



#C2630, C2631, C2632, C2633, C2634 Installation Instructions 2011 Chevy/GM 2500/3500 HD 4wd 5" Suspension System

Read and understand all instructions and warnings prior to installation of product and operation of vehicle.

Zone Offroad Products recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

» PRODUCT SAFETY WARNING

Certain Zone Suspension Products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle rollover. Failure to drive your modified vehicle safely may result in serious injury or death. Zone Offroad Products does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

» TECHNICAL SUPPORT

Live Chat provides instant communication with Zone tech support. Anyone can access live chat through a link on www.zoneoffroad.com.

www.zoneoffroad.com may have additional information about this product including the latest instructions, videos, photos, etc.

Send an e-mail to tech@zoneoffroad.com detailing your issue for a quick response.

888.998.ZONE Call to speak directly with Zone tech support.

» PRE-INSTALLATION NOTES

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of Zone Offroad Products. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, Zone Offroad Products recommends rear alterations first.
7. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

Difficulty Level

1 2 3 **4** 5

Estimated installation: 6-8 hours

Special Tools Required

Torsion Bar Tool - GM #CH48809

11/16", 17/32", 5/16" Drill Bits

*Can use Rotary Grinding Tool

34mm Socket

1-1/16" wrench/socket

1-1/8" socket

Reciprocating Saw

T30 Torx Bit

Tire/Wheel Fitment

Tire: 35x12.50

Wheel:

- 17 x 9/18 x 9 w/4.625" BS Max

- 20 x 9 w/ 5 to 6" BS

- Over 20", use 20" specs

Front Kit Contents

Qty Part

1	Steering Knuckle - DRV
1	Steering Knuckle - PASS
1	Front Crossmember
1	Rear Crossmember
1	Differential Bracket - DRV
1	Differential Bracket - CENTER
1	Differential Bracket - PASS
2	Bushing - Center Diff. Brkt
1	Sleeve - Center Diff. Brkt
1	Differential Skid Plate
2	Torsion Bar Bracket
1	Front Brake Line - DRV
1	Front Brake Line - PASS
2	Brake Line Clip
4	Crush Washer
2	Sway Bar Link
8	Sway Bar Link Bushing
8	Stem Washer
2	7/16" Nylock Nut
2	Front Bump Stop Extension
2	Rear Bump Stop Extension
3	3/8" Rivet Nut - Long

3	3/8" Rivet Nut - Short
3	1/2" Rivet Nut
1	9/16" High Nut
2	Bump Stop Nut Plate
2	Loctite
1	Bolt Pack - Lower Control Arms
1	Bolt Pack - Bump Stops
1	Bolt Pack - Torsion Bar Brkts
1	Bolt Pack - Front Brake Lines
1	Bolt Pack - Differential/Skid

Rear Kit Contents

Qty	Part
2	Rear 3" Block
2	12mm SHCS
4	3/4" U-Bolt/Nuts/Washer
2	Zip Ties



PRE-INSTALLATION NOTES

1. Do not install this suspension system in conjunction with any type of torsion bar lift keys.
2. Stock 20" x 8.5" wheel will fit with a max tire size of 35 x 12.50. A wider tire will cause clearance issues with the steering knuckle and a taller tire will interfere with the sway bar. Stock 17" and 18" wheels will not fit back on the vehicle once this suspension system is installed.
3. Some minor trimming will be required with certain wheel/tire combination. This is normal with most aftermarket tire/wheel fitment on Chevy/GM trucks. Trimming will normally included the bottom edge of the inner fender shrouds and/or lower corner of front bumper valance. As a rule of thumb, deeper backspacing and shorter/narrower tires will reduce/eliminate trimming required. Further trimming tips are included at the end of this instruction sheet.
4. Front ride height can be adjusted after installation. See "Set Front Ride Height" section at the end of the instruction sheet. These guidelines we help to properly set the ride height higher or lower then the intended 5" of lift.

INSTALLATION INSTRUCTIONS

Front Installation

1. Park the vehicle on a flat, clean surface and block the rear wheels for safety.
2. Raise the front of the vehicle and support with jack stands under the frame rails.
3. Remove the wheels.
4. Measure and record the length of the exposed thread on the torsion bar adjuster bolts **Figure 1**. Record the lengths here for use later during the installation

*DRV Side:*_____ *PASS Side:*_____



Figure 1

5. Unload the torsion bars but do not remove. Remove and save adjuster bolt/retainer block. Torsion bars are under extreme pressure. A proper torsion bar tool is necessary to unload the bars. A tool designed specifically for GM torsion bars is required.
6. Mark the unloaded torsion bars to indicate DRV side and PASS side. Also mark the bars to indicate front versus rear.
7. Remove the torsion bar adjuster plate by pushing the torsion bar forward to allow the plate to drop free. On some vehicles this will require using a hammer/

Important—measure before starting!

Measure from the center of the wheel up to the bottom edge of the wheel opening

*LF*_____ *RF*_____

*LR*_____ *RR*_____

punch or air hammer. Access the end of the torsion bar through the hole in the back of the torsion bar crossmember and drive forward. Leave the torsion bars in the lower control arms.

8. Remove the two bolts that attach the torsion bar crossmember to the frame rails **Figure 2A**. Remove the torsion bar crossmember from the vehicle. Save bolts and crossmember. On diesel models, disconnect the wire on the passenger's side of the crossmember before removing **Figure 2B**

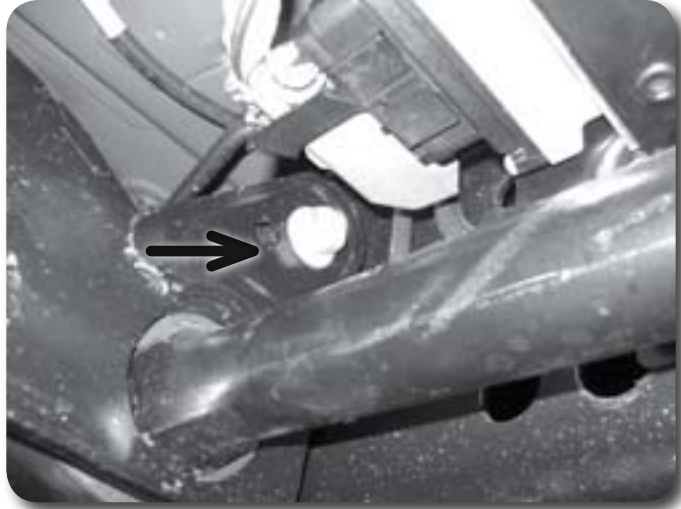


Figure 2A



Figure 2B

9. Remove the torsion bars by pulling them rearward out of the lower control arms. Set the torsion bars aside.
10. If equipped, remove the four bolts mounting the factory belly pan to the frame **Figure 3**. These will not be reused.
11. Disconnect the sway bar end links from the sway bar and the lower control arms **Figure 4A**. Discard the link assemblies.
12. Disconnect the tie rod ends from the steering knuckles **Figure 4A**. Remove the tie rod end nuts and save. Strike the knuckle near the tie rod end to dislodge the tie rod end taper **Figure 4B**. Remove the tie rod ends from the knuckles.

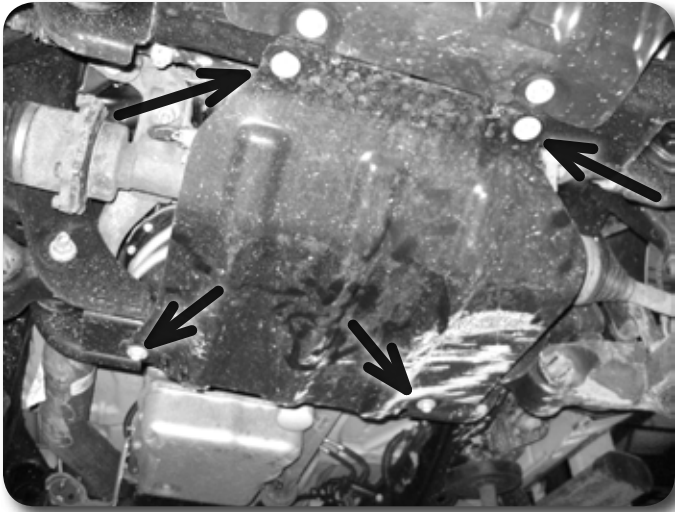


Figure 3

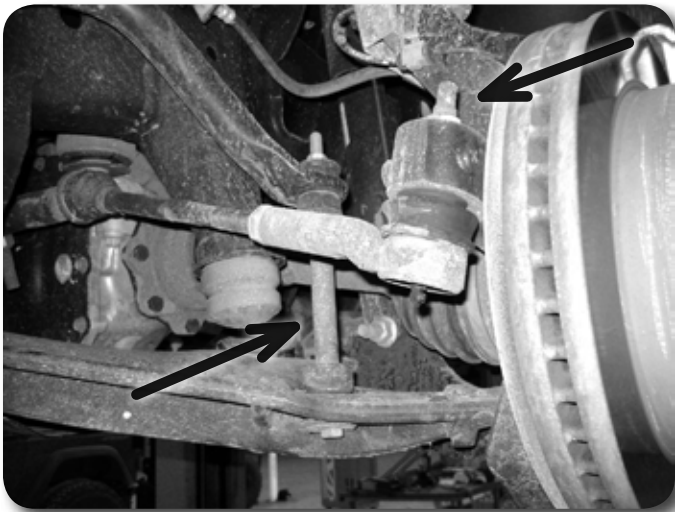


Figure 4A



Figure 4B

13. Disconnect the ABS brake wire from the connector at the frame **Figure 5**. Remove the wire from the plastic retainers on the frame/steering knuckle and brake line bracket on the steering knuckle **Figure 6**.
14. Disconnect the rubber brake line bracket from the steering knuckle **Figure 6**.



