

## VAS 3/5 Performance and Street kit

### INSTALLATION INSTRUCTIONS

#### IMPORTANT NOTES

Please read instructions in full before installation.

Although our parts are easy to install , we recommend installation by certified mechanic.

If you have any questions during the install do not hesitate to give us a call or send a message.

[www.vasfab.com](http://www.vasfab.com) 832-364-8540

#### Torque Specs

Upper ball joints	85 ftlbs
Sway bar end link upper	50 ftlbs
Front leaf spring bolts	258 ftlbs
Rear shackle to leafs and shackles	173 ftlbs
Upper coil over mounts to frame (3/8 bolts)	35 ftlbs
Lower coil over mounts (1/2 bolts)	85 ftlbs
Upper and lower coil over mounts (1/2 bolts)	85 ftlbs

#### Step 1.

Starting with the front struts you will want to loosen all 3 nuts located on top of the strut using a 18mm ratcheting wrench. Remove 2 and leave 1 nut screwed on by a few threads. This nut will be removed later in the install. We leave this nut in place so that the strut does not fall out of place when removing in step 6.

The following picture shows the top 3 removed with 1 being held by a few threads.



Step 2.

Loosen the upper ball joint nut using 18mm wrench. Once the nut is almost out use a pry bar to lower the control arm and remove the nut by hand. See pic for details.



The following picture shows the prybar between the strut tower and upper control arm. Apply pressure down towards the spindle and the ball joint will lower into the spindle allowing the nut to be removed with out stripping the threads on the ball joint.



Step 3.

Remove lower strut nuts using 18mm socket.

Step 4.

Remove brake line mount\bolt using 10mm and 8mm sockets. 1 is located on the upper control arm mount and the next 2 are located on the spindle. You will also need to remove the speed sensor tab that is located above the brake line mount on the upper control mount.







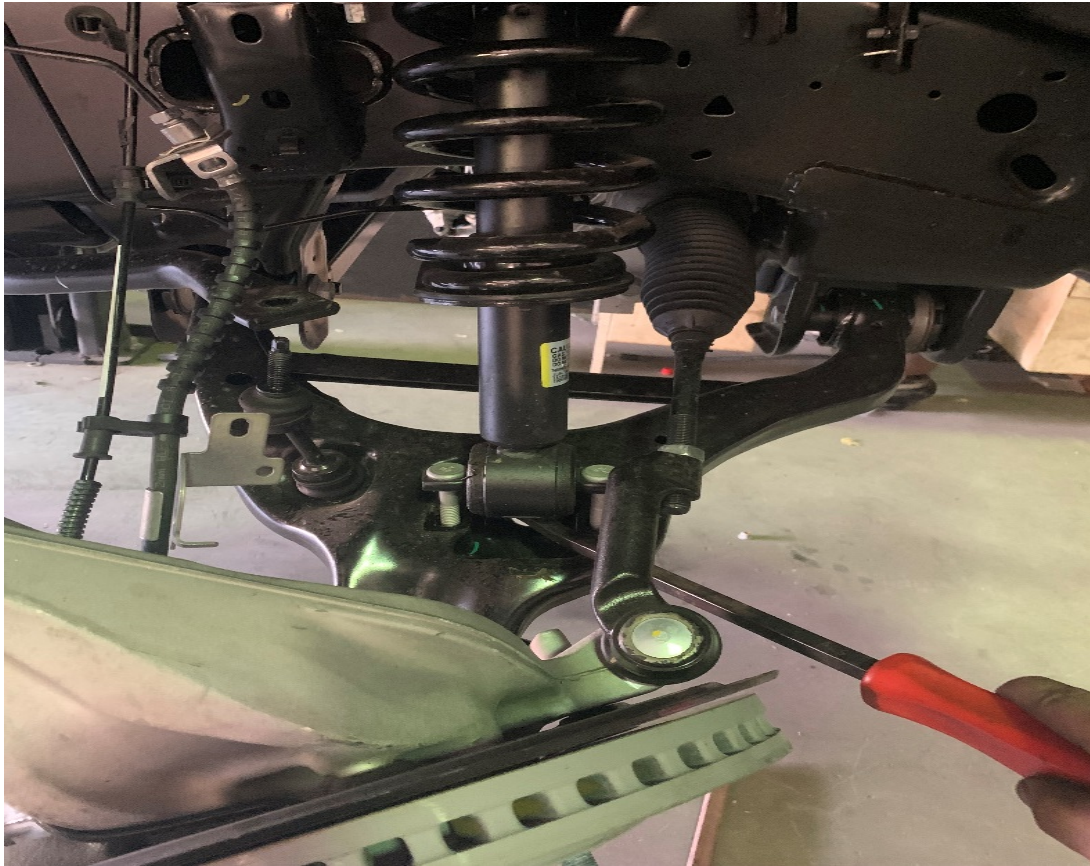
Step 5.

