



1994 - 2001 Dodge 1500 4WD
1994 - 2002 Dodge 2500 4WD
1994 - 2002 Dodge 2500 4WD

7" Suspension Lift

Installation Instructions

- * Safety Glasses
- * Metric / Standard Sockets & Wrenches
- * Hex Key Wrenches
- * Drill / Assorted Drill Bits
- * Grinder
- * Bristle Disc
- * Floor Jack / Jack Stands
- * Measuring Tape
- * Ratchet Strap
- * Torque Wrench
- * Transmission Jack



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:

- If larger tires (10% more than the OEM diameter) are installed, speedometer recalibration will be necessary. Contact your local Dodge dealer or an authorized dealer for details.
- After installation, a qualified alignment facility is required to align the vehicle to the OEM specifications.

- The new Skyjacker seal adapter Part # DTSA10 & new seal Part # TCS2675 are both included with this lift kit.
- 6 Speed Manual Transmission models will require modifications to the new Skyjacker transmission bracket.
- 3/4 & 1 Ton models equipped with a 360 engine, the front of the vehicle will sit slightly higher than the rear of the vehicle.

Component Box Breakdown:

Part #: D7075-DX

| Item # | Description | Qty | Item # | Description | Qty |
|----------|-------------------------|-----|-------------|-----------------------------|-----|
| DUL75-DX | UPPER LINKS DOUBLE FLEX | 1 | IXR10 | INDEX RING | 1 |
| DLL75-DX | LOWER LINKS DOUBLE FLEX | 1 | TCS2675 | SEAL | 1 |
| D70CM-5 | CROSSMEMBER | 1 | DTSA10 | SEAL ADAPTER | 1 |
| D70FDI-1 | DRIVER INNER FRAME BRKT | 1 | RBL60 | REAR BRAKE LINE | 1 |
| D70FPI-2 | PASS INNER FRAME BRKT | 1 | VT53229 | VACUUM TUBING 5/32" X 29" L | 1 |
| D70FPO-3 | PASS OUTER FRAME BRKT | 1 | HB-D7075-1 | HDWR BAG: D7075 | 1 |
| D70FDO-4 | DRIVER OUTER FRAME BRKT | 1 | HB-D7075-BL | HDWR BAG: BRAKE LINE BRKTS | 1 |
| D70SP-7 | SKID PLATE | 1 | HB-D7SHK | HDWR BAG: SHOCK HARDWARE | 1 |
| DTB70-B | TRACK BAR BRACKET | 1 | I-D7075 | INST SHEET: D7075 | 1 |
| D70TB | TRACK BAR ASSEMBLED | 1 | | | |

Part #: DUL75-DX

| Item # | Description | Qty | Item # | Description | Qty |
|------------|---------------------------|-----|----------|---------------------------|-----|
| TT200X12-1 | THREAD TUBE 2"OD X 12" L | 2 | 114LFTJN | 1 1/4" LEFT HAND JAM NUT | 2 |
| RE114X1L | ROD END 1 1/4" LEFT HAND | 2 | 114RFTJN | 1 1/4" RIGHT HAND JAM NUT | 2 |
| RE114X1R | ROD END 1 1/4" RIGHT HAND | 2 | HB-DUL75 | HDWR BAG: UPPER LINKS | 1 |

Part #: DLL75-DX

| Item # | Description | Qty | Item # | Description | Qty |
|------------|---------------------------|-----|----------|---------------------------|-----|
| TT200X34-1 | THREAD TUBE 2"OD X 34" L | 2 | 114LFTJN | 1 1/4" LEFT HAND JAM NUT | 2 |
| RE114X1R | ROD END 1 1/4" RIGHT HAND | 2 | 114RFTJN | 1 1/4" RIGHT HAND JAM NUT | 2 |
| RE114X1L | ROD END 1 1/4" LEFT HAND | 2 | HB-DLL75 | HDWR BAG: LOWER LINKS | 1 |

Part #: D70TB

| Item # | Description | Qty | Item # | Description | Qty |
|------------|----------------------|-----|----------|-------------------------|-----|
| D70TB-10 | ADJUSTABLE TRACK BAR | 1 | 34RFTJN | 3/4" RIGHT HAND JAM NUT | 1 |
| HD34X34DTB | HD 3/4" ROD END | 1 | HB-D70TB | HDWR BAG: ADJ TRACK BAR | 1 |

Part #: IXR10

| Item # | Description | Qty | Item # | Description | Qty |
|---------|-------------|-----|----------|---------------------|-----|
| IXR10-S | INDEX RING | 1 | HB-IXR10 | HDWR BAG: INDEX RNG | 1 |

Part #: RBL60

| Item # | Description | Qty |
|--------|-----------------|-----|
| RBL76S | REAR BRAKE LINE | 1 |

| Item # | Description | Qty |
|--------|-------------|-----|
| BTIE | PLASTIC TIE | 1 |

Hardware Bag Breakdown:

Part # HB-DUL75

| Item # | Description | Qty |
|-------------|--------------------------------|-----|
| REB118-20DU | ROD END BUSHING | 4 |
| REB118-20DL | ROD END BUSHING | 4 |
| 58X412FTB | 5/8" X 4 1/2" FINE THREAD BOLT | 2 |

| Item # | Description | Qty |
|--------|---------------------------|-----|
| 58FTN | 5/8" FINE THREAD LOCK NUT | 2 |
| 58SAEW | 5/8" SAE WASHERS | 4 |

Part # HB-DLL75

| Item # | Description | Qty |
|-------------|-------------------------------|-----|
| REB118-20DL | ROD END BUSHING | 4 |
| REB118-14 | ROD END BUSHING | 8 |
| 916X412FTB | 9/16" X 4 1/2" FINE THRD BOLT | 2 |

| Item # | Description | Qty |
|---------|----------------------------|-----|
| 916FTN | 9/16" FINE THREAD LOCK NUT | 2 |
| 916SAEW | 9/16" SAE WASHER | 4 |

Part # HB-D70TB

| Item # | Description | Qty |
|-------------|--------------------------------|-----|
| 3381 | POLY URETHANE BUSHING | 2 |
| TBS2625 | TRACK BAR SLEEVE | 1 |
| ZF316 | 3/16" ALEMITE GREASE FITTING | 1 |
| TJDLB | METAL STEP BUSHING | 2 |
| 58X4CAMB | 5/8" X 4" CAM BOLT | 1 |
| 12X212BHCTB | 1/2" X 2 1/2" BH COARSE BOLT | 1 |
| CBW412-7D | CAM BOLT WASHER | 1 |
| 12X214FTB | 1/2" X 2 1/4" FINE THREAD BOLT | 1 |
| 12X212FTB | 1/2" X 2 1/2" FINE THREAD BOLT | 2 |
| 18X70MMB | 18MM X 70MM METRIC BOLT | 1 |

| Item # | Description | Qty |
|----------|-----------------------------|-----|
| HW316 | HALF WASHER | 1 |
| 58STVCTN | 5/8" STV COARSE THREAD NUT | 1 |
| 12STVFTN | 1/2" STV FINE THREAD NUT | 3 |
| 18MMN | 18MM-2.5TPI LOCK NUT | 1 |
| 12USSW | 1/2" USS WASHER | 1 |
| 12SAEW | 1/2" SAE WASHER | 2 |
| 18MMFW | 18MM FLAT WASHER | 1 |
| LT100 | NUTS N' BOLTS 427 1 ML TUBE | 1 |
| 12STVCTN | 1/2" STV COARSE THREAD NUT | 1 |

Part # HB-IXR10

| Item # | Description | Qty |
|-----------|--------------------|-----|
| 38X158IRS | 3/8" X 1 5/8" STUD | 6 |
| 38IRFN | 3/8" FLANGED NUT | 6 |
| 38IRW | 3/8" BLACK WASHER | 6 |

| Item # | Description | Qty |
|---------|-----------------------------|-----|
| 38X1SHB | 3/8" X 1" SOCKET HEAD BOLT | 6 |
| LT100 | NUTS N' BOLTS 427 1 ML TUBE | 1 |
| S343-3 | ULTRA BLACK SILICONE | 1 |

Part # HB-D7075-1

| Item # | Description | Qty |
|-----------|--------------------------------|-----|
| 58X512FTB | 5/8" X 5 1/2" FINE THREAD BOLT | 4 |
| 12X312FTB | 1/2" X 3 1/2" FINE THREAD BOLT | 2 |
| 12X112FTB | 1/2" X 1 1/2" FINE THREAD BOLT | 4 |
| 38X112CTB | 3/8" X 1 1/2" COARSE THRD BLT | 5 |
| 58FTN | 5/8" FINE THREAD LOCK NUT | 4 |
| 12FTN | 1/2" FINE THREAD LOCK NUT | 6 |
| 38CTN | 3/8" COARSE THRD LOCK NUT | 5 |

| Item # | Description | Qty |
|---------|--------------------|-----|
| 12SAEW | 1/2" SAE WASHER | 8 |
| 38SAEW | 3/8" SAE WASHER | 5 |
| 58SAEW | 5/8" SAE WASHER | 8 |
| 916SAEW | 9/16" SAE WASHER | 4 |
| TS250 | SLEEVE .250" LONG | 4 |
| S-FR7D | SLEEVE 3.125" LONG | 4 |

Part # HB-D7075-BL

| Item # | Description | Qty |
|------------|-------------------------------|-----|
| DBLE70 | FRONT BRAKE LINE BRACKET | 2 |
| DVL10 | VACUUM LINE BRACKET | 1 |
| 14X1FTB | 1/4" X 1" FINE THREAD BOLT | 3 |
| 516X114FTB | 5/16" X 1 1/4" FINE THRD BOLT | 2 |

| Item # | Description | Qty |
|---------|----------------------------|-----|
| 14FTN | 1/4" FINE THREAD LOCK NUT | 3 |
| 516FTN | 5/16" FINE THREAD LOCK NUT | 2 |
| 14SAEW | 1/4" SAE WASHER | 5 |
| 516SAEW | 5/16" SAE WASHER | 4 |