Figure 5

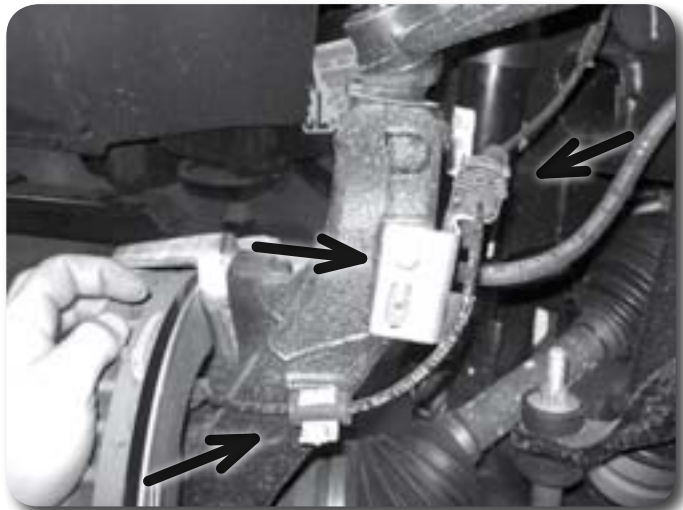


Figure 6

15. Remove the two bolts mounting the brake caliper assembly to the steering knuckle and hang the caliper out of the way **Figure 7**. Do not hang the caliper by the brake hose. Save mounting bolts.



Figure 7

16. Carefully remove the hub dust cover. Save cover **Figure 8**. Tip: Carefully work the cover loose with a small chisel.



Figure 8

17. Remove the rotor retaining bolt using a T30 torx bit **Figure 9**. Remove the brake rotor and set aside. Save retaining bolt.
18. Remove the CV axle nut and washer **Figure 9**. Save hardware.

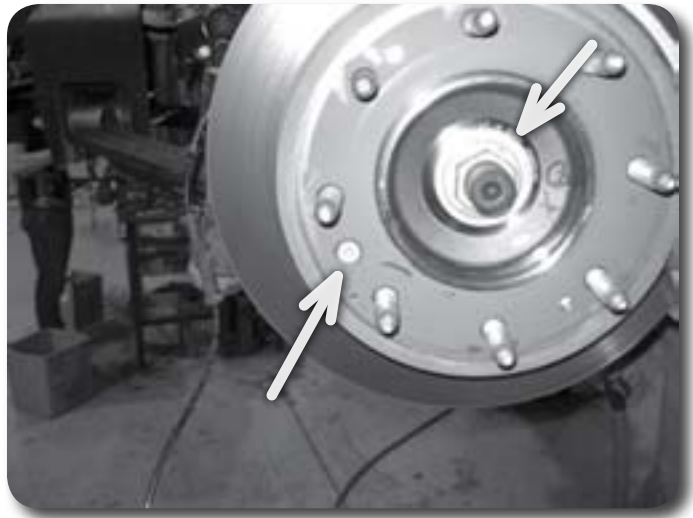


Figure 9

19. Locate and remove the four hub bearing assembly bolts **Figure 10**. The bolts are accessed from the back side of the steering knuckle. Remove the hub bearing assembly and dust shield from the steering knuckle.

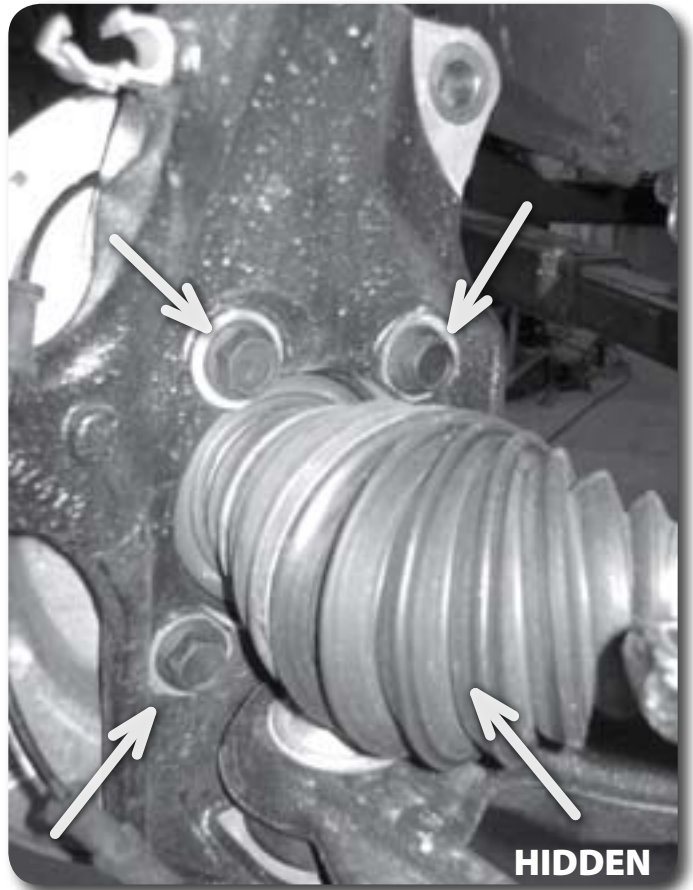


Figure 10

20. Remove the upper and lower ball joint nuts **Figure 11**. Reinstall the nuts a couple of turns by hand. Strike the knuckle near the ball joints to release the taper. Remove the nuts and remove the steering knuckle from the vehicle. Save nuts. Take care not to strike the ball joint.



Figure 11

21. Remove the CV axle flange bolts at the differential **Figure 12**. There are 8 bolts per side. Remove the CV shafts from the vehicle and set aside. Save bolts.



Figure 12

22. Disconnect the shocks from the frame **Figure 13A** and lower control arm **Figure 13B**. Remove shocks. Save the upper and lower shock mount hardware.

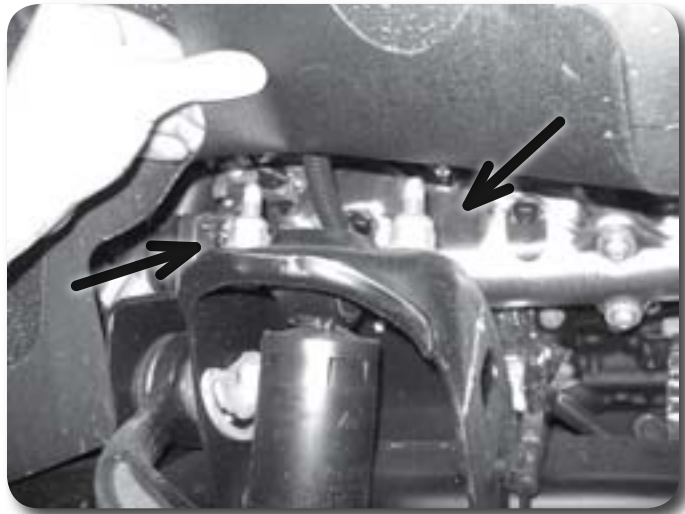


Figure 13A



Figure 13B

23. Remove the front and rear lower control arm bolts and remove the control arms from the vehicle **Figure 14** Save the control arms and mounting hardware.



Figure 14

24. There are two factory bump stops per side. Remove rubber bumpstop from the frame mounts on each side. They can be removed with a pair of channel-lock pliers or by striking them with a rubber mallet. Save rubber bumpstops.
25. Make an alignment mark on the front driveshaft and front differential input yoke. Remove the four bolts/clamps from the yoke and remove the front driveshaft from the differential **Figure 15**. Save the driveshaft hardware.



