

Required Tools List:

- SAE Sockets \ Wrenches (1/4", 1/2", 7/16", 5/8", 3/4", 13/16", & 1-1/16")
- Metric Sockets \ Wrenches (13mm, 14mm, 15mm, 19mm, 21mm, 22mm, 24mm, 27mm & 33mm)
- Diagonal Cutting Pliers
- Tie Rod Removal Tool
- Pitman Arm Puller Tool
- 3/8 Allen Socket \ Wrench
- Adjustable Locking Pliers
- Large Flat Screwdriver
- Cut-Off Tool or Hacksaw
- Drill Bits (1/2" & 19/64")
- Power Drill
- Power Grinder
- C-Clamps
- Grease Gun
- Paint Marker
- Die Grinder \ File
- Hammer
- Safety Glasses
- Measuring Tape
- Jack Stands
- Wheel Chock
- Floor Jack
- 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: _____ / _____ BEFORE / AFTER	Passenger Side Front: _____ / _____ BEFORE / AFTER
Driver Side Rear: _____ / _____ BEFORE / AFTER	Passenger Side Rear: _____ / _____ BEFORE / AFTER

Important Notes:

- These 4-5" Lift Kits Are Only Designed to Fit Models Manufactured **On or After February 9, 1994** Due to the Size of OEM Track Bar Stud.
- Lift Kit Height is Based off of Front Lift Height with Less Rear Lift for a More Level Stance.
- If Larger Tires (10% More Than the OEM Diameter) Are Installed, Speedometer Recalibration Will Be Necessary. Contact Your Local RAM Dealer or an Authorized Skyjacker® Dealer for Details.
- After Installation, a Qualified Alignment Facility Is Required to Align the Vehicle to the OEM Specifications.

- On 3/4 Ton Models, It Is Recommended to Check GVWR Rating & Width of Rear Springs to Assure You Have the Correct Kit BEFORE Beginning Installation. If you have any questions or reservations, contact SKYJACKER® Technical Assistance at 318-388-0816.
- Check Coil Spring Part Number: Kits Beginning with **D50** & Include # **D50** Coil Springs Are for All 1/2 Ton & 3/4 Ton Models Up to 7,500 Pounds Gross Vehicle Weight Rating (GVWR) (*which have lighter rated front coil springs & 2-1/2" Wide Rear Springs*).
- Check Coil Spring Part Number: Kits Beginning with **D45** & Include # **D45** Coil Springs Are Designed for Heavy Duty 3/4 Ton & 1 Ton Models Equipped With V10 and Cummins Diesel Engines (*which have heavier rated front coil springs & 3" Wide Rear Springs*). If Equipped with a "Camper Package" or "Towing Package", Longer U-bolts May Be Necessary & Possibly Spring Spacers # SP1230.
- Check Coil Spring Part Number: Kits Beginning with **D55** & Include # **D50** Coil Springs Are for All 3/4 Ton & 1 Ton Models Equipped with 7,500 Pounds GVWR (*which have lighter rated front coil springs But have 3" Wide Rear Springs*) WITHOUT V10 and Cummins Diesel Engines.
- BEFORE Beginning Installation, Models with Rear Springs Consisting of an Overload Spacer & Overload Leaf on TOP of Rear Spring Pack, May Need Longer Rear U-bolts (*compare the u-bolts supplied in this kit to be sure they are at least 1-1/2" Longer Than Stock*). This Is Found on Models Equipped with a "Camper Package" or "Towing Package".
- Dually Models Will Receive Less Lift than Stated & Usually Have a "Camper Package" or "Towing Package", Which May Require Longer U-bolts & Possibly Spring Spacers # SP1230.
- For Models Equipped with a Rear Brake Proportional Valve, Order Proportional Valve Extension Bracket # PV98, If Needed.
- Under NO Circumstances Are SKYJACKER® Coil Springs to Be Used in Conjunction with Any Type of Coil Spring or Spring Tower Block \ Spacer. The Use of Coil Spring Block \ Spacers Will Allow ANY Coil Spring to Exceed Its Designed Stress & Travel Loads Allowing It Be Overstressed, Over Sprung, Fatigued & Possibly Breakage. SKYJACKER® Warranty Is Void Under Any Such Application.

Component Box Breakdown:

Part # D4550

Item #	Description	Qty
DUL25-L	UPPER LINK, DODGE RAM	2
DLL45-L	LOWER LINK, DODGE RAM	2
DULRB-L	UPPER LINK BRACKET, DR LEFT	1
DULRB-R	UPPER LINK BRACKET, PA RIGHT	1
DTB45-B	TRACK BAR BRACKET, FRONT	1
SBL20-L	SWAY BAR BRACKET, DR LEFT	1
SBL20-R	SWAY BAR BRACKET, PA RIGHT	1
DA300	PITMAN ARM, 1994-1999	1
BP60S	BUMP STOP, DODGE RAM	2
HB-D4550-LK	HDWR BAG: UPPER LINK	1
HB-D4550-BB	HDWR BAG: BRAKE BRACKET	1
HB-D4550-BL	HDWR BAG: BRAKE LINE	1
HB-D4550-TB	HDWR BAG: TRACK BAR	1

Component Box Breakdown:

Part # D4552

Item #	Description	Qty
DUL25-L	UPPER LINK, DODGE RAM	2
DLL45-L	LOWER LINK, DODGE RAM	2
DULRB-L2K	UPPER LINK BRACKET, DR LEFT	1
DULRB-R2K	UPPER LINK BRACKET, PA RIGHT	1
DTB45-B	TRACK BAR BRACKET, FRONT	1
SBL20-L	SWAY BAR BRACKET, DR LEFT	1
SBL20-R	SWAY BAR BRACKET, PA RIGHT	1
DA302	PITMAN ARM, 2000-2002	1
BP60S	BUMP STOP, DODGE RAM	2
HB-D4552-LK	HDWR BAG: UPPER LINK	1
HB-D4550-BB	HDWR BAG: BRAKE BRACKET	1
HB-D4550-BL	HDWR BAG: BRAKE LINE	1
HB-D4550-TB	HDWR BAG: TRACK BAR	1

Component Box Breakdown:**Part # D451**

Item #	Description	Qty
R370S	DODGE RAM ADD-A-LEAF, SGL	2
WS430S-17/32	DEGREE SHIM, 3 WIDE 17/32 HI	2
1206	1/2 X 6 TIE BOLTS, PAIR W/NUTS	1
VH10	VENT HOSE, 5/16 X 18-3/4	1
916X318X1312U	9/16 X 3-1/8 X 13-1/2 U-BOLT	4
7017	STEERING STABILIZER W/BOOT	1
HB-916	HDWR BAG: 9/16 N/I LOCK NUTS	1

Part # D451K

Item #	Description	Qty
D45	COILS SPRINGS, DODGE RAM	1
D4550	COMP BOX: D451\D452\D501\D502	1
D451	COMP BOX: D4512K\D451K	1

Part # D451KS

Item #	Description	Qty
D45	COILS SPRINGS, DODGE RAM	1
DR74S	SOFTIDE LEAF SPRINGS	2
D4550	COMP BOX: D451\D452\D501\D502	1
D451S	SYSTEM BOX: D4512KS\D451KS	1

Part # D451S

Item #	Description	Qty
7017	STEERING STABILIZER W/BOOT	1
VH10	VENT HOSE, 5/16 X 18-3/4	1
916X318X1312U	9/16 X 3-1/8 X 13-1/2 U-BOLT	4
HB-916	HDWR BAG: 9/16 N/I LOCK NUTS	1

Part # D452

Item #	Description	Qty
R370S	DODGE RAM ADD-A-LEAF, SGL	2
WS430S-17/32	DEGREE SHIM, 3 WIDE 17/32 HI	2
1206	1/2 X 6 TIE BOLTS, PAIR W/NUTS	1
VH10	VENT HOSE, 5/16 X 18-3/4	1
916X318X1312U	9/16 X 3-1/8 X 13-1/2 U-BOLT	4
7017	STEERING STABILIZER W/BOOT	1
HB-916	HDWR BAG: 9/16 N/I LOCK NUTS	1

Part # D452K

Item #	Description	Qty
D45	COILS SPRINGS, DODGE RAM	1
D4550	COMP BOX: D451\D452\D501\D502	1
D452	COMP BOX: D4522K\D452K	1

Part # D452KS

Item #	Description	Qty
D45	COILS SPRINGS, DODGE RAM	1
DR74S	SOFTIDE LEAF SPRINGS	2
D4550	COMP BOX: D451\D452\D501\D502	1
D452S	SYSTEM BOX: D4522KS\D452KS	1

Component Box Breakdown:**Part # D452S**

Item #	Description	Qty
7017	STEERING STABILIZER W/BOOT	1
VH10	VENT HOSE, 5/16 X 18-3/4	1
916X318X1312U	9/16 X 3-1/8 X 13-1/2 U-BOLT	4
DSP2345	SKID PLATES, LOWER LINKS	1
DS390	SHOCK KIT, DODGE DUAL	1
HB-916	HDWR BAG: 9/16 N/I LOCK NUTS	1

Part # D501

Item #	Description	Qty
R224S	DODGE RAM ADD-A-LEAF, SGL	2
WS325S-406	DEGREE SHIM, 2-1/2 WIDE	2
3806	3/8 X 6 TIE BOLTS, PAIR W/NUTS	1
916X212X12U	9/16 X 2-1/2 X 12 U-BOLT, SQ	4
7017	STEERING STABILIZER W/BOOT	1
HB-916	HDWR BAG: 9/16 N/I LOCK NUTS	1

Part # D501K

Item #	Description	Qty
D50	COILS SPRINGS, DODGE RAM	1
D4550	COMP BOX: D451\D452\D501\D502	1
D501	COMP BOX: D5012K\D501K	1

Part # D501KS

Item #	Description	Qty
D50	COILS SPRINGS, DODGE RAM	1
DR54S	SOFTIDE LEAF SPRINGS	2
D4550	COMP BOX: D451\D452\D501\D502	1
D501S	SYSTEM BOX: D5012KS\D501KS	1

Part # D501S

Item #	Description	Qty
7017	STEERING STABILIZER W/BOOT	1
916X212X12U	9/16 X 2-1/2 X 12 U-BOLT, SQ	4
HB-916	HDWR BAG: 9/16 N/I LOCK NUTS	1

Hardware Bag Breakdown:**Part # HB-916**

Item #	Description	Qty
916FTN	9/16-18 N/I LOCK NUT	8

Part # HB-7017

Item #	Description	Qty
HOURLASS 5/8	HOURLASS, 5/8 X 1.50, RED	2
141509	ES25 SLEEVE, 1.50 LONG	3
142121	ES24 SLEEVE, 1.38 LONG	1
12X312FTB	1/2 X 3-1/2 FINE THREAD BOLT	1
12X4FTB	1/2 X 4 FINE THREAD BOLT	1
12FTN	1/2-20 FINE N/I LOCK NUT	2
12SAEW	1/2 SAE WASHER	2
12USSW	1/2 USS WASHER	1
81004	TAPERED SLEEVE, 1/2 I.D.	1
58SP	SPACER, 5/8 I.D. X 1-1/4 O.D.	1

