Rough Country 10840 Installation Instructions

5-Inch M1 Monotube Lift Kit for 2007-2013 Chevy/GMC 1500 2WD

Part number: 10840

trailfortress.com/5-inch-m1-monotube-lift-kit-chevy-gmc-1500-2wd-rough-country-10840

Scan for fitment, price and install help



CHEVY / GMC 2007-13 1500 2WD 3”& 5” Lift Kit

Thank you for choosing Rough Country for your suspension needs.

Rough Country recommends a certified technician install this system. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

Please read instructions before beginning installation. Check the kit hardware against the parts list on the rear cover of these instructions. Be sure you have all needed parts and know where they go. Also please review tools needed list and make sure you have needed tools.

PRODUCT USE INFORMATION

⚠WARNING As a general rule, the taller a vehicle is, the easier it will roll. Seat belts and shoulder harnesses should be worn at all times. Avoid situations where a side rollover may occur. Generally, braking performance and capability are decreased when larger/heavier tires and wheels are used. Take this into consideration while driving. Do not add, alter, or fabricate any factory or after-market parts to increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands is not recommended.

Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered. If question exist we will be happy to answer any questions concerning the design, function, and correct use of our products.

The 3” suspension system was developed using a **32 x 11.5** tire with factory wheels. Examples of tire sizes that can be used are 285/75R17, 285/65R18, or 285/55R20. **Note** if wider tires are used, offset wheels will be required and trimming may be required.

The 5” suspension system was developed using a **295/70-18** tire with factory wheels. **Note** if wider tires are used, offset wheels will be required and trimming may be required.

NOTICE TO DEALER AND VEHICLE OWNER

⚠NOTICE Any vehicle equipped with any Rough Country product should have a “Warning to Driver” decal installed on the inside of the windshield or on the vehicle’s dash. The decal should act as a constant reminder for whoever is operating the vehicle.

Torque Specs:

Size	Grade 5	Grade 8	Size	Class 8.8	Class 10.9
5/16”	15 ft/lbs	20ft/lbs	6MM	5ft/lbs	9ft/lbs
3/8”	30 ft/lbs	35ft/lbs	8MM	18ft/lbs	23ft/lbs
7/16”	45 ft/lbs	60ft/lbs	10MM	32ft/lbs	45ft/lbs
1/2”	65 ft/lbs	90ft/lbs	12MM	55ft/lbs	75ft/lbs
9/16”	95 ft/lbs	130ft/lbs	14MM	85ft/lbs	120ft/lbs
5/8”	135ft/lbs	175ft/lbs	16MM	130ft/lbs	165ft/lbs
3/4”	185ft/lbs	280ft/lbs	18MM	170ft/lbs	240ft/lbs

trailfortress.com/5-inch-m1-monotube-lift-kit-chevy-gmc-1500-2wd-rough-country-10840

Box Kit for 3” Kit

10730
Driver Lift Knuckle x1
Passenger Lift Knuckle x1
N3 Rear Shocks x2
2 Inch Fab Block x2
9/16 U-bolts x4
9/16BAG x1
Front Brake Line Brackets x2
5/16BAG

Kit Bags for 3” Kit

5/16BAG
5/16-18 x 3/4 Hex Head Bolt x2
5/16 Flat Washer x2
5/16-18 Flange Lock Nut x2
9/16BAG
9/16-18 Nylock Nuts x8
9/18 Flat Washers x8
N3 Shocks
660738 x2

Box Kit for 5” Kit

10830
1307 Kit
Driver Lift Knuckle x1
Passenger Lift Knuckle x1
N3 Rear Shocks x2
4 Inch Fab Block x2
9/16 U-bolts x4
9/16BAG x1
Front Brake Line Brackets x2
5/16BAG

Kit Bags for 5” Kit

5/16BAG
5/16-18 x 3/4 Hex Head Bolt x2
5/16 Flat Washer x2
5/16-18 Flange Lock Nut x2
9/16BAG
9/16-18 Nylock Nuts x8
9/18 Flat Washers x8
N3 Shocks
660738 x2

