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2003 GM Hummer H2 4x4
5.5” Suspension lift
Installation Instructions
Part # H2681AK, H2681CK

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**
* **Grinder**
* **Drill Motor**

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:

- **Driveline modifications may be required on some 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 your 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:

H2681A:

ITEM#	DESCRIPTION	QTY
C968L	HUMMER LEFT STG KNUCKLE	1
C968R	HUMMER RIGHT STG KNUCKLE	1
C968SPL-S	HUMMER SKID PLATE - LOWER	1
H268SPU-S	HUMMER,SKID PLATE-UPPER	1
C968SPP-S	HUMMER PASS SKID PLT BRKT	1
C968SPD-S	HUMMER DRIVER SKID PLT BKT	1
H268TBD-S	HUMMER,TORSION BAR DROP BRK	2
HB-H268-TBSP	HDWR BAG:H2 TOR BAR,SKD PLT	1
I-H2681	INST SHEET: H2 HUMMER	1

Hardware Bag Breakdown:

HB-H268-TBSP **Skid Plate / Torsion Bar**

ITEM#	DESCRIPTION	QTY
916X3FTB	9/16 X 3 FINE THREAD BOLT	2
38X1TCFB	3/8 X 1 THRD-CUTTER FLG BOLT	4
38X114FTB	3/8 X 1 1/4 FINE THD/GRD 8	8
38X1FTB	3/8 X 1 FINE THREAD BOLT	12
10X40MMB	10 X 40 METRIC BOLT/10.9	3
916FTN	9/16-18 NYLON INSERT LOCKNUT	2
38FTN	3/8-24 FINE N/I LOCK NUT	20
916SAEW	9/16 SAE WASHER	4
38SAEW	3/8 SAE WASHER	43

Kit Box Breakdown:

H2681B:

ITEM#	DESCRIPTION	QTY
C968FCM-S	HUMMER FRONT CROSS MEMBER	1
H268RCM-S	HUMMER, REAR CROSS MEMBER	1
H268DPS-S	HUMMER,DIFF PASS SIDE BRKT	1
H268DDS-S	HUMMER,DIFF DRIVER SIDE BRK	1
C968CVS-D	CV SPACER,HUMMER,3.312"WIDE,DRIVER	1
C968CVS-P	CV SPACER,HUMMER,5/8" WIDE,PASSENGER	1
C966SBL-S	OE STYLE SWAY BAR LINK	2
HB-H268-CM	HDWR BAG:H2 X-MEMBER BRKTS	1
HB-H268-DBM	HDWR BAG:H2 DIFF BRKT/MOUNT	1
HB-H268-CVS	HDWR BAG:HUMMER CV SPACERS	1
HB-H268-SBBS	HDWR BAG:H2 SWAY BAR/BUMP	1

Hardware Bag Breakdown:

HB-H268-CM **Cross Member**

ITEM#	DESCRIPTION	QTY
58X512FTB	5/8 X 5 1/2 FINE THREAD BOLT	2
58X5FTB	5/8 X 5 FINE THREAD BOLT	2
58X112FTB	5/8 X 1 1/2 FINE THD,GR. 8	2
58X112BHB	5/8 X 1 1/2 BUTTON HEAD BOLT	2
58CTN	5/8-11 NYLON INSERT LOCKNUT	2
58FTN	5/8-18 NYLON INSERT LOCKNUT	6
58SAEW	5/8 SAE WASHERS	14

HB-H268-DBM **Differential Bracket Mount**

ITEM#	DESCRIPTION	QTY
12X3FTB	1/2 X 3 FINE THREAD BOLT	1
716X112FTB	7/16 X 1 1/2 FINE THRD BOLT	1
H2RCMB-S	H2, REAR X-MEMBER BUSHING	1
H2PS-1535	FRONT PINION SLV-1.535"10GA	1
H2-FPS313	HUMMER,FRONT PIN SHIM, .313	1
12FTN	1/2-20 FINE N/I LOCK NUT	1
716FTN	7/16-20 FINE N/I LOCK NUT	1
12SAEW	1/2 SAE WASHER	1
716SAEW	7/16 SAE WASHER	1

HB-H268-CVS **C.V. Spacers**

ITEM#	DESCRIPTION	QTY
10MMX40MMB	10 X 40 METRIC BOLT/10.9	6
10MMX110MMB	10 X 110 METRIC BOLT/ 10.9	6
LT100	THREAD LOCK 427 1 ML TUBE	2

HB-H268-SBBS **Sway Bar Links / Bump Stops**

ITEM#	DESCRIPTION	QTY
140629	EB6 STUD BAG - P932/140629	2
716X112FTB	7/16 X 1 1/2 FINE THRD BOLT	2
716FTN	7/16-20 FINE N/I LOCK NUT	2
HOURGLASS 5/8	HOURGLASS 5/8 SHOCK BUSHING	4
142121	ES24 SLEEVE/402087 1.38"	2
716SAEW	7/16 SAE WASHER	4
38SBW	3/8" SWAY BAR WASHER	6
38CTN	3/8-16 COARSE N/I LOCK NUT	2
38CC	3/8" CABLE CLAMPS	6
5MMX12SHB	5MM X 12MM-.80 SKT HEAD C/S	6

Rear Air Bag Models:

H2681RA:

ITEM#	DESCRIPTION	QTY
H268DRFB-S	HUMMER,DRIV REAR FRAME BRKT	1
H268PRFB-S	HUMMER,PASS REAR FRAME BRKT	1
H268DULB-S	HUMMER,DRIV UPPER LINK BRKT	1
H268PULB-S	HUMMER,PASS UPPER LINK BRKT	1
H268DLLB-S	HUMMER,DRIV LOWER LINK BRKT	1
H268PLLB-S	HUMMER,PASS LOWER LINK BRKT	1
H268RTB-S	HUMMER,REAR TRACK BAR BRKT	1
H2LLR-SX-L	HR LWR LNK REAR-SINGLE FLEX	2
H268RABS-S	HUMMER,REAR AIR BAG SPACER	2
H268RABP-S	HUMMER,REAR AIR BAG PILOT	2
H268RBS-S	HUMMER,REAR BUMP STOP BRKT	2
H268RBLE-S	HUMMER,REAR BRAKE LINE EXTE	1
RE114X1R	ROD END 1 1/4" RIGHT HAND	2
114RFTJN	1 1/4" RIGHT HAND JAM NUT	2
H268RASL	HUMMER,REAR AIR SENSR LINKS	1
SBE506-L	SWAY BAR END LINK, SINGLE	2
HB-H268-ABS	HDWR BAG:H2 AIR BAG SPACERS	1
HB-H268-RTBB	HDWR BAG:H2 RR TRK BAR BRKT	1
HB-H268-LINKS	HDWR BAG:H2 UPPER/LOW LINKS	1
HB-H268-RBL	HDWR BAG:H2 RR BRK LINE EXT	1
HB-LL-SX	HRDWR BAG: LWR LINK-SGL FLX	1

Hardware Bag Breakdown:

H268RASL **Air Bag Links**

ITEM#	DESCRIPTION	QTY
HSLB268-S	HUMMER SENSOR LINK BUSHING	4
HSLR1-S	HUMMER SENSOR LINK ROD,REAR	2

HB-H268-ABS **Air Bag Spacers**

ITEM#	DESCRIPTION	QTY
10X110SHB	10MM X 110 SOCKET HEAD BOLT	2
38X134CTB	3/8 X 1 3/4 CRSE BOLT/GRD 8	2
38SAEW	3/8 SAE WASHER	2

HB-H268-RTBB **Rear Track Bar Bracket**

ITEM#	DESCRIPTION	QTY
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

HB-H268-LINKS **Upper / Lower Links**

ITEM#	DESCRIPTION	QTY
916X5FTB	9/16 X 5 FINE THRD BOLT	2
916X4FTB	9/16 X 4 FINE THREAD BOLT	2
916X312FTB	9/16 X 3 1/2 FINE THRD BOLT	2
12X120MMB	12MM X 120/10.9 ALL THREAD	4
916FTN	9/16-18 NYLON INSERT LOCKNUT	6
12MMN	12 MM NUT (METRIC)	4
916SAEW	9/16 SAE WASHERS	12
12SAEW	1/2 SAE WASHER	8
TS250	STEEL SLEEVE .250" LONG	4

HB-H268-RBL **Rear Brake Line**

ITEM#	DESCRIPTION	QTY
8X30MMB	8 X 30 METRIC BOLT/ 10.9	3
38X1FTB	3/8 X 1 FINE THREAD BOLT	1
38FTN	3/8-24 FINE N/I LOCK NUT	1
TS250	STEEL SLEEVE .250" LONG	3
38SAEW	3/8 SAE WASHER	2
8MMLW	8 MM LOCK WASHER	3

HB-LL-SX **Lower Link Bushing Kit**

ITEM#	DESCRIPTION	QTY
2617	BUSHING DGE RAM LWR LNK	4
LS2645	LINK SLEEVE 2.645" LOWER	2
ZF316	ZERK FITTING ALEMITE, 3/16"	2
114RFTJN	1 1/4" RIGHT HAND JAM NUT	2
REB118-14	ROD END BSHG,1 1/8"X14MM ID	4

Rear Coil Spring Models:

H2681RC:

ITEM#	DESCRIPTION	QTY
H268DRFB-S	HUMMER,DRIV REAR FRAME BRKT	1
H268PRFB-S	HUMMER,PASS REAR FRAME BRKT	1
H268DULB-S	HUMMER,DRIV UPPER LINK BRKT	1
H268PULB-S	HUMMER,PASS UPPER LINK BRKT	1
H268DLLB-S	HUMMER,DRIV LOWER LINK BRKT	1
H268PLLB-S	HUMMER,PASS LOWER LINK BRKT	1
H268RTB-S	HUMMER,REAR TRACK BAR BRKT	1
H2LLR-SX-L	HR LWR LNK REAR-SINGLE FLEX	2
H268RBS-S	HUMMER,REAR BUMP STOP BRKT	2
H268RBLE-S	HUMMER,REAR BRAKE LINE EXTE	1
H250RLS	5" HUMMER REAR COIL, LEFT	1
H250RRS	5" HUMMER REAR COIL, RIGHT	1
RE114X1R	ROD END 1 1/4" RIGHT HAND	2
114RFTJN	1 1/4" RIGHT HAND JAM NUT	2
SBE506-L	SWAY BAR END LINK, SINGLE	2
HB-H268-LINKS	HDWR BAG:H2 UPPER/LOW LINKS	1
HB-H268-RBL	HDWR BAG:H2 RR BRAKE LINE EXT	1
HB-H268-RTBB	HDWR BAG:H2 RR TRACK BAR BRKT	1
HB-LL-SX	HRDWR BAG: LWR LINK-SGL FLX	1

Hardware Bag Breakdown:

HB-H268-LINKS **Upper / Lower Links**

ITEM#	DESCRIPTION	QTY
916X5FTB	9/16 X 5 FINE THRD BOLT	2
916X4FTB	9/16 X 4 FINE THREAD BOLT	2
916X312FTB	9/16 X 3 1/2 FINE THRD BOLT	2
12X120MMB	12MM X 120/10.9 ALL THREAD	4
916FTN	9/16-18 NYLON INSERT LOCKNUT	6
12MMN	12 MM NUT (METRIC)	4
916SAEW	9/16 SAE WASHERS	12
12SAEW	1/2 SAE WASHER	8
TS250	STEEL SLEEVE .250" LONG	4

HB-H268-RBL **Rear Brake Line**

ITEM#	DESCRIPTION	QTY
8X30MMB	8 X 30 METRIC BOLT/ 10.9	3
38X1FTB	3/8 X 1 FINE THREAD BOLT	1
38FTN	3/8-24 FINE N/I LOCK NUT	1
TS250	STEEL SLEEVE .250" LONG	3
38SAEW	3/8 SAE WASHER	2
8MMLW	8 MM LOCK WASHER	3

HB-H268-RTBB **Rear Track Bar Bracket**

ITEM#	DESCRIPTION	QTY
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

HB-LL-SX **Lower Link Bushing Kit**

ITEM#	DESCRIPTION	QTY
2617	BUSHING LOWER LINK	4
LS2645	LINK SLEEVE 2.645" LOWER	2
ZF316	ZERK FITTING ALEMITE, 3/16"	2
114RFTJN	1 1/4" RIGHT HAND JAM NUT	2
REB118-14	ROD END BSHG,1 1/8"X14MM ID	4

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 and lower the frame onto the stands.
2. Remove the front factory skid plate located in front of and under the front differential using 15mm socket. (See Photo #1). Remove the transmission guard located between the rear cross member and transmission cross member using a 15mm socket. (See Photo #2).

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. It will be necessary to remove the heat shield located behind the torsion bar cross member to allow access to passenger side torsion bar. Remove using 15mm socket. (See Photo #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 #4). Repeat this process on passenger side.
4. With torsion bars removed from rear cross member, remove torsion bar cross member using 21mm socket. (See Photo #5). With cross member removed, remove the torsion bars from the vehicle, be sure to mark driver and passenger for reinstallation.

Photo #1

Photo #2

Photo #3

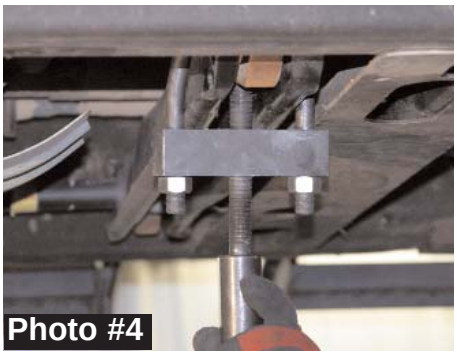


Photo #4

Photo #5

5. Remove front tires and remove the front shocks using 21mm socket and 15mm wrench. Remove front sway bar links using 13mm 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 22mm 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 # 6).
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 21mm socket. Then wire caliper out of the way so that there is no stress on brakeline. (See Photo # 7).
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. Remove the rotor.(See Photo # 8).
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 #9).
10. Remove upper and lower A - Arm ball joints from knuckle using 18mm and 24mm 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. Then remove the inner O-Ring from the knuckle. The O-Ring will be reused in installation. (See Photo # 10).
12. Remove Lower A -Arm from frame using 24mm socket and 18mm Wrench. (See Photo #11).

Photo #6

Photo #7

Photo #8

Photo #9

Photo #10

Photo #11

13. Disconnect front drive shaft using 11mm 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 #12). Do not remove the drive shaft 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.
14. Locate the factory rear cross member. Remove the rear differential mounting bolt using 18mm socket. Remove the rear cross member using 18mm socket. (See Photo #13).
15. While supporting the front differential with a transmission jack, remove the upper driver side differential bolt using an 18mm socket and wrench. (See Photo #14).
16. Remove the passenger side differential bolt using an 18mm wrench and socket. Remove the vent line from the top driver side of the differential. Slowly remove differential using transmission jack.
17. It will be necessary to trim the front of the upper driver side differential mount for clearance. First begin by measuring down from the top of the mount **1 3/16”** and make a mark. Draw a parallel line from that line across the mount. Then from the curved point in the differential mount, draw a line upward until lines are connected. (See Photo #16) Using a grinder or similar tool, cut along the lines. (See Photo # 17). Photo # 18 shows the portion that was removed.

Photo #12

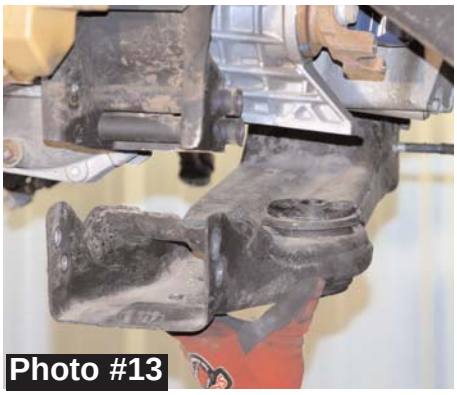
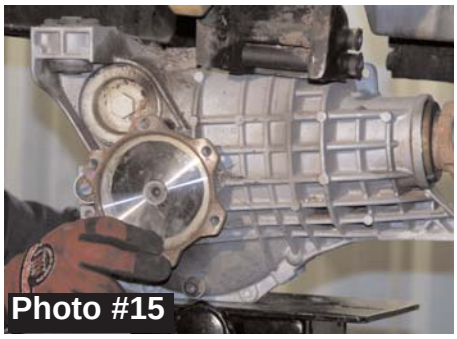


