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**07 GM 1500 4x4
Pick-Up / SUV
3.5" Suspension lift
also:AutoRide Models**

REQUIRED TOOL LIST:

- * Standard wrenches and sockets
- * Allen Wrenches
- * Assorted Drill Bits
- * Floor Jack
- * Jack Stands
- * Measuring Tape
- * Torque Wrench
- * Reciprocating Saw
- * Grinder



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 un level (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:

- 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 GM dealer or Tire Store). Larger tire will not fit on factory wheel. Contact Dealer for details.
- This lift is determined from the front while only lifting the rear to a position level with the front.
- After installation occurs, a qualified alignment facility is required to align the vehicle to factory specs.

Kit Box Breakdown:

C7361A:

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
C736L	3" 07 GM 1500, DRVR KNUCKLE	1
C736R	3" 07 GM 1500, PASS KNUCKLE	1
C736FCM-B	3.5"07>GM1500,FRONT X-MEMBR	1
C736RCM-B	3.5"07>GM1500,REAR X-MEMBER	1
C736CVS-S	C736 FRONT CV SPACERS,2/KIT	2
C766SBL-S	OE STYLE SWAY BAR LINK 3"GM	2
HB-C736-CVS	HDWR BAG:3.5",C736 CV SPCR	1
HB-C736-CM	HDWR BAG:C736 CROSS-MEMBERS	1
HB-C736-DS	HDWR BAG:C736 DIFF SPACERS	1
HB-C736-BL	HDWR BAG:C736 BRK LINE/ABS	1

Hardware Bag Breakdown:

HB-C736-CVS		
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
10MMX50MMB	10 X 50 METRIC BOLT/10.9	12
LT100	NUTS N' BOLTS 427 1 ML TUBE	1
5MMX12SHB	5MM X 12MM.80 KNUCKLE BOLTS	2

HB-C736-CM		
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
C7FS58-S	07 GM FRT X-MEM SPACER	2
CS2720-S	C736 UPR CRUSH SLV,2.720"LG	2
58X512FTB	5/8 X 5 1/2 FINE THREAD BLT	4
58SAEW	5/8 SAE WASHERS	8
58FTN	5/8-18 NYLON INSERT LOCKNUT	4

HB-C736-DS		
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
C736DF-S	3.5"07>GM,FRONT DIFF SPACER	2
C736DR-S	3.5"07>GM,REAR DIFF SPACER	2
12X120MMB	12MM X 120/10.9 ALL THREAD	4
716SAEW	7/16 SAE WASHER	8
12MMN	12 MM NUT (METRIC)	4

C7361AR:

C735MS-S	3.5" Alum frt spacers	2
HB-716X2DES	Hardware bag	1
10MMN	10 MM nut	6
38SAEW	3/8 washer	6
C736RSE-D	rear shock bracket-driver	1
C736RSE-P	rear shock bracket-passenger	1
HB-C736-RSE	hardware bag for rear shock brackets	1
CRLL375-S	rear leveling links	2

HB-C963-BL	Brakeline / ABS Brackets	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
C736ABS-B	07 GM FRONT ABS BRACKET	2
JKBE4D	BRAKE LINE BRACKET	2
516X1FTB	5/16 X 1 FINE THRD BOLT	4
516SAEW	5/16 SAE WASHER	8
516FTN	5/16" FINE THRD N/I LOCKNUT	4

Kit Box Breakdown:

C7361SR:

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
CLL963-L	3"GM/CAD, LOWER LINK, REAR	2
RBSB322-B	3"GM/CAD,REAR BUMP STOP EXT	2
SBE506-L	SWAY BAR END LINK, SINGLE	2
TJ90RS-SIL	REAR COIL ESC,AVA,YUK,TAH	2
HB-RSBL963	HDWR BAG:REAR END LKS/C9631	1
HB-C963-RBS	HDWR BAG:C963 REAR BUMP EXT	1
HB-LL175	HDWR BAG/ LWR LINK 1.75"ID	1

HB-RSBL963

Rear Sway Bar End Links

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
HOURGLASS 5/8	HOURGLASS 5/8 SHOCK BUSHING	4
141509	ES25 SLEEVE/403646 1.50"	4
12X3FTB	1/2 X 3 FINE THREAD BOLT	4
12FTN	1/2-20 FINE N/I LOCK NUT	4
12SAEW	1/2 SAE WASHER	8

