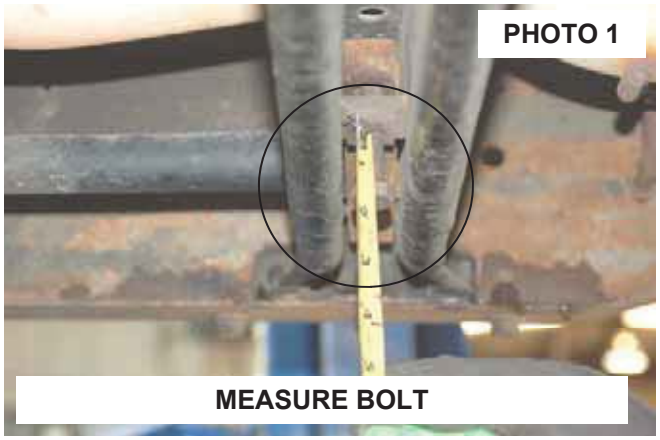
FRONT INSTALLATION INSTRUCTIONS

1. Chock the rear wheels to prevent movement. Place a jack under the lower control arm and jack the vehicle up. Place jack stands on the frame rails to support the vehicle. Remove tires and wheels.
2. Measure the length of adjustment bolt for later reference. **See Photo 1.**
3. Remove the torsion bar adjuster bolt. **See Photo 2.**

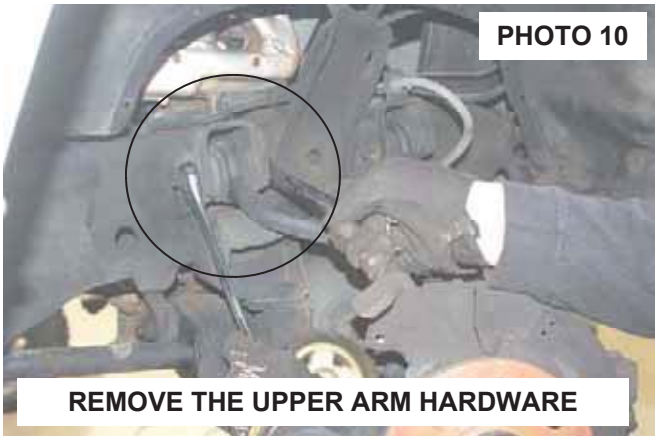


4. The next step will require a torsion bar tool to safely unload the torsion bars .
   Please Note the torsion bar is under extreme load. Substituting a tool for an actual torsion bar tool may result in injury.
5. On either side of the vehicle, position unloading tool on cross member. **See Photo 3.** Apply light lubricating grease to tool threads. Be sure to leave adequate clearance to remove the adjuster block from the cross member.
6. Tighten tool on torsion bar adjuster to relieve tension on the bolt .Loosen the adjuster bolt and remove the threaded block from cross member. **See Photo 4.**

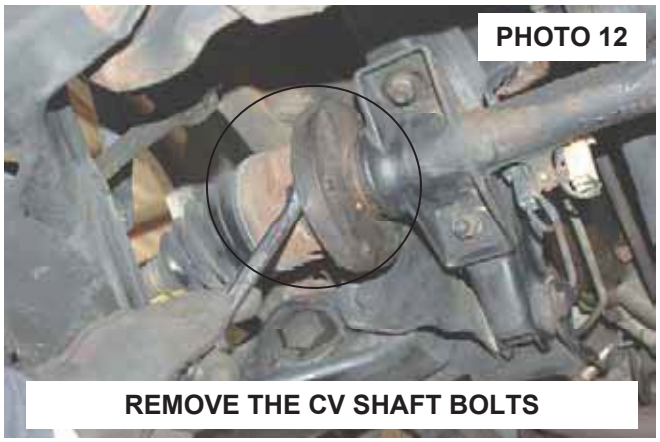
7. Slide the bar forward and the torsion bar adjuster will fall free. In the event the bar seems lodged, use a punch and hammer routed through the hole in the back of the cross member to drive it forward. **See Photo 5**. Repeat on opposite side.
8. The supplied torsion bar keys will installed in a later step.
9. Remove brake caliper as shown in **Photo 6** using a 3/8" allen wrench and secure out of harms way.
10. Remove the rotor.

