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**2003 Dodge 1500 4WD
6" Suspension lift
Installation Instructions
Part #D2601K, D2601KS**

REQUIRED TOOL LIST:

- * Metric / Standard wrenches and sockets
- * Allen Wrenches
- * Assorted Drill Bits
- * Floor Jack
- * Jack Stands
- * Measuring Tape
- * Torsion Bar Tool
- * Torque Wrench
- * Torx Sockets
- * 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:

- **The Indexing Ring supplied with this kit works on models which have (6) bolts attaching the transmission to the transfer case. The Indexing Ring will not work on models which have (4) bolts attaching the transmission to the transfer case. A custom drivshaft will be needed.**
- **The Seal Adapter supplied with this kit fits the most popular models which are equipped with the 4.7L or Hemi New Generation engines. If you do NOT have the 4.7L or New Generation engine, then seal adapter Part# DTSA10 must be ordered from your Skyjacker Distributor. Skyjacker supplies a new seal with this kit which will fit either seal adapter.**
- 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.
- Factory exhaust cross over pipe will **have** to be modified to allow for clearance of front drive shaft.

Kit Box Breakdown:

D2601A:

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
D260L	DODGE 1500,6" LEFT KNUCKLE	1
D260R	DODGE 1500,6" RIGHT KNUCKLE	1
D260SPL-S	DODGE 02,SKID PLATE - LOWER	1
D260SPU-S	DODGE 02,SKID PLATE - UPPER	1
D260SPD-S	DODGE 02,DRIVER SKID PLATE BRKT	1
D260SPP-S	DODGE 02,PASS SKID PLATE BRKT	1
SBE305-L	SWAY BAR END LINK	2
HB-D260-SBL	HDWR BAG:SWAY BAR LINKS D260	1
HB-D260-SP	HDWR BAG:D260 SKID PLATES	1
HB-D260-A	HDWR BAG:D260 KNUCKLES/MISC	1
I-D2601	INST. SHEET:6"DODGE 02 1500	1

Hardware Bag Breakdown:

HB-D260-SBL Sway Bar End Links

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
SBB2	SWAY BAR UPPER-BRACKET	2
D260-SBB	SWAY BAR LOWER-BRACKET	2
12X212CTB	1/2 X 2 1/2 COARSE THREAD BOLT	4
38X114FTB	3/8 X 1 1/4 FINE THD/GRD 8	4
HOURLGLASS	5/8 HOURLGLASS BUSHING	4
142121	ES24 SLEEVE/402087 1.38"	4
12CTCLN	1/2"COARSE-CENTER LOCK NUT	4
38FSFTN	3/8-24 FLANGE SERRATED NUT	4
38SAEW	3/8 SAE WASHER	4
12SAEW	1/2 SAE WASHER	4

HB-D260-SP Skid Plates

<u>ITEM#</u>	<u>DESCRIPTION</u>	<u>QTY</u>
38X1FTB	3/8 X 1 FINE THREAD BOLT	15
38X114FTB	3/8 X 1 1/4 FINE THD/GRD 8	8
38FTN	3/8-24 FINE N/I LOCK NUT	23
38SAEW	3/8 SAE WASHER	46

Hardware Bag Breakdown:**HB-D260-A****Steering Knuckles**

ITEM#	DESCRIPTION	QTY
5MMX12SHB	5MM X 12MM.80 KNUCKLE BOLTS	2
38CC	3/8" CABLE CLAMPS	2
LT100	THREAD LOCK COMPOUND 1 ML TUBE	1
D260SHSPC-S	DODGE 02,SHIM SKID PLT CROSS MEMBER	2
SC3441	STEM CUSHION,DODGE	4

