



99-06 Chevy / GM 1500 Pick Up
02-05 Chevy / GM SUV
3" Suspension Lift
Installation Instructions

- * Safety Glasses
- * Metric / Standard Wrenches & Sockets
- * Allen Wrenches
- * Assorted Drill Bits
- * Floor Jack
- * Jack Stands
- * Measuring Tape
- * Torsion Bar Tool
- * Transmission jack
- * Torque Wrench
- * Reciprocating Saw
- * Grinder



Before beginning the installation, thoroughly & completely read these instructions & the enclosed driver's WARNING NOTICE. Affix the WARNING decal in the passenger compartment in clear view of all occupants. Please refer to the Parts List to insure that all parts & hardware are received prior to the disassembly of the vehicle.

Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is not level (side-to-side) from the factory & is usually not noticed until a lift kit has been installed, which makes the difference more visible. Using a measuring tape, measure the front & rear (both sides) from the ground up to the center of the fender opening above the axle. Record this information below for future reference.

Driver Side Front: _____

Passenger Side Front: _____

Driver Side Rear: _____

Passenger Side Rear: _____

IMPORTANT NOTES:

- This lift is determined from the amount of lift to the front of the vehicle, while only lifting the rear to a position level with the front.
- If larger tires (10% more than the stock diameter) are installed, speedometer recalibration will be necessary. Contact your local GM dealer or an authorized dealer for details.
- After installation a qualified alignment facility is required to align the vehicle to factory specifications.

Component Box Breakdown:

Part #: C933PA / C9331 / C934PA / C9341

Item #	Description	Qty	Item #	Description	Qty
C963L	3" 1/2TON 6LUG,LEFT KNKLE	1	BSS275-B	BUMP STOP SPACER,2.75" TALL	2
C963R	3" 1/2TON 6LUG,RIGHT KNKLE	1	C766SBL-S	OE STYLE SWAY BAR LINK 3"GM	2
C963FCM-S	3"GM/CAD FRT CROSSMEMBER	1	HB-C963-CM	HDWR BG:3",C963 CROSS-MEM	1
C963RCM1-D	3"GM/CAD REAR DRV CROSSM	1	HB-C963-CVS	HDWR BG:3",C963 CV SPACERS	1
C963RCM2-P	3"GM/CAD REAR PASS CROSSM	1	HB-C963-DB	HDWR BG:3",C963 DIFF BRKTS	1
C963PDB-B	3"GM/CAD DIFF,PASS UPPER	1	HB-C963-FSE	HDWR BG:3"FRT SHK EXT,AUTO	1
C963CVS-D	C963/3"CV SPCR,DRIVER,1.99"	1		(C933PA & C934PA Boxes)	
C963CVS-P	C963/3"CV SPCR,PASSEN,.813"	1	HB-C963-SBBS	HDWR BG:3"GM SWAY,BUMP	1
C963FSB-B	3"GM/CAD,FRT SHK EXT,AUTO	2	HB-C966-TBB	HDWR BG:TORSION BAR BRKTS	1
	(C933PA & C934PA Boxes)			(C9331 Box)	
C963TBD-C	3"GM AVALCHE,TAH,SUB,ESCAL	2	HB-C963-TBC	HDWR BG:3"TORSION,CAD,DEN	1
	(C933PA, C934PA, & C9341 Boxes)			(C933PA, C934PA, & C9341 Boxes)	
C963TBD-S	3"GMC 1/2T,TORSION DRP BRK	2	I-C933	INST SHEET:3"GM,ESC,SUB,YUK	1
	(C9331 Box)				

Hardware Bag Breakdown:

Part # HB-C963-CM

Item #	Description	Qty	Item #	Description	Qty
58X412FTB	5/8 X 4 1/2 FINE THREAD BLT	2	58SAEW	5/8 SAE WASHERS	10
58X112FTB	5/8 X 1 1/2 FINE THD,GR. 8	2	916SAEW	9/16 SAE WASHERS	3
58X112BHB	5/8 X 1 1/2 BUTTON HEAD BLT	2	916STVFTN	9/16-18 STOVER NUT,GRADE C	1
916X412FTB	9/16 X 4 1/2 FINE THRD BOLT	1	916FTN	9/16-18 NYLON INSERT LOCKNU	1
916X1FTB	9/16 X 1 FINE THD BOLT,GR 8	1	10MMN	10 MM N/I LOCKNUT	2
58FTN	5/8-18 NYLON INSERT LOCKNUT	4	CS2750-S	CRUSH SLEEVE,3"FRT X-MEMB	2
58CTN	5/8-11 NYLON INSERT LOCKNUT	2			

