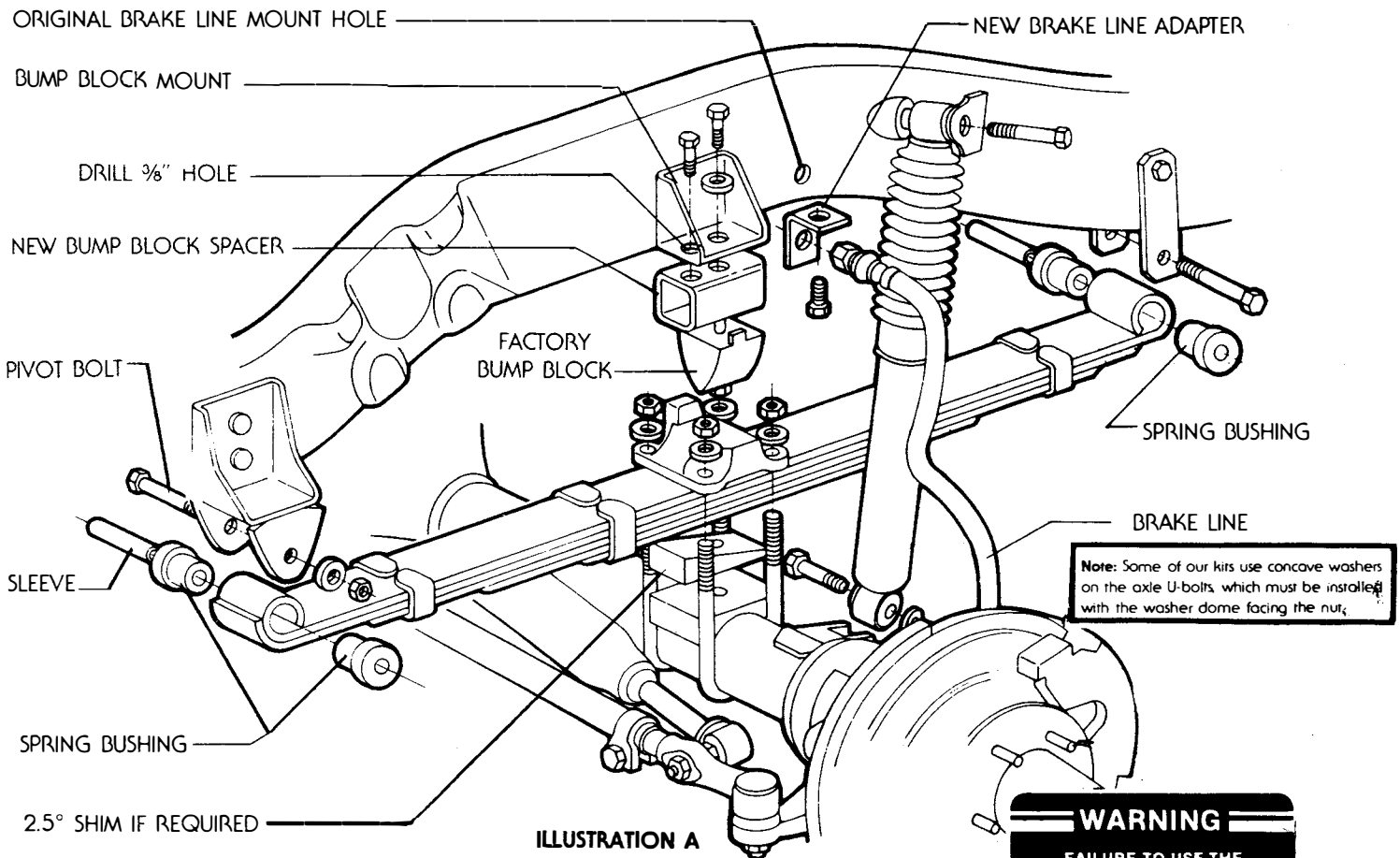


# INSTALLATION INSTRUCTIONS



Form No.  
**8874**  
ECL-C

PLEASE READ ALL INSTRUCTIONS FROM START TO FINISH BEFORE YOU BEGIN THE INSTALLATION. THIS INSTRUCTION IS USED FOR MANY OF OUR SUSPENSION SYSTEMS, PLEASE OMIT SECTIONS THAT DO NOT APPLY TO YOUR SUSPENSION



