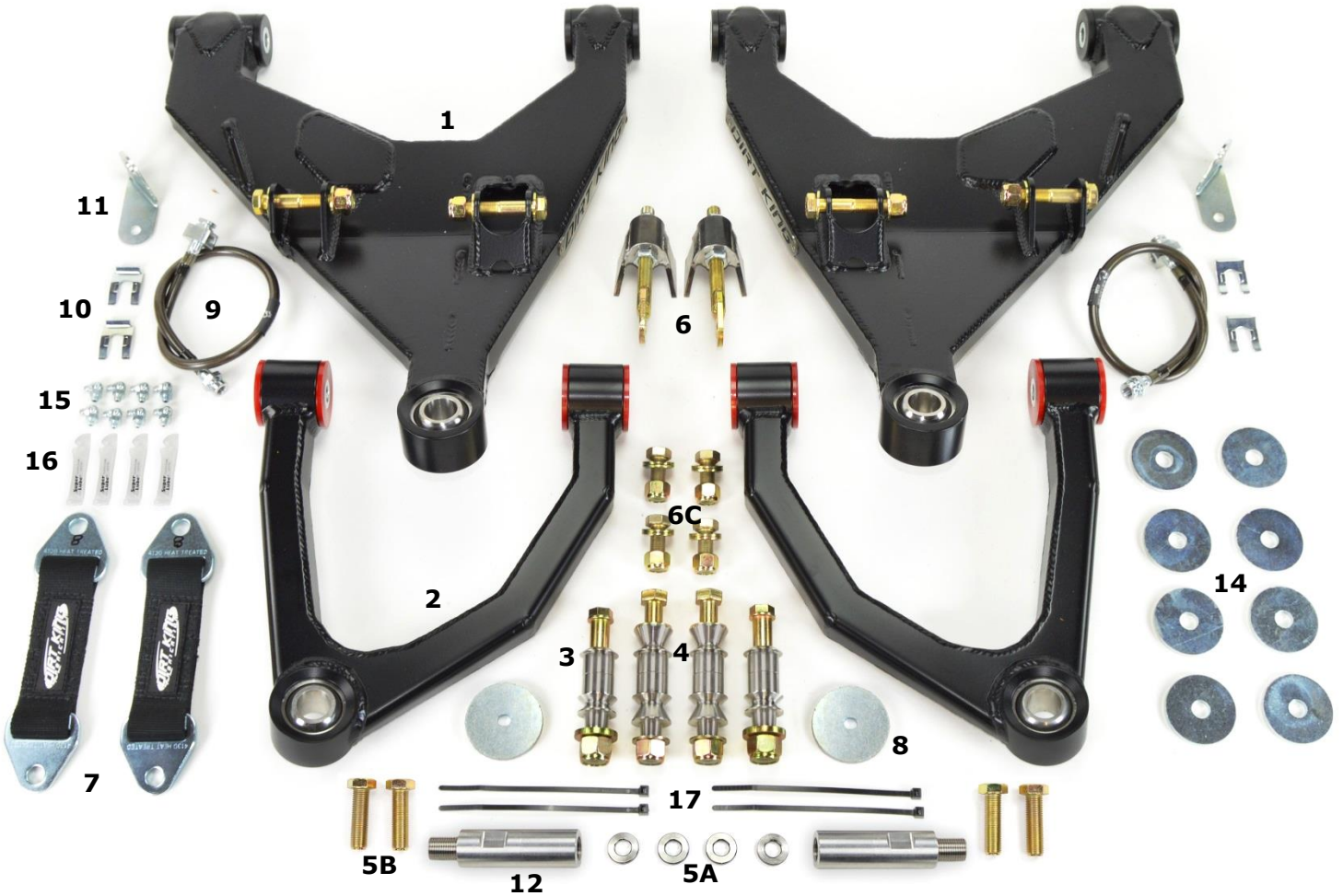


### Parts Included

Number	Quantity	Item Description	Part#
<b>1</b>	2	Lower Control Arm (Assembled)	DK-814908-LCA
<b>1A</b>	2	FK 1" Uniball	WSSX16T-F1
<b>1B</b>	2	1" Uniball Snap Ring	DK-SRID2125
<b>1C</b>	4	Front Delrin Bushings	DK-DB600025
<b>1D</b>	4	Back Delrin Bushings	DK-DB610025
<b>1E</b>	2	Front Inner Bushing Sleeve	DK-IB9402768
<b>1F</b>	2	Back Inner Bushing Sleeve	DK-IB8903482
<b>2</b>	2	Upper Control Arm (Assembled)	DK-811908-BUCA
<b>2A</b>	8	Polyurethane Bushing	DK-PB62002
<b>2B</b>	2	1" Uniball	WSSX16T-F1
<b>2C</b>	4	Inner Bushing Sleeve	DK-IB8702206
<b>2D</b>	2	1" Uniball Snap Ring	DK-SRID2125
<b>3</b>	1	Lower Control Arm Spacer Kit	DK-812930
<b>3A</b>	2	5/8" Tapered Misalignment Spacer	DK-812929
<b>3B</b>	2	5/8" Half Moon Misalignment Spacer	DK-088800156
<b>3C</b>	2	5/8"-18 Custom Grade 8 Bolt	DK-CB200425
<b>3D</b>	2	5/8"-18 Grade 8 Nyloc Nut	G8-NN2000
<b>3E</b>	2	5/8" Custom Washer	DK-CW6300188
<b>4</b>	1	Upper Control Arm Spacer Kit	DK-815925
<b>4A</b>	2	9/16" Tapered Misalignment Spacer	DK-815918
<b>4B</b>	2	9/16" Half Moon Spacer	DK-08870025
<b>4C</b>	2	9/16"-18 x 4.5" F911 Bolt	DK-CB180433
<b>4D</b>	2	9/16"-18 Grade 8 Nyloc Nut	G8-NN1800
<b>4E</b>	2	9/16" Thick SAE Washer	G8-W68TSAE
<b>5</b>	1	Spindle Spacer Kit	DK-811965
<b>5A</b>	4	Spindle Spacer	DK-CS450024
<b>5B</b>	4	M16-1.5x55mm 10.9 Bolt	G8-B450055M
<b>6</b>	1	Adjustable Limit Strap Mounts	DK-LS160125
<b>6A</b>	2	Limit Strap Clevis	DK-300153