Part # HB-C963-CVS

Item #	Description	Qty	Item #	Description	Qty
10MMX50MMB	10 X 50 METRIC BOLT/10.9	6	38HDCC-S	3/8 HEAVY DUTY CABLE CLAMP	4
10MMX80MMB	10 X 80 METRIC BOLT/ 10.9	6	5MMX12SHB	5MM X 12MM.80 KNUCKLE BLTS	2
LT100	NUTS N' BOLTS 427 1 ML TUBE	1			

Part # HB-C963-DB

Item #	Description	Qty	Item #	Description	Qty
916X4FTB	9/16 X 4 FINE THREAD BOLT	1	C968SHIM	GM 3/4T,SHIM-PASS DIFF BRKT	2
916X112FTB	9/16 X 1 1/2 FINE THRD BOLT	2	CS2265-S	CRUSH SLV,DRIV DIFF BRKT	1
916FTN	9/16-18 NYLON INSERT LOCKNU	3	C963DDB-B1	3"GM/CAD,DRIV DIF BKT,W/KEY	1
916SAEW	9/16 SAE WASHERS	4	C963DDB-B2	3"GM/CAD,DRIVER DIFF PLATE	1

Part # HB-C963-FSE (C933PA & C934PA Boxes)

Item #	Description	Qty	Item #	Description	Qty
916X3FTB	9/16 X 3 FINE THREAD BOLT	4	916SAEW	9/16 SAE WASHERS	4
516X1FTB	5/16 X 1 FINE THRD BOLT	4	516SAEW	5/16 SAE WASHER	4
916FTN	9/16-18 NYLON INSERT LOCKNU	4	CS1343	CRUSH SLEEVE,FRT SHCK EXT	2
516FTN	5/16" FINE THRD N/I LOCKNUT	4	916XTFW	9/16"EXTRA THICK WASHER	4

Part # HB-C963-SBBS

Item #	Description	Qty	Item #	Description	Qty
38X4BHB	3/8 X 4 BUTTON HEAD BOLT	2	38CTN	3/8-16 COARSE N/I LOCK NUT	2
38SAEW	3/8 SAE WASHER	2			

Part # HB-C963-TBB (C9331 Box)

Item #	Description	Qty	Item #	Description	Qty
916X3FTB	9/16 X 3 FINE THREAD BOLT	2	916SAEW	9/16 SAE WASHERS	4
916FTN	9/16-18 NYLON INSERT LOCKNU	2	5MMX12SHB	5MM X 12MM.80 KNUCKLE BLTS	2

Part # HB-C963-TBC (C933PA, C934PA, & C9341 Boxes)

Item #	Description	Qty	Item #	Description	Qty
916X3FTB	9/16 X 3 FINE THREAD BOLT	2	916SAEW	9/16 SAE WASHERS	4
916FTN	9/16-18 NYLON INSERT LOCKNU	2			

Component Box Breakdown:

Part #: C933PAR / C933R / C934PAR / C934R

Item #	Description	Qty	Item #	Description	Qty
CLL963-L	3"GM/CAD, LOWER LINK, REAR	2	C963RSE-P	3"GM/CAD,RR SHCK EXT,PASS	1
C963TBD-C	3"GM AVALCHE,TAH,SUB,ESCAL	2		(C933PAR & C934PAR Boxes)	
	(C933R & C934R Boxes)		C25RS	2-2.5"REAR COIL SUB,YUK-XL	2
RBSB322-B	3"GM/CAD,REAR BUMP STP EXT	2	HB-C963-RBS	HDWR BG:C963 REAR BMP EXT	1
SBE506-L	REAR,SWAY BAR END LK,SGL	2	HB-C963-RSE	HDWR BG:C963 REAR SHK EXT	1
CRLL375-S	REAR LEVELING LK,AUTO-RIDE	2	HB-C963-TBC	HDWR BG:3"TORSION,CAD,DEN	1
	(C933PAR & C934PAR Boxes)			(C933R & C934R Boxes)	1
C963RSE-D	3"GM/CAD,RR SHCK EXT,DRIVE	1	HB-RSBL963	HDWR BG:REAR END LKS/C9631	1
	(C933PAR & C934PAR Boxes)				