Figure 15

26. Remove the four bolts mounting the rear crossmember to the rear lower control arm pockets **Figure 16**. Remove the crossmember from the vehicle. The crossmember and hardware will not be reused.

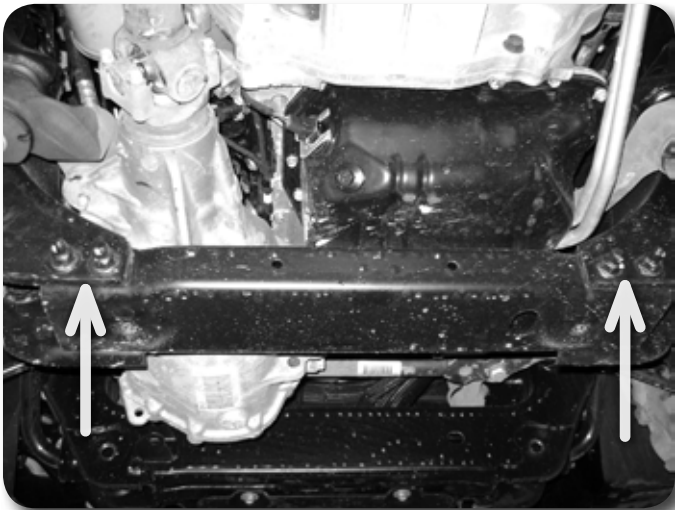


Figure 16

27. Disconnect the electrical connector from the front differential actuator **Figure 17A**. Remove the wire from the three plastic wire retainers along the top of the differential.
28. Disconnect the axle breather tube from the top of the driver's side of the differential **Figure 17B**.



Figure 17A

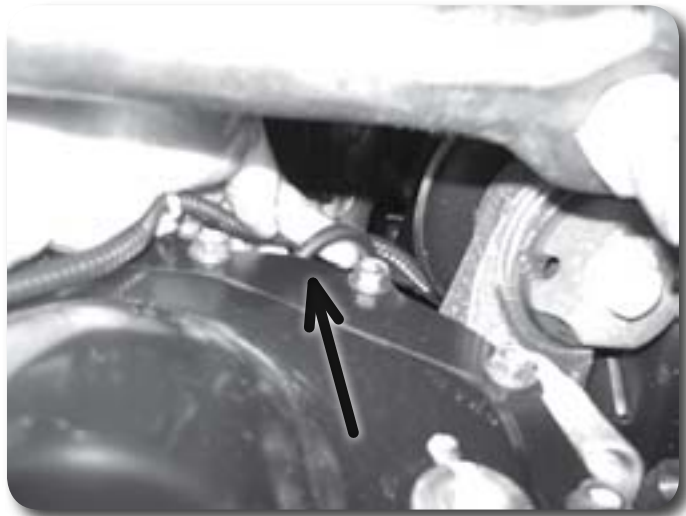


Figure 17B

29. Loosen but do not remove all of the front differential mounting bolts/nuts. There are two nuts on the passenger's side **Figure 18A** and three bolts on the driver's side (**Figure 18B** - two mount from the bottom up and one from the top down). Remove the rear-most bolt mounting from the top.

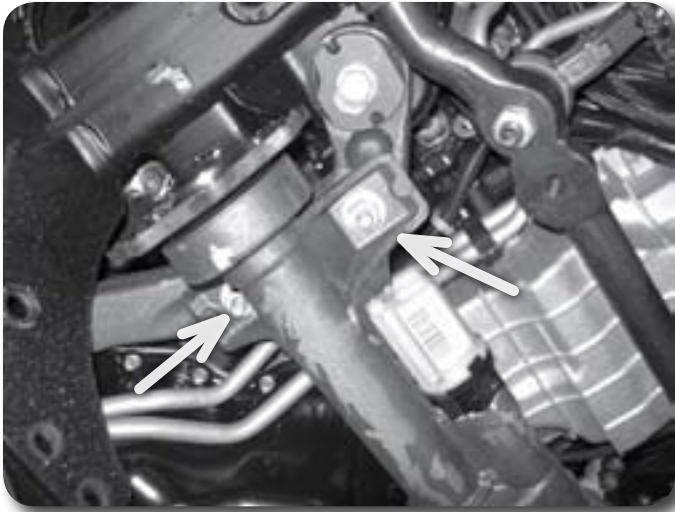


Figure 18A



Figure 18B

30. Support the front differential with an appropriate jack. Remove the differential mounting hardware and lower the differential from the vehicle and set aside. Save hardware.
31. The lower rear driver's side control arm pocket must be trimmed to provide clearance for the front differential. On the front face measure from the center of the control arm mounting hole inward 1-1/4" and mark. **Figure 19A** On the back face measure from the center of the control arm mounting hole inward 2-1/2" and mark. **Figure 19B** Make vertical cut lines at the marks on the front and back

faces. Along the top, connect the front and back cut lines with a diagonal cut line. Figure 19C.

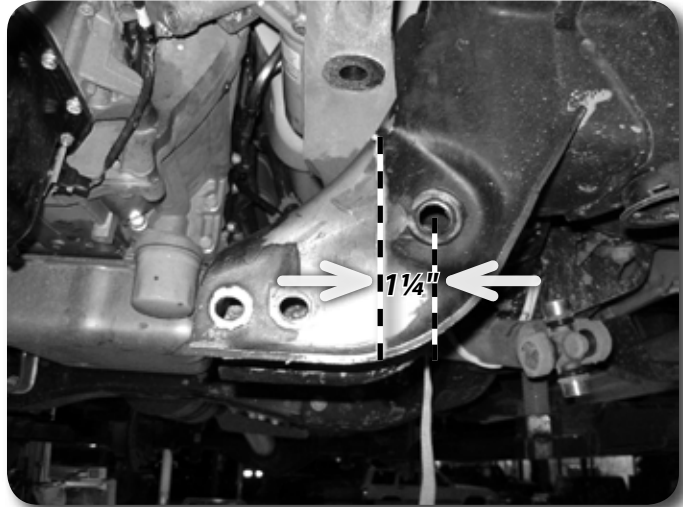


Figure 19A

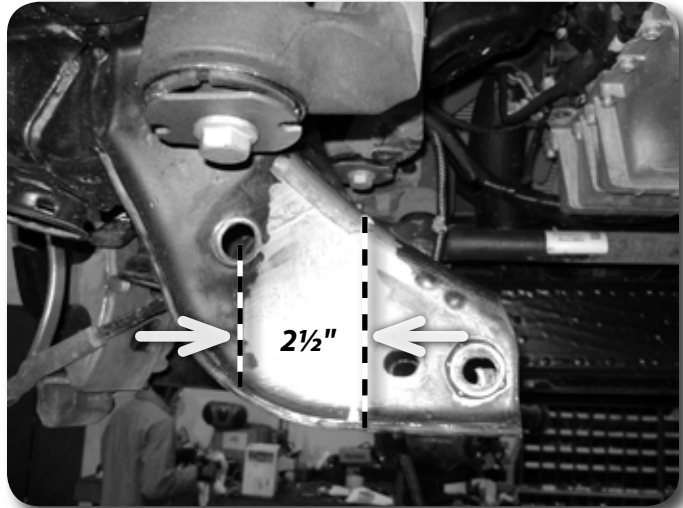


Figure 19B



Figure 19C

32. Using a reciprocating saw (recommended), hack saw or cut-off wheel, cut the pocket along cut lines. Remove any burrs or rough edges and paint any bare metal to prevent corrosion.
33. Locate all of the provided rivet nuts and bump stop bolt pack #593. There are 3 each of 3 different rivet nuts sizes are provided, 1/2" (large) and two 3/8" with one set longer than the other. Sort the rivet nuts by size. **Figure 20A** Set up the rivet nut installation tools. The 1/2" tool consists of a 1/2" x 2" bolt, 9/16" high nut and 1/2" star washer. The 3/8" tool consists of a 3/8" x 1-1/2" bolt, 7/16" hex nut and 3/8" star washer. Set up the tools as shown in **Figure 20B**.



