

GROUND FORCE

2014^ GM CREW CAB 4X4 FRONT COIL SPRING, REAR SHACKLE & U-BOLT DROP KIT INSTALLATION

READ INSTRUCTIONS COMPLETELY THROUGH BEFORE STARTING
FAILURE TO ADHERE TO THE INSTRUCTIONS WILL VOID ANY GROUND FORCE WARRANTY
IT IS RECOMMENDED THAT INSTALLATION BE DONE BY A QUALIFIED MECHANIC
REPLACE ALL STOCK PARTS THAT ARE DAMAGED OR WORN
INTERMIXING OF PARTS IS NOT RECOMMENDED AND WILL VOID THE WARRANTY
ALWAYS WEAR EYE PROTECTION

CHECK TO SEE THAT ALL PARTS LISTED ARE INCLUDED:

2- FRONT COILS	1- WARNING DECAL
2- SHACKLES	2- SHACKLE SLEEVES
1- WARNING SHEET	2- REAR CELL FOAM BUMP STOPS
4- SHACKLE BUSHINGS	1- PARTS PACK
4- U-BOLTS	1- TRANS SPACER
2- PINION WEDGES	6- STEEL SHIMS (STRUT & TRANS)

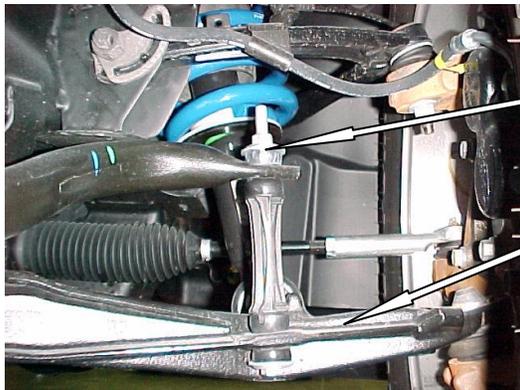
NOTE: AMOUNT OF DROP APPROXIMATE DUE TO FACTORY OPTIONS, THIS KIT
INCLUDES FRONT STRUT ADJUSTMENT SHIMS TO FINE TUNE RIDE HEIGHT.

MEASURE AND DOCUMENT THE VEHICLE HEIGHT FROM THE CENTER LINE OF THE AXLE UP
TO THE FENDER LIP OR FROM THE FLOOR UP TO THE FENDER LIP.

LF _____ RF _____ LR _____ RR _____

FRONT COIL INSTALL

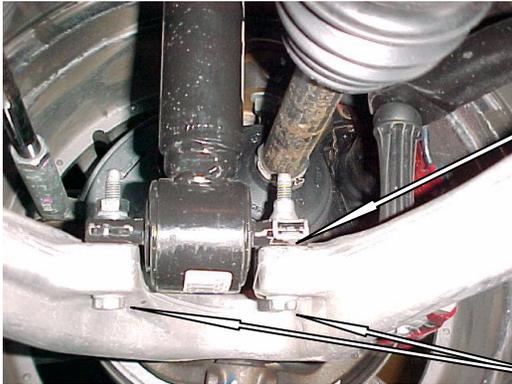
1. BEFORE GETTING UNDER VEHICLE, JACK THE FRONT OF VEHICLE UP AND PLACE JACK STANDS UNDER THE FRAME RAILS. LOWER THE VEHICLE ONTO JACK STANDS AND MAKE SURE STANDS ARE SECURELY HOLDING THE VEHICLE.
2. REMOVE THE FRONT TIRE AND WHEEL ASSEMBLY.
3. SUPPORT THE LOWER CONTROL ARM AND REMOVE THE SWAY BAR CONNECTING LINK FROM THE SWAY BAR AND LOWER CONTROL ARM.



CONNECTING LINK

LOWER CONTROL ARM

4. MARK THE UPPER AND LOWER STRUT MOUNTS SO THAT WHEN YOU INSTALL THE NEW COIL SPRINGS YOU WILL BE ABLE TO ALIGN THE UPPER AND LOWER STRUT MOUNTS IN THEIR STOCK LOCATION. ALSO MARK THE STRUTS LEFT AND RIGHT.
5. LOOSEN AND REMOVE THE TWO LOWER STRUT MOUNTING BOLTS (THE BOLTS THAT ATTACHES THE LOWER STRUT TO THE LOWER CONTROL ARM).



STRUT LOCATED ON TOP OF
LOWER CONTROL ARM

LOWER STRUT TO LOWER
CONTROL ARM MOUNTING
HARDWARE.