Hardware Bag Breakdown:

Part # HB-C963-RBS

Item #	Description	Qty	Item #	Description	Qty
38X1FTB	3/8 X 1 FINE THREAD BOLT	2	38SAEW	3/8 SAE WASHER	2
38FTN	3/8-24 FINE N/I LOCK NUT	2			

Part # HB-C963-RSE

Item #	Description	Qty	Item #	Description	Qty
916X312FTB	9/16 X 3 1/2 FINE THRD BOLT	4	916SAEW	9/16 SAE WASHERS	12
916X112FTB	9/16 X 1 1/2 FINE THRD BOLT	2	CS1687	CRUSH SLV,GM/CAD,REAR SHK	2
916FTN	9/16-18 NYLON INSERT LOCKNU	6	916XTFW	9/16"EXTRA THICK WASHER	6

Part # HB-C963-TBC (C933R & C934R Boxes)

Item #	Description	Qty	Item #	Description	Qty
916X3FTB	9/16 X 3 FINE THREAD BOLT	2	916SAEW	9/16 SAE WASHERS	4
916FTN	9/16-18 NYLON INSERT LOCKNU	2			

Part # HB-RSBL963

Item #	Description	Qty	Item #	Description	Qty
HOURGLASS 5/8	HOURGLASS 5/8 SHOCK BUSH	4	12SAEW	1/2 SAE WASHER	8
142121	ES24 SLEEVE, 1.38" LONG	4	38X1FTB	3/8 X 1 FINE THREAD BOLT	2
12X3FTB	1/2 X 3 FINE THREAD BOLT	4	38FTN	3/8-24 FINE N/I LOCK NUT	2
12FTN	1/2-20 FINE N/I LOCK NUT	4	38SAEW	3/8 SAE WASHER	2

Component Box Breakdown:

Part #: BUK2063

Item #	Description	Qty	Item #	Description	Qty
RB20	2" REAR BLOCK	2	916FTN	9/16-18 NYLON INSERT LOCKNU	8
916X212X12U	9/16 X 2 1/2 X 12 U-BOLT SQ	4	I-BUK	INST. SHEET BLOCK/U-BOLT KIT	1

Front Installation:

1. With the vehicle on flat level ground set the emergency brake & block the rear tires. Place a floor jack under the lower control arm's front cross member & raise the vehicle. Place jack stands under the frame rails, behind the front wheel well & lower the frame onto the jack stands.
2. Remove both front OEM skid plates located in front of and under the front differential using a 15mm socket. (See Photo # 1)

WARNING: Be extremely careful when loading or unloading the torsion bars. There is a tremendous amount of stored energy (load pressure) in the bars. Keep your hands & body clear of the adjuster arm assembly & puller tool in case anything slips or breaks.



Note: A special PULLER TOOL is required for the safe removal / installation of the torsion bars. This special puller can be purchased from a GM Dealer (Tool # J36202) or from Kent Moore Tool Group, Roseville, MI (800) 345-2233 or (313) 774-9500 (Part # J-22517-C).



