SKYJACKER®
THE BEAR OF SUSPENSIONS

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# 1994-2001 Dodge 1/2-1 Ton 4x4 7” Suspension lift Installation Instructions

**REQUIRED TOOL LIST:**

*** Metric and Standard wrenches and sockets**
*** Allen Wrenches**
*** Assorted Drill Bits**
*** Bristle Disc**
*** Floor Jack**
*** Jack Stands**
*** Measuring Tape**
*** Ratchet Strap**
*** Torque Wrench**
*** Transmission Jack**

Before beginning the installation, read these instructions and the enclosed driver’s WARNING NOTICE thoroughly and completely. Also affix the WARNING decal in passenger compartment in clear view of all occupants. If any of these items are missing from this instruction packet, do not proceed with installation, but call SKYJACKER® to obtain needed items. If you have any questions or reservations about installing this lift kit, call SKYJACKER® at 318-388-0816 for Technical Assistance or Customer Service departments.

Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is uneven (side-to-side) from the factory, but usually not noticed until a lift kit has been installed which makes the difference more visible. Using a measuring tape, measure the front and rear (both sides) from the ground up to the center of the fender opening above the axle. Record below for future reference.

Driver Side Front: _____ Passenger Side Front: _____

Driver Side Rear: _____ Passenger Side Rear: _____

**IMPORTANT NOTES:**

- **Seal Adapter Part # DTSA10, and new seal Part # TCS2675 are both included with this lift.**
- **6 Speed Manual Transmission models will require modifications to Transmission Bracket.**
- **3/4 & 1 Ton models equipped with 360 engine, the front will sit slightly higher than the rear.**
- Please refer to Parts List to insure that all parts and hardware are received prior to disassembly of vehicle. If any parts are found to be missing, contact your dealer as soon as possible.
- If larger tires (10% more than stock diameter) are installed, speedometer recalibration is necessary (see Dodge dealer or Tire Store).
- This lift is determined from the front while only lifting the rear to a position level with the front.
- After installation, a qualified alignment facility is required to align the vehicle to factory specs.

# Kit Box Breakdown:

## D7075-DX:

| ITEM# | DESCRIPTION | QTY |
|---|---|---|
| DUL75-DX | DODGE UPPER LINKS 7" PAIR | 1 |
| DLL75-DX | DODGE LOWER LINKS 7" PAIR | 1 |
| D70CM-5 | DODGE 94-01 7" CROSS MEMBER | 1 |
| D70FDI-1 | DODGE 94-01 7" FRAME DRIVER INNER BRKT | 1 |
| D70FPI-2 | DODGE 94-01 7" FRAME PASSENGER INNER BRKT | 1 |
| D70FPO-3 | DODGE 94-01 7" FRAME PASSENGER OUTER BRKT | 1 |
| D70FDO-4 | DODGE 94-01 7" FRAME DRIVER OUTER BRACKET | 1 |
| D70SP-7 | DODGE 94-01 7" SKID PLATE | 1 |
| DTB70-B | DODGE 94-01 7" TRACK BAR-BRACKET | 1 |
| D70TB | DODGE 7" TRACK BAR ASSEMBLED | 1 |
| IXR10 | INDEXING RING FOR 7" DODGE | 1 |
| RBL60 | REAR BRAKE LINE DODGE | 1 |
| VT53229 | VACUUM TUBING-5/32"X29" LON | 1 |
| HB-D7075-1 | HARDWARE BAG/ D7075 MAIN BAG | 1 |
| HB-D7075-BL | HARDWARE BAG BRAKELINE BRACKETS | 1 |
| HB-D7SHK | SHOCK HARDWARE/ 7" DODGE | 1 |
| DTSA10 | ALUMINUM SEAL ADAPTER | 1 |
| TCS2675 | T-CASE SEAL,D7075 KIT | 1 |

**Hardware Bag Breakdown:**

**IXR10** **Transfer Case Indexing Ring**

| ITEM# | DESCRIPTION | QTY |
|---|---|---|
| IXR10-S | T/C ROTATION RING | 1 |
| 38X158IRS | 3/8 X 1 5/8 STUD | 6 |
| 38IRFN | 3/8"FLANGED NUT | 6 |
| 38IRW | 3/8"BLACK WASHER | 6 |
| 38X1SHB | 3/8 X 1 SOCKET HEAD BOLT | 6 |
| LT100 | THREAD LOCK COMPOUND 427 1 ML TUBE | 1 |
| S343-3 | SILICONE,ULTRA BLACK, 3 OZ. | 1 |