Figure 20A

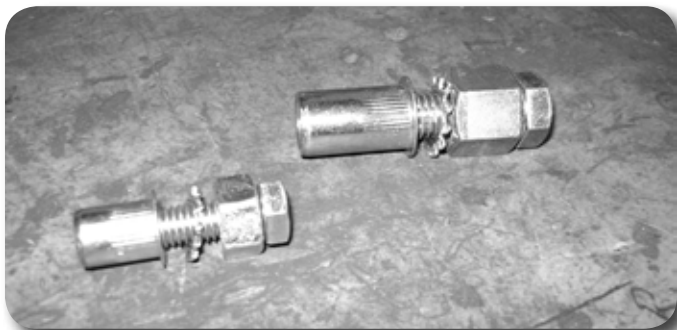


Figure 20B

34. Six holes need to be slightly clearanced on the factory bump stop mounts to accept the rivet nuts. For the 3/8" rivet nuts drill the holes to 17/32" and 11/16" for the 1/2" rivet nuts. In both cases, if the necessary bits are not available, a rotary grinding tool can be used to enlarge the holes to the proper size. Take care not to open the holes too much. Drill out the holes shown in **Figure 21A** (front mount) and **Figure 21B** (rear mount).

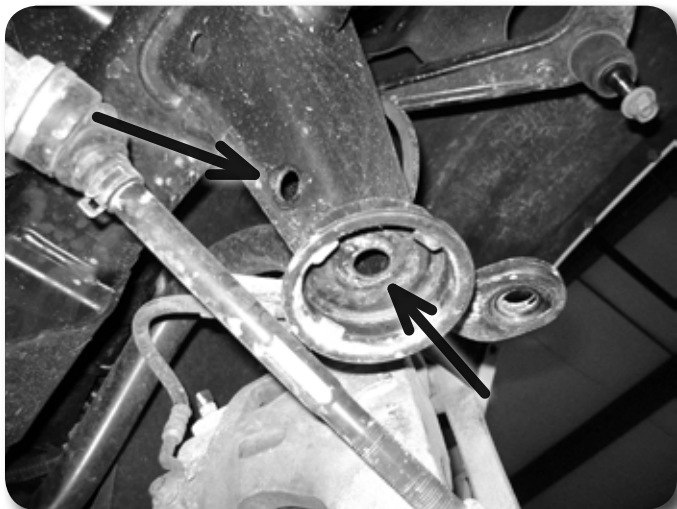


Figure 21A



Figure 21B

35. Install the rivet nuts. Thread the appropriate rivet nut on the preassembled tool. The longer 3/8" rivet nut will be installed in the rear bump stop mount. The 1/2" rivet nut goes in the center of the factory front bump stop cup. Insert the rivet nuts into the holes. Hold the jam nut with a wrench and tighten the bolt to collapse the rivet nut in the hole. **Figure 22A** Be sure to hold the rivet nut tight and flush in the hole. Take care not to over tighten. The 3/8" rivet nut can be tighten to apporoximately 40-45ft-lbs and the 1/2" to approximately 70-75 ft-lbs. Reuse the tools to install all six rivet nuts. **Figure 22B**



Figure 22A

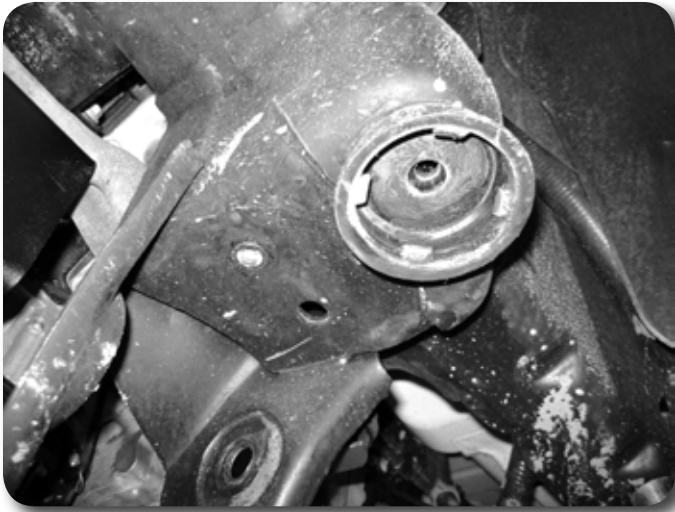


Figure 22B

36. With all the rivet nuts installed, locate the provided front and rear bump stop brackets. Attach the front brackets to the factory bump stop mount with a 1/2" x 2" bolt, flat washer and lock washer (use the installation bolt for one of the brackets). Fasten the back of the mount with a 3/8" x 1-1/4" bolt, flat washer and lock washer. Torque the 3/8" hardware to 30 ft-lbs and 1/2" hardware to 60 ft-lbs. **Figure 23**

Step 36-37 Note

All bump stop mounting hardware is located in hardware pack #593

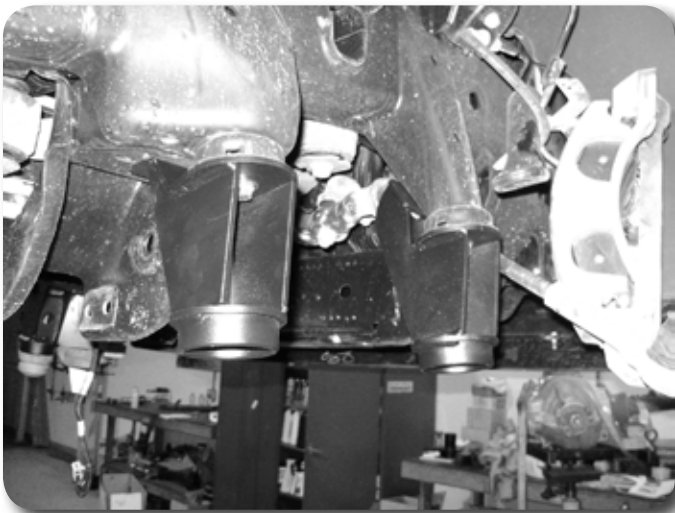


Figure 23

37. Locate the rear bump stop brackets and two nut plates. Install the nut plates in the factory bump stop cups so the tabs point down and lock in place against the tabs in the cup. **Figure 24** Attach the bump stop bracket to the factory mount with a 3/8" x 1" bolt, flat washer and lock washer into the nut plate. Snug hardware. Fasten the back tab of the bracket to the rivet nut with a 3/8" x 1-1/4" bolt, flat and lock washer. Torque 3/8" hardware to 30 ft-lbs.



Figure 24

38. Install the factory bump stops into the new mounts. Place the bump stops in the new cups at an angle and twist them into the cups. **Figure 25**



Figure 25

39. Install the provided large bushings and 0.875" OD x 2.620" long sleeve into the eye of the new center differential bracket **Figure 26**.



Figure 26

40. Locate the 4 housing bolts to be removed. Remove the four bolts, place the bracket in position and fasten with new 10mm x 40mm bolt and washers. The bracket gusset will be toward the bottom of the differential **Figure 27**. Use Loctite on the bolt threads and torque to 40 ft-lbs.



Figure 27

Step 40-44 Note

All differential mount hardware is located in hardware pack #586

41. Locate the new passenger's side differential bracket. Bracket has a single center gusset. Install the bracket on the existing studs on the passenger's side factory bracket. Fasten with the original nuts and washers. When installed the open side of the bracket will face inward and the bracket will taper down as it goes to the rear **Figure 28**. Torque nuts to 65 ft-lbs.



Figure 28

42. Locate the new driver's side differential bracket. Bracket has two center gussets. Install the bracket to the 2 front original differential mounting holes with the provided 12mm-1.75 x 40mm bolts and 1/2" SAE washers, applying Loctite to the threads before installation. When installed the open side of the bracket will face inward and the bracket will taper down as it goes to the rear **Figure 29**. Torque bolts to 65 ft-lbs.

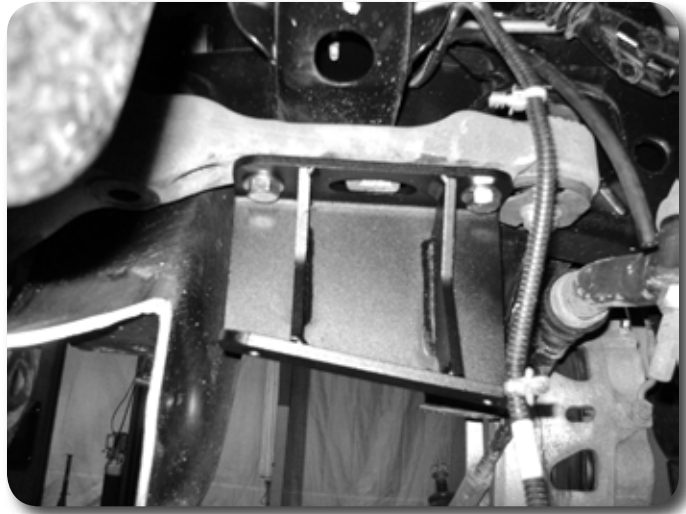


Figure 29

43. Using an appropriate jack, raise the differential up into the vehicle. Align the differential mounting holes to the new driver's and passenger's side differential brackets. Fasten to the driver's side mount with 1/2" x 3-1/2" bolts, nuts and 1/2" SAE flat washers. Fasten the passenger's side 1/2" x 1-1/2" bolts, nuts and heavy 1/2" (large OD) washers. Leave hardware loose. **Figure 30**