Kit Box Breakdown:**D2601B:**

ITEM#	DESCRIPTION	QTY
D260FCM-S	DODGE 02,FRONT CROSS MEMBER	1
D260RCM-S	DODGE 02,REAR CROSS MEMBER	1
D260DDS-S	DODGE 02,DIFF DRIVER BRACKET	1
D260DPS-S	DODGE 02,DIFF PASSENGER BRACKET	1
D260DRPS-S	DODGE 02,DRIV RR PINION SUPPORT	1
D260TBD-S	DODGE 02,TORSION DROP BRACKET	2
D260FSPC-S	DODGE 02,FRT SKID PLATE CROSSMEMBER	1
D260SHSPC-S	DODGE 02,SHIM SKID PLATE CROSSMEMBER	2
D260BSE-S	DODGE 02,BUMP STOP EXTENSION	2
DRB45M	4.5"DODGE REAR BLOCK	2
916X358X1212U	9/16 X 3 5/8 X 12 1/2 ROUND	4
IXR10	INDEXING RING FOR DODGE	1
DTSA269	DODGE,TRANSMISSION SEAL ADAPTER	1
HB-D260-CM	HDWR BAG:CROSS-MEMBER D260 KIT	1
HB-D260-DB	HDWR BAG:DIFF BRACKETS D260	1
HB-D260-TBB	HDWR BAG:TORSION BRACKETS D260	1
HB-916	HRDWR BAG/ 8 - 9/16" NYLON	1
TCS2675	T-CASE SEAL,D2601 KIT	1

Hardware Bag Breakdown:**HB-D260-CM****CROSS MEMBERS**

ITEM#	DESCRIPTION	QTY
58X512FTB	5/8 X 5 1/2 FINE THREAD BLT	4
12X5FTB	1/2 X 5 FINE THREAD BOLT/G8	4
SP3446	LOWER A-ARM BUSHING,02DODGE	4
D2-LAS3543	DODGE 02,LOWER A-ARM SLEEVE	2
D260SRCM-4	DODGE 02,SLEEVE REAR CROSS-MEMBER	4
D260SRCM-8	DODGE 02,SLEEVE REAR CROSS-MEMBER	8
ZF316	ZERK FITTING ALEMITE, 3/16"	2
58FTN	5/8-18 NYLON INSERT LOCKNUT	4
12FTN	1/2-20 FINE N/I LOCK NUT	4
58SAEW	5/8 SAE WASHERS	8
12SAEW	1/2 SAE WASHERS	8
BPNB	BUMP STOPS, BUTTON SHAPE	2
I-D2601		

716X112FTB	7/16 X 1 1/2 FINE THREAD BOLT	2
516X34TCFB	5/16 X 3/4 THREAD CUTTER FLANGE BOLT	2

HB-D260-DB DIFFERENTIAL BRACKETS

ITEM#	DESCRIPTION	QTY
916X212FTB	9/16 X 2 1/2 FINE THD BOLT	3
12X212FTB	1/2 X 2 1/2 FINE THRD BOLT	2
12X2FTB	1/2 X 2 FINE THREAD BOLT	2
916FTN	9/16-18 NYLON INSERT LOCKNU	3
12FTN	1/2-20 FINE N/I LOCK NUT	4
916SAEW	9/16 SAE WASHERS	6
12SAEW	1/2 SAE WASHER	8
D260PSS-S	DODGE 02,PIN SUPPORT SLEEVE	3

HB-916 U-BOLT NUTS

ITEM#	DESCRIPTION	QTY
916FTN	9/16-18 NYLON INSERT LOCKNU	8

HB-D260-TBB TORSION BRKTS D260

ITEM#	DESCRIPTION	QTY
12X4FTB	1/2 X 4 FINE THREAD BOLT	2
12FTN	1/2-20 FINE N/I LOCK NUT	2
12SAEW	1/2 SAE WASHER	4

IXR20 INDEX RING FOR TRANSFER CASE

ITEM#	DESCRIPTION	QTY
IXR20-S	TRANSFER/CASE ROTATION RING	1
38X158IRS	3/8 X 1 5/8 STUD,INDEX RING	6
38IRFN	3/8"FLANGED NUT,INDEX RING	6
38IRW	3/8"BLACK WASHER,INDEX RING	6
38X1SHB	3/8 X 1 SOCKET HEAD BOLT	6
LT100	THREAD LOCK COMPOUND 1 ML TUBE	1
S343-3	SILICONE,ULTRA BLACK, 3 OZ.	1

