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1500 Avalanche, Suburban, Tahoe, & Yukon 6" Suspension lift Installation Instructions

REQUIRED TOOL LIST:

- * Metric and Standard wrenches and sockets
- * Allen Wrenches
- * Assorted Drill Bits
- * Floor Jack
- * Jack Stands
- * Measuring Tape
- * Torsion Bar Tool
- * Torque Wrench
- * Transmission Jack
- * 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 unlevel (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:

- **Not Designed for Autoride Models.**
- 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:

C9631A:

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
C966L	GM 1/2TON 6 LUG LEFT KNUCKLE	1
C966R	GM 1/2TON 6 LUG RIGHT KNUCKLE	1
C966SKD-S	GM 1/2TON SKID PLATE	1
C966SPD-S	GM 1/2TON DRIVER SKID PLATE BRACE	1
C966SPP-S	GM 1/2TON PASS SKID PLATE BRACE	1
C96AVTBD-S	TORSION BAR DROP BRACKET	2
HB-C966-SP	HARDWARE BAG SKID PLATES	1
HB-C963-TBB	HARDWARE BAG TORSION BRACKETS	1
5MMX12SHB	5MM X 12MM.80 KNUCKLE BOLTS	2

Hardware Bag Breakdown:

HB-C966-SP

Skid Plates

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
38X1FTB	3/8 X 1 FINE THREAD BOLT	8
38X1TCFB	3/8 X 1 THRD-CUTTER FLG BLT	3
38X112CTB	3/8 X 1 1/2 CRSE BLT/GRD 8	8
38CTN	3/8-16 COARSE N/I LOCK NUT	8
38FTN	3/8-24 FINE N/I LOCK NUT	8
38SAEW	3/8 SAE WASHER	32

HB-C963-TBB

Torsion Bar Brackets

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
916X3FTB	9/16 X 3 FINE THREAD BOLT	2
916FTN	9/16-18 NYLON INSERT LOCKNUT	2
916SAEW	9/16 SAE WASHERS	4

Kit Box Breakdown:

C9631B:

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
C966FCM-S	GM 1/2 TON FRONT CROSS MEMBER	1
C966RCM-S	GM 1/2 TON REAR CROSS MEMBER	1
C966PS-S	GM 1/2TON DIFF DROP BRACKET PASS	1
C966DSO-S	GM 1/2TON OUTER DRVR DIFF BRKT	1
C966DSI-S	GM 1/2TON INNER DRVR DIFF BRKT	1
C966DSS-S	GM 1/2TON SLEEVE DRVR DIFF BRKT	1
C966CVS-D	C966 AXLE SPACER,DRIV,3.35"W	1
C966CVS-P	C966 AXLE SPACER,PASS 1.175"W	1
ARBP42-B	AVALANCHE REAR BUMP STOP BRACKET	2
ARLBD-B	AVALANCHE REAR LINK BRKT-DRVR	1
ARLBP-B	AVALANCHE REAR LINK BRKT-PASS	1
H268RTB-S	REAR TRACK BAR BRACKET	1
SBE506-L	SWAY BAR END LINK, REAR SINGLE	2

38X14CTB	3/8 X 14 COARSE BOLT GRD 8	2
HB-C963RCAB	HDW BAG:REAR CONTROL BRACKETS	1
HB-C963RBS	HDWR BAG:REAR BUMP STOPS	1
HB-RSBL963	HDWR BAG:REAR END LINKS	1
HB-C963BLE	HDWR BAG:REAR BRAKELINE EXT	1
HB-C966-CM	HARDWARE BAG CROSS MEMBERS	1
HB-C966-DB	HARDWARE BAG DIFF BRACKETS	1
HB-C966-CVS	HARDWARE BAG/CV SPACERS	1
HB-C966-SBL	HARDWARE BAG SWAY BAR LINKS GM	1
HB-H268-RTBB	HARDWARE BAG:REAR TRACK BAR BRKT	1

