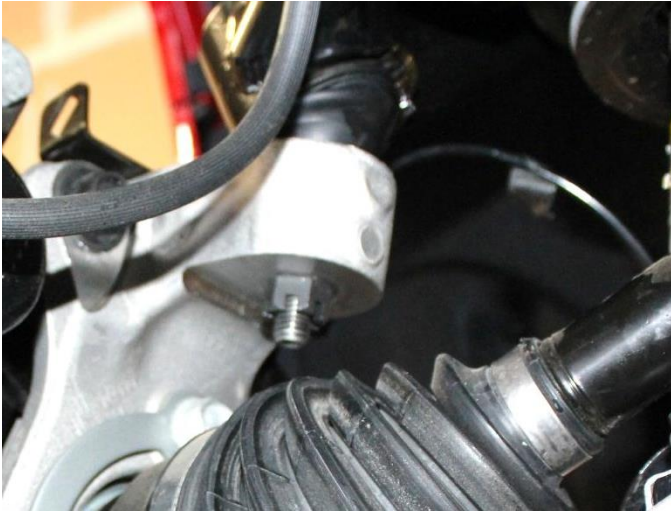




32) Install the upper ball joint to the knuckle. Tighten to 45 ft-lb. Install the supplied cotter pin.



35) Reconnect the inner CV shaft using the factory hardware. Tighten to 45 ft-lb.



33) Re-install the tie rod. Tighten to 100 ft-lb



36) Reinstall the sway bar end links on both sides. Tighten to 45 lb-ft.



34) Install the front brake calipers using the factory hardware and 18mm socket. Tighten to 146 ft-lbs.

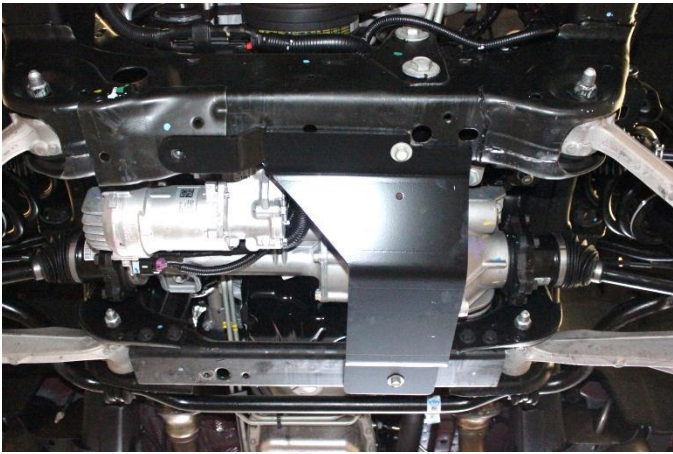


37) Install the brake line support bracket onto upper control arm using the 1/4" nuts and washers provided. Tighten to 7 lb.-ft.

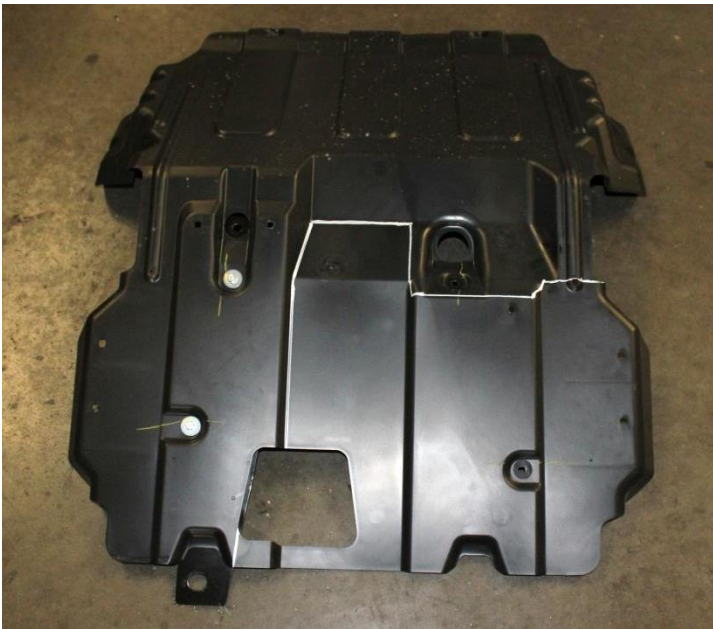




38) Install the FTS skid plate using the Factory bolts into the existing holes in the front and rear cross members