**HB-D7075-1** **Main Hardware Bag**

| ITEM# | DESCRIPTION | QTY |
|---|---|---|
| 58X512FTB | 5/8 X 5 1/2 FINE THREAD BOLT | 4 |
| 12X312FTB | 1/2 X 3 1/2 FINE THREAD BOLT | 2 |
| 12X112FTB | 1/2 X 1 1/2 FINE THRD BOLT | 4 |
| 38X112CTB | 3/8 X 1 1/2 COARSE BOLT/GRADE 8 | 1 |
| 58FTN | 5/8-18 NYLON INSERT LOCKNUT | 4 |
| 12FTN | 1/2-20 FINE N/I LOCK NUT | 6 |
| 38CTN | 3/8-16 COARSE N/I LOCK NUT | 2 |
| 12SAEW | 1/2 SAE WASHER | 8 |
| 38SAEW | 3/8 SAE WASHER | 3 |
| 58SAEW | 5/8 SAE WASHER | 8 |
| 916SAEW | 9/16 SAE WASHER | 4 |

| | | |
|---|---|---|
| TS250 | SPACER .250" LONG | 4 |
| S-FR7D | SLEEVE,FRAME,3.125" | 4 |

**HB-D7075-BL** **Brakeline Hardware**

| ITEM# | DESCRIPTION | QTY |
|---|---|---|
| DBLE70 | BRAKE LINE EXTENSION | 2 |
| DVL10 | DODGE VACUUM LINE BRACKET-FLAT | 1 |
| 14X1FTB | 1/4 X 1 FINE THREAD BOLT GRD 8 | 3 |
| 516X114FTB | 5/16 X 1 1/4 FINE THREAD BOLT | 2 |
| 14FTN | 1/4-28 FINE N/I LOCK NUT | 3 |
| 516FTN | 51/6-24 FINE N/I LOCK NUT | 2 |
| 14SAEW | 1/4 SAE WASHER | 5 |
| 516SAEW | 5/16 SAE WASHER | 4 |

**HB-D7SHK** **Shock Hardware**

| ITEM# | DESCRIPTION | QTY |
|---|---|---|
| 142118 | ES34 SLEEVE/404094 1.62" | 4 |
| HOURGLASS 3/4 | HOURGLASS 3/4 SHOCK BUSHING | 2 |

# D702:

| ITEM# | DESCRIPTION | QTY |
|---|---|---|
| D70-TM-B-MAN | DODGE 94-01 7" TRANS MT-5 S | 1 |
| D70BP-6 | DODGE 94-01 7" BUMP STOP-BR | 2 |
| D70TM-8 | DODGE 94-01 7" TRANS MNT-AU | 1 |
| D70TM82 | DODGE 94-01 TRANS SPACER PL | 1 |
| R224 | PAIR ADD-A-LEAFS DODGE 1500 3.625 | 2 |
| 3806 | 3/8 X 6" TIE BOLTS, PR W/NU | 1 |
| 916X212X1312U | 9/16 X 2 1/2 X 13 1/2 U-BOL | 4 |
| RB20 | 2" REAR BLOCK | 2 |
| SBL20-L | 2.5" SWAY BAR BRACKET-LEFT | 1 |
| SBL20-R | 2.5"SWAY BAR BRACKET-RIGHT | 1 |
| BP25S | 2 1/2" BUMP STOPS TAPERED | 2 |
| DS397 | DUAL SHOCK KIT D70/75 7" DO | 1 |
| DSP2345 | DODGE LOWER LINK SKID PLATES | 1 |
| 7017 | OEM STABILIZER W/RED BOOT | 1 |
| HB-D702 | HARDWARE BAG FOR D702 BOX | 1 |

**Note: D702S Box will not contain the R224 Add-a-Leaves. The U-bolts will be part # 916X212X12U**
**Note: D752 Box will contain 1 pair of Rear Add-a-Leaves part # R370. The U-Bolts will be part # 58X318X1612U**
**Note: D752S Box will not contain the R370 Add-a-Leaves. The U-bolts will be part # 916X318X1312U**

**Hardware Bag Breakdown:**

**DS397** **Dual Shock Kit**

| ITEM# | DESCRIPTION | QTY |
|---|---|---|
| DS397-UL | 7"UPPER LEFT SHOCK BRACKET | 1 |
| DS397-UR | 7"UPPER RIGHT SHOCK BRACKET | 1 |
| DS390-BL | BOTTOM LEFT DUAL SHOCK BRACKET | 1 |
| DS390-BR | BOTTOM RIGHT DUAL SHOCK BRACKET | 1 |
| 12X3CTB | 1/2 X 3 COARSE THREAD BOLT | 6 |
| 12X40MMB | 12 X 40 METRIC BOLT/10.9 | 2 |
| 12CTN | 1/2-13 COARSE N/I LOCK NUT | 6 |
| 12MMN | 12 MM NUT (METRIC) | 2 |
| 12SAEW | 1/2 SAE WASHER | 22 |

**HB-D702** **Hardware Bag**

| ITEM# | DESCRIPTION | QTY |
|---|---|---|
| 12X3FTB | 1/2 X 3 FINE THREAD BOLT | 4 |
| 716X112FTB | 7/16 X 1 1/2 FINE THRD BOLT | 4 |
| 716X4FTB | 7/16 X 4 FINE THREAD BOLT | 2 |
| 12FTN | 1/2-20 FINE N/I LOCK NUT | 4 |
| 716FTN | 7/16-20 FINE N/I LOCK NUT | 6 |
| 916FTN | 9/16-18 NYLON INSERT LOCKNUT | 8 |
| 12SAEW | 1/2 SAE WASHER | 8 |
| 716SAEW | 7/16 SAE WASHER | 12 |