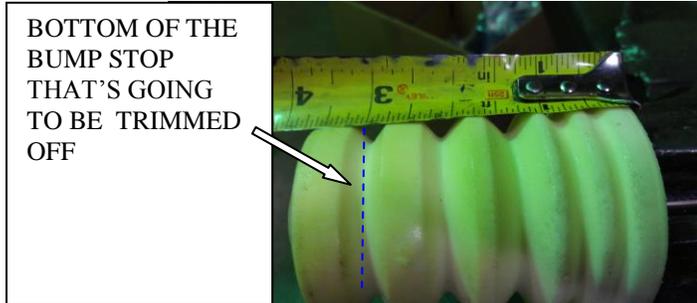
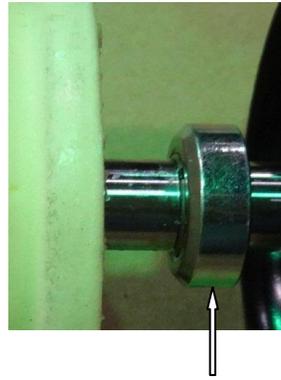
WARNING: DO NOT REMOVE THE CENTER UPPER STRUT ROD NUT WHILE THE STRUT ASSEMBLY IS INSTALLED IN THE VEHICLE, OR BEFORE THE STRUT ASSEMBLY SPRING IS COMPRESSED.

6. REMOVE THE OUTER THREE NUTS ATTACHING THE UPPER STRUT ASSEMBLY TO THE VEHICLE FRAME. SAVE HARDWARE.
7. REMOVE THE STRUT ASSEMBLY FROM THE VEHICLE.
8. REPEAT STRUT REMOVAL PROCEDURE TO OTHER SIDE OF VEHICLE.
9. COIL SPRING INDEXING.
AGAIN IT IS VERY IMPORTANT TO PLACE INDEX MARKS ON THE UPPER AND LOWER STRUT SPRING MOUNTS SO THAT ONCE THE STRUT IS DISASSEMBLED AND REASSEMBLED YOU CAN ALIGN THE UPPER AND LOWER SPRING MOUNTS IN THE CORRECT LOCATION.
10. COMPRESS THE STRUT ASSEMBLY-STOCK COIL SPRING USING A STRUT COMPRESSOR. FOLLOW THE STRUT COMPRESSOR INSTRUCTIONS.

WARNING: THE COIL IS UNDER PRESSURE. EXTREME CARE MUST BE TAKEN WHEN REMOVING AND INSTALLING THE COILS TO AVOID INJURY.

- A. ONCE THE SPRING IS COMPRESSED REMOVE THE UPPER STRUT ROD NUT (DO NOT SPIN THE STRUT SHAFT WHILE REMOVING THE STRUT ROD NUT OR FAILURE OF THE STRUT MAY OCCUR).
- B. REMOVE THE UPPER STRUT MOUNT FROM THE STRUT.
- C. REMOVE THE UPPER SPRING SEAT FROM THE STRUT.
- D. REMOVE THE STRUT FROM THE COIL SPRING.
- E. REMOVE THE STOCK COIL FROM THE STRUT COMPRESSOR.

11. FRONT BUMP STOP TRIM PROCEDURE.



FACTORY STEEL SPACER INSTALLED WITH THE TAPER DOWN INTO THE TOP OF THE BUMPSTOP

- A. REMOVE THE FACTORY BUMP STOP FROM THE STRUT.
- B. MEASURE **DOWN 3.0" FROM THE TOP** OF THE BUMP STOP AND MARK.
- C. USING A FINE TOOTH SAW TRIM THE BOTTOM OF THE BUMP STOP OFF.
- D. REINSTALL THE TRIMMED BUMP STOP BACK UP INTO THE UPPER STRUT WITH THE FACTORY TAPERED STEEL SLEEVE ON TOP OF THE BUMP STOP (TAPER DOWN AS SHOWN ABOVE) AND THEN INSTALL THE STEEL BUMP STOP CAP.

12. COIL TO STRUT INSTALLATION PROCEDURE. FOLLOW THE STRUT COMPRESSOR INSTRUCTIONS.

WARNING: THE COIL IS UNDER PRESSURE. EXTREME CARE MUST BE TAKEN WHEN INSTALLING THE COILS TO AVOID INJURY.

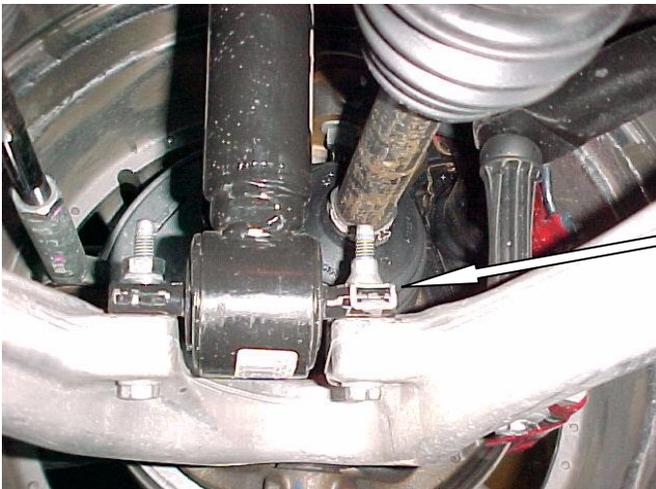
- A. MAKE SURE THE STOCK LOWER RUBBER OR PLASTIC ISOLATOR IS ON TOP OF THE LOWER SPRING MOUNT, IF EQUIPPED.
- B. INSTALL THE NEW GROUND FORCE COIL INTO THE STRUT COMPRESSOR (SMALL END GOES DOWN) AND COMPRESS THE NEW COIL.
- C. INSTALL THE STOCK STRUT UP THROUGH THE NEW DROP COIL.
- D. INSTALL THE STOCK RUBBER/PLASTIC BOOT, UPPER SPRING SEAT. MAKE SURE THAT THE UPPER COIL IS LOCATED AGAINST THE UPPER COIL STOP AND THAT THE RUBBER ISOLATOR IS LOCATED CORRECTLY IN THE SPRING SEAT.
- E. LOCATE THE UPPER SPRING SEAT INDEX MARK AND ALIGN IT WITH THE LOWER SPRING SEAT INDEX MARK (INDEX MARKS FROM STEP 4).