Part # HB-D7SHK

| Item # | Description | Qty |
|--------|-------------------------|-----|
| 142118 | ES34 SLEEVE, 1.66" LONG | 4 |

| Item # | Description | Qty |
|---------------|-----------------------|-----|
| HOURGLASS 3/4 | HOURGLASS 3/4 BUSHING | 2 |

Component Box Breakdown:

Part #: D702 / D702S / D752 / D752S

| Item # | Description | Qty |
|---------------|---|-----|
| D70-TM-B-MAN | TRANS MOUNT / MANUAL | 1 |
| D70BP-6 | FRONT BUMP STOP BRACKET | 2 |
| D70TM-8 | TRANS MOUNT / AUTOMATIC | 1 |
| R224S | REAR ADD A LEAF (Included With D702 Box) | 2 |
| R370S | REAR ADD A LEAF (Included With D752 Box) | 2 |
| 3806 | 3/8" X 6" TIE BOLTS & NUTS (Included With D702 Box) | 1 |
| 1206 | 1/2" X 6" TIE BOLTS & NUTS (Included With D752 Box) | 1 |
| 916X212X1312U | 9/16" X 2 1/2" X 13 1/2" U-BOLT (Included With D702 Box) | 4 |
| 916X212X12U | 9/16" X 2 1/2" X 12" U-BOLT (Included With D702S Box) | 4 |
| 58X318X1612U | 5/8" X 3 1/8" X 16 1/2" U-BOLT (Included With D752 Box) | 4 |

| Item # | Description | Qty |
|---------------|--|-----|
| 916X318X1312U | 9/16" X 3 1/8" X 13 1/2" U-BOLT (Included With D752S Box) | 4 |
| RB20 | 2" REAR BLOCK (Included With D702 Box) | 2 |
| RB27 | 2" REAR BLOCK (Included With D752 Box) | 2 |
| SBL20-L | SWAY BAR LWG BRKT-LEFT | 1 |
| SBL20-R | SWAY BAR LWG BRKT-RIGHT | 1 |
| BP25S | FRONT POLY BUMP STOPS | 2 |
| DS397 | DUAL SHOCK KIT | 1 |
| DSP2345 | LOWER LINK SKID PLATES | 1 |
| 7017 | OEM STABILIZER KIT | 1 |
| VH17 | VACUUM HOSE / CUT 21" | 1 |
| HB-D702 | HDWR BAG: D702 / D752 | 1 |
| HB-D70TM82 | HDWR BAG: TRANS SPACERS | 1 |
| HB-58FTN | HDWR BAG: 5/8" LOCK NUTS (Included With D752 Box) | 1 |

Part # 3806 (Included With D702 Box)

| Item # | Description | Qty |
|--------|--------------------|-----|
| 3806S | 3/8" X 6" TIE BOLT | 2 |

| Item # | Description | Qty |
|--------|-------------------|-----|
| 38TBN | 3/8" TIE BOLT NUT | 2 |

Part # 1206 (Included With D752 Box)

| Item # | Description | Qty |
|--------|--------------------|-----|
| 1206S | 1/2" X 6" TIE BOLT | 2 |

| Item # | Description | Qty |
|--------|-------------------|-----|
| 12TBN | 1/2" TIE BOLT NUT | 2 |

Part # DS397

| Item # | Description | Qty |
|----------|------------------------|-----|
| DS397-UL | UPPER LEFT SHOCK BRKT | 1 |
| DS397-UR | UPPER RIGHT SHOCK BRKT | 1 |
| DS390-BL | LOWER LEFT SHOCK BRKT | 1 |

| Item # | Description | Qty |
|----------|------------------------|-----|
| DS390-BR | LOWER RIGHT SHOCK BRKT | 1 |
| HB-DS397 | HDWR BAG: DS397 | 1 |

Part # DSP2345

| Item # | Description | Qty |
|----------|-----------------------|-----|
| D2345-SP | LOWER LINK SKID PLATE | 2 |

| Item # | Description | Qty |
|------------|---------------------------|-----|
| HB-DSP2345 | HDWR BAG: LWR LK SKID PLT | 1 |

Part # 7017

| Item # | Description | Qty |
|--------|-----------------------|-----|
| 7000WS | WHITE STEERING DAMPER | 1 |
| B10RS | RED BOOT | 1 |
| BTIE | RED BOOT TIE | 1 |

| Item # | Description | Qty |
|---------|-------------------|-----|
| HSS | HYDRO SHOCK DECAL | 1 |
| HB-7017 | HDWR BAG: 7017 | 1 |

Hardware Bag Breakdown:

Part # HB-DS397

| Item # | Description | Qty |
|----------|------------------------------|-----|
| 12X3CTB | 1/2" X 3" COARSE THREAD BOLT | 6 |
| 12X40MMB | 12MM X 40MM METRIC BOLT | 2 |
| 12CTN | 1/2" COARSE THRD LOCK NUT | 6 |

| Item # | Description | Qty |
|--------|-----------------|-----|
| 12MMN | 12MM METRIC NUT | 2 |
| 12SAEW | 1/2" SAE WASHER | 22 |

