



One of our favorite attributes of the new Chevy trucks is the fact that the 2WD and 4WD half-ton rigs use a similar suspension. Not only did this make it easier on the aftermarket parts manufacturers that develop suspension kits, it also made it easier on installers (like you) who choose to modify the trucks. With the new strut and A-arm design that Chevy uses, the same steps are taken on both the 2WD and 4WD trucks when adding a few inches of spacer lift.



GETTING MORE CLEARANCE OUT OF YOUR '07 CHEVY

A True 3 Inches For Under \$200

BY JERROD JONES | PHOTOGRAPHY: JERROD JONES

Rough Country has this new 3-inch kit that addresses both the front and back end of the truck to allow you the fitment of 33-inch tires on either a 2WD or 4WD 2007-to-current Chevy 1500 Silverado truck. The only difference in applications is the addition of two front differential spacers to keep your CV shafts at the correct angles.

We stood by and twiddled our thumbs (it's nice to watch other work once in a while!) while OC Tranny in Costa Mesa, California, got this kit on in a few hours.

Though we didn't attempt this one personally, we'd feel confident trying this at home as long as we had a few good jackstands and a floor jack. **CR**

► Though this kit is a very simple strut spacer lift, Rough Country offers the option of adding new upper control arms with heavy-duty ball joints. If you opt for the arms, you'll have to start this kit with a 0.500-inch drill bit. After disassembly of the front end, you will have to drill the very bottom of the tapered hole on the top of the knuckle. You will not be changing the taper of the hole at all, and only be "skinning" the very bottom of the hole to allow the new ball joint to go in. Even after the knuckle is slightly drilled, you could still go back to a stock ball joint without any problems (we checked).



▲▲ These are the optional tubular upper control arms and HD ball joints available for an extra couple hundred bucks. They go into place of the stock upper control arms and more easily achieve better alignment angles than possible with the spacers and stock upper control arms. Whether you opt for these arms or not, we highly suggest you have your truck realigned after the installation of this kit.



▲ The strut spacers bolt directly on top of the factory struts. You'll have to completely remove the strut to install these spacers. New bolts and nuts are provided for the lower strut mounting points as well to replace the factory hardware.



▲ It will be a little more difficult to get the strut and spacer package back onto your truck. You'll have to pull down on that lower control arm to get the strut in with the spacer on top. The lower mounting points will be more difficult to get in, as well (thus the new hardware).



◀ The rear kit comes with new shocks, U-bolts, and lift blocks. The Rough Country blocks replace the factory blocks in the back end (with the difference in heights being about 1.5 inches).

The replacement shocks are just slightly longer than the factory units to account for the extra lift in the rear.



◀ Not every truck sits at the same height. Even the same models with the same option packages can sit at different heights. You might choose to just stay with the factory block in the rear. The owner of this truck liked the stance of it with the factory blocks in the rear and the strut spacers installed in front since the truck seemed basically level with this combo.

We checked the compression length of the new shock and found it would still work in the rear of this Chevy even without adding Rough Country's lift block.

What'd We Think?

We liked the added ground clearance of the kit, and factory alignment specs are still obtainable with the new control arms. Because the Rough Country kit doesn't lower the control arm mounting points at all, more ground clearance is achieved in the front end. We also liked that we could now add 33-inch tires to this truck after adding a lift kit that did not drastically change any angles in the suspension.



Sources

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