841 S 71st Ave · Phoenix AZ 85043
800-595-7659 · 623-907-0081

# Kit 4002309
# 17-19 Chevrolet Silverado HD
# 4” Tactical Lift Kit
# Installation Instructions

**DO NOT INSTALL THIS KIT ON ANY VEHICLE OTHER THAN THE ONE FOR WHICH IT IS SPECIFIED.**

If anytime during the installation you encounter something different from what is outlined in the instructions, call technical support at (800) 595-7659.

## PRE-INSTALLATION PREPARATION

**1. Read all warnings and instructions**

**2. Locate tools needed:**

- ☐ Die grinder or similar tool capable of cutting metal and plastic.
- ☐ Floor Jack x 1
- ☐ Jack Stands x 2
- ☐ Puller Tool x 1
- ☐ Hands Tools

**3. Verify all parts have been received in this kit by comparing with this parts list:**

- ☐ Instruction sheet
- ☐ Logo Label
- ☐ Warning Label
- ☐ 16 Lift Block, round 3”x3”
- ☐ 4 Bed Block, square 3”x2”, with hole
- ☐ 1 Bracket (front bumper, dvr)
- ☐ 1 Bracket (front bumper, psg)
- ☐ 1 Bracket (rear bumper, dvr
- ☐ 1 Bracket (rear bumper, psg)
- ☐ 1 Bracket (upper fan shroud center)
- ☐ 1 Bracket (upper fan shroud dvr)
- ☐ 1 Bracket (upper fan shroud psg)
- ☐ 1 Bracket (lower fan shroud center)
- ☐ 1 Bracket (lower fan shroud dvr)
- ☐ 1 Bracket (lower fan shroud psg)
- ☐ 1 Clamp, 3” Clamp
- ☐ Torsion Keys x 2
- ☐ Shock Extenders x 2
- ☐ 2 Loctite® (6ml bottle)
- ☐ 1 BP10272 (Bolt pack)
- ☐ 1 HP10272 (Hardware pack)

**IMPORTANT**

If parts are missing from kit, contact seller with:

- ☐ **Name** of purchase location
- ☐ **Bar Code** on side of box
- ☐ **Date** above bar code
- ☐ **Date inside** box cover
- ☐ **Inspector #** from inside box cover

**4. Take Down Measurements**

a. Measure and record distance between front bumper and front fenders.

**Driver Side** **Passenger Side**

b. Measure and record distance between rear bumper and bed

**Driver Side** **Passenger Side**

c. Measure and record distance between cab and bed.

**Driver Side** **Passenger Side**

d. Measure and record ride height (from center of spindle to a consistent point on wheel well)

**Driver Side** **Passenger Side**

**5. Identify Fasteners to Reuse and/or Replace**

When re-assembling the vehicle it is recommended by the vehicle manufacturer that certain fasteners are replaced in order to maintain proper retention characteristics.

Adhere to recommendations when replacement fasteners, retainers and keepers as called out in the factory service manual.

**6. Prepare Vehicle for Install**

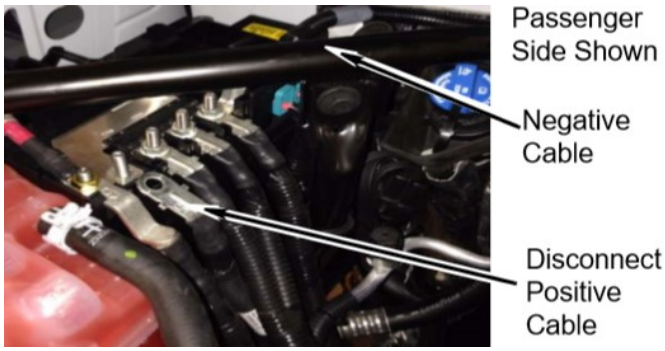
a. Park vehicle on a clean, dry, flat, level surface and block tires so vehicle cannot roll in either direction.

**7. Engine Compartment**

a. Battery Cables

1. Disconnect both battery cables from both batteries. Disconnect two negative cables first, then two positive cables.

2. Disconnect positive starter cable from battery junction as shown in image:




b. Airbag Fuse

1. Remove cover and airbag fuse “SIR” from fuse panel. Use locations may vary. Check fuse chart on back of cover.

**8. Front of vehicle**

a. Grille

1. Remove cover from core support with ten

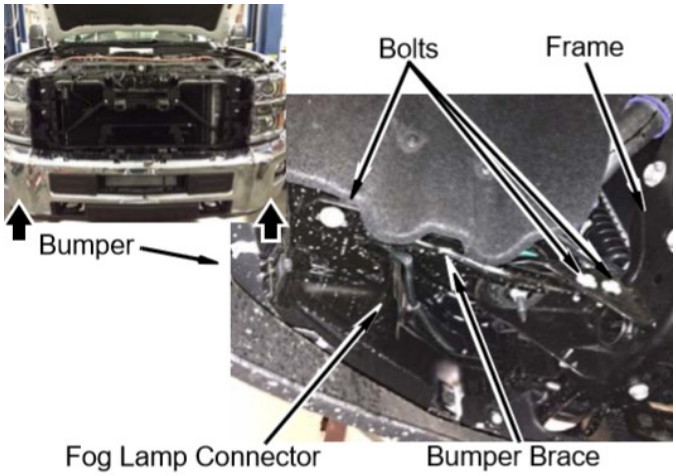
push pins.

2. Remove four bolts from top of grille and

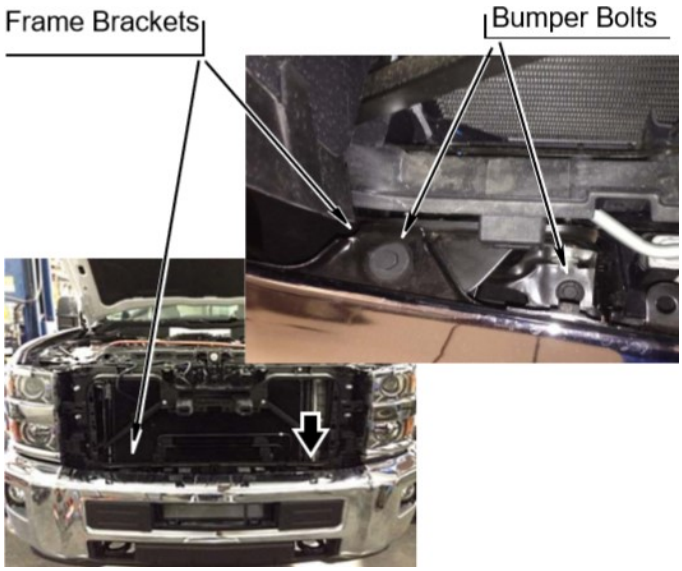
disconnect lower grille clips from core support to remove grille.

b. Front Bumper

3. If equipped, disconnect front bumper wire

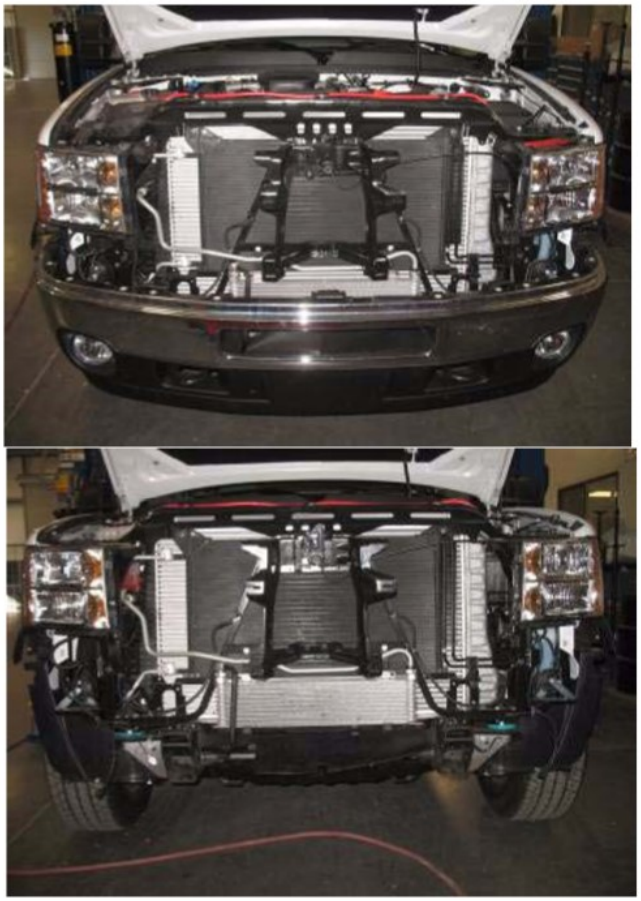



harness connector, near center of bumper.

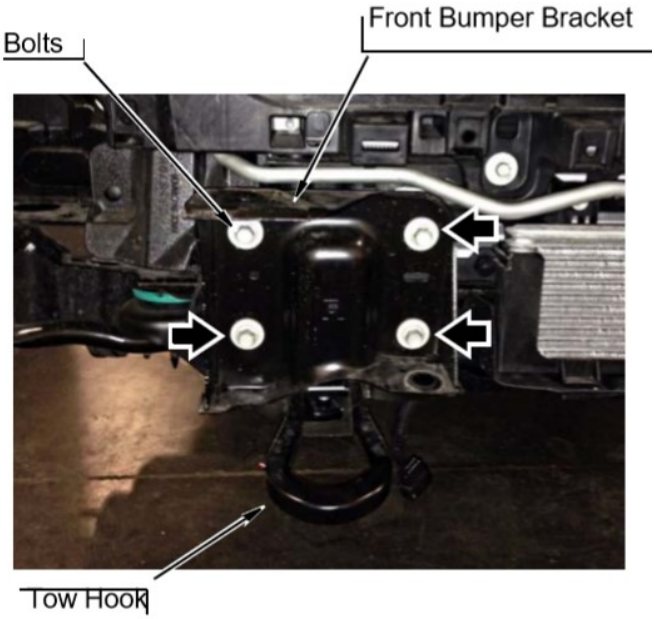



4. Remove six bolts and two front outer bumper braces from front bumper and frame.

Remove Front Bumper

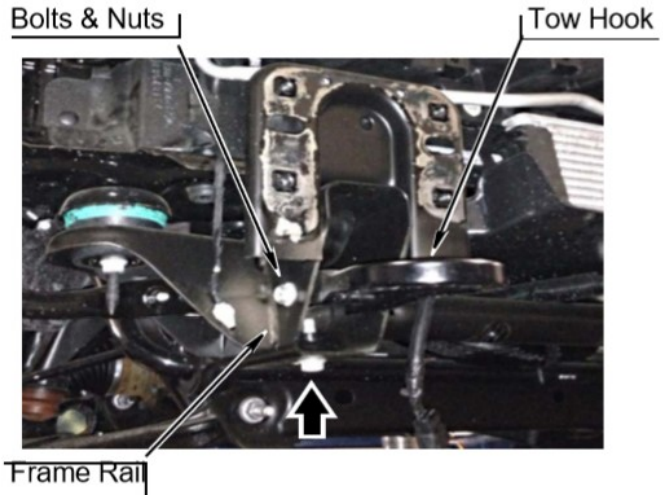


5. Remove four bolts from lower frame horn brackets.

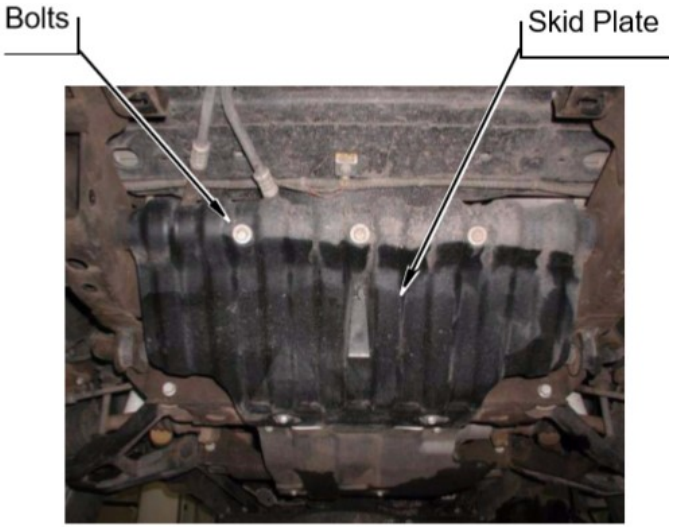



6. Remove front bumper from frame horns.

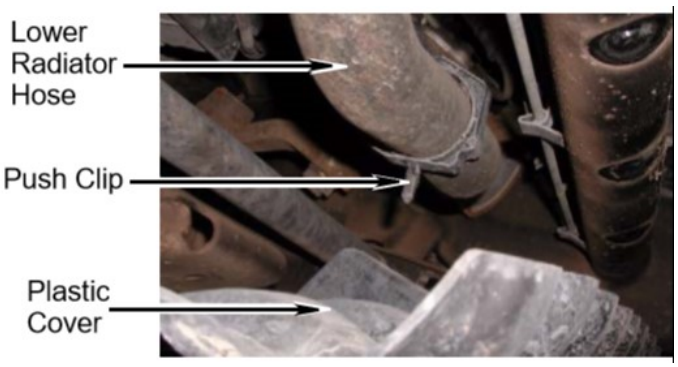
7. Remove eight bolts from front frame horn brackets and remove both front bumper brackets




from frame horns.