11. Remove the stock shock from the upper mount (Shown in **Photo 7**) and the lower mount using a 18mm socket / wrench. Retain the stock hardware.
12. Remove the upper ball joint cotter pin and loosen the nut using a 1 1/16" wrench. **See Photo 8.** Retain the stock hardware. Unplug the ABS sensor wire is equipped.

13. Support the lower control arm.
14. Strike the knuckle as shown to dislodge the upper ball joint. **See Photo 9.**
15. Remove the upper control arm hardware using a 21mm wrench / socket. **See Photo 10.**

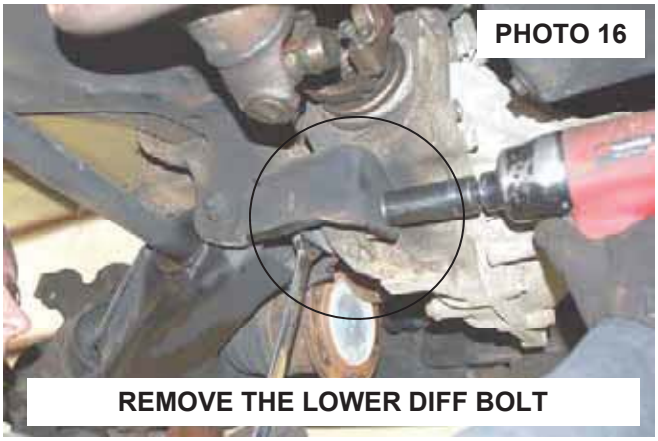


16. On Pre 94 models the upper control arm alignment tabs may need to be removed. If applicable remove the perforated area as shown. **See Photo 11.**
17. Remove the factory lower skid plate using a 15mm wrench if equipped.
18. Remove the 12 bolts-6 per side that secure the half shafts to the differential using a 15mm wrench. Retain the factory hardware. **See Photo 12.**

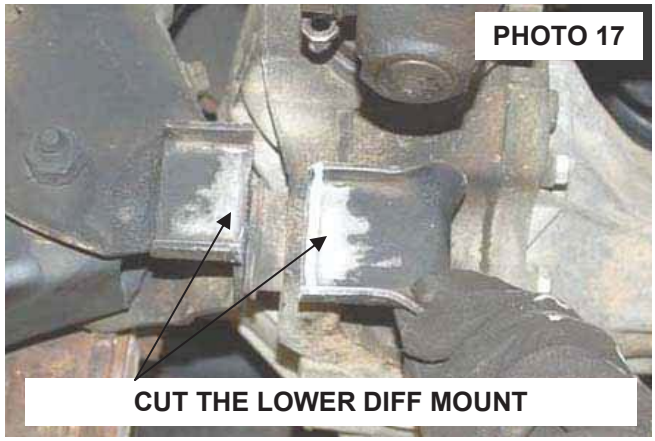


19. Remove the differential vent hose from the differential. **See Photo 13.**
20. Unplug the wiring harness from the passenger differential side as shown in **Photo 14.**

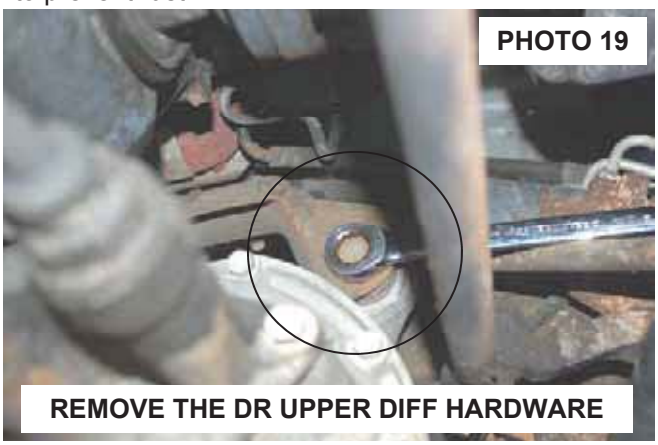
21. Remove the driveshaft from the differential as shown in **Photo 15** using a 11mm wrench. Retain the factory hardware.
22. Support the differential with a floor jack or jack stands.
23. Remove the lower driver differential hardware using a 21mm socket / wrench. **See Photo 16.**