10730

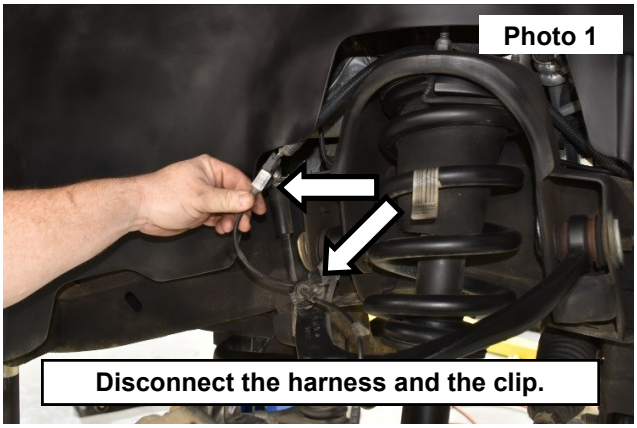


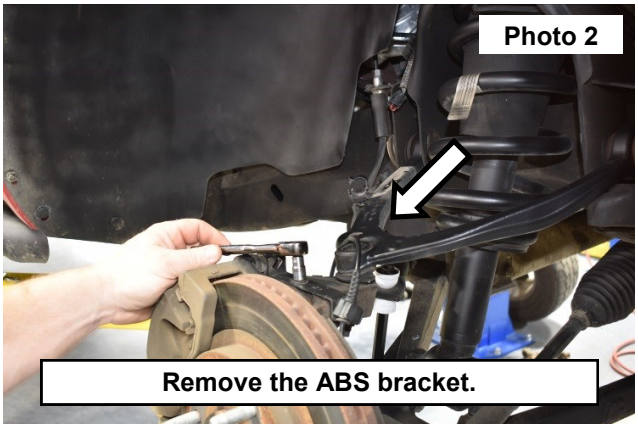
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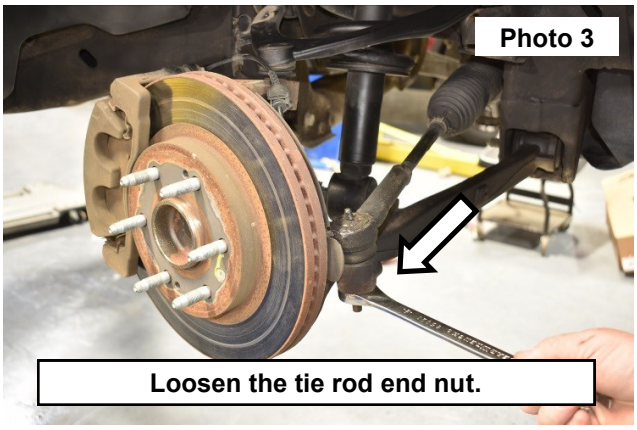
INSTALLATION INSTRUCTONS

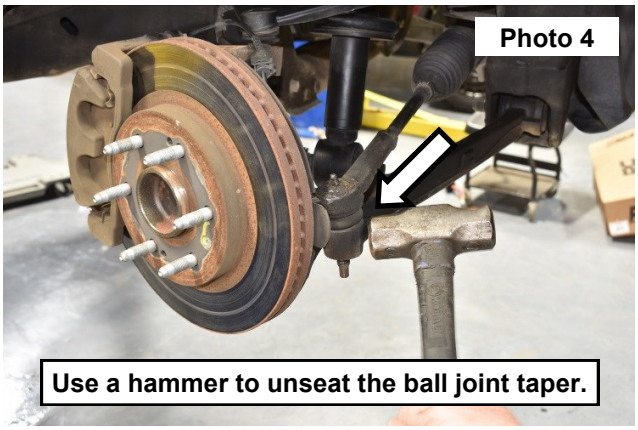
1. Park the vehicle on a level surface and chock the rear wheels.
2. Jack up the front of the vehicle. Place jack stands under the frame rails and lower onto jack stands letting the front suspension hang.
3. Remove the tires and wheels.
4. Disconnect the ABS wiring plug from the frame mount. Then unclip the ABS wire from the upper control arm mount. Remove the mount using a 10mm socket. **See Photo 1.**
5. Using a 10mm socket, remove the bolt securing the ABS wire bracket to the top of the knuckle. **See Photo 2.**



