



1988-1999 Chevy K1500 Pickup 4WD
1995-1999 Chevy Tahoe 4WD
1992-1994 Chevy K1500 Blazer 4WD
1992-1999 Chevy K1500 Suburban 4WD
1988-1999 GMC K1500 Pickup 4WD
1992-1999 GMC Yukon 4WD
1992-1999 GMC K1500 Suburban 4WD
6-Lug Installation Instructions

Required Tools List:

- **SAE Sockets \ Wrenches**
(1/2", 9/16", 3/4", 13/16" & 1-1/16")
- **Metric Sockets \ Wrenches**
(11mm, 13mm, 15mm, 18mm, 21mm & 27mm)
- **Torsion Bar Puller Tool**
- **Ball Joint Separator Tool**
- **Drill** • **1/8" & 1/2" Drill Bits**
- **Center Punch** • **5/16" Drift Punch**
- **Hammer** • **Cut-Off Tool**
- **Grinder** • **C-Clamps**
- **Locking Pliers** • **Alignment Bar**
- **Screwdriver** • **Jack Stands**
- **Wheel Chock** • **Floor Jack**
- **Paint Marker** • **Safety Glasses**
- **Measuring Tape** • **Torque Wrench**



Before beginning installation, read these instructions & enclosed driver's WARNING NOTICE thoroughly & completely. Also affix WARNING decal in passenger compartment in clear view of all occupants. Please refer to Parts List to insure that all parts & hardware are received prior to disassembly of vehicle. If any parts are found to be missing, contact SKYJACKER® Customer Service at 318-388-0816 to obtain needed items. If you have any questions or reservations about installing this product, contact SKYJACKER® Technical Assistance at 318-388-0816.

Please Record the Important Measurement Information Below for Reference.

It is very helpful on determining an Accurate Achieved Lift Height Measurement.

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

Driver Side Front: _____ / _____	Passenger Side Front: _____ / _____
BEFORE / AFTER	BEFORE / AFTER
Driver Side Rear: _____ / _____	Passenger Side Rear: _____ / _____
BEFORE / AFTER	BEFORE / AFTER

Important Notes:

- Lift Kit Height is Based off of Front Lift Height with Less Rear Lift for a More Level Stance.
- Amount of Lift Achieved Will Be Less Than Stated If OEM Torsion Bar Keys Have Been Previously Torqued Up. However, Differential & CV Axle Angles Will Be Decreased Thus Relieving Stress Caused from Increased Ride Height.
- Lift Utilizes OEM Torsion Bars Which Normally Provide Best Ride Quality. After Lift Is Installed, If the Suspension Seems too "Soft", Heavier Rated Torsion Bars Can Be Installed. If the Vehicle Is Equipped with Light Duty Torsion Bars, Replacing Them with Heavier Rated Bars Can Also Increase Front Lift If Desired. (Such as those from a Z71 Model or Light 3/4 Ton Bars If Vehicle Is a Z71). Various Torsion Bar Replacements Are Available Direct from GM Dealers.

- If Larger Tires (10% More Than OEM Diameter) Are Installed, Speedometer Recalibration Will Be Necessary. Contact Your Local GM Dealer or an Authorized Skyjacker® Dealer for Details.
- After Installation, a Qualified Alignment Facility Is Required to Align Vehicle to OEM Specifications.
- A Torsion Bar Puller Tool Is Required for Safe Removal \ Installation of OEM Torsion Bars. A Torsion Bar Puller Tool Can Be Purchased from a GM Dealer or Most Auto Parts Stores (a Rental Option May Be Available).

Component Box Breakdown:

Part # C256

Item #	Description	Qty
C256-L	UPPER CONTROL ARM, DR	1
C256-R	UPPER CONTROL ARM, PA	1
C256-DP	DIFF BRACKET, PASSENGER	1
C256-DDR	DIFF BRACKET, DRIVER, REAR	1
C256-DDFL	DIFF BRKT, DR, FRONT LEFT	1
C256-DDFR	DIFF BRKT, DR, FRONT RIGHT	1
HB-C256	HDWR BAG: C256 \ C2567	1

Part # C2567

Item #	Description	Qty
C256-L	UPPER CONTROL ARM, DR	1
C256-R	UPPER CONTROL ARM, PA	1
C256-DP	DIFF BRACKET, PASSENGER	1
C256-DDR	DIFF BRACKET, DRIVER, REAR	1
C256-DDFL-97	DIFF BRKT, DR, FRONT LEFT	1
C256-DDFR-97	DIFF BRKT, DR, FRONT RIGHT	1
FBL97	FRONT BRAKE LINES, 88-98 GM	1
HB-C256	HDWR BAG: C256 \ C2567	1

Part # R1120

Item #	Description	Qty
R2524LS	ADD-A-LEAF SINGLE	2
3806S	3/8 X 6 TIE BOLT	2
38TBN	3/8" TIE BOLT NUT	2

Component Breakdown:

Part # FBL97

Item #	Description	Qty
BL21BS	3/8" BANJO, 3/8-24 FEMALE, 19"	2
3CCW	COPPER CRUSH WASHER, 3/8"	4
38CC	3/8" CABLE CLAMPS	4
10X12STS	#10 X 1/2" SELF TAPING SCREW	4
I-BL	INSTRUCTIONS: BRAKE LINES	1

Hardware Bag Breakdown:

Part # HB-C256

Item #	Description	Qty
2437	UCA BUSHING	12
GM2A	SLEEVE .75 X .565 X 1.880	4
GM2C	SLEEVE .75 X .565 X 2.425	2
GM2D	SLEEVE .69 X .565 X 2.155	1
12X112FTB	1/2 X 1-1/2 FINE THREAD BOLT	1
12FTN	1/2 FINE THREAD N/I LOCK NUT	1
12SAEW	1/2 SAE WASHER	2
38X8FTB	3/8 X 8 FINE THREAD BOLT	2
38FTN	3/8 FINE THREAD N/I LOCK NUT	2
38X114FW	3/8 X 1-1/4 FENDER WASHER	10
10MMX70MMB	10 X 70 METRIC BOLT \ 10.9	2
516X1FTB	5/16 X 1 FINE THREAD BOLT	8
516FTN	5/16 FINE THREAD N/I LOCK NUT	8
516SAEW	5/16 SAE WASHER	8
916X112FTB	9/16 X 1-1/2 FINE THREAD BOLT	1
916X5FTB	9/16 X 5 FINE THREAD BOLT	2
916FTN	9/16 FINE THREAD N/I LOCK NUT	3
916SAEW	9/16 SAE WASHER	6
C256-SW	FLAT WASHER, 2" OD	8
18X112CP	1/8 X 1-1/2 COTTER PIN	2
SPL100	SKID PLATE LOWERING BLOCKS	2

Front Installation: Note: Save all factory components & hardware for reuse, unless noted.

1. With vehicle on flat level ground, set emergency brake & chock rear tires \ wheels.
2. Raise front of vehicle, support frame rails using jack stands at indicated lift points in OEM service manual.
3. Remove front tires \ wheels. Remove OEM shocks using a 18mm socket \ wrench.
4. If equipped, remove four (4) bolts from front OEM skid plate located under front differential using a 15mm socket \ wrench.

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

Note: Perform Step 5 on One Side at a Time. Then Proceed to Step 6.

5. Locate OEM torsion bar adjuster bolt on bottom of OEM torsion bar crossmember.

Measure & record exposed length of OEM torsion bar adjuster bolt.

Tech Note: During reassembled, this will be starting measurement for ride height.

Driver Side: _____ Passenger Side: _____

Remove OEM torsion bar adjuster bolt using a socket. (Illustration # 1 & # 2)

Apply a small amount of lubricating grease to torsion bar puller threads & torsion bar puller shaft-to-adjuster arm contact point.

Position torsion bar puller so torsion bar adjuster block can be removed from crossmember. Load adjuster arm until OEM adjuster bolt & adjuster block can be removed from OEM torsion bar crossmember using a socket.

With OEM torsion bar unloaded, slide OEM torsion bar forward into each OEM lower control arm. Remove OEM torsion key. **Tech Note:** If an OEM torsion bar seems lodged, use a hammer & punch through hole in back of OEM torsion bar crossmember to dislodge.

Let torsion bar hang in OEM lower control arm. Do Not Remove from vehicle.

Illustration # 1

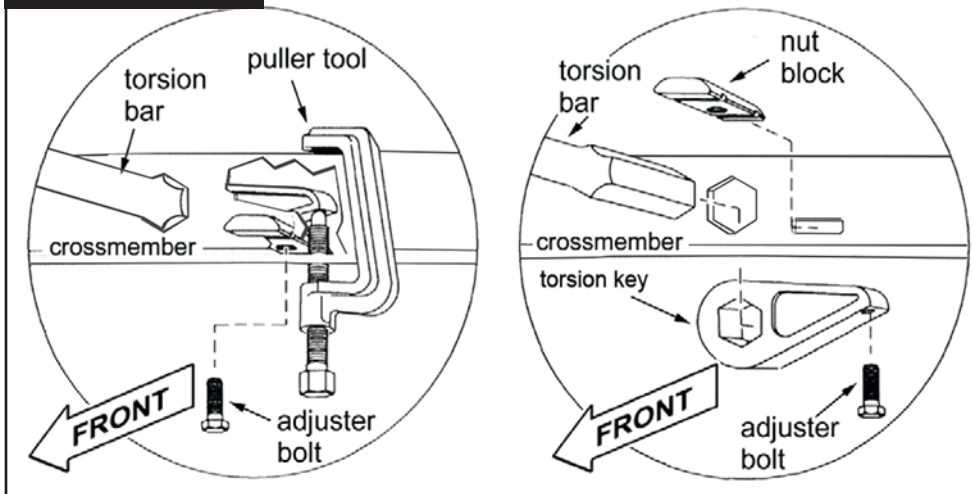
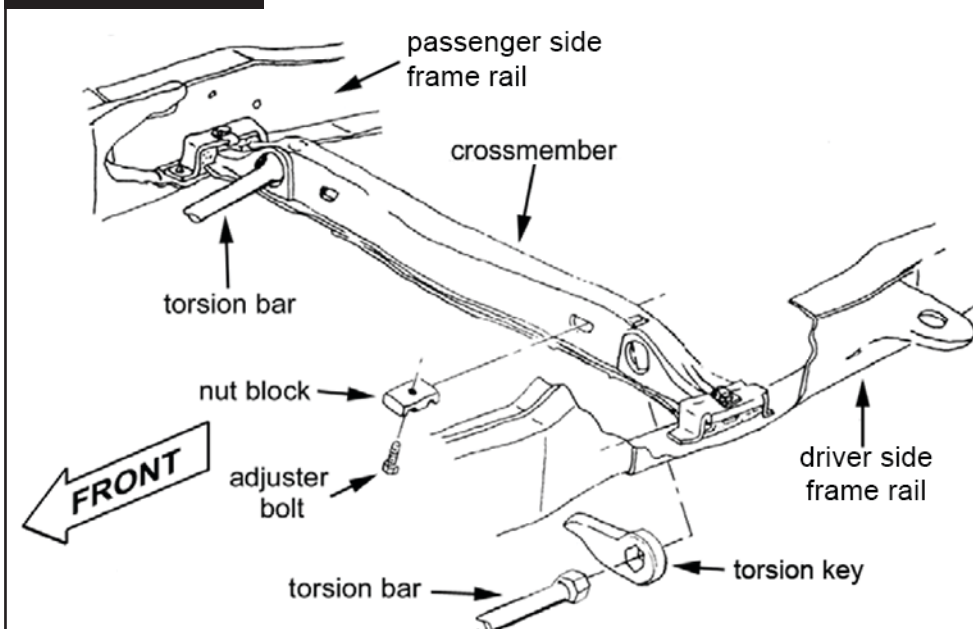