Component Box Breakdown:**Part # D502**

Item #	Description	Qty
R224S	DODGE RAM ADD-A-LEAF, SGL	2
WS325S-406	DEGREE SHIM, 2-1/2 WIDE	2
3806	3/8 X 6 TIE BOLTS, PAIR W/NUTS	1
916X212X12U	9/16 X 2-1/2 X 12 U-BOLT, SQ	4
7017	STEERING STABILIZER W/BOOT	1
DSP2345	SKID PLATES, LOWER LINKS	1
DS390	SHOCK KIT, DODGE DUAL	1
HB-916	HDWR BAG: 9/16 N/I LOCK NUTS	1

Part # D502K

Item #	Description	Qty
D50	COILS SPRINGS, DODGE RAM	1
D4550	COMP BOX: D451\D452\D501\D502	1
D502	COMP BOX: D5022K\D502K	1

Part # D502KS

Item #	Description	Qty
D50	COILS SPRINGS, DODGE RAM	1
DR54S	SOFTDRIDE LEAF SPRINGS	2
D4550	COMP BOX: D451\D452\D501\D502	1
D502S	SYSTEM BOX: D5022KS\D502KS	1

Part # D502S

Item #	Description	Qty
7017	STEERING STABILIZER W/BOOT	1
916X212X12U	9/16 X 2-1/2 X 12 U-BOLT, SQ	4
DSP2345	SKID PLATES, LOWER LINKS	1
DS390	SHOCK KIT, DODGE DUAL	1
HB-916	HDWR BAG: 9/16 N/I LOCK NUTS	1

Part # DS390

Item #	Description	Qty
DS390-UL	DUAL SHOCK BRACKET, UPPER DR	1
DS390-UR	DUAL SHOCK BRACKET, UPPER PA	1
DS390-BL	DUAL SHOCK BRACKET, LOWER DR	1
DS390-BR	DUAL SHOCK BRACKET, LOWER PA	1
DS390-TR	SHOCK TOWER RING	2
HB-DS390	HDWR BAG: FOR DS390	1

Part # DSP2345

Item #	Description	Qty
D2345-SP	SKID PLATE, LOWER LINKS	2
HB-DSP2345	HDWR BAG: LINK SKID PLATE	1

Hardware Bag Breakdown:**Part # HB-D4550-LK**

Item #	Description	Qty
2618	BUSHING, UPPER LINK	8
LS2375	SLEEVE, UPPER LINK 2.375	4
2617	BUSHING, LOWER LINK	8
LS2645	SLEEVE LOWER LINK 2.645	4
ZF316	ALEMITE ZERK FITTING, 3/16	8

Hardware Bag Breakdown:**Part # HB-D4552-LK**

Item #	Description	Qty
2618	BUSHING, UPPER LINK	8
LS20DU	SLEEVE, UPPER LINK 2.375	4
2617	BUSHING, LOWER LINK	8
LS20DL	SLEEVE LOWER LINK 2.645	4
ZF316	ALEMITE ZERK FITTING, 3/16	8

Part # HB-D4550-BB

Item #	Description	Qty
12X110MMBG5	12 X 110MM BOLT, GRADE 5	2
12X40MMB	12 X 40 METRIC BOLT/10.9	8
12USSW	1/2 USS WASHER	4
12SAEW	1/2 SAE WASHER	8
12MMN	12MM NYLON LOCK NUT	10
716X112FTB	7/16 X 1-1/2 FINE THREAD BOLT	4
716SAEW	7/16 SAE WASHER	8
716FTN	7/16-20 FINE N/I LOCK NUT	4
LS2375	SLEEVE, UPPER LINK 2.375	2

Part # HB-D4550-BL

Item #	Description	Qty
14X1FTB	1/4 X 1 FINE THREAD BOLT, GR8	4
14FTN	1/4-28 FINE N/I LOCK NUT	4
DBE10	BRAKE LINE BRKT, REAR BENT	1
DBE20	BRAKE LINE BRKT, FRONT 90°	2
DVL10	VACUUM LINE BRKT, FLAT	1

Part # HB-D4550-TB

Item #	Description	Qty
12X212CTB	1/2 X 2-1/2 COARSE THRD BOLT	1
12SAEW	1/2 SAE WASHER	1
12CTN	1/2-13 COARSE N/I LOCK NUT	1
18X112CP	1/8 X 1-1/2 COTTER PIN	2
18X70MMB	18 X 70 METRIC BOLT/10.9	1
18MMFW	18MM FLAT WASHER, PLAIN	1
18MMN	18MM NYLON INSERT LOCK NUT	1
HW316	WELDED HALF WASHER	1
LT100	TUBE, NUTS N' BOLTS 427 1 ML	1

Part # HB-DSP2345

Item #	Description	Qty
516X1CARB	5/16 X 1 CARRIAGE BOLT	4
516SAEW	5/16 SAE WASHER	4
516CTN	5/16-18 COARSE N/I LOCK NUT	4

Part # HB-DS390

Item #	Description	Qty
12X212CTB	1/2 X 2-1/2 COARSE THRD BOLT	4
12CTN	1/2-13 COARSE N/I LOCK NUT	4
12X40MMB	12 X 40 METRIC BOLT/10.9	2
12SAEW	1/2 SAE WASHER	14
12MMN	12MM NYLON INSERT LOCK NUT	2
716X112CARB	7/16 X 1-1/2 CARRIAGE BOLT	6
716CTN	7/16 COARSE N/I LOCK NUT	6
716CTSN	7/16 COARSE STANDARD NUT	6

Pre-Installation Tips: Install Zerk Fittings, Bushings & Sleeves into Link Arms.

1. Install supplied Alemite Zerk Fitting into each end of Skyjacker Link Arms. Drive-in Zerk fittings using a 1/4" socket over the fitting, strike slightly with a hammer until fitting is completely tapped in. **Tech Note:** Positioned Zerk fittings as follows: Front eye of link = fitting pointing forward toward end. Rear eye of link = fitting pointing downward.
2. On # DLL45-L Lower Links, Coat # 2617 Lower Link Bushings with a water resistant grease & press into each link arm eye. Coat # LS2645 2.645" Long Sleeve & press into link arm eye bushings.
3. On # DUL25-L Upper Links, Coat # 2618 Link Bushings with a water resistant grease & press into each link arm eye. Coat # LS2375 2.375" Long Sleeve & press into link arm eye bushings.

Lower Link Arms



Pre-Installation Tips: Install Shock Boots, Bushings & Sleeves.

1. Install supplied Shock Boot over Skyjacker Shock. Attach boot to cylinder body with supplied Boot Cable Tie. Remove excess cable tie with diagonal cutting pliers.
2. Coat Hourglass Bushings with a water resistant grease & press into each shock eye. Coat Sleeve & press into shock eye bushings.

Pre-Installation Tips: Install Stabilizer Boot, Bushings and Sleeves.

1. Install supplied Stabilizer Boot over Skyjacker Steering Stabilizer. Attach boot to cylinder body with supplied Boot Cable Tie. Remove excess cable tie with diagonal cutting pliers.
2. Coat Hourglass Bushings with a water resistant grease & press into each stabilizer eye. Coat 1.50" Steel Sleeve with a water resistant grease & press into each stabilizer eye bushing.

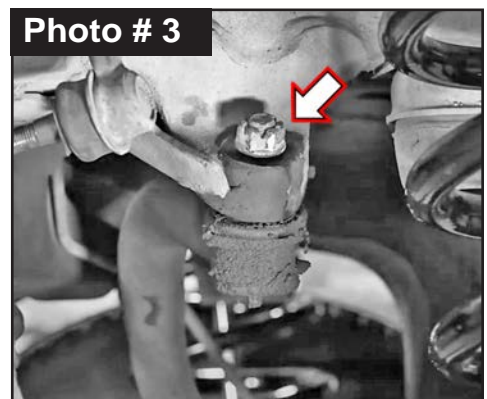
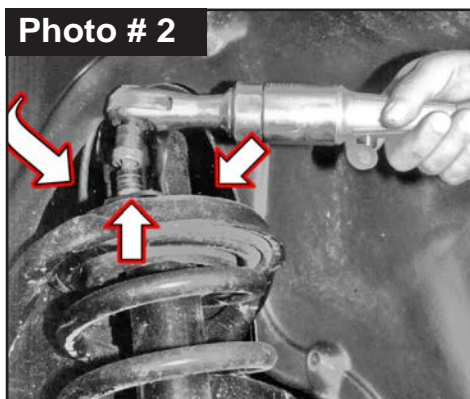
Front Installation: Note: Save all factory components & hardware for reuse, unless noted.

1. Chock rear tires\wheels. Ensure that vehicle transmission is in PARK and engage emergency brake. **Note:** Be sure steering wheel\wheels are pointing straight forward.
2. From inside the engine compartment, disconnect both OEM front shock upper stud mounts from upper shock tower bracket using a 14mm socket\wrench. (Photo # 1) **Note:** OEM shocks will be removed when OEM coils are removed.

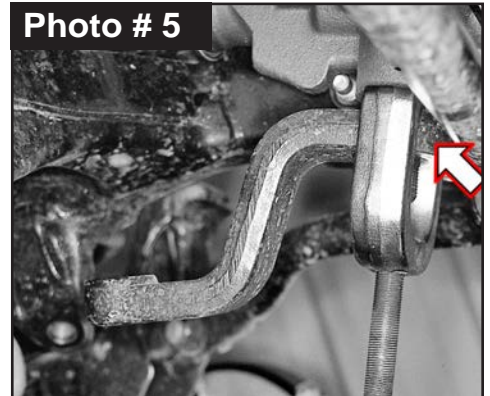
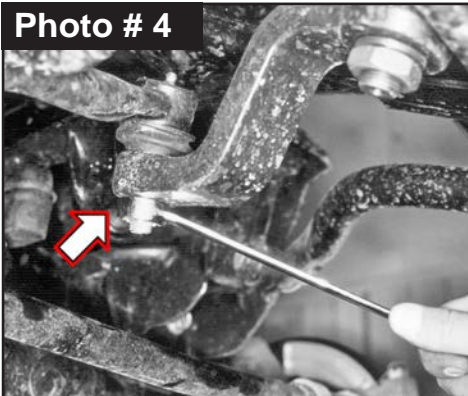
Remove three (3) bolts from OEM upper shock tower bracket. Remove bracket. (Photo # 2)

3. Loosen OEM front track bar from lower passenger side axle mount. Disconnect OEM front track bar from upper frame mount using a 24mm socket\wrench. (Photo # 3)

Tech Note: It may be necessary to turn steering wheel to help remove bolt.