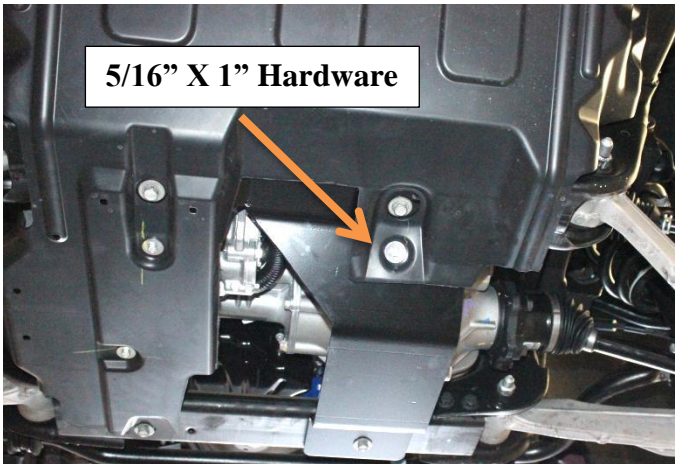
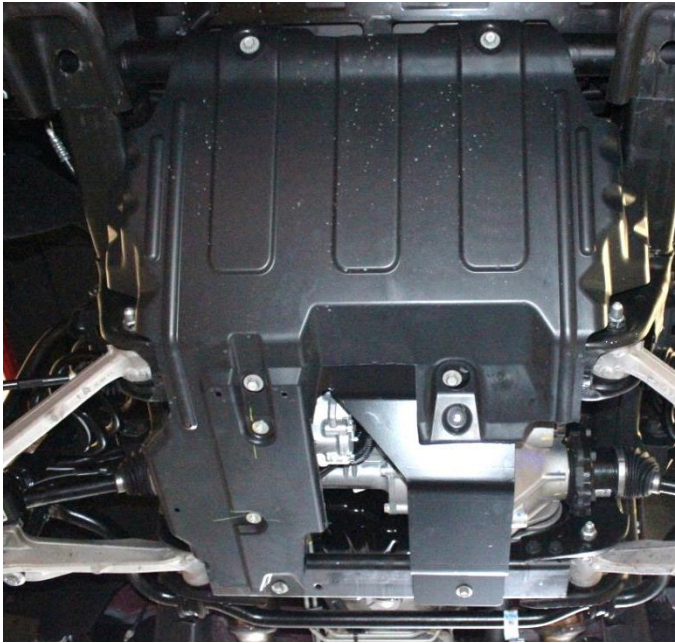
39) Mark the factory plastic skid plate as shown.



40) Cut factory skid plate as shown below



41) reinstall factory skid plate as shown. Install the 5/16" x 1" hardware as shown below.



**REAR INSTALLATION**

1) Position truck on a flat surface and lift vehicle by the frame so



that the rear wheels are off the ground. Use a minimum 3 ton jack stands and place under frame for safety or a use two post lift if available. Make sure that the front wheels are blocked to prevent a rollout.

2) Unhook the ABS line located behind the rear bump stops on the underside of the frame on both sides.



3) Support the axle with a floor jack or pole stand. Remove the passenger side rear shock with a 21mm socket and wrench.

