

# **SKYJACKER**

## **SUSPENSIONS**

**SKYJACKER.COM**

**1982-1997 Ford Ranger 2WD**  
**1994-1997 Mazda B2300 2WD**  
**Class II 6" Suspension Lift**  
**Installation Instructions**

### **Required Tools List:**

- **SAE Sockets \ Wrenches**  
(9/16", 5/8", 3/4", 13/16", & 1-1/8")
- **Metric Sockets \ Wrenches**  
(14mm, 15mm, 18mm, & 21mm)
- **Diagonal Cutting Pliers**
- **Pitman Arm Puller Tool**
- **Brake Line \ Flare Nut Wrenches**
- **Angle Drill**                      • **Drill**
- **Drill Bits (1/8", 1/4", 3/8", 7/16" & 1/2")**
- **Pliers**                              • **Punch**
- **Center Punch**                  • **Rubber Mallet**
- **Hammer**                         • **Cut-Off Tool**
- **Power Grinder**                • **Air Chisel**
- **Safety Glasses**               • **Jack Stands**
- **Wheel Chock**                 • **Floor Jack**
- **Paint Marker**                 • **Measuring Tape**
- **Torque Wrench**



Before beginning installation, read these instructions & enclosed driver's WARNING NOTICE thoroughly & completely. Also affix WARNING decal in passenger compartment in clear view of all occupants. Please refer to Parts List to insure that all parts & hardware are received prior to disassembly of vehicle. If any parts are found to be missing, contact SKYJACKER® Customer Service at 318-388-0816 to obtain needed items. If you have any questions or reservations about installing this product, contact SKYJACKER® Technical Assistance at 318-388-0816.

### **Important Notes:**

- Lift Height Is Determined by Amount of Front Lift to Vehicle While Lifting Rear to a More Level Stance With Front Lift Height.
- This Suspension Lift is Designed to Fit Power Steering Models Only.
- If Larger Tires (10% More Than OEM Diameter) Are Installed, Speedometer Recalibration Will Be Necessary. Contact Your Local FORD Dealer or an Authorized Skyjacker® Dealer for Details.
- This Radius Arm Kit Is a Bolt-On Assembly. Do Not Weld Components to Vehicle & Do Not Weld Anything to Components.
- Check OEM Vehicle Frame for Any Damage or Severe Corrosion. If There Is Any Doubt as to Condition of Chassis, Have a State Approved Alignment \ Frame Specialist Check Vehicle. If There Is Any Structural Damage, Do Not Install this Kit.
- Skyjacker® Replacement Extended Length DOT Approved Brake Lines Are Required.
- For 1989-1997 Models: After Installation, a Qualified Alignment Facility Is Required to Align Vehicle to OEM Specifications. If vehicle cannot be brought to within +/- 1/2° of OEM Specifications, Adjustable Camber \ Caster Alignment Shims May Be Required. (Part # 1029H. Requires 1 Per Side).
- May Require Qty. Two (2) Part # HS25 – Hex Cut Spacers for Alignment & Leveling Aid with 4.0 Liter Engine.

| Kit Breakdown:           |                                |     | Hardware Bag Breakdown: |                                |     |
|--------------------------|--------------------------------|-----|-------------------------|--------------------------------|-----|
| Part # 236R2K-A          |                                |     | Part # HB-23462         |                                |     |
| Item #                   | Description                    | Qty | Item #                  | Description                    | Qty |
| 136                      | COIL SPRINGS, 6" LIFT - PAIR   | 1   | 12FTN                   | 1/2-20 FINE THRD N/I LOCK NUT  | 9   |
| 236R2                    | COMP BOX: 6" LIFT, 2WD         | 1   | 12SAEW                  | 1/2 SAE WASHER                 | 2   |
| RA235                    | RADIUS ARM BRACKETS            | 1   | 12X112FTB               | 1/2 X 1-1/2 FINE THREAD BOLT   | 1   |
| Part # 236R2KS-A         |                                |     | 38CTN                   | 3/8 COURSE THRD N/I LOCK NUT   | 2   |
| Item #                   | Description                    | Qty | 716FTN                  | 7/16-20 FINE THRD N/I LOCK NUT | 2   |
| 136                      | COIL SPRINGS, 6" LIFT - PAIR   | 1   | 716SAEW                 | 7/16 SAE WASHER                | 4   |
| 236R2S                   | COMP BOX: SYSTEM 6" LIFT, 2WD  | 1   | 716X112FTB              | 7/16 X 1-1/2 FINE THREAD BOLT  | 2   |
| FR34S                    | LEAF SPRING, 4" REAR, SINGLE   | 2   | 916FTN                  | 9/16-18 FINE THRD N/I LOCK NUT | 1   |
| RA235                    | RADIUS ARM BRACKETS            | 1   | 916SAEW                 | 9/16 SAE WASHER                | 2   |
| Component Box Breakdown: |                                |     | 916X112FTB              | 9/16 X 1-1/2 FINE THREAD BOLT  | 1   |
| Part # 136               |                                |     | LT100                   | THREAD LOCKING COMPOUND        | 1   |
| Item #                   | Description                    | Qty | Part # HB-RA135         |                                |     |
| 136S                     | COIL SPRINGS, 6" LIFT - SINGLE | 2   | Item #                  | Description                    | Qty |
| Part # 236R2             |                                |     | 12FTN                   | 1/2-20 FINE THRD N/I LOCK NUT  | 18  |
| Item #                   | Description                    | Qty | 12SAEW                  | 1/2 SAE WASHER                 | 20  |
| LHB3262-5                | AXLE PIVOT RIGHT BRACKET, DR   | 1   | 12X114FTB               | 1/2 X 1-1/4 FINE THREAD BOLT   | 8   |
| RHB3262-6                | AXLE PIVOT LEFT BRACKET, PA    | 1   | 12X3FTB                 | 1/2 X 3 FINE THREAD BOLT       | 2   |
| FA400                    | PITMAN ARM W/ POWER STRG.      | 1   | 38FTN                   | 3/8-24 FINE THRD N/I LOCK NUT  | 6   |
| RBP2W-L                  | BUMP STOP BRKT, LEFT DR        | 1   | 38SAEW                  | 3/8 SAE WASHER                 | 12  |
| RBP2W-R                  | BUMP STOP BRKT, RIGHT PA       | 1   | 38X112FTB               | 3/8 X 1-1/2 FINE THREAD BOLT   | 6   |
| BPPY                     | BUMP STOPS, 2-1/4" POLY        | 2   | LT100                   | THREAD LOCKING COMPOUND        | 1   |
| SBE638                   | SWAY BAR END LINKS, 6-3/8"     | 1   | Part # HB-RA235         |                                |     |
| RB45                     | REAR BLOCK, 4.5" TAPERED       | 2   | Item #                  | Description                    | Qty |
| 12X234X1012U             | 1/2 X 2-3/4 X 10-1/2 U-BOLT    | 4   | 2X34SW                  | 2 X 3/4 SPECIAL WASHER         | 2   |
| HB-23462                 | HDWR BAG: 6" LIFT, 2WD         | 1   | 34X812CTB               | 3/4 X 8-1/2 COARSE THRD BOLT   | 2   |
| Part # 236R2S            |                                |     | 34STVCTN                | 3/4 COARSE THRD STOVER NUT     | 2   |
| Item #                   | Description                    | Qty | 34SAEW                  | 3/4 SAE WASHER                 | 2   |
| LHB3262-5                | AXLE PIVOT RIGHT BRACKET, DR   | 1   | HB-RA135                | HDWR BAG: RANGER CLASS II      | 1   |
| RHB3262-6                | AXLE PIVOT LEFT BRACKET, PA    | 1   | Part # SAB83            |                                |     |
| FA400                    | PITMAN ARM W/ POWER STRG.      | 1   | Item #                  | Description                    | Qty |
| RBP2W-L                  | BUMP STOP LEFT BRKT, DR        | 1   | SAB8-3                  | STRUT ARM BUSHING, LARGE       | 2   |
| RBP2W-R                  | BUMP STOP RIGHT BRKT, PA       | 1   | SAB8-BACK               | STRUT ARM BUSHING, SMALL       | 2   |
| BPPY                     | BUMP STOPS, 2-1/4" POLY        | 2   | Part # SBE638           |                                |     |
| SBE638                   | SWAY BAR END LINKS, 6-3/8"     | 1   | Item #                  | Description                    | Qty |
| 12X234X812U              | 1/2 X 2-3/4 X 8-1/2 U-BOLT     | 4   | SBE638-L                | SWAY BAR END LINK, 6-3/8"      | 2   |
| HB-23462                 | HDWR BAG: 6" LIFT, 2WD         | 1   | HOURLASS 5/8            | HOURLASS BUSHING, 5/8"         | 4   |
| Part # RA235             |                                |     | 142121                  | ES24 SLEEVE, 1.38" LONG        | 4   |
| Item #                   | Description                    | Qty |                         |                                |     |
| RA35-L                   | RADIUS ARM, LEFT, DR           | 1   |                         |                                |     |
| RA35-R                   | RADIUS ARM, RIGHT, PA          | 1   |                         |                                |     |
| RAMB35-L                 | R.A. MOUNTING BRKT, LEFT, DR   | 1   |                         |                                |     |
| RAMB35-R                 | R.A. MOUNTING BRKT, RIGHT, PA  | 1   |                         |                                |     |
| RCM-B                    | CROSSMEMBER BAR                | 1   |                         |                                |     |
| 34STVCTN                 | 3/4 COARSE THRD STOVER NUT     | 2   |                         |                                |     |
| SAB83                    | RADIUS ARM BUSHING KIT         | 1   |                         |                                |     |
| HB-RA235                 | HDWR BAG: FOR RA235            | 1   |                         |                                |     |