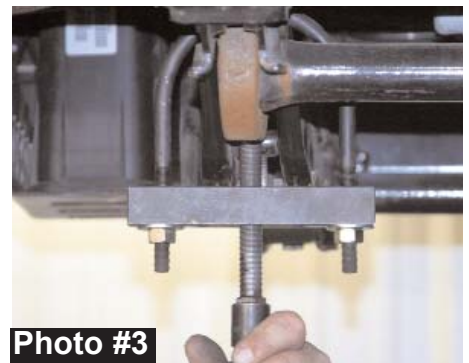
FRONT :

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 lower the frame onto the stands. Remove the factory skid plate.
2. Remove the factory exhaust cross over pipe. The cross over pipe will have to be modified to allow for clearance after installation of the suspension lift. (See Photo #1).
3. Remove front drive shaft using 15mm socket. (See Photo #2).
4. Remove front tires using 22mm socket.

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 your local Dodge Dealer or rented from most tool houses.

5. 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, the torsion bar can be removed by sliding it toward the rear of the vehicle. (See Photo #3 and 4). Repeat this process on passenger side.
6. With torsion bars removed from rear cross member, remove torsion bar cross member using 18mm socket.



7. Remove the outer tie rod from the steering knuckle using 21mm socket. It may be necessary to strike the side of the knuckle to dislodge the tie rod end. Be careful not to damage the tie rod end itself. (See Photo #5).
8. Remove the front sway bar end links using 21mm socket. (See Photo #6). Remove front shocks using 22mm/18mm socket.
9. Remove the brake caliper bolts using 21mm socket. Remove the caliper. It will not be necessary to disconnect the actual brakeline from the caliper. Simply wire it out of the way until reassembly. Remove the Brake Rotor. (See Photo #7).
10. Remove the C.V. axle nut using 1 7/16" socket. (See Photo #8). Disconnect the ABS line from the frame. Do **not** remove the front C.V. shaft from the differential.
11. Remove the upper and lower ball joint nuts from the steering knuckle using a 24mm and 21mm socket. Once again, it may be necessary to strike the side of the knuckle to dislodge the tie rod end. Be careful not to damage the ball joint itself. Remove the steering knuckle from the vehicle.
12. Once again, do not remove the C.V. shaft from the differential, simply wire it out of the way until reinstallation. (See Photo #9).
13. With the steering knuckle removed, remove the hub bearing assembly from the steering knuckle using a 15mm socket. (See Photo #10).