**DSP2345** **Lower Link Skid Plates**

| ITEM# | DESCRIPTION | QTY |
|---|---|---|
| D2345-SP | DODGE LOWER LINK SKID PLATE | 2 |
| 516X1CARB | 5/16 X 1 CARRIAGE BOLT | 4 |
| 516SAEW | 5/16 SAE WASHER | 4 |
| 516CTN | 516-18 COARSE N/I LOCK NUT | 4 |

**TORQUE SPECIFICATIONS**

| INCH SYSTEM | | | METRIC SYSTEM | | |
|---|---|---|---|---|---|
| **Bolt Size** | **Grade 5** | **Grade 8** | **Bolt Size** | **Class 8.8** | **Class 10.9** |
| 5/16 | 15 FT LB | 20 FT LB | 6MM | 5 FT LB | 9 FT LB |
| 3/8 | 30 FT LB | 35 FT LB | 8MM | 18 FT LB | 23 FT LB |
| 7/16 | 45 FT LB | 60 FT LB | 10MM | 32 FT LB | 45 FT LB |
| 1/2 | 65 FT LB | 90 FT LB | 12MM | 55 FT LB | 75 FT LB |
| 9/16 | 95 FT LB | 130 FT LB | 14MM | 85 FT LB | 120 FT LB |
| 5/8 | 135 FT LB | 175 FT LB | 16MM | 130 FT LB | 165 FT LB |
| 3/4 | 185 FT LB | 280 FT LB | 18MM | 170 FT LB | 240 FT LB |

***The above specifications are not to be used when bolt is being installed with a bushing.**

**IMPORTANT NOTES: Safety Recall #835**

1994-95 models 2500 and 3500 with 5.9 diesel or 8.0 ltr. V-10, The vehicle manufacturer has a safety recall #835, which reinforces the coil towers. The part # for this upgrade is #CBBR8352.Check with your local dealer in regards to this upgrade prior to installing this suspension system.

Photo #1

**Front:**

1. If equipped, remove factory skid plate that attaches to underside of Transfer Case. Remove rear skid plate cross member. "Located behind transfer case". (See Photo #1 and #2)
2. Remove driver side exhaust bracket from rear of transfer case. It will be reused at the end of the installation. (See Photo #3)
3. Remove front and rear drive shafts using 5/16" wrench @ axle and 16mm socket @ transfer case. When rear drive shaft is removed, fluid will run from transfer case. So, be prepared with drip pan. (See Photo #4).
4. Drain fluid from transfer case. (See Photo #5).
5. Remove six retaining nuts that hold transmission to transfer case. (See Photo #6)
6. Remove speedometer wire from rear of transfer case.
7. Remove vacuum line, vent hose from top of transfer case. (See Photo #7)

Photo #2

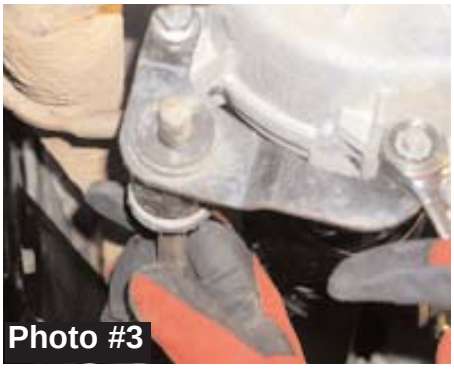


Photo #3

Photo #4

Photo #5

Photo #6

Photo #7

8. Remove transfer case shift linkage from transfer case bracket. "This should easily pop off with use of a long screwdriver." (See Photo #8)
9. Transfer case can now be removed with a transmission jack.
10. With transfer case out of vehicle, remove the 6 retaining studs on the front of transfer case using stud remover.
11. Clean outside edge of transfer case with bristle disc being sure to remove all silicone. This surface should be clean and free of residue.(See Photo #9)
12. Install 3/8" x 1 5/8" stud into index ring. Studs will install into counter sunk holes. Studs should be pointing in same direction of inside lip of ring. Teeth on the head of stud will prevent spinning. To ensure that stud is pulled down flush, thread on nuts and tighten down. Then remove nuts for future installation. (See Photo #10)
13. Line index ring up on transfer case. The ring will only install one way. Once holes are lined up, mark the position with a marker so that it can easily be lined up once silicone is installed. (See Photo #11)
14. At this time, apply a bead of silicone to outside of transfer case mounting surface. Install index ring using the six 3/8" x 1" Allen head bolts that are supplied. Be sure to also use supplied washers and thread lock compound. (See Photo #12)
15. Tighten each bolt across from each other so that the ring pulls up tight. Torque to 35 ft. lbs. (See Photo #13)
15A. Remove the inner transmission output seal located at the rear of the transmission. Install the supplied seal adapter into the rear of the transmission. It is recommended to apply a thin layer of silicone on the outside of the adapter so that it can slide in without binding. To install, tap seal in until it seats flush. It is recommended to use a 2x4 or other flat surface when tapping the adapter in. This will ensure that the adapter is installed straight. Once adapter is installed, install the supplied seal Part # TCS2675 into the seal adapter. Photo #14 shows the new seal installed with the new seal adapter. Arrow #1 shows the seal adapter. Arrow #2 shows the seal.
16. Do not install transfer case at this time. It will be installed later on in installation.