Hardware Bag Breakdown:

HB-C966-CM	Front and Rear Cross Member	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
58X112FTB	5/8 X 1 1/2 FINE THD,GR. 8	2
58X112BHB	5/8 X 1 1/2 BUTTON HEAD BLT	2
58X412FTB	5/8 X 4 1/2 FINE THREAD BLT	2
58CTN	5/8-11 NYLON INSERT LOCKNUT	2
58FTN	5/8-18 NYLON INSERT LOCKNUT	4
38CTN	3/8-16 COARSE N/I LOCK NUT	2
58SAEW	5/8 SAE WASHERS	10
BPBN	BUMP STOPS, BUTTON SHAPE	2

HB-C966-DB	Driver and Passenger Side Differential Brackets	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
916X2CTB	9/16 X 2 COARSE BOLT,GR. 8	2
916X4FTB	9/16 X 4 FINE THREAD BOLT	1
716X112FTB	7/16 X 1 1/2 FINE THRD BOLT	1
916CTN	9/16 COARSE THD NYLON LOCKNUT	2
916FTN	9/16-18 NYLON INSERT LOCKNUT	1
716FTN	7/16-20 FINE N/I LOCK NUT	1
916SAEW	9/16 SAE WASHERS	6
716SAEW	7/16 SAE WASHERS	2

HB-C966-CVS	C.V. Spacers	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
10MMX60MMB	10 X 60 METRIC BOLT/10.9	6
10MMX110MMB	10 X 110 METRIC BOLT/10.9	6
LT100	Loctite 427 1 ML TUBE	1

HB-C966-SBL	Sway Bar Links	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
C966SBL-S	OE STYLE SWAY BAR LINKS	2

HB-C963RCAB		Rear Control Arm Brackets	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>	
916X312FTB	9/16 X 3 1/2 FINE THREAD BOLT	2	
916X4FTB	9/16 X 4 FINE THREAD BOLT	2	
12X114FTB	1/2 X 1 1/4 FINE THREAD BOLT	2	
916FTN	9/16-18 NYLON INSERT LOCKNUT	4	
12FTN	1/2-20 FINE N/I LOCK NUT	2	
916SAEW	9/16 SAE WASHERS	8	
12SAEW	1/2 SAE WASHERS	4	
SS1545	ANTI CRUSH SLEEVE,1"OD X .165W/1.545	1	
HB-C963RBS		Rear Bump Stops	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>	
716X1FTB	7/16 X 1 BOLT,FINE THD GRADE 8	4	
716FTN	7/16-20 FINE N/I LOCK NUT	4	
716SAEW	7/16 SAE WASHER	8	
HB-RSBL963		Rear 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-C963BLE		Rear Brakeline Bracket	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>	
C963BLE-R	BRAKE LINE EXT REAR	1	
516X1FTB	5/16 X 1 FINE THREAD BOLT	2	
516FTN	51/6-24 FINE N/I LOCK NUT	2	
516SAEW	5/16 SAE WASHER	4	
HB-H268-RTBB		Rear Track Bar Bracket	
<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>	
516X1FTB	5/16 X 1 FINE THREAD BOLT	2	
916X312FTB	9/16 X 3 1/2 FINE THRD BOLT	1	
12X112FTB	1/2 X 1 1/2 FINE THRD BOLT	1	
38X112FTB	3/8 X 1 1/2 FINE THRD BOLT	1	
38X1FTB	3/8 X 1 FINE THREAD BOLT	1	
916FTN	9/16-18 NYLON INSERT LOCKNUT	1	
12FTN	1/2-20 FINE N/I LOCK NUT	1	
38FTN	3/8-24 FINE N/I LOCK NUT	2	
12SAEW	1/2 SAE WASHER	2	
38SAEW	3/8 SAE WASHER	4	
916SAEW	9/16 SAE WASHERS	2	

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 both front factory skid plates located in front of and under the front differential using 15mm socket. (See Photo #1).