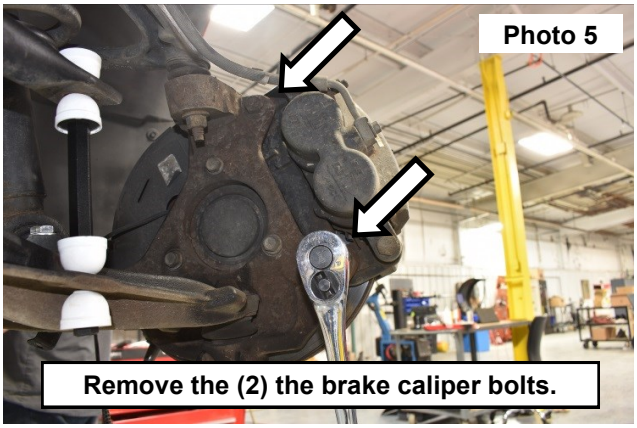


6. Using a 21mm wrench loosen the tie rod end, leaving it on the rod end. **See Photo 3.**
7. Use a hammer to unseat the taper from the tie rod end on the knuckle. **See Photo 4.**



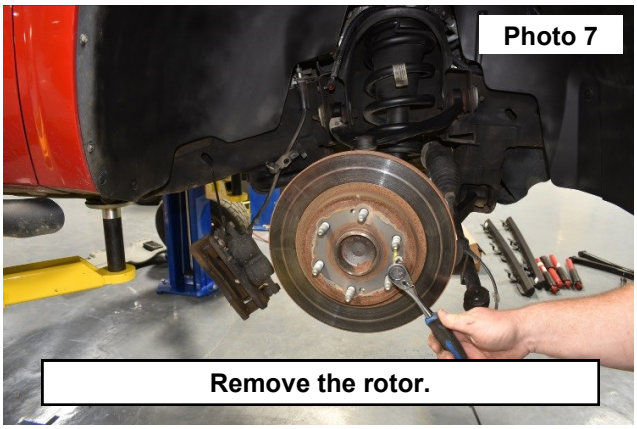


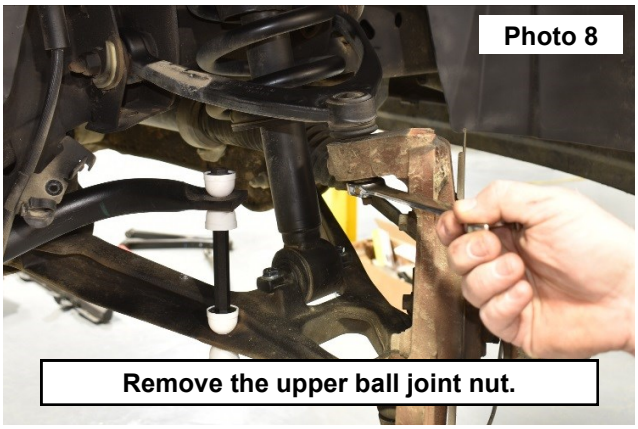
8. Remove the (2) the brake caliper bolts using a 18mm socket. **See Photo 5.** Retain hardware.
9. Remove and hang the caliper from a steel hook from the frame in a safe place. **See Photo 6.**



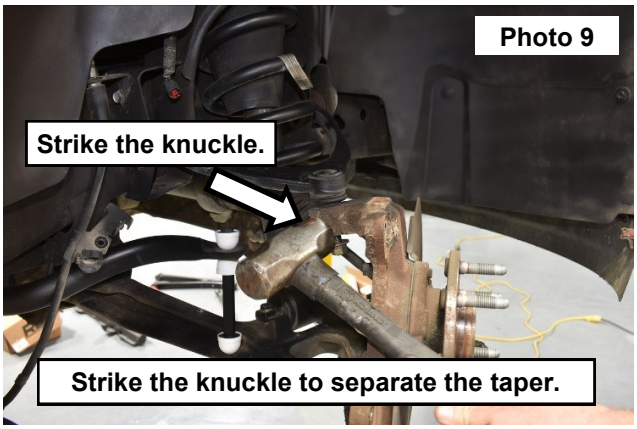


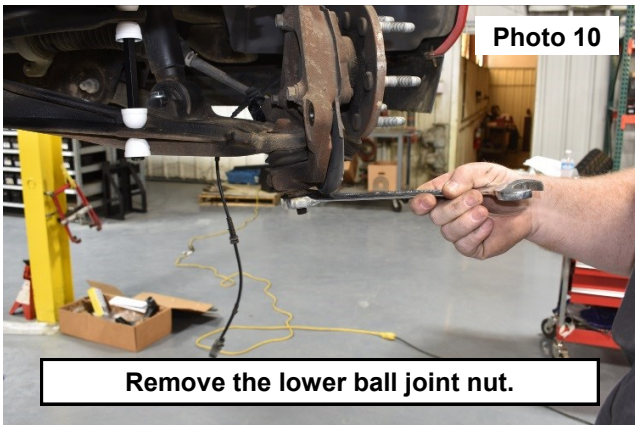
10. Remove the (1) bolt in the rotor using a T30 Torx bit and remove rotor. Retain hardware. **See Photo 7.**
11. Disconnect the ABS line from the frame mount.
12. Loosen the upper control arm ball joint nut using an 18mm socket. **See Photo 8.**