HB-C963-RBS

Rear Bump Stops

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
38X1FTB	3/8 X 1 FINE THREAD BOLT	2
38FTN	3/8-24 FINE N/I LOCK NUT	2
38SAEW	3/8 SAE WASHER	2

HB-LL175

Rear Lower Links

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
2617	BUSHING LOWER LINK	8
LS2645	LINK SLEEVE 2.645" LOWER	4
ZF316	ZERK FITTING ALEMITE, 3/16"	4

FRONT DISASSEMBLY:

1. With vehicle on flat level ground set the emergency brake and block the rear tires. Place floor jack under the lower control arm's front cross member and raise vehicle. Place jack stands under frame rails, behind the front wheel wells then and lower the frame onto the stands.
2. Remove front tires using 22mm socket. (See Photo #1).
3. Remove the tie rod end nut from knuckle using 18mm socket. Remove the tie rod end from the knuckle by striking the knuckle to dislodge the tie rod end. Be careful not to damage the tie rod end. (See Photo # 2).
4. Disconnect caliper from rotor, disconnect brake line from upper A-Arm. (See Photo #3). Simply wire the caliper out of the way, it will not be necessary to disconnect the brake line from the caliper.
5. Disconnect sway bar end links using a 15mm socket, then remove sway bar. (See Photo #4). Disconnect 3 upper strut retaining nuts using 18mm socket. (See Photo #5).
6. Disconnect upper and lower A-Arms from the knuckles using a 18mm socket. It may be necessary to strike the side of the knuckle to dislodge the ball joint. Be careful not to damage the ball joint itself. (See Photo #6)

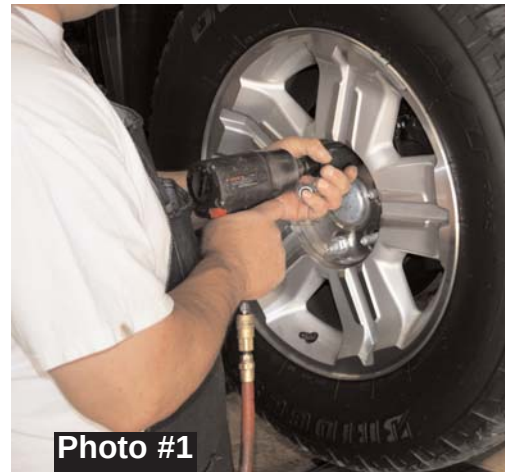


Photo #1



Photo #2



Photo #3



Photo #4

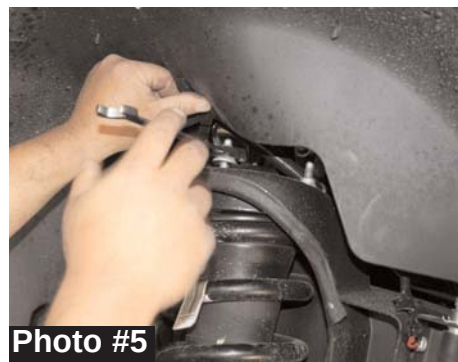


Photo #5

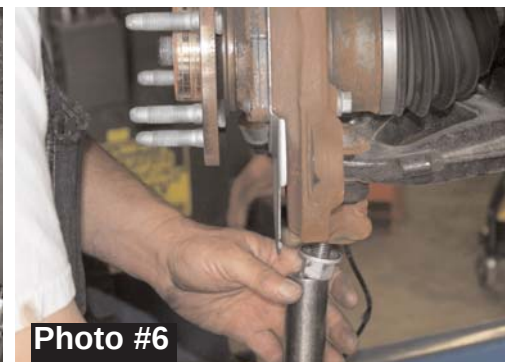


Photo #6

7. Disconnect CV shaft using 15mm socket. (See Photo #7).
8. Remove front skid plates (if equipped) using a 15mm socket. Disconnect Lower A-Arm using 24 & 18mm socket.
9. Disconnect factory rear cross member using 18mm socket. (See Photo # 8).
10. Support front differential using transmission jack. Remove differential mounting bolts using 18mm & 15mm sockets. (See Photo #9) Remove differential.
11. It will be necessary to grind the two fins as shown in Photo #10. Remove rearward fin completely and grind smooth. Grind down the forward fin so that it is even with the rear fin.
12. Install the aluminum differential spacers between the factory differential mount and the frame. (See Photo #11) The larger spacers are for the front of the mount. Install using the 12x120 mm bolts.
13. Install new rear cross member using the 5/8 x 5 1/2" fine thread bolts washers and nuts. (See Photo #12)