WARNING: Be extremely careful when loading or unloading the torsion bars; there is a tremendous amount of stored energy (load pressure) in the bars. Keep your hands and body clear of the adjuster arm assembly and puller tool in case anything slips or breaks.

NOTE: A special PULLER TOOL is required for SAFE REMOVAL/INSTALLATION of the Torsion bars. This special puller can be purchased from a GM Dealer (Tool #J36202) or from Kent Moore Tool Group, Roseville, MI (800) 345-2233 or (313) 774-9500 (Part #J-22517-C).

3. Locate the torsion bar adjuster bolt on the bottom of the rear cross member, measure and record the length of the torsion bar adjusting bolt that is exposed below the nut, and remove the torsion bar adjusting bolt. Apply a small amount of lubricating grease to the puller threads and the puller shaft-to-adjuster arm contact point. Position puller and load adjuster arm until the adjuster nut can be removed from the cross member. With the bar unloaded, slide it further forward into the lower control arm. If the bar seems lodged, use a hammer and punch through the hole in back of the cross member. When the bar shifts forward, the adjuster will fall free. (See Photo #2). Repeat this process on passenger side.
4. With torsion bars removed from rear cross member, remove torsion bar cross member using 21mm socket. With cross member removed, remove the torsion bars from the vehicle, be sure to mark driver and passenger for reinstallation. (See Photo #3).
5. Remove front tires and remove the front shocks using 21mm socket and 15mm wrench. Remove front sway bar links using 9/16 wrench. Be sure to save sway bar link bushings. They will be reused in further installation.
6. 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 # 4).



7. Disconnect the ABS line at the top of the frame rail. Remove the brakeline retaining bracket from the top of the steering knuckle using 10mm wrench. It will not be necessary to disconnect the actual banjo fitting at the caliper. Remove Caliper using 18mm socket. Then wire caliper out of the way so that there is no stress on brakeline. With caliper removed, remove the rotor. (See Photo # 5).
8. Remove outer axle nut dust cover to allow access to outer axle nut. Remove outer axle nut and washer using 1 7/16 socket. (See Photo # 6).
9. Mark C.V. shaft prior to removal so that shaft can be reinstalled the same as removed. Also be sure to mark left and right. Remove C.V. shaft from front differential using 15mm socket. Then, remove C.V. shaft. (See Photo #7).
10. Remove upper and lower A - Arm ball joints from knuckle using 18mm socket. Once again it may be necessary to strike the knuckle to allow the tie rod end to dislodge. Remove knuckle from vehicle.
11. Remove the spindle bearing from knuckle using 15mm socket. (See Photo # 8).
12. Remove Lower A -Arm from frame using 18mm socket and 15/16 Wrench. (See Photo #9).
13. Disconnect front driveshaft using 7/16 wrench. **Caution:** Be sure to mark U-Joint and Yoke at differential. The drive shaft **must** be installed the same way during reinstallation. Failure to realign the U-Joint and Yoke in the exact same point could result in vibration after install. (See Photo #10). Do not remove the driveshaft all together. Simply strap it out of the way.

NOTE: GM front drive shafts are balanced on each vehicle due to driveline vibrations. It is **very** important that drive shaft is reinstalled same as factory.