Illustration # 2



Repeat this procedure on opposite side.

Note: Perform Steps 6-7 on One Side at a Time. Then Proceed to Step 8.

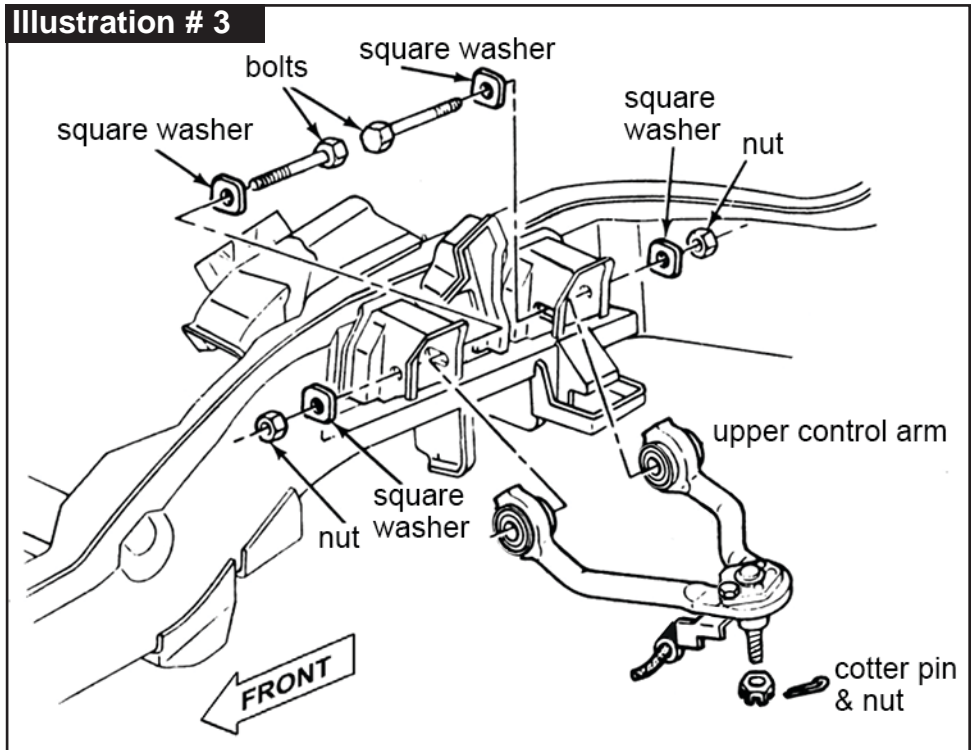
6. Place a floor jack under Lower Control Arm (LCA) on one side of vehicle. Raise LCA about 1" & leave jack in place. If equipped, unplug ABS sensor from frame rail.

On Upper Control Arm (UCA), remove cotter pin & loosen nut upper ball joint at steering knuckle (approximately five turns) using a 1-1/16" or 27mm socket \ wrench. (Illustration # 3)

Lower floor jack until it is no longer supporting LCA.

Separate ball joint from knuckle using a ball joint separator or similar tool. Raise LCA with floor jack again & remove ball joint nut.

Carefully lower floor jack until LCA is hanging freely.



7. Remove OEM nuts, square washers & bolt that hold UCA to frame mount using a 21mm socket \ wrench. Retain all OEM hardware. Remove OEM UCA from vehicle.
- Repeat this procedure on opposite side.
8. Skyjacker UCA are Side Specific: Part # C256-L Driver & # C256-R Passenger. Part number is on silver bar code label.

Transfer OEM ball joint from stock UCA to Skyjacker UCA. OEM rivets that attach ball joint to UCA must be removed. **Note:** If OEM ball joint show signs of wear, replace both sides at this time.

Remove OEM Rivets Steps:

- Center Punch Rivet Head.
 - Drill 1/8" Pilot Hole in Center of Rivet Approximately 1/4" Deep.
 - Drill Rivet Head Off Using a 1/2" Bit. Be Careful Not to Drill into UCA.
 - Drive Rivet Out with a 5/16" Drift Punch & a Hammer.
9. Place OEM ball joint on top of Skyjacker UCA. Install with supplied 5/16" x 1" Fine Thread Bolts down through top. Attach with supplied 5/16" SAE Washer & 5/16" Nylon Insert Lock Nut using a 1/2" socket \ wrench.
10. Coat supplied UCA Eye Bushings with a water resistant lithium-based grease. Press into each eye of Skyjacker UCA.
- Coat outside of 0.75 OD x 0.565 ID x 1.880 Long Sleeve with a water resistant lithium-based grease. Press into each eye bushings of Skyjacker UCA.