Remove upper sway bar nut using 18mm Wrench.



Step 6

Using prybar lift strut out of the lower control arm. Once the strut is out of the lower arm you can remove the 18mm nut from the top of the strut and remove.



Step 7. Install upper and lower coil over mounts. These mount in factory location and bolt in place. Tighten the upper 3/8 bolts to 35 ftlbs. Leave the lower mount loose with bolts installed. Do not tighten the lower mount (1/2 bolts) to the control arm until the coil over is installed.





#### Step 7.

Install the coil over between the upper and lower control arm mounts. Once the coil overs are installed tighten the  $\frac{1}{2}$  bolts on the lower mounts to 85 ftlbs.

Coil over  $\frac{1}{2}$  bolts to 85 ftlbs

When installing the coil overs be sure to tighten the spanner nuts all the way until they are touching the coil spring. You will adjust them once the truck is on the ground. Counting 19-20 threads from the bottom of the coil over to the bottom of the 1<sup>st</sup> spanner nut is a good starting point.





Once coil overs are installed follow the steps in reverse to complete the install.

#### Coil over adjustments

We have found the following settings to be great for street and track. Everyone is different so finding your specific settings will take a few tweaks but this will get you in the ball park and is a great start.

Front settings for street    C-7 R-9 2wd/4wd

Drag racing Front

C-11 R-4 2wd

C-6 R-14 4wd

Flip kit installation.

### Step 1

Remove Ubolts and factory ubolt plate and blocks if you have them. Remove Shocks using 15mm socket and 18mm wrench. The bump stops will also need to be removed using 13mm socket with a small extension.



### Step 2

Remove leaf springs from the frame. The easiest way we have found to do this is by cutting the factory bolt from the front driver's side. You will need to purchase a new bolt to take its place. This bolt is 18mm x 2.5 and 130mm long. (If you choose not to cut the bolt you will have to drop the gas tank to remove the bolt) The easiest way to cut the bolt is by using a cut off wheel. Cut the bolt and rotate the bolt as needed to cut all the way thru. The passenger side can be removed by moving the factory exhaust over. The rear bolts are easy removed without any cutting involved.





### Step 3

Remove both bolts on the leaf springs and flip them over so the nut is on the bottom of the leaf springs. You will also be removing the factory ubolt plate that is on top of the leaf springs. See picture for details.



Using a c-clamp to hold the leaf springs together, carefully remove bolts and flip them around. See pic below for details.



#### Step 4

Using jack and jack stands lift the axle into place and install the leaf springs underneath the axel. Remove both brake line mounts from the axle perch by removing the 10mm bolts. Re-install leaf springs into frame mounts and place the flip kit on the axle. **Remember to mount the flip kit saddle with both offset holes pointing towards the front of the vehicle.** Next place the upper ubolt plate on top of the axle. The 2 nuts locate the top plate on the axle and keeps them in place during operation. **See pictures below for details.** Complete the flip kit install by using the provided ubolts. Once the ubolts are installed you can replace the 10mm brake line bolts and tighten them down.

Performance kit will use the Traction bar rear brackets and the Street kit will use the ubolt plate provided with the flip kit.









#### Step 5

Install the Bilstein shocks provided with the kit.

Follow relocation shock instructions when using Viking double adjustable shocks.

Your kit is now complete. Check that all bolts are tight before driving. After 500 miles re-torque all bolts/nuts.