## **Pre-Installation Tips:**

### **Install Shock Boots, Bushings & Sleeves.**

1. Install supplied Shock Boot over Skyjacker Shock. Attach boot to cylinder body with supplied Boot Cable Tie. Remove excess cable tie with diagonal cutting pliers.
2. On front shocks, Coat 5/8" Hourglass Bushings with a water resistant grease & press into lower shock eye. Coat Sleeve & press into shock eye bushings.
3. On rear shocks, Coat Hourglass Bushings with a water resistant grease & press into each shock eye. Coat Sleeve & press into cylinder eye bushings.

### **Install Sway Bar End Links Bushings & Sleeves.**

1. Coat 5/8" Hourglass Bushings with a water resistant grease & press into each link eye. Coat Sleeve & press into each link eye bushing.

## **Front Installation: Note: Save all factory components & hardware for reuse, unless noted.**

1. Chock rear tires \ wheels. Ensure that vehicle transmission is in PARK and engage emergency brake. **Note:** Be sure steering wheel \ wheels are pointing straight forward.
2. Raise front of vehicle. Place a floor jack under each outer ends of both axle halves & evenly raise vehicle. Support frame rails using jack stands at indicated lift points in OEM service manual. **Tech Note:** OEM radius arms will need to move freely during this installation. Ease vehicle down onto jack stands. Continue down with jacks until there is only a slight load on each coil spring.
3. Remove front tires \ wheels using a socket.
4. If vehicle is equipped with OEM front sway bar, disconnect driver & passenger OEM sway bar end links from OEM mounts at sway bar & at axle mount using an 18mm socket \ wrench. Remove OEM sway bar end links.
5. Remove two (2) OEM brake caliper mounting bolts from OEM knuckle using an 15mm socket \ wrench. Remove brake caliper from OEM knuckle. **Note:** Hang brake caliper on frame out of way using a hook or bungee. **Do Not** hang by rubber brake line. **Tech Note:** Install an OEM lug nut to hold OEM disc brake rotor safely in place.
6. Remove cotter pin & castle nut from OEM pitman arm at OEM drag link assembly. Separate OEM drag link assembly from OEM pitman arm with pitman arm puller. **Note:** Failure to use proper tool could result in damage to steering mechanism.
7. Disconnect OEM axle vent tube from differential mount.

## **Note: Perform Steps 8-14 on One Side at a Time.**

8. Support OEM axle beam near spindle with a floor jack. Support OEM axle beam at several points to prevent it from tipping or falling over. **Tech Note:** OEM axle beam assemblies are very heavy, so exercise caution when removing them to avoid any possibility of injury.
9. Remove OEM axle pivot bolt from axle beam bushing mount using an 18mm & 21mm socket \ wrench. **Note:** Drive side axle pivot bushing mounts to passenger side. Passenger mounts to driver side.
10. **Tech Note:** Spray a good penetrating oil onto all driver & passenger side OEM coil spring bolts, OEM radius arm bolts & OEM frame mount hardware to help loosen.

11. Disconnect OEM shock at upper shock at coil spring tower using a 14mm socket \ wrench. (Illustration # 1)

Disconnect OEM shock at lower axle mount on radius arm using a 18mm socket \ wrench. (Illustration # 1)

Remove front shock absorber.

12. Remove lower OEM coil spring retainer nut using a 1-1/8" socket \ wrench. Remove spring retainer. (Illustration # 1)

Carefully lower floor jack & remove OEM coil spring.

Remove OEM lower spring isolator & lower OEM spring bracket.

Remove lower OEM radius arm nut using a 1-1/8" socket \ wrench. Remove OEM washer. (Illustration # 1)

13. First, remove OEM bottom bolt from OEM radius arm from OEM front axle beam. (Illustration # 1)

Next, remove OEM retaining stud & retaining washer. Retain OEM hardware.

14. Remove OEM radius arm retaining nut using a 1-1/8" socket \ wrench. (Illustration # 2)

Remove OEM radius arm rear hardware (bushings, washers, OEM plastic spacer

& OEM heat shield (right side only). Retain OEM plastic spacer & OEM heat shield to be reinstalled. **Tech Note:** Adjustable channel lock pliers or a small pry bar may be needed to remove bushing from radius arm.

Remove OEM radius arm from OEM front axle beam & rear frame mount.