Photo #13

Photo #14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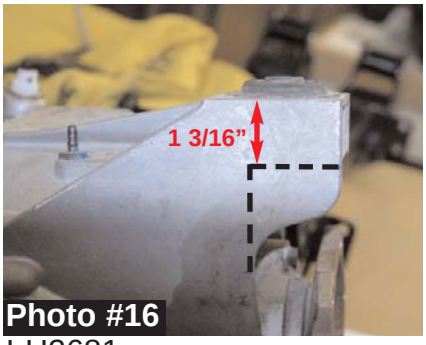


Photo #16

Photo #17

Photo #18

18. Locate the rear cross member mount on driver side and passenger side frame. Grind the front outside edge smooth as shown in (Photo #19).
19. Remove the factory bump stops from the frame using a 15mm socket. 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 front 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 #20).
20. Install driver side differential bracket. Use the 7/16 x 1 1/2" bolt in the upper mount. Bracket will install so that the bottom mount will slant toward the passenger side. (See Photo # 21).
21. Install passenger side differential bracket using the factory bolt in the upper hole and the factory rear cross member bolt in the bottom brace.
22. Install the differential using a transmission jack. It may be necessary to turn the steering wheel to the left to allow for installation. Attach the differential to the new driver side bracket using the factory bolt. Use the large factory washer behind the head of the bolt and also between the differential and the mount. (See Photo #22a).
23. Attach the differential to the new passenger side bracket using factory rear differential mount bolt. (See Photo #22b).
24. Install the new front cross member using the factory bolts in the upper holes. (See Photo #23).
25. Attach the rear of the differential to the new rear cross member. On top side of cross member mount, use the large polyurethane spacer with the steel sleeve and the factory washer on top. On the bottom of the cross member mount, use the thin polyurethane spacer and the factory washer on bottom. Install using the 1/2 x 3" fine thread bolt. Be sure to use the 1/2" washers against the factory washer on bottom, and against the differential mount on top. (See Photo #24).

Photo #19 Drive side shown

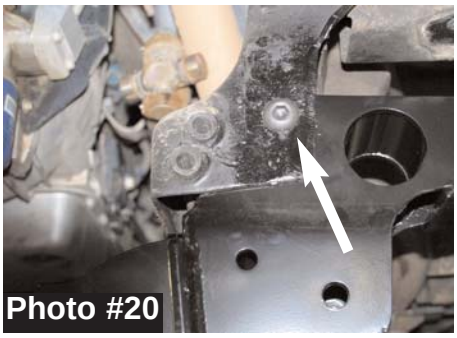


Photo #20

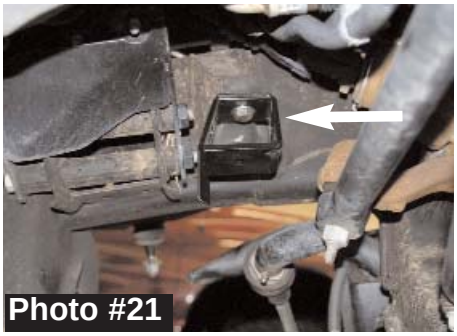


Photo #21

Photo #22a

Photo #22b

Photo #23

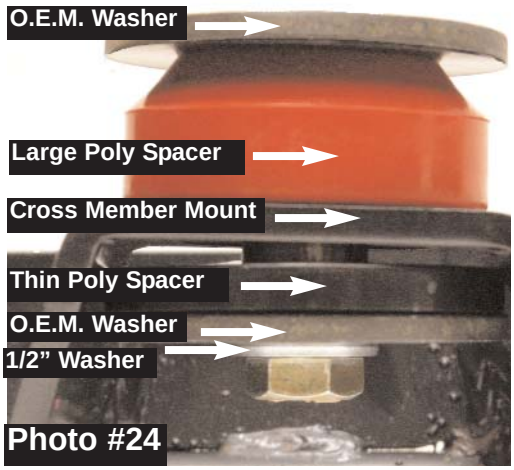


Photo #24

26. Install new lower A-Arms to the new cross members using the 5/8 x 5” fine thread bolt in the front of the arm. Attach the rear of the arm using the 5/8 x 5 1/2” fine thread bolt. Be sure to use washers and nuts on both. (See Photo #25).
27. Attach the hub bearing assembly to the new knuckle using factory hardware. Be sure to reinstall O-Ring and use thread locking compound on bolts. The factory dust shield will not be reinstalled. Torque flange bolts to 130 ft. lbs. (See Photo #26).
28. Install Skyjacker Heavy Duty steering knuckles. Attach upper and lower A - Arms to new knuckle using factory hardware. (See Photo #27).
29. Attach the factory bump stop to the new rear cross member using factory hardware. (See Photo # 28).
30. Install driver and passenger side C.V. shafts. Use the 3.312” wide C.V. spacer on DRIVER’S side. Use the 5/8” wide C.V. spacer on the PASSENGER side. Spacers will install between C.V. shaft and differential. Spacers should install with male end against the differential. Use 10mm x 110mm/class 10.9 bolts on driver side and the 10mm x 40mm/class 10.9 bolts on the passenger side. Be sure to use at least 3 drops of thread lock compound on bolts. Torque bolts to 45 ft. lbs. Reinstall C.V. retaining nut. (See Photo #29).
31. Attach ABS line to spindle using the supplied three plastic clips per side. Attach each clip to pre-drilled holes in knuckle. Attach the brakeline to the side of the knuckle using the 5mm x 12 socket head bolts supplied. (See Photo #30).
32. Reinstall brake rotor and caliper. Torque caliper bolts to 70 Ft. Lbs. The outer tie rod end will install from the top instead of from the bottom as factory. (See Photo #31).