Photo #8

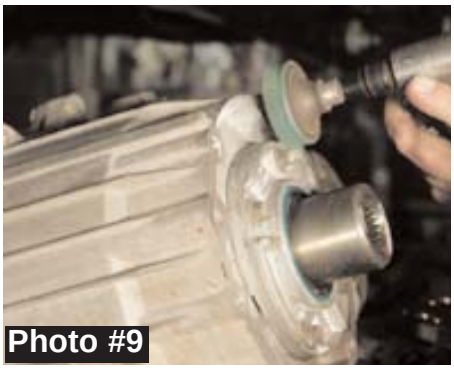


Photo #9

Photo #10

Photo #11

Photo #12

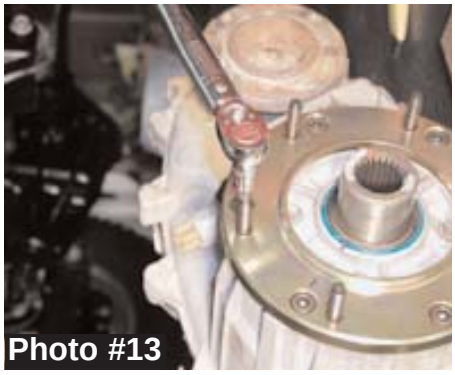


Photo #13

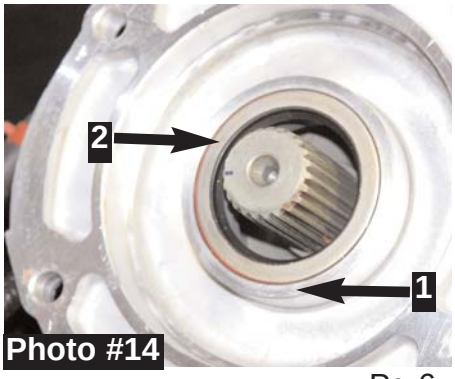


Photo #14

17. Loosen transmission mount from cross member using 5/8” socket. (See Photo #15)
18. Support transmission with jack; remove bolts from cross member using 15mm socket, 13 mm wrench, and a 6” extension. Bolts can be reached through outside holes in frame rail. (See Photo #16)
19. Remove vacuum line retaining bolt from cross member using 10 mm socket. Then, remove factory cross-member.
20. Using 15mm socket, remove rubber transmission mount. Then remove transmission mount bracket using 16mm socket. (See Photo #17)
21. Unplug vacuum line being sure to mark each line so that they are installed correctly later on. (See Photo #18)
22. Install new transmission mount bracket reusing the factory bolts. Be sure to use supplied thread LOCK Compound on bolts. (See Photo #19) A Manual Transmission Bracket and a Automatic Transmission Bracket are supplied with the kit. When bracket is installed on Automatic Transmissions, if there is any interference between the bracket and the transmission then use the spacers and bolts supplied.
23. To allow installation of our lower arm relocation brackets, the lower factory cross member holes on the inside frame rail must be drilled out to 5/8”. The outside holes on the frame rail will need to be filed to allow insertion of the new anti-crush sleeves. Additional filing on the bottom of the hole may be necessary to allow sleeves to line up with the hole on the inside frame rail. Install sleeves at this time. (See Photo #20)
24. To install the new lower arm relocation bracket, the bolts that hold the smog line will need to be removed. The smog line runs down the passenger side frame rail. The bolts are located under the passenger side door and behind the passenger side fender well.
25. Install inner frame bracket using factory hardware in upper most holes. Do not tighten these bolts at this time. Install outside bracket using 5/8” x 5 1/2” fine thread bolt, SAE washers and self-locking nut. The rear hole will use a 1/2” x 1 1/2” fine thread bolt, SAE washers and self-locking nut. The rear hole may need to be filed to allow clearance for bolt. Do not tighten any of these bolts at this time. (See Photo #21)