<b>6B</b>	2	Weld on Clevis Mount	DK-300154
<b>6C</b>	4	1/2-20x1.25" Grade 8 Bolt and Hardware	N/A
<b>7</b>	2	8" Limit Strap	DK-LS6708
<b>8</b>	2	Bump Stop Spacer	DK-811908-S
<b>9</b>	2	Brake Line	DK-271122
<b>10</b>	4	Brake Line Clip	N/A
<b>11</b>	2	Brake Line Bracket	DK-811951
<b>12</b>	2	M16-1.5x3.5" Steering Extension	DK-TR45035
<b>13</b>	4	1/2-20x2.75 Grade 8 Bolt and Hardware	N/A
<b>14</b>	8	Bushing Washer	DK-811902-W
<b>15</b>	8	Grease Fitting	DK-ZF0890
<b>16</b>	4	Grease Pack	N/A
<b>17</b>	4	Zip Tie	N/A
<b>18</b>	1	Sticker Pack	N/A

### Long Travel Kit Options

<b>19</b>	2	Extended Axle Shafts	DK-812948
<b>20</b>	2	Dirt King Spec Coilover Shocks	KG-02182312
<b>20A</b>	2	Coil Bucket Shock Mounts	DK-811932
<b>20B</b>	2	Bolt on Reservoir Mounts	DK-811933
<b>21</b>	2	Dirt King Spec Bypass Shocks	KG-09032614
<b>22</b>	2	Bypass Shock Hoop Kit	DK-811910



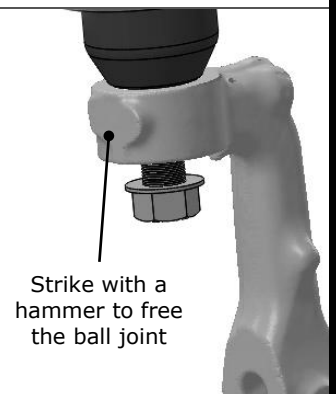
Install must be done by a qualified mechanic. Carefully read all directions before installation.

### Step 1 – Pre Installation

Take your vehicle and park it on level ground applying your parking brake. Then place wheel chocks behind the rear wheels. Break loose the lug nuts and jack up the front of the truck until the wheels are off the ground. Place jack stands securely under each side of the frame rails. Slightly jack up the passenger side suspension to release tension off the upper arm. Remove the wheel and leave the jack under the lower arm.