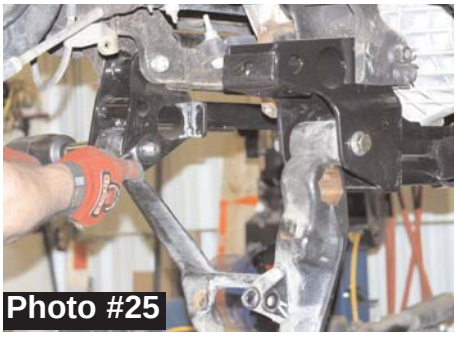


Photo #25

Photo #26

Photo #27

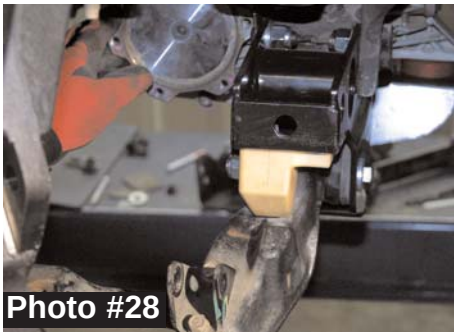


Photo #28

Driver side shown with 3.312” C.V. spacer.

Photo #29

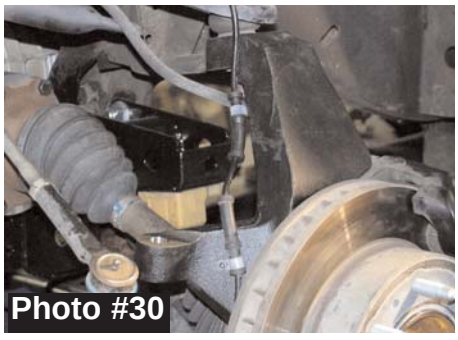


Photo #30

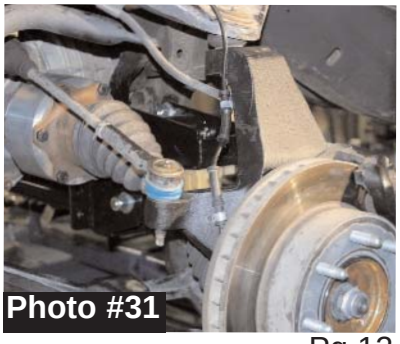


Photo #31

33. Install Skyjacker shocks using the factory bottom bolts.
34. Install new Skyjacker end links. Install so that pivoting end is at the A-Arm. Be sure that gold washer is on top of A-Arm and nut is on the bottom. (See Photo #32 and #33).
35. Reinstall front drive shaft being sure to reinstall in the exact same position with the marks made to the U-Joint & Yoke from step # 13. (See Photo #34). **Note: Some vehicles may experience a front drive shaft vibration after install. If so, Skyjacker offers Part# H2CV1, CV head front drive shaft assembly, which converts the factory front drive shaft to a CV style in order to eliminate the drive line vibration.**
36. Install both torsion bar drop brackets using the 9/16 x 3 fine thread bolts, washers and nuts in the upper factory holes. Attach the cross member to the new brackets using the factory bolts. Once installed, use a punch to mark the lower holes that are to be drilled in the bottom of the frame. Remove the drop brackets and cross member. Drill the holes using a 5/16" drill bit. (See Photo # 35). Install the torsion bars and slide forward before final installation of cross member. Reinstall the cross member and drop brackets. Attach the drop brackets to the new lower holes using the 3/8" thread cutter bolts. (See Photo #36).
37. Reinstall factory torsion bars. Be sure to install adjuster bolts to the same length as factory. (See Photo #37).
38. Reinstall factory heat shield behind cross member. (See Photo #38).

If installing Skyjacker Dual Steering Stabilizer, Part # 7298, See Those Instructions At This Time.

