



14385 Veterans Way    Moreno Valley, CA 92553  
Phone: (951) 571-0212    Fax: (951) 571-0215

## **2001-2010 GM 2500/3500 2WD/4WD KIT # CSS-C3-6 6"-8" SUSPENSION LIFT KIT**

**WARNING:** CALIFORNIA SUPERTRUCKS RECOMMENDS PROFESSIONAL AUTOMOTIVE AND LIFT KIT INSTALLATION KNOWLEDGE WHEN INSTALLING THIS KIT TO AVOID ANY POSSIBILITY OF INJURY.

### **READ THE FOLLOWING NOTES PRIOR TO INSTALLATION**

DO NOT ALTER THE FINISH OF ANY COMPONENTS. CHANGING THE FINISH SUCH AS CHROMING, ZINC-PLATING, OR ANY TYPE OF PAINTING, CAN CAUSE STRUCTURAL FATIGUE OF COMPONENTS.

PRIOR TO INSTALLATION, COMPARE THE PARTS LIST WITH THE COMPONENTS RECEIVED IN THE KIT. IF ANY PIECES ARE MISSING PLEASE CONTACT YOUR LOCAL RETAILER OR CST PERFORMANCE SUSPENSION AT 951-571-0212, AND YOU WILL BE TAKEN CARE OF IN A TIMELY MANNER.

READ ALL INSTRUCTION FROM START TO FINISH BEFORE BEGINNING INSTALLATION. IF THESE INSTRUCTIONS ARE NOT PROPERLY FOLLOWED, SEVERE FRAME, TIRE, OR SUSPENSION DAMAGE MAY RESULT TO THE VEHICLE. IF YOU INCUR A PROBLEM DURING THE INSTALLATION OF THIS KIT, FIRST BE SURE YOU HAVE FOLLOWED THE INSTRUCTION FROM START TO FINISH ACCURATELY, AND IF SO PLEASE CALL 951-571-0212. WE WILL DO OUR BEST OVER THE PHONE TO ASSIST YOU WITH YOUR PROBLEM, OR DIRECT YOU ACCORDINGLY.

VEHICLES THAT RECEIVE OVER SIZED TIRES SHOULD CHECK BALL JOINTS, TIE ROD ENDS, IDLER ARM, PITMAN ARM, AS WELL AS GENERALLY INSPECT THE ENTIRE SUSPENSION FRONT TO REAR EVERY 2500 – 5000 MILES FOR WEAR AND REPLACE AS NEEDED.

### **PRE-INSTALLATION NOTES**

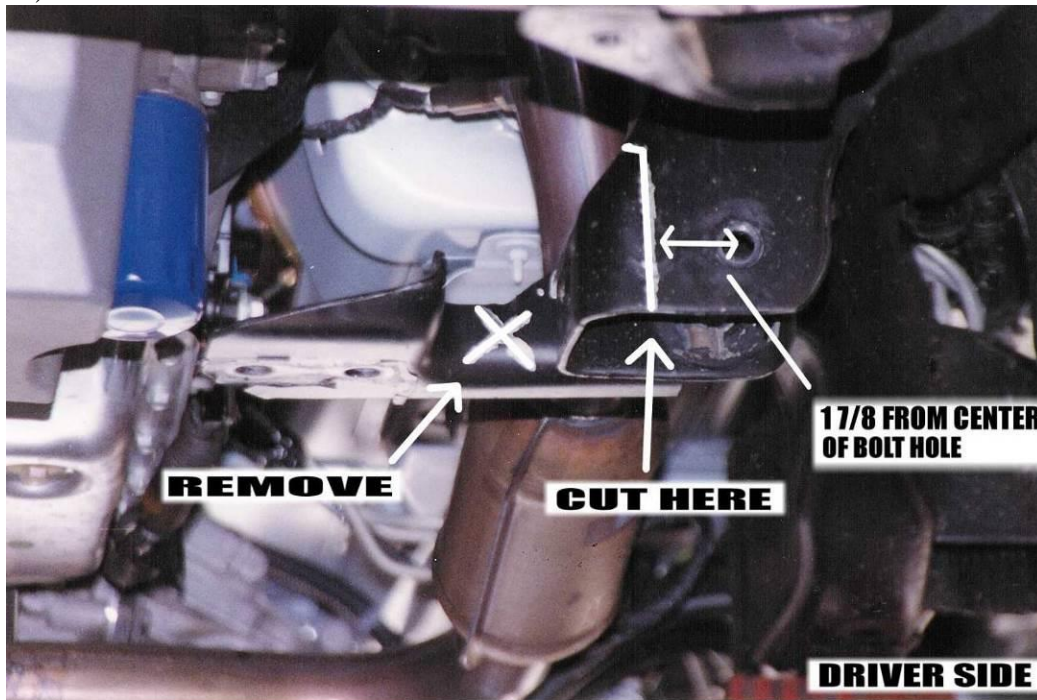
- *EXHAUST MODIFICATIONS REQUIRED ON 4WD MODELS*

INSTRUCTIONS:

1. JACK-UP VEHICLE AND SUPPORT WITH JACK STANDS.
2. DISCONNECT THE NEGATIVE BATTERY CABLE; IF YOUR TRUCK HAS TWO BATTERIES REMOVE THE NEGATIVE CABLE FROM BOTH BATTERIES. (🔧 10MM WRENCH)
3. REMOVE WHEELS AND TIRES, MARK THE TIRES SO YOU CAN PUT THEM BACK IN THE SAME PLACE. MEASURE THE AMOUNT OF THREADS SHOWING ON THE TORSION BAR ADJUSTER BOLTS FOR FUTURE REFERENCE. MARK THE FRONT AXLES, TIE RODS, ROTORS, TORSION BARS, AND TORSION KEYS WITH A “DRIVER” OR “PASSENGER” SO YOU CAN PUT THEM BACK IN THE CORRECT PLACE LATER. (🔧 22MM SOCKET)
4. REMOVE TORSION BAR ADJUSTER BOLTS USING A TORSION REMOVAL TOOL (USE EXTREME CARE AS TORSION BARS ARE UNDER A VERY HEAVY LOAD). REMOVE TORSION BAR ADJUSTER CAMS BY PUSHING TORSION BARS FORWARD. (🔧 18MM SOCKET)
5. REMOVE BOLTS THAT HOLD REAR TORSION BAR CROSS MEMBER TO THE MOUNTS. REMOVE THE CROSS MEMBER, AND THE TORSION BARS. (🔧 21MM SOCKET)
6. REMOVE THE FRONT PLASTIC SKID PLATE. REMOVE THE ALUMINUM SKID PLATE FROM THE BOTTOM OF THE TRUCK. (🔧 15MM SOCKET)
7. (4WD ONLY) - REMOVE THE CLAMP FROM THE DRIVESHAFT SLIP BOOT AT THE TRANSFER CASE. REMOVE THE U-JOINT BOLTS AND CLAMPS AND SEPARATE THE DRIVESHAFT FROM THE FRONT DIFFERENTIAL, REST IT ON THE EXHAUST.
8. REMOVE THE TIE ROD ENDS FROM SPINDLES WITH A TIE ROD REMOVAL TOOL. REMOVE TIE ROD ASSEMBLY FROM THE CENTER-LINK. (🔧 21MM SOCKET, 36MM WRENCH)
9. REMOVE THE FRONT SHOCKS FROM THE TRUCK. (🔧 15MM WRENCH, 17MM WRENCH, 21MM WRENCH, 21MM SOCKET)
10. REMOVE THE ANTI-SWAY BAR LINKS. (🔧 15MM SOCKET, 15MM WRENCH)
11. REMOVE THE BOLTS THAT HOLD THE BRAKE LINE TO THE SPINDLE AND THE UPPER ARM. REMOVE THE BOLTS THAT HOLD THE BRAKE CALIPER TO THE SPINDLE. HANG THE CALIPERS OUT OF THE WAY WITH A BRAKE HOOK. DO NOT LET THE CALIPERS HANG ON THE BRAKE LINES. REMOVE THE CLIPS AND SLIDE THE ROTORS OFF OF THE HUBS. (🔧 10MM SOCKET, 21MM SOCKET)
12. UNPLUG THE ANTI-LOCK BRAKE SENSOR WIRES AT THE FRAME AND REMOVE THE CLIPS THAT HOLD THEM TO THE FRAME, UPPER ARM, AND SPINDLE. REMOVE THE BOLT THAT HOLDS THE ANTI-LOCK WIRE TO THE HUB. (🔧 5MM ALLEN WRENCH)
13. (4WD ONLY) - REMOVE THE BOLTS THAT HOLD THE INBOARD CV JOINTS TO THE DRIVE FLANGE ON THE FRONT DIFFERENTIAL. (🔧 15MM SOCKET)
14. REMOVE ALL THE NUTS FROM THE UPPER ARM AND THE LOWER ARM PIVOT BOLTS AT THE FRAME. SUPPORT THE ARMS AND SPINDLE ASSEMBLY WITH A FLOOR JACK. REMOVE CAMS AND BOLTS FROM THE UPPER ARM PIVOTS. THEN REMOVE THE BOLTS FROM THE

LOWER ARM PIVOTS. REMOVE THE SPINDLE UPRIGHT/ A-ARM ASSEMBLY FROM THE TRUCK. (🔧 21MM WRENCH, 21MM SOCKET, 18MM WRENCH, 24MM SOCKET)