4. Raise front of vehicle, support frame rails using jack stands at indicated lift points in OEM service manual. **Tech Note:** Do Not place jack stands on frame between lower control arms & transmission crossmember.
5. Remove the front tires \ wheels using a 22mm socket.
6. Place a floor jack underneath front axle for support. Put a slight load on axle \ jack to prevent axle from moving. Allow ample room to lower front axle.
7. Remove OEM steering stabilizer from passenger side frame mount & from drag link \ tie rod assembly stud mount. **Note:** OEM stabilizer cannot be reinstalled when using a drop pitman arm. A replacement Single or Dual Stabilizer Kit is available from SKYJACKER®.
8. Remove cotter pin from drag link end at OEM pitman arm. Disconnect OEM drag link assembly from OEM pitman arm using a 24mm socket \ wrench. (Photo # 4)
Use a tie rod remover tool to detach drag link from pitman arm. Take caution not to tear the drag link grease boot.

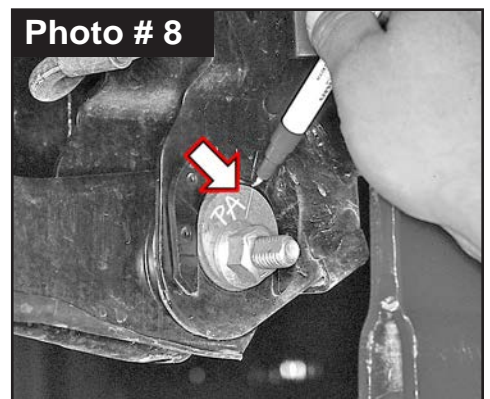
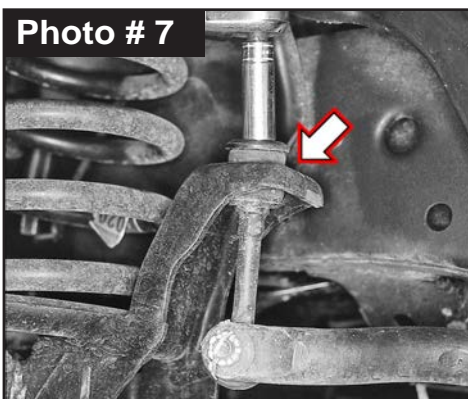
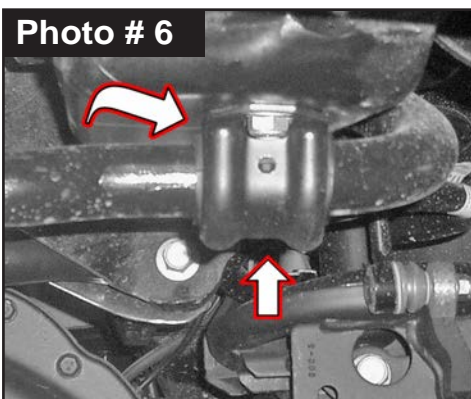


9. Mark position of OEM pitman arm on steering gear box sector shaft. Transfer an index mark over to Skyjacker pitman arm.
Remove OEM nut & washer from steering gear box using a 33mm socket \ wrench.

Use a pitman arm puller tool to remove pitman arm from OEM steering gear shaft. (Photo # 5)
Align marks & splines on the Skyjacker # D300 \ # D302 Pitman Arm with sector shaft for correct indexing & install. Attach with OEM washer & nut. Tighten using 33mm socket \ wrench. Torque 177-185 ft-lbs.

10. On Driver & Passenger sides, loosen, but do not remove, OEM front sway bar from OEM frame mounts using a 15mm socket \ wrench. (Photo # 6)
Remove OEM front sway bar upper links from OEM sway bar using a 15mm socket \ wrench. (Photo # 7) Remove OEM hardware & bushings from sway bar studs. Roll sway bar downward.

11. On Driver & Passenger sides, scribe alignment marks on OEM adjustable cam bolts. Mark cams with DR & PA to indicate driver & passenger side *Marks are used for installation reference.* (Photo # 8)



12. On Driver & Passenger sides, remove OEM brake line bracket from axle mount behind coil & between upper & lower links using a 13mm socket \ wrench. (Photo # 9)

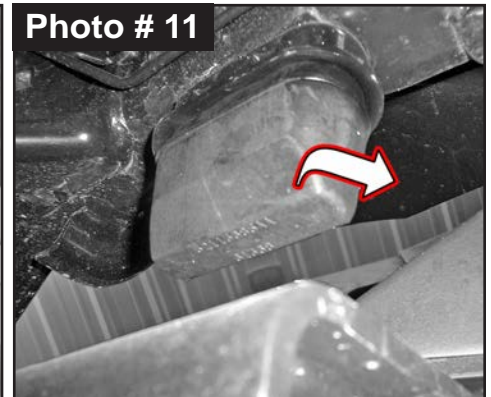
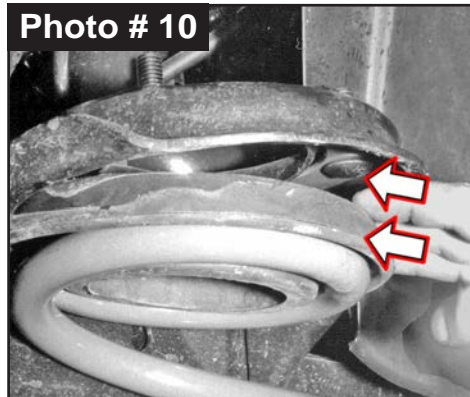
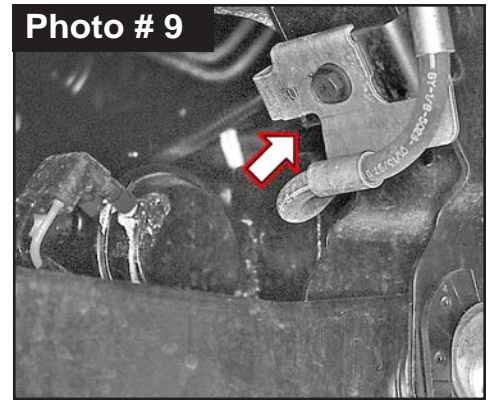
Note: Perform Steps 13-20 on One Side at a Time.

13. Disconnect OEM front shock lower mount using a 21mm socket \ wrench. Bolt is accessed through a hole in front of axle spring perch. Retain OEM hardware.

While checking for appropriate slack in ABS lines, brake lines, differential vent hose & etc, lower the front differential until OEM front coil spring become loose.

Remove OEM coil spring & front shock. Remove & retain OEM spring isolator & 3-bolt shock tower ring. (Photo # 10)

14. Locate OEM front rubber bump stops, mounted on OEM frame rail behind the coils. (Photo # 11) Remove bump stop from it's pocket by using a large flat screwdriver to pry bushing out or using a pair of channel lock pliers working bushing back & forth.



15. Remove & replace OEM lower link arm. First, disconnect lower link arm at axle mount using a 21mm & a 24mm socket \ wrench. (Photo # 12)

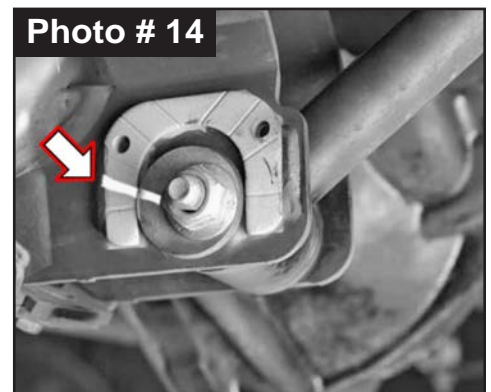
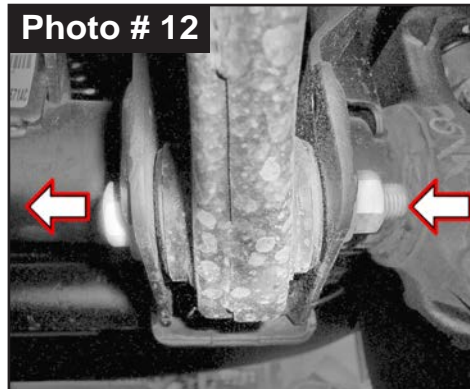
Next, disconnect lower link arm at frame mount using a 21mm & a 1-1/16 socket \ wrench. (Photo # 13)

Attach Skyjacker # DLL23-L Lower Link Arm with OEM hardware at axle mount using a 21mm & a 24mm socket \ wrench. (Photo # 14)

Note: Be sure OEM brake line is running above lower control arm & under upper control arm. **Tech Note:** Positioned Zerk fittings as follows: Front eye of link = fitting pointing forward toward end. Rear eye of link = fitting pointing downward.

Attach Skyjacker # DLL23-L Lower Link Arm with OEM hardware at frame mount using a 21mm wrench & a 1-1/16 socket \ wrench. Secure, but **Do Not Completely Tighten** links at this time. To set bushings properly for ride height, these will be tightened once vehicle is on ground with full vehicle weight on tires \ wheels.

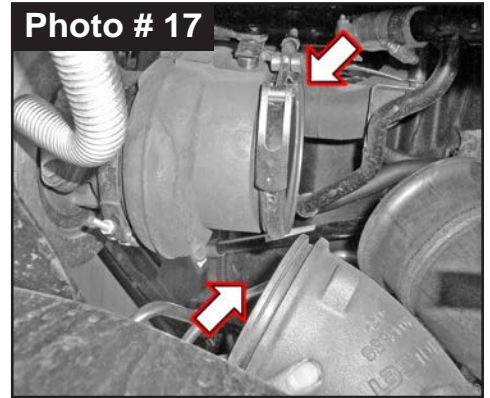
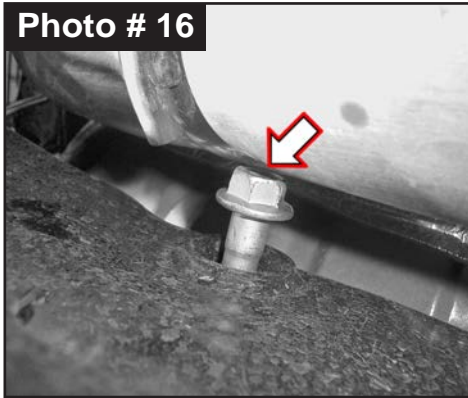
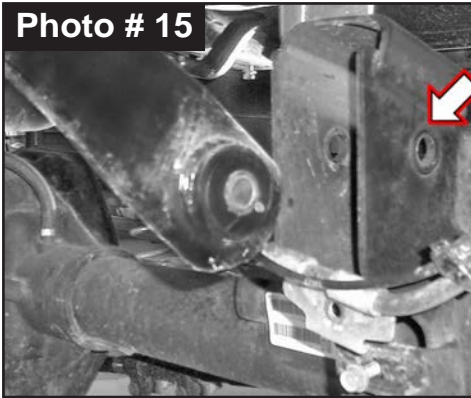
CAUTION: GREASE Skyjacker Lower Link Arm Bushings using a grease gun.