## FRONT BRAKE HOSE EXTENSION BRACKET

1. Disconnect (front) brake hoses from brake lines connected to the frame (right and left sides). **NOTE OF CAUTION:** Whenever disconnecting brake hoses or lines avoid getting brake fluid in your eyes or on face.
2. Remove the bottom bolt from the left side of frame, which connects with cross-member. See Illustration A. Using the bolt removed, install the brake line adapter on frame. **DO NOT STRETCH, KINK, OR PINCH BRAKE HOSES OR LINES.**
3. Disconnect steel brake line from frame and equalizer valve.
4. Re-route the end of the line through Rancho bracket and re-connect brake line.
5. Re-route rubber brake hose through Rancho bracket and re-connect brake line.

6. Now follow the same procedure for the right side of the frame.
7. **BLEED BRAKE SYSTEM, FAILURE TO DO SO WILL RESULT IN THE LOSS OF BRAKES.**

## FRONT SPRING'S REMOVAL

1. Raise the front of vehicle and support the frame ahead of axle with jack stands or use a bumper jack. Place a floor jack under axle housing.
2. Remove U-bolts, nuts and washers. See **Illustration A**
3. Disconnect front axle vent hose.
4. Disconnect front shock absorbers.
5. Remove spring pivot bolts and nuts.
6. Lower axle enough for spring to be removed.

**RANCHO**  
SUSPENSION®

## FRONT SPRING INSTALLATION

1. ON GENERAL MOTORS CHEVROLET 1980-ON AND GMC 1/2-3/4 TON TRUCKS YOU will use a 21/2 degree shim placed between front leaf spring and axle mount pad so axle housing is rotated up to improve drive line angle. (To aid in installation, we recommend you use masking tape to hold shim to leaf spring.

**See Illustration A.** The spring bushing holes and faces lubricate with anti-seize compound or moly grease.

Install pivot bolts and nuts, DO NOT tighten at this time.

3. Raise axle, align spring center bolts and install U-bolts. tighten nuts to 85-110ft/lbs. torque.
4. Install front Rancho Shocks.
5. Connect axle vent hose.
6. Remove supports and lower vehicle to the ground.
7. Tighten pivot bolts to 20-35 ft/lbs. torque.

## BUMP-BLOCK INSTALLATION

To see if this section applies to your installation, refer to chart located on this page.

1. Remove stock bump-blocks.
2. Using nut and bolt supplied position the Rancho Bump-Block Spacer onto the bump-block mount located on frame, drill a 3/8" hole for new bolt. **See Illustration A.**
3. Attach stock bump-block to bottom of the Rancho Bump-Block Spacer using your original bump-block nut.