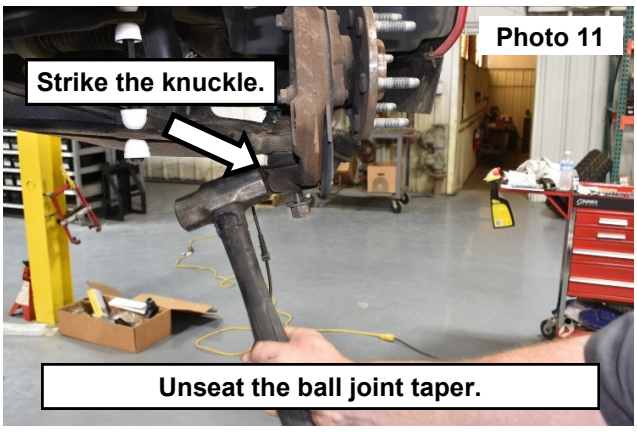


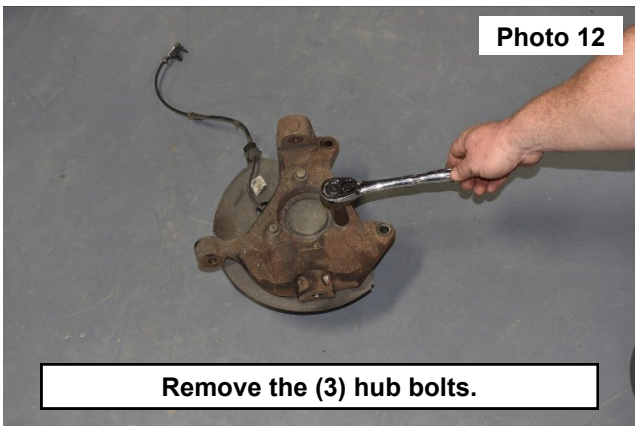
13. Unseat the ball joint taper using a hammer and striking the back of the knuckle. Then remove the ball joint nut. **See Photos 9.**
14. Loosen the lower control arm ball joint nut using an 24mm socket. **See Photo 10.**



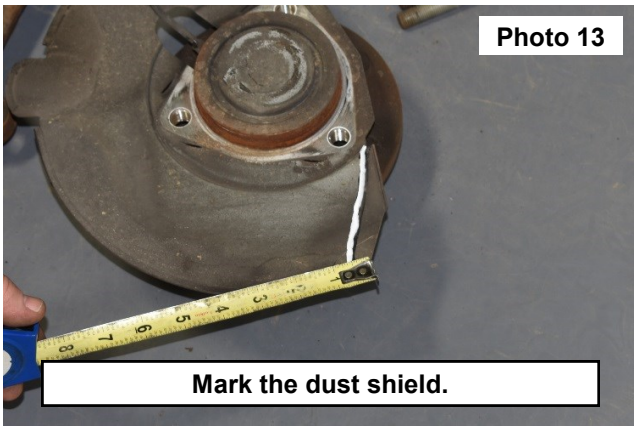


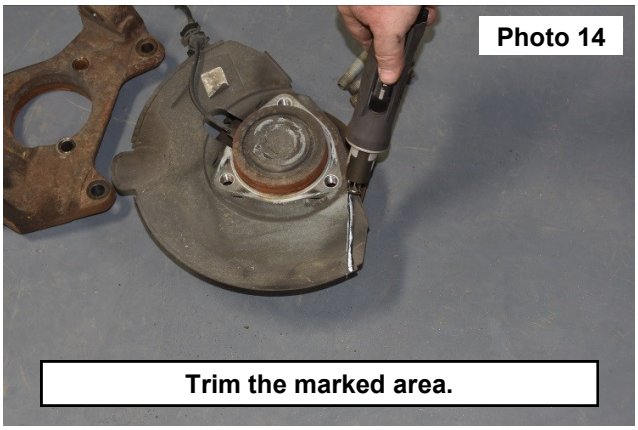
15. Unseat the ball joint taper using a hammer and striking the back of the knuckle. **See Photos 11.**
16. Remove the ball joint nut and remove the knuckle from the vehicle.
17. Remove the (3) bolts from the hub in the knuckle using a 15mm socket. Retain hardware. **See Photo 12.**