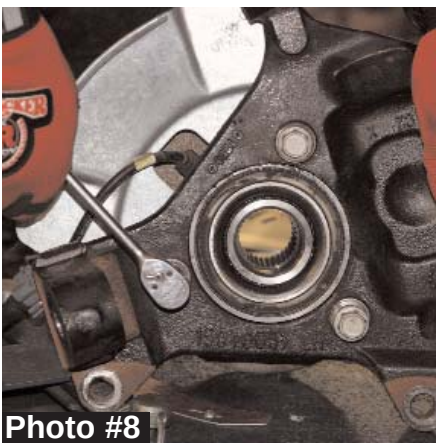


Photo #8
I-C963

Photo #9

Photo #10

14. Locate the factory rear 2 piece differential cross member.
Locate the point on the driver side where the cross member is welded to the frame, it will be necessary to grind off the welds so that the cross member can be removed. (See Photo #11).
15. With welds ground off, remove cross member mounting bolts using 18mm wrench. Remove rear cross member assembly. (See Photo #12).
16. While supporting front differential with transmission jack, remove passenger side differential mounting bolts using 21mm socket. Also disconnect actuator line from passenger side of front differential. (See Photo #13).
17. Remove driver side upper differential bolt using 21mm socket. Disconnect vacuum hose on driver side of front differential. (See Photo # 14). Then remove differential using transmission jack.
18. On passenger side differential tube pad, locate the rearward mounting hole. Measure 1/2" from outside edge of hole to outside edge of mount and make a mark. Using a reciprocating saw, cut along mark. (See Photo #15 and 16).
19. Locate the rear cross member mount on passenger side frame. Grind off the bottom bolt sleeve flush with the frame. (See the arrow in photo # 17).



Photo #11



Photo #12



Photo #13



Photo #14

REAR mounting point on passenger side diff tube.



Photo #15

I-C963



Photo #16



Photo #17

20. Locate the rear cross member mount on driver side frame. Grind the front outside edge smooth as shown in (Photo #18).
21. Locate the front steering center link point that attaches to the pitman arm. (Pitman arm is attached to the steering box on the driver side frame. It will be necessary to grind the inside lower edge of the center link where pitman arm attaches. This will allow clearance between the center link and the front differential mount. (See Photo # 19 and 20). The Aluminum differential mount can also be ground to allow additional clearance.

FRONT ASSEMBLY:

22. Install new Skyjacker rear cross member using 5/8 x 1 1/2 **BUTTON HEAD BOLTS** for upper front holes. **NOTE:** Button Head Bolts **must** be used in upper holes for clearance. Use a washer behind the nut, not behind the head of the bolt. Install 5/8 x 1 1/2 fine thread bolts at the upper rear mount. Be sure to use washers on both sides of this bolt. Tighten both bolts.(See Photo #21).
23. Install driver side differential brackets. Install outer bracket using 7/16 x 1 1/2 fine thread bolt, nuts, and washers at the upper mount. The bend will mount up pointing toward passenger side. The O.E.M. bolt will tie the two brackets together. Be sure to use the anti-crush sleeve between the two brackets. Do not tighten at this time.(See Photo #22).
24. Install passenger side differential bracket. The bracket will install with the open end to the inside and longest end on top. Use the O.E.M. hardware to attach the upper part of bracket to the O.E.M. mount. (See Photo #23).
25. Reinstall front differential. Attach differential to driver side bracket using 9/16 x 4 fine thread bolt, washers, and nut. Attach differential to passenger side bracket using (2) 9/16 x 2 coarse thread bolt, washers, and nut. Attach rear of differential to rear cross member using factory hardware. Push differential back toward the rear of vehicle and tighten all bolts. Be sure to tighten all differential bolts, brackets, and cross member. (See Photo #24). Reattach front vacuum line and front actuator line.