### Step 2 – Removal

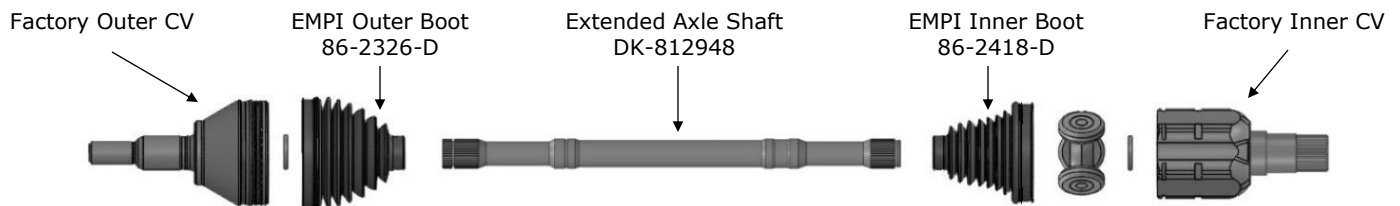
First remove the cotter pin from the upper ball joint. Loosen the castle nut until flush with bottom of threads. With a hammer hit the side of the spindle until the ball joint breaks free. Repeat this process to separate the lower ball joint. Next loosen the factory upper control arm bolt and remove it by prying the bolt past the inner fender well. Now remove the upper control arm, sway bar, shock, axle, lower control arm, and the lower spindle adaptor. The steering stop on the spindle adaptor will need to be cut off.



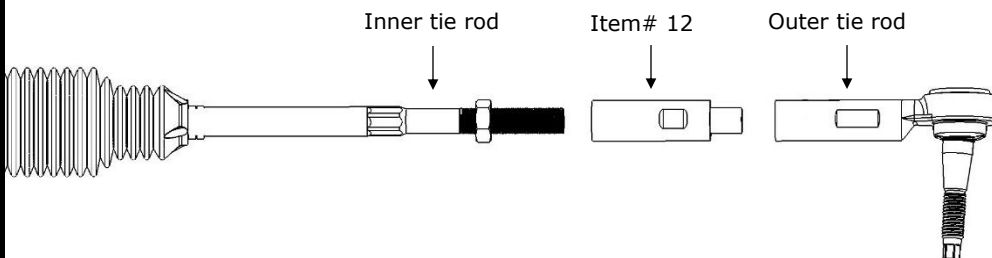
Strike with a hammer to free the ball joint

### Step 3 – Axle Assembly (For 2WD skip to step 4)

Disassemble the factory axle assembly. The axle must be put in a press to separate the outer CV from the axle shaft. The next step is to machine the inner CV housing to allow for all of the down travel. Machine the housing at a 22° taper until it has contacted all six edges shown in red. The CV housing may also be sent into Dirt King Fabrication to be machined. Do not reuse the old grease boots when reassembling the axle. We recommend empi CV boots, part numbers are shown in the illustration below. Due to the increased CV articulation you must apply epoxy (Permatex 84107) to each mating surface of the CV boots. 4WD models also require a 1" diff drop to be installed along with the long travel suspension system.

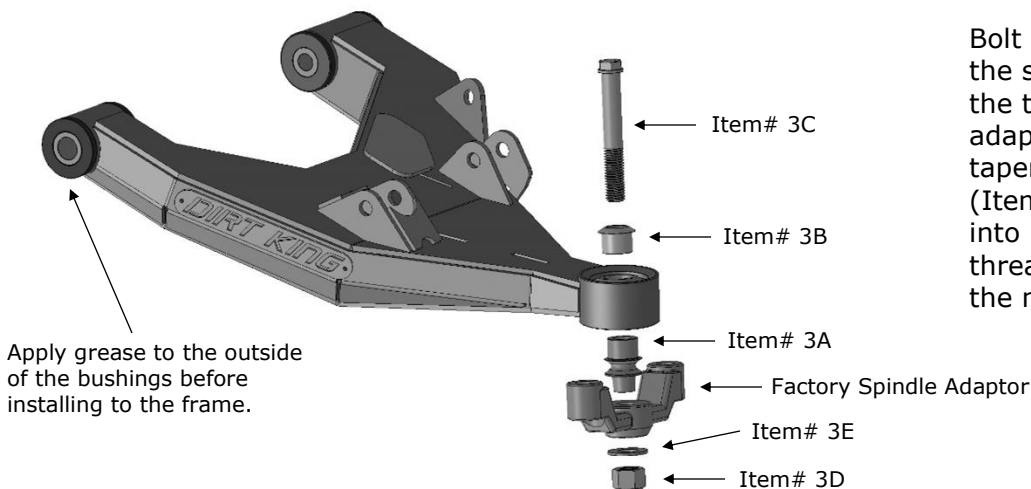


### Step 4 – Steering Assembly



Place red Loctite on the threads of the tie rod extension (Item# 12) and tighten it to the outer tie rod. Once complete thread the extended outer tie rod assembly on the inner tie rod.