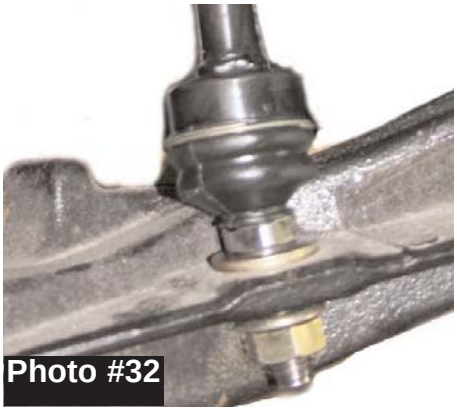


Photo #32

Photo #33

Photo #34

Photo #35

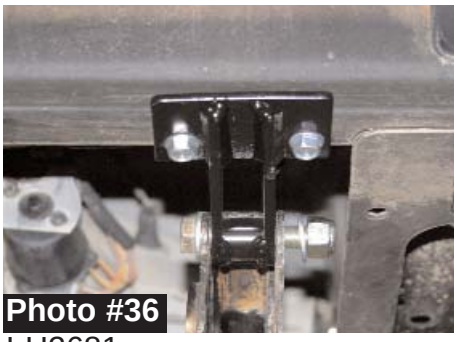


Photo #36

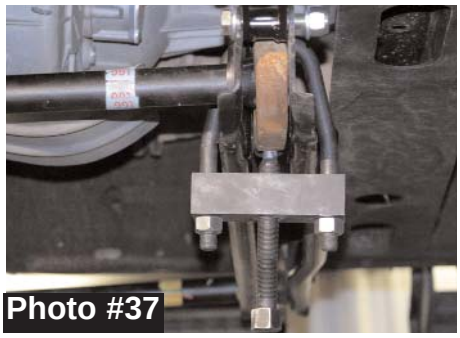


Photo #37

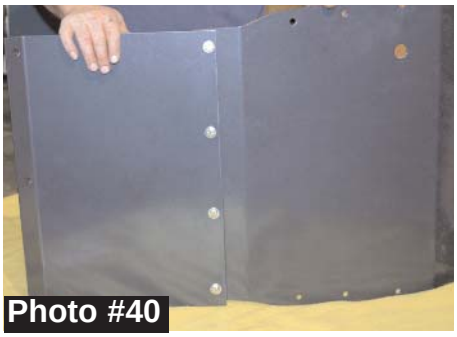
Photo #38

39. Attach skid plate braces to front and rear cross member using the 3/8 x 1 1/4 fine thread bolts, washers, and nuts. Do not tighten at this time. (See Photo #39).
40. Attach the upper front skid plate to the new lower skid plate using (4) 3/8 x 1 fine thread bolts, washers, and nuts. (See Photo #40).
41. Install the new skid plate assembly by attaching the upper front skid plate to the factory cross member using the 10mmx40mm bolts with the 3/8 washers. (See Photo #41). Attach the rear of the skid plate to the rear cross member and the side braces using the 3/8 x 1 fine thread bolts, washers, and nuts. Do not tighten any bolts until all are installed. (See Photo #42).

REAR:

42. Raise the rear of the vehicle and support the rear of the frame rails using jack stands. Remove rear tires. Remove the rear shocks using a 21mm socket.
43. Remove the rear sway bar end links using a 18mm socket and a 6mm allen wrench. (See Photo #43).
44. Loosen the upper and lower control arm bolts using a 21mm socket. Do not remove at this time. (See Photo #44).
45. Remove the air bag switch extension rod. The rod is located on each frame rail and is connected to the top of the upper control arm. It is easily removed using a flat head screw driver. Be careful not to damage the rod. (See Photo #45).

Photo #39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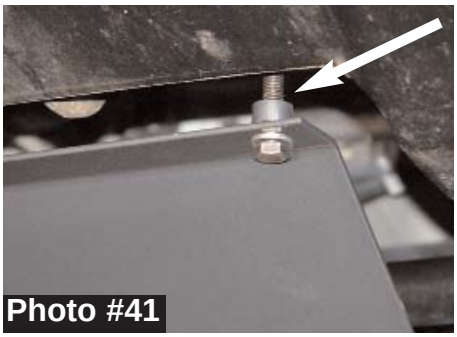
Photo #41

Photo #42

Photo #43

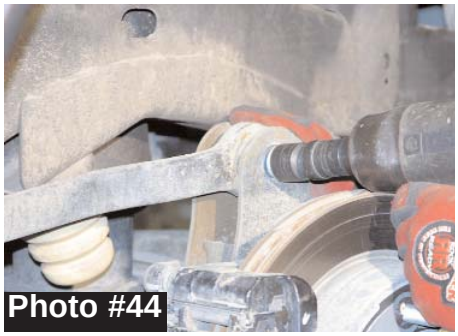
Photo #44

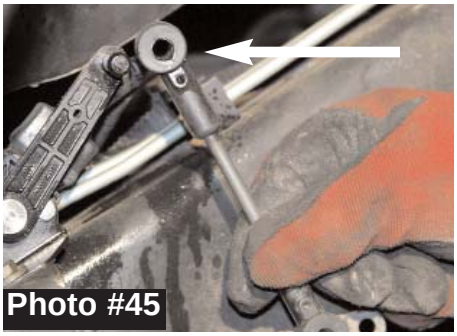
Photo #45

46. Push the air sensor lever down so that the air is let out of the rear air bags. To make sure that air is let out, push on the air bag. It should easily collapse. (See Photo #46).
47. Remove the 3 retaining nuts from the gas tank skid plate using a 13mm socket. Pull the gas tank skid plate down to allow access to the front lower control arm bolt. Remove the front and rear lower control arm bolts. (See Photo #47). It will be necessary to remove the emergency brake retaining clip that is located to the inside of the lower control arm. Remove the lower control arm from the vehicle.
48. Locate the step mounts that are located on the outside frame rails. (See Photo #48). It will be necessary to grind the rearward most mount flush with the frame. Be sure to use a shield so that sparks are not thrown toward the gas tank and surrounding area. Photo #49 shows the bracket after it was ground flush. Remove the 2 rear step bolts and install the new lower control arm bracket onto the frame. The bracket will install using (2) 12mm x 120mm bolts. **NOTE: Be sure to use the supplied 1/4" spacer behind the head of the bolt, then a washer.** Use a washer and the 12mm nut on the back side. The inside of the frame is threaded, tighten the bolt first, then tighten the nut on the back side. (See Photo #50).
49. Remove the rear upper control arm from the vehicle. (See Photo # 51). Install the new upper control arm bracket onto frame as shown in photo # 52. Install using the 9/16 x 4" fine thread bolt, washers, and nuts in the factory lower control arm mount. Attach to the factory upper control arm mount using the factory hardware.

