

You will have to disconnect KDSS even if you are installing UCA's along with shocks/coilovers. It will make it easier all the way around. KDSS isn't as big a deal as people think it is. The initial install write up is great and the tips and tricks added afterwards make it go a lot smoother.

Some added tips I got from Matt (mwrap8909) made it go much smoother. Start with driver's side and unbolt KDSS bracket with a floor jack under the piston. Slowly lower just enough to unclip the bracket and the bar will slowly creep towards the front of the truck (about a foot). Undo steering knuckle and other bolts holding the shock and take a pry bar into the hole on LCA and pry down enough to pull the shock. Undo long bolt holding the UCA and you can pull it out through the engine bay (the bolt not the UCA).

Install new UCA and shock and reattach steering knuckle and other bolts. Torque to specs:

Upper Struct/Coilover = 47 ft lbs

Lower Strut/Coilover = 70 ft lbs

Stabilizer Bar->Knuckle = 52 ft lbs

Upper Control Arm = knuckle = 81 ft lbs

Lower ball joint-> knuckle = 118 ft lbs

Now for the smoke and mirrors. Your sway bar is still sitting on your floor jack. Wrap one end of ratchet strap around sway bar and attach the other end further back on the truck to a secure point. Now start ratcheting and the floor jack with the sway bar will slowly crawl back into position raising and lowering it with the floor jack as needed. Clip sway bar bracket back and loosely bolt it with the 2 bolts leaving about an 1/8" gap between the 2 bracket plates.

Now, move to passenger side and do the same procedure but now when you go to reattach the swaybar there is no piston on passenger side so you use a bottle jack to raise and lower the drivers side. Raise driver = sway bar lowers on passenger, lower driver = passenger sway raises. Get it lined up with the bracket and ratchet strap into place. Bolt it up and Bob's yer Uncle.