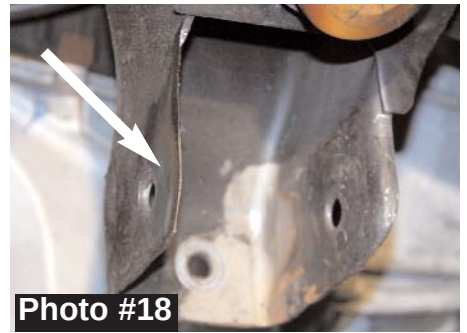


Photo #18



Photo #19



Photo #20

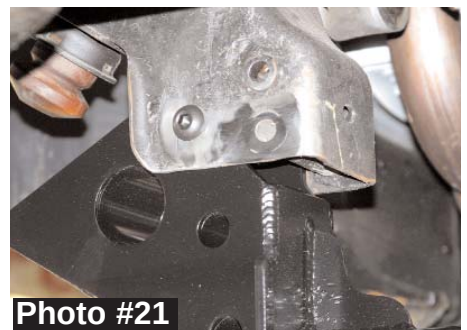


Photo #21



Photo #22



Photo #23

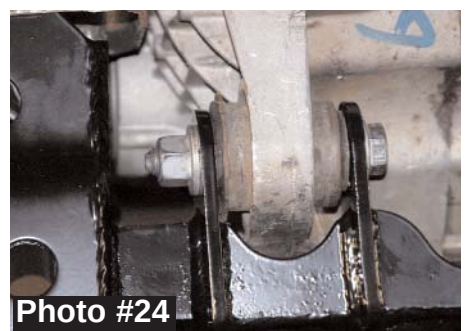


Photo #24

26. Install new Skyjacker front cross member using 5/8 x 4 1/2 fine thread bolts, washers, and nuts at the upper mount.(See Photo #25). **If installing Skyjacker Single Stabilizer part # 7196 or Dual Steering Stabilizer Part # 7296, refer to those instructions at this time.**
27. Install lower A-Arms to new cross members using factory hardware. Do not tighten at this time.(See Photo #26).
28. Attach new polyurethane bump stops to the rear cross member using 3/8 coarse thread nut.
29. Install new Skyjacker Heavy-Duty Steering Knuckles. Attach upper and lower A-Arm ball joints using factory hardware. (See Photo #28).
30. Reinstall the hub bearing assembly to the new knuckle using factory hardware. Torque flange bolts to 125 lbs. Reinstall brake rotor and caliper. Torque caliper bolts to 30 lbs.
31. **Install driver and passenger side C.V. shaft using larger 3.35" wide spacer on driver side, and the smaller 1.175" spacer on the passenger side.** Spacer will install between C.V. shaft and differential. Spacer should install with male end against the differential. Be sure to use the 10 x 110mm bolts on driver side and the 10 x 60mm bolts on the passenger side. Be sure to use thread lock compound on bolts. (See Photo #29) Torque bolts to 45 lbs. Reinstall C.V. retaining nut and outer dust cover.
32. Attach brake line retaining clip to the new knuckle using 5 x 12mm bolts. Slide ABS clip up so that it will meet mount. It may be necessary to spray the line with WD-40 to allow it to slide. (See Photo #30)
33. Install new Skyjacker End Links. Be sure to install the end link with the pivoting end at the AArm. Gold washer should be on top of the A-Arm, with the nut on the bottom. (See Photo #31)



Photo #25



Photo #26

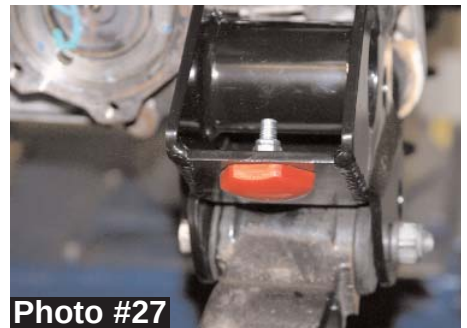


Photo #27

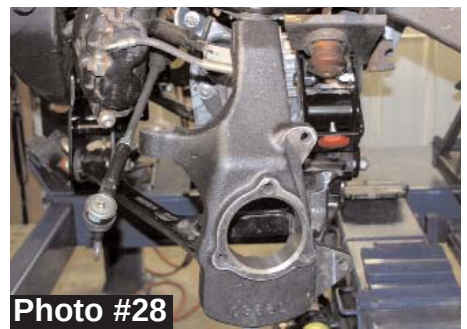


Photo #28

Driver Side shown with 3.35"
C.V. Spacer.