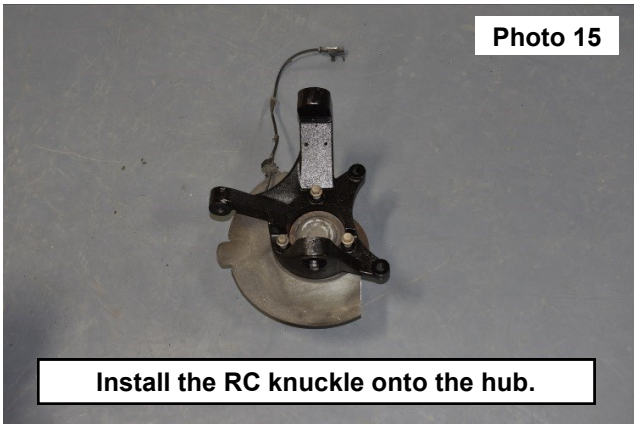


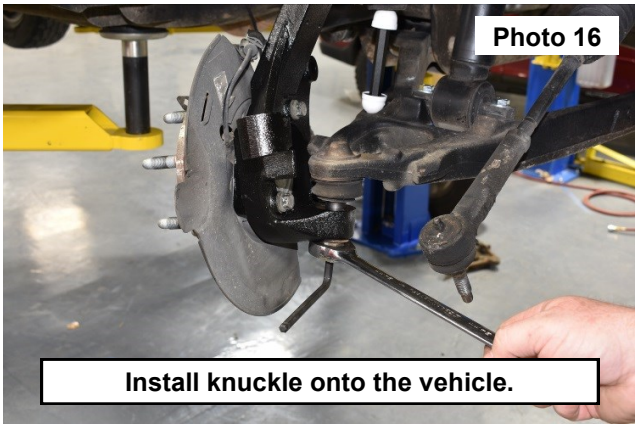
18. Remove the ABS line from the knuckle using a 10mm socket. Then remove the hub from the knuckle.
19. Mark a 1/2” inch on the dust shield for brake caliper clearance. **See Photo 13.**
20. Use a reciprocating saw to trim the marked area. Sand any rough edges and paint to prevent rust. **See Photo 14.**



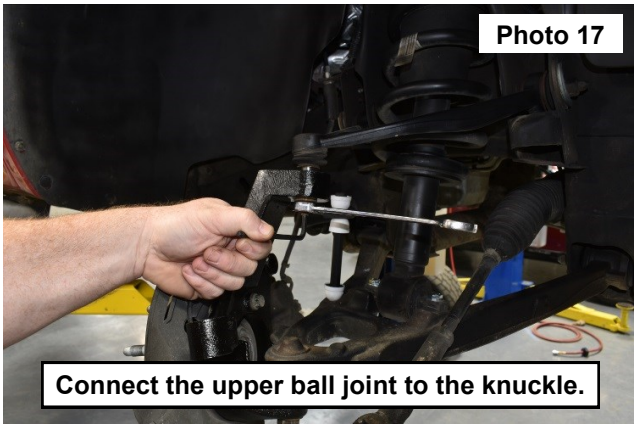


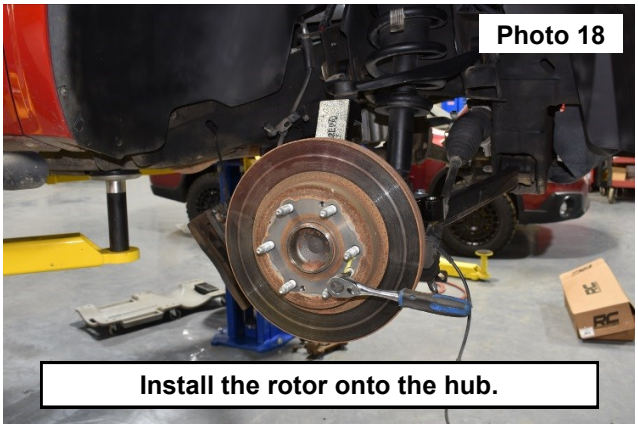
21. Install the new RC knuckle onto the hub and dust shield. Secure by using the retained (3) bolts. Tighten using a 15mm socket. **See Photo 15.**
22. **NOTE:** For installation of a 5” Kit at this time install the 1307 kit, follow the corresponding instruction sheet supplied with that kit.
23. Install the knuckle onto the lower ball joint, using the retained nut. Tighten the lower ball joint using a 24mm wrench and a 8mm Allen wrench for bottom ball joint. **See Photo 16.**