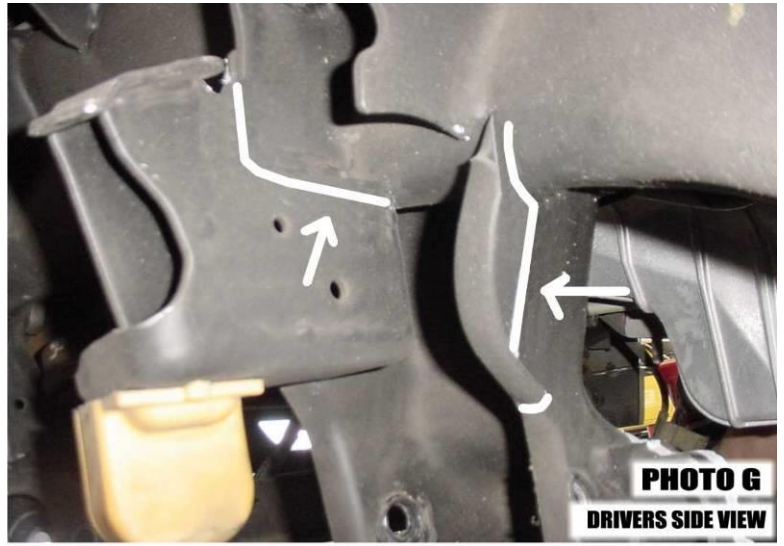
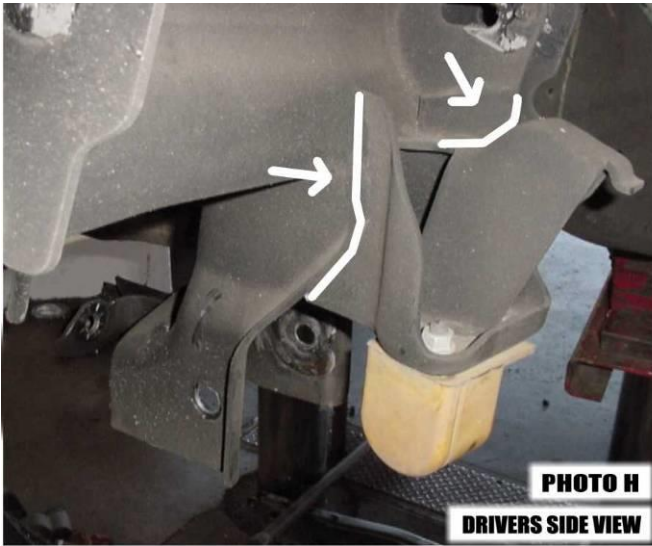
15. REMOVE THE ANTI-SWAY BAR FROM THE TRUCK BY REMOVING THE FOUR BOLTS AND 2 CLAMPS THAT HOLD IT IN PLACE. (🔧 10MM SOCKET)
16. REMOVE THE STEERING CENTER-LINK FROM THE PITMAN ARM AND IDLER ARM USING A CENTER-LINK PULLER. REMOVE THE STEERING STABILIZER. (🔧 21MM SOCKET, 18MM WRENCH, 18MM SOCKET)
17. (4WD ONLY) - REMOVE THE FOUR BOLTS HOLDING THE LOWER REAR PIVOT CROSS MEMBER (UNDER OIL PAN) IN PLACE, AND REMOVE FROM TRUCK. (🔧 18MM SOCKET, 18MM WRENCH)
18. REMOVE THE STOCK BUMP-STOPS FROM THE HOLDERS IN THE FRAME. (🔧 15MM SOCKET)
19. (4WD ONLY) - REMOVE THE VENT LINE FROM THE DIFFERENTIAL. REMOVE THE CONTROL WIRES FROM THE DIFFERENTIAL SOLENOID AND THE CLIPS THAT HOLD THE WIRES TO THE HOUSING.
20. (4WD ONLY) - REMOVE THE NUTS FROM THE BOLTS THAT HOLD THE DIFFERENTIAL TO THE FRAME. SUPPORT THE DIFFERENTIAL WITH A FLOOR JACK AND REMOVE THE MOUNTING BOLTS. CAREFULLY REMOVE THE DIFFERENTIAL.
21. (4WD ONLY) - REMOVE THE FRONT DRIVESHAFT FROM THE VEHICLE.
22. (4WD ONLY) - REMOVE FRAME MATERIAL WHERE NEEDED FROM THE DRIVER SIDE REAR LOWER PIVOT MOUNT (CUT SHOULD BE 1 7/8" FROM THE CENTER OF THE LOWER ARM HOLE) USE THE PICTURE BELOW FOR REFERENCE.



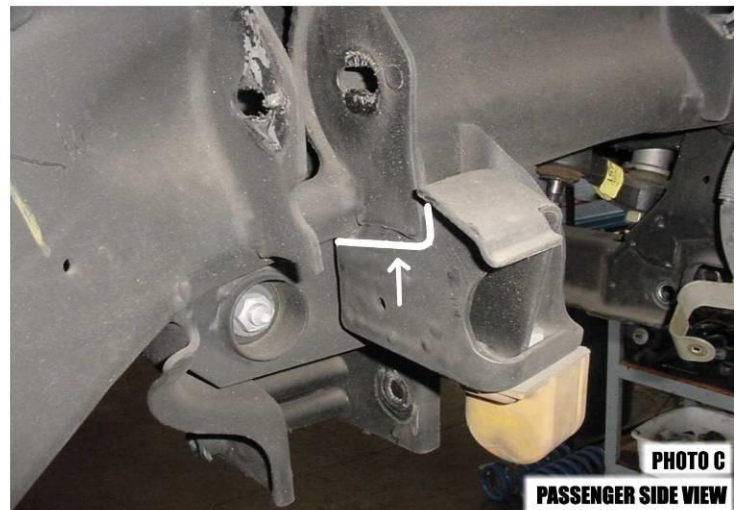
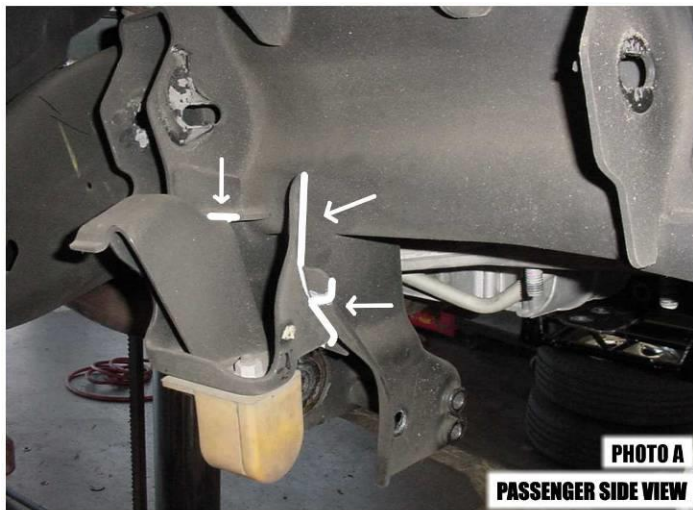
**- 4WD ONLY -**