3. Locate the torsion bar adjuster bolt on the bottom of the rear cross member, measure & record the length of the torsion bar adjusting bolt that is exposed below the nut & remove the torsion bar adjusting bolt. Apply a small amount of lubricating grease to the puller threads & the puller shaft-to-adjuster arm contact point. Position the puller & load adjuster arm until the adjuster nut can be removed from the cross member. With the bar unloaded, slide it forward into the lower control arm. If the bar seems lodged, use a hammer & punch through the hole in back of the cross member. When the bar shifts forward, the adjuster will fall free. (See Photo # 2) Repeat this process on the passenger side.
4. With the torsion bars removed from the rear cross member, remove the torsion bar cross member using a 21mm socket. With the cross member removed, remove the torsion bars from the vehicle. **Note:** Be sure to mark the torsion bars driver & passenger side for reinstallation. (See Photo # 3)
5. Remove the front tires / wheels & remove the front shocks using a 21mm socket & a 15mm wrench. Remove the front sway bar end links using a 9/16" wrench. **Note:** Be sure to save the OEM sway bar end link bushings. They will be reused in a further installation step.
6. Remove the tie rod end nut from the steering knuckle using a 18mm socket. Remove the tie rod end from the steering knuckle by striking the knuckle to dislodge the tie rod end. **Note:** Be careful not to damage the tie rod end. (See Photo # 4)
7. Disconnect the ABS line at the top of the frame rail. Remove the brakeline retaining bracket from the top of the steering knuckle using a 10mm wrench. **Note:** It will not be necessary to disconnect the actual banjo fitting at the brake caliper. Remove the brake caliper using a 18mm socket. Then wire the brake caliper out of the way so there is no stress on the brakeline & remove the rotor. (See Photo # 5)

8. Remove the outer cv axle nut dust cover to allow access to the outer cv axle nut. Remove the outer cv axle nut & washer using a 1 7/16" socket. (See Photo # 6)



Photo # 6

9. Mark the cv axle prior to the removal so the cv axle can be reinstalled the same as removed. **Note:** Be sure to mark the cv axles left & right. Remove the cv axle from the front differential using a 15mm socket & remove the cv axle. (See Photo # 7)



Photo # 7

10. Remove the upper & lower A-arm ball joints from the steering knuckle using a 18mm socket. **Note:** It may be necessary to strike the steering knuckle to allow the tie rod end to dislodge. Remove the steering knuckle from the vehicle.

11. Remove the spindle bearing from the steering knuckle using a 15mm socket. (See Photo # 8)

12. Remove the lower A-arm from the frame using a 18mm socket & 15/16" wrench. (See Photo # 9)

13. Disconnect the front driveshaft using a 7/16" wrench. **Note:** Be sure to mark the U-joint & yoke at the differential. The drive shaft **must** be installed the same way during the reinstallation. Failure to realign the U-joint & yoke in the exact same point could result in a vibration after installation. (See Photo # 10) Do not remove the drive shaft all together. Simply strap it out of the way. **Note:** GM front drive shafts are balanced on each vehicle due to driveline vibrations. It is **very** important that the drive shaft is reinstalled the same as OEM.



Photo # 8

14. Locate the OEM rear two piece differential cross member & locate the point on the driver side where the cross member is welded to the frame. It will be necessary to grind off the welds so the cross member can be removed. (See Photo # 11)



Photo # 9



Photo # 10



Photo # 11

15. With the welds ground off, remove the cross member mounting bolts using a 18mm wrench & remove the rear cross member assembly. (See Photo # 12)
16. While supporting the front differential with a transmission jack, remove the passenger side differential mounting bolts using a 21mm socket. Disconnect the actuator line from the passenger side of the front differential. (See Photo # 13)
17. Remove the driver side upper differential bolt using a 21mm socket & disconnect the vacuum hose on the driver side of the front differential. (See Photo # 14) Remove the differential using a transmission jack.
18. On the passenger side differential tube pad, locate the rearward mounting hole. Measure 1/2" from the outside edge of the hole to the outside edge of the mount & mark. Using a reciprocating saw or similar tool, cut along the mark. (See Photo # 15 & # 16)
19. To install the new Skyjacker front cross member bracket, the tabs located on the rear of the OEM A-arm mount must be ground off. (See Photo # 17 & # 18) Install the new front cross member using the crush sleeves (Part # CS2750-S), 5/8" x 4 1/2" fine thread bolts, washers, & nuts. Mark the locations on the frame that must be ground, remove the cross member, & grind these locations.