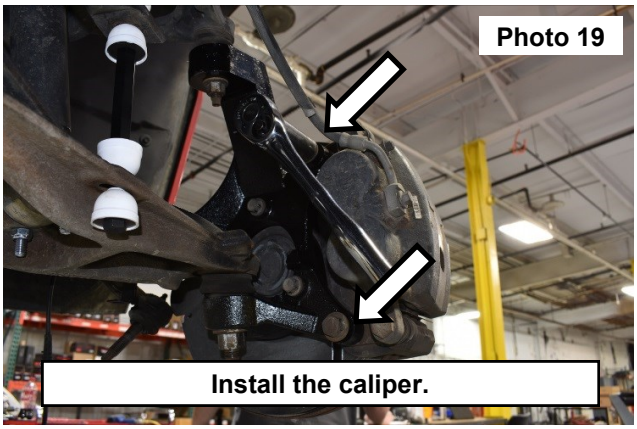


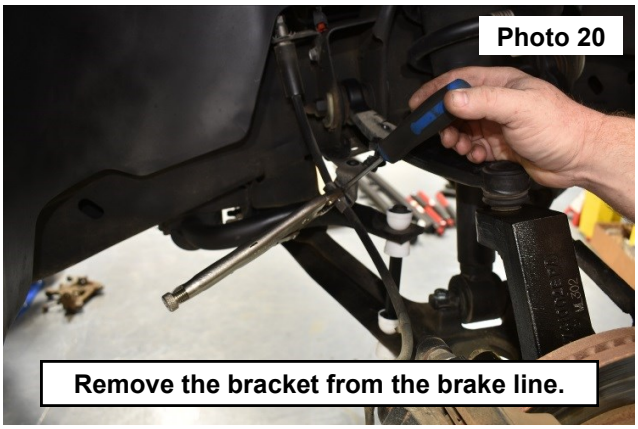
24. Connect the upper ball joint to the knuckle. Install the ball joint nut. Tighten the nut using a 18mm and 6mm allen for top ball joint. **See Photo 17.**
25. Install the rotor onto the hub and secure using the retained bolt and tighten using a T30 torx bit. **See Photo 18.**



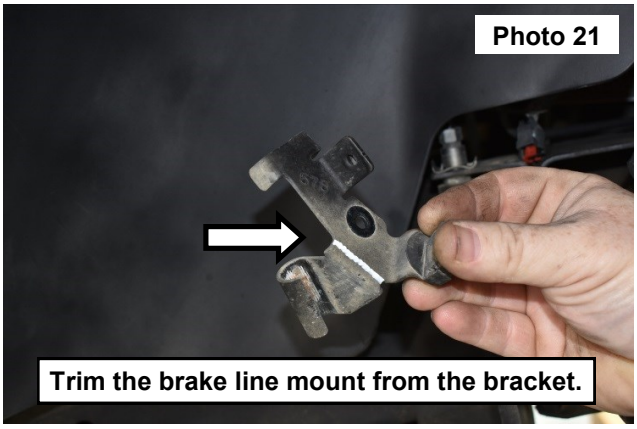


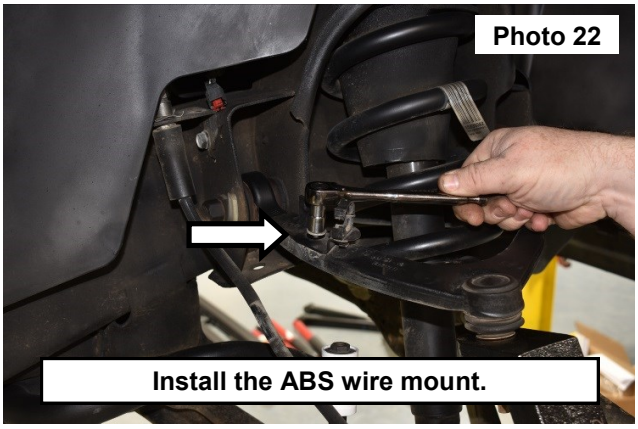
26. Connect the ABS line to the frame mount and secure the bracket to the knuckle using the retained hardware tighten using a 10mm wrench.
27. Install the brake caliper onto the rotor and knuckle. Secure using the retained (2) bolts, tighten using an 18mm socket. **See Photo 19.**
28. Remove the bracket from the brake line using clamping plyers and a flat tip pry tool. **See Photo 20.**