- F. INSTALL THE UPPER STRUT CENTER RETAINING NUT TO THE TO THE STRUT SHAFT AND TORQUE THE STRUT SHAFT RETAINING NUT TO SPEC. (DO NOT SPIN THE STRUT SHAFT WHILE TIGHTENING THE STRUT ROD NUT OR FAILURE OF THE STRUT MAY OCCUR) .
 - G. ONCE THAT YOU ARE SURE THE COIL IS LOCATED CORRECTLY ON THE STRUT REMOVE THE STRUT COMPRESSOR. FOLLOW THE STRUT COMPRESSOR INSTRUCTIONS.
 - H. REPEAT COIL INSTALLATION TO THE OTHER STRUT.
13. STRUT TO VEHICLE INSTALLATION.

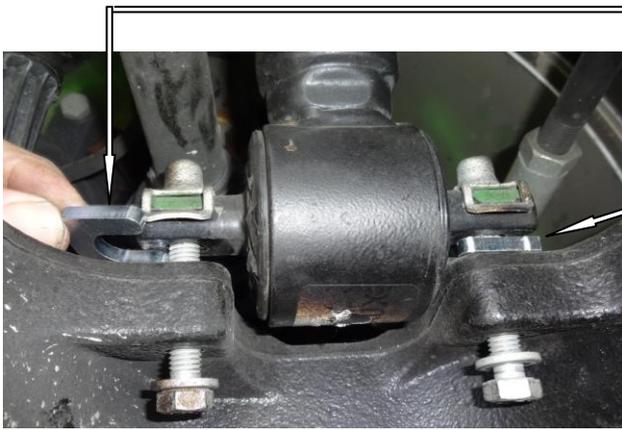


STRUT ASSEMBLY
INSTALLED UP
THROUGH THE LOWER
AND UPPER CONTROL
ARM.

- A. INSTALL THE STRUT ASSEMBLY UP THROUGH THE LOWER AND UPPER CONTROL ARMS, ALIGN AND INSTALL THE THREE STUDS ON THE UPPER STRUT MOUNT UP INTO THE THREE HOLES IN THE FRAME UPPER STRUT MOUNT.
- B. ALIGN THE LOWER STRUT MOUNT IN POSITION ON **TOP** (REFER TO PHOTO BELOW) OF THE LOWER CONTROL ARM STOCK MOUNTING POINT.
- C. INSTALL THE THREE STOCK UPPER STRUT RETAINING NUTS, JUST SNUG.
- D. ALIGN AND INSTALL THE TWO LOWER STRUT BOLTS UP THROUGH THE STOCK LOWER CONTROL ARM AND UP INTO THE LOWER STRUT MOUNT CLIPS.



LOWER STRUT MOUNT
SITTING ON **TOP** OF THE
FACTORY LOWER
CONTROL ARM.
STRUT MOUNT.



OPTIONAL STRUT SHIMS
BEING INSTALLED
BETWEEN THE TOP OF
THE LOWER CONTROL
ARM MOUNT AND THE
BOTTOM OF THE STRUT
MOUNT

- E. OPTIONAL HEIGHT ADJUSTMENT. WE HAVE INCLUDED A FRONT LOWER STRUT MOUNT SHIM PACK TO FINE TUNE THE FRONT RIDE HEIGHT. DEPENDING ON THE VEHICLE FACTORY OPTIONS AND STANCE THIS SHIM PACK CAN BE INSTALLED BETWEEN THE LOWER CONTROL ARM AND THE STRUT MOUNT AS SHOWN ABOVE. IF MAXIMUM DROP IS DESIRED DO NOT INSTALL, WHEN THIS SHIM PACK IS INSTALLED IT WILL INCREASE THE RIDE HEIGHT BY ABOUT 5/16" TO 3/8".
- F. TORQUE THE UPPER THREE STRUT RETAINING NUTS TO SPEC.
- G. TORQUE THE TWO LOWER STRUT TO LOWER CONTROL ARM BOLTS TO SPEC.
- H. REPEAT STRUT INSTALLATION PROCEDURE TO THE OTHER SIDE OF VEHICLE.
14. REINSTALL THE CONNECTING LINKS TO THE SWAY BAR AND TO THE LOWER CONTROL ARM. TORQUE THE CONNECTING LINKS TO SPEC.
15. MAKE SURE ALL FASTENERS AFFECTED BY THIS PROCEDURE ARE TORQUED TO SPEC.
16. REATTACH THE WIRE RETAINING CLIPS ONTO THE FACTORY LOCATION ON TOP OF THE STRUT STUDS AND CHECK THE CLEARANCE.
17. REINSTALL TIRE AND WHEEL ASSEMBLY.
18. CHECK AND MAKE SURE THAT ALL INSTALLATION STEPS HAVE BEEN COMPLETED. CHECK ALL NUTS AND BOLTS FOR TORQUE AFTER THE FIRST 300 MILES.
19. JACK THE VEHICLE UP AND REMOVE THE JACK STANDS, THEN LET THE VEHICLE DOWN.
20. MAKE SURE THERE ARE NO CLEARANCE PROBLEMS. ROTATE THE STEERING LOCK TO LOCK UNDER FULL WEIGHT OF THE VEHICLE AND FULL SUSPENSION TRAVEL.
21. THE VEHICLE NEEDS TO HAVE A FRONT END ALIGNMENT PERFORMED IMMEDIATELY AFTER THE INSTALLATION OF THIS KIT IS COMPLETED.