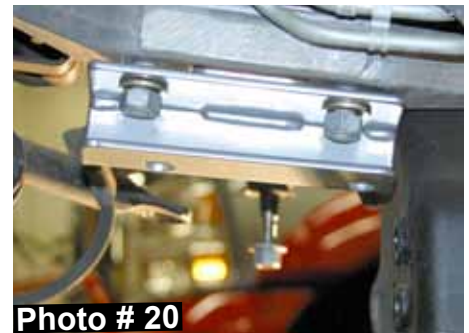
Photo # 14
REAR mounting point on passenger side diff tube.



20. Attach new Skyjacker driver side differential brackets to the OEM mount on the frame using the supplied crush sleeve (Part # CS2265-S) & OEM hardware. (See Photo # 19) **Note:** The bracket on the rearward side will have a tab that fits under the OEM mount to lock the assembly in place. **Do not tighten at this time.**



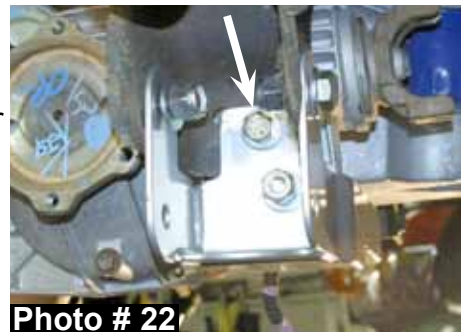
21. Attach the new Skyjacker passenger side differential bracket to the OEM mount on the frame using the OEM hardware. The new bracket will install with the open side towards the center of the vehicle. **Tighten at this time.** (See Photo # 20)



22. Install front differential. Attach to driver side bracket using the 9/16 x 4" fine thread bolt, washers and nut. Attach to passenger side bracket using the 9/16 x 1 1/2" fine thread bolt, washers, and nuts. No washers will be used under the nut. Be sure to use the supplied support shims under the head of the bolt at the differential. (See Photo # 21)



23. Install the new Skyjacker driver side rear cross member bracket. Install using the 5/8" x 1 1/2" button head bolt for the upper front hole. **Note:** The button head bolt must be used in the upper front hole for clearance. Use a washer behind the nut, not behind the head of the bolt. Install the 5/8" x 1 1/2" fine thread bolts, washers, & nuts at the upper rear mount. **Note:** Be sure to use washers on both sides of this bolt. Attach the backside of the bracket to the frame using the 9/16" x 1" fine thread bolt, washer, & nuts. (See Arrow in Photo # 22)

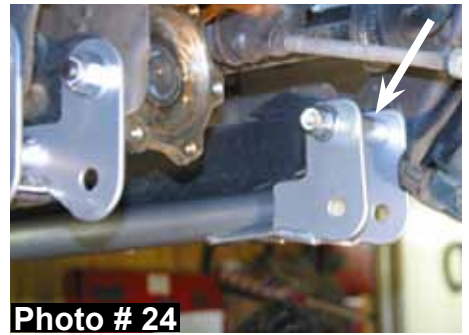


24. Place a washer on the 9/16" x 4 1/2" fine thread bolt. Install the bolt through the OEM rear differential mount, new cross member bracket, & frame.

25. Attach the new Skyjacker passenger side cross member bracket using the 5/8" x 1 1/2" button head bolt for the upper front hole. Use a washer behind the nut, not behind the head of the bolt. Install the 5/8" x 1 1/2" fine thread bolts, washers, & nuts at the upper rear mount. Attach the OEM rear cross member to the new brackets using the OEM hardware. (See Photo # 23)



26. Install the new Skyjacker front cross member using the 5/8" x 4 1/2" fine thread bolts, washers, & nuts. **Note:** Be sure to install the anti-crush sleeves. (See Arrow in Photo # 24). If installing a new Skyjacker dual stabilizer, see those instruction sheets at this time.



27. Attach the lower A-arms to the new cross members using the OEM hardware. (See Photo # 25)

28. Locate the OEM bump stop pads on the lower A-arms. **Note:** It will be necessary to drill these locations to allow for the mounting of the new Skyjacker lower bump stop spacers. Mark the center of the pad using a punch & drill using a 3/8" drill bit. (See Photo # 26) **Note:** It is recommended to drill using a smaller pilot bit first.



29. Attach the new polymer bump stop spacers to the lower A-arms using the 3/8" x 4" button head bolts, washers, & nuts. (See Photo # 27) Tighten the 3/8" bolt until the top of the upper washer is flush with the top of the new bump stop.