Part # HB-DSP2345

| Item # | Description | Qty |
|-----------|--------------------------|-----|
| 516X1CARB | 5/16" X 1" CARRIAGE BOLT | 4 |
| 516SAEW | 5/16" SAE WASHER | 4 |

| Item # | Description | Qty |
|--------|---------------------------|-----|
| 516CTN | 5/16" COARSE THR LOCK NUT | 4 |

Part # HB-7017

| Item # | Description | Qty |
|---------|----------------------------|-----|
| 12X4FTB | 1/2" X 4" FINE THREAD BOLT | 1 |
| 12SAEW | 1/2" SAE WASHER | 2 |
| 12FTN | 1/2" FINE THREAD LOCK NUT | 2 |
| 12USSW | 1/2" USS WASHER | 1 |
| 141509 | ES25 SLEEVE, 1.50" LONG | 3 |

| Item # | Description | Qty |
|---------------|------------------------------|-----|
| 142121 | ES24 SLEEVE, 1.38" LONG | 2 |
| HOURGLASS 5/8 | HOURGLASS 5/8 BUSHING | 2 |
| 81004 | TAPERED SLEEVE, 1/2" I.D. | 1 |
| 12X312FTB | 1/2" X 3 1/2" FINE THRD BOLT | 1 |
| 58SP | 5/8" SPACER - 1 1/4" O.D. | 1 |

Part # HB-D702

| Item # | Description | Qty |
|------------|-------------------------------|-----|
| 12X3FTB | 1/2" X 3" FINE THREAD BOLT | 4 |
| 716X112FTB | 7/16" X 1 1/2" FINE THRD BOLT | 4 |
| 716X4FTB | 7/16" X 4" FINE THREAD BOLT | 2 |
| 12FTN | 1/2" FINE THREAD LOCK NUT | 4 |

| Item # | Description | Qty |
|---------|----------------------------|-----|
| 716FTN | 7/16" FINE THREAD LOCK NUT | 6 |
| 916FTN | 9/16" FINE THREAD LOCK NUT | 8 |
| 12SAEW | 1/2" SAE WASHER | 8 |
| 716SAEW | 7/16" SAE WASHER | 12 |

Part # HB-D70TM82

| Item # | Description | Qty |
|----------|-----------------------------|-----|
| D70SP-4 | 1" OD X .875" LONG SPACER | 4 |
| 716X2CTB | 7/16" X 2" COARSE THRD BOLT | 4 |

| Item # | Description | Qty |
|---------|------------------|-----|
| 716SAEW | 7/16" SAE WASHER | 4 |

Part # HB-58FTN (Included With D752 Box)

| Item # | Description | Qty |
|--------|---------------------------|-----|
| 58FTN | 5/8" FINE THREAD LOCK NUT | 8 |

Important Note: Safety Recall # 835

1994-95 2500 & 3500 models with a 5.9L Diesel or 8.0L V-10, the vehicle manufacturer has a safety recall # 835 that reinforces the OEM coil spring towers. The part # for this OEM upgrade is # CBBR8352. Check with your local Dodge dealer in regards to this upgrade prior to installing this suspension system.

Front Installation:

1. If equipped, remove the OEM skid plate that attaches to the underside of the transfer case & remove the OEM rear skid plate crossmember located behind the transfer case. (See Photo # 1 & # 2)
2. Remove the OEM driver side exhaust bracket from the rear of the transfer case. **Note:** It will be reused at the end of the installation. (See Photo # 3)
3. Remove the OEM front & rear drive shafts using a 5/16" socket / wrench & 16mm socket / wrench. Once the rear drive shaft is removed, fluid will run from transfer case. So, be prepared with a drip pan. (See Photo # 4)
4. Drain the fluid from the transfer case. (See Photo # 5)



Photo # 1



Photo # 2



Photo # 3



Photo # 4



Photo # 5

5. Remove the six OEM retaining nuts that hold the transmission to the transfer case. (See Photo # 6)
6. Remove the OEM speedometer wire from the rear of the transfer case.
7. Remove the OEM vacuum line / vent hose from the top of the transfer case. (See Photo # 7)
8. Remove transfer case shift linkage from the transfer case bracket.
Note: This should easily pop off using a long screwdriver. (See Photo # 8)
9. Remove the transfer case using a transmission jack.
10. Remove the six OEM retaining studs on the front of the transfer case using a stud remover.
11. Clean the outside edge of the transfer case with a bristle disc being sure to remove all of the silicone. This surface should be clean & free of residue. (See Photo # 9)
12. Install the supplied 3/8" x 1 5/8" studs into the counter sunk holes of the new Skyjacker index ring. These new studs should be pointing in the same direction of the inside lip of the ring. To ensure that the new studs are pulled down flush, thread a nut onto each new stud & tighten down. The teeth on the head of the new studs will prevent them from spinning. Then remove each nut for future installation. (See Photo # 10)
13. Align the holes of the new Skyjacker index ring up with the transfer case & mark the position with a marker so the new index ring can easily be lined up once the supplied silicone is applied. (See Photo # 11)