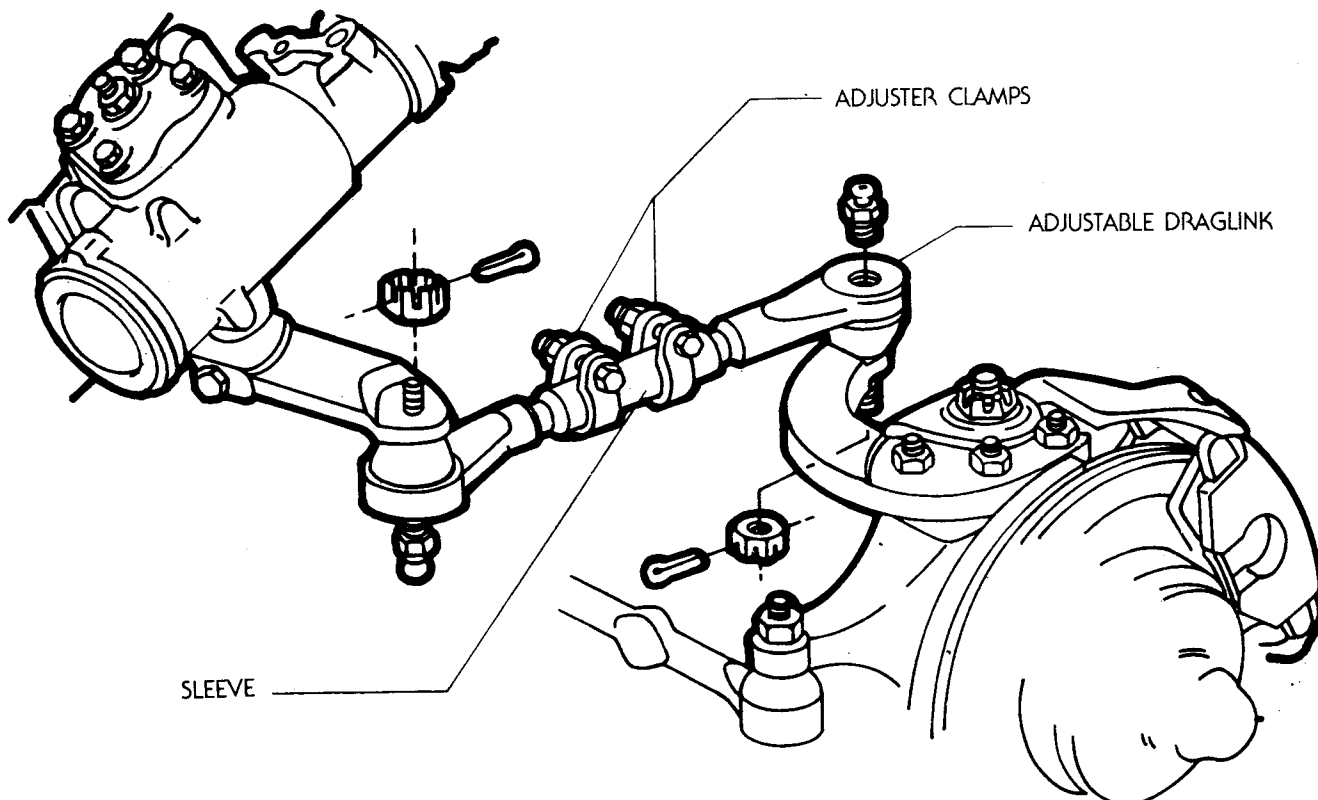
4. Tighten all nuts used in bump-block relocation securely.
5. Check and repeat on opposite side of vehicle.
6. FAILURE TO LOWER BUMP-BLOCK WILL VOID YOUR WARRANTY AND DAMAGE YOUR LEAF SPRINGS.