14. Install front cross member using the same hardware. Be sure to use the supplied crush sleeve along the the 5/8" bolts. Also be sure to use the supplied aluminum spacer between the front of the cross member and the frame. (See Arrow in Photo #13)
15. Attach the A-Arms to the new cross members using the factory hardware. (See Photo #14)
16. Using a 15mm socket, remove the hub bearing assembly from the factory knuckle. Reinstall using the OEM bolts on the Skyjacker Knuckles. (See Photo #15).

Note: If installing the Autoride Kit with front Strut Spacers, see page #9 at this time.

17. Disassemble the factory Strut assembly using a Strut Compressor. Remove the factory coil seat and spacer ring from the OEM Strut. (See Photo #16) Note: There are 3 Snap ring grooves located on the Skyjacker Strut Body. The ring is installed in the middle groove when shipped. This will yield 3.5" of lift. If 3" of lift is desired, move the snap ring to the lower groove. The Upper groove is only to be used when 3.5" of lift is desired, but aftermarket accessories have been added that weigh the front end down, ie. Winch, After Market Bumper, etc. At no point should more than 3.5" of lift be achieved using the components supplied. Install spacer ring and coil seat on to Skyjacker Strut.
18. Be sure bump stop is installed with the wider portion towards the shock body.(See Photo #17) Assemble the new Skyjacker strut using the factory coil and upper mount. (See Photo #18)
19. Install new strut assembly using the factory bolts and self-locking nuts supplied. (See Photo #19) Attach at the top using the factory hardware.

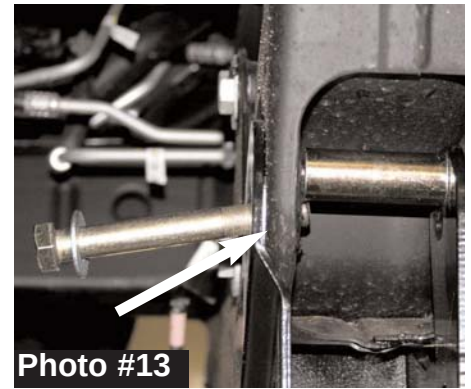


Photo #13



Photo #14



Photo #15



Photo #16



Photo #17



Photo #18

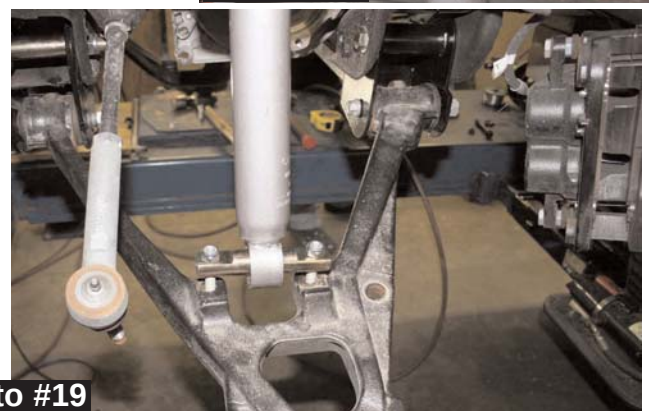


Photo #19

20. Attach Skyjacker Steering Knuckle to upper and lower A-Arm using factory hardware. Install CV shafts using the supplied Aluminum CV Spacers. Install using the supplied 10 x 50 mm bolts and thread locking compound. (See Photo #20)
21. Attach ABS line to Steering Knuckle using the 5mm x 12 screws supplied.
22. Relocate the factory brake line on the frame using the brackets supplied. Attach the factory bracket to the new relocation bracket using the 5/16 x 1 fine thread bolts, washers and nuts supplied. Relocate the ABS line using the bracket supplied. Attach new bracket using the 5/16 x 1 fine thread bolt, washers and nut. (See Photo #21)
23. Attach outer tie rod to Steering Knuckles using factory hardware. Reinstall brake rotors, calipers, etc. (See Photo #22)
24. Reinstall factory sway bar using the new Skyjacker End Links. Be sure to install the end link with the pivoting end at the A-Arm. Gold washer should be on top of the A-Arm, with the nut on the bottom. (See Photo #23).

