

1. Read the instructions completely and carefully before you begin. Check the kit for proper contents (refer to the part's list and picture diagrams).
2. Park the vehicle on a clean, dry flat (level) surface. Block the tires so the vehicle cannot roll in either direction. Automatic transmissions should be placed in park. Manual transmissions should be placed in neutral.
3. Remove both battery cables. Be sure to remove the negative cable first, then the positive cable.
4. If the vehicle is equipped with an air bag system, remove the fuse that controls the air bag system (consult your owners manual to locate the exact fuse).
5. Remove the 4 screws that mount the door jamb kick plates to the floor board. Remove the plastic nut that mounts each kick panel to the side. Carefully pull the kick panel away from the body. Be careful not to damage any of the mounting tabs. Remove the 2 plastic tabs that mount the center panel to the console. Remove the cover. Pull the carpeting back to reveal the mounting bolt access hole covers. There is one on each side in the floor board and behind the seat (on extra cab models the access hole will be at the very back of the cab). Remove the access covers. Pull the carpeting back over both shift levers. Remove the screws that mount both shift boots to the floorboard. It may be necessary to modify the floorboard after the lifting operation is complete to allow the shift levers to fully engage in all gears and 4 wheel drive ranges.
6. Remove the overflow hose from the radiator spout. Remove the 4 bolts that mount the radiator to the core support. The bolts screw into the radiator flange from the front of the core support. After the 4 bolts have been removed, the radiator will still hang on the core support. Lift the radiator up and out of the slots in the core support. Straighten the tabs on the radiator. Allow the radiator to lie on the fan while lifting the vehicle.
7. Remove the 4 bolts that mount the front bumper to the frame. Disconnect the wires that go to the driving lights on the bumper. Remove the 2 nuts that mount the outside of the bumper to the body (there are holes in the fenderwell for access). Remove the front bumper from the vehicle.
8. Remove the plastic tabs that mount the inner fender skirts to the frame. If the skirt is not detached from the frame, it will tear.
9. Mark the upper and lower steering shaft to insure proper realignment after the steering extension has been installed. Remove the bolt that attaches the lower steering shaft to the upper steering shaft in the engine compartment. Remove the bolt that attaches the upper steering shaft to the universal joint under the dash. Slide the upper steering shaft up into the universal and off the lower steering shaft. Slide the upper shaft out of the universal joint and remove it from the vehicle. A steering extension will be installed after the lifting operation is complete.
10. **Automatic transmission models only.** If the vehicle is equipped with a column mounted shift lever, check to see if it is cable operated or if it is equipped with

linkage. On vehicles equipped with cable operated shift, no modification should be required. Simply remove the cable from the clips that hold it to the body if necessary. On models equipped with linkage, the shift rod will need to be lengthened. Loosen the bolt attaching the shift rod to the column lever. Loosen the bolt attaching the shift rod to the transmission pivot assembly. Remove the shift rod from the vehicle.

11. Remove the bolts that mount the firewall plate to the firewall. Remove the firewall plate from the vehicle. It will need to be modified.

12. Remove the vacuum hose from the clip on the driver's side frame rail. Remove the wiring that goes to the battery from the bracket mounted to the drivers side frame rail.

13. Measure the distance between the cab and the bed. Record the measurements for proper realignment of the bed and cab after lifting is complete.

14. Loosen, but do not remove all 6 cab mounting bolts. They are located on both sides of the vehicle as follows; at the front of the vehicle in front of the core support, in the front floorboard, and behind the front seat.

15. Remove the cab mounting bolts from the passenger side only. Remove the washers from the stock cab bolts. They will be reused with the new cab bolts. Be sure that the doors are closed. This will help prevent the cab from flexing while lifting. Using a hydraulic jack and wooden block, slowly lift the passenger side of the cab just high enough to place the spacer blocks on the stock mounting pads. Be sure to constantly check for any wires, hoses, cables, etc. that may be binding. **NOTE: ON VEHICLES EQUIPPED WITH AIR CONDITIONING, BE ESPECIALLY CAREFUL OF THE LINE RUNNING FROM THE COMPRESSOR TO THE FIREWALL. IT MAY NEED TO BE CAREFULLY BENT TO ALLOW FOR PROPER LIFTING OF THE CAB. BE CAREFUL WITH THE LINE, IT WILL BREAK VERY EASILY.** Install the new cab mounting bolts in the following manner; 3/8" x 9" (3/8" x 2" for 2" kit) at the front mount, inserted from the bottom with a 3/8" washer going up through the body with the stock washer and a 3/8" nylock nut installed on the top, 3/8" x 8" (3/8" x 7" for 2" kit) in the front floorboard inserted from the top with the stock washer and a 3/8" washer and nylock nut installed on the bottom, 3/8" x 8" (3/8" x 7" for 2" kit) behind the front seat, inserted from the top with the stock washer and a 3/8" washer and nylock nut installed on the bottom. **DO NOT TIGHTEN.**

16. Repeat step #15 for driver's side of the cab. Realign the cab to bed. Refer to measurements made earlier. Tighten all cab mounting bolts securely. *We recommend the use of loctite or similar adhesive on all body mounting bolts.*

17. Remove the 3 screws that mount the fuel filler neck to the body. The fuel filler hose will need to be adjusted after the bed has been lifted.