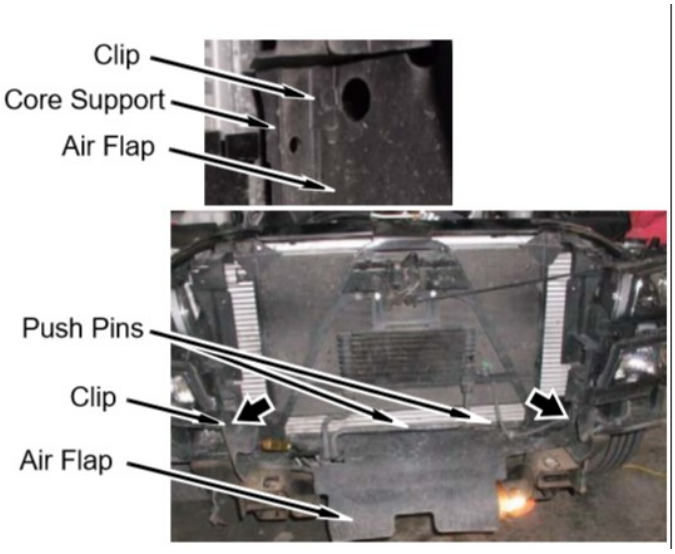



8. Remove four bolts, two nuts and two tow hooks from frame horns.




c. Plastic cover and air flap

1. Remove five bolts, and plastic cover from frame and core support.




2. Remove plastic cover from push clip, lower radiator hose and vehicle.

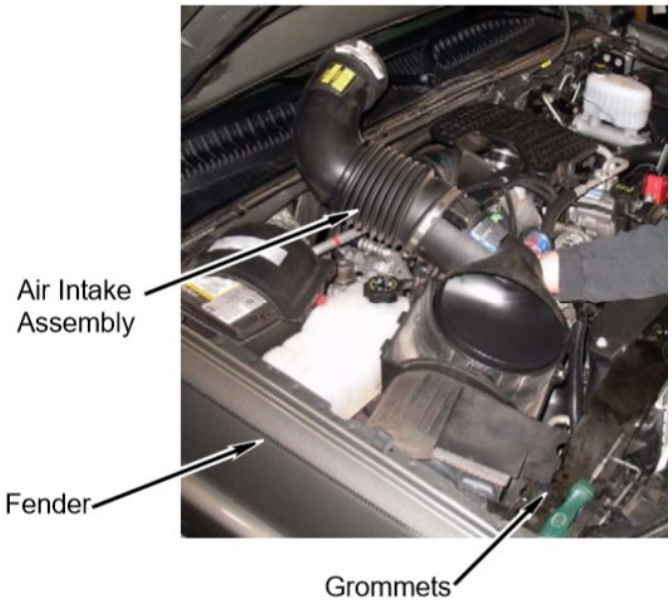
3. Remove push pins and air flap from core support.

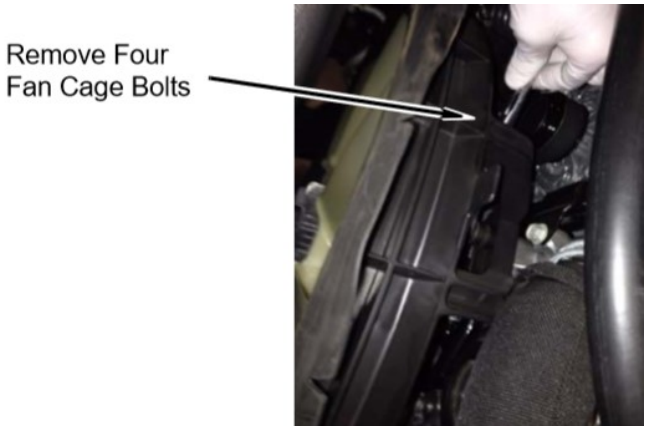
**9. Engine Compartment**

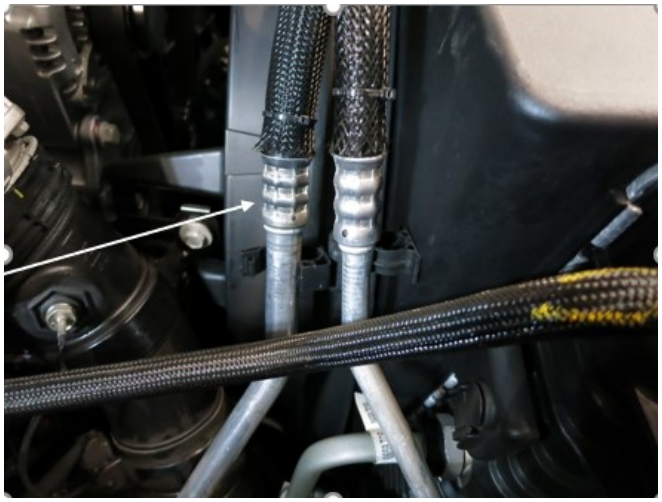
a. Air Intake

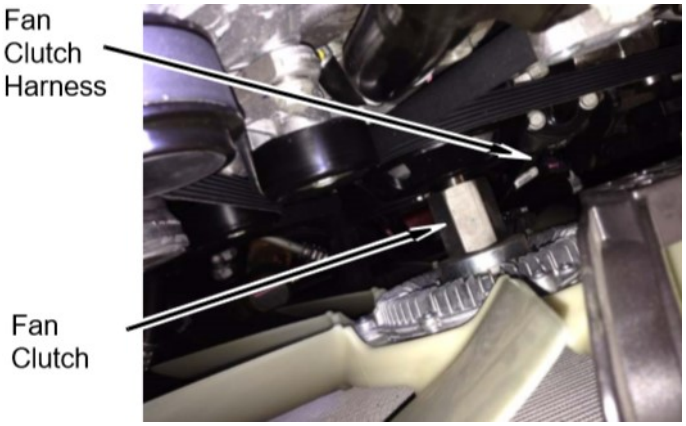
1. Loosen clamp from air baffle assembly. Remove wire harness clip from sensor.

2. Rotate air intake assembly away from engine and towards fender while pulling the air box up and out of rubber grommets on fender.



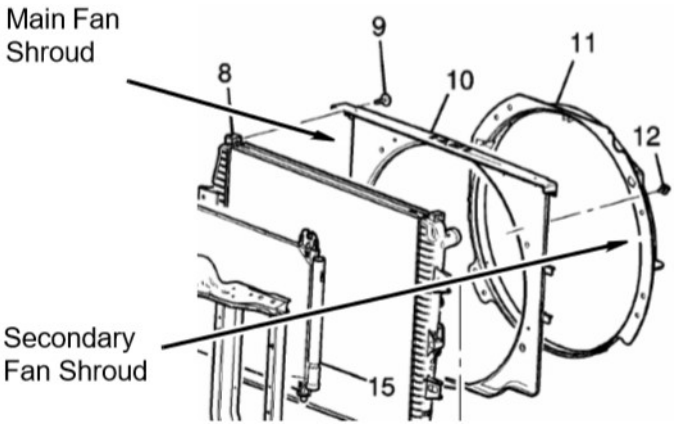






3. Remove A/C hose from clip on upper fan shroud.

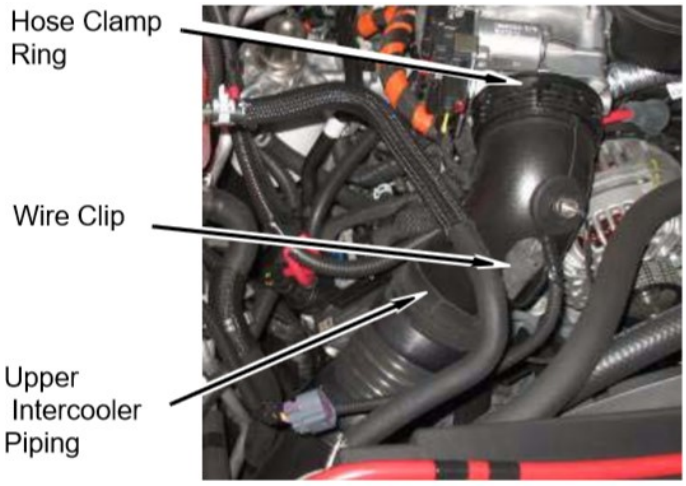
4. Remove four fan shroud push clips(12) from main(10) and secondary(11).

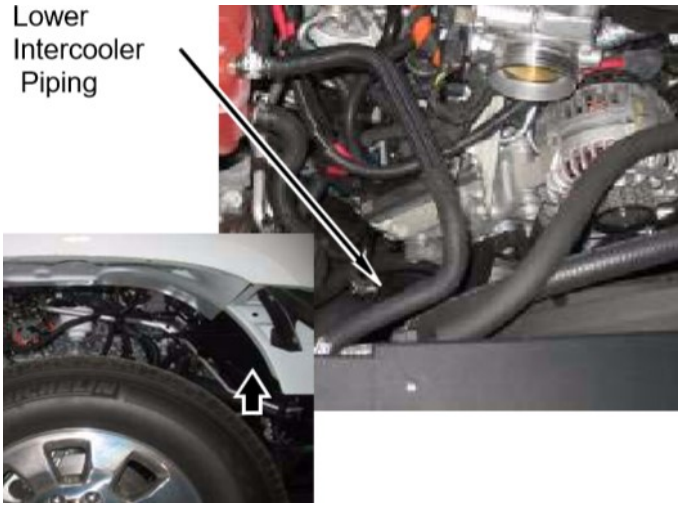



5. Remove four bolts from fan cage around front of engine.

6. **Using fan clutch removal tool set, loosen and remove fan clutch from water pump pulley.

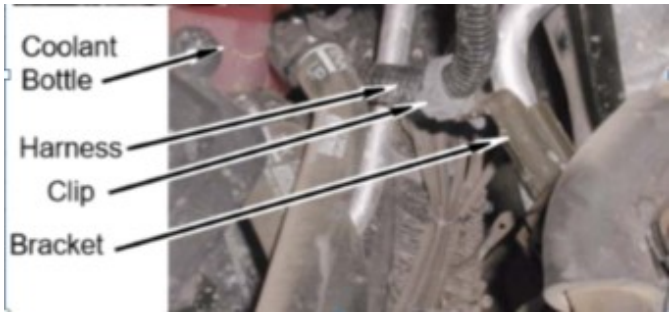
7. Disconnect fan clutch harness.





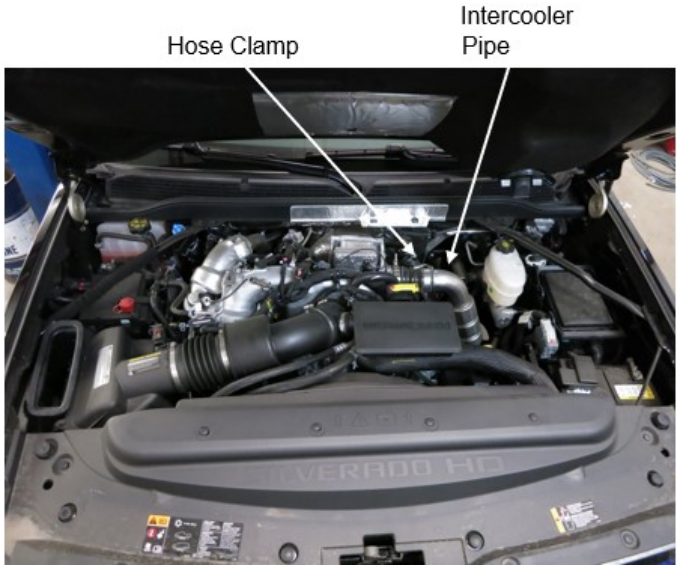

8. Remove fan/clutch, fan cage and secondary

fan shroud as one assembly from vehicle.




9. Remove positive battery cable from top of main fan shroud.

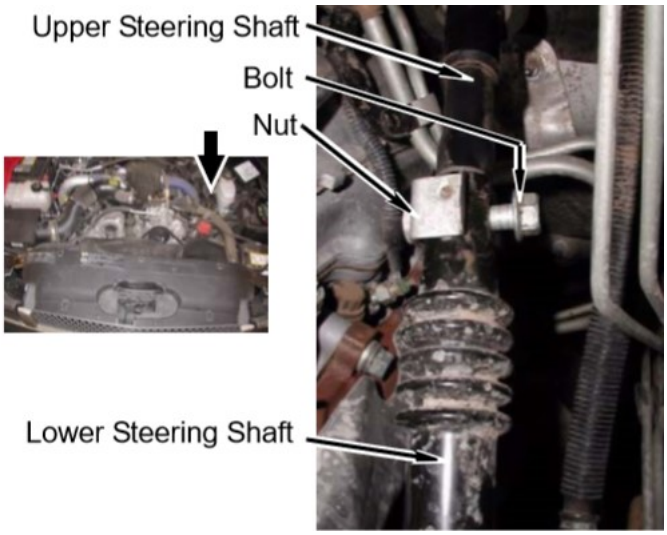
10. Remove two push clips from main fan shroud on right and left sides upper radiator and carefully remove the main fan shroud from vehicle.




| NOTE |
| --- |
| Ensure steering shaft does not turn independently of the steering gearbox. This could cause the air bag system to malfunction, resulting in serious personal injury or damage to the equipment. |

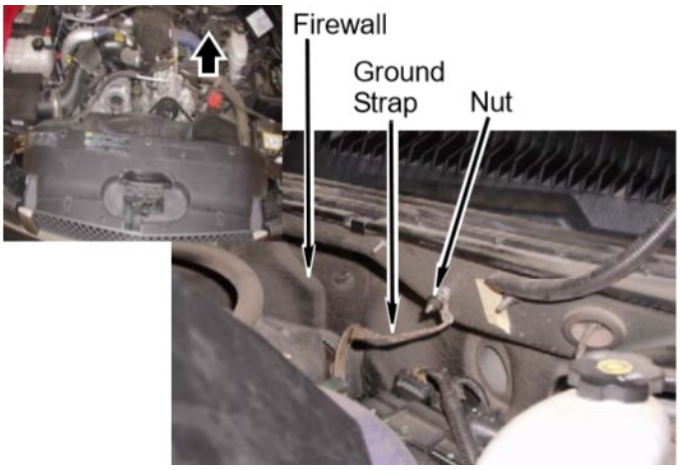
c. Intercooler piping passenger side

1. Remove wire clip from upper intercooler pipe at engine intake manifold. Twist hose clamp ring at upper end of intercooler hose to disconnect




hose from throttle body.