### Step 5 – Mount Lower Arm to Spindle Adaptor

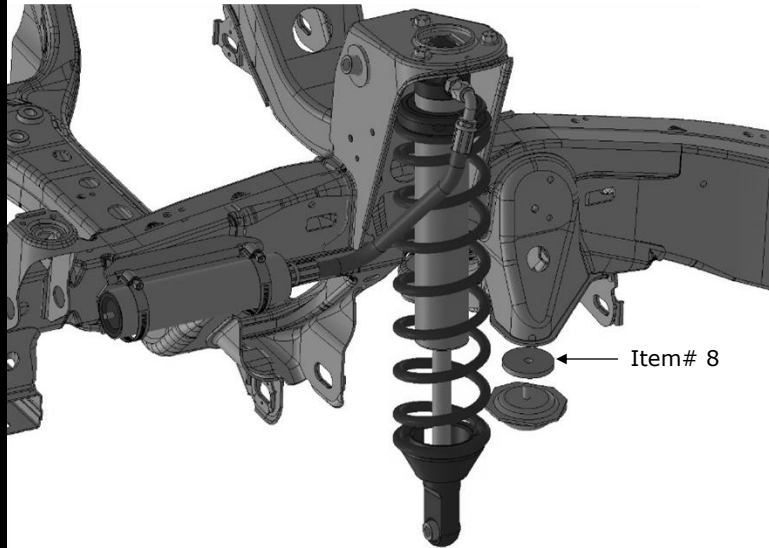


Apply grease to the outside of the bushings before installing to the frame.

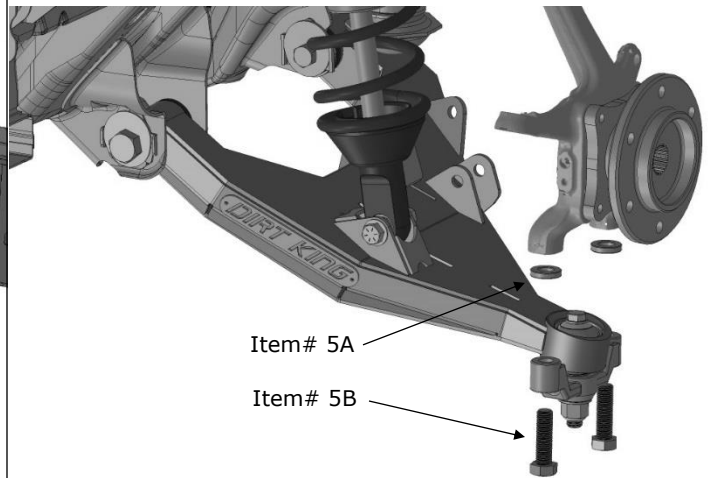
Bolt the lower control arm to the spindle adaptor. Make sure the tapered hole in the spindle adaptor is clean so the tapered misalignment spacer (Item 3A) can seat properly into it. Apply red Loctite to the threads of the bolt and torque the nyloc nut to 150 ft/lbs.



