

Coilover Brackets Background Document for 1999-2007 GMT800 4WD Trucks and 2WD/4WD SUVs

v1.3

Chevy/GMC Silverado/Sierra/Tahoe/Suburban/Yukon 1500 4WD (will fit 2WD tahoes/yukon/ suburban) vehicles with factory torsion bars using the factory lower and upper control arms
*will not fit 2500 vehicles or vehicles factory equipped with air ride

These are to remove the torsion bar setup on 99-07 GM Fullsize Trucks and SUVs and install coilovers as the front suspension. This swap is useful for ~5" of drop to ~4" of lift with no other mods compared to a stock height truck. The newest style of the upper brackets will accommodate lifted trucks up to ~9" of lift.

Please contact "Atomic" on www.performancetrucks.net via Private Message with any questions or concerns or send me an email at rkwayne@gmail.com.

I take no responsibility for any harm or damage as a result of your decision to do this modification.

Table of Contents

Why Do I Want Coilovers?	2
Driving Impressions	3
Testimonials	4
Setup Overview	5
Lower Mount Bracket	8
Upper Reinforcement Bracket	8
Adapting the Top of the Shock.....	9
Frame Modifications	10
Bearings, Bushings, and Bumpstops.....	11
Limiting Straps.....	11
What These Brackets Will Not Work On	11
Selecting Springs and Shocks	12
Purchasing Information.....	14
Parts List.....	14
Final Word.....	15
Useful References	16

Why Do I Want Coilovers?

There are several advantages to coilovers from torsion bars. The biggest one is coilovers ride much, much better, and depending on what shocks and springs you use, can have many different ride settings for many different conditions. Torsion bars, on the other hand, leave you pretty much stuck and only able to adjust shock dampening rates (through aftermarket shocks) and not the spring rate itself. Many 4wd guys crank or decrank the bars to adjust ride height (yes this applies both to lifted and lowered guys), and this changes the ride drastically. With coilovers you can choose spring rates specific to your application; higher spring rates for more aggressive driving, and softer for more daily driver type duty.

The torsion bar setups are basically meant to ride on the bump stops or slightly above them. On lifted setups when you crank the bars the ride is usually the biggest complaint since the bump stop is so far away its not used. On lowered setups its basically the same just the opposite direction and you are constantly riding on the bump stops even after trimming them. In both cases the suspension is operating out of its intended range, and so the ride quality suffers. The spring force of the torsion bar changes proportional to the amount of preload put on it by the index key.

Second advantage is going to be the huge selection of shocks and springs available in the aftermarket for coilovers. I use QA1 shocks and hyperco springs, however, King, Fox, Viking, QA1, and whoever else makes coilovers can be used. Spring wise, hyperco seems to offer the biggest range in lengths and spring rates that I could find, and they are well priced. Eibach and PAC also have a wide variety of spring sizes and stiffnesses. I used 1300lb springs with qa1 ds301 shocks. I discuss how to select springs and shocks for your particular application further down.

Third advantage is weight. All of the stock torsion bar stuff including keys, crossmember, bars, shocks, and bolts weighs 71lbs. My shocks with my brackets (upper and lowers), and 7" 2.5" springs and limiting straps weigh 15lbs each. So total weight savings is only 41lbs, but it IS weight savings with a much better riding and handling front end. Taking out the crossmember also makes it a lot easier to drop the transfer case.

The only real disadvantage I can think of is it costs money and you might have to modify your frame (drilling). Both of which are par for the course in this hobby.

Driving Impressions

I have some decent road time with these now, and I must say I really like the ride. I currently have over 5000 miles on them. I have the shocks set to 10/18 and am using a 1300lb spring with about an inch of preload to put the front end exactly level (CVs are perfectly flat). A shock setting of 10 may be a little stiff for daily driving, but 6 is too soft, so I may try an 8 or 9. For the track I might try a 12-13 or so. Your particular settings will vary depending on how you like it and the weight of your vehicle.

The truck is very precise with this conversion. The steering feels very planted and in control without being harsh. Obviously you can fine tune your ride however you want it with spring and shock combinations, but I like it slightly firm. I am very happy with this conversion and feel like it handles a ton better. I use the truck for drag racing and keep going faster and faster now that the front end is under control. I have been 1.3x 60ft with these on radials and slicks at 5000lb. The truck makes approximately 1100rwhp.