FACTORY UPPER CONTROL ARM TO
FRAME ALIGNMENT ADJUSTING
BOLT.

FACTORY ADJUSTING SLOT

FACTORY PLASTIC CAM BOLT
INSERT THAT MUST BE REMOVED
DURING ALIGNMENT.

REAR INSTALLATION

1. BEFORE GETTING UNDER VEHICLE, JACK THE REAR OF VEHICLE UP AND PLACE JACK STANDS UNDER THE FRAME RAILS. LOWER THE VEHICLE ONTO JACK STANDS AND MAKE SURE STANDS ARE SECURELY HOLDING THE VEHICLE.
2. REMOVE THE TIRE AND WHEEL ASSEMBLY.
3. SUPPORT THE REAR AXLE.
4. REMOVE THE STOCK REAR SHOCK LOWER MOUNTING HARDWARE, SAVE HARDWARE.
5. LOWER THE REAR AXLE AND SUPPORT.
6. LOCATE THE PINCH WELD ON THE TRUCK BED ABOVE THE FACTORY REAR SHACKLE.



PINCH WELD

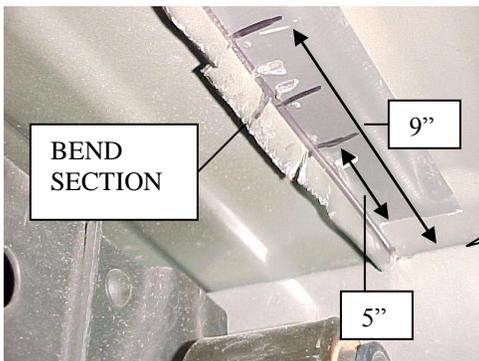
FACTORY SHACKLE



NOTE: THIS PINCH WELD MUST BE BENT UP OUT OF THE WAY IN ORDER TO BE ABLE TO REMOVE THE STOCK UPPER LEAF SPRING EYE TO SHACKLE BOLT.

BOLT HITTING THE FRAME.

7. PLACE DUCT TAPE ON THE PINCH WELD AND MEASURE FROM FRONT OF THE REAR BED CROSS-MEMBER FORWARD 5" AND 9" AND MARK. THIS IS THE AREA THAT THE SHACKLE WILL OPERATE AND THIS SECTION OF THE PINCH WELD MUST BE BENT UP FLAT AGAINST THE BOTTOM OF THE BED. THIS WILL ALLOW THE NEW SHACKLE TO BE INSTALLED AND GIVE ENOUGH CLEARANCE SO THAT THE LEAF SPRING EYE DOES NOT RUB ON THE BOTTOM OF THE BED. NOTE: THE TAPE WILL HELP KEEP THE COATING FROM BEING DAMAGED WHILE BENDING THE PINCH WELD OVER.



BEND SECTION

9"

5"

FRONT OF THE REAR BED CROSS-MEMBER

8. USING A MALLET/DUCKBILL VISE GRIPS BEND THE PINCH WELD OVER AND FLAT UP AGAINST THE BOTTOM OF THE BED. NOTE THIS IS A DOUBLE LAYER OF SHEET METAL IT WILL BE DIFFICULT TO BEND OVER, IT MAY HELP TO CUT UP THROUGH THE PINCH WELD USING A SMALL CUTOFF WHEEL. IF YOU CUT THE PINCH WELD BE CAREFUL NOT TO HIT THE BED FLOOR. REMOVE THE TAPE AND COAT ALL AREAS OF BARE METAL WITH A GOOD METAL PRIMER AND PAINT TO KEEP THE PINCH WELD FROM RUSTING.

9. REMOVE THE REAR HITCH IF EQUIPPED, SAVE HARDWARE.
10. FACTORY BLOCK REMOVAL.

WARNING: LEAF SPRINGS ARE UNDER TENSION - USE EXTREME CARE WHEN WORKING WITH LEAF SPRINGS TO AVOID SERIOUS INJURY.