16. Disconnect upper link arm at axle mount using a 21mm socket\wrench. (Photo # 15)

Next, disconnect upper link arm at frame mount using a 21mm socket\wrench.

Tech Note: On passenger side, OEM upper link arm frame bolt makes contact with OEM exhaust. Bolt can be cut, removed & replaced or the exhaust separated. (Photo # 16 & # 17))



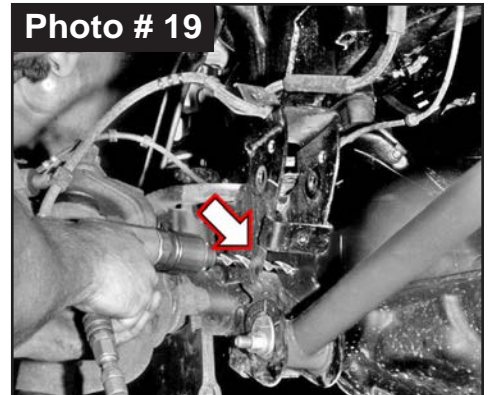
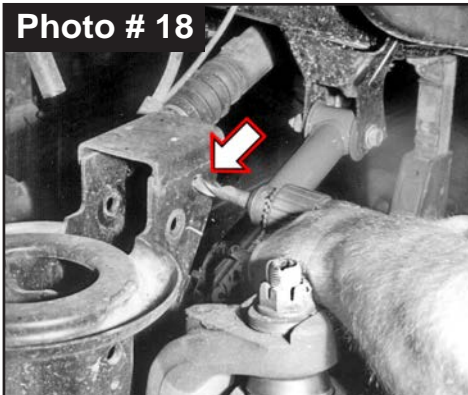
NOTE: If installing Optional Class II Skyjacker # DS390 Dual Shock Kit, Please Reference to Separate I-DS390 Instruction Sheet at this time.

17. Prior to installing Skyjacker Upper Link Brackets, use a supplied 12mm to check all OEM mounting holes on OEM axle mount to be sure they are large enough to accept bolt. In most cases they are, but if not these holes must be drilled out.

Using a 1/2" drill bit to drill out upper OEM holes.

(Photo # 18) The lower OEM holes must be drilled through from the outside of the vehicle. (Photo # 19)

Tech Note: It may be easier to drill with OEM brake caliper removed. Remove two (2) brake caliper mounting bolts & remove



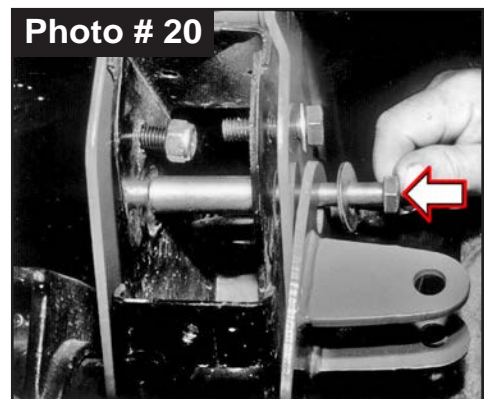
brake caliper from OEM knuckle using a 3/8 Allen socket\wrench. **Note:** Hang brake caliper on frame out of way using a hook or bungee. Do Not hang by rubber brake line.

Note: Skyjacker Upper Link Brackets Are Side Specific & Must Be Installed on Appropriate Side: # DULRB-L \ DULRB-L2K Driver Side & # DULRB-R \ DULRB-R2K Passenger Side.

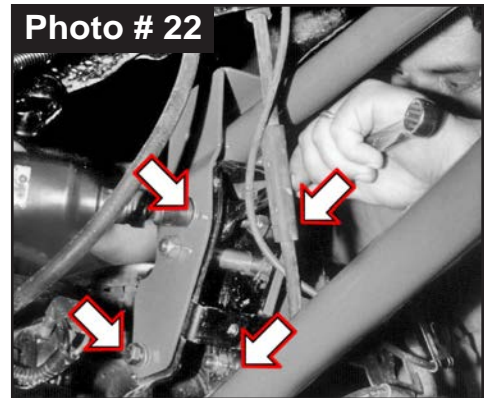
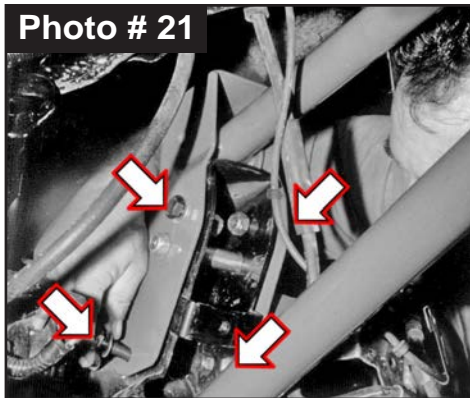
18. Place Skyjacker Upper Link Bracket down over appropriate side of OEM control arm mount. Be sure bracket is straight with backside of OEM control arm mount.

Install 12mm x 110mm Bolt with 1/2" SAE Washer outside-to-inside, insert 3/4" OD x 1/2" ID x 2.375" Long Crush Sleeve in between with 1/2" SAE Washer & 12mm Nylon Insert Lock Nut on inside using a 19mm socket\wrench. (Photo # 20 Shown with Optional Class II Dual Shock Lower Bracket) Secure, but **Do Not Completely Tighten** at this time.

Skyjacker Dual Shock Lower Brackets Are Side Specific & Must Be Installed on Appropriate Side: # DS390-BL Driver Side & # DS390-BR Passenger Side.



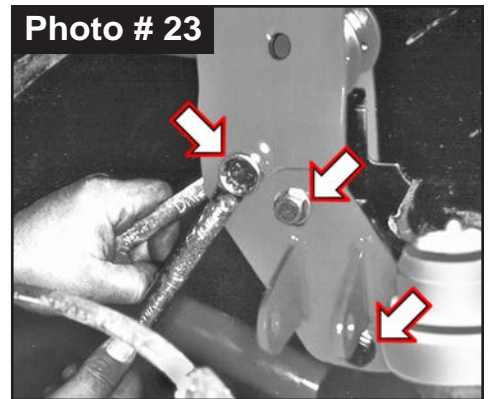
19. Install all four (4) 12mm x 40mm Bolts into bracket & drilled holes. (Photo # 21 & # 22) Run 12mm x 40mm Bolt with 1/2" SAE Washer from outside-to-inside. Attach with 1/2" SAE Washer & 12mm Nylon Insert Lock Nut on inside using a 19mm socket \ wrench.



Note: Optional Class II Dual Shock Lower Bracket attaches to lower front drilled hole. (Photo # 23)
Tighten all 12mm bolts to bracket.

Torque Specifications: 12mm x 40mm Bolts = 75 ft lbs.
12mm x 110mm Bolt = 55 ft lbs.

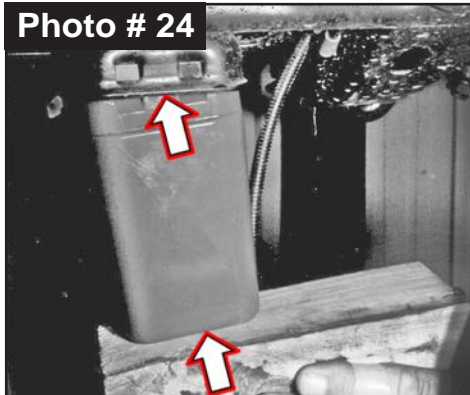
20. Slide Skyjacker Upper Link Arm front eye into Skyjacker Upper Link Bracket axle mount, then slide rear eye into OEM frame mount. (Photo # 21 & # 22) Secure rear frame mount first with OEM hardware using a 21mm socket \ wrench. Attach front eye mount to Skyjacker Upper Link Bracket with OEM hardware using a 21mm socket \ wrench. Secure, but **Do Not Completely Tighten** links at this time. **CAUTION:** GREASE Skyjacker Upper Link Arm Bushings using a grease gun.



Note: Perform Steps 13-20 on Opposite Side at This Time.

21. On Driver & Passenger sides, install Skyjacker # BP40S Poly Bump Stops. Place Poly Bump Stop into OEM bump stop cup. By using leverage against the bottom of bump stop, force the bump stop up into place.

Tech Note: Use a flat block or 2x4 for better leverage. (Photo # 24)



22. On Passenger Side frame rail, locate metal vacuum line that is attached to a rubber hose that connects to the vacuum actuator valve on differential. Remove OEM retaining



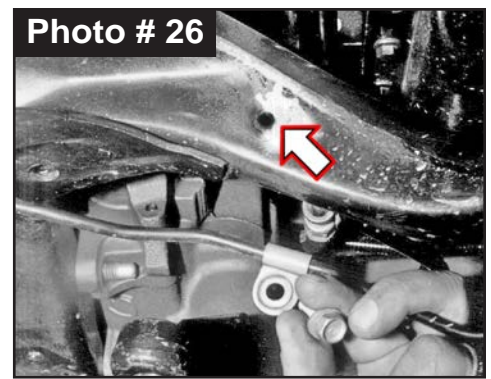
screw on metal vacuum lines at frame mount. Install Skyjacker # DVL10 Vacuum Line Bracket (1" Wide x 4" Long, Flat) using OEM screw at top. Carefully reform metal line as necessary & attach OEM vacuum line mount to bracket lower hole with supplied 1/4" x 1" Fine Thread Bolt & 1/4" Nylon Insert Lock Nut using a 7/16" socket \ wrench. (Photo # 25)

23. Unplug electrical line at vacuum actuator valve & release plastic OEM retaining clip at bracket. Reconnect electrical line to actuator valve.

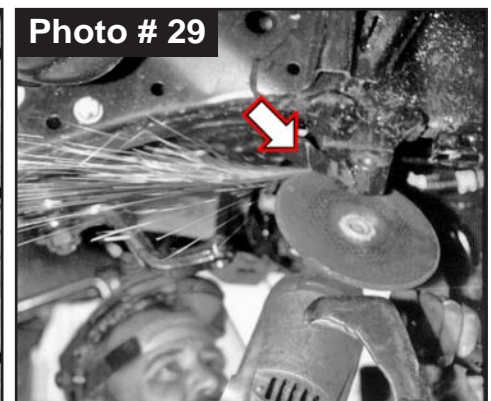
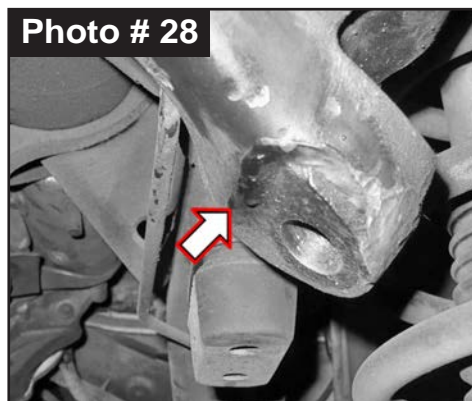
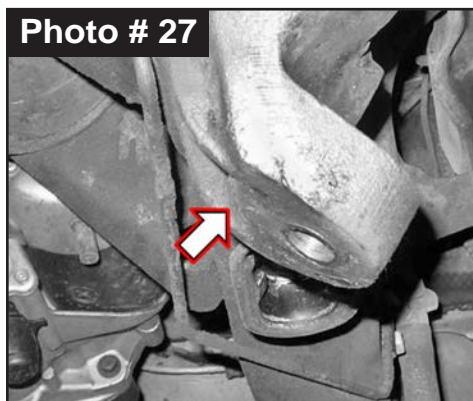
If electrical line needs more slack, remove line from above crossmember & reroute to below crossmember. Attach OEM retaining clip to OEM rectangular slot in frame.