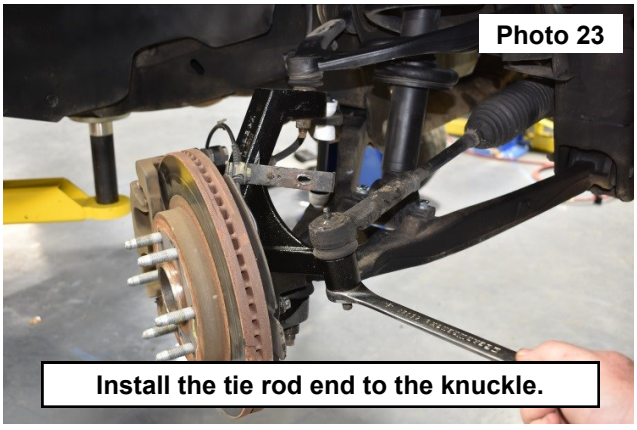


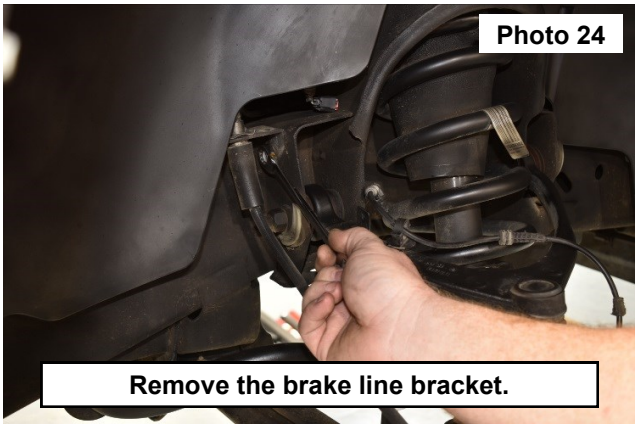
29. Trim the brake line mount from the bracket. **See Photo 21.**
30. Install the bracket onto the upper control arm using the OE bolt. Tighten using a 10mm wrench. Secure the ABS wire into the clip. **See Photo 22.**



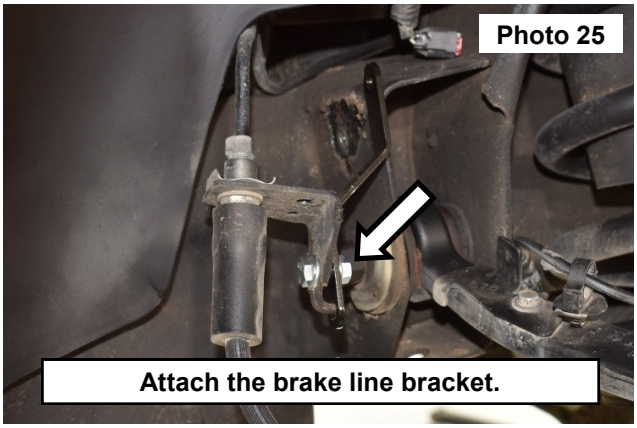


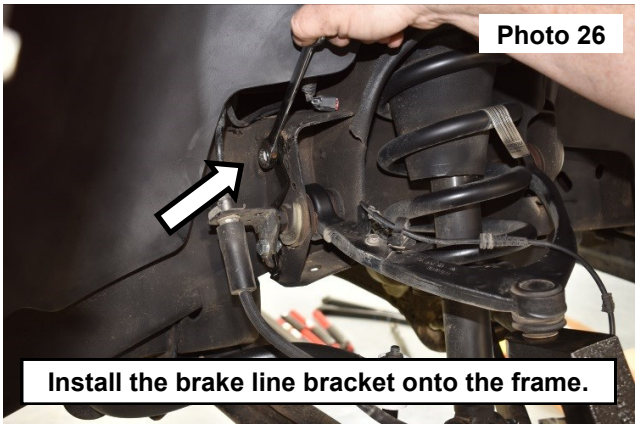
31. Connect the tie rod end to the knuckle, secure using the retained nut and tighten using a 21mm wrench. **See Photo 23.**
32. Using a 13mm wrench remove the brake line bracket from the frame. **See Photo 24.**