- A. LOCATE THE ANTI LOCK BRAKE WIRE AT THE REAR OF THE AXLE PERCH AND PULL THE PUSH IN TAB OUT OF THE BRACKET THAT IS WELDED TO THE REAR AXLE. THIS WILL GIVE THE WIRE ENOUGH SLACK WHILE DOING THIS PROCEDURE. MAKE SURE TO REATTACH THE ANTILOCK WIRE TO THESE TABS AFTER KIT IS INSTALLED.



FACTORY BLOCK THAT'S GOING TO BE REMOVED

AXLE PERCH

PUSH IN ANTI LOCK WIRE TAB AND TAB HOLE.

BRACKET THAT IS WELDED TO THE REAR AXLE.

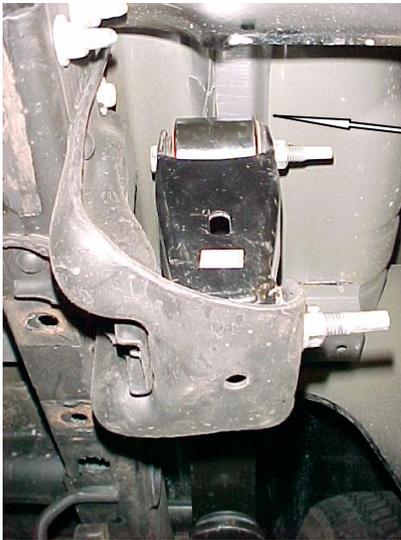
- B. SUPPORT THE REAR AXLE WITH STANDS AND REMOVE THE STOCK U-BOLTS.
 - C. LOWER THE REAR AXLE AWAY FROM THE LEAF SPRINGS AND SIT THE REAR AXLE ON JACK STANDS.
 - D. REMOVE THE FACTORY BLOCK FROM THE VEHICLE AND DISCARD.
 - E. REPEAT TO OTHER LEAF SPRING.
11. REAR SHACKLE REMOVAL. MAKE SURE THE JACK STANDS ARE SECURE UNDER THE VEHICLE FRAME.
 - A. NOTE THE STOCK SHACKLE HARDWARE LOCATION AND DIRECTION OF THE BOLT HEADS.
 - B. LOOSEN THE LOWER SHACKLE TO FRAME BOLT.
 - C. LOOSEN THE UPPER SHACKLE TO SPRING EYE BOLT.
 - D. WITH THE REAR AXLE SUPPORTED REMOVE THE LOWER SHACKLE BOLTS, SAVE ALL HARDWARE AS IT WILL BE REUSED. JACK THE LEAF SPRINGS UP UNTIL THE UPPER SHACKLE BOLTS CAN BE REMOVED **OVER THE TOP OF THE FRAME RAIL**. REMOVE THE UPPER SHACKLE BOLT AND REMOVE THE FACTORY SHACKLE FROM THE VEHICLE.
 - E. REPEAT TO OTHER SIDE OF VEHICLE.
 12. **GREASE** THE NEW SHACKLE BUSHINGS (INSIDE, OUT AND THE FACE OF THE BUSHINGS). **GREASE** THE STEEL SLEEVES AND THE INSIDE OF THE LOWER SHACKLE TUBES. INSTALL THE **GREASED** SHACKLE BUSHINGS AND SLEEVES INTO THE **GREASED** LOWER SHACKLE TUBES. (WATERPROOF MARINE GREASE WORKS FINE). **NOTE:** IF YOU DO NOT GREASE THESE POINTS **BEFORE** THE SHACKLE IS ASSEMBLED THE BUSHINGS WILL SQUEAK.

13. DROP SHACKLE INSTALLATION.

- A. INSTALL THE NEW DROP SHACKLE OVER THE REAR LEAF SPRING EYE WITH THE **OPEN** END OF THE SHACKLE TOWARD THE FRONT.
- B. INSTALL THE STOCK UPPER BOLT (WITH THE HEAD INBOARD) THROUGH THE NEW SHACKLE AND THE STOCK LEAF SPRING, INSTALL THE STOCK NUT AND JUST SNUG AT THIS TIME. (**THE TOP HOLE IN THE SHACKLE WILL GIVE MAX DROP**)
- C. REPEAT TO THE OTHER SIDE.

14. LOWER THE LEAF SPRINGS SLIGHTLY AND LINE UP THE LOWER SHACKLE TO FRAME BOLT HOLES.

- A. INSTALL THE STOCK LOWER SHACKLE BOLT (WITH THE HEAD INBOARD) THROUGH THE FRAME AND SHACKLE.
- B. INSTALL THE STOCK LOWER SHACKLE NUT AND JUST SNUG AT THIS TIME.
- C. REPEAT TO THE OTHER SIDE OF VEHICLE.