2. Remove Lower intercooler pipe and hose from vehicle by twisting ring clip.



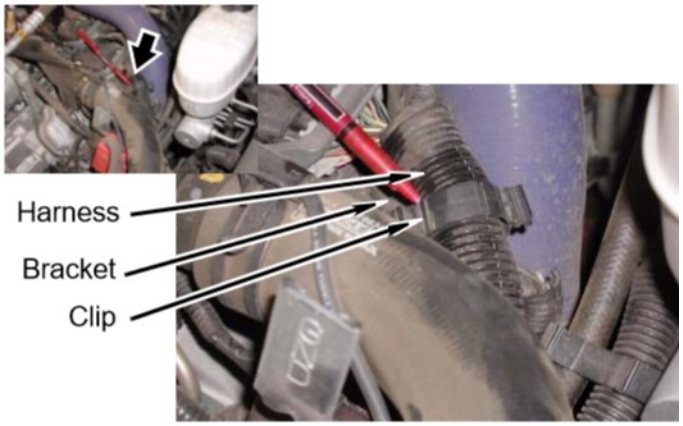

3. Remove clip and harness from engine mounted bracket.

d. Intercooler piping drivers side

1. Loosen clamp, silicone hose, and intercooler hose from engine side. Do not remove.

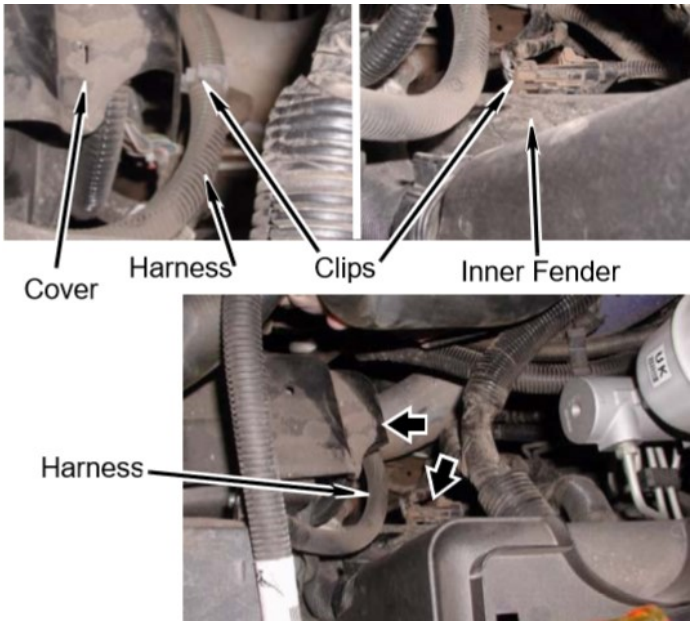
e. Steering Shaft.

1. Straighten steering wheel and strap the



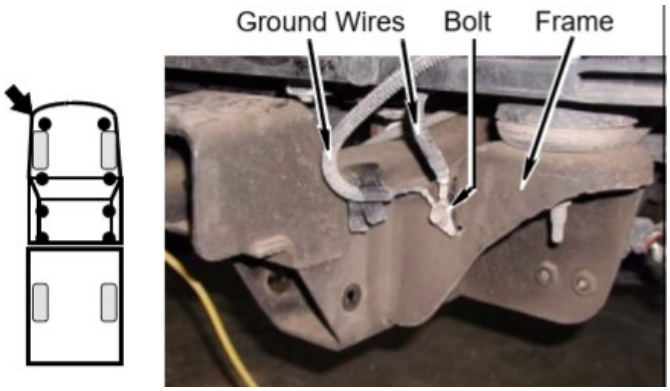

wheel so it will not turn.

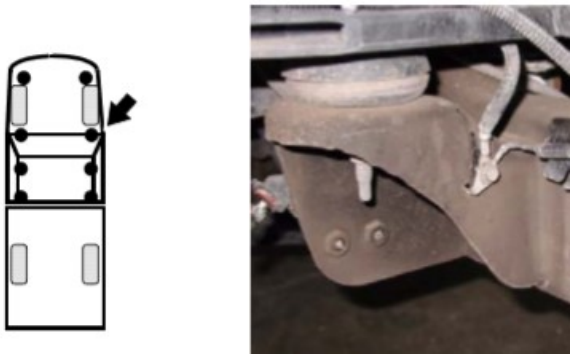
2. Remove bolt and nut from upper and lower




steering shaft.

3. Slide upper steering shaft up to separate from lower steering shaft.

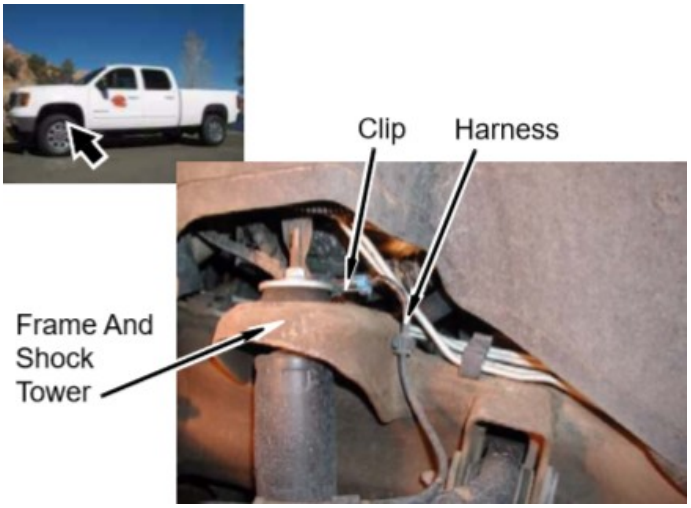


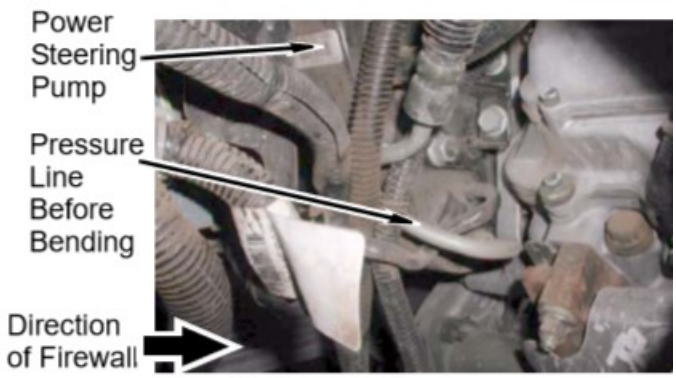


| NOTE |
| --- |
| Driver side inner fender well was removed for clarity and ease of access. |

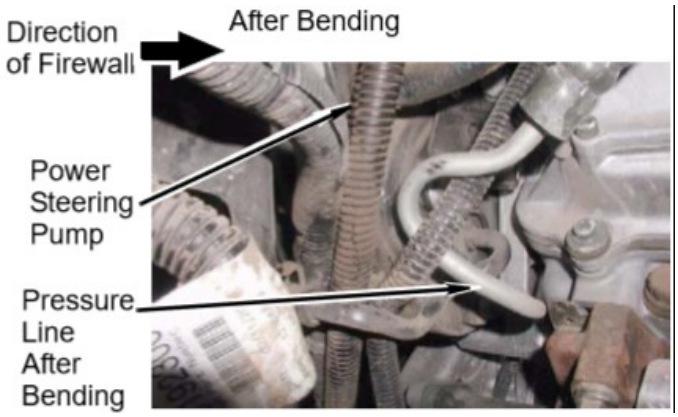
f. Wiring harnesses and ground strap

1. Remove nut and ground strap from stud on fire wall.

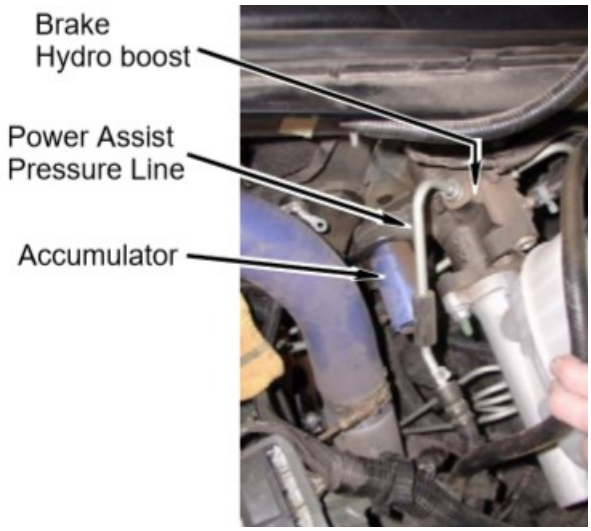





Before Bending

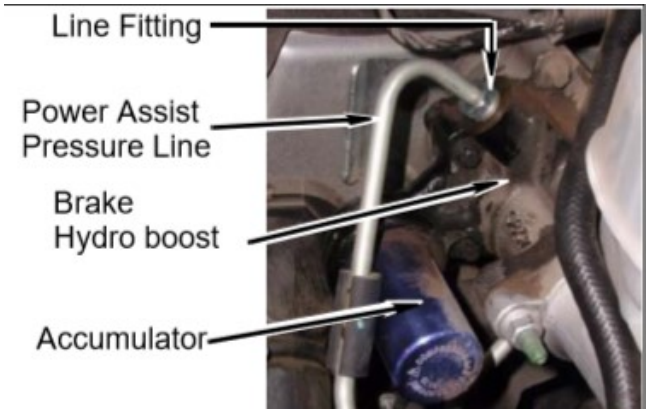



4. Carefully bend power assist pressure line up toward hood, to clear accumulator on brake hydro boost.

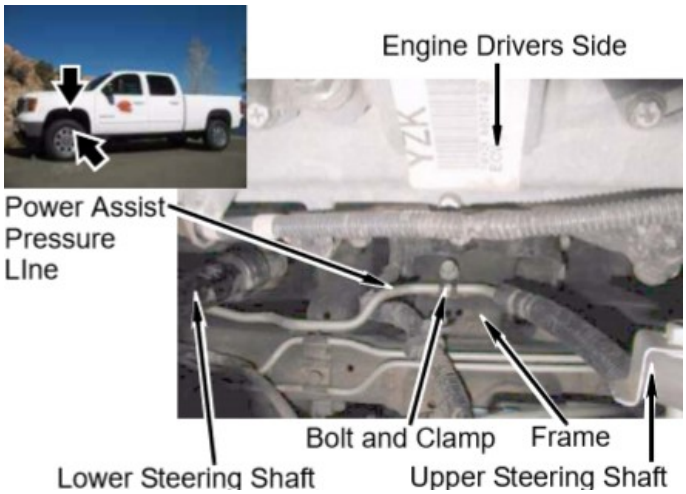



5. Loosen power assist pressure line fitting at brake hydro housing and position power assist pressure line along side of accumulator as shown.

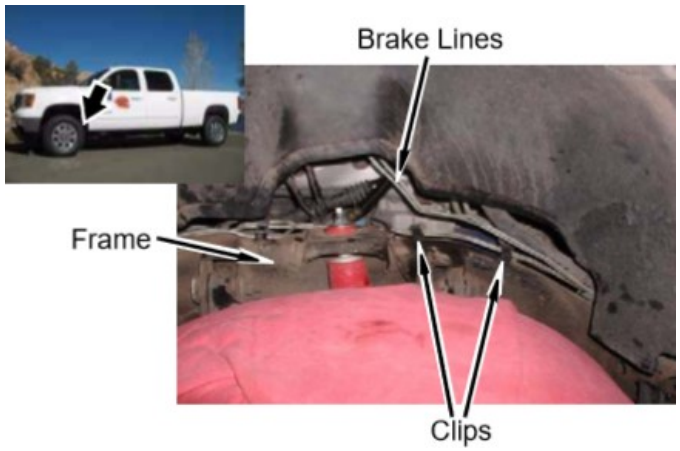
6. Tighten power assist pressure line fitting at brake droopiest housing.




7. Remove bolt, clamp, and power assist pressure line from frame.



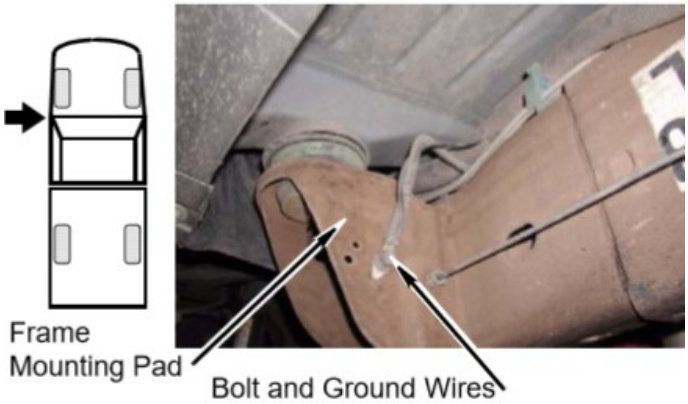

8. Remove two brake lines from two sets of clips driver side frame.



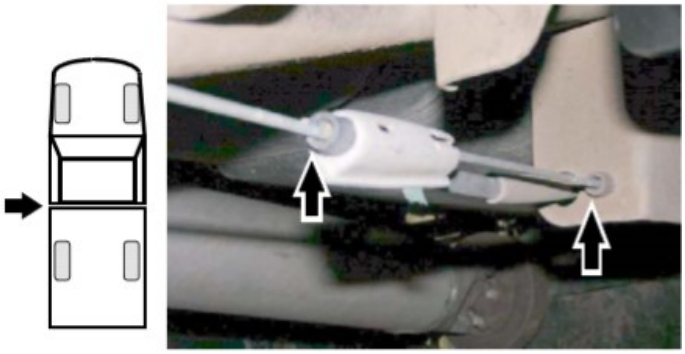

**10. Frame**

a. Parking brake cable

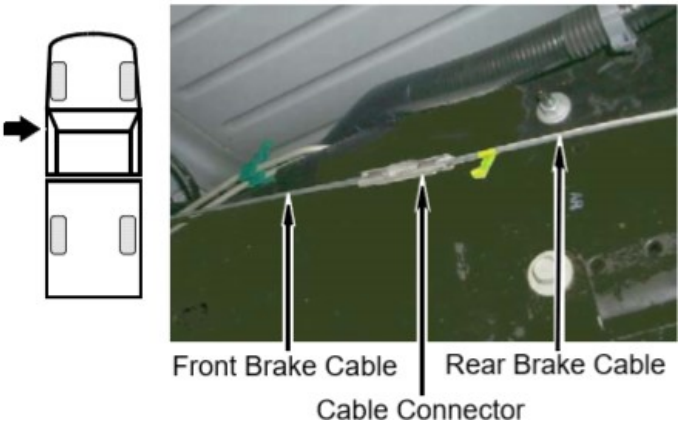
1. Remove bolt and ground wires from driver side frame mounting pad**.**