Photo #15

Photo #16

Photo #17

Photo #18

Photo #19

Photo #20

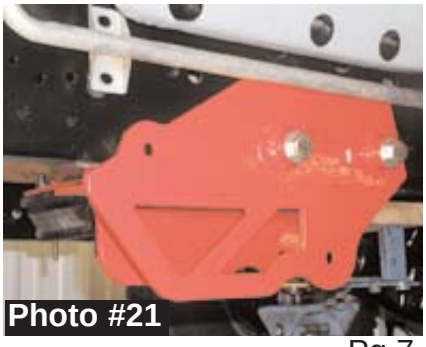


Photo #21

26. Install new cross-member with tabs down and pointing forward. Install using 1/2” x 3 1/2” fine thread bolts, SAE washers and self-locking nuts. Bolts should be installed so that they point toward the front of vehicle.
27. Install factory rubber transmission mount to new upper transmission bracket using factory hardware. Then, attach rubber mount to new crossmember using 7/16” x 1 1/2” fine thread bolts, washers, and self-locking nuts. (See Photo #22)
28. Clean backside of transmission mounting surface using Bristol disc. Then, run a bead of silicone around rear outside edge of transmission mounting surface. (See Photo #23)
29. Install transfer case using transmission jack. Transfer case will be installed using flange nuts and washers. (See Photo #24 and #25)
30. Reinstall factory skid plate cross-member using 1/2” x 1 1/2” fine thread bolts, SAE washers and self-locking nuts. (See Photo #26)
31. Install new Skyjacker skid plate using 3/8” x 1 1/2” coarse thread bolts. On outer bolt on passenger side, use two 1/4” spacers between skid plate and cross-member. On the same bolt you will use a washer and self-locking nut on backside. (See Photo #27 and #28).
32. At this time tighten all bolts except lower arm relocation brackets. Reconnect vent hoses and shift linkage. Also reconnect vacuum lines being sure to connect the same as factory.

Photo #22

Photo #23

Photo #24

Photo #25

Photo #26

Photo #27

Photo #28

33. Remove sway bar links from axle, and clamps from the frame using 15mm socket. Remove sway bar and lay to the side. (See Photo #29)
34. Remove draglink from pitman arm using 21mm socket. Remove nut from steering box shaft using 1 5/16” socket. Using pitman arm puller, remove pitman arm. Install new Skyjacker EXTREME drop pitman arm. (See Photo #30)
35. Remove cotter pin from passenger side tie rod. Using 21mm socket, remove nut from tie rod end. Removing the tie rod from passenger side will allow access to track bar bolt. (See Photo #31)
36. Remove cotter pin from track bar bolt on passenger side axle. Using 18mm and 21 mm socket, remove the track bar bolt and reinstall tie rod end. (See Photo #32)
37. Remove both upper and lower retaining nuts from shock using 21mm and 19mm socket. The top nuts can be reached from under the hood. It may be necessary to remove air intake hose to gain access to upper shock mount on driver side.
38. Remove upper shock tower ring bolts using 15mm socket. (See Photo #33)
39. Connect a ratchet strap from pass side of axle to driver side of frame. This will assure that axle does not move side to side.
40. Disconnect the bracket on the driver and passenger side frame rails that holds the brake line. This bracket will be removed using a 13mm wrench. (See Photo #34)
41. Jack up the front of vehicle from frame rails while supporting the front axle with jack stands.
42. Loosen upper and lower control arms using 21mm, 18mm, and 15mm wrenches. (See Photo #35)

Photo #29

Photo #30

Photo #31

Photo #32

Photo #33

Photo #34

Photo #35

43. Remove front tires and lower down front axle. Remove factory coil spring and inside tower ring. The factory rubber isolator pad will be reused. (See Photo #36)
44. Remove factory “rubber” bump stops from frame rails. These are easily removed using a pair of pliers. (See Photo #37)
45. Remove both upper and lower control arms. Be sure to leave at least one lower control arm in at all times. This will make sure that axle does not roll.

**Suggested control arm settings are as follows:**
**Upper Front: 17 3/4" center to center**
**Lower Front 39 3/4" center to center**
**The above measurements are starting points only.**
**Final settings are to be made by a qualified alignment shop.**

46. Install new lower control arms using one-step down spacer on each side rod end. There are six spacers included for each lower control arm. There are four small and two large. On 94-99 models you will use only the four smaller spacers. On 00-01 models you will use two of the smaller spacers at the frame location and two of the larger ones at the axle. Install arms using factory cam bolt at axle. On frame end, use the new 9/16”x 4 1/2” fine thread bolts with washers and lock nuts. (See Photo #38)
47. On 94-99 models it will be necessary to drill out the “factory” lower control arms mounts on the frame. These mounts will need to be drilled out to 5/8”. The front mounting hole on the axle will need to be drilled out to 9/16”. The new upper control arms will mount to the factory lower control arm mounts. Do not install upper arms at this time. (See Photo #39)
48. Using supplied template from page #15 as a guide, cut out the inside of upper control arm mounts on the axle. This must be done to allow for clearance of upper control arm jam nuts. (See Photo #40 and #41)
49. At this time install new upper control arms. There are four spacers included for each upper control arm. There are two small and two large. The two smaller ones will be used on the axle end. Mount the control arm to the axle using factory rear lower control arm bolt. Mount the frame end using the two large spacers and the 5/8” x 4 1/2” fine thread bolts with washers and self-locking nuts. When installing the upper arm, be sure to install the lower dual shock bracket. Be sure to install with washers behind each bolt so that bracket sits flush. This bracket will not be installed when using the Platinum Series coilovers. (See Photo #42)