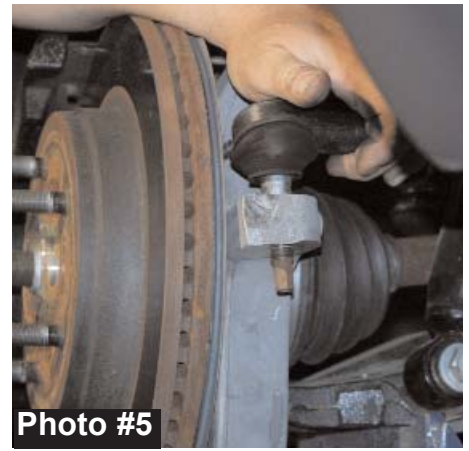


Photo #5

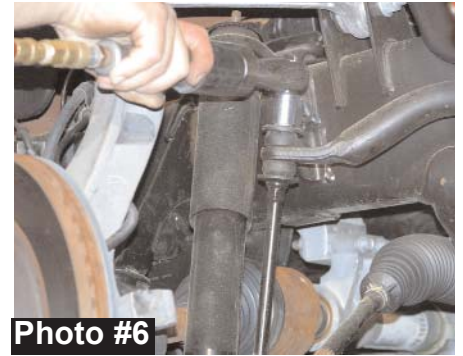


Photo #6



Photo #7



Photo #8

I-D2601

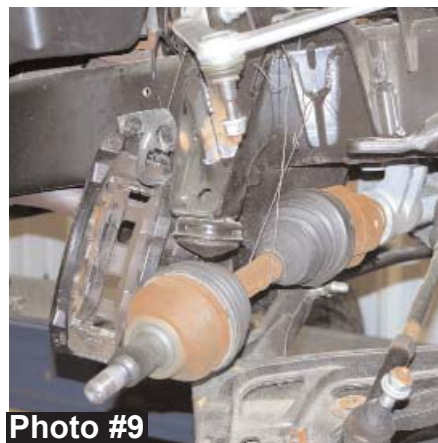
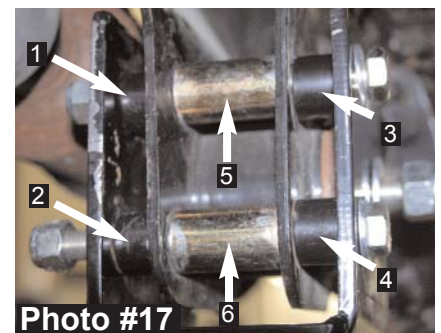
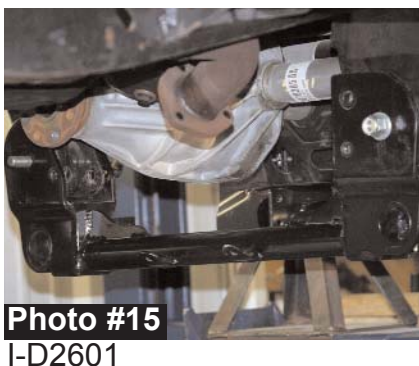
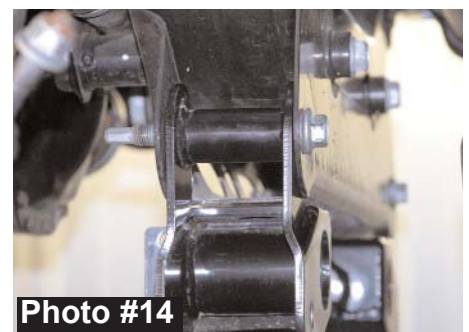
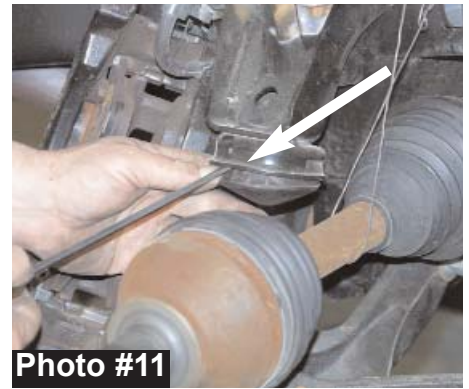


Photo #9



Photo #10

14. Remove the rubber bump stop from the frame. The bump stop can be easily removed with the use of a flat head screw driver. (See Photo #11).
15. Remove the lower A-Arm from the frame using a T-60 Torx head, and 24mm socket. (See Photo #12).
16. Remove the rear cross member using 18mm/15mm sockets. (See Photo #13).
17. Install the new Skyjacker front cross member using the factory hardware in the upper mounts. (See Photo #14).
18. Install the 3/16" zirc fittings into the bottom of the Skyjacker rear cross member. They can easily be tapped in with the use of a small socket. Install the new Skyjacker rear cross member using the 5/8" x 5 1/2" fine thread bolts, washers, and nuts in the upper mounts. Be sure to install the 5/8" bolt so that it points towards the **rear** of the vehicle. (See Photo #15). Install the 1/2" x 5" fine thread bolts, washers, and nuts into the inner mounting holes. These bolts are to be installed so that they point towards the **front**. (See Photo #16). **Note:** Be sure to install the 11/16" spacers between the bracket and the frame. Also be sure to install the 1 11/16" spacers between the frame mount itself. (See Photo #17). Arrows 1,2,3, and 4 show the placement of the 11/16" spacers. Arrows 5 and 6 show the placement of the 1 11/16" spacers.