11. Skyjacker UCA are Side Specific: **NOTE: Install with Welded Gusseted Tab at UCA Eye Toward Front of Vehicle.**

Install Skyjacker UCA. Replace OEM square washers with supplied 2" OD Large Flat Washer on each side of each UCA mount (Four (4) Washers Per UCA). Attach with OEM bolt & nut using a 21mm socket \ wrench.

While supporting OEM lower control arm \ steering knuckle, connect Skyjacker UCA ball joint nut to OEM knuckle with OEM castle nut using a 1-1/16" or 27mm socket \ wrench.

Align supplied 1/8" x 1-1/2" cotter pin. **CAUTION:** Ensure castle nut & cotter pin align properly into Skyjacker UCA ball joint. Never loosen castle nut to align cotter pin; always tighten.

12. Mark location of OEM front driveshaft \ flange at differential. Remove front driveshaft to differential OEM bolts using a 11mm socket \ wrench. Retain hardware. Use a strap or bungee to secure out of way.

13. Support front differential using a floor jack. (Illustration # 4)

Remove two (2) passenger side lower differential axle tube OEM bolts at frame mount using a 21mm socket \ wrench.

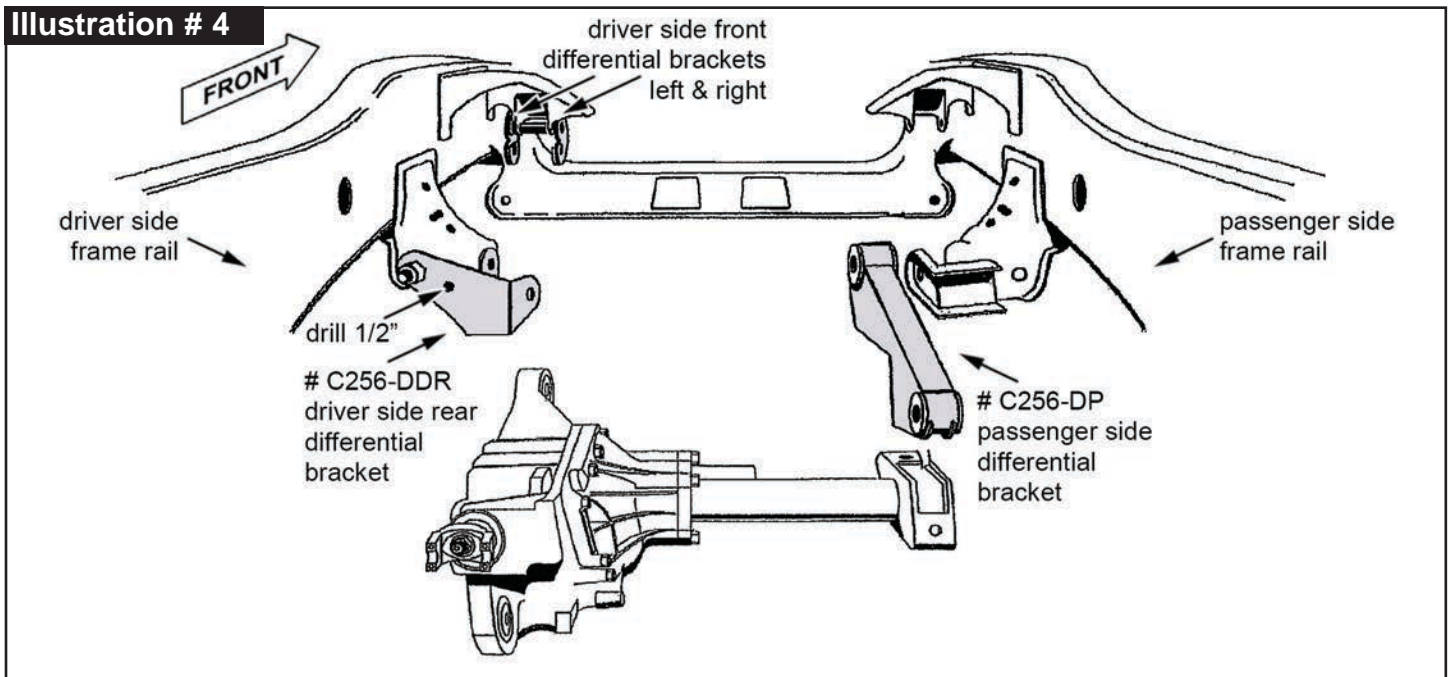
Remove driver side lower OEM differential at lower control arm \ differential mount using a 21mm socket \ wrench.

Remove driver side upper OEM differential bolt at front frame mount using a 21mm socket \ wrench.

Unplug differential solenoid.

Remove differential vent hose. Retain for later use.

Lower differential to install Skyjacker drop brackets.



14. Remove driver side lower differential mount at lower control arm mount. Cut off driver side rear wrap around differential bracket using a cut-off tool or similar tool. (Illustration # 5)

Note: Grind smooth any burrs or sharp edges flush with surface.

15. Attach Skyjacker # C256-DDR Driver Side Rear Differential Bracket to existing rear OEM hole on lower control arm mount. (Illustration # 4 & # 6)

Insert supplied 9/16" x 1-1/2" Fine Thread Bolt with 9/16" SAE Washer & attach with 9/16" SAE Washer & 9/16" Nylon Insert Lock Nut using a 13/16" socket \ wrench..

Insert OEM differential bolt through Skyjacker Bracket & existing inside OEM hole on lower control arm mount.