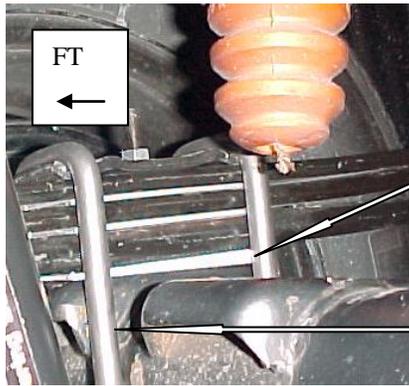


PASSENGER REAR SIDE SHOWN

NOTE: MAKE SURE TO MAINTAIN A MINIMUM OF AT LEAST A ¼" OF CLEARANCE BETWEEN THE TOP OF THE LEAF SPRING EYE AND THE BENT OVER PINCH WELD.

15. WEDGE INSTALLATION.

- A. INSTALL THE SUPPLIED WEDGE ON TOP OF THE AXLE WITH THE **THICKER** END OF THE WEDGE TOWARD THE **REAR** OF VEHICLE THIS WILL SET THE CORRECT PINION ANGLE.
- B. JACK THE AXLE UP AND LINE UP THE CENTER PIN HEADS THROUGH THE WEDGES AND INTO THE TOP OF THE FACTORY AXLE PIN HOLES.
- C. INSTALL THE NEW U-BOLTS, SUPPLIED WASHERS AND HI HEX NUTS.
- D. SNUG THE U-BOLTS MAKING SURE THE CENTER PIN HEAD STAYS IN THE FACTORY AXLE PIN HOLE.
- E. REPEAT TO THE OTHER SIDE.
- F. CROSS-TORQUE THE U-BOLTS TO 74 FT.LBS.
- G. REFER TO THE PHOTO ON THE NEXT PAGE

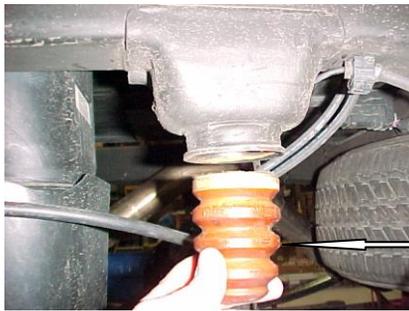


SUPPLIED WEDGE WITH THE **THICK** END OF THE WEDGE TOWARD THE **REAR** OF THE VEHICLE.

NEW U-BOLTS

16. BUMP STOP INSTALLATION

- A. REMOVE THE STOCK REAR BUMP STOP FROM THE BOTTOM OF THE FRAME BY REMOVING THE BOLT UP IN THE CENTER OF THE BUMP STOP AND PRY THE BUMP STOP OUT OF THE FACTORY CUP.



STOCK BUMP STOP BEING REMOVED.

- B. SCREW THE SUPPLIED SHORTER REAR BUMP STOP UP INTO THE FACTORY LOCATION AND TIGHTEN BY HAND.



SUPPLIED SHORTED REAR CELL FOAM BUMP STOP

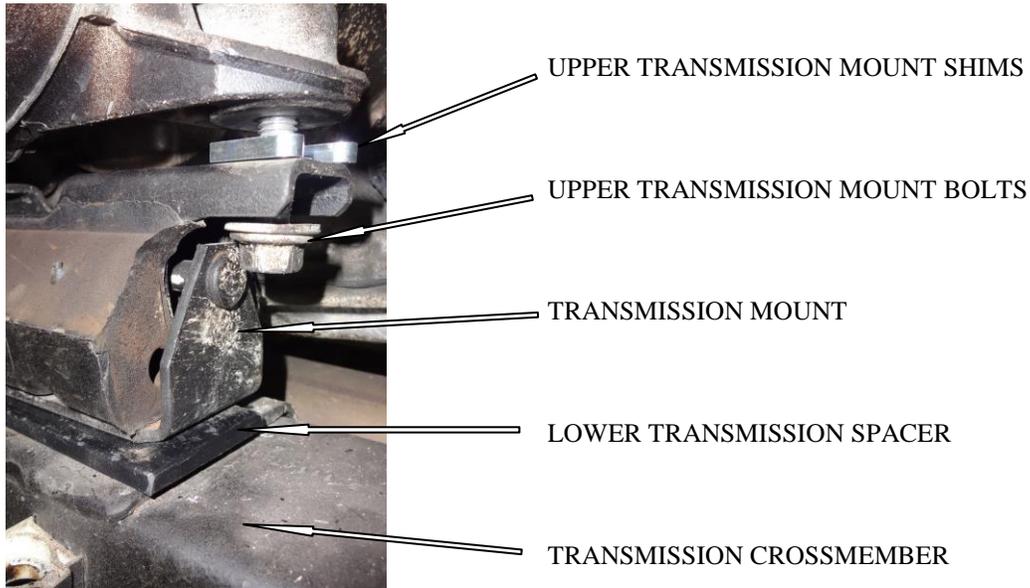
- C. INSTALL THE SUPPLIED M10 LOCK WASHER AND M10 NUT ONTO THE NEWLY INSTALLED BUMP STOP STUD AND TIGHTEN, REPEAT TO OTHER SIDE.