19. Apply a thin layer of grease to the polyurethane bushings and install into the bottom of the lower control arm. Apply a thin layer of grease to the steel sleeve and insert into the polyurethane bushings. It may be necessary to tap them in with a hammer. (See Photo #18) Arrow shows steel sleeve.
20. Support the bottom of the differential using a transmission jack. Remove the passenger side differential mount bolts using 18 mm and 15mm sockets. (See Photo #19) Remove the front driver side differential mount bolts using 18mm and 15mm sockets. Remove the three rear driver side differential mount bolts using 19mm socket. (See Photo #20). With all differential mount bolts removed, lower the differential down far enough to allow installation of the new differential drop brackets.
21. Install passenger side differential drop bracket using the 1/2" x 2 1/2" fine thread bolts, washers, and nuts in the upper and lower bolt holes. Do not tighten at this time. (See Photo #21).
22. Install the driver side front differential drop bracket using the two 1/2" x 2" fine thread bolts, washers, and nuts in the upper bolt holes. Use the 1/2" x 2 1/2" fine thread bolts, washers, and nuts in the lower bolt holes. Do not tighten at this time. (See Photo #22).
23. Install the driver side rear differential bracket using the factory bolts in the upper holes. Be sure to install the three 15/16" spacers between the new bracket and the factory mount. Use the 9/16" x 2 1/2" fine thread bolts, washers, and nuts in the lower mount. (See Photo #23). Arrow shows the 15/16" spacers on the upper mount. Tighten all differential bolts at this time.
24. Install the lower A-Arms onto the new cross members using the 5/8" x 5" fine thread bolts, washers, and nuts in the front, and the factory bolt in the rear. (See Photo #24). **Note:** The steel sleeve at the rear cross member is designed to work with the factory lower A-Arm bolt. This sleeve is designed to fit the factory bolt **extremely** tight. Therefore, it may be necessary to use an impact to push the factory bolt through the sleeve.

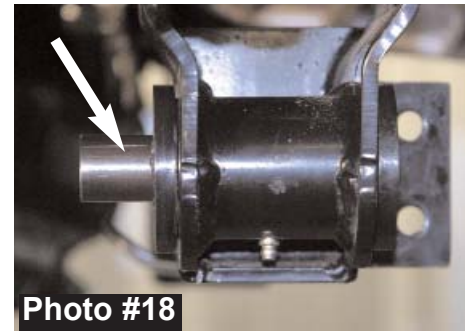


Photo #18

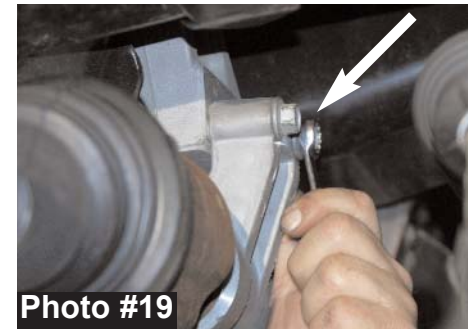


Photo #19



Photo #20



Photo #21



Photo #22

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Photo #23



Photo #24

25. Attach hub bearing assembly to the new steering knuckle using factory bolts. Be sure to use supplied thread lock compound on the bolts. **Note:** Be sure to align the ABS line up with the notch that is made into the Skyjacker steering knuckle. (See Photo #25)
26. Install new steering knuckles. Attach to upper and lower A-Arms using factory hardware. Attach the ABS line to the side of the new steering knuckle using the 5mm x 12mm screw, and cable clamp supplied. (See Arrow in Photo #26).
27. Reinstall brake rotor, caliper, and outer tie rod using factory hardware. Reattach ABS line at the frame. (See Photo #27)
28. Install the new bump stop extension onto the factory bump stop mount using the 7/16" x 1 1/2" fine thread bolt supplied. Also install the new polyurethane bump stop onto the new bump stop extension. (See Photo #28)
29. Locate the front brakeline bracket on the frame.

Passenger Side: At the bottom of the bracket there is a small hole where the support tab of the bracket sticks into the frame. This hole must be drilled to 9/32". Once drilled, reinstall the bracket at this point using the 5/16" thread cutter bolt supplied. (See Photo #29). Arrows shows original mounting point.