Use Skyjacker bracket as a guide for one (1) rearward mounting hole on OEM mount. Mark \ scribe hole to be drilled. Remove all hardware & Skyjacker bracket.

Center punch & drill 1/8" pilot hole. Drill out pilot hole with a 1/2" drill bit. **Note:** Grind smooth any burrs or sharp edges flush with surface, then paint or undercoat all exposed metal.

Reattach Skyjacker bracket with supplied 9/16" hardware using a 13/16" socket \ wrench. Secure, but **Do Not Completely Tighten** at this time.

Attach Skyjacker bracket to drilled hole with supplied 1/2" x 1-1/2" Fine Thread Bolt with 1/2" SAE Washer & attach with 1/2" SAE Washer & 1/2" Nylon Insert Lock Nut using a 3/4" socket \ wrench. Secure, but **Do Not Completely Tighten** at this time.

Illustration # 5

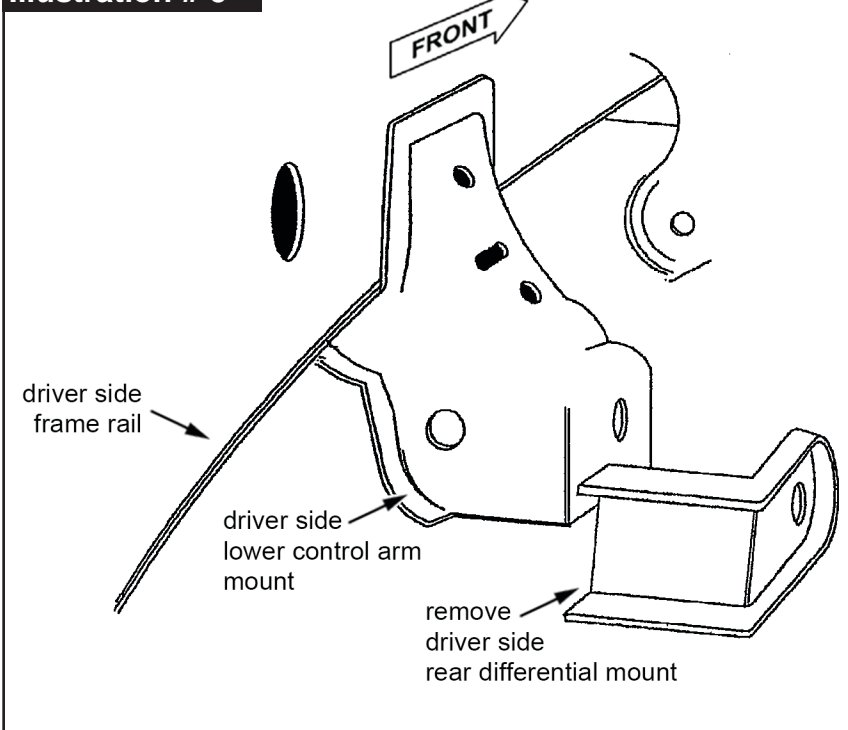
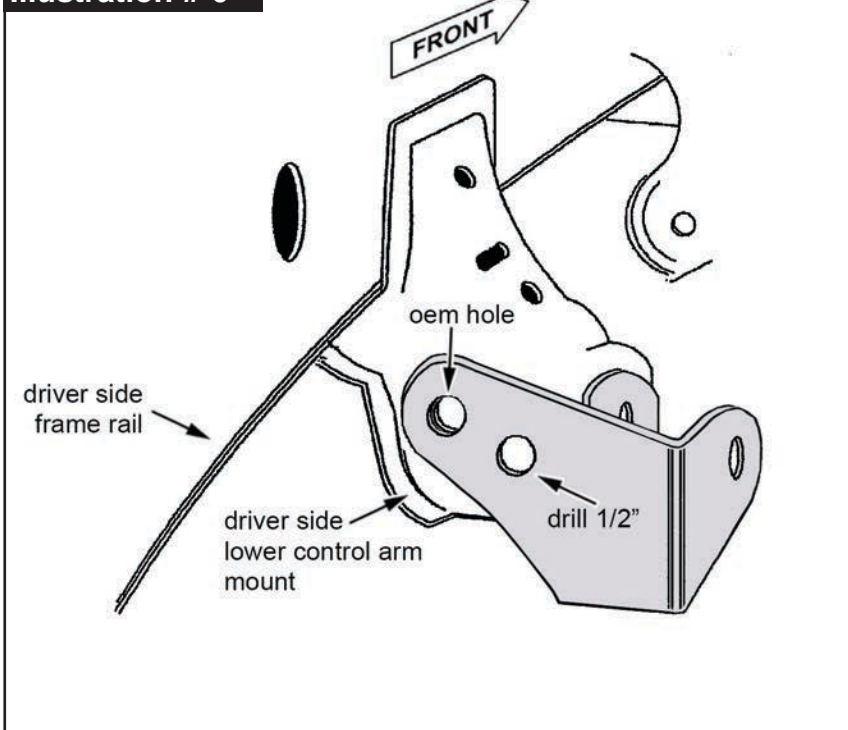