#### Step 6 – Install Shock & Bump Spacer



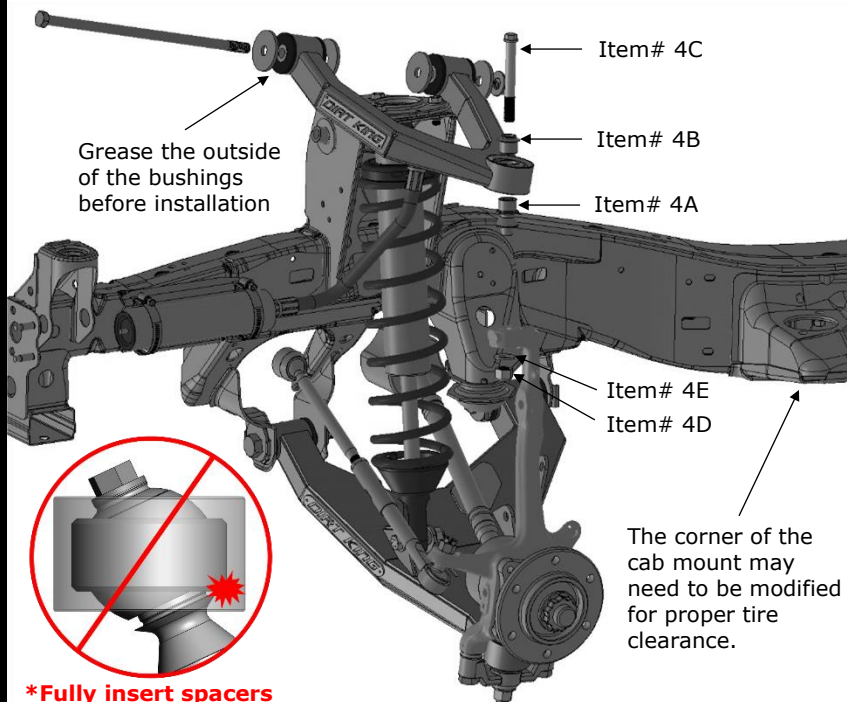
#### Step 7 – Install Lower Arm to Vehicle



\*Torque the spindle bolts (Item# 5B) to 118 ft/lbs with red loctite applied.

#### Step 8 – Install Axle, Steering, & Upper Arm

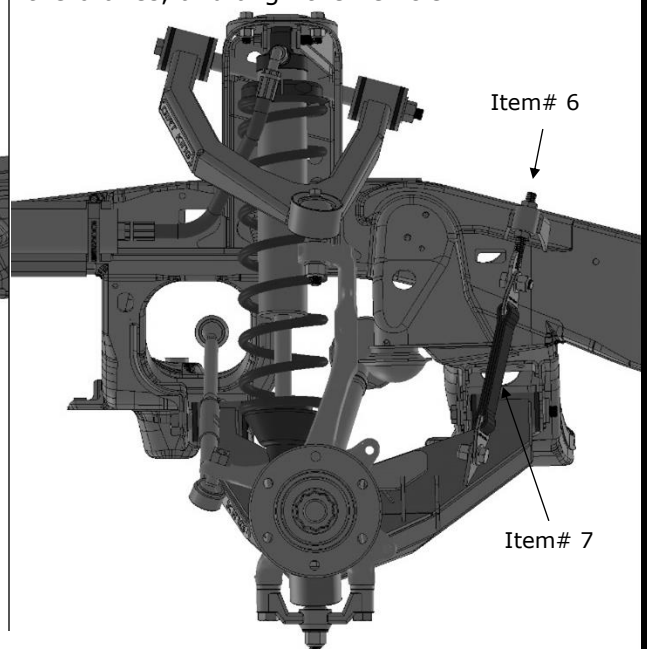
First install the 1" diff drop to allow for the correct CV angle. Then install the long travel axle assemble to the diff and spindle. Next install the steering and upper control arm. Torque the factory upper control arm nut to 85 ft/lbs. Torque the upper arm to spindle nut (Item# 4D) to 100 ft/lbs with red loctite applied.



**\*Fully insert spacers before tightening bolt**

#### Step 9 – Install Limit Strap & Brake Line

Install the limit strap to limit the suspension at full droop to avoid upper arm contact. This step is very important or the upper arm bolt could fail. Set the strap where the upper arm has around 1/8"-1/4" gap from the misalignment spacer (Item# 4A). Account for about a 1/2" of stretch on the strap. Lastly repeat steps 1-9 on the opposite side, bleed the brakes, and align the vehicle.



THE FOLLOWING TERMS AND CONDITIONS APPLY TO ALL ORDERS PLACED WITH DIRT KING FABRICATION (WEBSITE, PHONE, FAX, MAIL, OR E-MAIL), EITHER DIRECTLY OR THROUGH A DEALER, CONSTITUTE THE ACKNOWLEDGEMENT AND ACCEPTANCE OF ALL THE CONDITIONS LISTED BELOW:

All products sold or manufactured by Dirt King Fabrication are intended for off-road use only. Our suspension systems are not to be modified from its original design in any way. Dirt King Fabrication is not responsible or liable for any accidents, injuries or deaths that may occur from the use of any products offered. Installation of this system will alter the center of gravity of the vehicle and may increase the risk of a roll over as compared to stock. It is the responsibility of the customer to check if any products will void their vehicles warranty before installation. Customer assumes all liability in assuring that parts are correctly installed and maintained. We are not responsible for products that don't fit correctly on a vehicle which has been in an accident. Consult your local laws before installing any products.