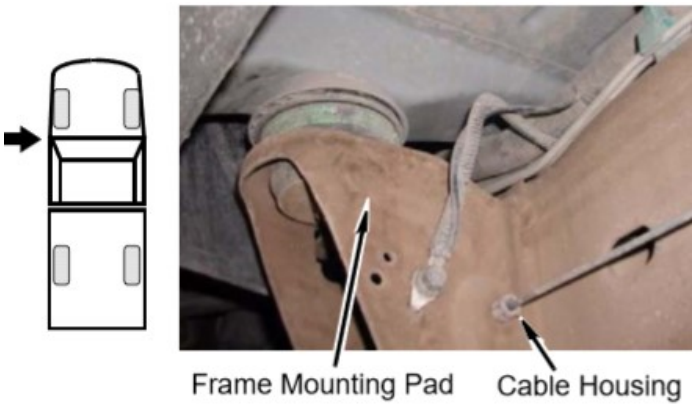

2. Pull some slack in parking brake cable. Clamp two cables at cable housing where indicated by arrows.



3. Separate front parking brake cable from rear parking brake cable at cable connector.

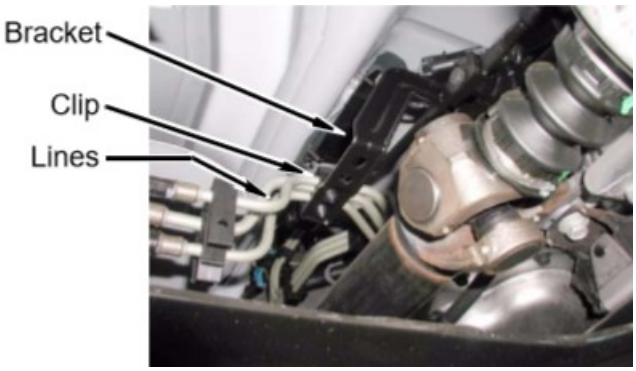



4. Remove front brake cable and brake cable housing from front frame mounting pad.

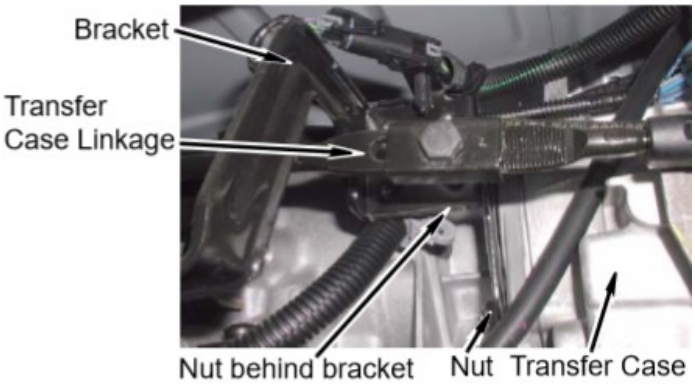



b. **Manual transfer case**: shift linkage

1. Remove clip containing three metal lines from bracket.




2. Remove two nuts and bracket from transfer case. Bracket is <u>not</u> reused. Install two nuts and tighten.

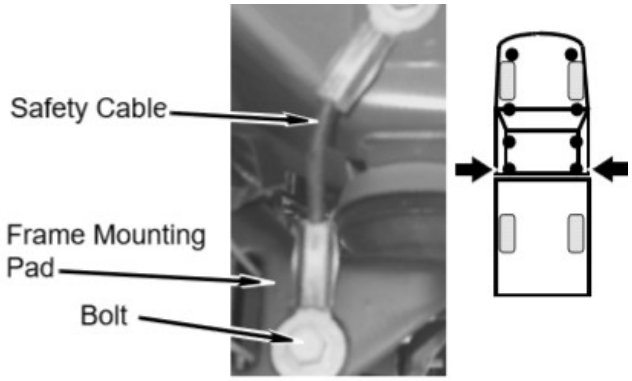



3. Remove two clips and transfer case linkage from transfer case and pivot.

c. **Single cab only:** Safety cables

1. If applicable, remove two bolts and safety cables from two rear frame mounting pads

NOTE: Cable will not be reinstalled.



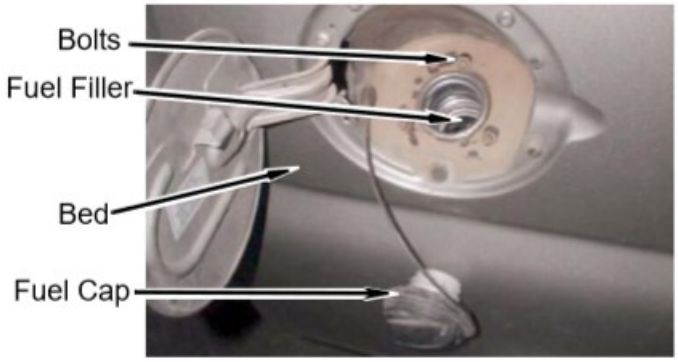

**11. Rear of Vehicle**

**WARNING!**

Use extreme caution when working near fuel lines and fuel tank. Clean up spilled fuel immediately. Any spark could cause an explosion or fire resulting in serious personal injury and property damage.

a. Fuel filler

1. Remove fuel cap, three bolts, and fuel filler from bed.

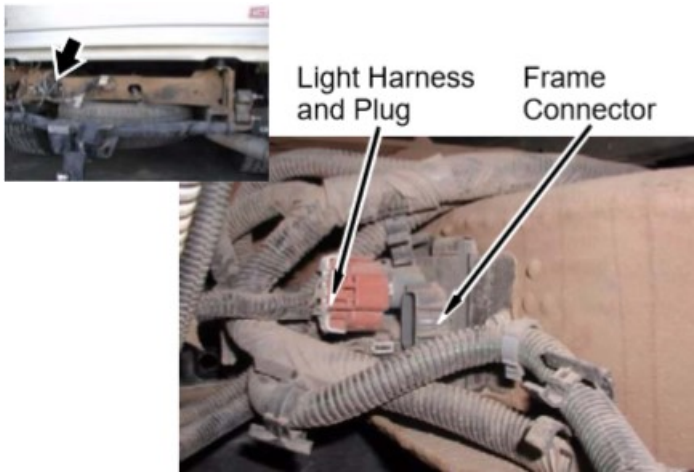



b. Rear bumper

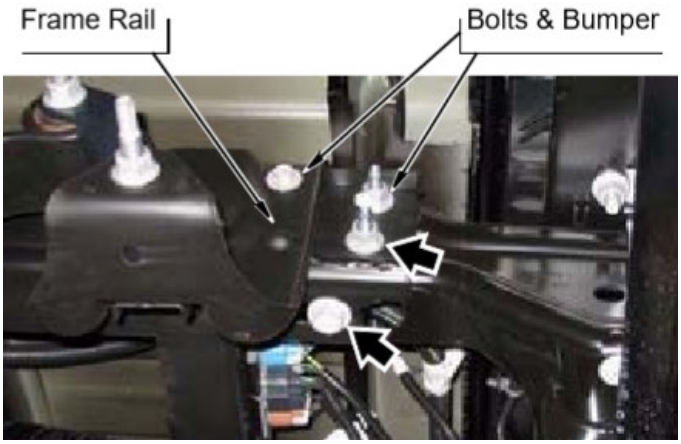
**NOTE**

Removal of spare tire might be helpful, but not mandatory (refer to the Owner's Manual).

1. Unplug rear bumper light wiring harness from frame connector.




2. Remove four nuts, two double-bolt fasteners, four bolts and bumper from frame rails.




3. Remove two bolts and bumper from hitch and vehicle.

**NOTE**

Removal of rear bed bolds and lifting rear section of truck bed will be required to remove bumper from truck.

# Install the kit

**12. Cab**

a. Prepare to lift cab from frame.

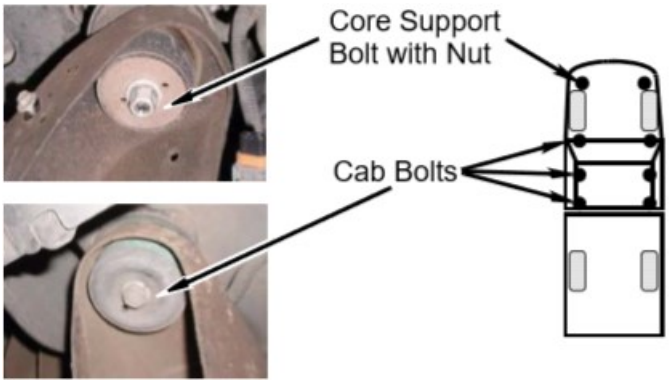
**WARNING!**

Failure to replace the OEM body mounting hardware (except mounting bolts in the kit) in the stock locations could result in serious personal injury or damage to the vehicle.

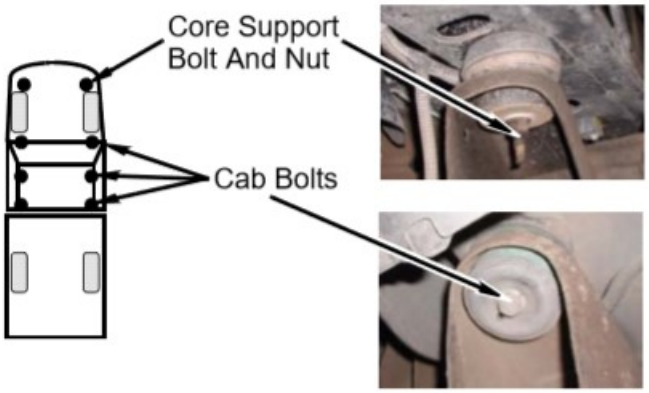
**NOTE**

Ensure stock spacers and body bushings stay on vehicle unless otherwise specified in these instructions. *Kit* **lift blocks** are installed in addition to the stock spacers and body bushings.

1. Loosen but do not remove, core support bolt and three cab bolts from drivers side cab.




2. Remove core support bolt, nut, and three cab bolts from passenger side cab.




b. Passengers side.

**CAUTION!**

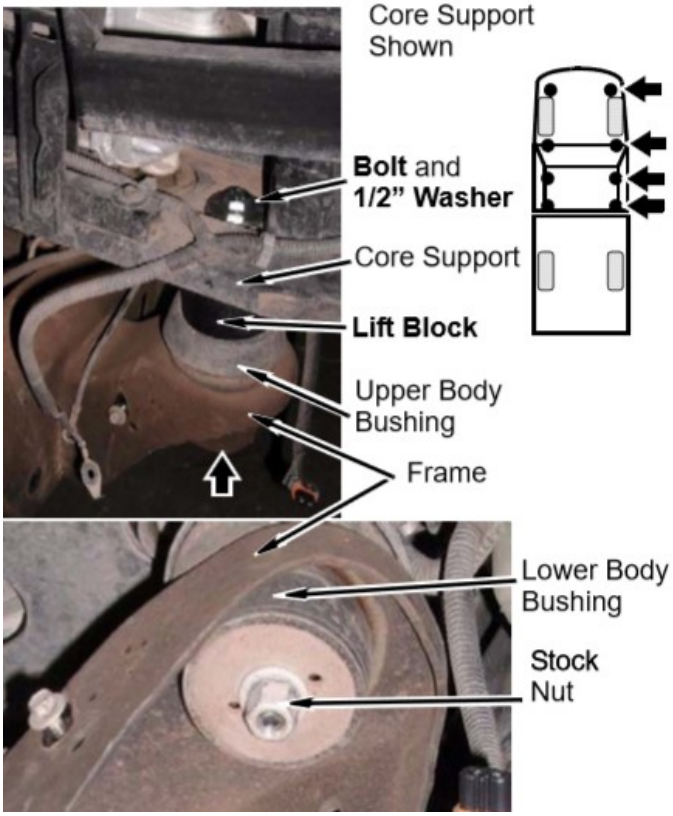
Continually check hoses, wires, lines, etc. to be sure that everything is flexing properly and not binding, or damage to the vehicle could result. Be especially careful of the a/c hoses at the fire wall, the belt pulley, and at the core support. Ensure brake lines extend while lifting. Bending the lines to gain ample slack may be necessary. Be extremely careful not to kink the lines.

**WARNING!**

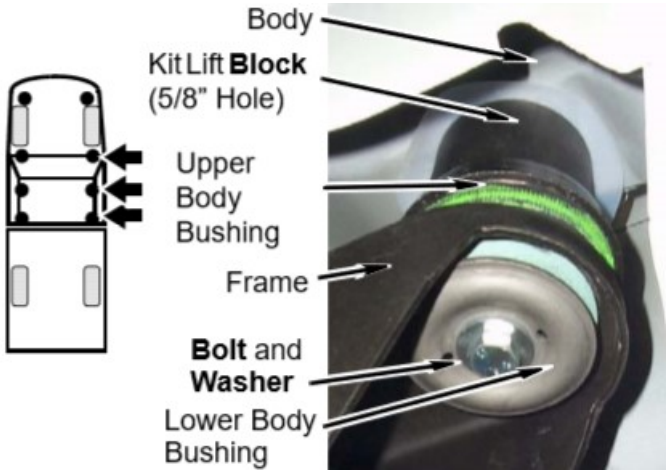
Use extreme caution when lifting body from frame. Ensure lifting device is securely placed. Keep hands out from between frame and body, or serious personal injury could result.

1. Using a hydraulic jack and a wooden block, slowly lift cab high enough to position a *kit* **lift block** between core support and body bushing. Position three *kit* **lift blocks** between cab and remaining body bushings.

2. Install a *kit* **lift block** under core support and on top of upper body bushing, frame, and lower body bushing with a *kit* **bolt** (12mm-1.75 x 180mm), *kit* **washer** (1/2" thick), and stock nut. Do not tighten.



3. Install three kit lift blocks (with 5/8” hole) under body and on top of top body bushings, frame, and lower bushings, with three kit bolts (14mm-2.0 x 160mm) and kit washers (14 mm). Do not tighten.




4. Lower cab onto *kit* **lift blocks**.

c. Drivers side

1. Repeat above steps for the cab driver side.

2. Adjust cab to bed clearance as needed using measurements taken earlier.

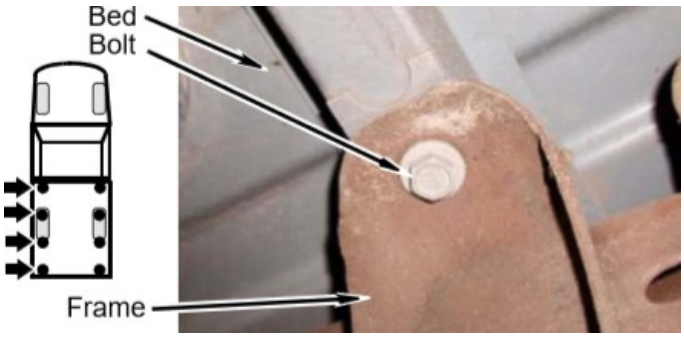
d. Finish cab lift block installation

1. Remove eight bolts one at a time, place a few drops of kit Loctite® on threads, install and tighten to 55ft.lbs.

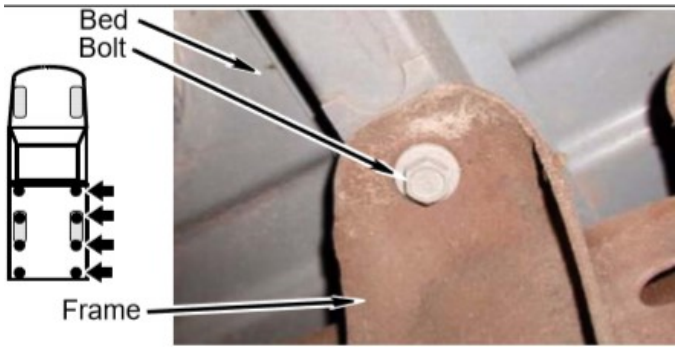
**13. Bed**

a. Prepare to lift bed from frame.