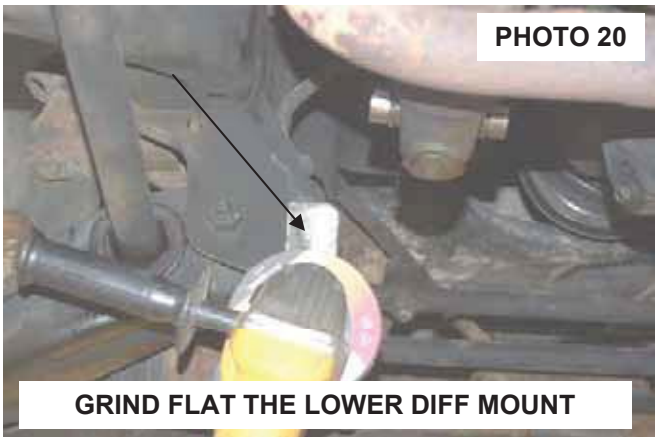


24. Mark and cut the lower driver stock differential mount from the frame as shown in **Photo 17.**
25. Remove the differential mount hardware from the passenger side mount as shown in **Photo 18** using a 21mm socket / wrench.

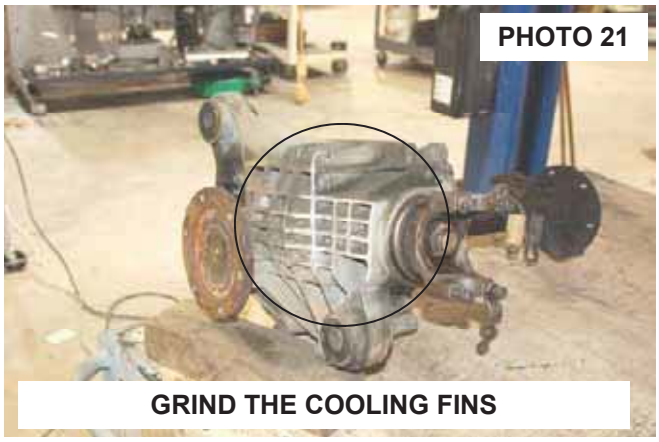


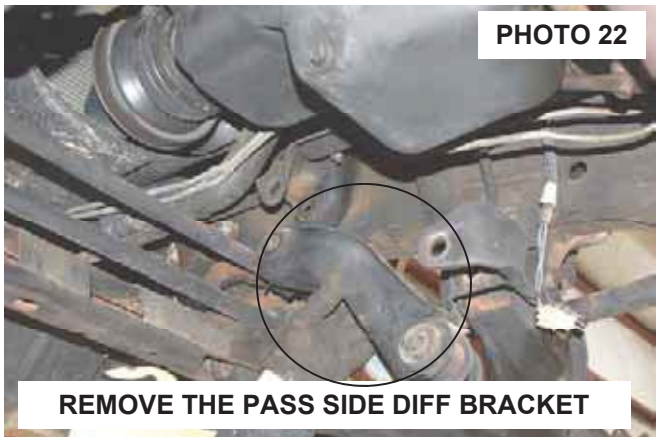
26. Remove the driver side upper differential hardware using a 21mm socket / wrench. **See Photo 19**. Retain the factory hardware.
27. Remove the differential from the truck and grind the driver side mount flat as shown in **Photo 20** and coat with paint to prevent rust.