Testimonials

A more complete (but not exhaustive) list of guys who have done this swap is near the end of this document.

The following is from "Tahoewhat" on tahoeyukonforum, one of the first guys to do this swap on his tahoe. See his full thread here: <http://www.tahoeyukonforum.com/forum/showthread.php?t=59830>

Starting off on the test drive around to settle the suspension I noticed a difference immediately, a much softer ride in front. The big difference came on the ride back home; about 50 miles on back roads and freeway traveling. First let me say, I forgot I had the front shocks on setting 5 and the rear on 10. Adjusting the knob only 1 click will make a difference. But on the way home not even 10mins into the drive I could not believe the vast amount of difference I was feeling. This, coming from a jar bouncing ride w/ about 1 to 2" of shock travel on the previously installed shocks to having the correct shocks installed w/ the t-bar setup gone. I felt no bumps at all, no jarring bounce, no squeaks, no rattles, nothing but pure bliss. Some of the roads were twisty, (I did not go crazy as I just did the install and still had that, how is my 5" shock holding this beast up mentality) but took the turns w/ even more ease than before. No more side to side movement, it felt as though I had much more control of the front wheels or front as a whole. It is hard to explain. The best explanation I can say is it's like driving a car w/ a good suspension setup and knowing that you have control of it at most times. You point left it goes left, no movement. Not sure if that really makes sense. The other road or time I noticed an improvement is the entrance to my neighborhood is terrible, like going over 50 million little speed bumps and now it is bearable. I do not get bounced up and down the whole way through the entrance. It cushions the bumps and the only way I can think of, is it feels like driving a car, not a slammed Tahoe. I need more time to actually respond on the feeling of the ride. At the time of writing this I have only put around 50 miles on it and in just that little time has me honestly blown away on the improvement. Just feels more planted & more in control. To copy Atomics words "It's kind of hard to verbalize just the truck feels more confident and secure, makes it a lot more fun than it should be."

And his cliff notes version:

"WOW, the feeling of driving is fun again in a slammed Tahoe and rides 100x better than with the t-bars. I find myself making up places to go to keep driving it. Well worth the investment and time. You will not be disappointed. If for some reason you are, i would love to know why!"

Setup Overview

There are 4 basic pieces to the kit:

1. **Lower brackets.** These are needed regardless of what you do with the top. See Figures 1 and 2.
2. **Normal Upper brackets.** I call these normal because they are the original design that uses the procomp shock adapter, but can also be used with the stud bushing. See Figures 1 and 2.
3. **Lifted Upper brackets.** These are for guys with lift kits that drop the LCA and/or use a lift spindle. They can be used in non-lifted applications however they are more difficult to install than the normal upper brackets. See Figures 3 and 4.
4. **Stud Bushings.** I make these washers and bushings so the stud top for QA1 shocks can be used. This decreases the amount of room the mounting hardware takes up which allows for a longer shock to be used or for more drop in very low applications. See Figure 5.

There are several different combinations of stuff that will work depending on what you want to do. The bare minimum to do this swap only requires the lower brackets. The most popular combination is the lower brackets and the normal upper brackets (this constitutes a Full Normal kit). The lifted uppers are required for lift-kit applications (along with the lowers). The Stud Bushings can be used with or without the normal upper brackets.

Figure 1 below is the complete assembly with the normal style upper mount, lower mount, and the procomp shock adapter. Figure 2 is what the Full Normal kit looks like fully installed. This is on my truck.



Figure 1: Full Normal Coilover Assembly



Figure 2: Full Normal Kit Installed

The lifted upper style has an integrated mount (instead of using the procomp shock adapter) to mount the shock. The purpose of this is to create clearance with the factory Upper Control Arm (UCA) which is the point of least clearance when doing this swap on a lift-kit setup by moving the mount forward away from the arm.

On the brackets below, the bottom left is the passenger side and the bottom right is the driver side. These can be used on non-lifted setups, but I recommend using the normal style as the lifted style is more difficult to install. The installed picture is from a customer that was kind enough to take pictures for me on what looks to be a 6-7" lift. Theognito UCA is not required, but does look cool.