23. REMOVE MATERIAL FROM THE BUMP STOP / DROOP STOP MOUNTS. USE THE PICTURES BELOW FOR REFERENCE.



**1500 AND 2500 HD, 2500 PICKUP, SUBURBAN, AVALANCHE**



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24. GRIND ANY CUT METAL SMOOTH AND PAINT ANY BARE METAL TO PREVENT RUST.

25. BAG #1

INSTALL THE CST STEERING CENTER-LINK USING STOCK UPPER NUTS. INSTALL GREASE FITTINGS INTO THE CST CENTER-LINK. (🔧🔩 5/16 SOCKET, 21MM SOCKET)

26. (4WD ONLY) - INSTALL THE RIGHT SIDE DIFFERENTIAL DROP USING STOCK NUTS AND WASHERS (USE LOCTITE). THE TALL SIDE GOES TOWARD THE FRONT OF THE CAR, AND THE OPEN SIDE OF THE C-CHANNEL WITH THE RIB SHOULD BE VISIBLE FROM THE PASSENGER SIDE OF THE TRUCK. DO NOT TIGHTEN THE NUTS AT THIS TIME.

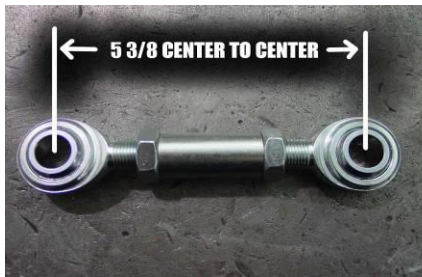


27. (4WD ONLY) - INSTALL THE CST UPPER DIFFERENTIAL DROP CENTER-LINK USING THE STOCK UPPER BOLT, WASHERS AND NUT (APPLY LOCTITE). DO NOT TIGHTEN AT THIS TIME.

28. (4WD ONLY) - INSTALL THE DIFFERENTIAL USING THE SUPPLIED (2) 9/16" x 1 1/2" BOLTS (4) 9/16" WASHERS AND (2) 9/16" LOCK NUTS ON THE RIGHT SIDE, (1) 9/16" x 4" BOLT (2) 9/16" WASHERS AND (1) 9/16" LOCK NUT FOR THE UPPER DIFFERENTIAL DROP CENTER-LINK. DO NOT TIGHTEN BOLTS AT THIS TIME. RECONNECT CONTROL WIRES FOR WIRES FOR THE DIFFERENTIAL SOLENOID.

29. BAG #2

THREAD THE JAM NUTS ON TO THE HEIM JOINTS, THEN THREAD THE HEIM JOINTS IN TO THE THREADED SLEEVES. ADJUST THEM TO A LENGTH OF 5 3/8" CENTER TO CENTER AND TIGHTEN (USE ANTI-SEIZE COMPOUND ON HEIM JOINT THREADS). USE THE PICTURE BELOW FOR REFERENCE. (🔧🔩 15/16 WRENCH, 15/16 SOCKET)



30. INSTALL THE HEIM JOINT ASSEMBLIES TO THE FRONT OF THE SUB-FRAME USING THE SUPPLIED 5/8" x 1 1/2" FINE THREAD BOLTS. LOCTITE AND TIGHTEN. USE THE PICTURE ABOVE FOR REFERENCE. (🔧🔩 15/16 SOCKET)

31. INSTALL THE SUB-FRAME USING THE STOCK CONTROL ARM PIVOT BOLTS AND TIGHTEN. DUE TO VARIANCE IN FRAMES YOU MAY NEED TO REAM OUT THE FRAME WITH A 5/8" DRILL BIT. (🔧🔩 18MM WRENCH, 24MM SOCKET)

32. (4WD ONLY) - BOLT THE REAR PART OF THE DIFFERENTIAL TO THE SUB-FRAME USING THE STOCK DIFFERENTIAL BOLT.

33. (4WD ONLY) - TIGHTEN ALL THE BOLTS HOLDING IN THE DIFFERENTIAL, INCLUDING THE BOLTS FOR THE DIFFERENTIAL DROP MOUNTS.