Figure 30

44. Locate the new rear crossmember. Install the crossmember in the rear lower control arm pockets with the factory control arm bolts/nuts. Run the bolts from rear to front. The center differential bracket will fit into the mount tabs on the crossmember. Fasten the differential mount to the crossmember with a 9/16" x 4" bolt, nut and 9/16" SAE washers. Leave hardware loose. **Figure 31**



Figure 31

45. With the differential and rear crossmember installed, tighten all the differential mount hardware. Torque the (4) 1/2" bolts to 65 ft-lbs and (1) 9/16" bolt to 95 ft-lbs.
46. Reconnect the front driveshaft to the front differential with the factory clamps and bolts. Torque hardware to 25 ft-lbs.
47. Reconnect the front differential actuator wire. Reattach the wire harness to the housing. Use the provided zip ties where needed. Pull down on the differential breather hose to gain slack and reconnect to the top of the differential.
48. Locate the new front crossmember. Install the crossmember in the front lower control arm pockets and fasten with the original control arm bolts/nuts. **Figure 32** Run the bolt from front to rear. Leave hardware loose.



Figure 32

49. Install the factory control arms in the crossmembers. Fasten the control arms with the provided 18mm x 120mm (front) and 18mm x 140mm bolts, nuts and 3/4" SAE flat washers. Run the front bolts front-to-rear and the rear bolts rear-to-front. **Figure 33** Leave hardware loose. These bolts will be torque with the weight of the vehicle on the suspension.

Step 49 Note

Control arm hardware is located in hardware pack #585.



Figure 33

Step 50 Note

Differential skid plate hardware is located in hardware pack #586

50. Locate the new differential skid plate. Position the skid plate so that it aligns to the thread holes on the bottom of the front and rear crossmembers **Figure 34**. Fasten the skid plate with 1/2" x 1-1/4" bolts and 1/2" SAE washers. Use Loctite on the bolt threads and torque bolts to 60 ft-lbs.

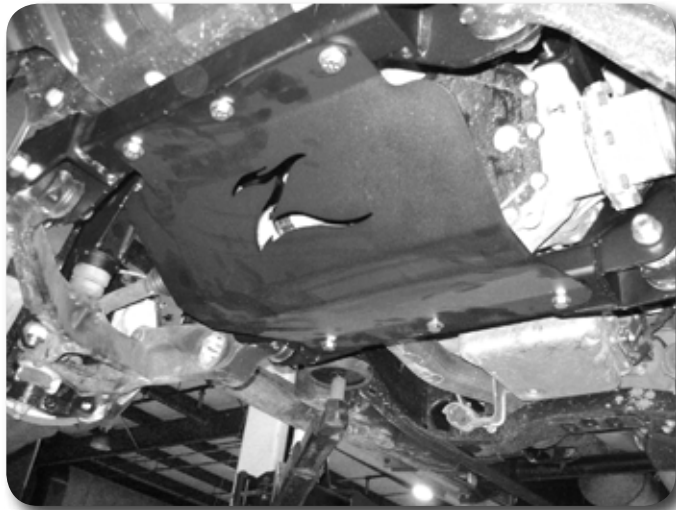


Figure 34

51. After all the skid plate hardware is tight, go back and torque the 4 factory lower control arm pocket bolts (mounting the new crossmembers) to 250 ft-lbs.
52. Locate the new steering knuckles and identify the driver's and passenger's side. Install the appropriate knuckle on the lower control arm and fasten with the original lower ball joint nut. Swing the knuckle up and attach to the upper ball joint with the original nut. Torque the upper ball joint nut to 37 ft-lbs and the lower ball joint nut to 74 ft-lbs **Figure 35**.



Figure 35

53. Locate the hub o-ring in the factory steering knuckle hub bores. Carefully remove the o-rings **Figure 36** and install into the new steering knuckles.



Figure 36

54. Locate the factory driver's and passenger's brake dust shields. They need to be modified to provide adequate brake caliper clearance. Make a cut line by following the straight edge on the caliper side of the shield all the way to the bottom edge of the shield. **Figure 37** Cut the shield along the line.

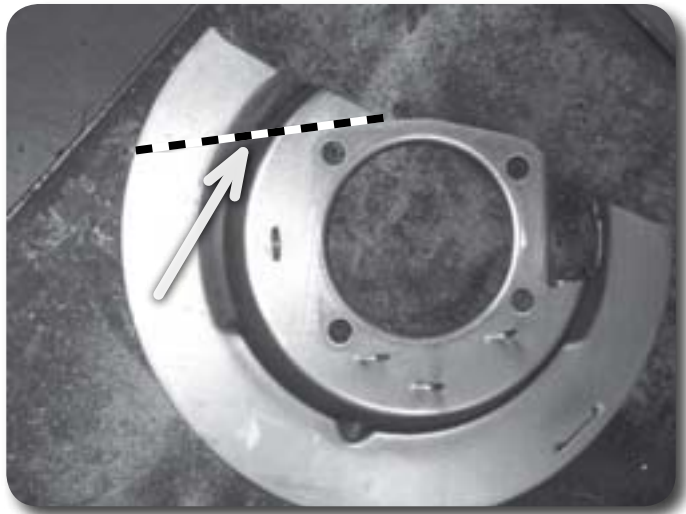


Figure 37

55. Install the hub assembly and dust shield into the appropriate steering knuckle. The ABS line will run out the top of the hub and behind the dust shield. **Figure 38** Fasten the hub to the knuckle with the factory bolts. Apply Loctite to the threads and torque the bolts to 125 ft-lbs.

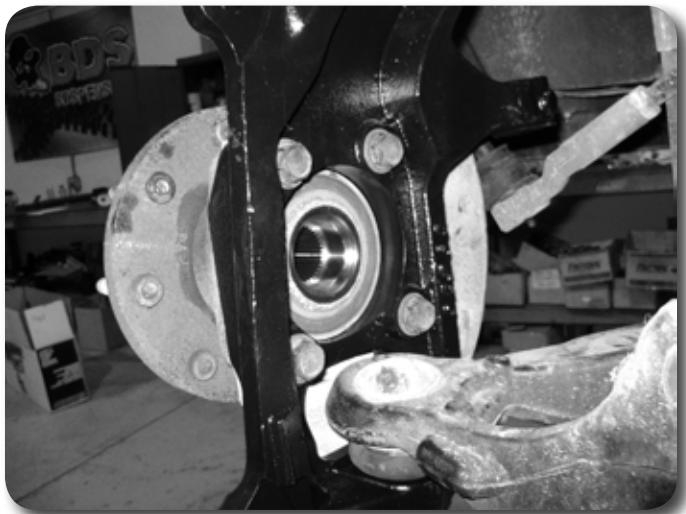


Figure 38

56. Run the ABS line around the front of the steering knuckle and up to the wire connector on the frame. Reconnect the wire and reattach it to the original place on the frame. **Figure 39**

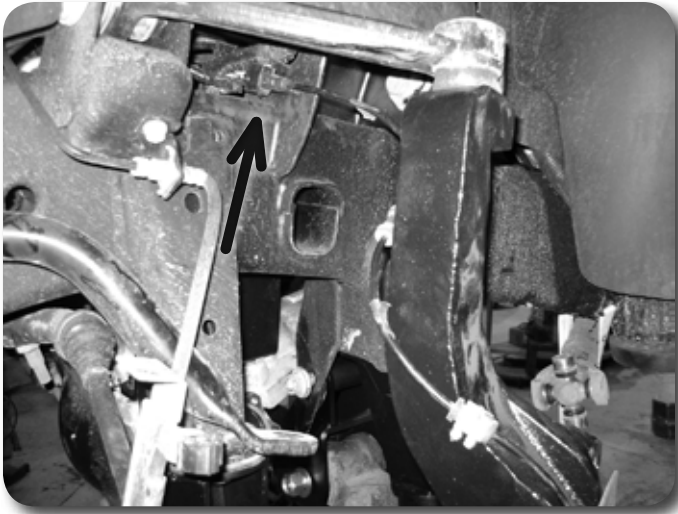


Figure 39

57. Locate the factory CV axle shafts. Install the CV axle into the hub assembly **Figure 40** and then onto the differential output flange. Align the differential flange holes and fasten with the factory bolts. Apply Loctite to the threads and torque to 40 ft-lbs.