Illustration # 1

Driver Side  
← Front

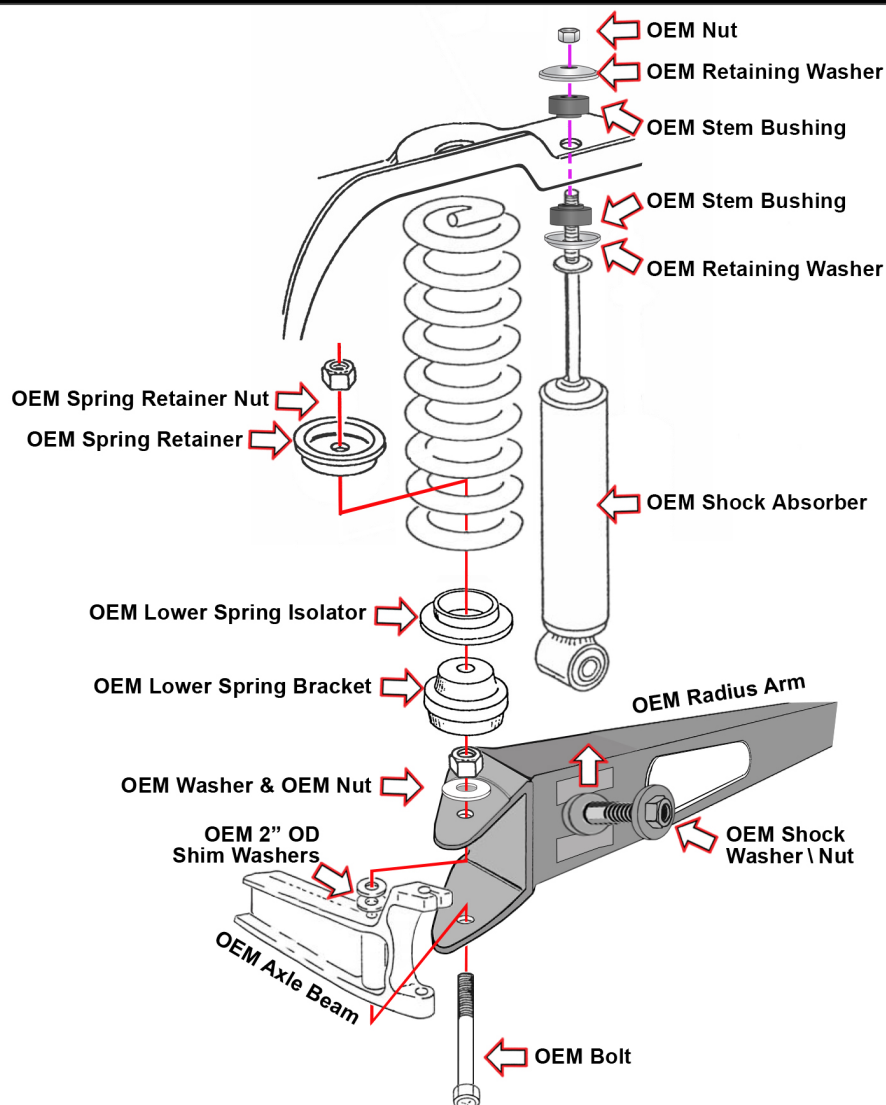
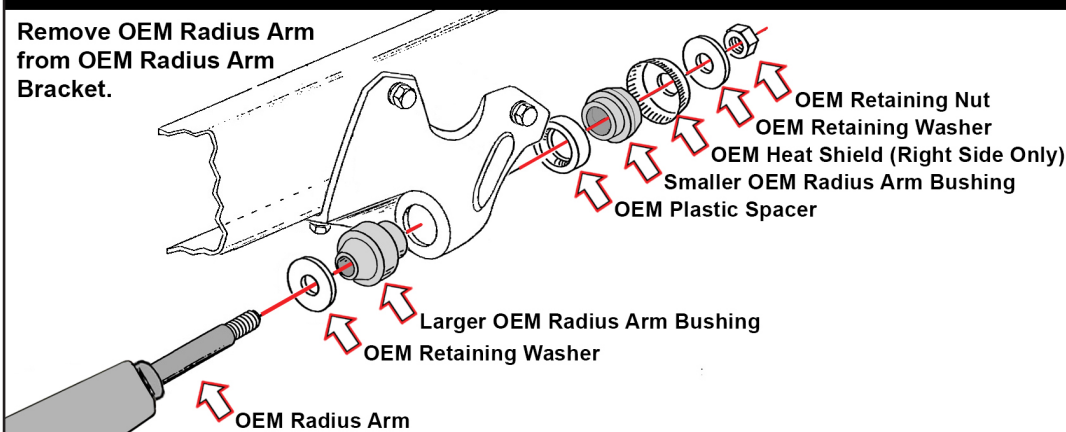


Illustration # 2

Driver Side  
← Front



**Note:** Perform Steps 8-14 on Opposite Side Now. Then Proceed to Step 15.

15. Place a jack under OEM transmission & raise until it is touching transmission, but do not put a load on it. Remove OEM rivets & bolts that attach existing OEM transmission crossmember to the frame. **Note:** Some OEM crossmember are bolted to frame: some are riveted. Others have a combination of bolts & rivets. If a torch is used to remove the rivets, be careful not to damage OEM rubber body mounts, wiring & hoses located inside frame rail.

**Note:** Perform Steps 16-22 on One Side at a Time.

16. Remove OEM radius arm frame mount bracket.  
(Illustration # 3) **Note:** Some OEM frame mount brackets are bolted to frame: some are riveted. Others have a combination of bolts & rivets.

Remove by unbolting or remove rivet heads using an air chisel, power grinder, or drill. A right angle drill may be necessary to drill some rivets.

**Remove OEM Rivets Steps:**

- Center Punch Rivet Head.
- Drill 1/4" Pilot Hole in Center of Rivet Approximately 1/4" Deep.
- Drill Rivet Head Off Using a 7/16" Bit. Be Careful Not to Drill into Crossmember.
- Drive Rivet Out with a Hammer & Punch.

**Tech Note:** Grind smooth any burrs or sharp edges on OEM frame. Be sure bottom & outside of frame is smooth & clean with nothing protruding between frame & bracket mounting points. OEM frame mount bracket must be flush against frame prior to drilling.

17. Skyjacker Radius Arm Brackets Are Side Specific: # RAMB35-L Driver \ Left & # RAMB35-R Passenger \ Right.

Align appropriate Skyjacker Radius Arm Bracket with two (2) OEM holes on side of frame rail. (Illustration # 4)

Insert two (2) supplied 1/2" x 1-1/4" Fine Thread Bolt & 1/2" SAE Washer through bracket & frame rail. (Illustration # 4) Attach on inside of frame with supplied 1/2" SAE Washer & 1/2" Nylon Insert Lock Nut using a 5/8" socket \ wrench.

18. Use Skyjacker Bracket as a guide for two (2) mounting holes on bottom of OEM frame. Mark \ scribe, center punch & drill 1/8" pilot holes. (Illustration # 4)

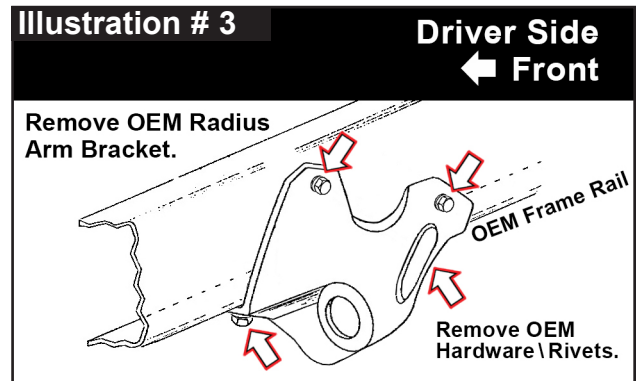
**CAUTION:** Prior to drilling, check inside frame rail for any obstructions, wires, brake lines, fuel lines, hoses, etc that could be damaged.