34. CONNECT THE HEIM JOINT ASSEMBLIES (THAT YOU ALREADY BOLTED TO THE SUB-FRAME) TO THE STEERING CENTER-LINK USING THE SUPPLIED 5/8" x 2" BOLTS AND 5/8" LOCKNUTS. IF THE STEERING CENTER-LINK DOES NOT LINE UP EASILY WITH THE HEIM JOINTS, YOU CAN ADJUST THE LENGTH OF THE LINKS A LITTLE. JUST CYCLE THE

STEERING AFTERWARDS AND MAKE SURE THE CENTER-LINK CLEARS THE FRONT DIFFERENTIAL AND THE FRAME. (🔧=🔩15/16 WRENCH, 15/16 SOCKET)

35. BAG #3

INSTALL STEERING STABILIZER USING SUPPLIED #51792 SLEEVE , 1/2" x 3" BOLT, 1/2" WASHERS, AND A 1/2" LOCK NUT ON THE CENTER-LINK END. USED THE SUPPLIED 3/8" x 2 1/2" BOLT, 3/8" WASHERS AND A 3/8" LOCK NUT ON THE FRAME MOUNT. (🔧=🔩3/4 WRENCH, 3/4 SOCKET, 9/16 WRENCH, 9/16 SOCKET)

36. BAG #4

INSTALL THE REAR UPPER ARM DROP MOUNTS. KNOCK THE STOCK ALIGNMENT PINS OUT OF THE FRAME, SLIDE THE TOP OVER THE REAR SIDE OF THE STOCK UPPER ARM MOUNT AND ATTACH IT USING THE SUPPLIED 9/16" x 4" BOLTS, 9/16" WASHERS AND 9/16" LOCK NUTS. ATTACH THE BOTTOM TO THE SUB-FRAME USING THE SUPPLIED (2) 1/2" x 1 1/4" BOLTS(UPPER HOLE),(2) 1/2" x 1 1/2" BOLTS, (8) 1/2" WASHERS AND (4) 1/2" LOCK NUTS. DO NOT TIGHTEN BOLTS AT THIS TIME. THE SIDE WITH THE DROOP-STOP MOUNT GOES TOWARDS THE REAR. INSTALL NEW URETHANE DROOP-STOPS, USING (2) 3/8" WASHERS AND (2) 3/8" NY-LOCK NUTS. INSTALL STOCK BUMP-STOPS USING STOCK HARDWARE AND LOCTITE. (🔧=🔩13/16 SOCKET, 7/8 SOCKET, 13/16 WRENCH, 7/8 WRENCH, 3/4 SOCKET, 3/4 WRENCH, 9/16 SOCKET)

37. BAG #5

KNOCK OUT THE PINS IN THE FRONT STOCK UPPER ARM MOUNTS AND INSTALL THE NEW UPPER ARM DROP MOUNTS, THEY SLIP OVER THE REAR SIDE OF THE ORIGINAL BRACKET. ATTACH THE TOP USING (2) 9/16" x 4" BOLTS, (4) 9/16" WASHERS AND (2) 9/16" LOCK NUTS ON THE TOP. ATTACH THE BOTTOM OF THE UPPER ARM DROP MOUNTS TO THE BACK SIDE OF THE UPPER DIFF MOUNT USING THE SUPPLIED (4) 1/2" X 1 1/2" BOLTS, (8) 1/2" WASHERS, AND (4) 1/2" LOCKNUTS. IF YOU HAVE A 2WD YOU CAN USE THE 4WD UPPER DIFF MOUNT TO CONNECT THE FRONT UCA MOUNTS, OR YOU CAN GET THE OPTIONAL 2WD UCA CROSSBAR. THE OPTIONAL 2WD UCA CROSSBAR FUNCTIONS THE SAME, BUT IT DOES NOT HAVE THE TABS STICKING DOWN. DO NOT TIGHTEN AT THIS TIME. (🔧=🔩3/4 WRENCH, 3/4 SOCKET, 13/16 WRENCH, 7/8 SOCKET)

38. BAG #6

INSTALL THE UPPER ARMS USING THE STOCK BOLTS, CAMS, & NUTS (USE LOCTITE). INSTALL THE LOWER ARMS USING THE SUPPLIED (2) 5/8" x 4 1/2" BOLTS (2) 5/8" x 5 1/2" BOLTS (8) 5/8" WASHERS AND (4) 5/8" LOCK NUTS. THE BOLTS FOR THE UPPER ARM AND LOWER ARM PIVOT BOLTS SHOULD BE TORQUED WHEN SUSPENSION IS AT RIDE HEIGHT. LOWER ARM BOLTS SHOULD BE POINTING TO THE REAR OF THE TRUCK AND UCA BOLTS SHOULD POINT FROM THE INSIDE OF THE ARM OUT.

39. TORQUE ALL BOLTS FROM BAG #4 AND #5.

40. BOLT THE FRONT DRIVE AXLES TO THE FRONT DIFFERENTIAL USING THE STOCK BOLTS, LOCTITE.

41. BAG #7

INSTALL THE CST ANTI-SWAY BAR MOUNTS USING THE STOCK BOLTS AND LOCTITE ON THE TOP. CONNECT THE ANTI-SWAY BAR TO THE NEW MOUNTS USING THE SUPPLIED (4) 3/8" x 1 1/4" BOLTS, (8) 3/8" WASHERS & (4) 3/8" LOCKNUTS BE SURE THE SWAY BAR WAS INSTALLED THE SAME WAY IT WAS REMOVED. TIGHTEN BOLTS. CONNECT THE LOWER ARM TO THE ANTI-SWAY BAR USING THE SUPPLIED SWAY BAR LINKS. BE CAREFUL NOT TO OVER TIGHTEN, THEY NEED TO BE SNUG TO THE POINT WERE THE URETHANE