18. Loosen, but do not remove all 8 bed mounting bolts. They are located as follows; at the very front of the bed, just in

front of the rear wheels, just behind the rear wheels, and at the very rear of the bed. The front and rear mounts are bolts dropped down through a support with a nut on the bottom. The center 2 mounts have bolts screwing up into nuts welded in the supports.

19. Remove the bed bolts from the passenger side of the bed only. Using a hydraulic jack and a wooden block, slowly lift the bed high enough to place the nylon spacers on the mounting pads. Insert 1 1/2" x 4 1/2" bolt (1/2" x 3 1/2" for 2" kit) with a 1/2" washer up through the mount, the block, and the top support at the front and rear mounts. Install a 1/2" washer and nylock nut on the top of the bolt. Do not tighten. At the two center mounts, insert the 12mm x 120mm fine thread bolt (12mm x 90mm for 2" kit) with a 1/2" washer up through the mount, the block, and the top support. Thread the bolt into the stock nut. Do not tighten.

20. Repeat step #19 for the driver's side of the bed. Realign the bed to the cab. Refer to the measurements made earlier. Tighten all bed mounting hardware securely. *We recommend the use of loctite or similar adhesive on all body mounting bolts.*

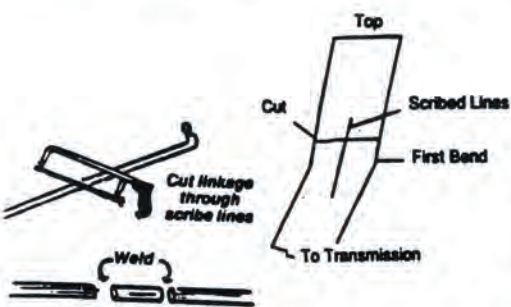
21. Loosen the 2 hose clamps that mount the rubber fuel filler hose to the filler neck and the fuel tank. Loosen the 2 clamps that mount the vent hose to the filler neck and the fuel tank. Remove the vent hose. Install the new vent hose on the fuel tank and the filler neck. Tighten using the 2 #10 hose clamps included. Reconnect the filler neck to the body. Tighten the mounting screws securely. Adjust the filler hose between the tank and the neck. Tighten the clamps securely.

22. Using the 4 8mm x 20mm bolts, install the radiator drop down brackets to the radiator. With the stud pointing toward the front, insert the 8mm x 20mm bolt through the hole in the radiator bracket. Screw the bolt into the stock nut welded to the radiator flange. Do not tighten. The stud goes through the original hole in the core support (the stud should be above the bolt). Install a 1/4" washer and nylock nut on each stud. Do not tighten. Adjust the fan to fan shroud clearance. The distance should be the same all the way around. Once the fan to fan shroud clearance has been adjusted, tighten all radiator mounting hardware securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.* Reconnect the overflow hose to the top of the radiator.

23. Remove the rubber boot that covers the large hole in the firewall plate. Notch the hole in the stock firewall plate that the steering shaft goes through. On 2 wheel drive models the hole needs to be opened approximately 3/4" down and slightly to the right. On 4 wheel drive models the hole needs to be opened approximately 1/2" straight down. Notch the right hole of the rubber boot to make the boot adjustable. Insert the stock bolt through the right side hole in the rubber boot and into the stock nut. Align the boot with the new area of the large hole in the firewall plate. Mark the left hole in the boot on the firewall plate. Remove the rubber boot. Drill a 5/16" hole

through the mark that was just made. Using the 5/16" x 1" bolt, 2 5/16" washers, and 1 5/16" nylock nut, mount the rubber boot to the left side hole. Mount the right side with the stock bolt. It may be necessary to use a small piece of rubber to cover the gap at the top of the hole (not included in the kit). Do not tighten completely. Using the stock hardware reinstall the firewall plate in the vehicle. Do not tighten completely. Install the steering extension on the lower steering shaft. Insert the bolt that came in the extension. Install the upper steering shaft into the universal joint under the dash. Install the stock bolt in the universal joint. Do not tighten. Insert the steering extension into the upper steering shaft. Realign the marks on the steering shaft made at disassembly. Install the stock bolt into the steering shaft. Adjust the steering shafts so there is ample engagement at all areas of the steering assembly. Tighten all steering bolts securely. *We recommend the use of loctite or similar adhesive on all steering hardware.* Tighten the firewall plate mounting bolts securely. Tighten the rubber boot mounting bolts securely.

24. Automatic transmission models only. On column mounted shift models with linkage, scribe a line along the shift rod towards the top, just below where it attaches to the column lever (it should be straight up and down at this location). Cut the shift rod through the scribed line. Place the shift extension pin between the two pieces of the shift rod. Realign the scribed lines. Weld the extension in place. *We recommend that all welding be done by a certified welder only.* Reinstall the shift rod in the vehicle. Install the bottom of the shift rod in the transmission pivot bracket. Install the top of the shift rod in the steering lever. Adjust the shift rod. Tighten both mounting bolts securely. On cable shift models, remount the cable to any clips that it was removed from.