1. Loosen but do not remove four bed bolts driver side (short bed three bolts).




2. Remove four bed bolts from frame passenger side.

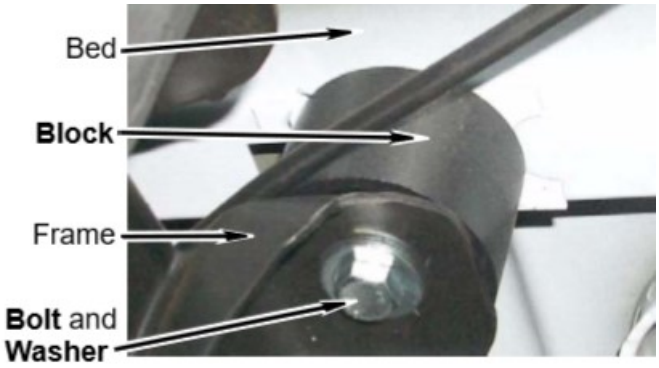



b. Bed passenger side

1. Using a hydraulic jack and a wooden block, slowly lift the bed high enough to position the kit lift blocks between bed and frame mounting pads.

2. Position four kit lift blocks (3” Diameter) between bed and frame as shown.

3. Install *kit* **lift blocks** on frame and bed with four *kit* **bolts** (12mm-1.75 x 80mm) and four *kit* **washers** (7/16” USS). Do not tighten.




4. Lower bed onto kit lift blocks.

c. Install driver side bed kit lift blocks.

1. Repeat above steps for driver side

d. Finish the bed *kit* **lift block** installation.

| NOTE |
| --- |
| Place a few drops of Loctite® on threads of all bolts. |

1. Adjust bed to cab clearance as needed using measurements taken earlier.

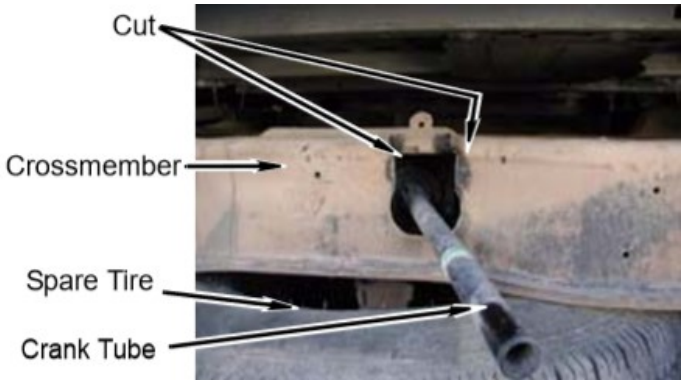
2. Remove eight *kit* **bolts** one at a time, place a few drops of kit Loctite® on threads, install and tighten to 55ft.lbs

**14. Rear of vehicle**

| ⚠ WARNING! |
| --- |
| The following procedure is intended only to enhance the appearance of the vehicle. The rear bumper will no longer be rated for towing of any kind. Towing with the rear bumper after it has been lifted can result in death, serious personal injury, or damage to the vehicle. Towing after the bumper has been lifted should be accomplished using a rated Class III receiver type hitch. |

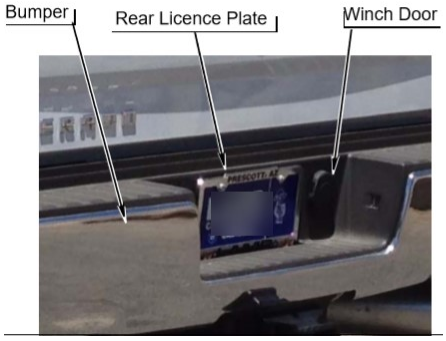
a. Install the rear bumper.

1. Mark, cut, and bend crossmember for spare tire crank tube as shown.

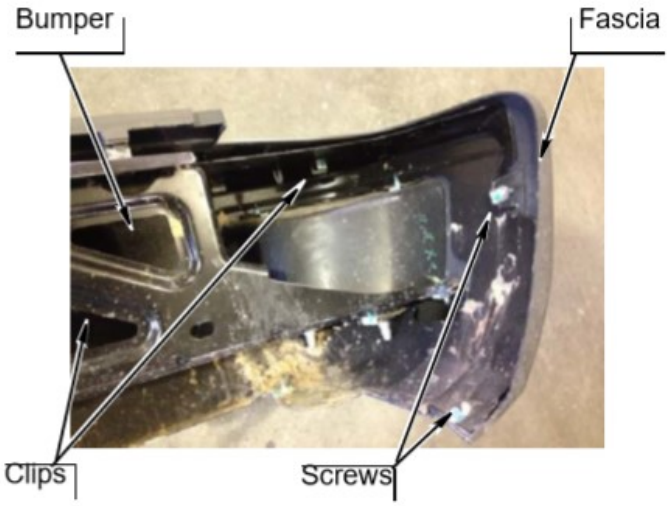



b. Rear bumper

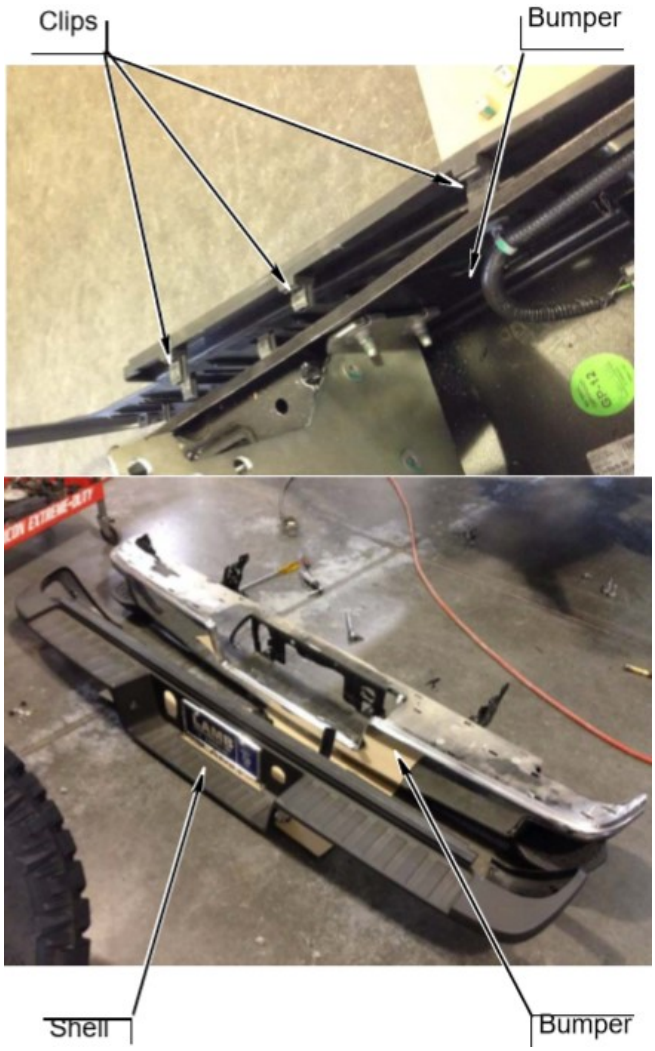
1. Remove rear license plate and rear tire winch tube door from main rear bumper shell.



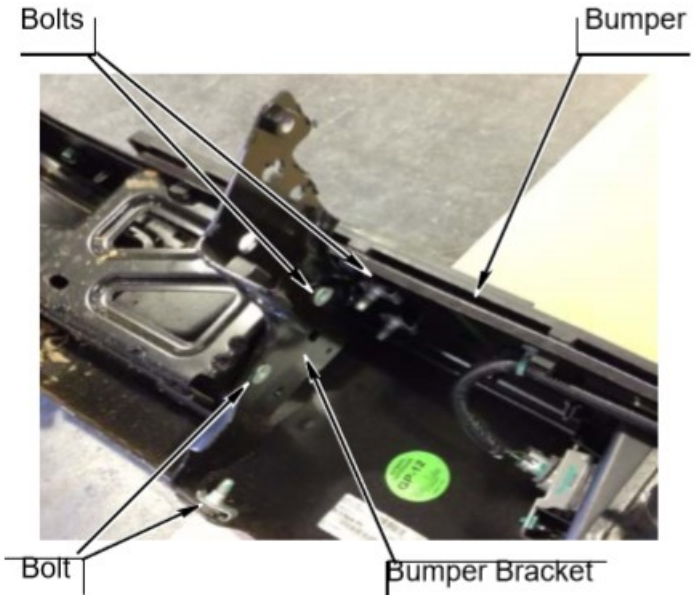

2. Remove three clips and two screws from each inside fascia and rear bumper.



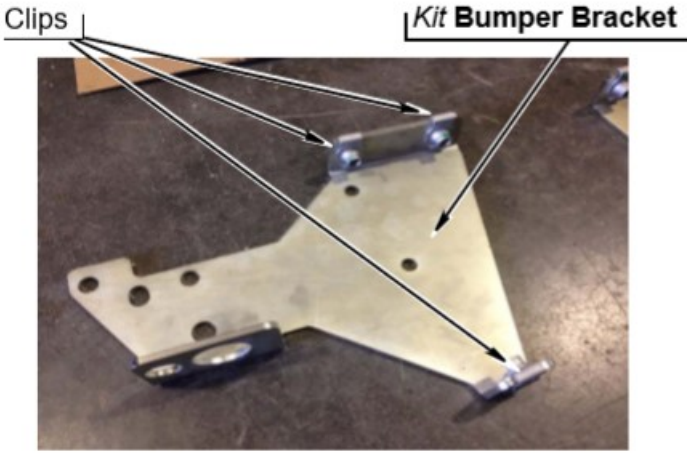

3. Remove plastic fascia from corner of bumper by gently using a pry bar to loosen each clip.



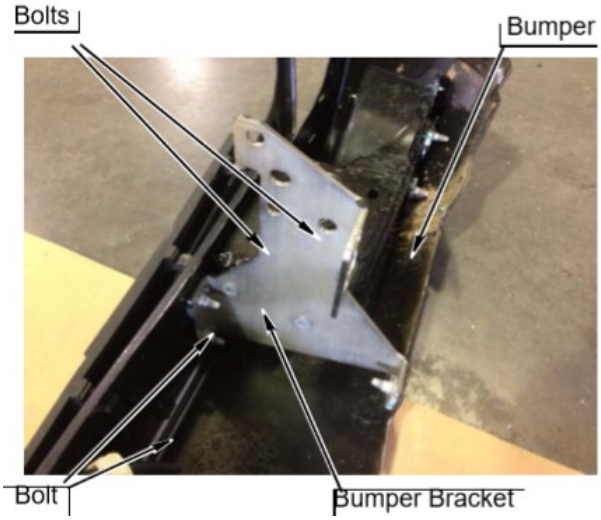
4. Remove five torx bolts from each bumper bracket and remove bumper bracket from shell.



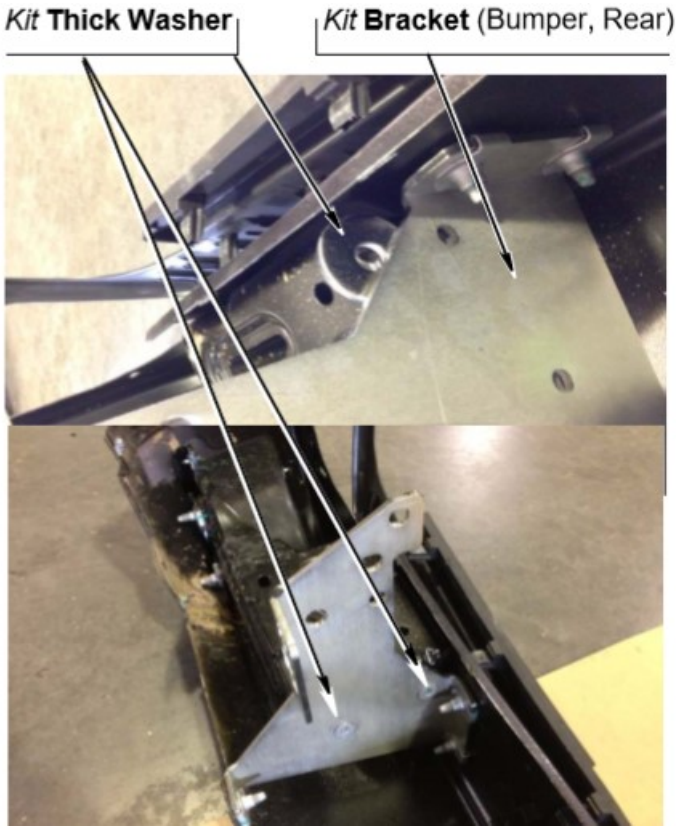

5. Remove u-nuts from OE Bumper bracket and reinstall u-nuts onto *kit* **bumper brackets**.




6. Position two *kit* **brackets** (bumper, rear) onto bumper and reinstall OE bolts.



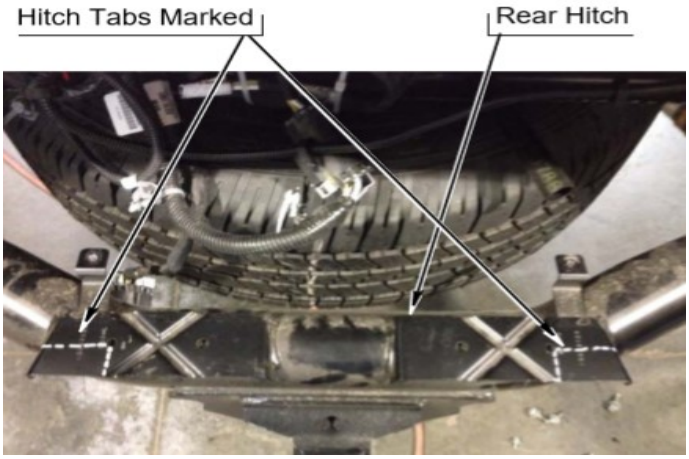

7. Use two *kit* **thick washers** in-between *kit* **bumper bracket** and bumper corner support bracket before installing both OE center bolts.