24. Remove & replace differential vent hose if needed (some models have enough hose length). On V10\Cummins Diesel engine models, remove vent hose from axle tube & upper frame mount. Replace with supplied 5/16" x 18-3/4" Vent Hose.

25. To allow clearance for Skyjacker Track Bar Bracket, remove OEM brake line retaining clamp\screw from crossmember (Photo # 26 facing rear-to-front) & push brake line up approximately 2-inches for clearance.

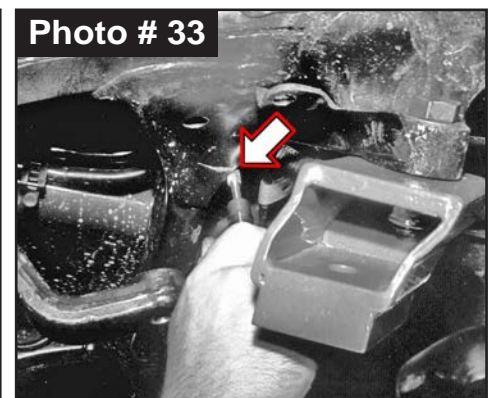
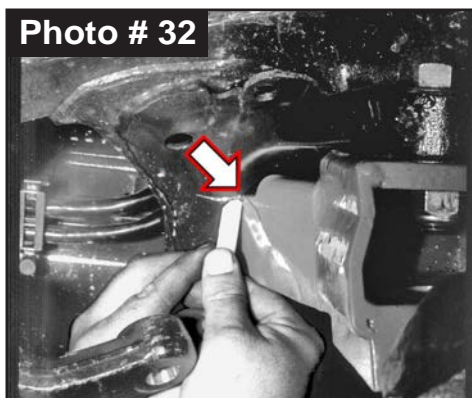
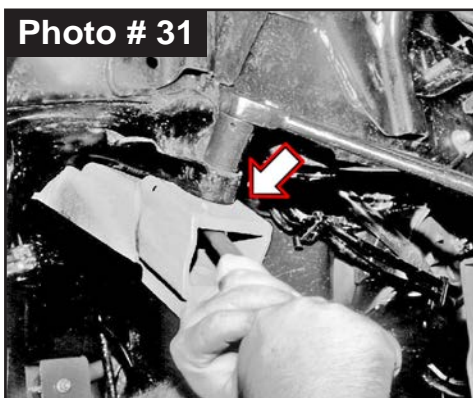
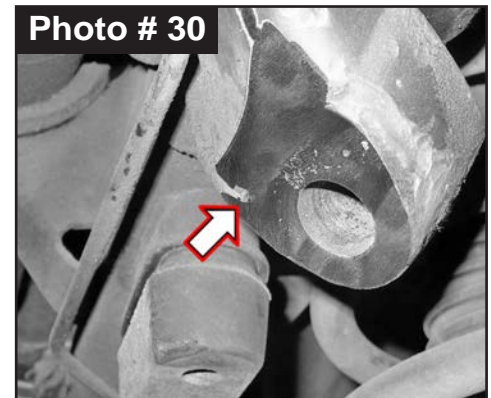


IMPORTANT: To allow clearance for Skyjacker Track Bar Bracket, inspect OEM track bar frame mount to be sure it is smooth. (Photo # 27) Some models (usually heavy duty & Diesel models) having a reinforcement plate welded to frame mount that **MUST** be ground smooth. (Photo # 28 & # 29) Skyjacker track bar drop bracket **MUST** make 100% smooth contact on OEM track bar mount. (Photo # 30)



26. Position Skyjacker # DTB45-B Track Bar Bracket up to OEM track bar frame mount. Insert supplied 18mm x 70mm Bolt with 18mm Flat Washer down through OEM frame mount & Skyjacker bracket. Attach with supplied 18mm Nylon Insert Lock Nut using 27mm socket\wrench. (Photo # 31) Secure, but **Do Not Completely Tighten** at this time.

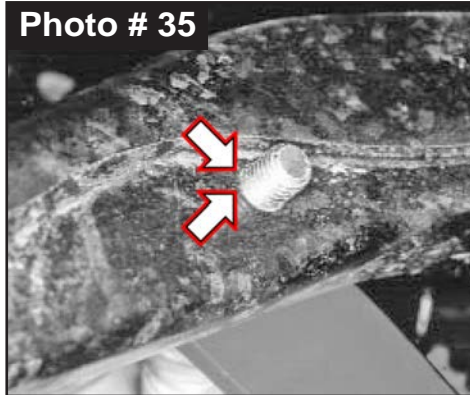
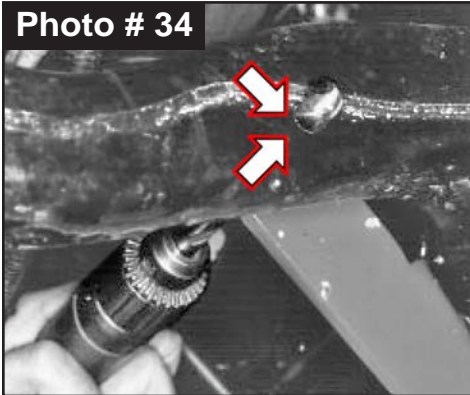
Rotate Track Bar Bracket so that brace is flat against crossmember. If clearance is needed for brace, mark & grind with die grinder or file until clearance is obtained, then position brace flat against crossmember. (Photo # 32 & # 33)



27. Using Track Bar Bracket as a guide, drill through OEM crossmember using a 1/2" drill bit.

Note: Drill through crossmember at an angle to ensure that the hole comes out below weld mount on front side. (Photo # 34)

Insert supplied 1/2" x 2-1/2" Course Thread Bolt with 1/2" SAE Washer through bracket & crossmember. (Photo # 35) Place special Welded Half Washer over bolt so that the back "half" section is below the weld mount, Attach with 1/2" Nylon Insert Lock Nut using a 3/4" socket \ wrench. (Photo # 36) Secure, but **Do Not Completely Tighten** at this time.



28. Remove supplied 18mm Nylon Lock Nut from OEM frame mount & Skyjacker bracket using 27mm socket \ wrench.

Using supplied Thread Locking Compound Tube, put a few drops on threads of 18mm Bolt. Attach Nylon Insert Lock Nut using 27mm socket \ wrench. (Photo # 37)

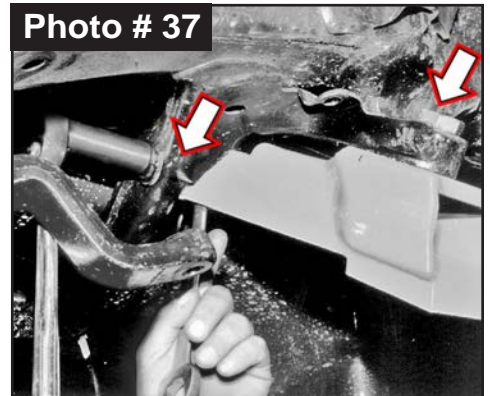
Torque 18mm Bolt = 200 ft lbs.

Torque 1/2" Bolt = 75 ft lbs. **Note:** Do not over torque or crush OEM crossmember.

29. At crossmember, move OEM brake line clamp over \ down approximately 2-inches.

Mark & drill new mounting hole using a 19/64" drill bit. (Photo # 38 facing rear-to-front)

Before completely tightening retaining clamp \ screw, push brake line up for clearance against track bar brace & crossmember; then tighten clamp screw.



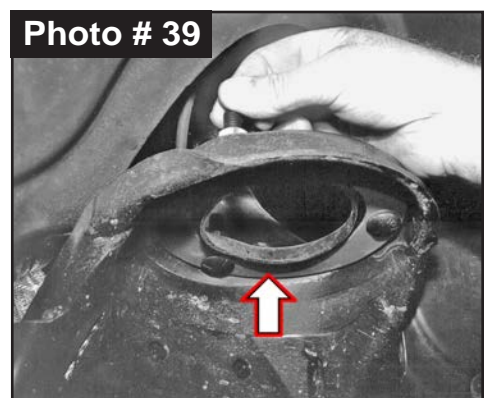
Standard Skyjacker Single Shock Kit

30. To begin coil spring installation, place OEM 3-bolt shock tower ring inside top of coil tower & attach with OEM nuts. (Photo # 39) Hand Tighten Only just to hold ring in place.

Optional Class II Skyjacker # DS390 Dual Shock Kit

31. One bolt at a time, align three (3) supplied 7/16" X 1-1/2" Carriage Bolts up through Skyjacker # DS390-TR Shock Tower Ring into OEM coil tower. Attach with supplied 7/16" Standard Nut. Hand Tighten Only just to hold ring in place.

Tech Note: Be sure each carriage bolt aligns & locks into square holes of Skyjacker Shock Tower Ring. (Photo # 39 & # 43)



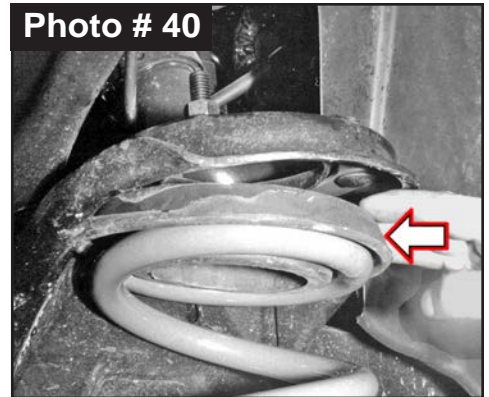
Note: Skyjacker **D50** Front Coil Springs Are Side Specific & Must Be Installed on Appropriate Side: Part Number Is Paint Stamped on Each Coil Spring & Labeled Driver or Passenger. 1/2 Ton & Light 3/4 Ton Vehicle *WITHOUT* V10 \Cummins Engine.

Note: Skyjacker **D45 & D55** Front Coil Springs Are Not Side Specific: Part Number Is Paint Stamped on Each Coil Spring. Heavy 3/4 Ton & 1 Ton Vehicle With V10 \Cummins Engine.