BUSHINGS JUST START TO SMASH DOWN AND STOP. OVER TIGHTENING THESE LINKS WILL CAUSE THEM TO BREAK UNDER CERTAIN EXTREME CIRCUMSTANCES AS THE SUSPENSION ARTICULATES. (🔧⊖10MM SOCKET, 9/16 WRENCH, 9/16 SOCKET)

42. USING RED LOCTITE, SCREW THE TIE RODS INTO THE NEW STEERING CENTER-LINK AND TIGHTEN. ATTACH THE TAPERED END TO THE SPINDLE USING STOCK NUTS. (🔧⊖36MM OR 1 7/16" WRENCH, 21MM SOCKET)
43. REMOVE THE BOLT THAT HOLDS THE BRAKE LINE TO THE FRAME. CAREFULLY BEND THE BRAKE LINE DOWN AND OUT A LITTLE. BOLT THE BRAKE LINE EXTENSION BRACKET TO THE FRAME USING THE STOCK BOLT AND LOCTITE. BOLT THE BRAKE LINE TO THE BRACKET USING THE SUPPLIED 5/16 BOLT. (🔧⊖13MM SOCKET, 1/2" WRENCH, 1/2" SOCKET)
44. INSTALL ANTI-LOCK SENSOR WIRES MAKING SURE WIRES ARE IN A SAFE LOCATION & HAVE ENOUGH SLACK FOR TURNING AND SUSPENSION TRAVEL. ROUTE THEM UP THE BRAKE LINE AND PUSH THE PLASTIC CLIP INTO THE HOLE IN THE FRONT UCA DROP BRACKET. ZIP TIE AS NECESSARY.
45. INSTALL BRAKE CALIPERS USING THE STOCK BOLTS AND RED LOCTITE. BOLT THE BRAKE LINE TO THE SPINDLE AND THE UPPER ARM USING THE STOCK BOLTS AND LOCTITE. (🔧⊖21MM SOCKET, 10MM SOCKET)
46. BAG #8  
INSTALL CST TORSION DROP MOUNTS. CLAMP THE NEW MOUNTS TO THE BOTTOM OF THE FRAME. TEMPORARILY INSTALL THE TORSION CROSS MEMBER. MAKE SURE THE CROSS MEMBER IS STRAIGHT DOWN FROM THE ORIGINAL LOCATION. THE OUTSIDE OF THE PLATES SHOULD BE FLUSH WITH THE OUTSIDE OF THE FRAME, OR IN JUST A LITTLE BIT. REMOVE THE CROSS MEMBER. MARK THE HOLES FOR THE MOUNTS WITH A CENTER PUNCH. REMOVE THE BRACKETS AND DRILL THE HOLES YOU MARKED WITH A 1/2" DRILL BIT.
47. BOLT THE TORSION DROP BRACKETS IN PLACE USING THE SUPPLIED (4) 1/2" X 1 1/2" BOLTS, (8) 1/2" WASHERS AND (4) 1/2" LOCKNUTS. (🔧⊖3/4" WRENCH, 3/4" SOCKET)
48. INSTALL TORSION BARS INTO LOWER ARMS. (MAKE SURE BARS ARE ON THE CORRECT SIDE OF THE TRUCK-THEY ARE STAMPED ON THE ENDS). INSTALL TORSION CROSS MEMBER USING STOCK BOLTS, LOCTITE AND SUPPLIED CRUSH SLEEVES. INSTALL AND TIGHTEN ADJUSTER BOLTS TO THE DESIRED SETTING. WE RECOMMEND YOU START WITH THE SAME SETTING AS IT WAS STOCK, THAT WILL GET YOU ABOUT 6" OF LIFT, THEN YOU CAN GO UP FROM THERE IF YOU NEED TO. (🔧⊖21MM SOCKET, 18MM SOCKET)
49. INSTALL FRONT PLASTIC STOCK SKID PLATE USING STOCK BOLTS AND LOCTITE. (15MM SOCKET)
50. INSTALL NEW FRONT SHOCKS USING THE STOCK HARDWARE.
51. BAG #9  
INSTALL CST STRUT BARS USING SUPPLIED (2) 1/2" x 3" BOLTS, (4) 1/2" WASHERS, & (2) 1/2" LOCKNUTS TO ATTACH TO SUB-FRAME. THE REAR OF THE STRUT BARS BOLT TO THE BOTTOM OF THE CROSS MEMBER USING THE SUPPLIED (2) 1/2" x 1 1/2" BOLTS, (4) 1/2" WASHERS & (2) 1/2" LOCK NUTS. YOU NEED TO DRILL THESE HOLES. IF YOUR STRUT BARS ARE TOO SHORT (DEPENDING ON MOTOR / TRANNY COMBO), BOLT STRUT BAR

EXTENSIONS TO THE SUPPLIED STRUT BAR USING (2) 1/2" x 1 1/2" BOLTS, (4) 1/2" WASHERS & (2) 1/2" LOCKNUTS. (3/4" WRENCH, 3/4" SOCKET)

52. BAG # 10

53. INSTALL STOCK ALUMINUM SKID PLATE USING SUPPLIED (2) 7/16" x 1 1/4" BOLTS, (4) 7/16" WASHERS & (2) 7/16" LOCKNUTS IN FRONT. USE (2) 7/16" x 2 1/2" BOLTS, (2) LARGE 1/2" x 2" WASHERS, (2) 7/16" WASHERS AND (2) 7/16" LOCKNUTS IN THE REAR.