### **Shipping & Delivery**

At this time, Dirt King Fabrication ships merchandise to locations within the United States and U.S. territories, including Alaska, Hawaii, Puerto Rico, Guam, and the US Virgin Islands. Additionally, Dirt King Fabrication ships merchandise to Canada and Mexico, but not to other international locations. The risk of loss and title for all merchandise ordered pass to you when the merchandise is delivered to the shipping carrier.

### **Return Policy**

- Returns are only accepted within 30 days of original purchase.
- Original copy of invoice must be provided
- We are not responsible for shipping on returned products.
- 15% restocking fee will be charged on all returns.
- Deposits on custom orders or products built to order are non-refundable.
- Parts must be returned in the original package and condition as they were sent.
- No returns on items that have been damaged or installed.

### **Missing or Defective Parts**

Dirt King Fabrication goes through various stages of quality control to insure all parts are included and packaged correctly however there may be an instance where something is looked over. If there is a missing or defective part a claim must be made with Dirt King Fabrication within 60 days of original purchase. Photos of the box's exterior and contents must be e-mailed along with a description of what's missing or defective. If the box has any holes, tears or damage from shipping Dirt King Fabrication will determine if it's a claim that must be made with the shipping carrier. For defective parts photos need to be taken prior to install.

### **Core Charges**

- All cores must be original OEM parts. Remanufactured parts will not be accepted.
- All cores must be received within 30 days of purchase for full credit.
- Partial or no credit will be issued if core is damaged or modified in any way.

### **Maintenance**

After initial installation parts may make a clunking or creaking sound until the heims, uniballs, and bushings settle and are broken in. After a 50 mile break in period you must go through and re-torque all of the bolts. Over time you will also need to apply a Teflon based dry lubricant spray to the uniballs and heims. The bushings will need to be greased through the grease fittings. This will increase the lifespan of the joints and help prevent them from making noise. Inspect these items periodically for unusual wear and replace if necessary. Replacement is necessary if any of the heims, uniballs, or bushings has an excessive amount of movement.

## **Driver Side**

- Machine inner cv housing and install extended axle into the factory CV's.
- Cut the steering stop off the spindle adaptor.
- Put red Loctite on the threads of the tie rod extension and tighten it to the outer tie rod.
- Bolt the lower arm to the spindle adaptor and torque the nut to 150 ft/lbs with red loctite applied.
- Install the shock and bump stop spacer.
- Install the lower arm to the frame with grease on the outside of the bushings.
- Bolt the spindle adaptor to the spindle with the provided hardware and torque to 118ft lbs with red loctite applied.
- Install the axle assembly to the spindle and differential.
- Install the steering and insert the cotter pin.
- Install the upper arm to the frame and torque the factory bolt to 85 ft/lbs with red loctite applied.
- Install the upper arm to the spindle and torque the nut to 100ft lbs with red Loctite applied.
- Install the extended brake lines.

## **Passenger Side**

- Machine inner cv housing and install extended axle into the factory CV's.
- Cut the steering stop off the spindle adaptor.
- Put red Loctite on the threads of the tie rod extension and tighten it to the outer tie rod.
- Bolt the lower arm to the spindle adaptor and torque the nut to 150 ft/lbs with red loctite applied.
- Install the shock and bump stop spacer.
- Install the lower arm to the frame with grease on the outside of the bushings.
- Bolt the spindle adaptor to the spindle with the provided hardware and torque to 118ft lbs with red loctite applied.
- Install the axle assembly to the spindle and differential.
- Install the steering and insert the cotter pin.
- Install the upper arm to the frame and torque the factory bolt to 85 ft/lbs with red loctite applied.
- Install the upper arm to the spindle and torque the nut to 100ft lbs with red Loctite applied.
- Install the extended brake lines.

## **Both Sides**

- Bleed the brakes.
- Make sure the wheel wells have proper clearance for the tires.
- Set the limit straps to limit the suspension before the upper arms contact the spacers.
- Do a visual check on all your work and have the alignment done.