RADIUS ARM FRONT COILS

- To lower axle far enough to remove and install the coils unbolts the shocks, sway bar end links, track bar at the frame side and brake line brackets on each side of the axle, there are 2 bolts per brake line bracket. The axle breather and wiring harness for the front axle disconnect may also need to be unhooked or worked to allow the axle to drop for enough to safely remove and install coils.

- When installing new coils make sure the “THUREN” logo is right side up, line up the coils with the isolator on top of the coil, one of the Thuren logos should be facing out. Do not use any form of lubricant to help coil slide into the isolator as it may cause the coil to slide out after install. The passenger side coil often has a slight bow which is normal.

- Re assemble track bar, sway bar end inks, install shocks and bolt brake line brackets back onto axle, check all hoses and wiring for slack at full droop, it may be necessary to massage hard brake line coming off axle up a little bit so there is enough slack on brake line at full droop. The brake line brackets thread into very thin metal, be careful not to strip threads when re installing.

- Once the truck is back on the ground at ride height loosen and re torque track bar bolts so track bar bushings are not in a bind. Torque track bar bolts to 215 ft/lbs

- Check all hardware after 500 miles
Common specs

ALIGNMENT:

0.00-0.05 Total toe in & 3.7-4.5 deg caster. Please see Tech section of website for more information.

Radius arm trucks: Less then .5deg of cross caster, upper and lower axle mounting bolts must be loose when performing adjustment.

TORQUE VALUES:

Lug nuts: 140 ft/lbs

16mm and 18mm track bar bolts: 215 ft/lbs

Heim joint jamb nut: 175 ft/lb minimum

Shock mounting bolts (Eyelet mounts): 100 ft/lbs

Shock mounting nuts (Stem top): Turn nut until washer is snug then tighten 2 full rotations.

Shock tower nuts: 55 ft/lbs

Factory tie rod ends: 40 ft/lbs then additional 90 deg.

Factory sway bar end link: 100 ft / lbs.

Factory sway bar end link with stem mount through sway bar if equipped: Turn nut until washer is snug then tighten 2 full rotations

Sway bar frame mounts: 45 ft/lbs

IF YOUR TRUCK LEANS TO ONE SIDE :

It is VERY important on these trucks that you don't adjust the driver and passenger side cams too far out of balance. In other words, make sure there is not much manual cross caster. If one cam is for example pointed straight down, the opposite side cam should be no more than one mark forward or back. I have seen alignment shops do some crazy things here. If you do put them far out of balance, you can get some drastic lean in the suspension. Reason being, radius arms make the front axle act like one big swaybar. With the caster cams far out of balance, it gives a similar effect as having different length swaybar links, which would force a chassis lean. If you do need a little caster bias fine tuning, which is pretty normal, loosen the upper radius arm bolts at the axle also, then re-tighten once the handling is good. This will let the axle center up as best as it can, by using slop in the hardware to help the chassis find neutral.