54. (4WD ONLY)- HOLD FACTORY OR NEW DRIVE SHAFT UP TO THE PROJECTED LOCATION AND CHECK TO SEE IF AN EXHAUST MODIFICATION IS REQUIRED TO CLEAR NEW DRIVE-SHAFT LOCATION. BE SURE YOUR FACILITY IS CAPABLE OF DOING EXHAUST WORK BEFORE YOU CUT THE CROSS OVER PIPE IN THE NEXT STEP. IF NOT TAKE YOUR VEHICLE TO AN EXHAUST SHOP WITH THE SHAFT OUT OF THE VEHICLE AND PERFORM THE NEXT STEP AT THAT LOCATION.

55. (4WD ONLY)- IF AN EXHAUST MODIFICATION IS REQUIRED, YOU WILL NEED TO CUT THE EXHAUST CROSS OVER PIPE ENOUGH TO BE ABLE TO INSTALL FRONT DRIVE SHAFT. BE SURE NOT TO DRIVE THE VEHICLE WHEN THIS PORTION OF THE EXHAUST IS REMOVED. INSTALL NEW DRIVE-SHAFT USING STOCK BOOT AND HARDWARE AND LOCTITE. **IMPORTANT:** IF YOU INSTALL A NEW DOUBLE CV STYLE FRONT DRIVE SHAFT MAKE SURE THERE IS ENOUGH CLEARANCE BETWEEN THE DRIVESHAFT AND THE TRANSMISSION LINKAGE BRACKET, (1/4" MINIMUM). IF NEEDED CAREFULLY BEND THE BRACKET TO GAIN CLEARANCE. SHOULD SOMETHING NOT LOOK RIGHT PLEASE CALL THE TECHNICAL ASSISTANCE PHONE NUMBER BELOW BEFORE CONTINUING.

56. (4WD ONLY)- IF THE EXHAUST CROSS OVER PIPE NEEDED TO BE CUT AND THE NEW SHAFT IS INSTALLED AT THIS TIME, YOU CAN NOW INSTALL A NEW SECTION OF PIPE BENT LOWER TO CLEAR THE FRONT DRIVE SHAFT.

57. BAG #11

UNBOLT THE REAR CARRIER BEARING (IN THE MIDDLE OF THE DRIVE-SHAFT) FROM THE CROSS MEMBER AND SUPPORT IT WITH A TIE DOWN. BOLT THE CARRIER BEARING SPACER TO THE CARRIER BEARING HOUSING (THE OPEN SIDE GOES TO THE REAR, AND THE SIDE THAT IS BENT 90 DEG. GOES TO THE CARRIER BEARING SIDE) USING THE STOCK NUTS ON THE STUDS. BOLT THE SPACER TO THE CROSS MEMBER USING THE SUPPLIED (2) 7/16" x 1 1/4" BOLTS, (2) 7/16" LOCKNUTS & (2) 7/16" WASHERS. WASHERS GO ON TOP. POSITION THE SPACER STRAIGHT IN THE TRUCK AND TIGHTEN ALL NUTS.

REAR INSTRUCTIONS:

58. UNBOLT BRAKE LINE BRACKET FROM TOP OF FRAME RAIL TO ALLOW SLACK IN THE BRAKE LINE.

59. REMOVE BOLT AND HANGER THAT HOLD EMERGENCY BRAKE CABLES UNDER FRAME RAIL TO ALLOW SLACK. REMOVE THE STOCK SHOCKS.

60. USE SAFETY STOPS AROUND REAR DIFFERENTIAL HOUSING THEN SUPPORT HOUSING WITH JACK.

61. REMOVE U-BOLTS ON ONE SIDE OF TRUCK.

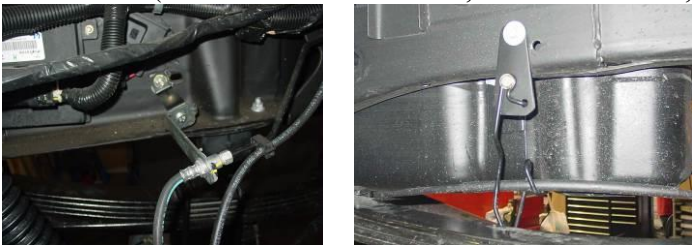
62. LOWER DIFFERENTIAL HOUSING AND INSTALL 4" OR 5" BLOCKS.



63. INSTALL NEW, LONGER U-BOLTS AND TIGHTEN NUTS UNTIL PLAY IN U-BOLTS IS GONE (DO NOT TIGHTEN COMPLETELY AT THIS TIME).
64. FOLLOW SAME STEPS ON OTHER SIDE OF TRUCK. MAKE SURE ANGLE IN BLOCK IS CORRECT. (NOTE: SMALL END POINTS FORWARD)
65. ONCE ALL BLOCKS ARE IN PLACE, TORQUE U-BOLTS TO 80 LBS.
66. SHORTEN BOLT THAT HOLDS PARKING BRAKE CABLE TO LEFT SHOCK MOUNT SO SHOCK WILL NOT BE DAMAGED.
67. JACK-UP REAR-END HOUSING AND INSTALL NEW SHOCKS.