30. Reinstall the hub bearing assembly to the new Skyjacker steering knuckle using the OEM hardware. (See Photo # 28) Torque flange bolts to 125 lbs.

31. Install the driver & passenger side cv axles using the larger new Skyjacker (1.99" thick) spacer on the driver side & the smaller new Skyjacker (.813" thick) spacer on the passenger side. The spacers will install between the cv axle & differential. The spacers will install with male end against the differential. Use the 10mm x 110mm bolts on the driver side & the 10mm x 60mm bolts on the passenger side. **Note:** Be sure to use thread lock compound on these bolts. (See Photo # 29) Torque bolts to 45 lbs. Reinstall the cv axle retaining nut & outer dust cover.



Passenger Side shown with .813" C.V. Spacer.



32. Reinstall the OEM rotor & brake caliper. Disconnect the ABS lines from the frame & remove the OEM clip located at the middle of the line. Remove the OEM brakeline bracket from the OEM line. (See Photo # 30) This bracket is easily removed by prying apart using a screw driver. **Note:** Be sure not to damage the brakeline. Attach the ABS line & brakeline using the cable clamps & 5mm bolt provided on the backside of the new steering knuckle. (See Photo # 31) Route the ABS line under the A-arm instead of on the top & re-attach at the frame. Attach the outer tie rod end to the new steering knuckle.



33. Install the new Skyjacker sway bar end links (See Photo # 32) **Note:** Be sure to install the pivoting end at the lower A-arm. The gold washer will go on top of the A-arm & the nut on the bottom.



34. Reinstall the front drive shaft & install the new Skyjacker front shocks. If the vehicle is equipped with Auto-Ride shocks, new Skyjacker shock relocation brackets must be installed. Attach the new shock bracket to the OEM shock using the 9/16" x 3" fine thread bolts, small SAE washers, & nuts. **Note:** Be sure to use the anti-crush sleeve inside the OEM shock mount.

35. Hold the new shock bracket up flush against the OEM shock. Mark the two upper mounting holes & drill using a 5/16" drill bit. (See Photo # 33)

36. With the upper mounting holes drilled, install one 5/16" x 1" fine thread bolt, washer, & nut in each mounting location. Only use a washer under the head of the bolt, not the nut. (See Photo # 34)

37. Install the shock assembly to the OEM mounts. Attach to lower A-arm using the 9/16" x 3" fine thread bolts, small SAE washers, & nuts. **Note:** Be sure to install the large 9/16" thick washers between the new bracket & each side of the OEM mount. (See Photo # 35)



Photo # 34



Photo # 35



Photo # 33

38. **Pick-Up models skip to Step # 40.** Attach the new Skyjacker torsion bar brackets to the OEM mounts on the frame using the 9/16" x 3" fine thread bolts, washers, & nuts. (See Photo # 36)



Photo # 36

39. With the new brackets installed, reinstall the OEM torsion bar cross member using the OEM hardware. (Skip to Step # 42)

40. Install the new Skyjacker torsion bar bracket onto the frame. Line up the rivets in the bottom of the frame with the holes in the bottom of the bracket. **Note:** Be sure the bracket sits flush. It may be necessary to grind the frame smooth where the frame brace is attached to the frame. Using a C-clamp, hold the new bracket so the outer & bottom holes can be marked & drilled. Once the holes are marked, drill the holes using a 1/2" drill bit. Once all holes are drilled, install the new bracket using the 1/2" x 1 1/2" fine thread bolts, washers, & nuts. Tighten the bottom bolts first then the outer bolts. Install the new poly bushings & sleeves into the new drop bracket. (See Photo # 37)



Photo # 37

41. With the new brackets installed, reinstall the OEM torsion bar cross member using the OEM hardware.



Photo # 38

42. Reinstall the OEM torsion bars. **Note:** Be sure to install the OEM adjuster bolts to the same length as OEM. (See Photo # 38)

43. Reinstall the front tires / wheels & lower the vehicle to the ground. At this time, check all bolts & hardware for proper installation & tightness.