Pick-Up Models:

25. Raise rear end and properly support using jack stands. Disconnect rear shocks and U-Bolts. Install 2" rear blocks along with new U-Bolts. (See Photo #24) Note: The truck will be level if the factory block is removed. If the factory block is retained the truck will be 1 inch higher in the rear.
26. Install new Skyjacker shocks and lower to the ground.

SUV Models:

27. Remove rear shocks using 21mm socket. Models equipped with Air Ride rear shocks must first disconnect the air supply line from the top of the shock, and disconnect the sensor link from the frame and the mount on top of the upper control arm.
28. Disconnect rear sway bar end links. (See Photo #25)



Photo #20

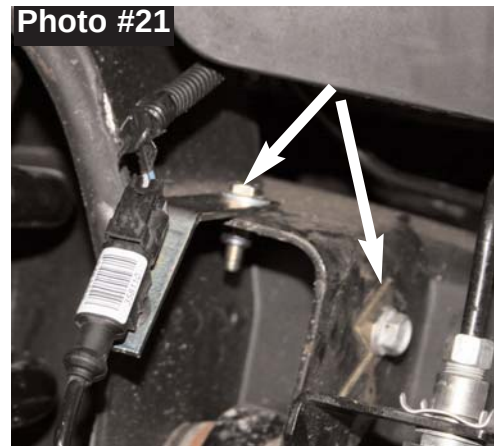


Photo #21



Photo #22



Photo #23



Photo #24

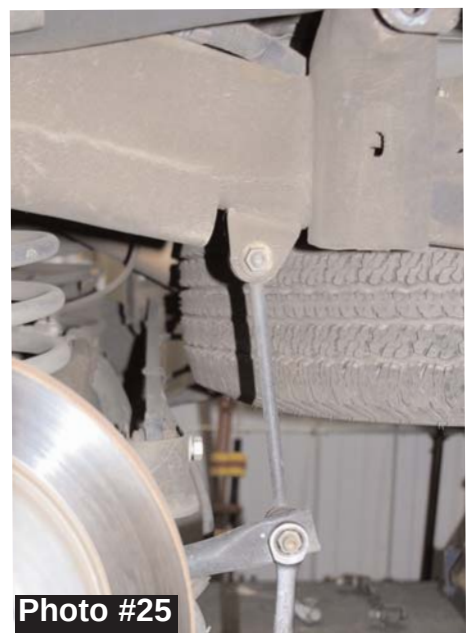
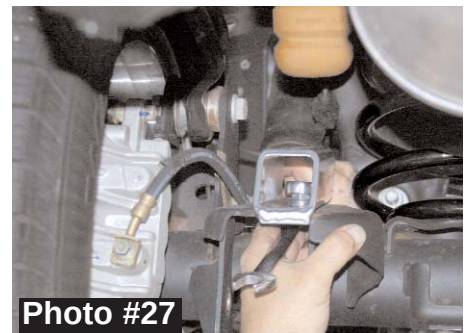


Photo #25

29. Disconnect lower control arm (only disconnect one side at a time so that the axle is not free to move). (See Photo #26)
30. Locate factory bump stop pad on the axle. Install new bump stop bracket at this location. Install so that the lip on the new bracket is towards the front and catches on the front of the factory bracket. Attach using the 3/8 x 1" fine thread bolt, washers and nut. Bolt will install from under the factory bracket through the new bracket. (See Photo #27)
31. Locate new lower control arms. Install the supplied zirc fittings into new control arms. Zirc fitting can be tapped in with the use of a 1/4" socket. Grease the supplied bushings and sleeve and install into control arms. Install the new lower control arms being sure to install so that the grease fittings are pointing down. (See Photo #28)
32. Lower axle down far enough to allow for installation of new rear coil springs. Remove the factory coil spring and replace with the new Softride® coil spring. Lower vehicle to the ground with weight on the coil springs.
33. Install new Skyjacker Shocks
Auto and Air Ride Models: Locate new rear shock relocation brackets. Attach bracket to factory shock location using the 9/16 x 3 1/2" fine thread bolt, washers and nuts. Attach to bottom side of factory bracket using the 9/16 x 1 1/2" fine thread bolt, washers, and nut. Attach factory shock to new bracket using the 9/16 x 3 1/2" fine thread bolt, washers and nuts. Be sure to install 1 thick 9/16" washer between the inside of the shock and new bracket. Install 2 thick 9/16" washers between the outside of shock and new bracket. (The Arrow in Photo #29 shows the location for the 2 thick 9/16" washers). Reinstall the factory sensor link removed in step# 27.
34. Locate new Skyjacker rear sway bar end links. Insert 5/8 hourglass bushings and steel sleeves provided. Attach to factory sway bar and frame using the 1/2 x 3" fine thread bolts, washers and nuts. (See Photo #30)