Figure 3: Lifted Brackets

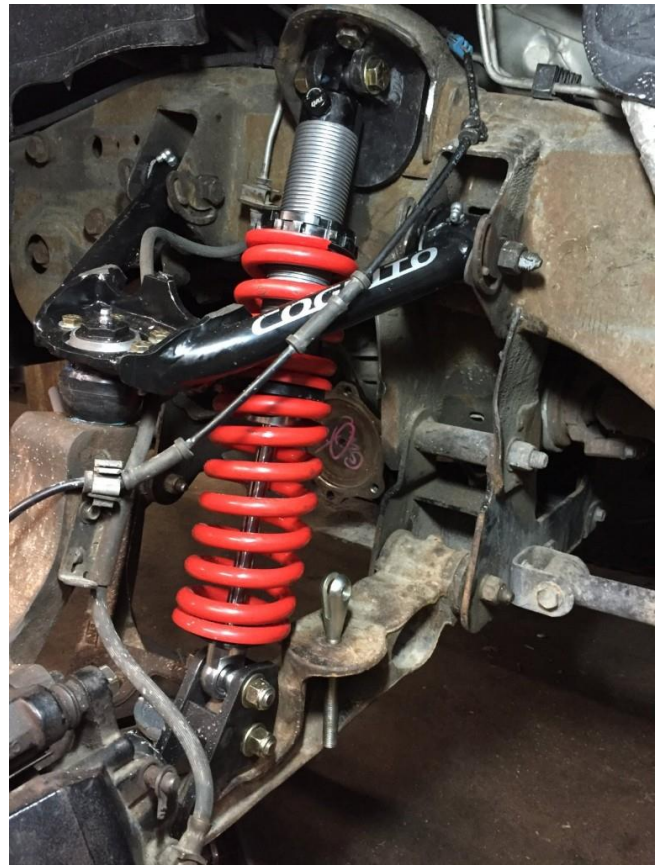


Figure 4: Lifted Brackets Installed

QA1 makes a stud top conversion for the shocks to replace the more traditional loop style (not sure what the exact name is). This part allows the shock to be mounted without using the procomp shock adapter, however the trouble has been the included bushings with the QA1 part are not very strong. They are a soft rubber so I am making some custom washers and poly bushings (see figure below) that can withstand the load without being destroyed.

The advantage to using the stud top is it takes much less room to mount the shock so a longer shock can be used that has more travel, or your truck can be dropped about 1.5" lower compared to using the procomp mount on the same shock. The upper bracket is not required to use the stud top but is highly recommended. I originally recommended against the stud top, but that was before I found a suitable way to make a bushing to handle the load the coilover will see. Now depending on what your specific needs are using the stud top may be the best solution.

Pictured below is the QA1 stud on the driver side normal upper bracket and the bushing kit I make which includes the washers and a poly piece.



Figure 5: Stud Bushing

Lower Mount Bracket

I drew these up in AutoCAD and had them laser cut from 3/8" steel and powdercoated them a flat black. They are doweled by design and have been MIG welded. It is the male end of the dowel into the sides supporting the weight, not the weld, so there is no need for a lot of welding. In addition, the bolts holding these to the frame (the lower shock bolt hole) and new coilover bolt hold them together. These are not going anywhere. The need for these is because the lower mount on the 1500 4wd LCA is a male-style mount. All aftermarket coilovers that I have found also have a male style mount, so the issue is trying to hook up two male style mounts together. These brackets sit on top of the shock mount and prevent the coilover lower mount from rotating on the LCA.

The included hardware is all grade 8 stuff. Either bolt makes a good mounting location for limiting straps if you plan on going that route. There is plenty of clearance for the CV shaft and everything else. This is literally a slide-over and bolts in place of the shock deal. Installation takes 30 seconds.

The inside width is roughly 1 3/8". My QA1 shocks have a lower mount thickness with the bearing of approximately 1". To prevent it from sliding around I used a pair of spacers. I was not sure if different coilovers have different mounting widths, but these should be wide enough to accommodate anything. These spacers are not included with my kit.

Upper Reinforcement Bracket

Similar to the lower mounts, these are laser cut 3/8" steel that have been MIG welded and powdercoated. These are optional for the coilover swap and do require some drilling or welding. I say they are optional because guys have not reinforced the top mount and been fine. However, many feel this is not safe because the shock hoop was not designed with carrying the full weight of the vehicle in mind, especially over harsh terrain if that's your thing.