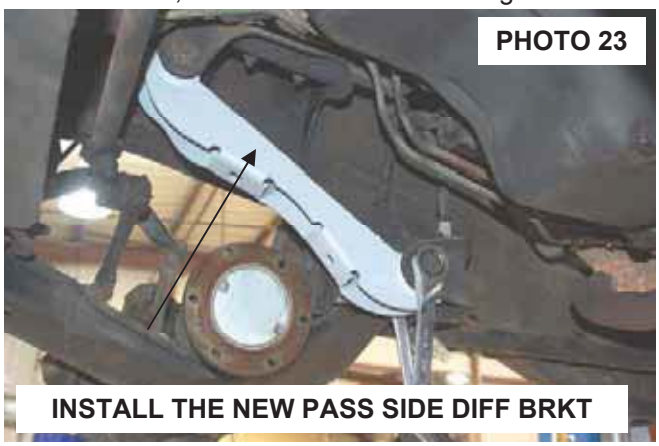


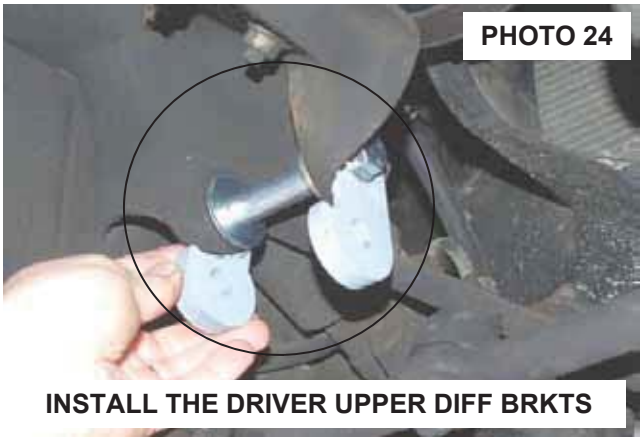
28. With a hand grinder. Grind the cooling fins to clear the frame. **See Photo 21.**
29. Remove the passenger side frame bracket using a 21mm socket / wrench. **See Photo 22.** Retain the stock hardware.





30. Install the supplied bushings and sleeves in the passenger side drop bracket and install in the factory mount as shown in **Photo 23** with the factory hardware. Short end of bracket to the rear. Tighten using a 21mm socket / wrench.
31. Install the driver side upper brackets with the crush sleeve and flat washers as shown Photo 23 with the supplied 9/16" x 5" bolt, washers and nut. Do not tighten at this time. The thick part of the new brackets will be on the bottom.





32. Raise the differential and install it in the upper driver bracket with the supplied 9/16” x 5” bolt, washers and nut. Also install the differential in the passenger side with the factory hardware. Do not fully tighten at this time.
33. Install the driver side lower differential bracket on the differential with the factory hardware on the differential and the supplied 9/16” x 1-1/2” bolt and flag nut as shown in **Photo 25. Do not tighten at this time.**
34. Make sure the bracket is flat on the frame and positioned correctly. Mark the hole as shown in **Photo 26** and drill the hole with a 1/2” drill bit. Install the 1/2” x 1 1/2” bolt, washers and nut.

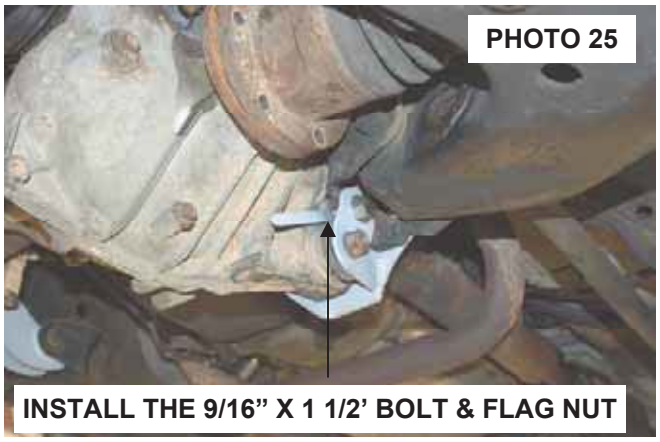


PHOTO 25
INSTALL THE 9/16” X 1 1/2’ BOLT & FLAG NUT


PHOTO 26
MARK AND DRILL THE NEW HOLE

35. Tighten all diff bolts using a 21mm socket / wrench for stock bolts and 21 & 22 mm for supplied bolts.
36. Reinstall the drive shaft with the stock hardware using a 11mm wrench.
37. Reinstall the axle shafts with the stock hardware using a 15mm wrench.
38. Reconnect vent hose to the differential and reconnect the axle wiring harness
39. If equipped with skid plate, install the front skid plate spacers as shown, using the supplied 10mm x 65mm bolts and washers. Reuse your factory hardware in the rear. Tighten with a 17mm wrench. **See PHOTO 27.**
40. Install the upper control arms. **Note there is a driver and passenger side. Passenger side shown. See Photo 28.**