Illustration # 6



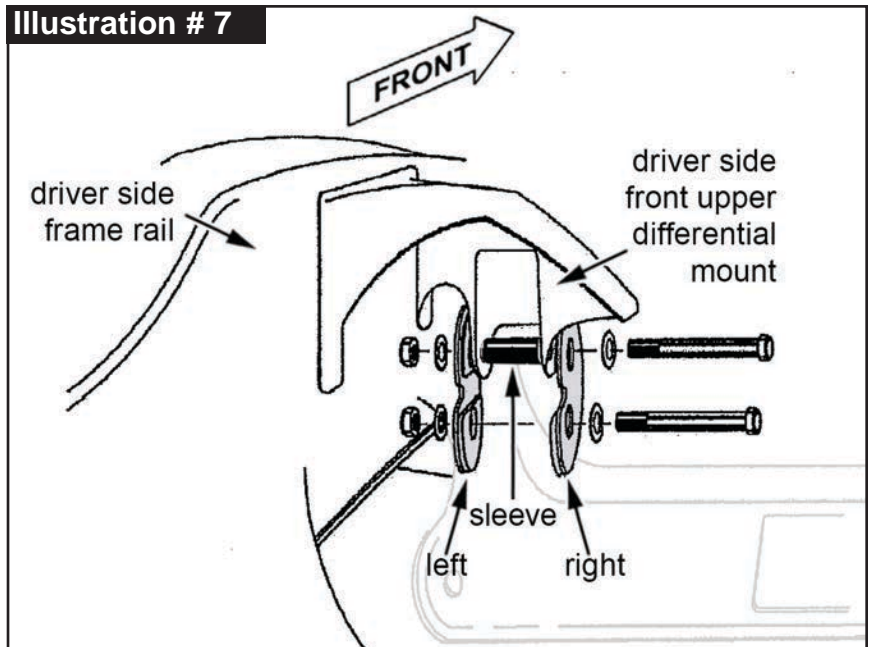
16. Skyjacker Driver Side Front Differential Brackets are Side Specific & Year Model Specific:

1988-1996 Models: Part # C256-DDFL Left & # C256-DDFR Right.

1997-1999 Models: Part # C256-DDFL-97 Left & # C256-DDFR-97 Right.

Note: Brackets mount to outside of OEM differential frame mounting tab. Round Spacer to Top with Curved Spacer to Bottom. (Illustration # 4 & # 7)

Install Skyjacker Driver Side Front Differential Brackets at frame mount. Attach with supplied 9/16" x 5" Fine Thread Bolt with 9/16" SAE Washer. Insert supplied 0.69 OD x 0.565 ID x 2.155 Long Sleeve between two brackets. Attach with 9/16" SAE Washer & 9/16" Nylon Insert Lock Nut using a 13/16" socket \ wrench. Secure, but **Do Not Completely Tighten** at this time. (Illustration # 7)



17. Support front differential using a floor jack. Lift differential & align driver side OEM diff mounts with Skyjacker driver side mounting brackets (upper front & lower rear).

Attach upper front differential mount to Skyjacker upper front brackets with supplied 9/16" x 5" Fine Thread Bolt with 9/16" SAE Washer. Attach with 9/16" SAE Washer & 9/16" Nylon Insert Lock Nut using a 13/16" socket \ wrench. Secure, but **Do Not Completely Tighten** at this time. (Illustration # 7)

Attach lower rear differential mount to Skyjacker lower rear bracket with OEM bolt, washers, & nut. Secure, but **Do Not Completely Tighten** at this time.

18. Locate Skyjacker # C256-DP Passenger Side Differential Bracket. Coat supplied Bushings with a water resistant lithium-based grease. Press into each spring eye of Skyjacker Diff Bracket. Coat outside of 0.75 OD x 0.565 ID x 2.425 Long Sleeve with a water resistant lithium-based grease. Press into each eye bushings of Skyjacker Diff Bracket.

NOTE: Skyjacker Passenger Side Differential Bracket can be installed with "short" end to front or with "short" end to rear. Test fit Skyjacker Bracket for proper \ straight alignment of OEM differential for your particular model. (Illustration # 4)

Attach passenger side differential mount to Skyjacker Bracket with OEM bolt, washers, & nut using a 21mm socket \ wrench.

Tighten & Torque All Skyjacker Differential Brackets & OEM Differential Mounts.

19. Shorten each OEM sway bar end link sleeve by 3/8" using a cut-off tool or similar tool, Install shortened OEM sway bar end link on each side with a supplied 3/8" x 8" Fine Thread Bolt, four (4) 3/8" x 1-1/4" Washers & OEM rubber grommets. Attach with 3/8" Nylon Insert Lock Nut using a 9/16" socket \ wrench. Secure, but **Do Not Completely Tighten** at this time.

20. If equipped, install OEM skid plate with OEM hardware at rear OEM mounts.

At front OEM mounts, insert a supplied Skyjacker # SPL100 Skid Plate Lowering Block between skid plate & frame mount. Attach with supplied 10mm x 70mm Metric Bolt with 3/8" x 1-1/4" Washer at each mount using a 15mm socket \ wrench. Tighten all hardware.

21. Install Skyjacker front shock. Attach upper, then lower shock mount with OEM hardware using a 18mm socket \ wrench. Secure, but **Do Not Completely Tighten**. Plug ABS sensor to frame.

NOTE: 1997-1999 Models: If Installing Skyjacker Replacement Stainless Steel Brake Lines, Install Now Per Separate Instructions. Then Proceed to Step 22.

Note: **Perform Step 22 on One Side at a Time. Then Proceed to Step 23.**

WARNING: Be extremely careful when loading or unloading OEM torsion bars.

22. Install OEM torsion key up into crossmember. Slide torsion bar into hex opening & completely through key. Torsion bar should be locked into position in front lower control arm factory mount. (Illustration # 1 & # 2)

Apply a small amount of lubricating grease to torsion bar puller threads & torsion bar puller shaft-to-adjuster arm contact point.