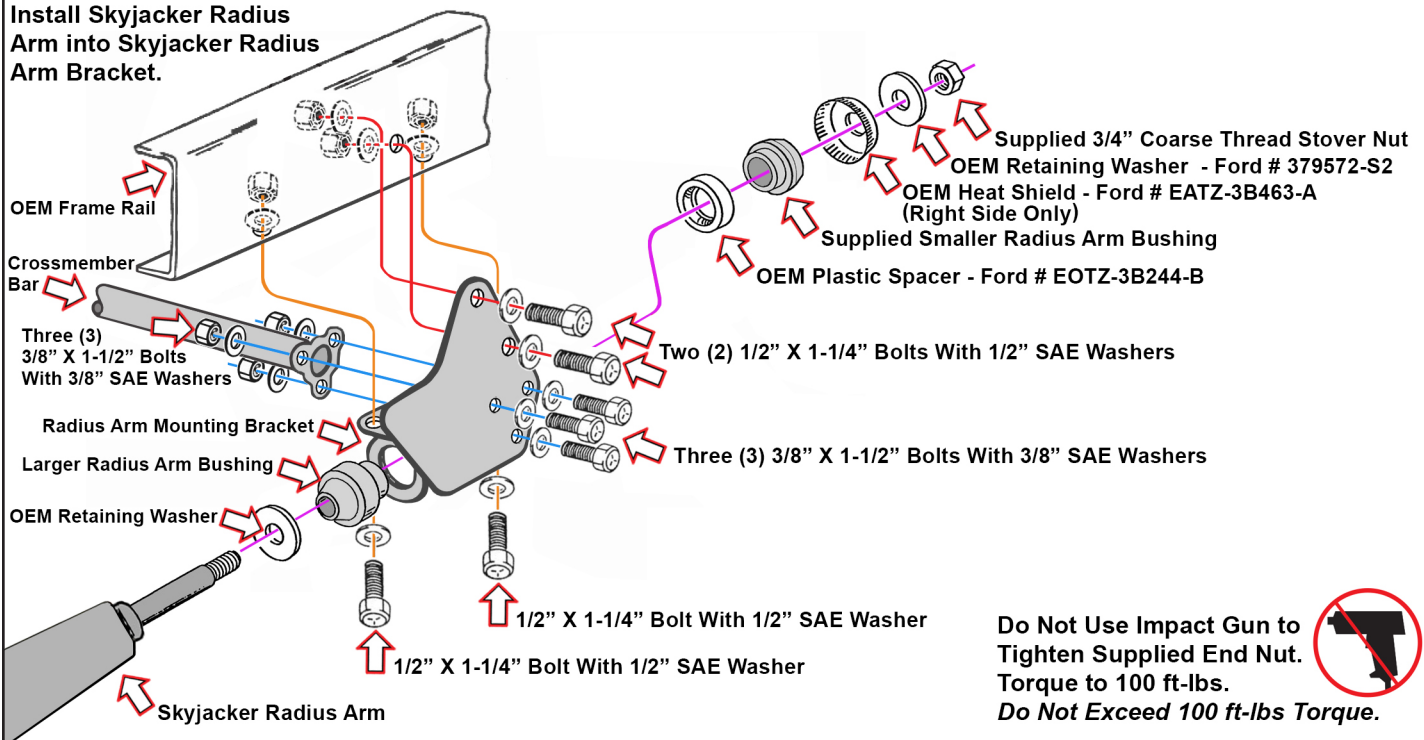
It may be necessary to reroute lines on certain model vehicles if they interfere with relocated mounting brackets.

Drill out pilot holes with a 1/2" drill bit.

19. Insert two (2) supplied 1/2" x 1-1/4" Fine Thread Bolt & 1/2" SAE Washer up through bracket & drilled holes in frame rail. (Illustration # 4) Attach on inside of frame with supplied 1/2" SAE Washer & 1/2" Nylon Insert Lock Nut using a 5/8" socket \ wrench.

Fully tighten & torque all hardware. Torque 90 ft-lbs.



**Install Skyjacker Radius Arm into Skyjacker Radius Arm Bracket.**

**20. Note:** Skyjacker Radius Arms Are Side Specific:

# RA35-L Driver Side \ Left & # RA35-R Passenger Side \ Right.

First, install OEM retaining washer & supplied Large 'Cone Shaped' Radius Arm Bushing onto appropriate Skyjacker Radius Arm retaining stud. (Illustration # 4)

Next, position Skyjacker Radius Arm retaining stud into Skyjacker Radius Arm Bracket.

**21. Position front end mount of Skyjacker Radius Arm into front OEM axle mount. (Illustration # 5)**

First, apply supplied Thread Locking Compound to supplied 3/4" x 8" Course Thread Bolt. Install 3/4" x 8" Bolt up through Skyjacker Radius Arm & through OEM axle beam mount.

Next, install OEM 2" OD shim washers as needed (most 2WD models require two (2) per side).

Install supplied 3/4" SAE Washer & 3/4" Stover Nut onto 3/4 x 8" Bolt.

**NOTE: 4.0 Liter Engine Models ONLY**, under each Skyjacker coil spring install one (1) of Part # HS25 Hex-Cut Coil Spring Spacers over 3/4" x 8" Bolt & Stover Nut BEFORE installing OEM spring bracket & OEM spring isolator.

Position lower OEM spring bracket & OEM lower spring isolator on top of 3/4 x 8" Bolt.

**22. At Skyjacker Radius Arm rear mount, install OEM plastic spacer, supplied Small Radius Arm Bushing, OEM heat shield (right only), & supplied 2" OD x 3/4" Special Washer. (Illustration # 4)**

Install supplied 3/4" Course Thread Nut onto Skyjacker Radius Arm retaining stud using a 1-1/8" socket \ wrench. Secure, but **Do Not Completely Tighten**. To set bushings properly for ride height, these will be tightened once vehicle is on ground with full vehicle weight on tires \ wheels. **Note:** Do Not Use Impact Gun to Tighten Supplied End Nut.

**Note:** Perform Steps 16-22 on Opposite Side Now. Then Proceed to Next Steps.

23. Position Skyjacker # RCM-B Crossmember Bar between driver & passenger side Skyjacker Radius Arm Brackets so that Skyjacker Crossmember upper mount aligns with OEM transmission bracket. (Illustration # 4)

Secure, but do not tighten, Skyjacker Crossmember to OEM transmission bracket with OEM hardware.