Photo # 6



Photo # 7



Photo # 8



Photo # 9



Photo # 10



Photo # 11

14. Apply a bead of the supplied silicone to the outside of the transfer case mounting surface. Install the new Skyjacker index ring using the supplied 3/8" x 1" socket head bolts, washers, & thread locking compound. (See Photo # 12)



Photo # 12

15. Tighten each bolt across from each other so the new Skyjacker index ring pulls up tight. Torque to 35 ft. lbs. (See Photo # 13)

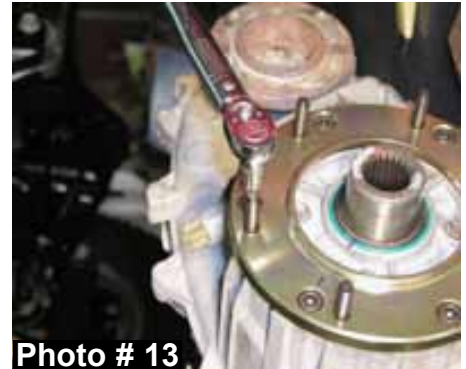


Photo # 13

16. Remove the OEM inner transmission output seal located at the rear of the transmission. Install the new Skyjacker seal adapter into the rear of the transmission. **Note:** It is recommended to apply a thin layer of silicone on the outside of the new seal adapter so it can slide in without binding. To install, tap the new seal adapter in until it seats flush. **Note:** It is recommended to use a 2x4 or other flat surface when tapping the new seal adapter in. This will ensure that the new seal adapter is installed straight. Once the new seal adapter is installed, install the supplied seal into the new seal adapter. (See Photo # 14) It shows the new seal installed with the new seal adapter. Arrow # 1 shows the new seal adapter & Arrow # 2 shows the new seal.

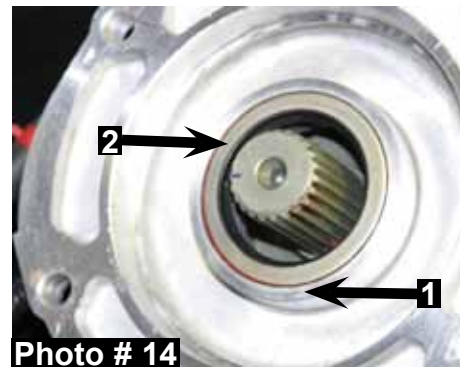


Photo # 14

17. Loosen the OEM transmission mount from the OEM crossmember using 5/8" socket / wrench. (See Photo # 15)

18. Support the transmission with a transmission jack & remove the bolts from the OEM crossmember using a 13mm socket / wrench & 15mm socket / wrench. **Note:** These bolts can be reached through the outside holes in the frame rail. (See Photo # 16)

19. Remove the OEM vacuum line retaining bolt from the OEM crossmember using a 10mm socket / wrench & remove the OEM crossmember.

20. Remove the OEM rubber transmission mount & mounting bracket using a 15mm socket / wrench & a 16mm socket / wrench. (See Photo # 17)



Photo # 15



Photo # 16



Photo # 17

21. Unplug the OEM vacuum lines being sure to mark each line so they are installed correctly during reinstallation. (See Photo # 18)



22. Install the new Skyjacker transmission mount bracket using the OEM hardware & supplied thread locking compound. (See Photo # 19) **Note:** A new Skyjacker manual transmission bracket & an automatic transmission bracket are supplied with this lift kit. If there is any interference between the new automatic transmission bracket & the transmission, use the supplied transmission spacers, 7/16" x 2" coarse thread bolts, & washers.



23. To allow for the installation of the new Skyjacker lower link relocation brackets, the lower OEM crossmember holes on the inside frame rail must be drilled to 5/8" & the outside frame rail holes will need to be filed to allow for the installation of the new Skyjacker crush sleeves. Additional filing on the bottom of the hole may be necessary to allow the new crush sleeves to line up with the hole on the inside frame rail. Install the new crush sleeves at this time. (See Photo # 20)



24. To install the new Skyjacker lower link relocation brackets, the OEM bolts that hold the smog line will need to be removed. The smog line runs down the passenger side frame rail with the bolts located under the passenger side door & behind the passenger side fender well.



25. Install the new Skyjacker inner frame bracket using the OEM hardware in the upper most holes. Do not tighten these bolts at this time. Install the new Skyjacker outer frame bracket using the supplied 5/8" x 5 1/2" fine thread bolt, washers, & nut. The rear hole will use the supplied 1/2" x 1 1/2" fine thread bolt, washers & nut. The rear hole may need to be filed to allow clearance for the new bolt. Do not tighten any of these bolts at this time. (See Photo # 21)

26. Install the new Skyjacker crossmember with the tabs down & pointing forward. Install using the supplied 1/2" x 3 1/2" fine thread bolts, washers, & nuts. **Note:** These bolts should be installed so they point toward the front of vehicle.