FINAL NOTES:

- After installation is complete, double check that all nuts and bolts are tight. Check all brackets for proper installation.
- If new tires are installed that are more than 10% taller than original tires, the speedometer must be recalibrated for the rear wheel anti-lock brake system to function properly. Contact an authorized GM dealer for details on recalibration.
- With the vehicle on the floor, cycle steering lock to lock and inspect steering, suspension and driveline systems for proper operation, tightness and adequate clearance. Recheck brake hose/fittings for leaks. Be sure all hoses, including the rear, are long enough.
- Have headlights readjusted to proper settings.
- Have a qualified alignment center realign front end to factory specifications. Be sure vehicle is at desired ride height prior to realignment.
- Retorque all bolts after the first 100 miles.

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Autoride Front Aluminum Spacers:

1. Locate supplied 7/16" studs and new front Aluminum Spacers. Apply thread locking compound to the coarse thread portion of the studs. Thread in studs by hand until tight. (See Photo #31)
2. With studs installed, attach aluminum spacer to the top of the factory strut using the factory studs and nuts. (See Photo #32) Torque factory nuts to 45 Ft. Lbs.
3. Install new strut assembly. (See Photo #7)

Important Note: Due to the way the bottom bar pin is made on the factory shock, the driver side strut assembly will now go on the passenger side. The passenger side strut assembly will go on the driver side. Attach with new upper 7/16" retaining nuts and washers. Only start the nuts at this time.

Return to Step# 20



Photo #31
I-C736

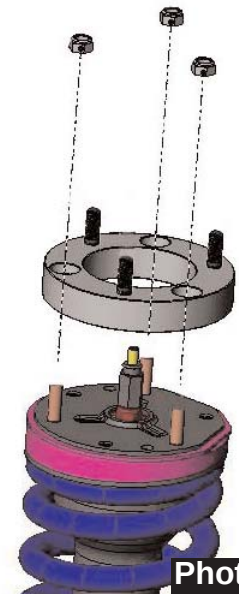


Photo #32
Pg 9

Rear Installation:

45. Raise the rear of the vehicle and support frame rails using jack stands.

Pick up models w/ Rear Leaf Springs skip to step # 54.

46. Remove rear shocks using 21mm socket. Models equipped with Air Ride rear shocks (Escalade and Denali) must first disconnect the air supply line from the top of the shock, and disconnect the sensor link from the frame and the mount on top of the upper control arm. The middle of the sensor link will be replaced with a new part supplied.

47. Disconnect rear sway bar end links. (See Photo #40)

48. Disconnect lower control arm (only disconnect one side at a time so that the axle is not free to move). (See Photo #41)

49. Locate factory bump stop pad on the axle. Install new bump stop bracket at this location. Install so that the lip on the new bracket is towards the front and catches on the front of the factory bracket. Attach using the 3/8 x 1" fine thread bolt, washers and nut. Bolt will install from under the factory bracket through the new bracket. (See Photo #42)

50. Reinstall factory lower control arm.

Escalade and Denali models only: Locate new lower control arms. Install the supplied zirc fittings into new control arms. Zirc fitting can be tapped in with the use of a 1/4" socket. Grease the supplied bushings and sleeve and install into control arms. Install the new lower control arms being sure to install so that the grease fittings are pointing down. (See Photo #43)

51. Lower axle down far enough to allow for installation of new rear coil springs. Remove the factory coil spring and replace with the new Softride® coil spring. Lower vehicle to the ground with weight on the coil springs.