Figure 40

58. Install the original CV axle nut and washer and torque to 155 ft-lbs. Reinstall the hub dust cap.
59. Install the brake rotor on the hub by aligning the tapered retainer bolt hole in the rotor with the threaded hole in the hub flange. Fasten the rotor to the hub with the original retainer bolt and tighten securely with a T30 torx bit.
60. Locate the factory brake line junction at the frame where the hardline and rubber line meet. **Figure 41A** Using a 13mm line wrench disconnect the hardline from the rubber line. Remove the retaining clip and pull the line from the frame bracket. **Figure 41B** Place a bucket, etc under the hardline to catch any brake fluid drips.



Figure 41A

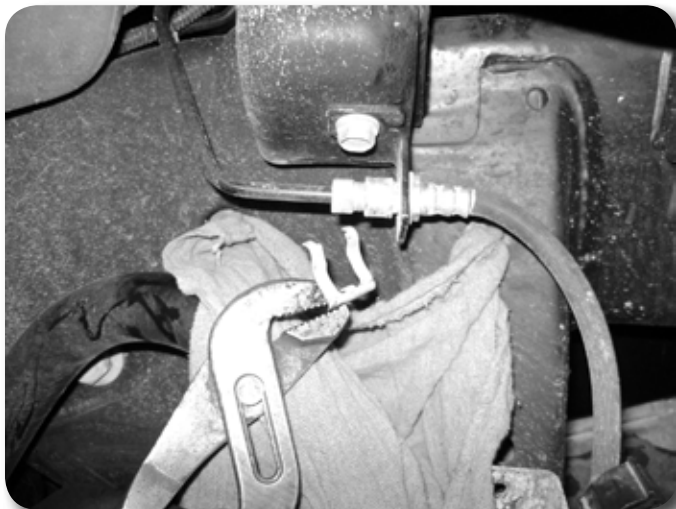


Figure 41B

61. With the brake lines free, install the brake calipers on the knuckles with the original bolts. Apply Loctite to the bolt threads and torque the bolts to 125 ft-lbs.
62. Locate the new provided stainless steel brake lines. The lines are driver's and passenger's side specific. The caliper end has a offset angle. When install the hardline at the caliper should point slightly inward toward the steering knuckle. Identify the appropriate lines. **Figure 41C - Drv's Side Shown**



Figure 41C

63. Remove the factory brake line from the caliper. Be sure to remove the factory crush washers as well. Place a new provided crush washer on each face of the new brake line and install on the caliper with the factory banjo bolt. Torque the bolt to 25 ft-lbs.
64. Run the new brake line up to the factory frame mount bracket. Feed the end of the line through the bracket and fasten to the factory hardline. Using a 13mm line wrench on the hard line fitting and 11/16" wrench on the new line, tighten the fitting securely. Secure the line to the factory bracket with the original brake line clip or the provided new one (5188). **Figure 42** When tightening be sure the brake line does not twist. It should run in a smooth arc from the caliper.



Figure 42

65. There are two threaded holes near the top of the steering knuckle neck on the back side. Using a provided wire clamp, 1/4" x 5/8" bolt, flat washer and lock washer loosely fasten the brake line to the lower threaded hole on the steering knuckle. Using the same fastener combination, attach the ABS line to the upper threaded hole. The hardware will be tightened once the line slack is set.

Figure 43A

Step 65-66 Note

Brake line hardware is located in hardware pack #590.



Figure 43A

66. On the front side of the steering knuckle there is a small unthreaded hole. Using a third wire clamp, fasten the ABS wire to the front face of the knuckle with a 1/4" x 5/8" bolt, flat washer and lock washer. Tighten securely. **Figure 43B** Adjust the slack in the two other lines, rotating the steering knuckle back and forth as a check, and tighten the upper two clamps to 10 ft-lbs.

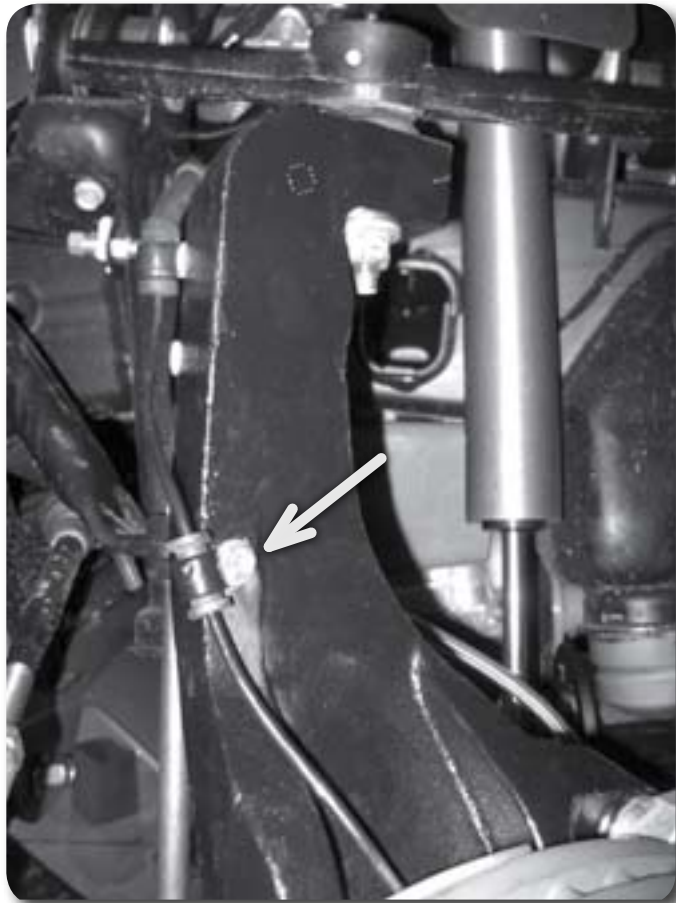


Figure 43B

67. Locate the new front sway bar links, stem bushings, stem washers and 7/16" nylock nuts. The new links assemble like the factory ones that were removed. Attach the links to the original control arm mount holes and sway bar. Place a washer and bushing on each side of each mount point. Loosely fasten with the

7/16" nylock nuts. Figure 44 Hold the links from spinning with a 9/16" wrench on the flats at one end of the link. Tighten the nuts just until the bushings seat and begin to swell. When installed properly there should be no more the 1/4 to 3/8" of thread sticking past the nut at each end of the link. Figure 45



Figure 44

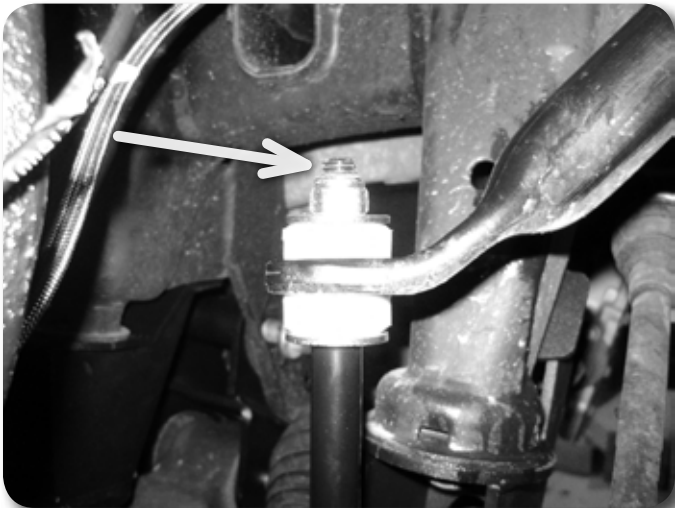


Figure 45

68. Locate the new provided Zone Offroad front shocks. Fasten upper bar pin to frame mount and torque the bolts to 50 ft-lbs. Fasten the shock to the factory lower control arm mount with the original hardware. Torque the lower shock bolt to 90 ft-lbs.

69. Attach the tie rod ends to the knuckles. The tie rod end will mount from the top down. Fasten with the original nuts and torque to 37 ft-lbs.
70. Locate the factory torsion bars and install them into the lower control arms. Be sure to install the bars on the correct side of the vehicle and in the correct orientation (front vs rear). Slide the bars forward in the arms about 6".
71. Locate the two small holes (one per side) and the bottom tab of the factory torsion bar crossmember. **Figure 46** Drill the holes out to 5/16".