27. Install the OEM rubber transmission mount to the new Skyjacker transmission bracket using the OEM hardware & attach the OEM rubber transmission mount to the new crossmember using the supplied 7/16" x 1 1/2" fine thread bolts, washers, & nuts. (See Photo # 22)

28. Clean the backside of the transmission mounting surface using bristol disc & apply a bead of silicone around the rear outside edge of the transmission mounting surface. (See Photo # 23)
29. Install the transfer case using a transmission jack & the supplied 3/8" flange nuts. (See Photo # 24 & # 25)
30. Install the OEM skid plate crossmember using the supplied 1/2" x 1 1/2" fine thread bolts, washers, & nuts. (See Photo # 26)
31. Install the new Skyjacker skid plate using the supplied 3/8" x 1 1/2" coarse thread bolts. On the outer bolt on the passenger side, use two supplied 1/4" spacers between the new skid plate & crossmember. On the same bolt you will use a washer & nut on the backside. (See Photo # 27 & # 28)
32. Tighten all bolts except the new Skyjacker lower link relocation brackets. Reconnect all of the OEM vent hoses, vacuum lines, & shift linkage.
33. Remove the OEM sway bar links from the axle & clamps from the frame using a 15mm socket / wrench. Remove the OEM sway bar & lay to the side. (See Photo # 29)
34. Remove the OEM draglink from the OEM pitman arm using a 21mm socket / wrench. Remove the OEM pitman arm using a 1 5/16" socket / wrench & pitman arm puller. Install the new Skyjacker drop pitman arm using the OEM hardware & 1 5/16" socket / wrench. (See Photo # 30)



Photo # 23



Photo # 24



Photo # 25



Photo # 26



Photo # 27



Photo # 28



Photo # 29



Photo # 30

35. Remove cotter pin & nut from the OEM passenger side tie rod end using a 21mm socket / wrench. Removing the OEM tie rod end from the passenger side will allow access to the OEM track bar bolt. (See Photo # 31)



36. Remove cotter pin & track bar bolt from the passenger side axle using a 18mm socket / wrench & a 21mm socket wrench & reinstall the OEM tie rod end. (See Photo # 32)



37. Remove the OEM front shocks using a 19mm socket / wrench & a 21mm socket / wrench. **Note:** The upper OEM nuts can be reached from under the hood. It may be necessary to remove air intake hose to gain access to upper shock mount on driver side.

38. Remove the OEM upper shock tower ring bolts using a 15mm socket / wrench. (See Photo # 33)



39. Connect a ratchet strap from the passenger side of the axle to the driver side of the frame. This will assure that the axle does not move from side to side.

40. Disconnect the brakeline brackets on the driver & passenger side frame rails using a 13mm socket / wrench. (See Photo # 34)

41. Raise the front of the vehicle from the frame rails while supporting the front axle with jack stands.

42. Loosen the OEM upper & lower links using a 15mm socket / wrench, a 18mm socket / wrench, & a 21mm socket / wrench. (See Photo # 35)



43. Remove front tires / wheels & lower the front axle. Remove The OEM coil springs & inside tower rings. **Note:** The OEM rubber isolator pads will be reused. (See Photo # 36)

44. Remove the OEM rubber bump stops from the frame rails. **Note:** These are easily removed using a pair of adjustable pliers. (See Photo # 37)



45. Remove both upper & lower OEM links. **Note:** Be sure to leave at least one lower link in at all times. This will make sure that the axle does not roll.

Suggested Upper & Lower Link Settings:

Upper Links: 17 3/4" Center to Center
Lower Links: 39 3/4" Center to Center

The above measurements are starting points only. The final settings are to be made by a qualified alignment facility.

46. Install the new Skyjacker lower links using one step down spacer on each side of the rod end. There are six spacers included for each new lower link. There are four small & two large. On 94-99 models you will use only the four smaller spacers & on 00-02 models you will use two of the smaller spacers at the frame location & two of the larger ones at the axle. Install the new lower links using the OEM cam bolts at the axle & at the frame end, use the supplied 9/16"x 4 1/2" fine thread bolts, washers, & nuts. (See Photo # 38)
47. On 94-99 models it will be necessary to drill the OEM lower link mounts on the frame to 5/8". The front mounting hole on the axle will need to be drilled to 9/16". The new Skyjacker upper links will mount to the OEM lower link mounts. Do not install the new upper links at this time. (See Photo # 39)
48. Using the supplied template on Page # 17 as a guide, cut out the inside of the OEM upper link mounts on the axle. This must be done to allow for clearance of the new upper link jam nuts. (See Photo # 40 & # 41)
49. Install the new Skyjacker upper links using one step down spacer on each side of the rod end. There are four spacers included for each new upper link. There are two small & two large. The two smaller ones will be used on the axle end. Mount the new upper links to the axle using the OEM rear lower link bolts. Mount the frame end using the two large spacers & the supplied 5/8" x 4 1/2" fine thread bolts, washers, & nuts. When installing the new upper links, be sure to install the new Skyjacker lower dual shock brackets. **Note:** Install with the supplied 1/2" washers behind each bolt so the new lower dual shock brackets sit flush. These new lower dual shock brackets will not be installed when using the Skyjacker Platinum Series coilovers. (See Photo # 42)