Photo #46

Photo #47

Photo #48

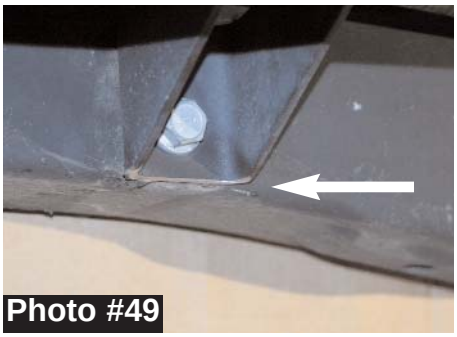
Photo #49

Note: 1/4" Spacer and washer must be installed behind the head of the bolt so that bolt does not damage gas tank!

Photo #50

Photo #51

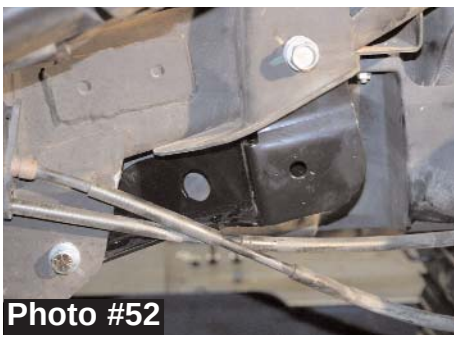
Photo #52

50. Install the new lower control arm mount onto the axle. It will attach to the factory lower control arm mount, and the rear shock mount. Install using the factory hardware at both locations. (See Photo #53 and #54). Do not tighten at this time. Photo #54 shows the mount from the rear.
51. Install the new lower control arm using the bushings, sleeve, and rod end bushings provided. Install new lower control arm so that the 1 1/4" rod end attaches to the new drop bracket on the frame rail. Install so that grease fitting is pointed down. Adjust the lower control arm so that the center-to-center measurement is 37 7/8". This is a starting point measurement, a qualified alignment facility will adjust to the final settings. Once set, tighten the jam nut against the arm. Install the new lower control arm using the factory bolt in the rear, and the 9/16 x 5" bolt, washers, and nuts in the front. (See Photo #55).
52. Reinstall the factory upper control arm using the factory bolt in the rear, and the 9/16 x 3 1/2" bolt, washers, and nuts in the front. (See Photo #56).

If vehicle is equipped with rear coil springs skip to step #58.

53. **Air Bag Models Only:** The supply line at the top of each air bag must be disconnected from the top of the air bag. (See Photo #57). Depress the upper ring to allow for the line to be removed. Be careful not to damage line. Photo # 58 shows a demonstration of how to remove the supply line. Once the supply line is disconnected, turn the air bag (clockwise = driver side), (counter clock wise = passenger side).
passenger side to allow the upper notched to disengage.
Remove the air bag assembly from the vehicle.
54. Remove the lower air bag retainer from the top of the rear axle using a 15mm socket. (See Photo #59a).