Position torsion bar puller so adjuster block & adjuster bolt can be reinstalled into crossmember. Load adjuster arm until OEM adjuster block can be installed into OEM torsion bar crossmember. (Illustration # 1 & # 2)

Reinstall adjuster block & reinstall adjuster bolt. (Illustration # 1 & # 2)

Note: Tighten OEM adjuster bolt to same length as your measurement in Step # 5.

23. Install front tires \ wheels & lower front of vehicle to ground.

Rear Installation: **Note:** **Save all factory components & hardware for reuse, unless noted.**

1. Chock front tires \ wheels. Raise rear of vehicle & support frame rails using jack stands at indicated lift points in OEM service manual.
2. Remove rear tires \ wheels.
3. Place a floor jack underneath rear axle for support. Put a slight load on axle \ jack to prevent axle from moving. Allow ample room to lower rear axle.
4. Remove OEM rear shocks at upper mount using a 13mm socket \ wrench. At lower mount use a 21mm socket \ wrench. Retain factory mounting hardware for re-use.
5. Remove OEM U-bolts using a 21mm socket \ wrench. Retain OEM hardware & lower U-bolt plate.
6. While checking for appropriate slack in brake lines, ABS lines, differential vent hose, e-brake & etc, lower rear axle to gain access to OEM rear leaf springs.

Note: **Perform Steps 7-11 on One Side at a Time.**

7. Loosen OEM leaf spring mounts. Loosen front spring eye bolt. Loosen rear spring eye bolt. Loosen shackle eye bolt.

Note: Installation of Skyjacker Add-A-Leafs properly, you must use two (2) large C-clamps to contain elastic potential energy of OEM leaf springs when OEM tie bolts are being removed.

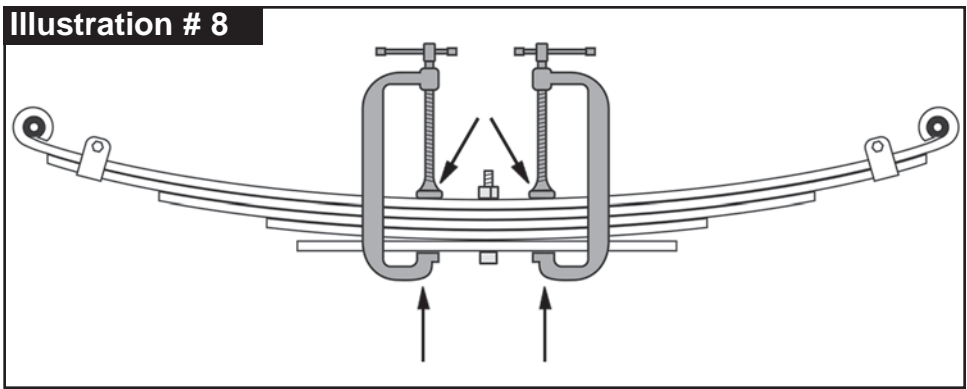
Tech Note: Spray a good penetrating oil onto each tie bolt to help loosen nut.

Attach C-clamp on each side of OEM leaf spring center tie bolt to hold leaf spring assembly securely together. Tighten C-clamp equally on each side. (Illustration # 8)

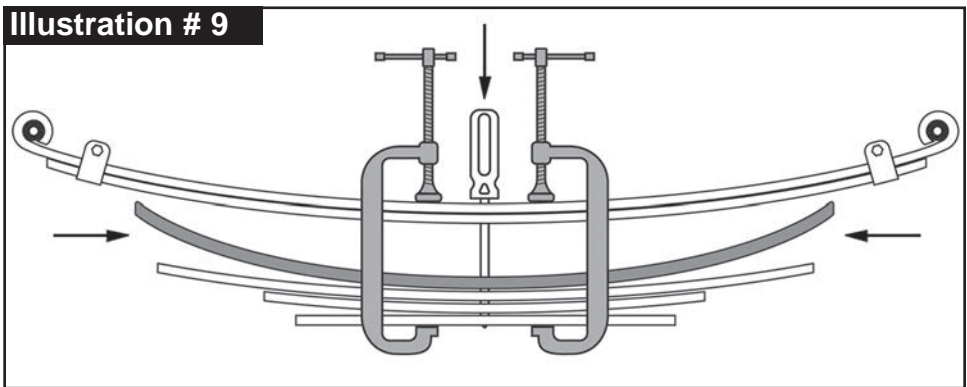
Tech Note: If bend clips \ straps that hold OEM leaf spring pack together must be disturbed, do these first, then remove spring center bolt.

Use locking pliers to hold head of OEM tie bolt. Use a wrench to loosen & remove nut. Remove tie bolt.

8. Carefully & slowly loosen C-clamps equally on each side until leaf spring expands completely. Remove C-clamps. Separate leafs & install Skyjacker Add-A-Leaf into spring pack so leaves remain progressive (longest at top & shortest to bottom). (Illustration # 9)



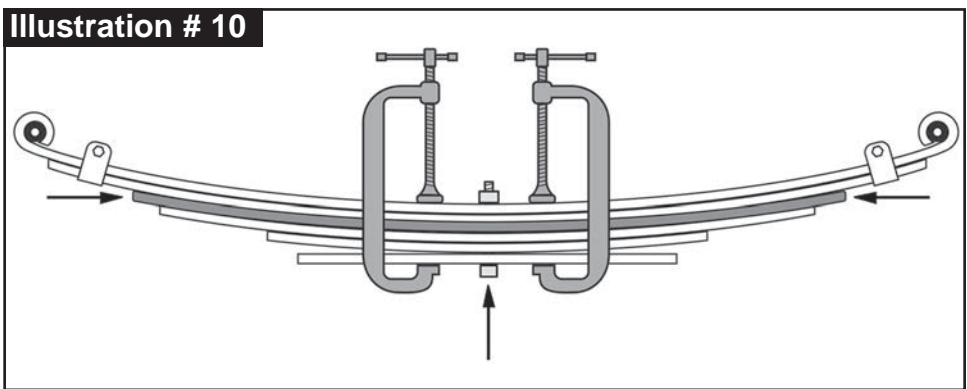
Center pin is offset, match long \ short end of add-a-leaf to OEM leaf spring offset. **Tech Note:** Lower rear axle as needed to allow add-a-leaf to be installed.