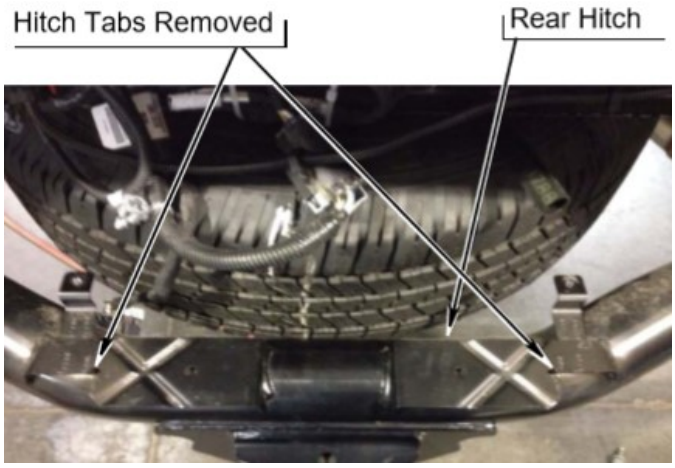

8. **Prior to tightening bumper brackets, ensure that *kit* **bumper brackets** will fit in between frame rails, then tighten all *kit* **bumper bracket** bolts at this time; be sure both bumper brackets are square to frame rails.

9. Reinstall plastic fascia onto bumper shell by gently pushing each molded clip into bumper shell along with six clips and four corner screws.

10. **OEM Tow Hitch Models**: Mark & Cut both rear hitch tabs as shown to clear new bumper location.



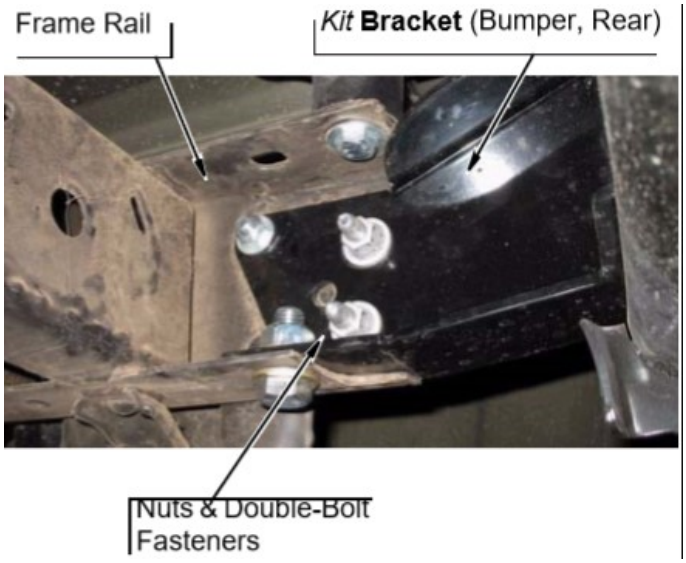
11. OEM Hitch Tabs Removed.




12. Install bottom of bumper onto bumper support with two bolts.

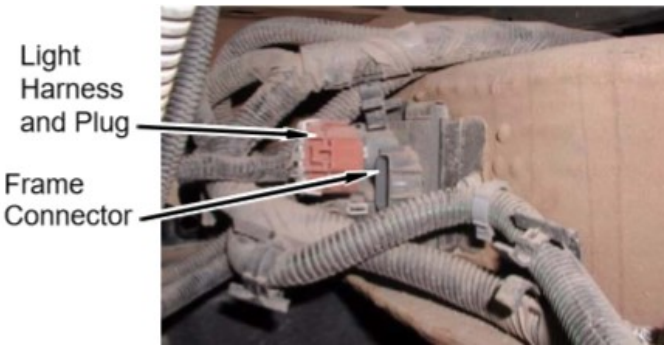
13. Install fascia onto bumper with two clips.

14. Install bumper onto frame rails with all O.E. double-bolt fasteners and nuts. DO NOT TIGHTEN.




15. Adjust bumper to bed clearance using measurements taken earlier and tighten hitch bolts first then remaining bolts and nuts to 55 lbft.

16. Plug license plate light harness in at crossmember connector.

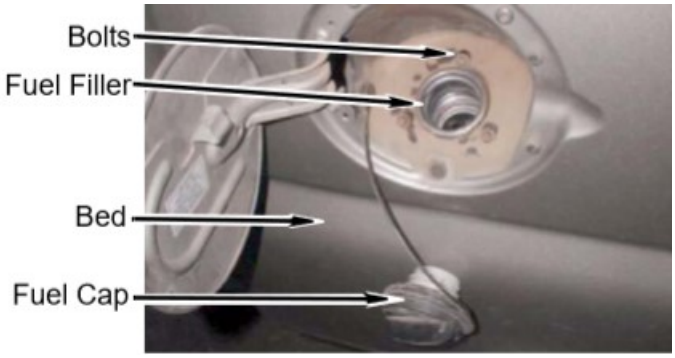



c. Fuel filler

**WARNING!**

Use extreme caution when working near fuel lines and fuel tank. Clean up spilled fuel immediately. Any spark could cause an explosion or fire resulting in serious personal injury and property damage.

1. Install fuel filler on the bed with three bolts. Install fuel cap.



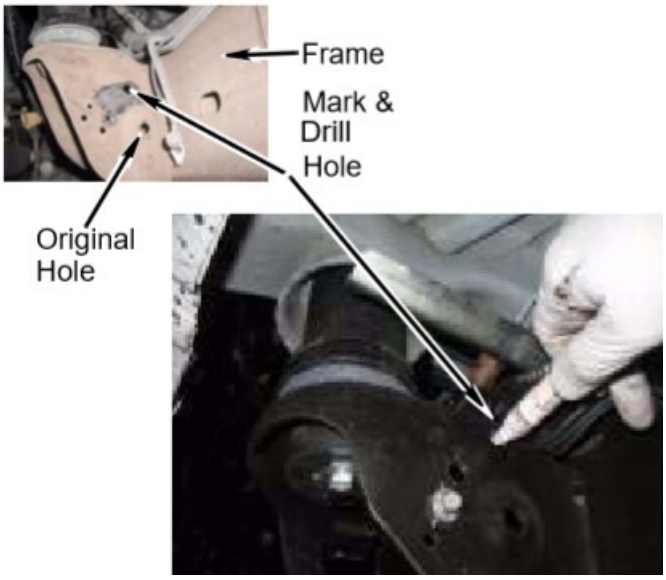

**15. Frame**

a. Parking brake cable.

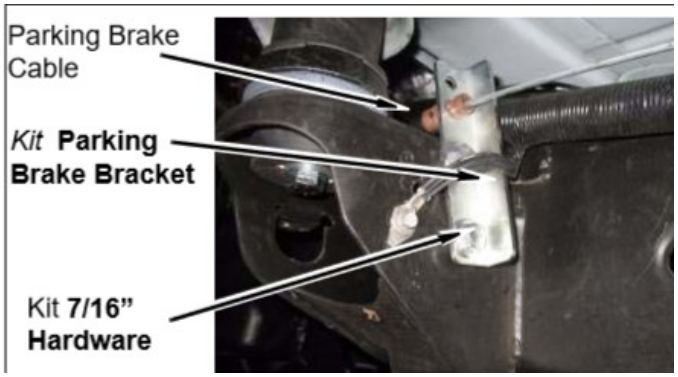
**NOTE**

Some filing of drilled 7/16”” hole may be required to allow parking brake cable housing to fit properly.

1. Using kit parking brake bracket as templet, mark & drill a 7/16”” hole in the frame over original hole as shown.

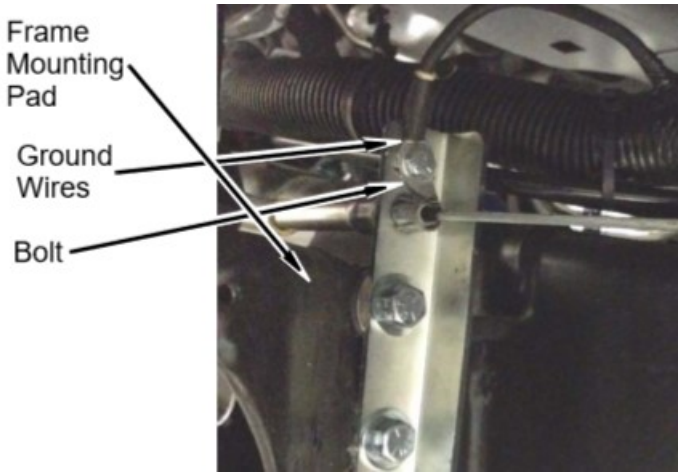



2. Relocate parking brake cable into kit park bracket and mount using kit 7/16” hardware.

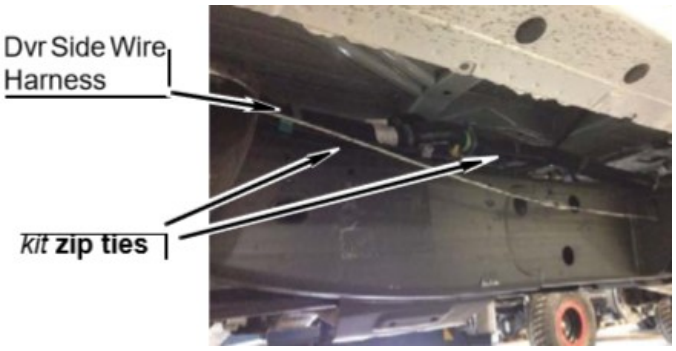



3. Install two ground wires onto *kit* **parking brake bracket** with *kit* **bolt** (1/4”) nut and washers. Connect front and rear brake cables. Remove clamps from rear cable.

**Note**: *Kit* **washer** (thick) may be used between *kit* **bracket** and body mount to keep bracket aligned




4. Remove dvr side wiring harness from frame rail and secure it to fuel and brake lines using *kit* **zip ties.**

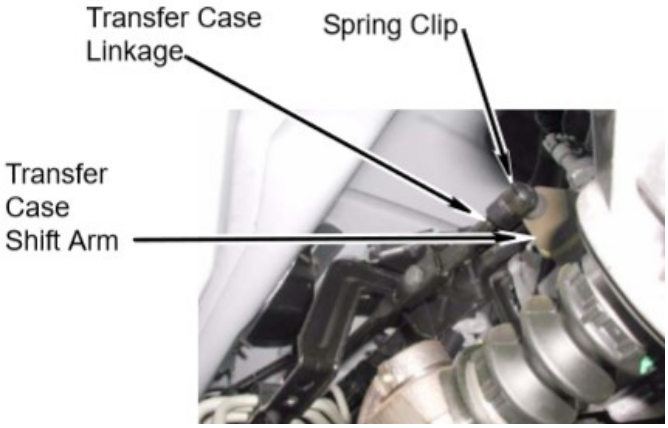



**NOTE**

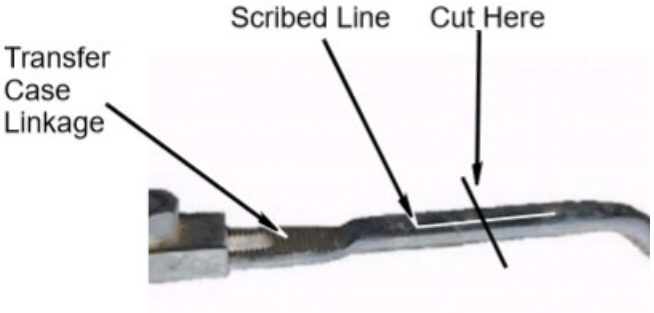
The following step is for vehicles with manual transfer case only. Other models skip this step.

b. Lengthen and install transfer case shift lever.

1. Remove two spring clips and transfer case linkage from shift lever, transfer case shift arm.




2. Scribe a line along transfer case linkage as shown. Cut transfer case linkage into two pieces through the scribed line and deburr.




**⚠ WARNING!**

A certified welder should perform all welding.

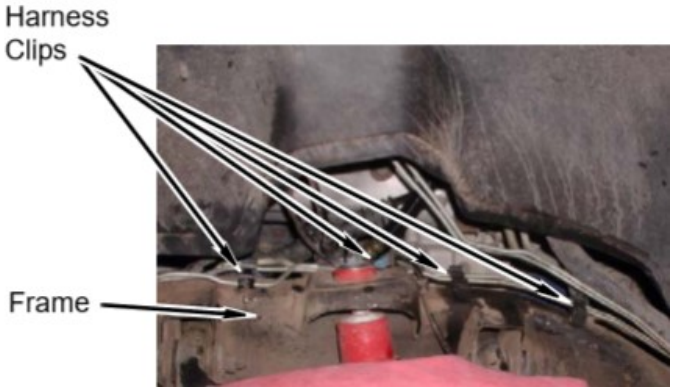
3. Position *kit* **pin** 4x4 extension between two pieces of transfer case linkage. Ensure transfer case linkage scribed lines align and weld kit pin extension in place.

4. Install transfer case linkage on transfer case shift arm and shift lever with two clips.

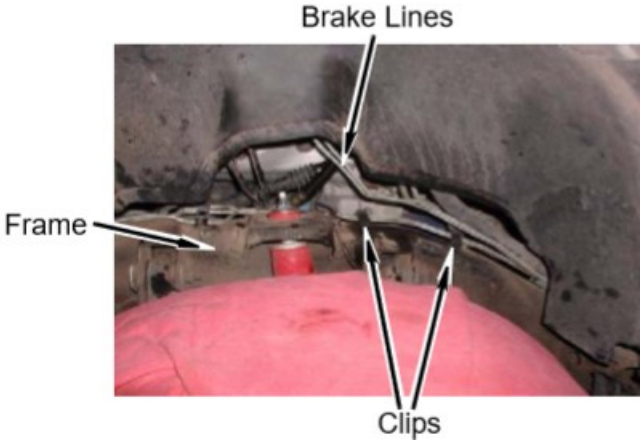
5. Check transfer case shift lever operation. Ensure there is complete engagement in all ranges. If necessary, adjust the linkage.

c. Driver side wheel well and frame rail.