These are side dependent and work by sitting up inside the factory upper shock mount and use two 1/2" grade 8 bolts through the frame to secure it. I call this a reinforcement mount because it is reinforcing the mount that is there, not just carrying the full weight by itself. When you drill the holes for these, I recommend bolting them through the top to ensure they fit tight to the frame before you start drilling. Remember when drilling, use lots of oil and go slow with moderate pressure. Cobalt drill bits are great for drilling steel.

The passenger side is relatively easy to get to, but because of the differences in the frame, the driver side is harder and needs to be reached by using a wrench under the truck. This is kind of a pain...ok it's a pain in the ass since there is not a lot of room, but can be done without removing the axle. I used the trick of using a piece of tape to hold the nut and washer to the wrench as I put it up there. The upper mount works well as an anchoring point for limiting straps, although this is more difficult on the driver side because of where the holes are in relation to the spring. This may not be an issue on other setups but it was on mine. The other option than drilling through the frame is to simply weld them in place and not use the bolts. The coating will need to be stripped on both the mounts and the frame to make sure you get a good weld. I bolted mine on, but if you have a good welder or know a guy, go for it. A note on bolting them in, do not overtighten these. The frame bends rather easily, you just want to take up the slack in the bolt. You can easily overtighten and bend the frame, so be mindful.

If you ever decide to convert back to torsion bars (don't know why you would), you can leave the top normal mount in place, and the factory shock will still fit fine. So if you want to weld to the frame, this is not something that is completely irreversible.

The lifted style upper mounts mount the exact same way as the normal style but the bolt holes are located in different positions on the brace. This is not an issue with installation, but it is not recommended to switch from the normal upper mount to the lifted styles because of all of the holes that would need to be drilled.

Adapting the Top of the Shock

Most coilovers have an eyelet upper mount and this must be adapted to do this swap without changing the shock upper mount unless you want to use the stud top with the bushing kit. I used a procomp shock adapter for this purpose. The inner width of the upper bracket is roughly 1.5" and similar to the bottoms, the mount on my QA1s is 1" wide, so I used 1/2" spacers to take up the slack.

The lifted style upper mount does not require the procomp adapter since the coilover shock is bolted directly to the bracket. The width on the upper mount is 1 3/8" and my QA1 shocks are 1" so spacers will be needed to take up the slack to make sure the shock doesn't move around.

QA1 offers a conversion kit to convert the bearing style upper mount to a stud style. They negate the need for the shock adapter and should allow the use of a longer shock or to go lower with the same size shock than the procomp adapters. This is a viable option with the use of the bushing kit I make (see figure 5).

My kit does not include the procomp bracket, only the upper mounts with bolts to bolt to the frame and the bushing kit if ordered. The lifted style upper includes the bolt needed to secure the shock to the mount.

Frame Modifications

The only modification that may need to be done is trimming the corner of the bump stop mount. This is most easily done with a sawzall and this is simply to create clearance for the spring. Mine fit without trimming but I wanted to trim anyway to make sure there would be enough room at full extension when the spring is drawn inward slightly. The bump stop upper cup should also be cut off and an aftermarket bumpstop installed.

This is where the frame will need be trimmed:

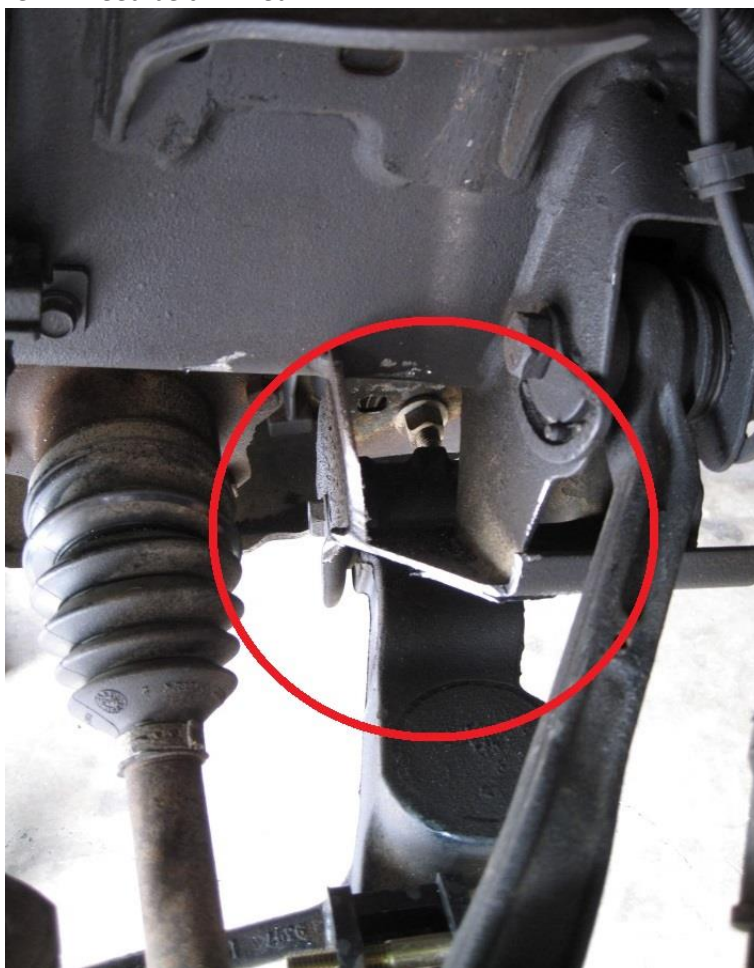


Figure 6: Frame Trimming Required

Two 1/2" holes will need to be drilled in the frame for the upper reinforcement bracket, and a single 3/8" hole will need to be drilled in the LCA bumpstop area for the aftermarket bumpstop.

Bearings, Bushings, and Bumpstops

I initially used the included QA1 nylon bearings that come with the DS301, 303, etc., but they were destroyed in very short order. After talking to the QA1 tech he said they were only designed for around a 600lb spring, and since I'm running twice that he wasn't surprised that they failed. The good news is there is a drop in steel replacement bearing, the part number for QA1 is COM8T and are rated for a 30,000lb static load. These are roughly \$8 each (you need 4 if you do the shock adapter upper mount, or 2 if you do the stud upper mount) and can be found on summit, jags, amazon, ebay, etc. under the QA1 COM8T part number.

There is a kit (COM8T-102PK), but it's more expensive for some reason and only comes with extra snap rings, which are the same snap rings used with the included nylon bearing. These bearings are the only mandatory thing that needs to change out of the box for the shocks. They are easily installed by hand.

If you do the top stud mount you will need the bushing kit I make, but will only need 2 upgraded bearings for the bottom of the shocks.

The tech also highly recommended bumpstops to prevent bottoming out so I got some generic energy suspension bump stops (\$8 for a pair) and mounted them to the LCA by drilling a hole in the factory bump stop location and mounted them upside down. You can see this in Figure 2 above.

Limiting Straps

Limiting straps are used to prevent the shocks from topping out and damaging them. They are mainly used for offroad situations, but I and several others have used them in the past to control front end lift when launching in 4wd. I don't feel they are needed with the adjustability of coilovers, but they are easily added to my kit. Usually they use a clevis bolt for adjustability, but I mounted mine between some of the bolts. I would completely install your coilovers first, and then measure from whatever mounting points you choose with the truck jacked up and hanging in the air. Now subtract 1" from this and you want that size strap. The reason for subtracting an inch is you never really want the shock to top out, but you want to use the full travel.

I do not currently use straps because I did not need them and they are a bit cumbersome to install on stock or lowered setups. My front end lift is very well controlled with just the shock alone and I do not recommend straps in addition to coilovers on anything but lifted setups and even then, only setups that actually offroad.

What These Brackets Will Not Work On

The lower brackets will not work on 2WD or Chevy/ CMC 2500 trucks. The frame on the 2500s goes inward (toward the engine) a few inches down whereas on the 1500s it's a straight section. However, if you want to weld these to the frame, they should work fine, just bolting them on will not work as intended. If any 2500 guys want to try these I will give you a discounted set without the hardware. The bottom brackets are not needed on the 2500 to do the coilover swap because of the way the shock mounts on the 2500. This swap is much easier on 2500s, although I recommend possibly reinforcing that lower mount if you do a lot of towing or competitive driving.

This will also not work on lifted trucks that moved the UCA out of the factory position. This is mainly on bigger lifts (9"+). This swap requires the factor LCA on 1500 trucks.

Selecting Springs and Shocks

To find out what shocks and springs you need you will need to measure the “ride height” of the shock. In terms of the shock, this is the distance from the lower mount to the upper mount. This is the most important measurement of this swap. The easiest way to measure this is with the factory shock removed and a floor jack handy, although it can be done without much difficulty just by turning the wheels one way or the other to make some room.