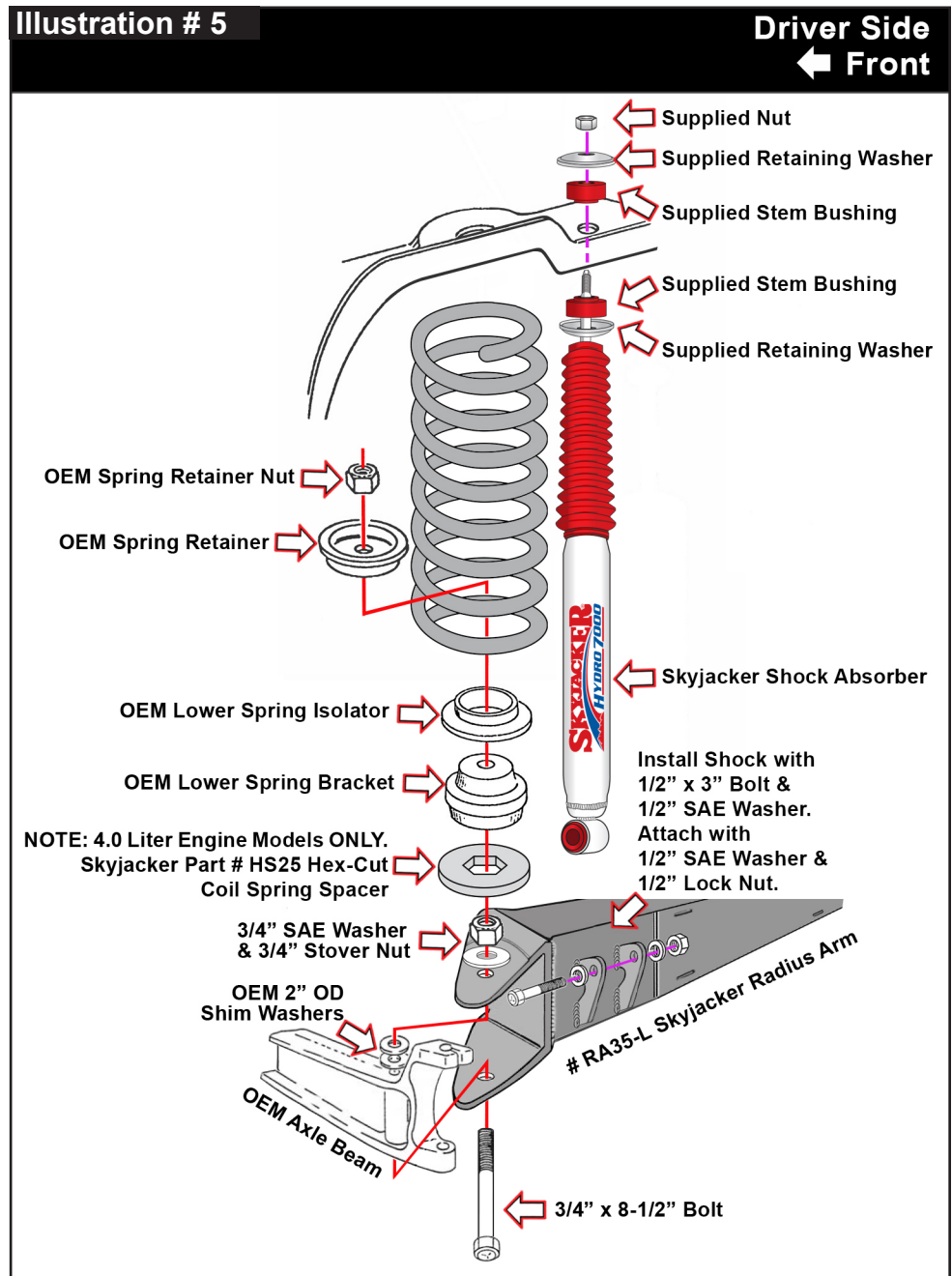
Secure, but do not tighten, Skyjacker Crossmember to each Skyjacker Radius Arm Bracket. Insert three (3) supplied 3/8" x 1-1/2" Fine Thread Bolts & 3/8" SAE Washer through bracket & crossmember. (Illustration # 4) Attach to crossmember with supplied 3/8" SAE Washer & 3/8" Nylon Insert Lock Nut using a 9/16" socket \ wrench.

Once all bolts are started, fully tighten & torque all hardware. Torque 3/8" Bolts to 35 ft-lbs.

**Note:** Perform Steps 24-25 on One Side at a Time.

24. With a floor jack still supporting OEM axle beam, lower axle beam enough to install Skyjacker Coil Spring. Place Skyjacker Coil Spring first into upper OEM spring tower, then onto lower OEM spring isolator & OEM spring bracket. (Illustration # 5)

Insert OEM spring retainer & OEM retainer nut into coil spring. Attach OEM retainer nut to 3/4" x 8" Bolt using a 1-1/8" socket \ wrench. **Note:** Be sure coil spring is seated properly into OEM upper coil spring mount by rotating coil until pigtail hits spring stop. Be sure coil spring is properly aligned with lower OEM spring isolator & OEM spring bracket.



25. Install Skyjacker front shock. (Illustration # 5) Attach lower shock eye mount to Skyjacker Radius Arm \ shock mount with supplied 1/2" x 3" Fine Thread bolt & 1/2" SAE Washer from front-to-back of vehicle.

Attach with supplied 1/2" SAE Washer & 1/2" Nylon Insert Lock Nut using a 3/4" socket \ wrench. Secure, but **Do Not Completely Tighten**. To set bushings properly for ride height, these will be tightened once vehicle is on ground with full vehicle weight on tires \ wheels.

Install a supplied Shock Washer & Polyurethane Stem Bushing onto Skyjacker shock stem. Attach to upper OEM shock tower mount with supplied Bushing, Washer & Nut. Secure, but **Do Not Completely Tighten**.

**Note:** Perform Steps 24-25 on Opposite Side Now. Then Proceed to Next Steps.

**Note:** Perform Steps 26-28 on One Side at a Time.

26. Remove OEM bump stop from OEM frame mount. (Illustration # 6)

27. **Note:** Skyjacker Bump Stop Extended Brackets Are Side Specific: # RBP2W-L Driver Side \ Left & # RBP2W-R Passenger Side \ Right.

Enlarge OEM frame mount hole using a 3/8" drill bit.

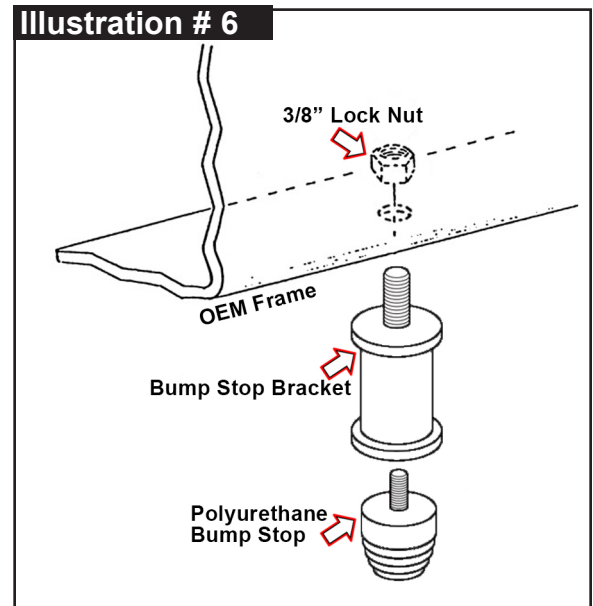
Install Skyjacker Bump Stop Extended Bracket with supplied 3/8" Coarse Stover Nut using a 9/16" socket \ wrench. (Illustration # 6)

28. Install Skyjacker # BPPY 2-1/4" Polyurethane Bump Stop into bottom of Skyjacker Bump Stop Extended Bracket.

**Note:** Perform Steps 26-28 on Opposite Side Now. Then Proceed to Next Steps.

29. If equipped with OEM power steering cooler line (located on forward side of front OEM crossmember), remove two (2) OEM bolts that holds steering cooler line at forward crossmember. Carefully move cooler line out of way.