- Driver Side:** The driver side does not have a hole in the frame like the passenger side. Simply drill new 9/32" hole in the frame same as passenger side and install bracket.
30. Install the new Skyjacker front shocks using the factory bolts. Be sure to use the Upper Stem bushings supplied in the HB-D260-A hardware bag. Do not use the bushings that are inside the front shock box.
 31. Install the torsion bar drop brackets onto the frame rails. Use the factory skid plate bolts on the bottom, and the 1/2" x 4" fine thread bolts, washers, and nuts in the upper mount. Install torsion bar cross member onto new drop brackets using factory hardware. (See Photo #30). Arrow shows the factory skid plate bolts installed.
 32. With cross member and drop brackets installed, reinstall the torsion bars. (See Photo #31). With torsion bars installed, reinstall the tires and let the weight back down on the vehicle. Now, retighten all differential bolts, cross member bolts, etc.



Photo #25



Photo #26



Photo #27



Photo #28

Passenger Side Shown



Photo #29

I-D2601



Photo #30



Photo #31

Index Ring Install:

33. Drain fluid from transfer case. Remove six retaining nuts that hold transmission to transfer case. Remove speedometer wire from rear of transfer case. Remove any vacuum lines, vent hoses, etc from top of transfer case. Remove transfer case shift linkage from transfer case bracket (if equipped). Transfer case can now be removed with use of a transmission jack.
34. With transfer case out of vehicle, remove the 6 retaining studs on the front of transfer case using stud remover. IMPORTANT NOTE: Now would be a good time to check the condition of your transfer case input seal and extension housing seal and replace if necessary.
35. 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 #32)
36. 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. (See Photo #33). 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.
37. 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 #34)
38. At this time, apply a bead of silicone to outside of transfer case mounting surface. (See Photo #35). 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.
39. Tighten each bolt across from each other so that the ring pulls up tight. Torque to 35 ft. lbs. (See Photo #36)
40. Photo #37 shows the new transmission seal adapter that is to be installed.



Photo #32



Photo #33



Photo #34



Photo #35

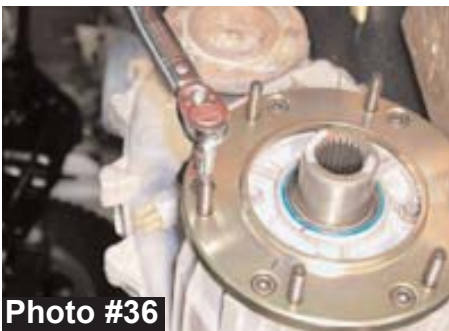


Photo #36

I-D2601

Seal Adapter Part # DTSA269



Photo #37

41. 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 seal using the same process. Now install the supplied seal Part# TCS2675 into the new seal adapter. Photo #38 shows the new seal installed with the new seal adapter. Arrow #1 shows the seal adapter. Arrow #2 shows the seal.
42. 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 #39)
43. Install transfer case using transmission jack. Transfer case will be installed using flange nuts and washers. (See Photo #40)
44. At this time reconnect all vent hoses and shift linkage. Also reconnect vacuum lines. Be sure to connect same as factory.
45. Refill transfer case fluid. Reinstall front drive shaft.

Skid Plate Install:

46. Attach skid plate braces to front and rear cross member using 3/8" x 1 1/4" fine thread bolts, washers, and nuts. Do not tighten at this time. (See Photo #41) Passenger side shown.
47. Attach lower skid plate to skid plate braces using 3/8" x 1" fine thread bolts, washers, and nuts. (Do not tighten at this time).
48. Install upper skid plate bracket onto frame rail. Bracket will install at the same location as the front bumper brackets. Do **NOT** remove the bumper bolts entirely, this will allow for the front bumper to fall. (See Photo #42). Slide each bolt back far enough to allow for installation of the bracket. Once installed, retighten the bolts. (See Photo #43). **Note:** Some after market winch bumpers use this same location for mounting brackets. Therefore, Skyjacker designed this bracket to work either way. For models with the factory bumper design, install the bracket using the spacer in Photo #44. For models with after market winch bumpers that use this same location for mounting brackets, install without the spacer.
49. Attach upper skid plate to the new upper bracket and the lower skid plate using the 3/8" x 1" fine thread bolts, washers, and nuts. (See Photo #45). Tighten all skid plate bolts at this time.