You need to measure from the lower shock bolt on the LCA to the top of the shock hoop in a straight line. If you want to gain lift from this swap, use the jack to raise the front end to the height you want then measure between the same points. I have posted a spreadsheet on every forum I have posted this swap that will aid in the selection of springs and shocks. You just need the main measurement illustrated below and to know the sprung corner weight (corner weight minus the weight of the wheel, tire, spindle, brakes, etc.) of your truck. Smaller trucks are about 1350, with larger trucks and SUVs being closer to 1500 in my experience.

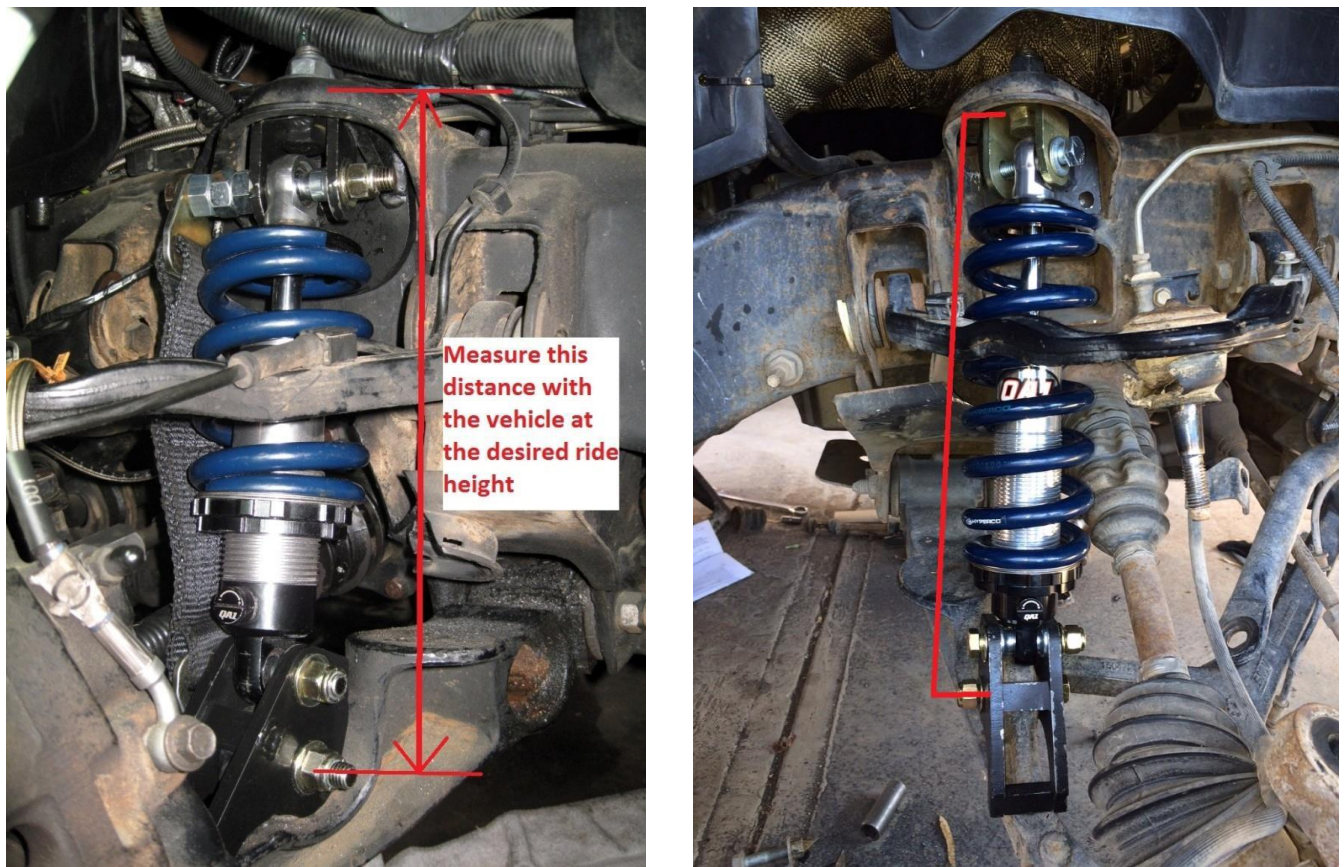


Figure 7: Ride Height Measurement

The height of my bottom bracket is 1.75". The height of the procomp mount is 1.5". The height of the upper reinforcement bracket is roughly 0.5" since it doesn't sit exactly flush on the frame hoop. When using the lifted upper mount instead of 1.5" for the procomp adapter it will be 0.75". The stud mount is also 0.75".