Photo # 39

44. Reinstall the front OEM skid plates. The lower skid plate will attach to the new front Skyjacker cross member. Attach to the tabs on the new cross member using the OEM hardware & the supplied 10mm nuts. (See Photo # 39)

Rear Installation:

45. Raise the rear of the vehicle & support the frame rails using jack stands. **Pick up models w/ Rear Leaf Springs skip to Step # 54.**

46. Remove the rear shocks using a 21mm socket. Models equipped with Air Ride rear shocks must first disconnect the air supply line from the top of the shock, the sensor link from the frame, & the mount on top of the upper control arm.



Photo # 40

47. Disconnect the rear sway bar end links. (See Photo # 40)

48. Disconnect the lower control arm (only disconnect one side at a time so that the axle is not free to move). (See Photo # 41)
49. Install the new Skyjacker bump stop bracket to the OEM bump stop pad on the axle. Install so the lip on the new bracket is towards the front & catches on the front of the OEM bracket. Attach using the 3/8" x 1" fine thread bolt, washers, & nut. The bolt will install from under the OEM bracket through the new bracket. (See Photo # 42)
50. Reinstall the OEM lower control arm. **Escalade & Denali models only:** Install the new Skyjacker rear lower control arms using the OEM hardware. (See Photo # 43)
51. Lower the axle down far enough to allow for the installation of the new Skyjacker rear coil springs. Remove the OEM coil spring & replace with the new coil spring. Lower the vehicle to the ground with the weight on the new coil springs.
52. Install the new Skyjacker rear shocks. **Auto & Air Ride Models:** Locate the new Skyjacker rear shock relocation brackets. Attach the bracket to the OEM shock location using the 9/16" x 3 1/2" fine thread bolt, washers, & nut. Attach to the bottom side of the OEM bracket using the 9/16" x 1 1/2" fine thread bolt, washers, & nut. Attach the OEM shock to the new bracket using the 9/16" x 3 1/2" fine thread bolt, washers, & nut. **Note:** Be sure to install the thick 9/16" washer between the inside of the shock & new bracket. Install two thick 9/16" washers between the outside of the shock & new bracket. (The Arrow in Photo # 44 shows the location for the two thick 9/16" washers). Air Ride models must also replace the OEM sensor link removed in step # 46 with the longer supplied link.
53. Locate the new Skyjacker rear sway bar end links. Insert the 5/8 hourglass bushings & steel sleeves provided. Attach to the OEM sway bar & frame using the 1/2" x 3" fine thread bolts, washers, & nuts. (See Photo # 45)



Photo # 41



Photo # 42



Photo # 43



Photo # 44



Photo # 45

Pick-Up Models with Rear Leaf Spring:

54. Remove the rear shocks & U-bolts using a 21mm socket. Lower the axle down far enough to allow for the installation of the new Skyjacker rear block. *(If installing rear add-a-leaf follow the instructions supplied w/ add-a-leaf)* Install the new block so the shorter end is towards the front of the vehicle. (See Photo # 46)



55. Raise the axle up to the rear springs. Make sure the new block is properly seated on the axle & the tie bolt in the spring seats properly into the new block. Install the new Skyjacker U-bolts & torque to 100 ft. Lbs. (See Photo # 47)



56. Install the new Skyjacker rear shocks, rear tires / wheels, & lower the vehicle to the ground. At this time, check all bolts & hardware for proper installation & tightness.

FINAL NOTES:

- After the installation is complete, double check that all nuts & bolts are tight. Check all brackets for proper installation.
- If new tires are installed that are more than 10% taller than original tires, the speedometer must be recalibrated for the rear wheel anti-lock brake system to function properly. Contact an authorized GM dealer for details on recalibration.
- With the vehicle on the ground, cycle the steering lock to lock & inspect the steering, suspension, & driveline systems for proper operation, tightness, & adequate clearance. Recheck the brake hose / fittings for leaks. Be sure all hoses, including the rear, are long enough.
- Have the headlights readjusted to the proper settings.
- Have a qualified alignment center realign the vehicle to the OEM specifications. Be sure the vehicle is at the desired ride height prior to realignment.
- Retorque all bolts after the first 100 miles.

Seat Belts Save Lives, Please Wear Your Seat Belt.