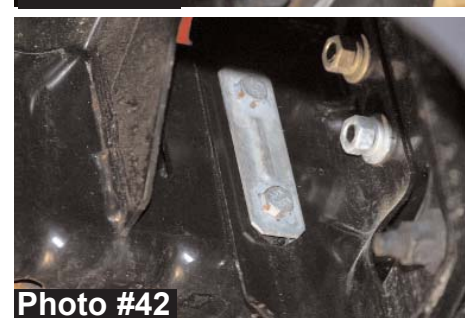
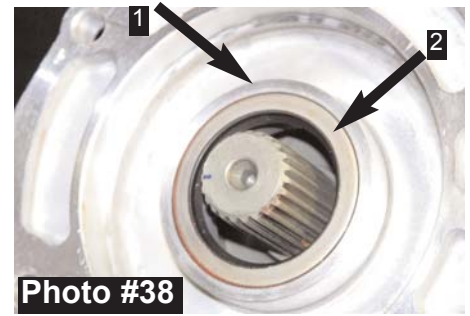


Photo #43
I-D2601

Photo #44

Photo #45

Class II Option: Kicker Bars Part # LCSB260

50. Attach front kicker brace bracket to rear cross member as shown in Photo #46.
51. Remove the two rear factory bolts from the transmission cross member and install the rear kicker brace bracket. Install bushings and sleeves into the new kicker bars. (See Photo #47). Attach the kicker bars to the new brackets using the 1/2" x 4" fine thread bolts, washers, and nuts.

Note: Front sway bar end links are to be installed after the rear is lifted.

Rear Install:

52. Raise the rear of the vehicle and support the frame rails using jack stands. Remove the rear shocks using 21mm socket. Remove the rear U-bolts using 21mm socket. (See Photo # 48). **If installing rear block, skip to step # 54**

Rear Spring Installation: Part# DR250S

53. Remove the rear spring eye bolts using 21 mm socket and a torx socket T-55. Remove the factory rear spring. Install the Skyjacker rear spring being sure to install with the longest end toward the rear. Also be sure to install with the thickest part of degree shim towards the rear. Reinstall using the factory spring eye bolts. (See Photo #49). Do not tighten the spring eye bolts at this time. Skip to step #55.

Block Installation:

54. Place the 4.5" block under the factory block. Be sure to install with the tallest portion towards the rear. (See Photo #50)
55. Install U-Bolts and torque to 85-90 Ft. Lbs. Let the weight back down onto the springs and tighten spring eye bolts. Install new Skyjacker shocks.
56. With the rear lifted, the front sway bar end links can now be installed. Attach the new upper sway bar end link bracket to the sway bar using the 3/8" x 1 1/4" fine thread bolts, washers, and nuts. Use the 3/8 flange serrated nut on the top. (Nut with washer made on). **Note:** Bracket must be installed as shown to allow for clearance of the shock. (See Photo #51)
57. Attach the new lower bracket to the a-arm using the same hardware as the upper bracket. The bracket must be installed as shown in photo #52 to allow for clearance of the shock. Install the sway bar link using the 5/8 hourglass bushings, and the 1/2" steel sleeve provided. Attach to the new brackets using the 1/2 x 2 1/2 coarse thread bolts washers and nuts provided. (See Photo #53).

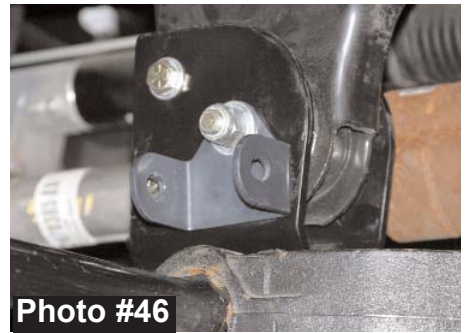


Photo #50
I-D2601

Photo #51

Photo #52

Photo #53

FINAL NOTES:

- After installation is complete, double check that all nuts and bolts are tight. Refer to the chart again for torque specifications. (Do not retighten nuts and bolts where Thread Lock Compound was used.)
- Factory exhaust cross over pipe will **have** to be modified to allow for clearance of front drive shaft.
- 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 Dodge 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.
- Re-torque all bolts and U-Bolts after the first 100 miles.

Seat Belts Save Lives, Please Wear Your Seat Belt.