50. Grind off the bottom lip of the OEM bump stop cups on the frame & slide the new Skyjacker bump stop brackets over the OEM bump stop cups. Make sure the new bump stop brackets are flush against the frame rail & mark both holes that will need to be drilled. Remove the new bump stop brackets & drill both holes to 1/2". Install the new Skyjacker polyurethane bump stops to the new bump stop brackets using the supplied 3/8" coarse thread nuts. Install the new bump stop assemblies using the supplied 1/2"x 3" fine thread bolts, washers, & nuts. (See Photo # 43)



51. Install the new Skyjacker coil springs using the OEM tower rings & isolator pads. Raise the front axle in order to load the new Skyjacker coil springs. (See Photo # 44)



52. Install the new Skyjacker L-shaped brakeline brackets to the top of each upper link mount on the axle using the supplied 5/16" x 1 1/4" bolts, washers, nuts. The new brakeline brackets will install so the long end is sticking up & away from the new coil springs. Install the new Skyjacker OEM position front shocks from under the hood. Install the new Skyjacker upper dual shock brackets using the OEM tower hardware. Bolt the OEM position shocks to the new upper dual shock brackets using the supplied 1/2" x 3" coarse thread bolts, washers, & nuts. Use the OEM hardware to mount the bottom of each shock. Install the new Skyjacker add-on shocks using the supplied 1/2" x 3" coarse thread bolts, washers, & nuts on the top & bottom. (See Photo # 45, # 46, & # 47)



53. Locate the OEM crossmember that runs underneath the engine oil pan. This will be the mounting location for the new Skyjacker track bar bracket. Drill the existing brakeline retainer hole on the rear of the crossmember all the way through using a 1/2" drill bit. Install the supplied 1/2" x 2 1/2" fine thread bolt, half washer, & nut. Drill from the backside to the front of the crossmember. The half washer will lock the bolt in place. Locate the OEM hole on the bottom passenger side of the crossmember. This hole will need to be drilled all the way through with a 1/2" drill bit. Install the new Skyjacker track bar bracket to the new hole using the supplied 1/2" x 2 1/4" fine thread bolt, washer, & nut. The washer will only be used on the nut side of the bolt. Install the supplied 18mm x 70mm bolt, washers, & nut. This bolt will go through the new track bar bracket into the OEM track bar mount. Tighten all bolts so the inside hole on the bottom can be marked & drilled. Once marked, drill a 1/2" hole up through the crossmember. To protect the oil pan when drilling, place a small piece of wood in between the crossmember & oil pan. Install the supplied 1/2" x 2 1/2" bolt, washer, & nut. Once again, the flat washer will not be used on the bottom side of the new track bar bracket. Tighten all bolts on the new track bar bracket. (See Photo # 48 & # 49)



54. Remove the OEM tie rod end from the passenger side. This will allow access to the track bar mount on the passenger side. Using the template from Page # 17 as a guide cut out the sway bar bracket on the passenger side of the axle. Install the supplied grease fitting, sleeve, & bushings into the new Skyjacker track bar. Be sure to grease the new bushings prior to installation. Place the supplied step down spacers into the new track bar rod end. Install the new track bar with the rod end at the axle end using the supplied 1/2" x 2 1/2" button head bolt, washer, & nut. Install the upper end of the new track bar using the supplied cam bolt, cam washer, & nut. This new cam bolt will install from the front & go through to the back. Reinstall the OEM passenger side tie rod end & draglink to the new Skyjacker drop pitman arm. (See Photo # 51, # 52, & # 53)



55. Install the new Skyjacker sway bar drop brackets to the OEM front crossmember using the OEM hardware. **Note:** These new sway bar drop brackets should be installed so the open sides of the new sway bar brackets are facing toward the inside of the vehicle. The bottom of the new sway bar brackets should be further forward than the top. Install the OEM sway bar to the new sway bar brackets using the supplied 7/16" x 1 1/2" fine thread bolts, washers, & nuts. **Note:** Install the OEM sway bar upside down or reverse from the OEM position. The end of the OEM sway bar will now bolt to the bottom of the axle brackets, not the top. (See Photo # 53)



56. Now that the front is installed, tighten everything down and check for proper installation. Tighten all link bolts & reinstall the OEM shift linkage. Go back through these instructions & tighten everything that was loosened. Reinstall the OEM smog line.