So as an example, if you measured 18" between the LCA shock bolt hole and the frame hoop and you use the upper brackets and procomp adapters instead of the stud conversion, your ride height will be $18" - 1.75" - 1.5" - 0.5" = 14.25"$.

Now you want to find a shock that has this as its ride height, or median measurement between fully collapsed and fully extended. Most shock makers post this sort of thing in a table, along with a recommended spring length. If a shock says fully extended= 16" and fully collapsed=12" then it will probably work perfectly.

You generally want 60% of the travel to be for compression and 40% for uptravel, but no more out of range than this. So if the shock has 2" of travel, you want 1.2" from the fully collapsed and 0.8" from fully open so it has more room to compress. Shock manufacturers generally list a ride height range with their shocks. You want to be in this range. Dividing the travel by 2 would leave 50% for downtravel and 50% for uptravel.

Once you found your shock you need to pick your spring. These need to be 2.5" ID springs to clear the UCA. 1500 trucks have roughly 1350lb of sprung weight per corner. Do not be scared by seemingly small shock travels. Travel at the wheel is roughly twice what travel at the shock is, so if a shock has 3" of travel that is roughly 6" at the wheel, which is very significant on IFS. My shocks only have 2.5" of travel and my truck rides great. The shock you select will also tell you the spring length you need.

Now you need to compress the spring to half of the travel to be at the center of shock travel. If your shock has 3.25" of travel (fully extended – fully collapsed) and we use 1350lb as the corner weight, you will need a spring that will support that weight with half the amount of travel you have. That is accounting for the static load of the vehicle.

$3.25"/2 = 1.625"$ of travel on either side

$1350\text{lb}/1.625" = 831\text{lb/in}$ spring

If you want it to be at 60% compression and 40% uptravel, you need $3.25" * (1 - .6) = 1.3"$ of movement from just supporting the weight, and $1350/1.3 = 1038\text{lb/in}$ spring. So I like to say you need a spring between 850lb and 1050lb depending on how smooth or stiff you want the ride. The stiffer (more precise) the ride you desire, the stiffer spring you need. You may also be limited by what spring rates are actually produced in the length you need. I prefer to go more on the stiffer side. The spring rate will also affect the amount of preload you need on the spring when you install it. The risk with too soft of a spring is with bottoming out the shock, and you really want to avoid this as it could damage the shock.

So as you can see choosing a shock/spring combination needs to be done after you decide on your ride height. To further tweak things, you can use the stud top, or space the procomp bracket some, or not run the upper reinforcement if you are feeling lucky.

Please use the spreadsheet I made that will be close to this file on any forum as it will greatly help in selecting hardware and I have included part numbers for all springs of the relevant size made by Hyperco, Eibach, and PAC in the spreadsheet as well as a full parts list. Also feel free to email or message me if you need further help or want verification.

Purchasing Information

See here for latest pricing and contact info: <http://www.performancetrucks.net/forums/member-made-tools-parts-classifieds-197/99-07-4wd-front-coilover-conversion-brackets-524354>

Or email me at rkwayne@gmail.com with any questions or comments.

Parts List

- (2) coilover shocks. I used **QA1 DS301**.
- (2) 2.5" coilover springs. I used **Hyperco 187B1300**.
- 3/8" spacers for the lower mount, 1 spacer per side, **ALL18571**
If using the lifted uppers, you need 2 spacers per side
- 1/2" spacers for the upper mount if you use the procomp bracket, 1 per side, **ALL18572**
If using the lifted uppers, you do not need any of these
- Pair of aftermarket bumpstops if your truck is lower than stock height, **ENS-9-9101G**
- Upgraded bearings for the lower mount, 1 per side for stud top, 2 per side for procomp mount. Part number for QA1 shocks is **COM8T**. I used 4 since I used the procomp mount.
- Procomp shock adapter OR stud top adapter (Stud Top is **QA1 SS110SDM**), **Procomp mount is 690001**
This is not needed if you use the lifted style uppers
- QA1 spanner wrench and thrust bearing, makes preloading the spring and subsequent preload adjustment much easier, **HAL-7888-110**
- Upgraded bushing if using the stud mount

I have approximately \$525 invested for the above parts bought mainly from summit. This is not an expensive mod considering what you get for it.