32. Install Skyjacker Front Coil Spring to appropriate side of vehicle. Place OEM spring isolator on top of Skyjacker Front Coil Spring. (Photo # 40)

Insert coil spring into upper tower first. Be sure bottom coil spring wrap is turned to the inside at the center of the axle. Be sure coil spring is indexed to seat properly.

Tech Note: If the front axle cannot be lowered enough to allow the coil spring to be installed, carefully rotate the pinion up to provide more clearance for the coil installation. Raise axle enough to hold the coil springs in place.



WARNING: On Dodge Ram trucks, SKYJACKER® replacement front shock absorbers limit extended position of the front suspension! The use of shocks other than those supplied, may cause coil disengagement, adverse steering angles, brake line failure, driveline component failure and \or other related component failure! The use of other shocks will void your SKYJACKER® Warranty!

Standard Skyjacker Single Shock Kit

33. Now remove OEM nuts from 3-bolt shock tower ring. (Photo # 39)

From inside the engine compartment, install Skyjacker shock down through coil spring tower.

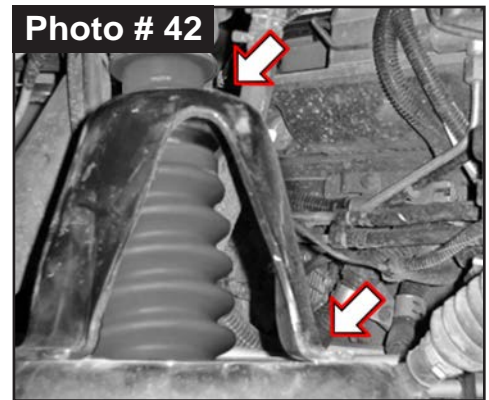
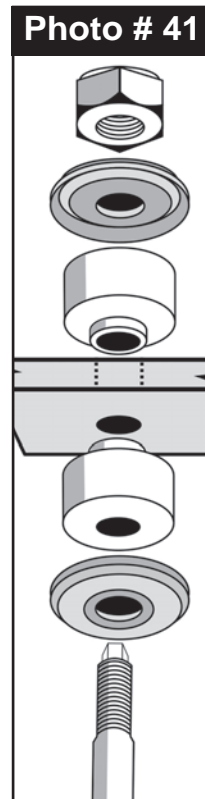
Place supplied retaining washer & poly stem bushing onto shock stem. (Photo # 41)

Install OEM upper shock tower bracket onto 3-bolt shock ring with OEM nuts. (Photo # 42)

Extend shock stem up through OEM upper shock tower bracket.

Place supplied poly stem bushing & retaining washer onto shock stem. Attach with supplied lock nut using a 5/8" socket \wrench.

Attach shock lower mount at axle with OEM nuts using a 21mm socket \wrench.



Optional Class II Skyjacker # DS390 Dual Shock Kit (Photo # 43 Overview)

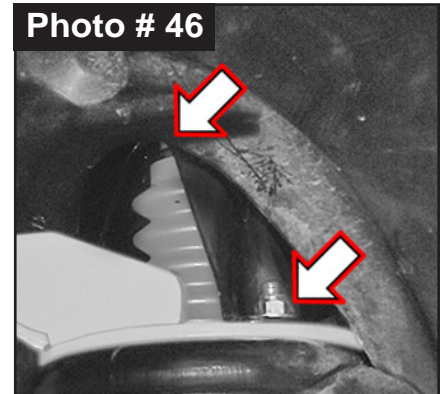
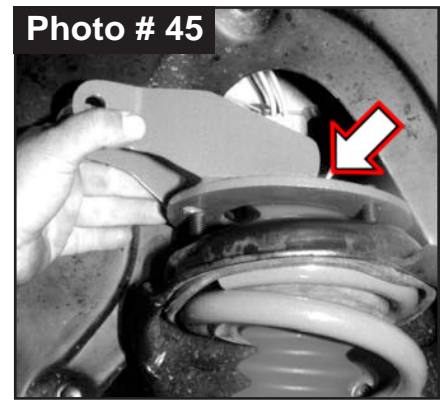
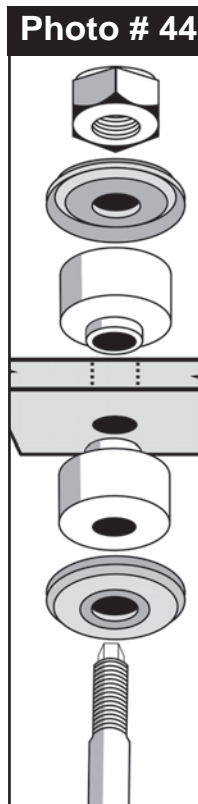
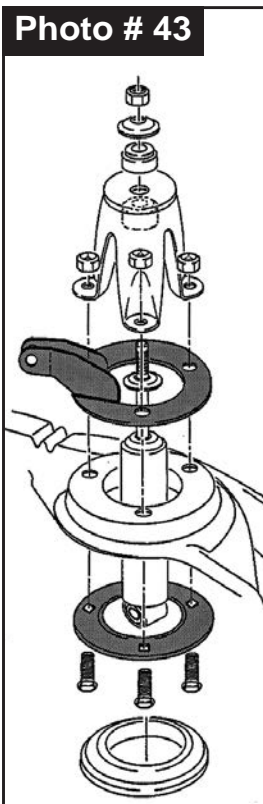
34. Now remove 7/16" Standard Nuts from Skyjacker Shock Tower Ring. (Photo # 39)

From inside the engine compartment, install Skyjacker stem eye shock down through coil spring tower.

Place supplied retaining washer & poly stem bushing onto shock stem. (Photo # 44)

Skyjacker Dual Shock Upper Brackets Are Side Specific & Must Be Installed on Appropriate Side: # DS390-UL Driver Side & # DS390-UR Passenger Side.

Install appropriate Shock Upper Bracket onto 3-bolt Shock Tower Ring. (Photo # 45) **Tech Note:** Shock tab mount should curve slightly rearward.



35. Install OEM upper shock tower bracket (also Side Specific) onto Skyjacker Upper Bracket & 3-bolt Shock Tower Ring. (Photo # 46) Attach with supplied 7/16" Nylon Insert Lock Nuts using a 5/8" socket \ wrench. Torque 60 ft lbs.

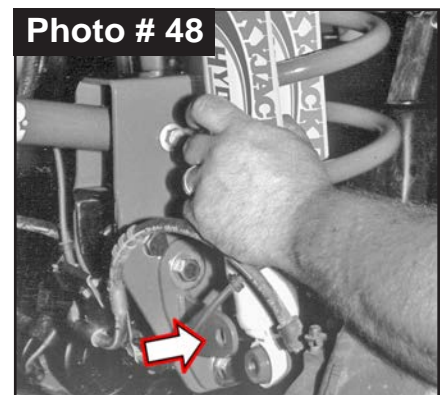
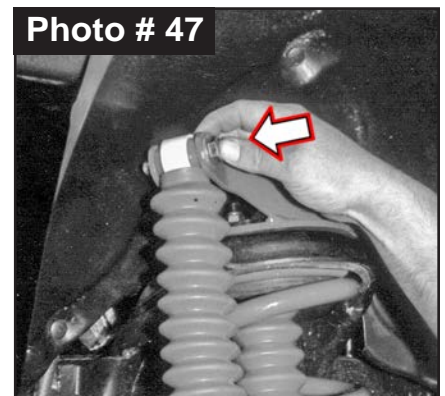
Extend shock stem up through OEM upper shock tower bracket.

Place supplied poly stem bushing & retaining washer onto shock stem. Attach shock to OEM bracket with supplied lock nut using a 5/8" socket \ wrench.

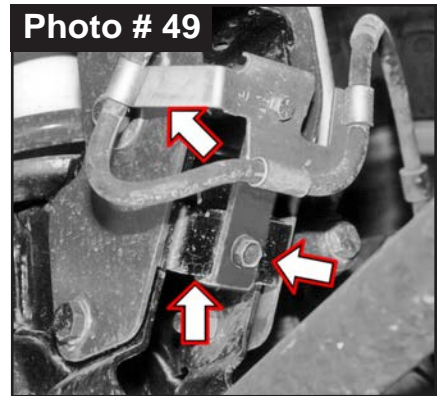
Attach shock lower mount at axle with OEM nuts using a 21mm socket \ wrench.

36. Install Skyjacker Eye-to-Eye Mount Shock to Dual Shock Brackets. (Photo # 47) At Skyjacker Upper Bracket, install shock with supplied 1/2" x 2-1/2" Course Thread Bolt with 1/2" SAE Washer from outside-to-inside. Attach with 1/2" SAE Washer & 1/2" Nylon Insert Lock Nut using a 3/4" socket \ wrench.

At Skyjacker Lower Bracket, install shock with supplied 1/2" x 2-1/2" Course Thread Bolt with 1/2" SAE Washer from front-to-rear. Attach with 1/2" SAE Washer & 1/2" Nylon Insert Lock Nut using a 3/4" socket \ wrench. (Photo # 48)



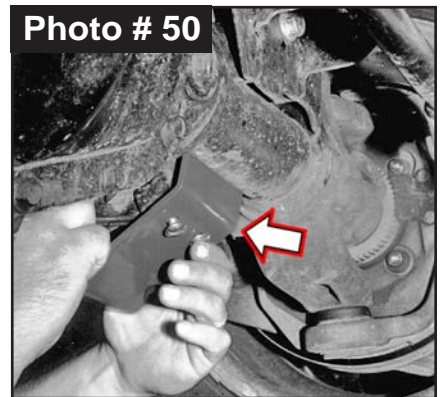
37. Install Skyjacker # DBE20 Front Brake Line Relocation Brackets. Skyjacker bracket has a short 90° bend at bottom. Position 90° bend facing forward & align with OEM brake line bracket axle mount. Attach with OEM bolt using a 13mm socket \ wrench. (Photo # 49)



Attach OEM brake line bracket to Skyjacker Bracket with supplied 1/4" x 1" Fine thread Bolt & 1/4 Nylon Insert Lock Nut using a 7/16" socket \ wrench. **Tech Note:** It may be necessary to bend OEM bracket side wing out for clearance on Skyjacker Upper Link Bracket bolt head. **NOTE:** On 2001-2002 2500 \ 3500 Models with Cummins Diesel, Driver Side metal brake line Will Need to be bent out & away slightly for clearance between the Dual Shock & OEM Shock Bracket.