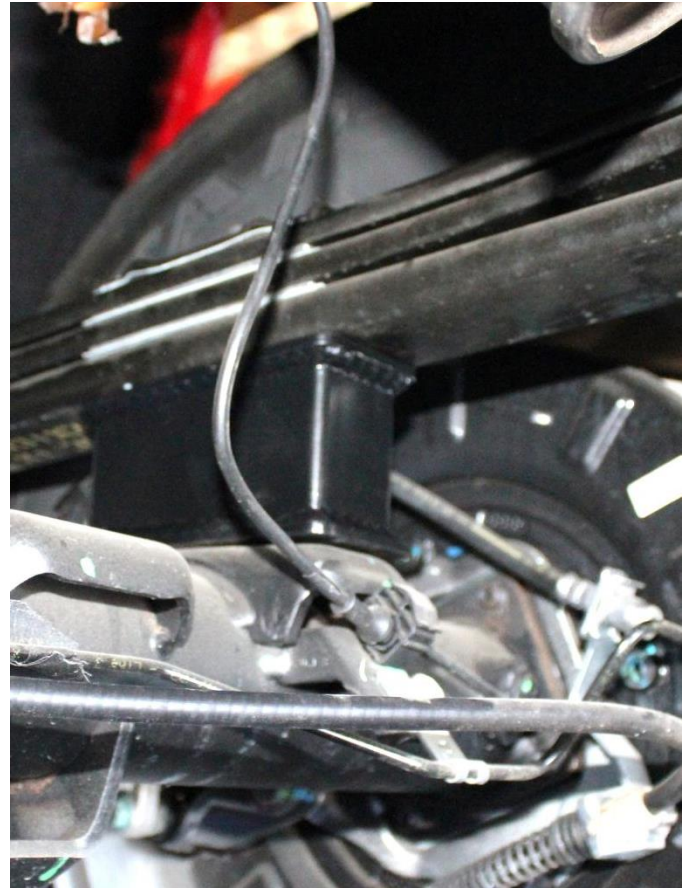
4) Using a 21mm socket to remove the factory U-bolt nuts, axle plate, and U-bolts on the passenger side only



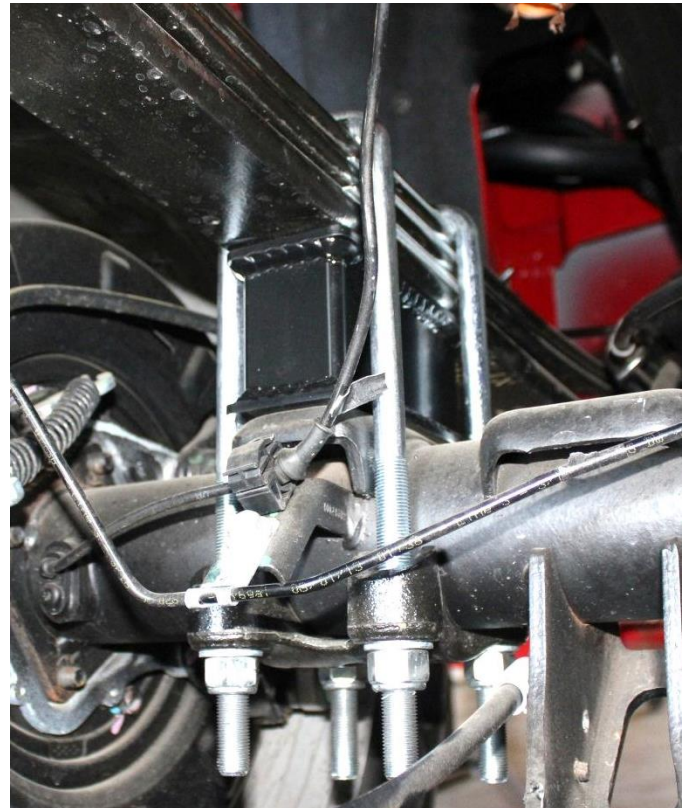
5) Lower the axle and remove the factory block.

6) Install FTS 3" block with the shorter tapered side facing the front of the vehicle. Raise the axle; make sure the leaf spring center pin

goes in the hole on top of the block.



7) Install the new U-bolts, factory axle plate, washers, and nuts provided. Tighten to 100 ft-lbs.