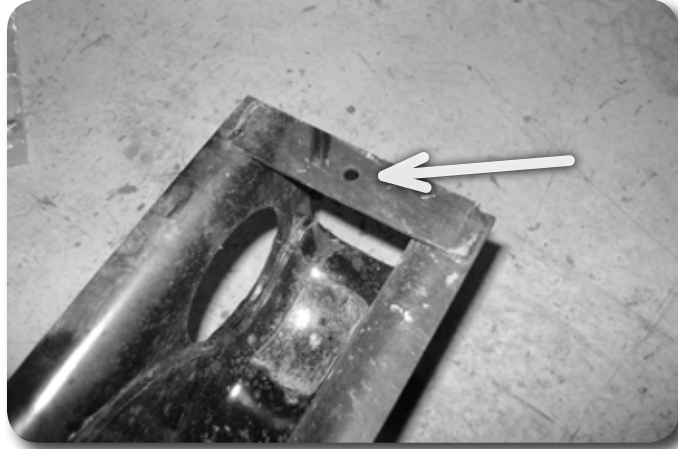


Figure 46

Step 72-73 Note

Torsion bar bracket hardware is located in hardware pack #592

72. Install the provided torsion bar crossmember bracket on the torsion bar crossmember. Fasten with the factory bolt and the provided 5/16" x 1" bolt, nut and washers through the bottom of the new bracket into the drilled-out holes in the crossmember. **Figure 47** Torque the 5/16" hardware to 20 ft-lbs and factory hardware to 90 ft-lbs.

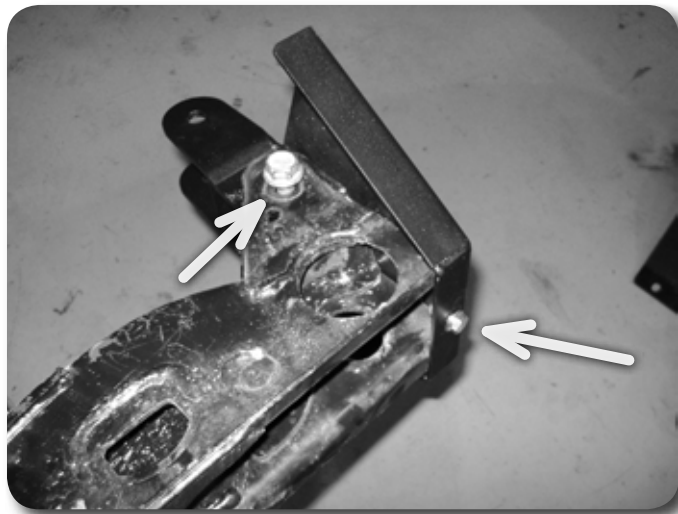


Figure 47

73. Install the modified torsion bar crossmember to the original frame mounts. Be sure it is oriented properly (larger torsion bar holes to the front). Fasten to the factory frame mounts with 9/16" x 3-3/4" bolts, nuts and washers. **Figure 48** Torque bolts to 90 ft-lbs.

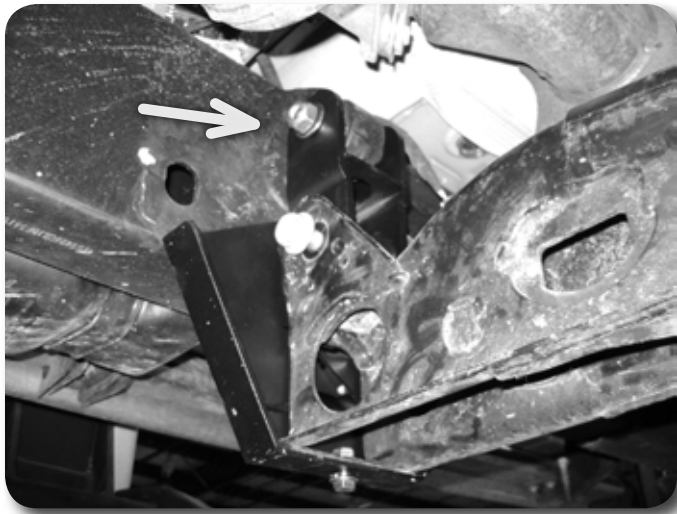


Figure 48

74. Slide the torsion bars back to the crossmember and install the factory torsion adjuster keys.
75. On diesel models, run the exhaust wiring harness to the back side of the crossmember and fasten with a provided zip tie through the small existing hole in the crossmember. Figure 49

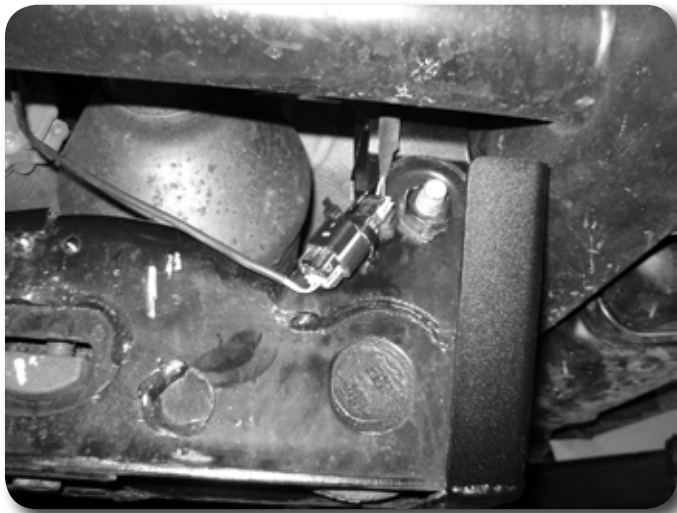


Figure 49

76. Load the torsion bars with the appropriate tool. Reinstall the adjuster bolt/retaining plate assembly. Reset the torsion bar adjuster bolt position to the original height measurement taken at the beginning of the installation. This adjustment will be checked/changed at the end of the installation.
77. Install the front wheels. Torque the lug nuts to 140 ft-lbs. Lower the vehicle to the ground.
78. Bounce the front end to settle the suspension.
79. Torque the lower control arm bolts (4) to 250 ft-lbs.
80. Check all front hardware for proper torque.
81. Properly bleed the entire brake system. Top off fluid. Check all brake lines for proper clearances. Adjust as necessary.

82. Check tire/wheel clearance with the fenders/bumper as well as with the steering knuckle. It is not uncommon to trim the lower plastic valance of the bumper and inner fender shroud slightly to add proper tire clearance while turning.

Rear Installation

1. Block the front wheels for safety. Raise the rear of the vehicle and support with jack stands under the frame rails, just ahead of the front leaf spring hangers.
2. Remove the wheels.
3. Raise rear of vehicle and support frame with jackstands.
4. Support the rear axle with a hydraulic jack.
5. Disconnect the E-brake cable bracket from the frame near the driver's side front spring hanger. Save hardware, it will be reinstalled later. **Figure 50**



Figure 50

6. Remove the ABS wire clips from the metal tabs just inside of the leaf springs. Remove the plastic clips from the ABS wire. **Figure 51**

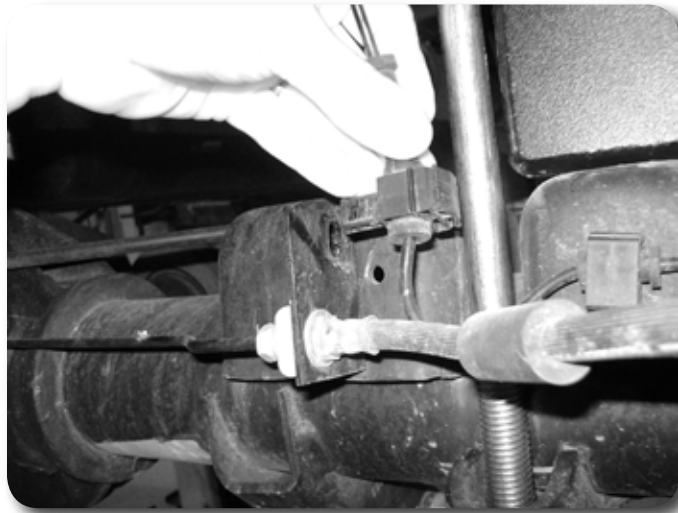


Figure 51

7. Remove the rear shocks. Save hardware.
8. Locate the brake line bracket at the top of the differential. Using an adjustable wrench carefully bend the bracket upward so that ends of the rubber brake lines

point toward the frame. **Figure 52A/B** Carefully adjust the brake hardlines that run along the axle.