9. Attach C-clamp on each side of tie bolt hole to hold leaf spring assembly. (Illustration # 9) Use an alignment bar \ screwdriver to line up tie bolt hole in leaf spring pack. It is recommended to leave alignment bar \ screwdriver in position to help keep leaves aligned as you tighten C-clamps.

CAUTION: Do Not Use Skyjacker Tie Bolts to Draw OEM Leaf Springs Together. Failure of Any Component Can Cause an Explosive Disassembly & Possible Injury!

10. Tighten C-clamps equally on each side until leaf spring compresses enough to install supplied Skyjacker tie bolt up through bottom of leaf spring. (Illustration # 10) With tie bolt installed, tighten nut by hand. Then continue to tighten C-clamps.



11. Once C-clamps have drawn leaves securely together, use locking pliers to hold tie bolt head & tighten tie bolt nut with a wrench.

Caution: Do not use an air gun to tighten tie bolt. An air gun could strip or over torque \ stretch tie bolt. **Torque Specifications:** 3/8" Tie Bolt = 17 ft lbs.

Note: Make sure individual leafs are all in-line with each other. If applicable, re-form bend clips \ straps or install new bend clips. If heat is used on straps, allow straps to cool naturally & thoroughly before removing C-clamps.

Remove C-clamps. Cut off any excess tie bolt length with cut-off tool or hacksaw.

Note: Perform Steps 7-11 on Opposite Side at a Time, Then Proceed to Step 12.

12. Clean spring pads of all debris. Raise axle to mate leaf springs to OEM block.
Note: Be sure that leaf spring center bolt head seats properly into OEM block & that OEM block pin seats properly into top of axle pad.
13. Install OEM U-bolts over leaf spring & axle down into OEM U-bolt plate. Install OEM nuts. Tighten U-bolts evenly using an 'X' crisscross tightening sequence using a 21mm socket \ wrench. Torque to 85 ft-lbs.
14. Connect other components that you loosened \ disconnected (ABS lines, brake lines, rear emergency brake cables, & etc).
15. Install Skyjacker rear shock at upper mount using a 13mm socket \ wrench. At lower mount use a 21mm socket \ wrench. Secure, but **Do Not Completely Tighten** at this time.
16. Install rear tires \ wheels & lower vehicle to ground.

Final Clearance Check & Torque Steps:

1. Start vehicle. Make sure there are no dash lights pertaining to suspension.
2. Jounce vehicle a couple of times. This will help suspension settle to new ride height. Cycle steering lock-to-lock & check all components for proper operation & clearances. Pay special attention to clearance between tires \ wheels, shocks, brake hoses, ABS wiring, etc.
3. **Front Tighten & Torque Sequence.**
Tighten upper & lower shock bushings until bushing starts to swell slightly.
Sway bar end link to sway bar using a 9/16" socket \ wrench. Torque 35 ft-lbs.
4. **Rear Tighten & Torque Sequence.**
Tighten upper shock mount. Torque 55 ft-lbs.
Tighten lower shock bushings until bushing starts to swell slightly.
Tighten Leaf Springs in this sequence:
Front spring eye bolt. Rear spring eye bolt. Rear shackle eye bolt.

Final Notes:

- After installation is complete, double check that all nuts & bolts are tight. Refer to following chart for proper torque specifications.
- With vehicle placed on ground, cycle steering lock to lock & inspect steering, suspension, brake lines, front & rear drivelines, fuel lines & wiring harnesses for proper operation, tightness & adequate clearance.
- Have headlights readjusted to proper settings.
- Have a qualified alignment center align vehicle to OEM specifications.
- After first 100 miles, check all hardware for proper torque & periodically thereafter.

TORQUE SPECIFICATIONS					
INCH SYSTEM			METRIC SYSTEM		
Bolt Size	Grade 5	Grade 8	Bolt Size	Class 8.8	Class 10.9
5/16	180 in-lbs	240 in-lbs	6MM	60 in-lbs	108 in-lbs
3/8	30 ft-lbs	35 ft-lbs	8MM	216 in-lbs	23 ft-lbs
7/16	45 ft-lbs	60 ft-lbs	10MM	32 ft-lbs	45 ft-lbs
1/2	65 ft-lbs	90 ft-lbs	12MM	55 ft-lbs	75 ft-lbs
9/16	95 ft-lbs	130 ft-lbs	14MM	85 ft-lbs	120 ft-lbs
5/8	135 ft-lbs	175 ft-lbs	16MM	130 ft-lbs	165 ft-lbs
3/4	185 ft-lbs	280 ft-lbs	18MM	170 ft-lbs	240 ft-lbs
The Above Specifications Are Not to Be Used When the Bolt Is Being Installed With a Bushing.					