8) Install the FTS rear shock extension on the upper mount of the shock using the 9/16 X 3 1/2 bolt, 9/16 washers and 9/16 Lock nut



provided. Tighten to 125 lb.-ft.



9) Install the shock extension into the upper mount using the factory bolt. Do not tighten.



10) Install the shock into the lower mount using the factory hardware. Tighten to 120 lb.-ft.

11) Tighten the upper shock mount to 120 lb.-ft. Repeat steps 1-10 on opposite side.

12) Lubricate the ABS line with WD-40 and slide the rubber sleeve up to allow the wire to be reinstalled in the clip on the frame

13) Reinstall the wire. Repeat on opposite side

14) Tie the abs line to the u bolt.

15) You may need to bend the upper and lower brake line brackets to allow enough slack in the line at full droop.

**THANK YOU FOR USING FULL THROTTLE SUSPENSION LEVELING KITS**

## Product Warranty and Warnings-

FTS provides a Limited Lifetime Warranty to the original retail purchaser who owns the vehicle, on which the product was originally installed, for defects in workmanship and materials.

The Limited Lifetime Warranty excludes the following FTS items; bushings, bump stops, ball joints, tie rod ends, limiting straps, cross shafts, heim joints. These parts are subject to wear and are not considered defective when worn. They are warranted for 60 days from the date of purchase for defects in workmanship.

Reservoir shocks are considered a serviceable shock with a one year warranty on leakage only. Service seal kits are available separately for future maintenance. All other shocks are covered under our Limited Warranty.

FTS does not warrant any product for finish, alterations, modifications and/or installation contrary to FTS instructions. Alterations to the finish of the parts including but not limited to painting, powder coating, plating and/or welding will void all warranties. Some finish damage may occur to parts during shipping which is considered normal and is not covered under warranty.

FTS products are not designed nor intended to be installed on vehicles used in race applications or for racing purposes or for similar activities. (A "RACE" is defined as any contest between two or more vehicles, or any contest of one or more vehicle against the clock, whether or not such contest is for a prize). This warranty does not include coverage for police or taxi vehicles, race vehicles, or vehicles used for government or commercial purposes. Also excluded from this warranty are sales outside of the United States of America.

Installation of most suspension products will raise the center of gravity of the vehicle and will cause the vehicle to handle differently than stock. It may increase the vehicle's susceptibility to a rollover, on road and off road, at all speeds. Extreme care should be taken to operate the vehicle safely at all times to prevent rollover or loss of control resulting in serious injury or death.

FTS makes every effort to ensure suspension product compatibility with all vehicles listed in the catalog, but due to unknown auto manufacturer's production changes and/or inconsistencies by the auto manufacturer, FTS cannot be responsible for 100% compatibility, including the fitment of tire and wheel sizes listed. The Tire and Wheel sizes listed in FTS's catalog are only a guideline for street driving with noted fender trimming. FTS is not responsible for damages to the vehicle's body or tires.

FTS's obligation under this warranty is limited to the repair or replacement, at FTS option, of the defective product only. All costs of removal, installation or re-installation, freight charges, incidental or consequential damages are expressly excluded from this warranty. FTS is not responsible for damages and/or warranty of other vehicle parts related or non-related to the installed FTS product. This warranty is expressly in lieu of all other warranties expressed or implied. This warranty shall not apply to any product that has been subject to accident, negligence, alteration, abuse or misuse as determined by FTS.

FTS suspension components must be installed as a complete system including shocks as shown on our current website. All warranties will become void if FTS parts are combined and/or substituted with other aftermarket suspension products. Combination and/or substitution of other aftermarket suspension parts may cause premature wear and/or product failure resulting in an accident causing injury or death. FTS does not warrant products not manufactured by FTS.

Installation of FTS product may void the vehicles factory warranty; it is the consumer's responsibility to check with their local vehicle's dealer for warranty disposition before the installation of the product.

It is the responsibility of the distributor and/or the retailer to review all warranties and warnings of FTS products with the consumer prior to purchase.

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