Photo #36

Photo #37

Photo #38

Photo #39

Photo #40

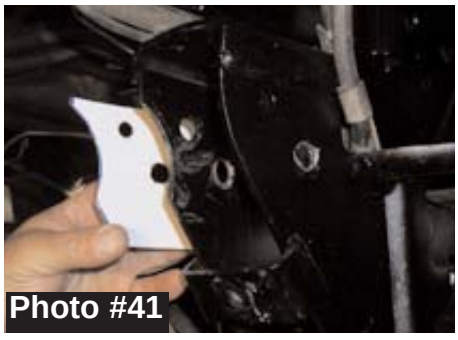


Photo #41

Photo #42

50. Using a grinder, grind off the bottom lip of the bump stop cup on the frame. This will allow for clearance of the new bump stop bracket. Slide new bump stop bracket over factory bump stop cup. Make sure the bracket is flush against frame rail and mark both holes that will need to be drilled. Remove bracket and drill both holes to 1/2". Install poly. bump stop to bracket using 3/8" coarse thread nut. Install bump stop bracket using 1/2"x 3" fine thread bolts, washers, and nuts. (See Photo #43)
51. Install new coil springs using factory tower ring and isolator pad. With coils installed, raise axle back up. (See Photo #44)
52. Install L-shaped brake line relocation bracket to top of upper control arm mount on axle. Install using 5/16" x 1 1/4" bolts, washers and nuts. Bracket will install so that long end is sticking up and away from coil spring. Install new factory position shocks from under hood. Install upper dual shock bracket using factory tower hardware. Bolt factory position shock to new bracket using 1/2" x 3" fine thread bolt, washer, and self-locking nut. Use stock hardware to mount bottom of shock. Install new add-on shock using 1/2" x 3" fine thread bolt, washer, and lock nut on top and bottom. (See Photo #45, #46, and #47)
53. Locate the cross-member that runs underneath engine oil pan. This will be the mounting location for the new track bar relocation bracket. Drill out the existing brakeline retainer hole on rear of cross-member. Drill all the way through cross-member using 1/2" drill bit. Install 1/2" x 2 1/2" fine thread bolt, special half-washer, and Stover nut. Drill from backside to front off cross-member. The half-washer will lock the bolt in place. Locate factory hole on bottom passenger side of cross-member. This hole will need to be drilled all the way through with 1/2" drill bit. Install bracket to the new hole using 1/2" x 2 1/4" fine thread bolt, Stover nut and flat washer. Washer will only be used on the nut side of bolt. Install new 18x70mm bolt with washers and self-locking nut. This bolt will go through new bracket into factory track bar mount. Tighten all bolts so that inside hole on the bottom can be marked and drilled. Once marked, drill a 1/2" hole up through the cross member. To protect the oil pan when drilling, place a small piece of wood in between the cross member and pan. Install new 1/2" x 2 1/2" bolt with washer and Stover nut. Once again, flat washer will not be used on bottom side of bracket. Tighten all bolts on track bar bracket.(See Photo #48 and #49)

Photo #43

Photo #44

Photo #45

Photo #46

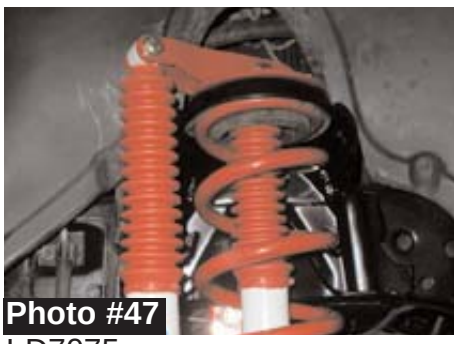


Photo #47

Photo #48

Photo #49

54. Once again, remove tie rod from passenger side. This will allow access to track bar mount on passenger side. Using the template from page #15 as a guide cut out sway bar bracket on passenger side of axle. Install new grease fitting, sleeve, and bushings into track bar. Be sure to grease bushings prior to installation. Place step down spacers into rod end. Install track bar with rod end at the axle end. The track bar will attach to the axle using new Allen head bolt supplied. Install upper end of track bar using cam bolt and Stover nut supplied. Bolt will install from the front and go through to the back. At this time reinstall passenger side tie rod and reinstall draglink to new pitman arm. (See Photo #51,#52, and #53)
55. Install sway bar drop brackets to front cross-member. Brackets should be installed so that open sides of brackets are facing toward the inside. The bottom of the brackets should stick forward further than the top. Brackets will attach to cross-member using factory hardware. Sway bar will bolt to new brackets using 7/16" x 1 1/2" fine thread bolts, washers, and self-locking nuts. Sway bar should be installed upside down, or reversed from factory. The end of the sway bar will now bolt to the bottom of the axle brackets, not the top. (See Photo #53)
56. Now that the front is installed, tighten everything down and check for proper installation. Tighten all control arm bolts, reinstall shift linkage, and reinstall all vacuum lines. Go back through instructions and tighten everything that was loosened. Reinstall Smog Line.
57. Install new vacuum line drop bracket to passenger side frame rail. Install new rubber 5/16" vacuum line on passenger side frame. This will replace the factory piece. (See Photo #54)
58. Where vacuum line attaches to transfer case, the line must be zip tied to new transmission relocation bracket. Reinstall driver side exhaust hanger. Move it to the front of the transfer case so that it holds the exhaust more securely. It will bolt to the cross-member bolt on the driver side. Install front drive shaft; skid plate may need to be removed to allow access to yoke at the transfer case. (See Photo #55 and #56)