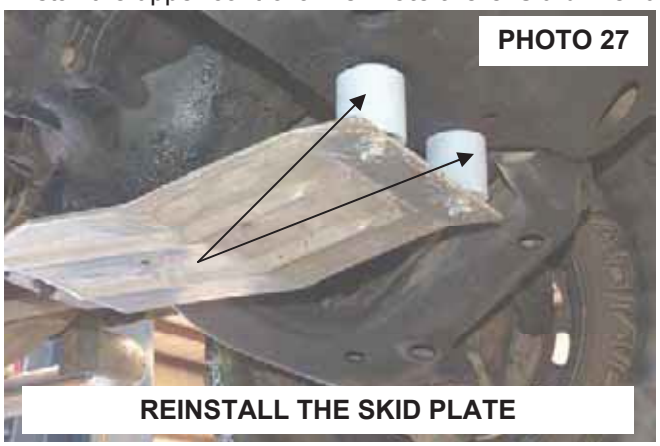


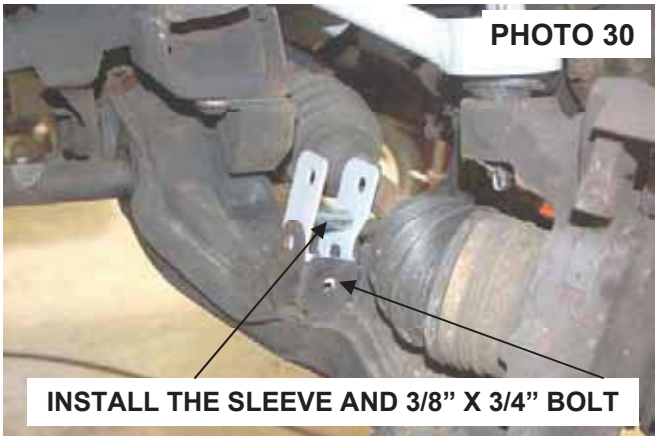
PHOTO 27
REINSTALL THE SKID PLATE


PHOTO 28
PASSENGER SIDE ARM SHOWN

41. Install the control arm on the stock knuckle with factory nut and supplied cotter pin. Tighten ball joint to 50 ft/lbs with a 18mm wrench. **Do not over tighten the ball joint**. Tighten the control arm to frame hardware using a 21mm wrench to 90 ft/lbs. **See Photo 29.**


PHOTO 29
INSTALL THE UPPER CONTROL ARMS

42. Locate the new shock bracket from the box. Place the shock bracket on the original shock mount on the lower control arm, insert the sleeve provided as shown in **PHOTO 30** (88-91 Shown). The shock mount on the 88-91, and 92-98 are different. **See below.**
43. On the 88-91 models the bracket is secured with the 3/8" x 3/4" bolt , washer and flange nut in the bracket and the lower control arm. **See PHOTO 30.** On the 92-98 models the 3/8" bolt is **not** used. **See PHOTO 31**. Bolt the bracket in place using the 12mm x 65mm bolt and flange lock nut.
44. Install shock part # 8101/9101 shock absorber and install with the stock upper and lower bolts, using a 18mm socket and wrench. **See Photo 32.**
45. Reinstall the brake rotor and brake caliper using a 3/8" allen wrench. **Adjust brake hose for slack.**



46. Install the supplied torsion bar adjusters in the same manner as the stock was removed with the torsion bar tool. Tighten the torsion bar bolt to the recorded measurement in Step 2.
47. Reinstall Tires and wheels. Lower. Vehicle to the ground
48. **Be sure to check brake line /ABS wires for slack and clearance before driving the vehicle. If needed slightly bend brake caliper metal leader away from harm. It will be necessary to align the front end IMMEDIATELY after the installation is complete.**