Also check OEM metal brake line running across front OEM crossmember. Carefully move brake line out of way.



**Note: Perform Steps 30-31 on Driver Axle Pivot Bracket.**

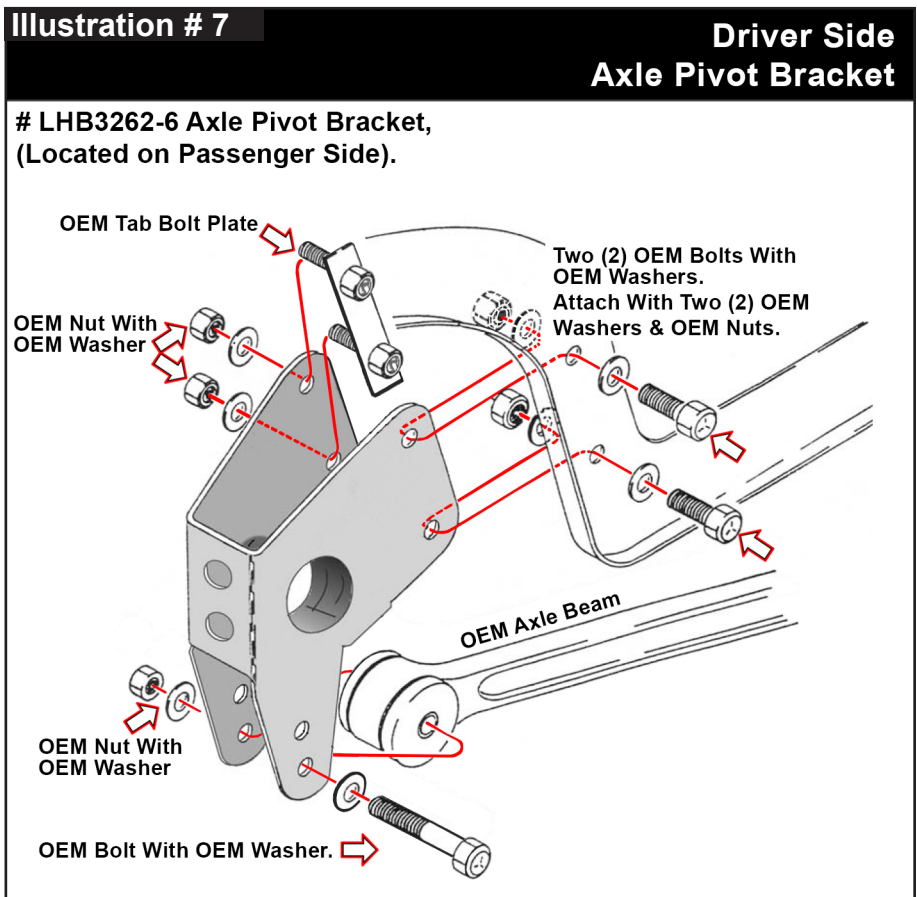
30. Skyjacker Axle Pivot Brackets Are Side Specific:  
# LHB3262-5 Driver & # RHB3262-6 Passenger.

Remove OEM driver side axle pivot bracket (located on passenger side) using a 21mm socket \wrench. Retain OEM hardware.

31. Install # LHB3262-5 Driver Axle Pivot Bracket with OEM hardware using a 21mm socket \wrench. (Illustration # 7) Secure all hardware, but **Do Not Completely Tighten**.

**Note:** Apply supplied Thread Locking Compound to OEM hardware.

Torque all OEM hardware to OEM specifications.



**Note: Perform Steps 32-34 on Passenger Axle Pivot Bracket.**

32. Remove OEM passenger side axle pivot bracket (located on driver side).

Some OEM axle pivot brackets that hold pivot end of front axle beams to front OEM crossmember are bolted to frame: some are riveted. OEM brackets must be removed from crossmember by unbolting or drilling out rivet heads. A right angle drill may be necessary to drill some rivets.

**Remove OEM Rivets Steps:**

- Center Punch Rivet Head.
- Drill 1/4" Pilot Hole in Center of Rivet Approximately 1/4" Deep.
- Drill Rivet Head Off Using a 7/16" Bit. Be Careful Not to Drill into Crossmember.
- Drive Rivet Out with a Hammer & Punch.

33. Install # RHB3262-5 Passenger Axle Pivot Bracket with supplied hardware. (Illustration # 8) Secure all hardware, but **Do Not Completely Tighten**.

**Note:** Apply supplied Thread Locking Compound to supplied hardware.

Fully tighten & torque all hardware.

**Torque Specifications:**

7/16" Bolts = 60 ft-lbs

1/2" Bolts = 90 ft-lbs

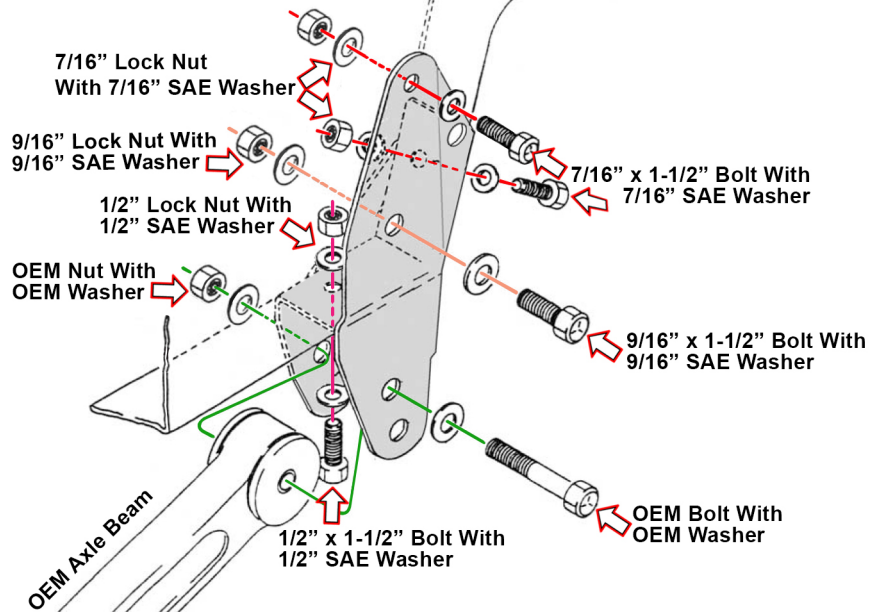
9/16" Bolts = 130 ft-lbs

34. Attach OEM axle beam bushing mount into lower hole of Skyjacker Bracket with OEM bolt, washer & nut using a 18mm & 21mm socket \ wrench. (Illustration # 8)

**Illustration # 8**

**Passenger Side  
Axle Pivot Bracket**

**# RHB3262-6 Axle Pivot Bracket,  
(Located on Driver Side).**



**Note:** Perform Step 35 on One Side at a Time. Then Proceed to Step 36.

35. Using a floor jack, raise & position one of OEM axle beam into appropriate OEM axle pivot bracket. Insert OEM axle pivot bolt with washer through OEM bracket & axle beam bushing mount. Attach with OEM washer & nut using an 18mm & 21mm socket \ wrench. (Illustration # 6 & # 7) Secure, but **Do Not Completely Tighten** at this time.

