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APRIL 2003 • VOLUME 29, NO. 4
\$5.99 \$6.99 in Canada
DISPLAY UNTIL 3/4/03



Gaylord's Installs a 7-Inch Silverado Lift from California SuperTrucks

The Magnificent Seven

In our quest to show you each and every available option when lifting or lowering your truck, *Truckin'* strives each month to bring you the latest and greatest from each and every suspension company, big or small. This month we bring you a recently released 2WD lift kit from California SuperTrucks. In recent years, CST has grown to become one of the top brands in the 2WD bolt-on lift industry and were on the leading edge in developing a kit when the '99 GM trucks were released. Now available from CST is the Super Trail S2. The Super Trail S2 (PN CST0006) system features upper control arms with new large taper ball joints, new fabricated 4-inch lift spindles, 3-inch lift coils, and 4-inch lift blocks with new U-bolts for the rear. One thing to note on the CST kit is that the backspacing of your wheel cannot exceed 4-1/2 inches. That means the stock wheels that came on these trucks will not work.

by Jeremy Cook | PHOTOGRAPHY: JEREMY COOK



To remedy the problem on our Silverado in question, which actually belongs to Lil' John of Gaylord's, we ordered up a set of the new heavy duty Tracker wheel from our friends at Center Line. They measure 16x10 inches and offer a perfect combination of style and off-road aggressiveness. Also fitting that description are the new Xterains from Pro Comp Tires. They are 35s, or P315/75R16s, to be more precise, and have a super-aggressive-looking tread pattern, yet run relatively quiet on the street. Both the new Center Line wheel and Pro Comp tire represent a new trend in lifted wheel and tire design, in that they perform exceptionally off road, yet look right at home at any truck show.

We performed the installation at the world-famous Gaylord's Kustom Trucks in Long Beach, California. In addition to the company's massive fiberglass lid business, Gaylord's stays busy with its retail showroom and full-service installation shop. Follow along as super tech Rick busts out the installation in just a few hours. And use the provided information to contact CST, Center Line, Pro Comp Tires, or Gaylord's for any additional information.

TR



1. Lil' John's Silverado was already outfitted with a body lift, so there would be no issues with installing 35s with a 7-inch lift. The front fender lip should rise a full foot when the whole setup is installed.



2. The California SuperTrucks kit comes with a 4-inch lift spindle, a 3-inch coil, new upper control arms and ball joints, a 4-inch block kit for the rear, and all of the necessary hardware.



3. Rick lifted the Silverado high into the air and pulled off the stock wheels and tires.



4. First, the tie rod end was disconnected from the spindle.



5. Next, the bolts holding the caliper bolt were removed.



7. The caliper was removed and the rotor was pulled off.



10. A&B The upper and lower ball joint nuts were then loosened up.



6. A&B The brackets holding the brake and ABS were then removed.



8. Now Rick removed the sway bar endlink from the lower control arm.



9. Next to go was the stock shock.



11. A jack was placed under the lower control arm, the spindle was given a few whacks with a 5-pound sledge, and the spindle was removed.

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12. The jack was lowered slowly until the coil could be pulled out.



13. A&B Now the stock upper control arm was unbolted and removed.



14. The upper control arm stop bracket must be trimmed back before the new arm is installed. The plasma cutter came in handy.



15. Rick assembled the new upper control arms by installing the polyurethane bushings, steel sleeves, grease fittings, and new upper ball joints.



16. A&B The new upper control arm stop bracket slid onto the upper control arm bolt at the top. Then a 5/16-inch hole had to be drilled through part of the old stop. Then a bolt with a self-locking nut secured it in place.



17. A polyurethane spacer is supplied with the kit and is zip-tied onto the top of the coil so that it will still be there after the coil is installed.



18. The three 15mm bolts that hold the hub onto the spindle were removed...



19. ...and the new 4-inch lift spindle bolted up to the hub.



20. Then the coil was installed by setting the top into place and prying the bottom into place with two large prybars.



21. A&B The lower control arm was quickly jacked up to the point where the CST spindle could be slipped onto the ball joints and torqued accordingly.



22. The rotor and caliper were then reinstalled onto the hub. A new longer brake hose was supplied, so Rick swapped it out. The brakes were later bled before the truck went to alignment.



23. Now the brake hose and ABS line were attached to the CST control arm.



24. The new shock was then installed up through the lower control arm and snugged.



25. A&B Finally, the tie rod end was torqued onto the new spindle and the endlink was reinstalled onto the lower control arm.



26. Although we don't often show this step, it's one of the most important ones. All of the grease fittings should be hit with a grease gun before the truck is lowered to the ground, especially the brand-new upper ball joints.



27. The installation in the rear is as simple as sliding a block between the axle and the leaf spring. But first the stock shocks were removed.



28. A&B With jackstands supporting the axle, the four nuts were buzzed off of the two U-bolts and they, along with the spring plates, were removed.



29. Rick raised the lift just enough so that the 4-inch lift blocks would slip in between the leaf and the axle.



30. A&B Then the stock spring plates were reused with the new longer U-bolts and were torqued down.

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31. Here's a quick comparison of the stock wheel and tire combo to the new 16x10-inch Center Line Tracker and Pro Comp Xtterrain tire. Which one do you like better?



32. The Xtterrain features a staggered and directionally grooved tread pattern and has full-length lug sipes that give the tire superior traction on any surface. And it looks mean, too!



33. After checking all of his bolts and bleeding the brakes, Rick mounted the wheels and sent the truck out for alignment.

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34. The finished product. For an otherwise stock truck, this thing looks pretty mean.



35. With the 7-inch CST lift, a 3-inch body lift, and 35-inch Pro Comp tires, the front fender lip was more than 12-1/2 inches higher into the air than stock. The rear was a solid 10. And the truck rides awesome.

SOURCES

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