Photo #29

I-C963



Photo #30

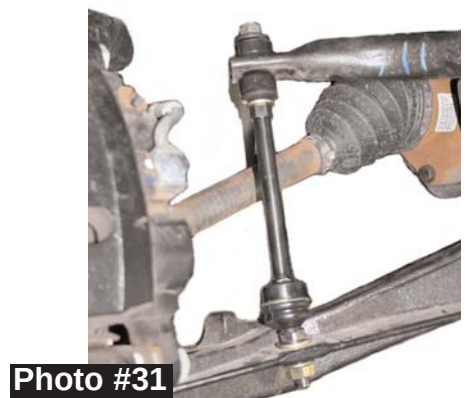
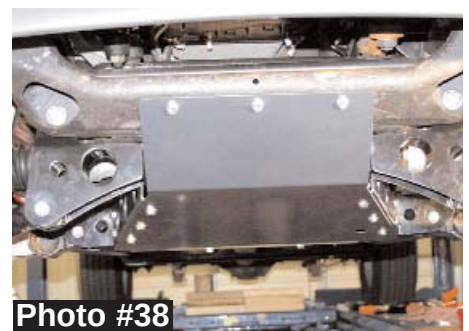
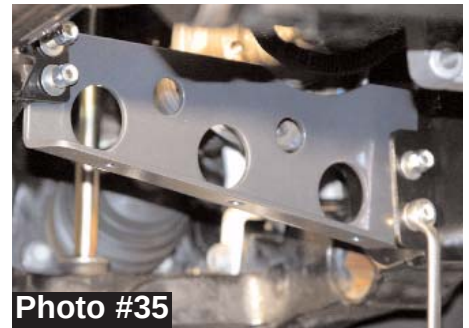


Photo #31

34. Install new Skyjacker front shocks, reinstall front drive shaft. Be sure to reinstall at front differential the same as factory. (See Photo #32)
35. Now you are ready to install the Skyjacker Torsion Bar drop brackets. Attach brackets to the factory mounts on the frame using the 9/16 x 3" fine thread bolts with washers and nuts. (See Photo #33).
36. With brackets installed, Reinstall factory torsion bar cross member using factory bolts.
37. Reinstall factory torsion bars. Be sure to install adjuster bolts to the same length as factory. (See Photo #34).
38. Reinstall front tires and let the weight of the vehicle on the ground. At this time, check all bolts and hardware for proper installation and tightness.
39. Install driver side skid plate brace. Attach to front and rear cross member using (4) 3/8 x 1 1/2 coarse thread bolts, washers, and nuts. Do not tighten at this time, repeat this process with the passenger side. (See Photo # 35).
40. Install front skid plate. Attach skid plate to cross member tabs and braces using 3/8 x 1 fine thread bolts, washers, and nuts. Tighten all bolts at this time. (See Photo # 36).
41. Locate top three mounting holes on top of skid plate. With all of the lower bolts tight, mark and drill the upper three holes using 5/16 drill bit. Once all three holes are drilled, install the three 3/8 thread cutter bolts. (See Photo #37 and #38).



Rear Installation:

42. Remove rear tires using 7/8" socket.
43. Loosen lower and upper control arm bolts using a 21mm socket. (See Photo #39).
44. Remove rear shocks using a 21mm socket. Remove rear sway bar end links using a 18mm socket. (See Photo #40).
45. Disconnect the emergency brake cable from the driver side axle and passenger side frame using a 13mm socket. Disconnect brakeline from center of axle.
46. Lower the axle down and remove the factory coil springs. Be sure to retain the factory upper and lower rubber isolator pads. (See Photo #41).
47. Disconnect factory upper and lower control arms from frame rail. Only remove one side at a time so that the axle does not move. Install new upper/lower arm relocation bracket.
Note: On driver side only, be sure to install supplied anti-crush sleeve (Part# SS1545) into the factory upper control arm position. (Sleeve is welded to new bracket on passenger side). Attach using the factory bolts in the original locations. Attach the upper arm to the new bracket using the 9/16 x 3 1/2" fine thread bolts, washers, and nuts. Attach the lower control arm to the new bracket using the 9/16 x 4" fine thread bolts, washers, and nuts. (See Photo #42). Be sure to install the 1/2 x 1 1/4" fine thread bolt, washers, and nut into the bottom of the bracket. Bolt will line up with factory hole in the bottom of the frame. (See Arrow in Photo #43).
48. Loosen the track bar mount bolt on the differential using a 21mm socket. Remove track bar bolt from frame.
49. Install the new track bar bracket by sliding it into the factory bracket. Install using the 9/16 x 3 1/2" fine thread bolts, washers, and nut in the factory bolt hole. Install the 3/8 x 1" bolt in the inside lower factory hole. Install the 3/8 x 1 1/2" bolt in the upper inside hole. Be sure to use washers and nuts with both. (See Photo #44).
50. It will be necessary to drill a new hole through the back of the factory bracket into the new bracket. It is recommended to first drill a small pilot hole, then drill using a 17/32" drill bit.
51. Once drilled, install the 1/2 x 1 1/2" fine thread bolt, washers, and nut. (See Photo #45). Attach track bar to the new bracket using the factory bolt and hardware. (See Photo #46).



Photo #39

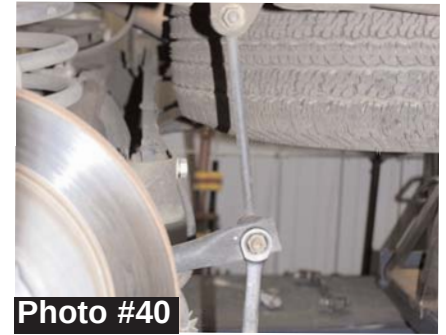


Photo #40



Photo #41



Photo #42



Photo #43



Photo #44



Photo #45



Photo #46

52. Attach the rearward hole of the new bump stop bracket to the factory mounting hole on the axle using a 7/16 x 1" fine thread bolt, washers, and nut. To access the front mounting hole it will be necessary to lower the bottom control arm out of the way. (See Photo #46).

53. Mark and drill the front hole using a 29/64" drill bit. Once drilled, install the 7/16 x 1" fine thread bolt, washer, and nut.

54. Install new coil springs using the factory upper/lower rubber isolator pads. (See Photo #47).

55. Insert the 5/8" polyurethane hourglass bushings into each end of the new sway bar end links. Insert the 1/2 x 1 1/2" sleeve into each bushing. Attach the new sway bar end links to the factory mounts using the 1/2 x 3" fine thread bolts, washers, and nuts. (See Photo #48).

56. Install the new rear brakeline relocation bracket. Attach the bracket to the axle using the factory hardware. Attach the the brakeline to new bracket using the 5/16 x 1" fine thread bolts, washers, and nuts. (See Photo #49).

57. Lower the vehicle to the ground. Install new Skyjacker rear shocks.



Photo #46

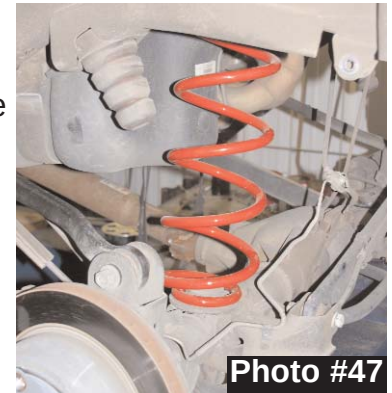


Photo #47



Photo #48



Photo #49

FINAL NOTES:

- After installation is complete, double check that all nuts and bolts are tight. Refer to the following chart again for torque specifications. (Do not retighten nuts and bolts where Loctite was used.)
- 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.

Seat Belts Save Lives, Please Wear Your Seat Belt.

TORQUE SPECIFICATIONS

INCH SYETEM			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.**