Repeat this procedure on opposite side. **Proceed to Step 36.**

36. Remove OEM pitman arm nut from OEM steering gear using a 21mm socket \ wrench.

Remove OEM pitman arm from OEM steering gear using a pitman arm puller tool.

37. **NOTE:** Threads on OEM Steering Sector Shaft Must Be Thoroughly Cleaned & Wiped Dry **BEFORE** Pitman Arm Is Installed.

**IMPORTANT:** Apply supplied Thread Locking Compound on Entire Threads of OEM Pitman Arm Nut.

Attach Skyjacker Pitman Arm with OEM pitman arm nut using a 21mm socket \ wrench.

**Torque Pitman Arm Nut to 170-230 ft.-lbs.**

38. **Note:** Check OEM drag link rod ends for slack or worn stud sockets. Replace drag link if stud sockets are loose.  
Connect OEM drag link assembly to Skyjacker pitman arm. Install OEM castle nut & cotter pin to OEM drag link assembly.
39. Reinstall OEM brake caliper to OEM knuckle with OEM brake caliper mounting bolts. Torque 22-27 ft-lbs.

**NOTE:** Brake line installation should be done by a professional mechanic. After installation of Skyjacker # RBL55-S Rear Brake Lines, vehicle's brake system will need to be bled & purged of any air in lines before vehicle can be driven. It is suggested to familiarize yourself with brake bleeding process before beginning installation of Skyjacker brake lines. A brake bleeding tool is useful, but bleeding brake system should be done by two (2) professional mechanics.

40. Install Skyjacker Front Brake Lines. Turn tires to gain better access to brake components.

Unclip all OEM ABS line rubber grommets from OEM brake line rubber keepers.

Disconnect OEM brake line block fitting bolt at brake caliper using a brake line \ flare nut wrench. **Note:** Be sure OEM crush washers are removed from OEM caliper mating surfaces.

Disconnect OEM brake line from OEM brake frame mount using a wrench & brake line \ flare nut wrench.

41. Remove OEM spring clip from OEM brake frame mount using pliers or screwdriver.

Attach Skyjacker brake line block fitting to OEM caliper with OEM block bolt & supplied 3/8" Copper Crush Washers. Install with one (1) supplied 3/8" Copper Crush Washer on each side of Skyjacker block fitting using a flare nut wrench.

**Note:** Install with brake line bend at same angle as OEM. Torque OEM specifications.

Route Skyjacker brake line around suspension components same as OEM up to frame mount. Insert brake line fitting through OEM frame mount.

Carefully thread OEM male brake hard line nut into female fitting on Skyjacker brake line.

**Note:** Take care to not cross thread fittings. Tighten using a flare nut wrench on OEM brake line & a flare nut wrench on Skyjacker brake line.

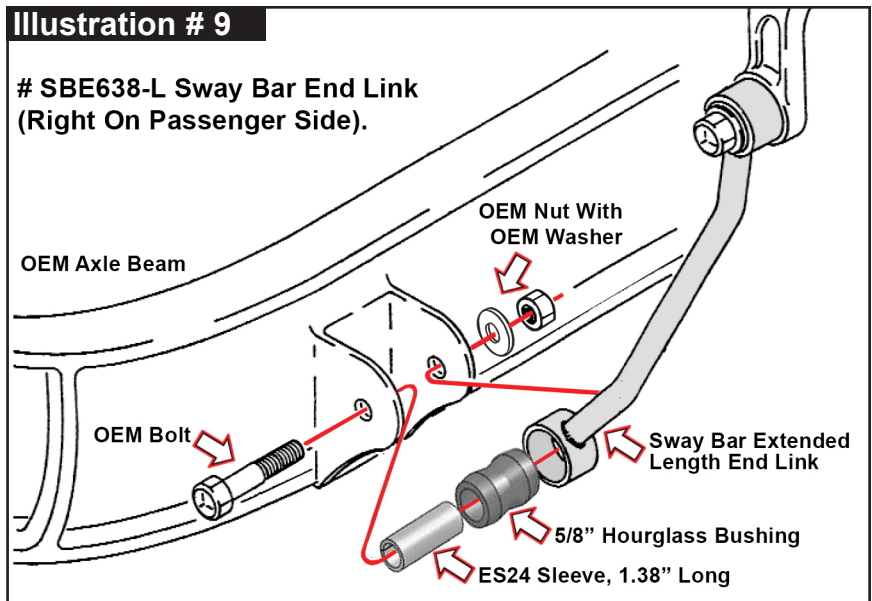
42. Install supplied OEM brake line clip between OEM brake frame mount & top of Skyjacker brake line. Line up clip & tap it into position with a rubber mallet to secure it in place.

**CAUTION: Do Not Drive Vehicle** until you have bleed brake line system & have a firm brake pedal.

43. If vehicle is equipped with OEM sway bar, install Skyjacker Sway Bar Extended End Links. **Note:** Skyjacker Sway Bar Extended End Links Are Not Side Specific: # SBE638-L Driver Side or Passenger Side.

Install Skyjacker upper end link mount to OEM frame mount with OEM hardware. (Illustration # 9) Secure, but **Do Not Completely Tighten**.

Install Skyjacker lower end link mount to OEM sway bar with OEM hardware. (Illustration # 9) Secure, but **Do Not Completely Tighten**.



44. Reinstall OEM axle vent hose.

45. Install front tires \ wheels. Lower vehicle to ground. Torque lugs to OEM service manual specifications.

**Rear Installation: Note: Save all factory components & hardware for reuse, unless noted.**

1. Chock front tires \ wheels. Raise rear of vehicle & support frame rails using jack stands at indicated lift points in OEM service manual.
2. Remove rear tires \ wheels.
3. Place a floor jack underneath rear axle for support. Put a slight load on axle \ jack to prevent axle from moving. Allow ample room to lower rear axle.
4. If equipped, disconnect OEM vent hose from rear differential housing.
5. Remove OEM rear shocks. Retain factory mounting hardware for re-use.
6. Remove OEM U-bolts. Discard U-bolts & hardware. Retain lower OEM U-bolt plate.

**Rear Lift Option 1: Rear Block & U-Bolt Installation**

7. While checking for appropriate slack in brake lines, differential vent hose, e-brake & etc. Lower axle away from leaf springs to allow clearance for Skyjacker block.
8. Clean spring pads of all debris.  
Position Skyjacker # RB45 Tapered 4.5" Rear Lift Block On Top of OEM block & axle pad.  
**Note:** Place taller end of lift block toward rear of vehicle.

Raise axle to mate leaf springs to lift OEM block. **Note:** Be sure that leaf spring center bolt head seats properly into OEM block & that OEM block pin seats properly into top of axle pad.