1. If possible, install four harness clips on frame and wheel well.



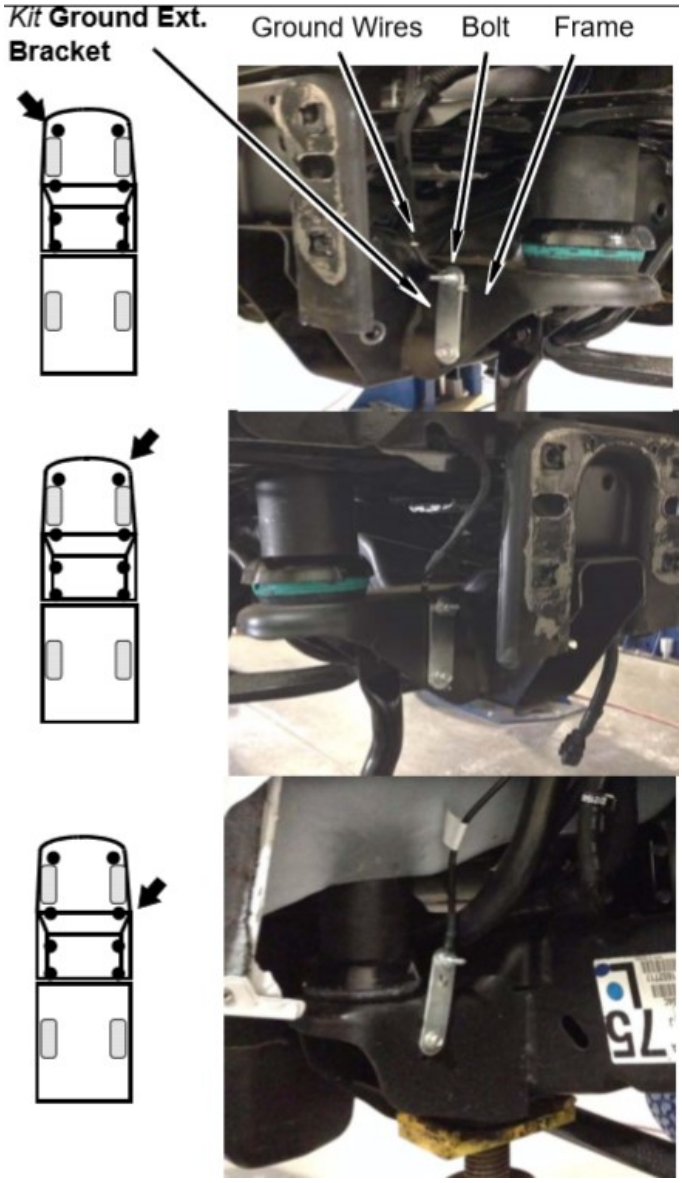

2. If possible, install two brake lines in two sets of clips. If brake lines will not fit back into position, wrap lines with two *kit* **zip ties** individually, and then secure the lines together with one *kit* **zip tie** as a bundle.




3. If possible, install harness in clip on frame driver side.

d. Install ground strap extension brackets.

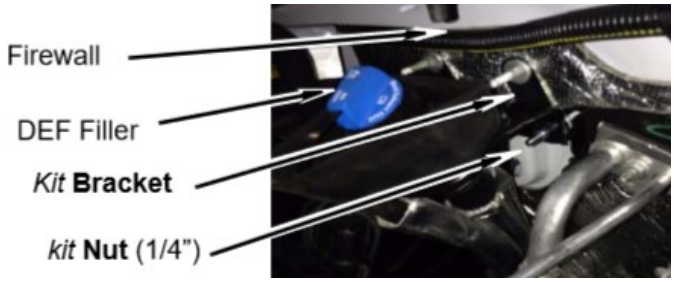
1. Install three *kit* **ground strap ext. brackets** and ground wires onto frame using OEM hardware and *kit* **nuts** (1/4") and *kit* **washers** as shown:



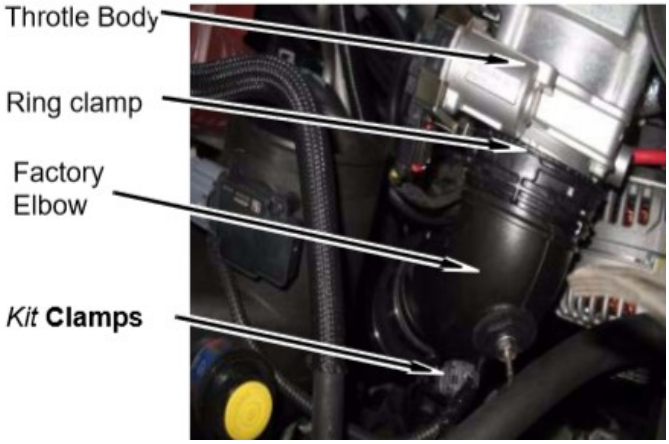
**16. Engine Compartment**

a. DEF filler neck extensions install

1. Using two *kit* **brackets** (2” drop), *kit* **nuts** (1/4”) and OEM nuts attach DEF filler neck to firewall.

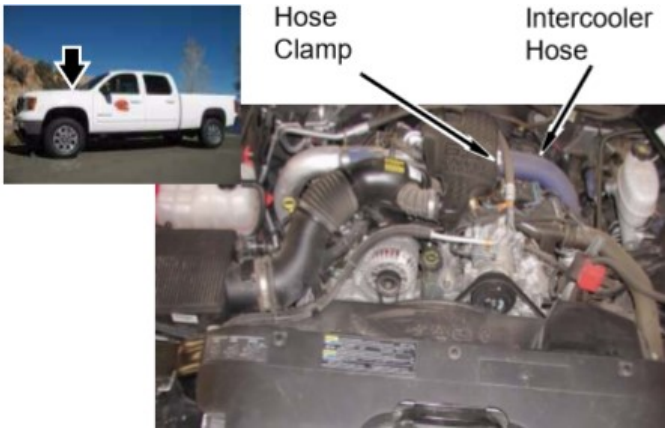



5. Install factory upper and lower intercooler pipes onto throttle body and intercooler. Adjust and Tighten two *kit* **hose clamps** on O.E. Flex Hose.



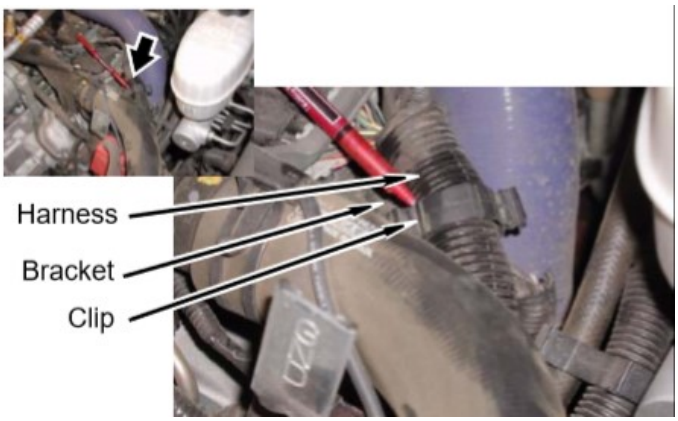

c. Intercooler piping engine side

1. Twist and position silicone elbow onto engine side so to eliminate any binding in hoses and tighten clamp, silicone hose, and intercooler hose from engine side.

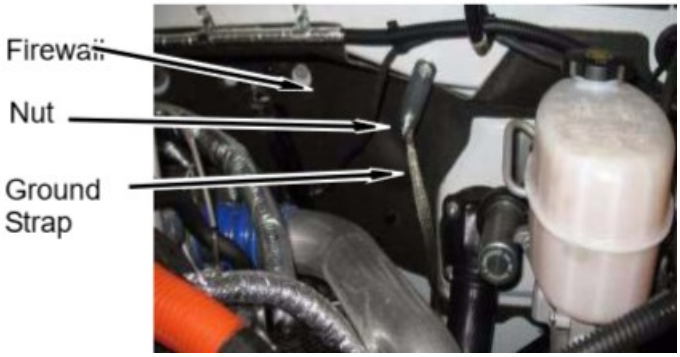



d. Wiring harnesses and ground strap

1. If possible, install clip in bracket (*top of engine).*

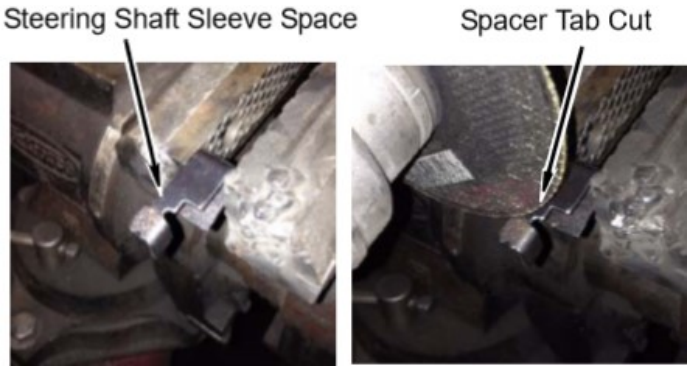



2. Install ground strap on stud with nut.




e. Install kit steering extension.

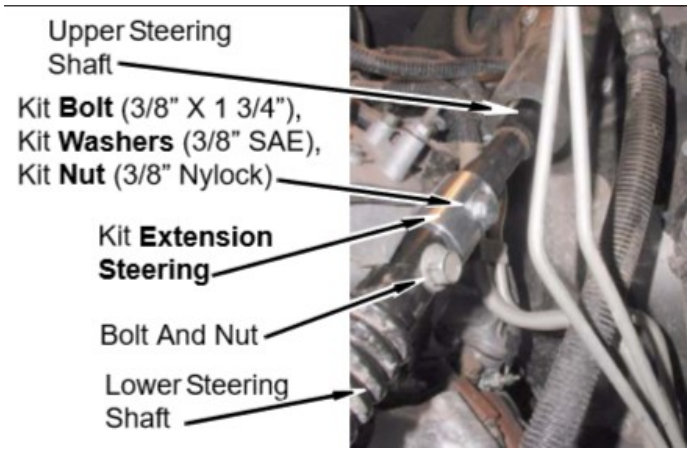
1. Remove small tab sleeve spacer from inside of steering shaft and cut small tab off of steering sleeve space and place back inside of upper steering shaft. This step will ensure proper installation of *kit* **steering extension**.




2. Place a few drops of *kit* **Loctite®** on threads of bolts for both following steps.

3. Install *kit* **steering extension** on upper steering shaft with *kit* **bolt** (3/8” x 1 3/4”), two *kit* **washers** (3/8” SAE), and *kit* **nut** (3/8” nylock). DO NOT tighten.

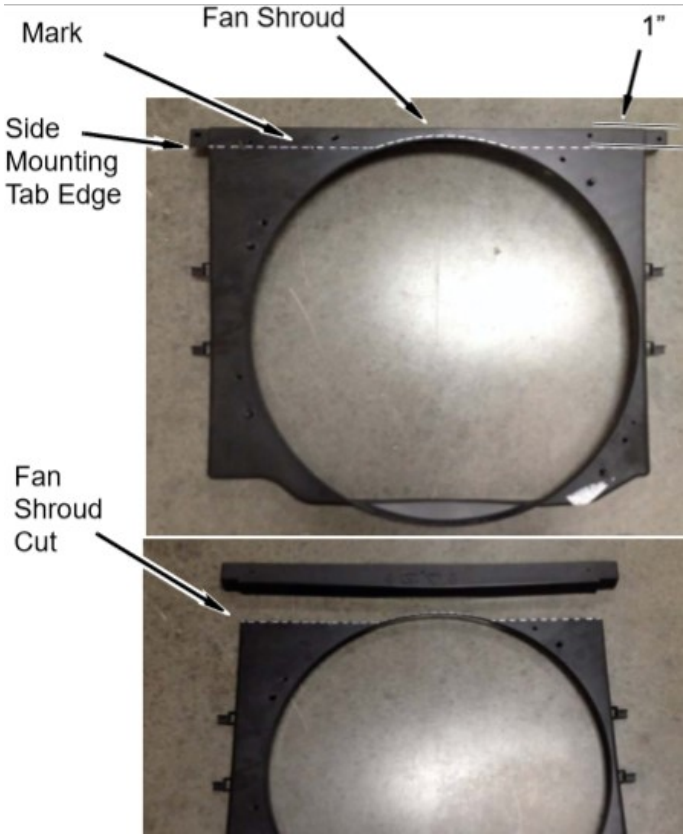
4. Install *kit* **steering extension** into lower steering shaft with bolt and nut. Tighten bolt to 33 lb-ft.




f. Upper fan shroud

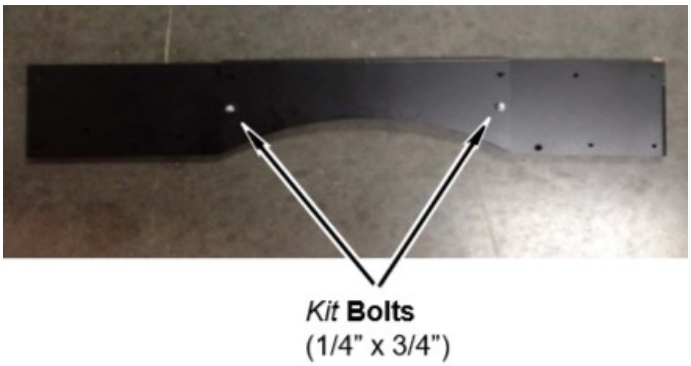
1. Measure upper fan shroud from top down to lower edge of side mounting tab as shown (about 1”). Mark and cut upper fan shroud as shown.

**NOTE:** Must follow contour of fan shroud diameter, shroud must remain intact for proper installation.



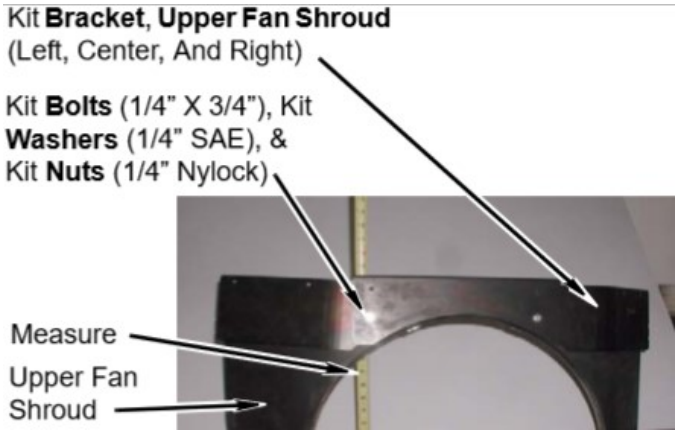

2. Assemble three *kit* **brackets**, upper fan shroud (left, center, and right) with two *kit* **bolts** (1/4” x 3/4”), four *kit* **washers** (1/4” SAE), and two *kit* **nuts** (1/4” nylock) as shown. Snug, bolts but do not tighten.