Figure 52A

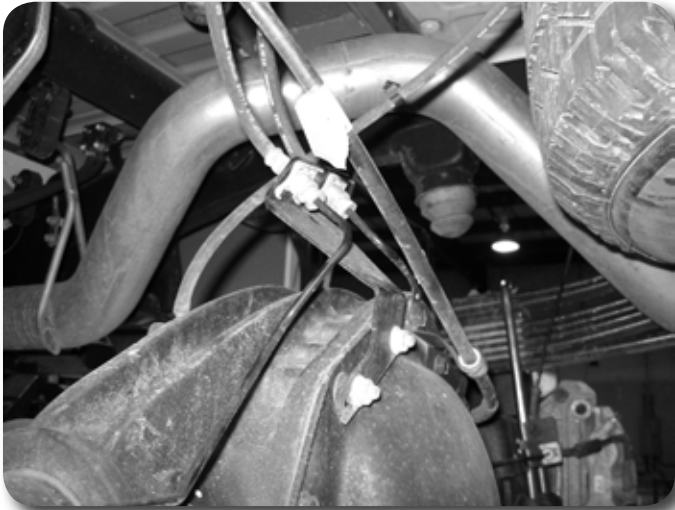


Figure 52B

9. Locate the provided 3" lift blocks and 12mm socket head cap screws. Apply Loctite to the bolt threads and install them into the thread block holes. **Figure 53** Tighten the bolts securely with a 10mm allen wrench.



Figure 53

10. With the axle well supported, remove the passenger's side u-bolts and lower u-bolt plate. Loosen, but do not remove the u-bolt hardware on the driver's side. This will allow the axle to move more easily and aid in installation.
11. Install the new blocks between the axle and the leaf spring. Align the pins/holes and raise the axle to seat the assembly. Install the new provided u-bolts with the factory u-bolt plate. **Figure 54** Fasten with the provided locking flange nuts. Snug hardware. Final torque will be down with the vehicle on the ground.



Figure 54

12. Repeat block installation of the driver's side.
13. With both sides complete, secure the ABS wire to the inside u-bolt with the provided zip ties. **Figure 55**

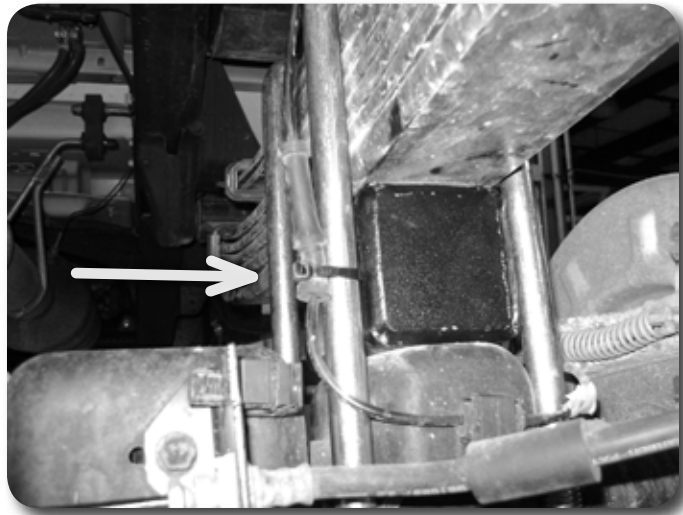


Figure 55

14. Check all cables for adequate slack at full droop, make adjustments if necessary.
15. The passenger's side bump stop bracket on the axle must be trimmed slightly to add clearance for the new larger rear shocks. Grind the inside front corner to gain approximately 1/4" of clearance. **Figure 56** Paint bare metal to prevent rust.

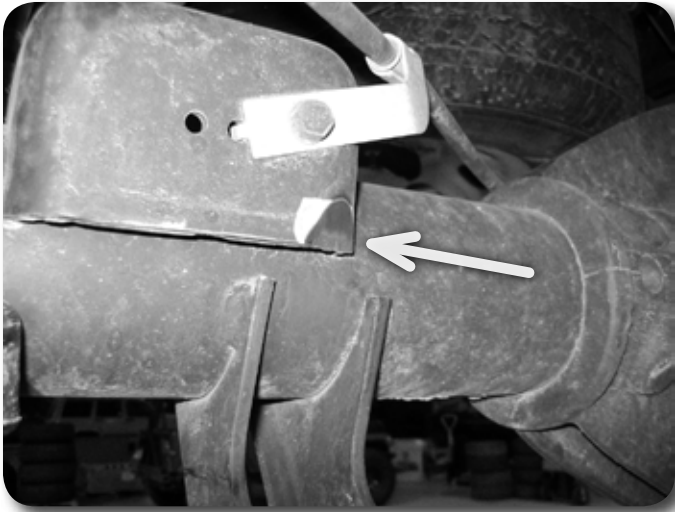


Figure 56

16. Install new rear shocks with the provided hardware. Fasten the shocks with the factory hardware and torque to 100 ft-lbs.
17. Remove the driver's side parking brake cable from the driver's side bracket that was removed from the frame. Move the passenger's side cable into the lower section of the bracket. Reattach the bracket to the frame and tighten hardware securely. **Figure 57**

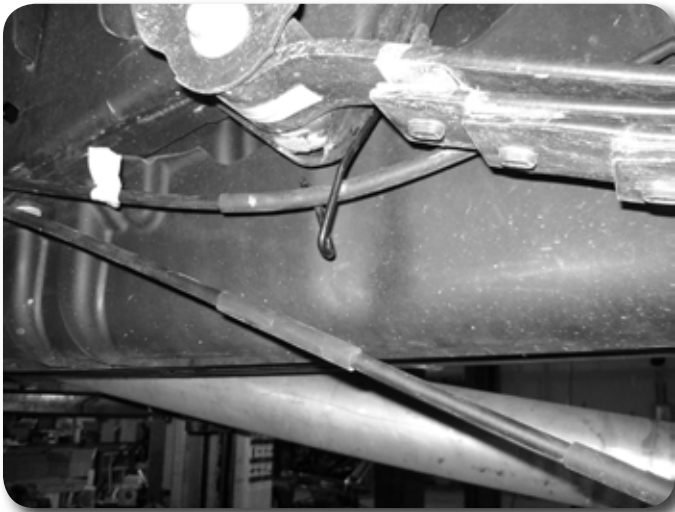


Figure 57

18. Remove clips on wheels **Figure 58**. Reinstall wheels and lower vehicle to the ground. Torque u-bolts to 125 ft-lbs. Torque lug nuts to 140 ft-lbs.



Figure 58

Post-Installation

1. Check all hardware for proper torque.
2. Reconnect the positive and negative battery cables.

Set Front Suspension Height

1. It is very common for the particular vehicle model to have widely varying starting suspension heights. In order to give a more precise suspension height setting we have provided a Z-height reference. Refer to **Figure A**

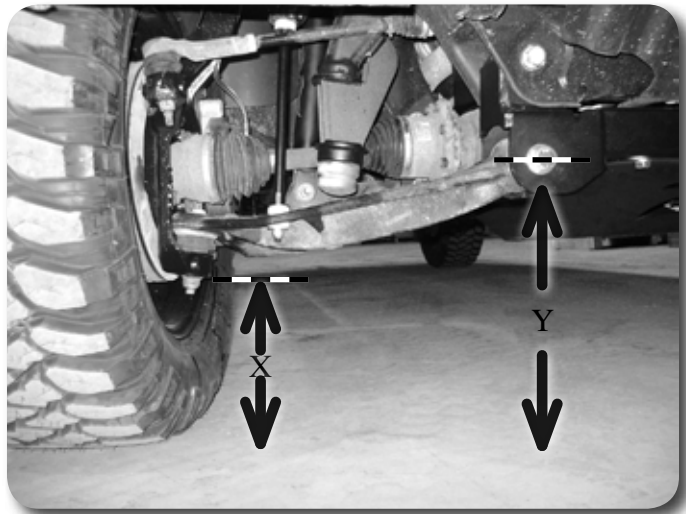


Figure A

2. Roll the vehicle forward and back to settle the front suspension. With the vehicle on flat, level ground measure the distance from the floor to the center of the front lower control arm bolt. This is distance 'Y'. Record here: _____
3. Measure from the floor up to the lowest point on the new steering knuckle, near the ball joint. **Figure B**. This is distance 'X'. Record here: _____



Figure B

4. To determine the Z-height use the following equation: $Y-X=Z$. For the intended 5" of lift the value for Z should be approximately 5-1/4". The Z-height (ride height) for this kit can be adjusted up to a max of 6-1/4" and to a minimum of 4-1/2".

Front Tire Clearance

1. Depending on the tire/wheel combination used, the front lower corner of the front bumper may need to be trimmed. This is very common with most GM/Chevy trucks.
2. For additional clearance, the front lower edge of the inner fenders can be relocated forward 1". Located and disconnect the two bolts holding the lower edge of the fender to the bottom of the bumper. Redrill the 2 mounting holes 1" forward and reconnect. **Figure C**



Figure C

Final Check

1. The vehicle will need a complete front end alignment.
2. Check all hardware after 500 miles.
3. Adjust headlights.

Post-Installation Warnings

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.
2. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure.
3. Perform head light check and adjustment.
4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.