Install Skyjacker supplied 9/16" U-bolts over axle up into OEM U-bolt plate. Install supplied 9/16" Nylon Insert Nuts using a 13/16" socket \ wrench. Tighten U-bolts evenly using an 'X' crisscross tightening sequence. Torque to 95 ft-lbs. **Proceed to Step 12.**

**Rear Lift Option 2: Replacement Softride® Leaf Spring Installation**

9. While checking for appropriate slack in ABS lines, electrical lines, brake lines, rear e-brake cables, & etc. Lower axle away from leaf springs to allow clearance for Skyjacker rear springs.
10. Remove OEM rear leaf spring. (Note direction of OEM hardware.)  
Loosen front spring eye bolt. Loosen rear spring eye bolt. Loosen rear shackle eye bolt.  
Disconnect spring eye bolts & remove leaf spring with rear shackle attached.

Attach 'short' end of Skyjacker leaf spring to forward frame mount with OEM hardware.

Attach 'long' end of Skyjacker leaf spring to rear shackle mount with OEM hardware.

**Note:** On Skyjacker springs with a degree shim, place taller end of shim toward rear of vehicle.

Secure OEM hardware, but **Do Not Completely Tighten** leaf spring hardware at this time. To set spring bushings properly for ride height, these will be tightened once vehicle is on ground with full vehicle weight on tires \ wheels.

11. Install springs on top of OEM blocks. **Tech Note:** Some models may sit high in rear, as it did from factory. If so, OEM rear block may be removed to lower rear of vehicle, if desired.

Raise axle to mate leaf springs to OEM axle pad and \ or OEM block. **Note:** Be sure that leaf spring center bolt head seats properly into OEM block & that OEM block pin seats properly into top of axle pad.

Install Skyjacker supplied 9/16" U-bolts over axle up into OEM U-bolt plate. Install supplied 9/16" Nylon Insert Nuts using a 13/16" socket \ wrench. Tighten U-bolts evenly using an 'X' crisscross tightening sequence. Torque to 95 ft-lbs. **Proceed to Step 12.**

12. Install Skyjacker rear shock with OEM hardware at upper shock tower mount.  
Connect Skyjacker shock at lower axle mount with OEM hardware. Secure, but **Do Not Completely Tighten** at this time. To set bushings properly for ride height, these will be tightened once vehicle is on ground with full vehicle weight on tires \ wheels.
13. If equipped, reconnect OEM vent hose to rear differential housing.
14. Install rear tires \ wheels. Lower vehicle to ground. Torque lugs to OEM service manual specifications.
15. Bleed air from brake system as instructed by OEM service manual. Avoid getting brake fluid on painted surfaces. **CAUTION: Do Not Drive Vehicle** until you have made sure that all air is out of brake line system & you have a firm brake pedal.  
  
Check all brake line connections for leaks & tighten as necessary. **Tech Note:** A spray bottle of water works well to clean up residual brake fluid when installation is complete.

### **Final Clearance Check & Torque Steps:**

**CAUTION: Do Not Drive Vehicle** until you have bleed brake line system & have a firm brake pedal. Brake line installation should be done by a professional mechanic. Vehicle's brake system Must Be bleed & purged of any air in lines before vehicle can be driven. It is suggested to familiarize yourself with your vehicle's particular brake bleeding process. A brake bleeding tool is useful, but bleeding brake system should be done by two (2) professional mechanics.

**Note:** Drag Link Must Be Adjusted to Center Steering Wheel Before Vehicle Is Driven. Failure to Do So Will Cause Odd Handling Characteristics, & Poor Performance.

1. Jounce vehicle a couple of times. This will help suspension settle to new ride height. Cycle steering left-to-right lock-to-lock. Check all components for proper operation & clearances. Check for any binding or interference.

There should be a Minimum of 1" of Clearance Between Tires & Radius Arms at Full Lock.

**Note:** If Less than 1", check to make sure you have proper tire \ wheel size & offset. If necessary, OEM steering stop bolts may be adjusted out to a Maximum of 1-1/4".

#### **2. Front Tighten & Torque Sequence.**

Front shock absorber upper mount using a 14mm socket \ wrench. Torque 15-25 ft-lbs.

Front shock absorber lower mount using a 3/4" socket \ wrench. Torque 65 ft-lbs.

Tighten Skyjacker Sway Bar Extended End Links until bushing starts to swell slightly.

**NOTE:** Remove Skyjacker Radius Arm 3/4" End Nut at Skyjacker Bracket using a 1-1/8" socket \ wrench. Apply supplied Thread Locking Compound to Skyjacker Radius Arm nut mount.

Reinstall supplied 3/4" End Nut using a 1-1/8" socket \ wrench. **Note:** Do Not Use Impact Gun to Tighten Supplied End Nut. Torque to 100 ft-lbs. **Do Not Exceed 100 ft-lbs.**

#### **3. Rear Tighten & Torque Sequence.**

Tighten Shock Bushings until bushing starts to swell slightly.

Tighten Leaf Springs in this sequence:

- 1) Front spring eye bolt. 2) Rear spring eye bolt. 3) Rear shackle eye bolt.

## **Final Notes:**

- After installation is complete, double check that all nuts & bolts are tight. Refer to following chart for proper torque specifications. (**Note:** Do not re-tighten nuts & bolts where thread lock compound was used.)
- With vehicle placed on ground, cycle steering lock to lock & inspect steering, suspension, brake lines, front & rear drivelines, fuel lines & wiring harnesses for proper operation, tightness & adequate clearance.
- Have headlights readjusted to proper settings.
- Have a qualified alignment center align vehicle to OEM specifications.
- After first 100 miles, check all hardware for proper torque & periodically thereafter.

| TORQUE SPECIFICATIONS                                                                       |            |            |               |            |            |
|---------------------------------------------------------------------------------------------|------------|------------|---------------|------------|------------|
| INCH SYSTEM                                                                                 |            |            | METRIC SYSTEM |            |            |
| Bolt Size                                                                                   | Grade 5    | Grade 8    | Bolt Size     | Class 8.8  | Class 10.9 |
| 5/16                                                                                        | 180 in-lbs | 240 in-lbs | 6MM           | 60 in-lbs  | 108 in-lbs |
| 3/8                                                                                         | 30 ft-lbs  | 35 ft-lbs  | 8MM           | 216 in-lbs | 23 ft-lbs  |
| 7/16                                                                                        | 45 ft-lbs  | 60 ft-lbs  | 10MM          | 32 ft-lbs  | 45 ft-lbs  |
| 1/2                                                                                         | 65 ft-lbs  | 90 ft-lbs  | 12MM          | 55 ft-lbs  | 75 ft-lbs  |
| 9/16                                                                                        | 95 ft-lbs  | 130 ft-lbs | 14MM          | 85 ft-lbs  | 120 ft-lbs |
| 5/8                                                                                         | 135 ft-lbs | 175 ft-lbs | 16MM          | 130 ft-lbs | 165 ft-lbs |
| 3/4                                                                                         | 185 ft-lbs | 280 ft-lbs | 18MM          | 170 ft-lbs | 240 ft-lbs |
| Above Specifications Are Not to Be Used<br>When the Bolt Is Being Installed With a Bushing. |            |            |               |            |            |

**Seat Belts Save Lives. Please Wear Your Seat Belt.**