17. WITH THE JACK STANDS SECURE UNDER THE VEHICLES FRAME, JACK THE REAR AXLE UP TO RIDE HEIGHT AND TORQUE THE UPPER AND LOWER SHACKLE HARDWARE TO 70 FT LBS.
18. REINSTALL THE STOCK LOWER SHOCK TO AXLE HARDWARE AND TORQUE THE SHOCK BOLT TO 85 FT LBS. NOTE: GROUND FORCE PART NO 70042 REAR SHOCKS ARE OPTIONAL.
19. REINSTALL THE ANTILOCK BRAKE WIRE/WIRE TAB INTO THE FACTORY LOCATION ON THE REAR AXLE. **REFER TO THE PHOTO UNDER STEP 10 A.**
20. REINSTALL THE REAR TIRE AND WHEEL ASSEMBLY. TORQUE THE LUG NUTS TO SPEC. CHECK THE CLEARANCE BETWEEN THE REAR AXLE AND ALL REAR COMPONENTS. ADJUST IF NECESSARY.

21. TRANSMISSION SPACER INSTALLATION.

NOTE: THE INSTALLATION OF THESE SPACERS WILL HELP SET THE CORRECT WORKING ANGLE ON THE REAR DRIVE SHAFT. WE HAVE SUPPLIED A SPACER THAT WILL BE INSTALLED BETWEEN THE BOTTOM OF THE TRANSMISSION MOUNT AND THE TOP OF THE CROSSMEMBER AND WE HAVE ALSO INCLUDED TWO SHIMS THAT WILL NEED TO BE INSTALLED BETWEEN THE TOP ON THE TRANSMISSION MOUNT AND THE BOTTOM OF THE TRANSMISSION. **REFER TO THE PHOTO BELOW.**

- A. LOCATE AND REMOVE THE FACTORY REAR TRANSMISSION MOUNTING NUTS (THE NUTS THAT ARE UNDER THE TRANSMISSION CROSSMEMBER).
- B. LOCATE AND LOOSEN THE TWO TOP TRANSMISSION MOUNT BOLTS (SOME VEHICLES WILL HAVE A SKID PLATE ATTACHED TO THE BOTTOM OF THE CROSSMEMBER THAT WILL NEED TO BE MOVED OUT OF THE WAY WHILE DOING THIS PROCEDURE)
- C. JACK THE TRANSMISSION UP APPROX. $\frac{1}{2}$ " AND SLIDE THE **LOWER SPACER OVER THE STUDS BETWEEN THE TOP OF THE CROSSMEMBER AND THE BOTTOM OF TRANSMISSION MOUNT**, INSTALL THE TWO **TOP SHIMS BETWEEN THE TOP OF THE TRANSMISSION MOUNT AND THE BOTTOM OF THE TRANSMISSION** AS SHOWN IN THE PHOTO BELOW.
- D. CENTER THE TRANSMISSION SIDE TO SIDE, LET THE JACK DOWN AND SNUG THE LOWER TRANS MOUNT NUTS. TIGHTEN THE UPPER TRANSMISSION MOUNT BOLTS TO SPEC. TIGHTEN THE LOWER TRANSMISSION MOUNT STUD NUTS TO SPEC. REINSTALL THE SKID PLATE IF EQUIPPED.



22. REINSTALL THE FACTORY HITCH IF REMOVED USING THE FACTORY HARDWARE AND TORQUE TO SPEC.
23. JACK UP THE REAR OF VEHICLE REMOVE SAFETY STANDS AND LOWER VEHICLE.
24. GO BACK AND CHECK THAT ALL INSTALLATION STEPS HAVE BEEN COMPLETED. CHECK THE TORQUE OF ALL NUTS AND BOLTS AFFECTED BY THIS PROCEDURE. RECHECK ALL NUTS AND BOLTS FOR TIGHTNESS AFTER THE FIRST 300 MILES.
25. MAKE SURE TO INSTALL THE SUPPLIED WARNING DECAL FOLLOWING THE INSTRUCTIONS INCLUDED WITH THE WARNING INFORMATION SHEET.

**WARNING: AGAIN CHECK TIRE AND WHEEL CLEARANCE BEFORE MOVING VEHICLE.
ALSO CHECK CLEARANCE IF INSTALLING NEW TIRES AND/OR WHEELS.**

**NOTE: INSTALLATION OF WHEELS WITH BACKSPACING OTHER THAN STOCK
MAY CHANGE THE VEHICLE HEIGHT AND ALSO EFFECT THE FRONT END
ALIGNMENT.**

26. MAKE SURE TO KEEP THESE INSTRUCTIONS WITH THE VEHICLE.
27. ROAD TEST VEHICLE.
28. THE VEHICLE NEEDS TO HAVE A FRONT END ALIGNMENT PERFORMED IMMEDIATELY
AFTER THE INSTALLATION OF THIS KIT IS COMPLETED AS SHOWN IN STEP 21 OF THE
FRONT COIL INSTALLATION.

GROUND FORCE

Limited Lifetime Warranty

North America Only

GROUND FORCE WARRANTY (LIMITED) AND REMEDY LIMITATIONS

TO: WHOLESALERS, JOBBERS, RETAILERS, INSTALLERS, AND VEHICLE OWNERS.