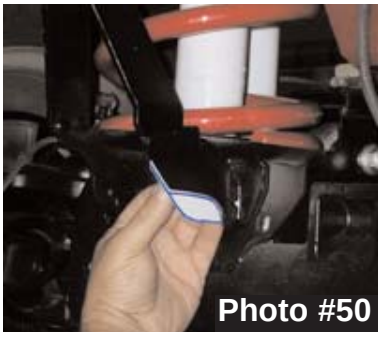


Photo #50

Photo #51

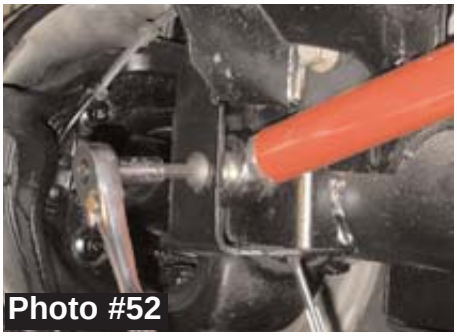


Photo #52

Photo #53

Photo #54

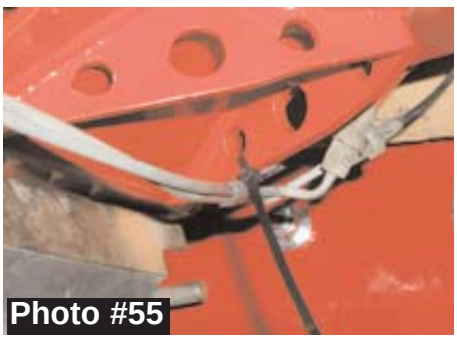


Photo #55

Photo #56

**Rear:**

59. Remove both rear shocks. Spare tire may need to be removed to allow access to upper shock mount on driver side.
60. Disconnect rear brake line and vent hose. Remove rear u-bolts. Jack up frame away from axle to allow installation of new springs. (See Photo #57)
61. Loosen retaining straps on gas tank. Do not remove the straps. Only loosen to allow access to front spring eye bolt on drivers side. Place 2x4 between gas tank and frame; this will allow you to remove the spring eye bolt.
62. (If installing block and add-a-leaf, skip to step 63.) Install new rear springs so that the thin part of the degree shim is pointing forward. The long end of the spring should be toward the rear. Do not tighten at this time. (See Photo #58 and #59)

**TORQUE SPECS FOR U-BOLTS**
**9/16 U-Bolt = 85-90 ft. lbs/ 5/8 U-Bolt = 100-110 ft. lbs**

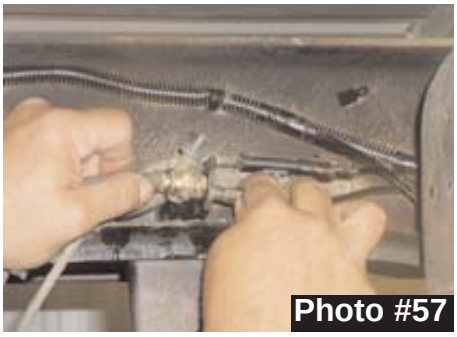


Photo #57

Photo #58

63. (Use this step if installing block and add-a-leaf). To perform the installation of add-a-leafs properly you must use two large C-clamps to contain the elastic potential energy in the leaf spring when the center tie bolt is being removed. Attach and tighten a C-clamp on leaf spring on both sides of the center tie bolt to hold spring assembly securely together. Using vice grips to hold the head of the center bolt, loosen and remove it. With care, slowly loosen an remove the c-clamps and springs bottom overload leaf, if equipped. Install new add-a-leaf long end toward the rear. The leaf will install where it fits in the pack longest to shortest. Install new center tie bolt but do not tighten the nut at this time. DO NOT USE THE CENTER TIE BOLT TO DRAW THE SPRING LEAVES TOGETHER. FAILURE OF ANY COMPONENT CAN CAUSE AN EXPLOSIVE DISASSEMBLY AND POSSIBLE INJURY! Place one C-clamp on each side of the center bolt and tighten evenly. Once C-clamp has drawn leaves securely together, hold the center tie bolt head with vice-grips and tighten nut. Remove C-clamps. Cut off excess length of tie bolt. Reinstall leaf springs with 2" block between spring and factory block. Thickest part of the block should be toward the rear.
64. Let the weight back down on springs being sure that dial pins on block and spring line up correctly. At this time, install and tighten all u-bolts and eye bolts. Remove 2x4 from between gas tank, and tighten straps back down.
65. Install new extended brake line, extended 5/32” vent hose, and rear shocks. Reinstall factory drive shaft. (See Photo #60 and #61)
66. Refill transfer case fluid and check transmission fluid.