68. BAG #11

INSTALL THE SUPPLIED BRAKE LINE EXTENSION BRACKET USING THE 3/8" x 1" BOLT AND HARDWARE. ATTACH THE BRAKE LINE BRACKET TO IT USING THE STOCK NUT AND LOCTITE. (🔧🔩9/16" WRENCH, 9/16" SOCKET, 15MM SOCKET)



69. BOLT THE EMERGENCY BRAKE CABLE BRACKET TO THE FRAME USING THE STOCK BOLT AND LOCTITE. BOLT THE STOCK EMERGENCY BRAKE BRACKET TO THE DROP BRACKET USING THE SUPPLIED 3/8" x 1" BOLT. SEE PICTURE ABOVE. (🔧🔩15MM SOCKET, 9/16" WRENCH, 9/16" SOCKET)
70. INSTALL THE WHEELS AND TIRES. SET THE TRUCK ON THE GROUND AND TIGHTEN THE BOLTS FOR THE UPPER AND LOWER ARMS AT RIDE HEIGHT. FOR NOW YOU CAN JUST SET THE UPPER ARMS TO THE MIDDLE OF THE ADJUSTMENT. DOUBLE CHECK ALL THE BOLTS ON THE KIT TO MAKE SURE EVERYTHING IS TIGHT. (🔧🔩22MM SOCKET, 21MM WRENCH, 21MM SOCKET, 18MM WRENCH, 24MM SOCKET)
71. ADJUST THE TIE RODS TO GET THE TOE APPROXIMATELY STRAIGHT. HAVE THE TRUCK PROFESSIONALLY ALIGNED. (🔧🔩13MM WRENCH, 22MM WRENCH)
72. RECHECK HARDWARE AFTER 300 MILES TO INSURE EVERYTHING IS TIGHT (INCLUDING LUG NUTS)

## PARTS LIST

### Bag #1 Front Differential Drop Down Brackets

2 1/4-28 Grease Fittings  
1 9/16" x 4" Bolt  
2 9/16" x 1 1/2" Bolts  
3 9/16" Locknuts  
6 9/16" Washers

### Bag #2 Steering Center Link

4 5/8" Heim Joints  
4 5/8" Jam Nuts  
2 5/8" Threaded Sleeves  
2 5/8" x 1 1/2" Fine Thread Bolts  
2 5/8" x 2" Bolts  
2 5/8" Locknuts

### Bag #3 Steering Stabilizer

1 1/2" x 3" Bolt  
1 1/2" Locknut  
2 1/2" Washers  
1 3/8" x 2 1/2" Bolt  
1 3/8" Locknut  
2 3/8" Washers  
1 Crush Sleeve

### Bag #4 Bump Stop/ Droop Stop/Rear Uca Drop

2 6052 Urethane Droop Stops  
2 1/2" x 1 1/2" Bolts  
8 1/2" Washers  
4 1/2" Locknuts  
2 1/2" x 1 1/4" Bolts  
2 9/16 x 4" Bolts  
4 9/16" Washers  
2 9/16" Locknuts  
2 3/8" Washers  
2 3/8" Locknuts

### Bag #5 Front UCA Mounts

2 9/16" x 4" Bolts  
2 9/16" Locknuts  
4 9/16" Washers  
4 1/2" x 1 1/2" Bolts  
8 1/2" Washers  
4 1/2" Locknuts

### Bag #6 Lower Sub Frame Cross Member

2 5/8" x 4 1/4" Bolts

2 5/8" x 5 1/2" Bolts  
4 5/8" Locknuts  
8 5/8" Washers

### Bag #7 Sway Bar Mounts

4 3/8" x 1 1/4" Bolts  
8 3/8" Washers  
4 3/8" Locknuts  
2 Sway Bar Links  
2 5/16" x 1 Bolts  
2 5/16" Locknuts  
4 5/16" Washers

### Bag #8 Rear Torsion Drop Brackets

4 1/2" x 1 1/2" Bolts  
8 1/2" Washers  
4 1/2" Locknuts  
2 C499-151 Crush Sleeve

### Bag #9 Strut Bars

2 1/2" x 3" Bolts  
12 1/2" Washers  
6 1/2" Locknuts  
4 1/2" x 1 1/2" Bolts  
2 Strut Bar Extensions

### Bag #10 Skid plate

2 7/16" x 1 1/4" Bolts  
4 7/16" Locknuts  
6 7/16" Washers  
2 Large 1/2" x 2" Washers  
2 7/16" x 2 1/2" Bolts

### Bag #11 Carrier Bearing Spacer

2 7/16" x 1 1/4" bolts  
2 7/16" Washers  
2 7/16" Locknuts  
2 3/8" x 1" Bolts  
2 3/8" Locknuts  
4 3/8" Washers

## Box 1

- 1 Sub Frame
- 1 2WD Center link

## **Box 2**

- Parts Bag #1-11
- 2 - Torsion Drop Down Brackets
- Right Side Differential Drop Down Brackets
- Steering Stabilizer
- Driver front uca mount
- Passenger front uca mount
- Carrier Bearing Spacer
- 2 - Sway bar links
- Pass rear uca mount

- Driver rear uca mount
- 2 - Sway Bar Mounts
- 2- Front Brake Line drop brackets
- 1- Rear Brake Line bracket
- 1- E-Brake cable drop bracket

## **Box 3**

- 5" Blocks
- 2 Strut Bars
- U-Bolts 14 1/2" x 9/16" x 2 1/2"
- Steering Center Link
- Upper diff mount