This is the second tab in the spreadsheet I made that lists the parts required depending how you do it.

*I listed the total quantity, but many of the items are sold in pairs. 1 pair =2 items.					
Kits using the Procomp Shock Bracket			Using the Lifted Style (Integrated Top Mount)		
Item	Total Quantity	Part Number or Description	Item	Total Quantity	Part Number or Description
Shocks	2	See previous tab	Shocks	2	See previous tab
Springs	2	See previous tab	Springs	2	See previous tab
Spacers, lower	2	3/8", 1 per shock, ALL18571	Spacers	4	3/8", 2 per shock, ALL18571
Spacers, upper	2	1/2", 1 per shock, ALL18572	Bumpstops	2	ENS-9-9101G (may vary)
Bumpstops	2	ENS-9-9101G (may vary)	Shock Bearings	4	COM8T for QA1 shocks
Shock Bearings	4	COM8T for QA1 shocks	QA1 Spanner Wrench	1	HAL-7888-110
Shock Adapter	2	Procomp 690001			
QA1 Spanner Wrench	1	HAL-7888-110			
					12/19/2015
Kits using the Stud Conversion for the shock					
Item	Total Quantity	Part Number or Description			
Shocks	2	See previous tab			
Springs	2	See previous tab			
Spacers, lower	2	3/8", 1 per shock, ALL18571			
Bumpstops	2	ENS-9-9101G (may vary)			
Shock Bearings	2	COM8T for QA1 shocks			
Stud Adapter	2	QA1 SS110SDM			
QA1 Spanner Wrench	1	HAL-7888-110			

Figure 8: Parts List

Final Word

I feel it is important to say that if you are not comfortable modifying your truck's suspension please do not attempt this modification. I am not a big shop or company with hundreds of hours in R&D. I am a guy in my garage with a skill set that allowed me to design these parts to my work on my particular application. I have a full time job otherwise, and do not carry inventory of anything but the brackets, and usually just in small quantities. I made these brackets for the sole purpose of making it easy on guys that want to do this mod but don't have the tools/knowledge/skills/time to make the brackets themselves.

This swap, even with it being a bolt-on mod, will still require refinement and tweaking on your part. This comes with the territory any time you modify a vehicle and is really the spirit of hot-rodding. I can lend my advice and experience, but due diligence must be paid before hand by reading this and doing the proper research and proper measuring to make sure of the correct parts for your particular application.

Useful References

These are forum threads that I made before typing this document, and/or threads made by other forum goers who have used my parts for their own swap. There words are there's alone.

[performancetrucks.net](http://www.performancetrucks.net)

My build first coilover thread: <http://www.performancetrucks.net/forums/gm-drivetrain-suspension-22/99-07-4wd-front-coilover-conversion-518118/>

My purchase thread: <http://www.performancetrucks.net/forums/member-made-tools-parts-classifieds-197/99-07-4wd-front-coilover-conversion-brackets-524354/#post5168393>

Iregret build thread: <http://www.performancetrucks.net/forums/projects-gallery-189/2000-chevy-silverado-project-charlie-murphy-489579/page11/#post5156548>

Thread that gave me the idea and good reference for 2500 guys:

<http://www.performancetrucks.net/forums/gm-drivetrain-suspension-22/ditched-torsion-bars-coilovers-hd-504605/>

[tahoeyukonforum.com](http://www.tahoeyukonforum.com)

My initial thread seeking interest: <http://www.tahoeyukonforum.com/forum/showthread.php?t=57560>

Tahoewhat review and install guide ****very detailed****:

<http://www.tahoeyukonforum.com/forum/showthread.php?t=59830>

04blackout review and build thread: <http://www.tahoeyukonforum.com/forum/showthread.php?t=60498>

[gmfullsize.com](http://www.gmfullsize.com)

Initial thread: <http://www.gmfullsize.com/forum/showthread.php?t=274179>

00silvyON (lifted guy): <http://www.gmfullsize.com/forum/showthread.php?t=291434&page=8>

My initial thread on each forum contains an older version of my summary document, but the conversations take different turns based on the personality of the forum. For instance, PT is mainly performance based, the tahoe guys want to go really low, and GMFS is mainly cranked/lifed setups.