33. Install (1) of the supplied brake line mounts to the brake line using (1) 5/16-18 x 3/4 Hex Head Bolt, (1) 5/16 Flat Washer and (1) 5/16-18 Flange Lock Nut. Tighten using a 1/2” wrench and socket. **See Photo 25.**
34. Attach the brake line bracket to the frame using the retained bolt. Tighten using a 13mm socket. **See Photo 26.**

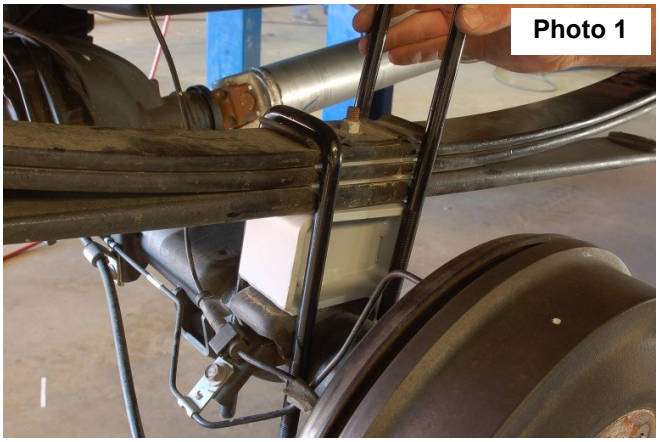


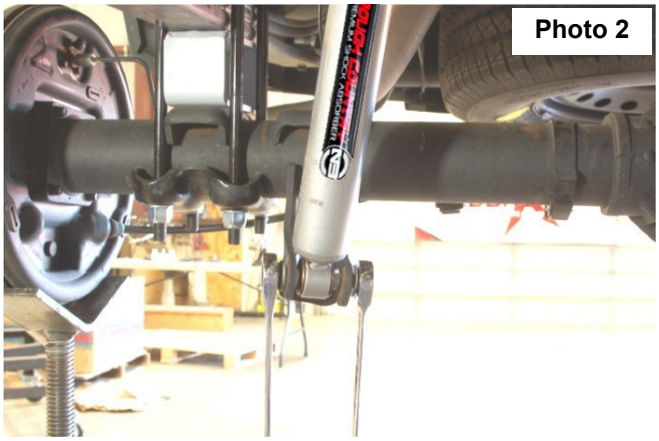


35. **Repeat steps 4-34 on the opposite side of the vehicle.**
22. Reinstall the wheels/tires.
23. Jack up the vehicle and remove the jack stands.
24. Lower the vehicle to the ground.

REAR INSTALLATION

1. Chock the front wheels.
2. Place a floor jack under the differential and jack up the rear of the vehicle.
3. Place jack stands under the frame rails and lower onto the jack stands.
4. Remove the tires/wheels.
5. Remove the factory shock absorbers using a 21mm wrench & socket. Retain the factory hardware for reuse.
6. Remove the factory u-bolts using a 21mm socket, then remove the factory blocks. Lower the axle using the floor jack to install the block.
7. Install the 2" inch rear block for the 3 " kit.
8. Install the 3" inch rear block for the 5" kit.
9. Install the block on the factory spring pad with the flat part of the block on the spring and the thinner end towards the front. Jack up the axle to meet the springs, making sure to align the center pin. **See Photo 1**
10. With the floor jack applying slight pressure to the rear axle to keep the pin aligned, install the new supplied u-bolts and tighten in a crossing pattern, using a 7/8" socket.
11. Locate the new shock absorbers part # 660738, and install the shock absorbers in the factory mounting locations using the factory hardware. Tighten using a 21mm wrench & socket. **See Photo 2**
12. Repeat steps 5-11 on opposite side of axle.


Photo 1


Photo 2

13. Install the tires/wheels.
14. Jack up the vehicle to remove the jack stands. Remove the jack stands and lower the vehicle to the ground.

POST INSTALLATION INSTRUCITONS

1. Lightly grease the ball joints. Do not over grease the ball joint as this could cause ball joint boot failure.
2. Have a qualified alignment center align the vehicle immediately.
3. Have headlights adjusted to proper settings.
4. Wheels must be retighten at 50 miles.
5. All kit components must be retightened at 500 miles and then every three thousand miles after installation. Periodically check hardware for tightness.
6. Install "Warning to Driver" decal on sun visor.
7. On some vehicles the front lower skirting will need to be trimmed if using certain wheel /tire combinations and with heavy offset wheels. Trim only as needed.

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