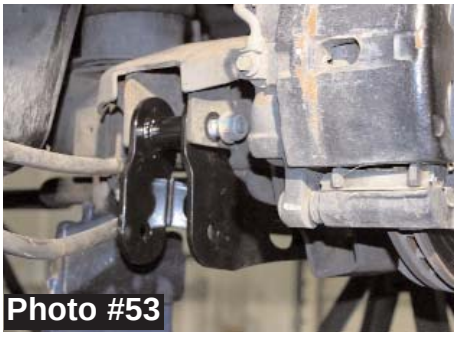
Photo #53

Photo #54

Photo #55

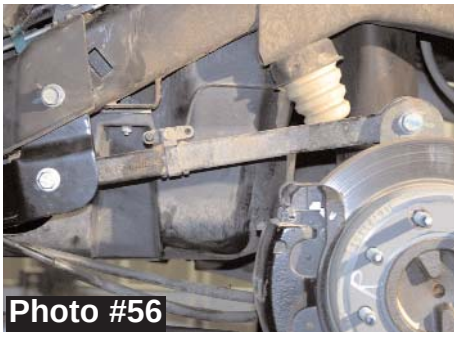
Photo #56

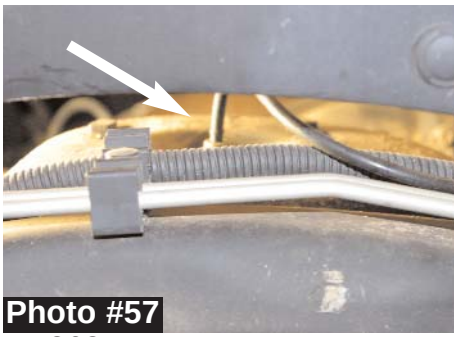
Photo #57

Photo #58

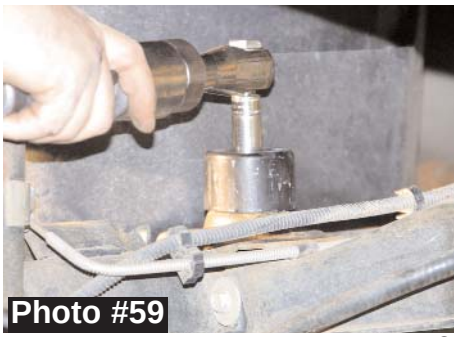
Photo #59

55. Install the new air bag block onto the axle, be sure to line up the groove on the bottom of the block with the front edge of the bracket on the axle. (See Photo #59b). Attach the new block to the axle using the 10mmx110mm allen head bolt. Bolt will install in the rearward most hole. (See Photo #60). Install using thread locking compound. After bolt is tightened, check to make sure that the groove on block is still parallel with the front edge of the bracket on the axle.
56. Install the new aluminum air bag retainer along with the factory retainer using the 3/8 x 1 3/4 coarse thread bolt and washer. (See Photo #61). **Do not install passenger side at this time, it will be installed later in installation.**
57. Reinstall the air bag. Be sure the air bag seats properly at the top and bottom. Reattach the air supply line. (See Photo #62).
58. Install the new bump stop brackets onto the axle mount. Attach using the 7/16 x 1 1/2" fine thread bolt, washers, and nut. Bracket will install with the long end on the bottom, slanting toward the front. (See Photo #63).
59. Install the new sway bar links using the supplied bushings. Insert the steel sleeve in the upper end of the new sway bar end link. Install using factory bolt. Use the new stud on the lower end. (See Photo #64).
60. **Air Bag Models Only:** Install the new Air Bag Sensor Extended Links. Simply slide the new link onto the mounts until it slides past the outer retainer. (See Photo #65).
61. Install new Skyjacker shocks using factory bolts.

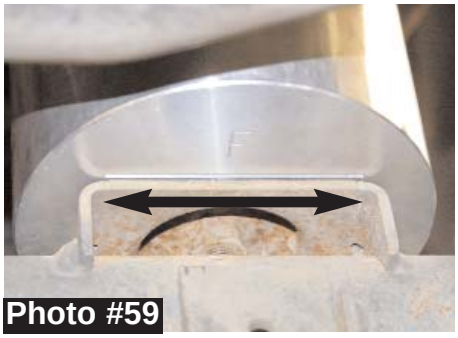
Photo #59

Photo #60

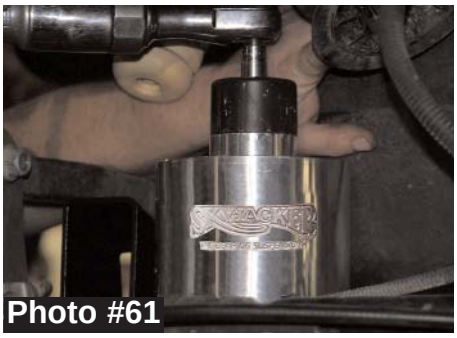
Photo #61

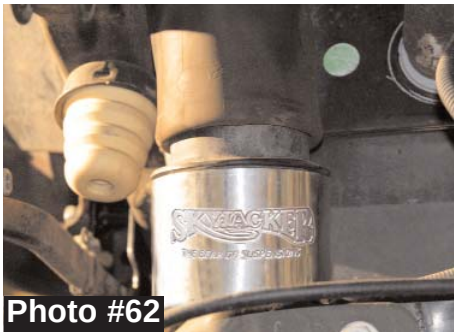
Photo #62

Photo #63

Photo #64

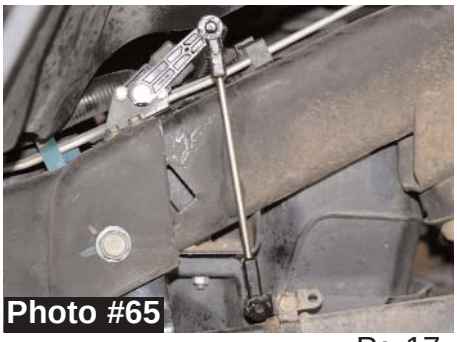
Photo #65

62. Loosen the track bar mount bolt on the differential using a 21mm socket. (See Photo #66). Remove the track bar bolt from the frame using a 21mm socket.
63. 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 #67).
64. 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. (See Photo #68).
65. Once drilled, install the 1/2 x 1 1/2” fine thread bolt, washers, and nut. (See Photo #69). Attach track bar to the new bracket using the factory bolt and hardware. (See Photo #70).
66. **Air Bag Models Only:** At this time the passenger side air bag can be installed the same as the Driver Side.
67. Remove the top 3 bolts from the differential cover using a 13mm socket. Install the brakeline extension bracket using the 8mm x 30mm bolts with lock washers. **Be sure to place the 1/4” spacers between the bracket and the differential cover.** (See Photo #71).
68. **Coil Spring Models:** If vehicle is equipped with rear coils, install the new rear coils at this time.
69. **Air Bag Models:** After completion of the rear, close all doors and start the engine. The rear air bags will then inflate to set the vehicle level. (See Photo #72).

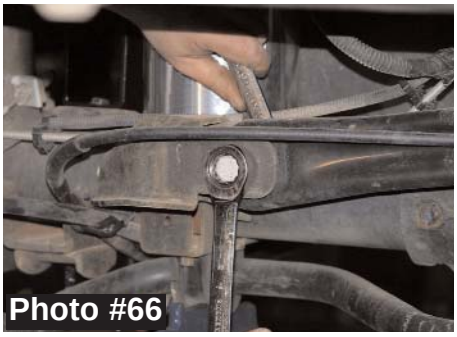
Photo #66

Photo #67

Photo #68

Photo #69

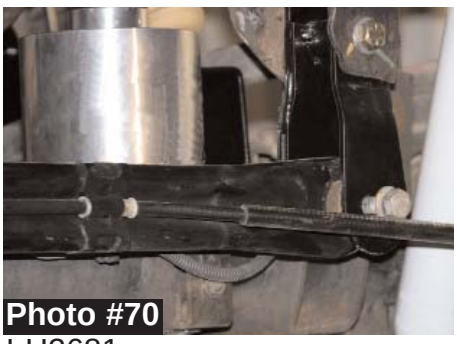
Photo #70

Photo #71

Photo #72

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.)
- 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.
- Re-torque all bolts after the first 100 miles and after every off-road use.

Seat Belts Save Lives, Please Wear Your Seat Belt.