

Bill Of Material		
Part No.	Description	Qty.
TPS3271F.	Coil Spring Spacer "front"	.2
TPS3273F.	Coil Spring Isolator "front"	.2
TRU3278R.	Coil Spring Spacer"rear"	.2
SBB3282	Sway Bar Bushing	.2
DB2104	Sway Bar Bushing	.2
SLW10	Spring Washer	.6
SC2233	End Link Bushing	.4

Bill Of Material	
SC2567.	Stem Cushion .4
BS3112	Bump Stop .4
TRB10-S	Tie Rod Boot .2
10MMx50MMB	10x50Met.Bolt/10.9 .6
10MMN	10mm Nut .6
B10RS	Shock/Strut Boot. .2
BTIE	Cable Tie .2
GP2	Grease Pack, 2oz. .2

INSTALLATION INSTRUCTIONS

FRONT

- Read complete instructions before beginning installation, the following special tools are recommended: Coil spring compressor, floor jack, ball joint separator, jack stands, and metric hand tools.
- Raise up the vehicle in the center of the front cross member with a floor jack.
- Support the vehicle by placing jack stands on the frame cross member so that the front tire/wheels are off the ground.
- Remove the front tires/wheels.
- Disconnect the sway bar end links and remove the upper ball joint cotter pin and nut.
- Separate the upper ball joint from the spindle. (Using ball joint separator or a suitable tool)
- Remove upper strut nuts on the strut tower (3) on each side of vehicle that holds strut assembly to the frame mount.
- Remove the lower strut bolt from the lower control arm and remove the strut assembly from the vehicle. (Note the direction of the bolt for reinstallation)
- Compress the coil spring on the strut assembly with a suitable coil spring compressor and remove the upper strut isolator mount nut.
- Remove the compressed coil spring assembly from the strut and install the strut boot.
- Remove the coil spring isolator from the strut mounting plate.
- Remove the 3 pressed in studs on the upper strut isolator mount and install the supplied 10mm bolts without nuts.
- Install the supplied coil spring isolator to the upper strut mounting plate.
- Reinstall the compressed coil spring onto the strut assembly and re-attach the upper strut mount plate using the new strut stem cushions and the stock hardware.
- Decompress the coil spring in the strut assembly. Make sure that the spring is seated correctly into the strut assembly alignment indentation.
- Slide the coil spring spacer onto the strut assembly over the 10mm bolts.
- Install the strut assembly into the strut tower and start the upper three 10mm nuts with spring washers. (Make sure that the bottom of the strut is aligned as well)
- Install the lower strut bolt in the original position that it was removed. (Step 8)
- Using the floor jack, raise the lower control arm and connect the upper ball joint on the upper control arm to the spindle. Make sure that you replace the cotter pin. (Not supplied)
- Install the sway bar bushings that fit your sway bar and replace the sway bar end link bushings. Note: Included in your kit are 2 different sway bar bushing sizes, find the set that fits your sway bar best.
- Install the front tires/wheels.
- Lower the vehicle onto the ground and tighten the upper strut tower nuts. (3 on each side)
- Torque all bolts to factory specifications. Re-torque all bolts after 500 miles.



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THE BEAR OF SUSPENSIONS



CAUTION: BEFORE BEGINNING INSTALLATION.
READ INSTRUCTIONS CAREFULLY AND COMPLETELY.

1. Raise up the rear end with a floor jack. Place jack stands under frame, but also allow the rear suspension to move up and down freely with the floor jack.
2. Disconnect lower shock mount bolts/nuts. Lower axle with floor jack so that the rear axle droops and the coil springs become loose.
3. Disconnect the panhard bar at the drivers side of the axle.
4. Remove the coil spring and the coil spring isolator/bump-stop.
5. Place the isolator/bump-stop into the new coil spring spacer and then onto the frame. Reinstall the coil spring in between the coil spring spacer and the axle. (Note: you may have to pry the coil spring onto the axle pad.)
6. Raise up the rear suspension with floor jack so that the coil spring seats into the coil spring spacer and on the axle pad. Reconnect the lower shocks mount bolts/nuts and reconnect the panhard bar.
7. Raise up the rear of the vehicle, remove the jack stands and lower the vehicle. Check all bolts/nuts for tightness and recheck after 500 miles.

Final Notes:

- After installation is complete, double check that all nuts and bolts are tight. Check to ensure there is adequate clearance between all rotating, mobile, and fixed members.
- Ensure there is adequate clearance between exhaust and brakelines, fuel lines, fuel tank, floor board, and wiring harnesses. Check steering gear for interference and proper working order. Inspect brakelines for damages and adequate clearance.
- With the vehicle on the floor, cycle steering lock to lock and inspect steering, suspension, driveline and brakeline systems for proper operation, tightness and adequate clearance.
- Have headlights readjusted to proper settings.
- Have a qualified alignment center check and realign to factory specifications.

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