Ground Force warrants to vehicle owners that its products are from material defects in workmanship and materials as long as the installing vehicle owner owns the vehicle. Ground Force makes no other warranty. Ground Force makes no application or use recommendations for its products and is not responsible for such decisions. Excluded from the warranty are the finish, poly boots, and steering Stabilizers* (90 days from purchase, only). Ground Force gas shocks have a limited warranty: One year from date of purchase.

Ground Force retains the exclusive right to determine whether a Defect is material and replacement appropriate.

MATERIAL TO PARTICIPATION IN THIS WARRANTY PROGRAM IS THE DISCLAIMER OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

THE SOLE REMEDY FOR ANY CLAIM OF PRODUCT DEFECT EITHER IN BREACH OF WARRANTY CONTRACT, NEGLIGENCE, STRICT LIABILITY OR OTHERWISE IS LIMITED TO REPAIR OR

REPLACEMENT OF THE PRODUCT AT GROUND FORCE'S DISCRETION.

EACH SELLER, INSTALLER AND USER OF THE PRODUCT AGREES THAT THIS LIMITATION OF REMEDIES IS A CONDITION OF THE SALE OF THE GROUND FORCE PRODUCT. EACH DISTRIBUTOR AND/OR SELLER OF GROUND FORCE PRODUCTS IS REQUIRED TO FORWARD WARRANTY/REMEDY INFORMATION TO EACH PURCHASER.

SELLERS, INSTALLERS AND USERS OF THIS PRODUCT(S) UNDERSTAND AND AGREE THAT REPAIR/REPLACEMENT REMEDY DOES NOT FAIL OF ITS ESSENTIAL PURPOSE. HOWEVER, IF DETERMINED TO FAIL OF ITS ESSENTIAL PURPOSE, SELLERS, INSTALLERS AND USERS AGREE, IN THE ALTERNATIVE, TO ACCEPT A REFUND OF THE PURCHASE PRICE AS A SOLE REMEDY.

Ground Force is not liable to sellers, installers or users of its products for incidental or consequential damages occasioned by any defect, malfunction, sale or use of any product, whether in breach of warranty, contract, strict liability or otherwise.

THIS DOES NOT APPLY TO PRODUCT WHICH HAVE BEEN ABUSED, MISUSED, IMPROPERLY INSTALLED OR TO VEHICLE OWNERS SUBSEQUENT TO INSTALLING PURCHASE.

VALIDATION AND CLAIM PROCEDURE

Answer your questions about Ground Force products by calling our hot line at (724) 430-2068. To take advantage of our warranty/remedy program, complete and return the warranty registration card attached, along with a copy of your receipt, within thirty days (30) of purchase.

To make a warranty claim, notify Ground Force at:

Attn: Ground Force Warranty Claim Department
P.O. Box 149
Mt. Braddock, PA 15465

Providing your name, address, vehicle make and model, product sold and installing dealer, if any. For your convenience, we suggest you keep this warranty/remedy certificate with your owner's manual!

To register part, tear off card below and mail to:

Ground Force Registration Dept.
P.O. Box 149
Mt Braddock, PA 15465

GROUND FORCE WARRANTY/REMEDY REGISTRATION

Yes!! I want to take advantage of Ground Force's warranty/remedy program. I have read the warranty/remedy certificate and certify that the enclosed receipt evidences my purchase of a Ground Force product.

Name: _____

Address: _____

Products: _____

Part#: _____ Dealer/Location: _____ Installer: _____

Date of Purchase: _____ Make & Model: _____

VIN #: _____ Year of Vehicle: _____ Vehicle GVW: _____

Signature: _____

GROUND FORCE®

WARNING

MODIFYING AN ORIGINAL EQUIPPED VEHICLE WILL RESULT IN A VEHICLE HANDLING DIFFERENTLY. ALL TYPES OF SUSPENSION MODIFICATIONS WILL AFFECT REACTION, RIDE, HANDLING AND WEAR AND TEAR RATE OF A VEHICLE AND ITS COMPONENTS. ABRUPT MANEUVERS, SHARP AND SUDDEN TURNS AND WEATHER CONDITIONS WILL INCREASE THE VEHICLE'S SUSCEPTIBILITY FOR LOSS OF CONTROL. DEATH AND SERIOUS INJURY COULD BE THE RESULT IF YOU FAIL TO OPERATE A MODIFIED VEHICLE SAFELY. KNOW AND FOLLOW THE LAWS OF THE STATES.

GROUND FORCE Mailing Address:
P.O. Box 149
Mt. Braddock, PA 15465

GROUND FORCE Shipping Address:
714 Braddock View Drive
Mt. Braddock, PA 15465

GROUND FORCE Phone Numbers:
(724) 430-2068
(724) 430-2075 Fax

ENCLOSED WITH THIS PRODUCT IS A WARNING LABEL WHICH IS TO BE AFFIXED ON THE VISOR OF THE VEHICLE WHERE VISIBLE TO ALL OCCUPANTS.