Photo #59

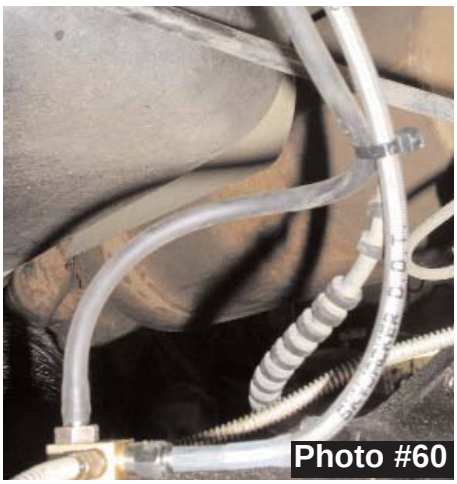
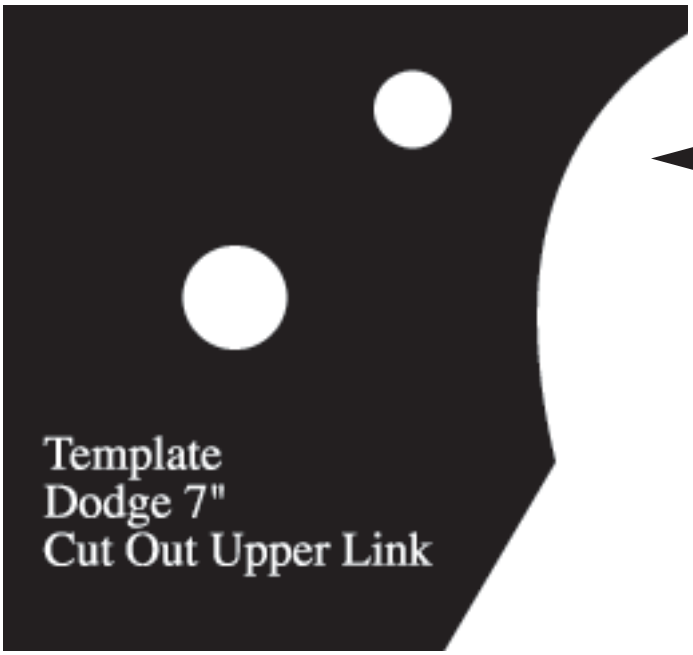
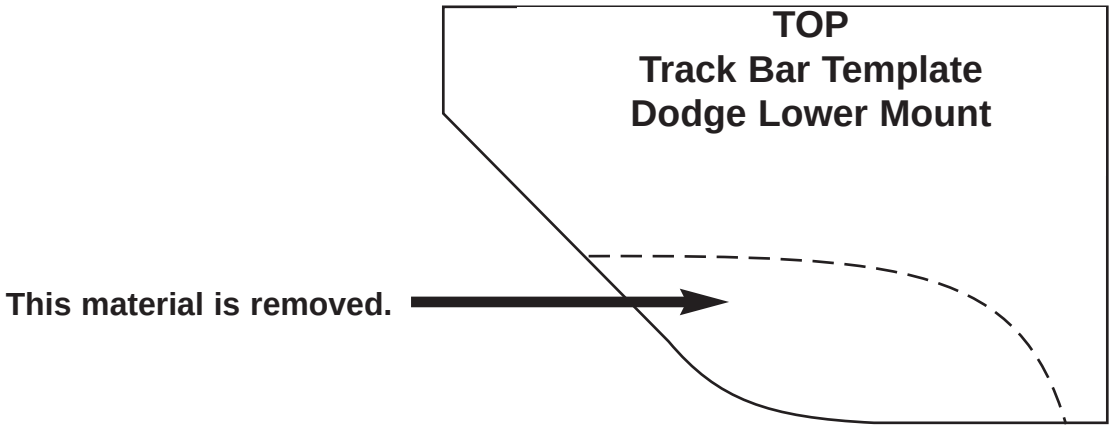


Photo #60

Photo #61

**FINAL NOTES:**
-On 3/4 and 1 Ton models equipped with rear brake proportioning valve, it may be necessary to lengthen extension linkage for proper use.
NOTICE: Retorque ALL nuts, bolts and especially the u-bolts after the first 100 miles, again after another 100 miles, and then check periodically thereafter.
-Before driving the vehicle, check to make sure the brakes are operating properly and need no further bleeding. Check that there is adequate clearance between exhaust and brakelines, fuel lines, fuel tank, floor board and wiring harness.
-Have headlights readjusted to proper settings.
-On models with a rear carrier bearing, if a driveshaft vibration is present, the crossmember must be lowered to eliminate vibration.

## Seat Belts Save Lives, Please Wear Your Seat Belt.

# Required Templates