

# It's amazing what four additional inches can do

By Robin Stover Photos: Robin Stover

**I**F YOU OWN A '07-'10 CHEVY 1500 PICKUP, you probably understand the versatility of the GMT900 platform. However, what you may not know about the latest and most popular version of the Silverado ½-ton is that they love being lifted. We're not talking about adding a simple leveling kit, either. These trucks take to a 4-inch lift kit like a fat kid assaulting a cookie jar—especially when the kit in question comes from industry mainstay ReadyLift.

With little more than some basic hand tools and a die-grinder, your Chevy 1500 can escape the confines of normalcy for head-turning, pavement-burning good looks. And did we mention the increased clearance for off-pavement prowling and room in the wheelwells for a 33x12.50 tire? Yeah, it's pretty cool. Of course, we wouldn't want you to simply take our word for it, so we've detailed the installation process at DC Customs in Ukiah,

California. We're pretty sure that once you see for yourself just how easy it really is, you will have no problem deciding that bigger really is better.

**Before:** This truck is dripping with potential right off the showroom floor. The key is unleashing the vehicle's potential without breaking the bank. Thanks to ReadyLift's easy-install SST 4-inch lift system, you can add 33-inch tires without emptying your wallet.



# ZERO TO HERO



This is what our '08 Chevy Silverado donor ½-ton looked like once the guys at DC Customs worked their magic.

# TECH ZERO TO HERO



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1. This is the SST lift kit as the consumer would receive it. The system uses some unique problem solvers to address mechanical hurdles that other kits simply ignore.

2. Starting up front, we positioned the truck safely on the lift to gain access to the undercarriage. Once access was achieved, we started by removing the tires and wheels, front struts, upper control arms, half-shafts, front driveshaft, and differential cross-member. With all those items out of the way, you can remove the front differential from the truck. This photo shows what you will be left with.

3. Next, we removed the cast-iron differential mounting bracket on the passenger side and clamped it in a vise. We then removed the two differential mounting studs from this bracket and installed it back into the same position under the truck. This will enable you to mount the billet aluminum differential spacers included with the kit.

4. The new billet aluminum differential spacers simply bolt to the mounting brackets as shown here.

5. Next, we grabbed a marker and held the differential assembly up as if we were going to re-install it. A small portion of the aluminum casting needs to be trimmed for the unit to fit; you can remove a little bit at a time with a hand grinder, but be careful not to remove too much material.

6. With the trimming complete, we re-installed the differential under the truck.

7. Check out how the new billet aluminum spacers maintain the proper mounting angle of the front differential.

8. Here, you can see the differences between the factory upper control arm and ReadyLift's DOM steel tubular units. These heavy-duty control arms feature OEM-style ball joints installed to OEM geometry. That means you won't have to modify anything to make the ball joints fit into the spindle. Also included are 90-degree grease fittings to insure the life of the new polyurethane bushings. These arms simply bolt in place of the factory units.



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**“THE SUPPLE FACTORY RIDE WAS STILL PRESENT, AND THE ILL-HANDLING, TEETH-RATTLING VIBRATION WE MIGHT HAVE EXPECTED FROM SUCH A MODIFICATION WAS NOT.”**



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## Our Take

➔ With the new 4-inch SST lift kit installed on our donor truck, the truck rode better than we expected from a bolt-on lift kit system. The supple factory ride was still present, and the ill-handling, teeth-rattling vibration we might have expected from such a modification was not. All said and done, the truck functioned properly in its lifted state and accommodated the 33-inch tires with just minor trimming to the inner fender plastics. We're sure that the larger tires robbed a little fuel economy and performance from the torque-abundant V8, but not enough to leave our donor's owner with any regrets. Around town, the truck is a true head-turner, and that's what we were after. **FW**

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**9.** To achieve the additional inches of ride height up front, ReadyLift includes two fabricated steel strut spacers with the kit (arrow). These little guys install right on top of the factory strut to provide four extra inches over stock. With the spacers bolted securely to the struts, we simply re-installed the strut in the vehicle.

**10.** Check out the new differential skidplate included with the kit. This unit simply bolts on to protect the aluminum diff from whatever trail obstacles are in store.

**11.** Out back, the process is as traditional as they come, with a 1.75-inch lift block and longer U-bolts. This raises the rear of the truck enough to clear 33-inch tires. These blocks have a slight angle on one surface to correct the pinion angle.

**12.** To allow the factory rear shocks to work with this kit, ReadyLift includes a pair of the shock brackets shown here. These little adapters simply bolt on to space the shock down 1.75 inches.

**13.** For a unique look, our donor truck's owner ordered up a set of BMF S.O.T.A. wheels in a 20x9-inch Death Metal finish and a 5.5-inch backspacing. These unique wheels were wrapped with a set of Toyo Open Country M/T tires in a 33x12.50R20 size. **FW**

## SOURCES

**DC Customs**  
707/463-2227, [www.dccustoms.net](http://www.dccustoms.net)

**BMF Wheels**  
888/313-2580, [www.bmfwheels.com](http://www.bmfwheels.com)

**ReadyLift**  
877/759-9991, [www.readylift.com](http://www.readylift.com)

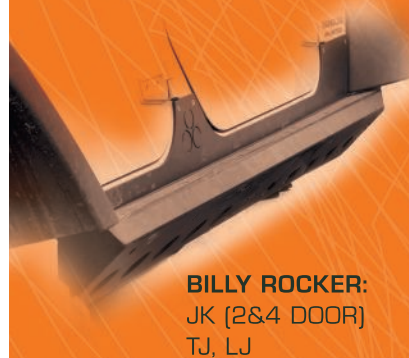
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