Spring	Bump Block Necessary
400545	No
410545	No
86202	Yes
86206	Yes
86207	Yes

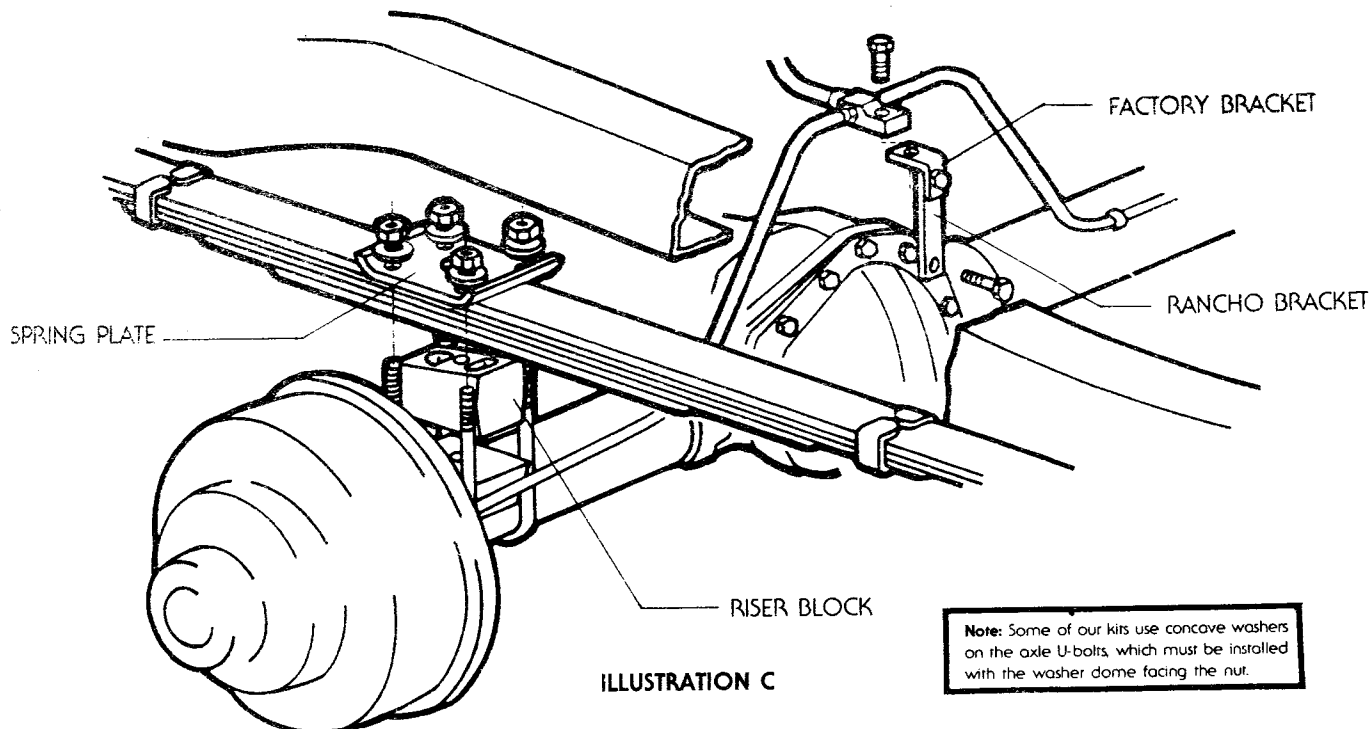
## DRAGLINK ADJUSTMENT

1. Adjust steering draglink for proper steering wheel location. If you don't have an adjustable draglink, it will be necessary to purchase a new draglink from the dealer. He can assist you in getting the proper one for your truck. (A 1978 or later draglink works well).
2. To adjust draglink, loosen clamps, drive the vehicle back and forth in a straight line a couple of times. This will center steering box. Turn draglink, adjusting sleeve until steering wheel is in proper location, then tighten clamp nuts. **See Illustration B.**

ILLUSTRATION B



## FACTORY BRAKE LINE CONNECTOR



### REAR BRAKE ADAPTER INSTALLATION

1. Remove brake hose bracket from rear end housing.
2. Install new bracket in place where brake hose bracket was removed. **See Illustration C.**
3. Connect brake hose bracket to new bracket using nut and bolt supplied. **DO NOT STRETCH, KINK, OR PINCH BRAKE HOSES OR LINES.**

### REAR RISER BLOCKS PRE-INSTALLATION

1. Raise the rear of vehicle and support frame behind axle using jack stand or a bumper jack. **See Illustration C.**
2. Place the floor jack under the rear axle housing and adjust until the spring has almost all the tension released.
3. Remove the standard U-bolts and nuts.
4. Remove the standard shocks and studs at the top of the frame.

5. Lower the floor jack until the rear spring clears the pad by approximate 4".

### REAR RISER BLOCKS INSTALLATION

1. Place the riser block with pin in position, check to make sure the pin in the block is in the hole of the axle housing spring pad. **NOTE: SHORT SIDE OF BLOCK GOES TOWARD THE FRONT OF VEHICLE. See Illustration C.** Install blocks so pinion moves up.
2. Raise the axle housing up until the pin in the springs aligns with the hole in the block.
3. Re-mount axle to springs by sliding new U-bolts up from under axle housing into U-bolts spring plates, tighten nuts. **NOTE: On 1969-72 remove U-Bolt pads and install new spring plates as supplied in kit. U-bolt torque is 85-110 ft/lbs.**
4. Install new Rancho Studs and longer shocks.

### FINAL VEHICLE CHECK

1. Making sure rear end is jacked up allowing axle to hang free, check rear drive shaft spline, if less than 1 inch is left in transfer case slip spline or less than 1 inch is left in drive shaft slip spline you should add 1 inch to drive shaft length. **NOTE: On General Motors Chevrolet & GMC 1/2-3/4 ton trucks from 1980-on, use Rancho Part #6631 Spacers on transfer case cross-member and place between cross-member & frame to lower unit about 1/2 inch. Lower truck to ground.**
2. Jack up front end, letting axle hang free, check for any binding universal joints. If binding occurs you may be able to grind relief in the front differential yoke. You may also use shims as stated in **FRONT SPRING INSTALLATION - Step 1.** On some vehicles the cross-over exhaust pipe may need to be lowered.
3. Re-check all previous steps, then proceed to remove supports and lower vehicle.
4. **RANCHO RECOMMENDS A FRONT END ALIGNMENT CHECK BEFORE YOU DRIVE MORE THAN 50 MILES TO PREVENT TIRE WEAR.**