57. Install the new Skyjacker vacuum line drop bracket to the passenger side frame rail. Install the new Skyjacker rubber 5/16" vacuum line on the passenger side frame. This will replace the OEM piece. (See Photo # 54)



58. Where the vacuum line attaches to the transfer case, the line must be zip tied to the new Skyjacker transmission bracket. Reinstall the OEM driver side exhaust hanger. Move it to the front of the transfer case so it holds the exhaust more securely. It will bolt to the crossmember bolt on the driver side. Install the OEM front drive shaft. **Note:** The skid plate may need to be removed to allow access to the yoke at the transfer case. (See Photo # 55 & # 56)



Rear Installation:

59. Remove the OEM rear shocks. **Note:** The spare tire may need to be removed to allow access to the upper shock mount on the driver side.
60. Disconnect the OEM rear brake line & vent hose. Remove the OEM rear u-bolts. Raise the frame away from the axle to allow for the installation of the new Skyjacker leaf springs. (See Photo # 57)
61. Loosen the OEM retaining straps on the gas tank. Do not remove the straps. Only loosen to allow access to the OEM front leaf spring eye bolt on the drivers side. Place a 2x4 between the gas tank & frame. This will allow you to remove the OEM leaf spring eye bolt.



Block & Add-A-Leaf Installation: Proceed to Step # 63

62. Install the new Skyjacker rear leaf springs so the thin part of the degree shim is pointing forward. The long end of the new leaf spring should be toward the rear. Do not tighten at this time. (See Photo # 58 & # 59)



63. **Block & Add-A-Leaf Installation:** To perform the installation of add-a-leaves properly you must use two large C-clamps to contain the elastic potential energy in the rear leaf spring when the center tie bolt is being removed. Attach & tighten a C-clamp on the leaf spring on both sides of the center tie bolt to hold the leaf spring assembly securely together. Using locking pliers to hold the head of the center bolt, loosen & remove it. With care, slowly loosen & remove the c-clamps & the leaf springs bottom overload leaf, if equipped. Install the new Skyjacker add-a-leaves with the long end toward the rear of the vehicle. The add a leaf will install where it fits in the leaf pack longest to shortest. Install new Skyjacker center tie bolt but do not tighten the nut at this time. **DO NOT USE THE CENTER TIE BOLT TO DRAW THE LEAF SPRING LEAVES TOGETHER. FAILURE OF ANY COMPONENT CAN CAUSE AN EXPLOSIVE DISASSEMBLY AND POSSIBLE INJURY!**



64. Place one C-clamp on each side of the center bolt & tighten evenly. Once the C-clamps have drawn the leaves securely together, hold the center tie bolt head with locking pliers & tighten the nut. Remove the C-clamps. Cut off the excess length of the new tie bolt. Reinstall OEM rear leaf springs with the new Skyjacker 2" lift blocks between the OEM rear leaf springs & the OEM blocks with the thickest part of the new 2" lift blocks toward the rear of the vehicle.



65. Let the weight down on the rear leaf springs being sure that the alignment pins on the rear blocks & leaf springs line up correctly. Install the OEM leaf spring eye bolts & new Skyjacker u-bolts. Remove the 2x4 from between the gas tank & tighten gas tank retaining straps.



66. Install the new Skyjacker extended brake line, extended 5/32" vent hose, & rear shocks. Install the OEM rear drive shaft. (See Photo # 60 & # 61)

67. Refill the transfer case fluid & check the transmission fluid.

Final Notes:

- On 2500 & 3500 models equipped with a rear brake proportioning valve, it may be necessary to lengthen the extension linkage for proper use.
- Before driving the vehicle, check to make sure the brakes are operating properly & need no further bleeding.
- On models with a rear carrier bearing, if a driveshaft vibration is present the crossmember must be lowered to eliminate this vibration.
- After the installation is complete, double check that all nuts & bolts are tight. Refer to the following chart for the proper torque specifications. (Do not retighten the nuts & bolts where thread lock compound was used.)
- With the vehicle placed on the ground, cycle the steering lock to lock & inspect the steering, suspension, brake lines, front & rear drivelines, fuel lines, & wiring harnesses for proper operation, tightness, & adequate clearance.
- Have the headlights readjusted to the proper settings.
- Have a qualified alignment center align the vehicle to the OEM specifications.
- After the first 100 miles, check all hardware for the proper torque & periodically thereafter.

Seat Belts Save Lives, Please Wear Your Seat Belt.

TORQUE SPECIFICATIONS

| INCH SYSTEM | | | METRIC SYSTEM | | |
|--------------------|----------------|----------------|----------------------|------------------|-------------------|
| Bolt Size | Grade 5 | Grade 8 | Bolt Size | Class 8.8 | Class 10.9 |
| 5/16 | 15 FT LB | 20 FT LB | 6MM | 5 FT LB | 9 FT LB |
| 3/8 | 30 FT LB | 35 FT LB | 8MM | 18 FT LB | 23 FT LB |
| 7/16 | 45 FT LB | 60 FT LB | 10MM | 32 FT LB | 45 FT LB |
| 1/2 | 65 FT LB | 90 FT LB | 12MM | 55 FT LB | 75 FT LB |
| 9/16 | 95 FT LB | 130 FT LB | 14MM | 85 FT LB | 120 FT LB |
| 5/8 | 135 FT LB | 175 FT LB | 16MM | 130 FT LB | 165 FT LB |
| 3/4 | 185 FT LB | 280 FT LB | 18MM | 170 FT LB | 240 FT LB |

• The above specifications are not to be used when the bolt is being installed with a bushing.

Required Templates