52. Install new Skyjacker Shocks

Auto and Air Ride Models: Locate new rear shock relocation brackets. Attach bracket to factory shock location using the 9/16 x 3 1/2" fine thread bolt, washers and nuts. Attach to bottom side of factory bracket using the 9/16 x 1 1/2" fine thread bolt, washers, and nut. Attach factory shock to new bracket using the 9/16 x 3 1/2" fine thread bolt, washers and nuts. Be sure to install 1 thick 9/16" washer between the inside of the shock and new bracket. Install 2 thick 9/16" washers between the outside of shock and new bracket. (The Arrow in Photo #44 shows the location for the 2 thick 9/16" washers). Air Ride models must also install the new longer factory sensor link removed in step# 46.

53. Locate new Skyjacker rear sway bar end links. Insert 5/8 hour-glass bushings and steel sleeves provided. Attach to factory sway bar and frame using the 1/2 x 3" fine thread bolts, washers and nuts. (See Photo #45)

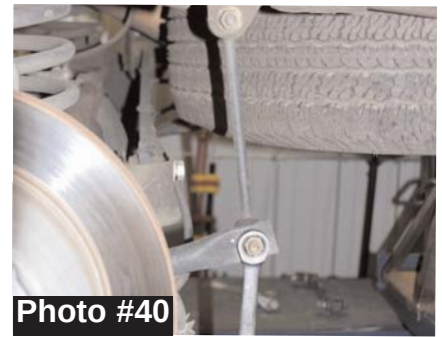


Photo #40



Photo #41

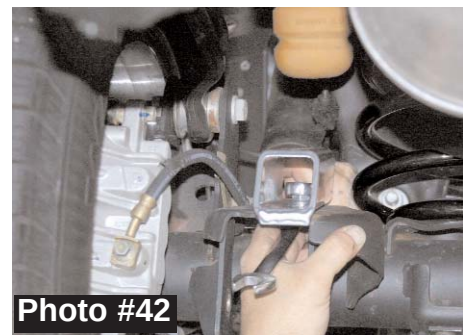


Photo #42



Photo #43



Photo #44

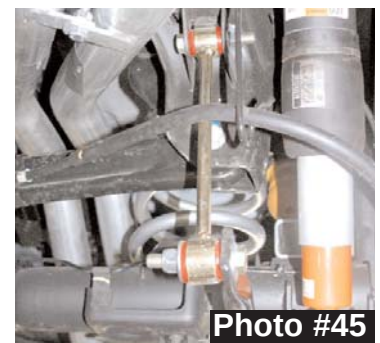


Photo #45

Pick-Up Models with Rear Leaf Spring

53. Remove rear shocks and U-Bolts using 21mm socket. Lower axle down far enough to allow for installation of rear block.
(If installing rear add-a-leaf follow instructions supplied w/ add-a-leaf) Install block so that the shorter end is towards the front of the vehicle. (See Photo #46)
54. Raise axle up to rear springs. Make sure block is properly seated on axle and the tie bolt in the spring seats properly into the block. Install new 9/16" U-Bolts and torque to 100 ft. Lbs.
(See Photo #47)
55. With rear tires installed, set vehicle on the ground.



Photo #46

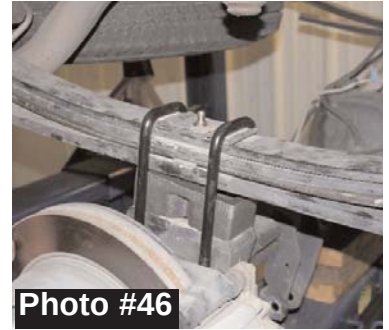


Photo #46



Photo #47

FINAL NOTES:

- After installation is complete, double check that all nuts and bolts are tight. Check all brackets for proper installation.
- If new tires are installed that are more than 10% taller than original tires, the speedometer must be recalibrated for the rear wheel anti-lock brake system to function properly. Contact an authorized GM dealer for details on recalibration.
- With the vehicle on the floor, cycle steering lock to lock and inspect steering, suspension and driveline systems for proper operation, tightness and adequate clearance. Recheck brake hose/fittings for leaks. Be sure all hoses, including the rear, are long enough.
- Have headlights readjusted to proper settings.
- Have a qualified alignment center realign front end to factory specifications. Be sure vehicle is at desired ride height prior to realignment.
- Retorque all bolts after the first 100 miles.

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