25. Manual transmission only. Check the operation of the transmission shift lever. Be sure that the shift lever engages fully in all gears. If it does not, it may be necessary to notch the floorboard to allow for proper engagement. In some extreme cases it may also be necessary to replace the shift boot with an after market shift boot.

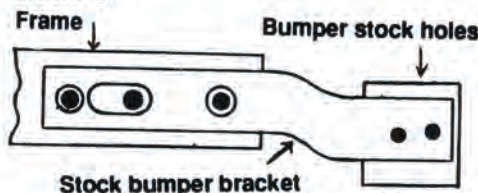
26. 4 wheel drive only. Check to see that 4 wheel drive shift lever will engage in all ranges. If it does not, it may be necessary to notch the floorboard to allow for proper engagement. In some extreme cases, it may also be necessary to install an aftermarket shift boot.

27. Reinstall the access hole covers over the cab mounting bolts. Remount both shift boots. Replace the carpeting to its original

location. Reattach the center console covers. Reinstall the side kick panels. Reinstall the door jamb scuff plates. Tighten all mounting hardware securely.

28. Using the stock bolts, mount the front bumper brackets to the frame. Do not tighten. Using 4 - 7/16" x 1" bolts, 8 - 7/16" washers, and 4 - 7/16" nylock nuts, mount the front bumper to the new bumper brackets. Do not tighten. The outside bumper mounts should return to the original locations. Install the stock nuts on the outside bumper to body mounts. Do not tighten. Adjust the bumper to body clearance. Tighten all bumper mounting hardware securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.*

29. Remove the 4 bolts (2 on each side) that mount the rear bumper to the bumper brackets. Remove the rear bumper from the vehicle. Remove the 6 bolts (3 on each side) that mount the rear bumper brackets to the frame. Remove the brackets from the vehicle. Take the bracket that was on the left side of the vehicle and mount it to the right side of the vehicle and vice versa (the bend in the bracket that originally went down will now go up. The left bracket will now be the right bracket, and the right bracket will now be the left). Tighten the frame mounting bolts securely. The brackets should be aligned on the frame as close to original as possible. Install the bumper to the brackets. Install only the end bolt. This will allow the bumper to pivot until it is level. Once the bumper is level mark the brackets. Drill a new 1/2" hole in each bracket. Reinstall the stock bolt and tighten securely. *We recommend the use of loctite or similar adhesive on all mounting hardware.*



30. Drill new holes in the frame to remount the fenderwell skirts. You may not be able to remount all of the holes, but remount as many as possible. Drill a 3/16" hole for each. Remove the plastic tabs from the stock locations. Remount the fenderwell skirts to the new locations.

31. Tack weld the 6 bed overload support brackets to the frame under the bed cross supports (some models may not use all 6 brackets). *We recommend that all welding be done by a certified welder only.*

32. Reconnect the battery cables to the battery. Be sure to connect the positive cable first, then the negative cable. Reinstall the airbag fuse (if equipped).

33. Place the warning sticker on the vehicle dash in plain sight of all vehicle occupants.

34. Double check the vehicle. Check the steering to be sure that there is proper engagement at both ends of the steering extension. Be sure that there is no bind. Check both gear shift levers' operation. Be sure that there is complete engagement in all gears and 4 wheel drive ranges. Check the fan to fan shroud clearance. Be sure that the fan cannot contact the shroud. Check again for any wires, hoses, cables, etc. that may be binding. Start the engine. Check all vehicle systems. Be sure that all systems are functioning normally. Test drive in all gears and 4 wheel drive ranges. Check all mounting hardware in 500 miles and as part of your regular maintenance schedule.



PARTS LIST

Parts for the 2" kit are the same as the 3" kit unless otherwise noted.

3" KIT		2" KIT	
14	3" mini spacers	14	2" mini spacers
2	3/8" x 9" bolts	2	3/8" x 8" bolts
4	3/8" x 8" bolts	4	3/8" x 7" bolts
4	1/2" x 4 1/2" bolts	4	1/2" x 3 1/2" bolts
4	12mm x 110mm fine thread bolts	4	12mm x 90mm fine thread bolts
6	3/8" uss washers		
6	3/8" nylock nuts		
12	1/2" sae washers		
4	1/2" nylock nuts		
1	steering extension		
1	3/8" x 1 1/4" steering extension bolt		
1	3" shift extension pin	1	2" shift extension pin
6	bed overload supports		
2	front bumper brackets		
4	7/16" x 1" bolts		
8	7/16" sae washers		
4	7/16" nylock nuts		
1	14" piece of 5/8" vent hose		
2	#10 hose clamps		
4	1/4" sae washers		
4	1/4" nylock nuts		
4	8mm x 20mm bolts		
4	radiator brackets		
1	5/16" x 1" bolts		
2	5/16" sae washers		
1	5/16" nylock nuts		



(4) Radiator Brackets



(6) Bed Overload Supports