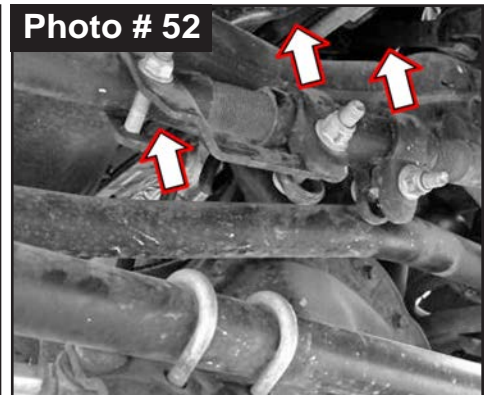
Optional Class II Skyjacker # DSP2345 Lower Link Skid Plates

38. Skyjacker # D2345-SP Lower Link Skid Plates Are Not Side Specific. One bolt at a time, align two (2) supplied 5/16" X 1" Carriage Bolts up through Skyjacker # D2345-SP Lower Link Skid Plate through OEM bracket on axle tube below link arm mount. Attach with supplied 5/16" SAE Washer & 5/16" Nylon Insert Lock Nut using a 1/2" socket \ wrench. (Photo # 50)



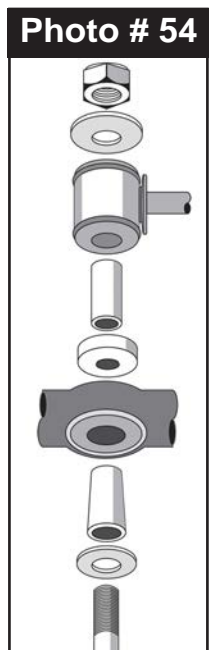
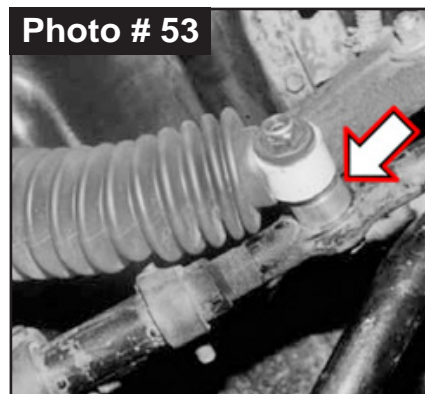
Tech Note: Be sure each carriage bolt aligns & locks into square holes of Skyjacker Skid Plate.

39. Loosen adjuster clamps on OEM drag link. Rotate drag link end to pitman arm 180°. Attach drag link end up through bottom of Skyjacker pitman arm. (Photo # 51) Tighten using a 24mm socket \ wrench. Torque 185 ft-lbs. Align & install supplied 1/8" x 1-1/2" Cotter Pin into castle nut. Rotate drag link adjuster sleeve clamps 'up' to topside of drag link for clearance. (Photo # 52) Tighten clamps into place.



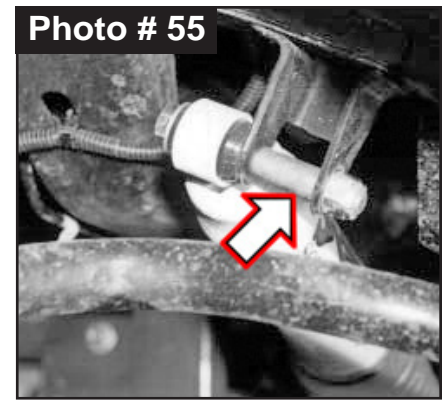
Note: If installing Skyjacker # 7217 Dual Steering Stabilizer, please refer to separate installation instruction.

40. Install Skyjacker #7017 Steering Stabilizer. Install shaft eye of stabilizer to tie rod with supplied hardware. Place supplied 1/2" SAE Washer onto 1/2" x 3-1/2" Bolt. Insert Tapered Sleeve into tapered hole in OEM drag link assembly stud mount. (Photo # 53) Insert bolt with washer through tapered sleeve \ drag link hole. Place supplied 5/8" x 1-1/4" Spacer, shaft eye of stabilizer (with sleeve in eye), large 1/2" USS Washer & attach with 1/2" Nylon Insert Lock Nut. (Photos # 53 & # 54) Secure, but **Do Not Completely Tighten** at this time using a 3/4" socket \ wrench.



41. Install cylinder eye of stabilizer to frame mount with supplied hardware. (Photo # 55) **Note:** DO NOT Install Inside OEM Mounting Tabs. OEM angle with a dropped pitman arm tends to put additional downward stress on drag link.

Insert supplied 1/2" x 4" Bolt with 1/2" SAE Washer through cylinder eye of stabilizer & outer mounting tab. Place supplied 1.50" Steel Sleeve inside mounting tabs. Attach with supplied 1/2" Nylon Insert Lock Nut using a 3/4" socket \wrench.

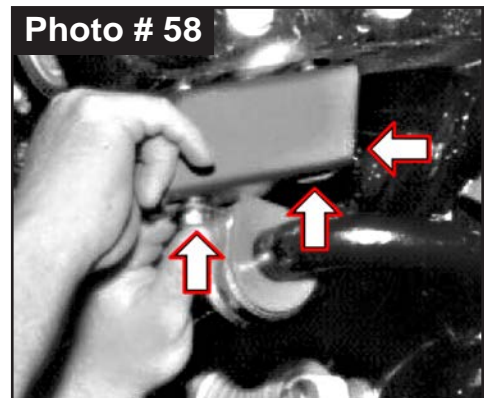
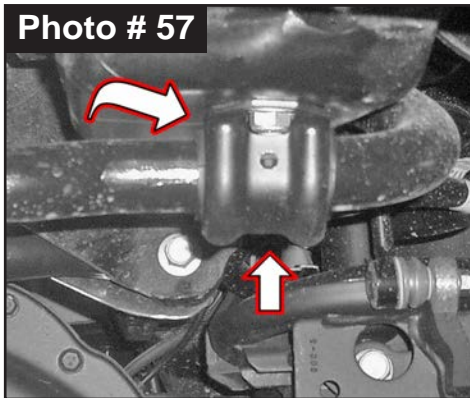
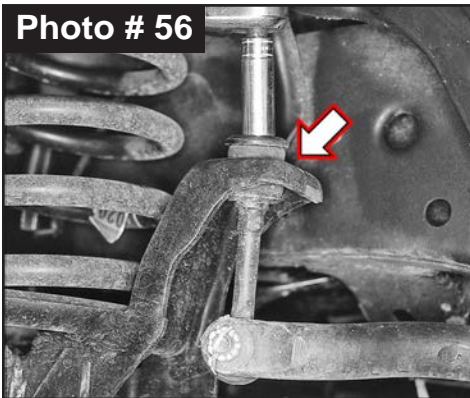


42. Tighten Both Steering Stabilizer Mounts using a 3/4" socket \wrench. Torque 65 ft-lb.

43. Roll OEM sway bar upward. Connect OEM sway bar link upper studs to OEM sway bar with OEM hardware & bushings. (Photo # 56) Secure, but **Do Not Completely Tighten** this time. On each side, remove OEM sway bar at OEM frame mounts using a 15mm socket \wrench frame. (Photo # 57)

Skyjacker Sway Bar Brackets Are Side Specific: # SBL20-L Driver Side & # SBL20-R Passenger Side. Attach appropriate Skyjacker bracket to frame with OEM hardware using a 15mm socket \wrench. **Note:** Bracket's side profile angles / slopes to front. (Photo # 58)

Attach OEM sway bar frame mount with two (2) supplied 7/16" x 1-1/2 Fine Thread Bolts with 7/16" SAE Washers up from bottom-to-top. Attach with 7/16" SAE Washer & 7/16" Nylon Insert Lock Nut using a 5/8" socket \wrench.



44. Install front tires \wheels using a 22mm socket. Lower vehicle to ground. Torque lugs to OEM service manual specifications.

45. Make sure that tires \wheels are pointed straight ahead. Connect OEM front track bar to Skyjacker Track Bar Bracket frame mount using a 24mm socket \wrench. (Photo # 59) Secure, but **Do Not Completely Tighten** this time.

Tech Note: It may be helpful to turn steering wheel to align track bar end with mount.

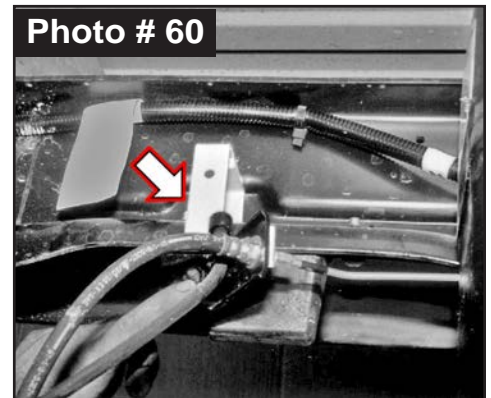


Rear Installation: Note: Save all factory components & hardware for reuse, unless noted.

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 using a 22mm socket.
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 OEM brake line harness bracket from driver side frame rail (above bump stop). (Photo # 60)
Install Skyjacker # DBE10 Rear Brake Line Bracket into OEM mount with OEM hardware.



Attach OEM brake line bracket to Skyjacker Bracket with supplied 1/4" x 1" Fine thread Bolt & 1/4" Nylon Insert Lock Nut using a 7/16" socket \ wrench. **Tech Note:** Carefully reform OEM brake line to gain slack needed to bolt OEM brake line harness bracket to Skyjacker bracket.

Note: Models equipped with a rear brake proportional valve, order extension bracket Skyjacker # PV98, if needed.

5. Remove OEM rear shocks. Retain factory mounting hardware for re-use.
6. Remove OEM U-bolts. Discard U-bolts & hardware. Retain lower OEM U-bolt plate.
7. While checking for appropriate slack in brake lines, sway bar, E-brake lines, differential breather hose, & etc, lower axle several inches away from leaf springs.

If equipped, remove OEM block or OEM steel plates.

Rear Lift Option 1: Add-A-Leaf Installation

Note: Perform Steps 8-12 on One Side at a Time.

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

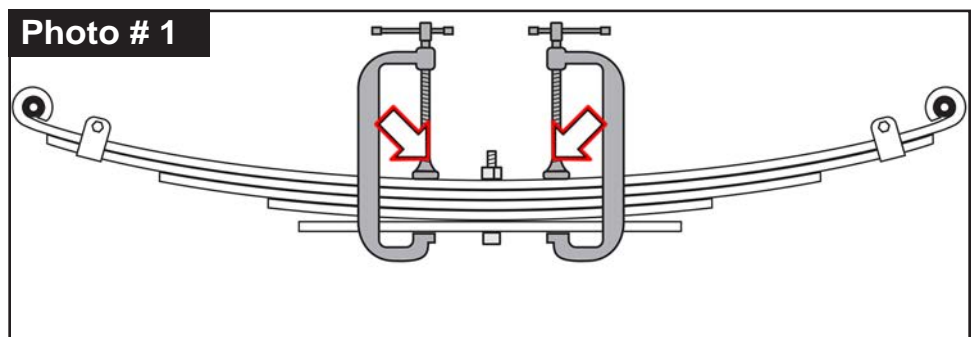
Note: Installation of Skyjacker Add-A-Leafs properly, you must use two (2) large C-clamps to contain elastic potential energy of OEM leaf springs when OEM tie bolts are being removed.

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 # 1)

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

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

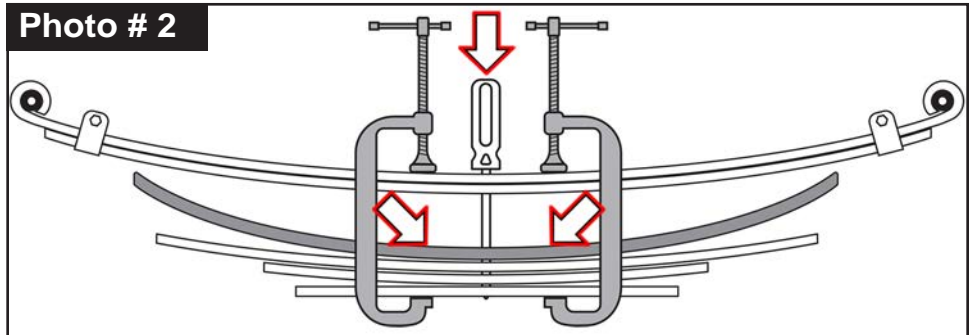


9. Carefully & slowly loosen C-clamps equally on each side until leaf spring expands completely. Remove C-clamps.

Separate leafs & install Skyjacker Add-A-Leaf into spring pack so leaves remain progressive (longest at top & shortest to bottom). (Illustration # 2)

Center pin is offset. Install long end of add-a-leaf to rear OEM leaf spring offset.

Tech Note: Lower rear axle as needed to allow add-a-leaf to be installed.



10. Attach C-clamp on each side of tie bolt hole to hold leaf spring assembly. (Illustration # 2)

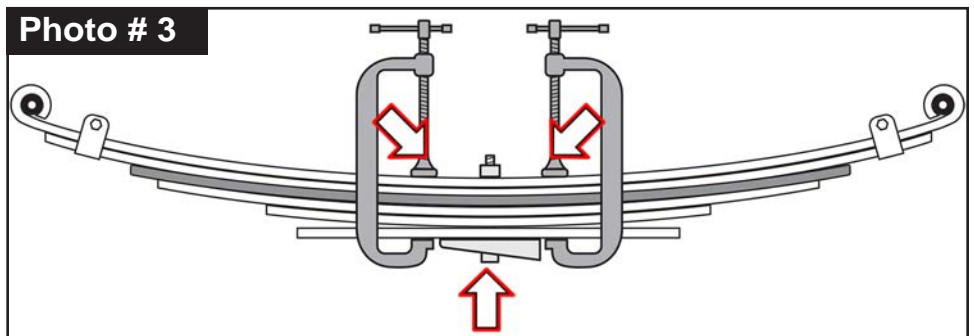
Use an alignment bar \screwdriver to line up tie bolt hole in leaf spring pack. It is recommended to leave the alignment bar \screwdriver in to help keep the leaves aligned as you tighten the C-clamps.

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

11. Tighten C-clamps equally on each side until leaf spring compresses enough to install supplied Skyjacker tie bolt up through supplied Degree Shim & up through bottom of leaf spring pack. (Illustration # 3) **Note:** Place taller end of shim toward rear of vehicle. With tie bolt installed, tighten nut by hand. Then continue to tighten C-clamps.

12. 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. \ 204 in lbs. 1/2" Tie Bolt = 41 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 the C-clamps.

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

Note: Perform Steps 8-12 on Opposite Side at This Time, Then Proceed to Step 13.

13. Clean spring pads of all debris. Raise axle to mate leaf springs axle pad & 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.

14. Install OEM U-bolts \hardware & OEM u-bolt plate. Tighten u-bolts evenly using an 'X' crisscross tightening sequence. Torque to OEM specifications.

15. Install OEM shocks. Secure, but **Do Not Completely Tighten**.
16. Install rear tires\wheels using a 22mm socket. Lower vehicle to ground. Torque lugs to OEM service manual specifications.

Rear Lift Option 2: Replacement Softride® Leaf Spring Installation

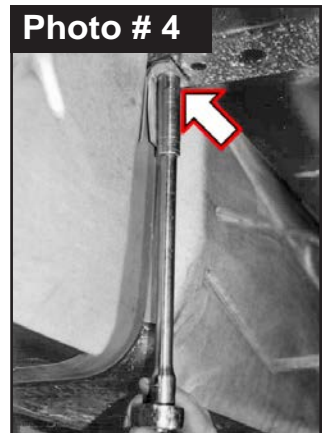
17. To access Driver side front spring eye bolt, the OEM fuel tank must be loosened & pried away from OEM frame to gain clearance.

Caution: Do Not pry fuel tank over too much or lower it down too far to protect top OEM fittings from damage.

Safely support fuel tank. Loosen vent & fill hoses on filler neck. Loosen, but do not remove, OEM fuel tank front strap bolt. (Photo # 4)

Disconnect & remove OEM fuel tank rear bolt & strap.

Carefully slide \pry fuel tank away from frame toward center of vehicle to acquire sufficient room to access Driver side front spring eye bolt.



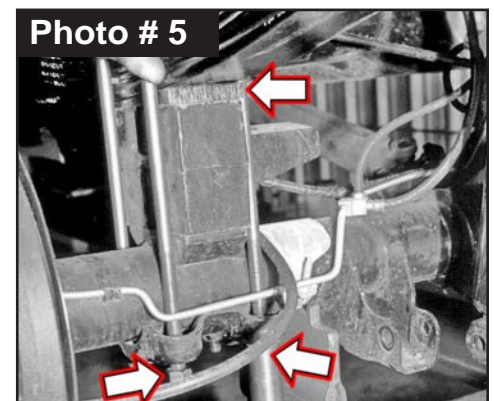
Note: Perform Step 18 on One Side at a Time.

18. **Note:** Direction of OEM hardware into springs. Loosen front spring eye bolt. Loosen rear spring eye bolt. Loosen rear shackle eye bolt. Disconnect spring eye bolts & remove leaf spring with rear shackle attached.

Attach 'short' end of Skyjacker leaf spring to forward frame mount with OEM hardware.

Attach 'long' end of Skyjacker leaf spring to rear shackle & rear shackle mount with OEM hardware. **Note:** On Skyjacker springs with a bottom degree shim, place taller end of shim toward rear of vehicle. (Photo # 5)

Secure OEM hardware, but **Do Not Completely Tighten** leaf spring hardware at this time.



Note: Perform Step 18 on Opposite Side at This Time, Then Proceed to Step 19.

19. Clean spring pads of all debris. Raise axle to mate Softride® Leaf Springs axle pad & 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.
20. Reconnect Driver side rear fuel tank strap & bolt. Tighten front fuel tank strap bolt. Tighten vent & fill hoses on filler neck.
21. Install Skyjacker 9/16" U-bolts over axle up into OEM U-bolt plate. Install supplied 5/8" Nylon Insert Nuts using a 13/16" socket \wrench. Tighten U-bolts evenly using an 'X' crisscross tightening sequence. Torque to 175 ft-lbs.
22. Install Skyjacker rear shock with OEM hardware at upper shock tower mount. Connect Skyjacker shock at lower axle mount with OEM hardware. Secure, but **Do Not Completely Tighten** at this time. To set bushings properly for ride height, these will be tightened once vehicle is on ground with full vehicle weight on tires\wheels.
23. Install rear tires\wheels using a 22mm socket. Lower vehicle to ground. Torque lugs to OEM service manual specifications.

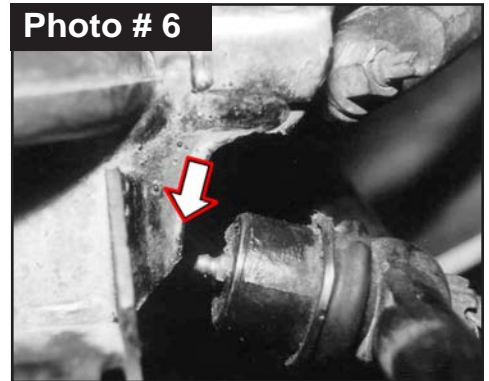
Final Clearance Check & Torque Steps:

1. 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.

2. **Front Tighten & Torque Sequence.**

Front track bar at Skyjacker Track Bar Bracket using a 24mm socket\wrench. Torque 110 ft-lbs. Align & install supplied 1/8" x 1-1/2" Cotter Pin into castle nut.

Note: Cycle steering to full left & right turns checking clearance between sway bar end links mounts at front base of coil springs & drag link\tie rod assembly. On some models, It may be necessary to trim \ grind for needed clearance. (Photo # 6)



Front shock absorber upper OEM mount using a 5/8" socket\wrench. Torque 35 ft-lbs.

Front shock absorber lower OEM mount using a 21mm socket\wrench. Torque 100 ft-lbs.

Front dual shock absorber upper & lower mount using a 3/4" socket\wrench. Torque 90 ft-lbs.

Front sway bar at Skyjacker mount at frame using a 15mm socket\wrench. Torque 40 ft-lbs.

Front sway bar at Skyjacker lower mount using a 5/8" socket\wrench. Torque 45 ft-lbs.

Front sway bar end link upper stud bolt using a 15mm socket\wrench. Torque 27 ft-lbs.

Front upper link arm at axle mount using a 21mm socket\wrench. Torque 120 ft-lbs.

Front upper link arm at frame mount using a 21mm socket\wrench. Torque 120 ft-lbs.

Front lower link arm at axle mount using a 21mm & 24mm socket\wrench. Torque 140 ft-lbs.

Front lower link arm at frame mount using a 21mm & 1-1/16 socket\wrench. Torque 140 ft-lbs.

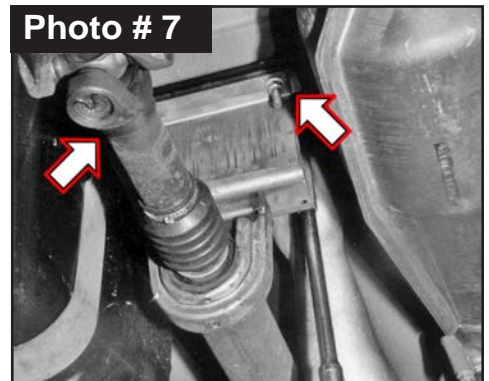
3. **Rear Tighten & Torque Sequence.**

Rear shock absorber upper mount & lower mount. Torque 100 ft-lbs.

Tighten Leaf Springs in this sequence:

Front spring eye bolt. Rear spring eye bolt. Rear shackle eye bolt. Torque 110 ft-lbs.

On models with a rear carrier bearing, if a driveshaft vibration is present, insert a spacer (Approximately 1/2") at crossmember to eliminate vibration. (Photo # 7)



Final Notes:

- After installation is complete, double check that all nuts & bolts are tight. Refer to following chart for proper torque specifications. (**Note:** Do not re-tighten the nuts & bolts where thread lock compound was used.)
- 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.					

Seat Belts Save Lives. Please Wear Your Seat Belt.