**Note:** Make sure all kit nylock nuts are facing out.

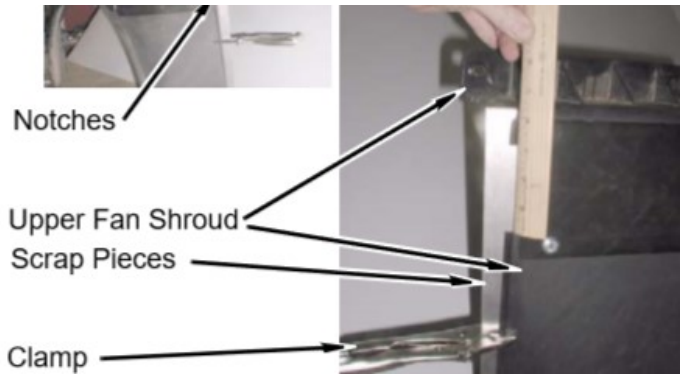



3. Secure lower fan shroud sections on flat surface.

4. Measure *kit* **bracket**, upper fan shroud (center) from table top as shown. Ensure bracket is level.

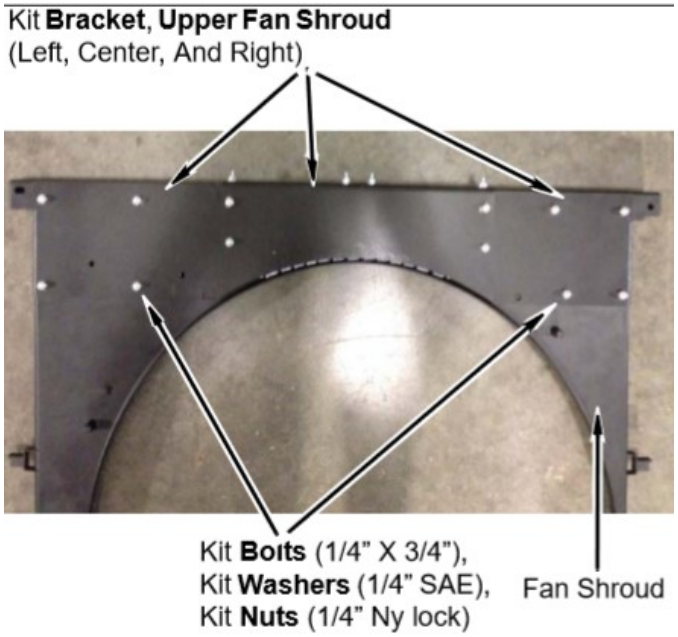



5. Clamp two scrap pieces of metal (or rulers) to fan shroud as shown. Position upper fan shroud on metal scrap and under *kit* **bracket**, upper fan shroud (center).

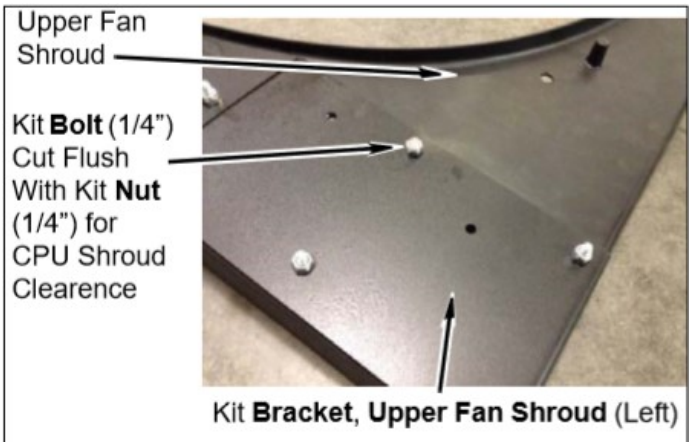



6. Using three *kit* **brackets**, upper fan shroud (left, center, and right) as templates, drill 1/4” holes in fan shroud.

7. Install three *kit* **brackets**, upper fan shroud (left, center, and right) on upper fan shroud with fourteen *kit* **bolts** (1/4” x 3/4”), *kit* **washers** (1/4” SAE), and *kit* **nuts** (1/4” Nylock)



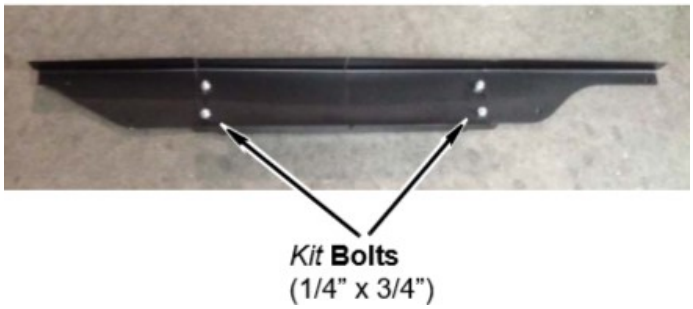

8. Using a cut-off wheel; cut *kit* **bolt** (1/4” x 3/4”) flush with *kit* **nut** (1/4” Nylock) as shown below:




g. Lower fan shroud section

1. Assemble three *kit* **brackets**, lower fan shroud (left, center, and right) with four *kit* **bolts** (1/4” x 3/4”), four *kit* **washers** (1/4” SAE), and four *kit* **nuts** (1/4” nylock) as shown. Snug, bolts but do not tighten.

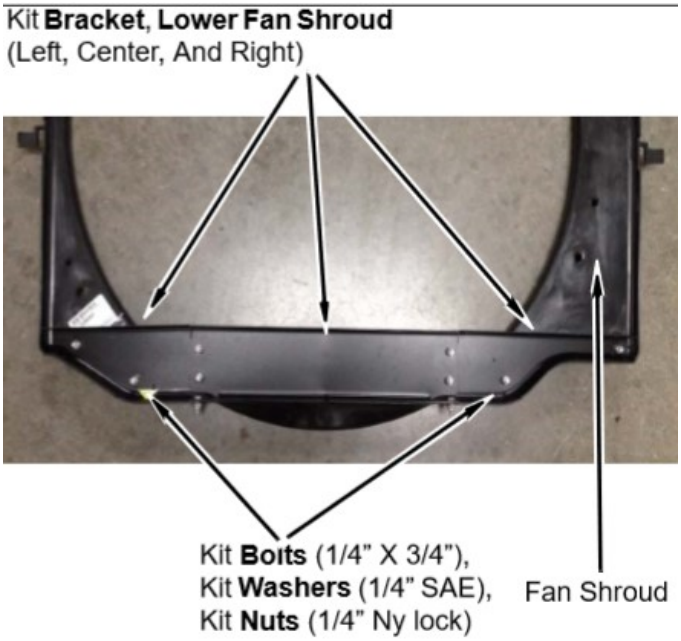
**Note:** Make sure all *kit* **nylock nuts** are facing out.




2. Secure lower fan shroud sections on flat surface.

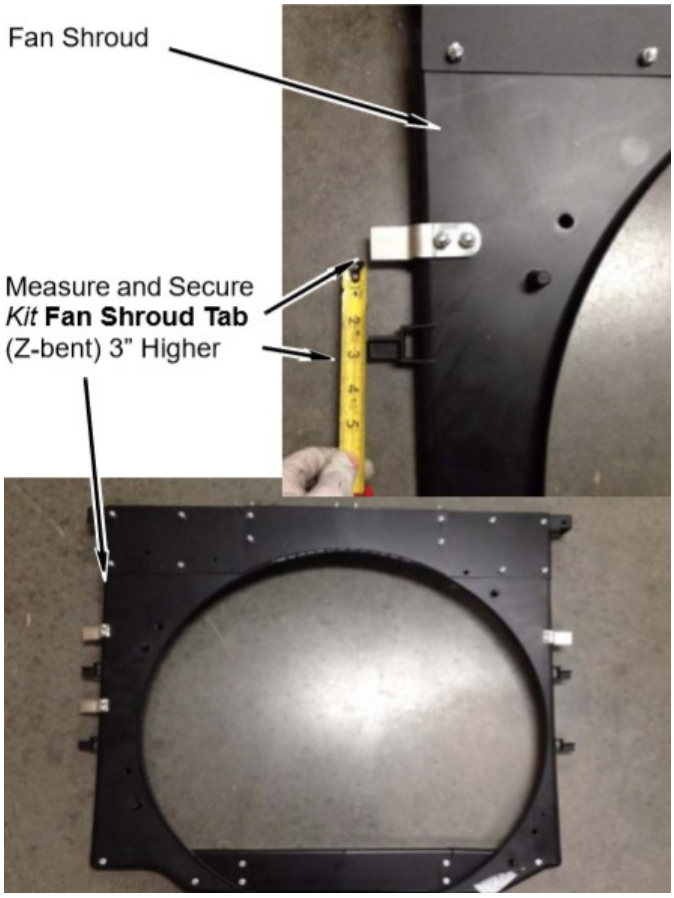
3. Using three *kit* **brackets,** lower fan shroud (left, center, and right) as templates, drill 1/4” holes in fan shroud.

4. Install three *kit* **brackets**, lower fan shroud (left, center, and right) on upper fan shroud with six *kit* **bolts** (1/4” x 3/4”), *kit* **washers** (1/4” SAE), and *kit* **nuts** (1/4” Nylock).

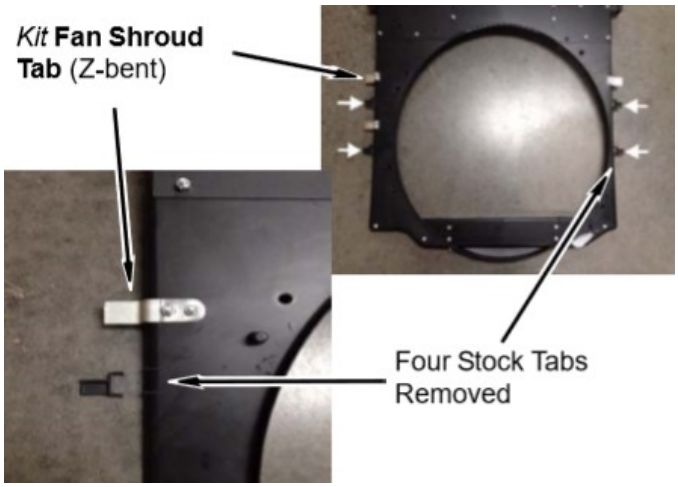


h. Install fan shroud relocation tabs.

1. Place *kit* **fan shroud tab** (Z-bent) 3 inches above stock locations for both dvr side tabs and only the top psg side tab. Using bracket as template, drill two 1/4” holes for each bracket and secure them to the fan shroud using two *kit* **bolts** (1/4” x 3/4”), *kit* **washers** (1/4” SAE), and *kit* **nuts** (1/4” nylock) as shown:

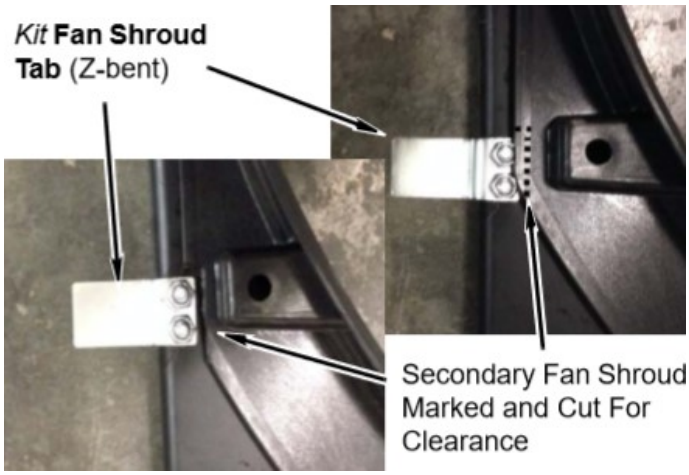



2. Remove four stock tabs as shown below:




3. Place secondary fan shroud onto primary fan shroud with newly installed *kit* **fan shroud brackets** and *kit* **fan shroud tab** (Z-bent), check for any clearance issues that may need to be addressed for proper air sealing.

4. Psg side *kit* **fan shroud tab** (Z-bent) will have a minor interference fit and will need to be trimmed as shown below:

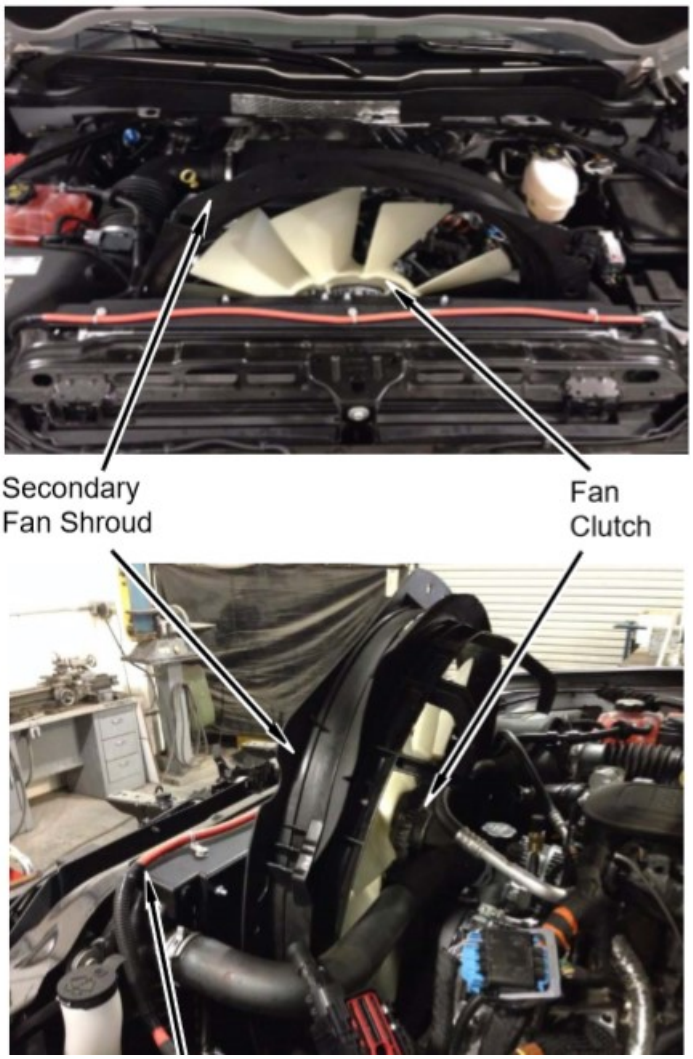



i. Install fan shroud into vehicle.

1. Install fan shroud assembly to core support. Do not tighten.

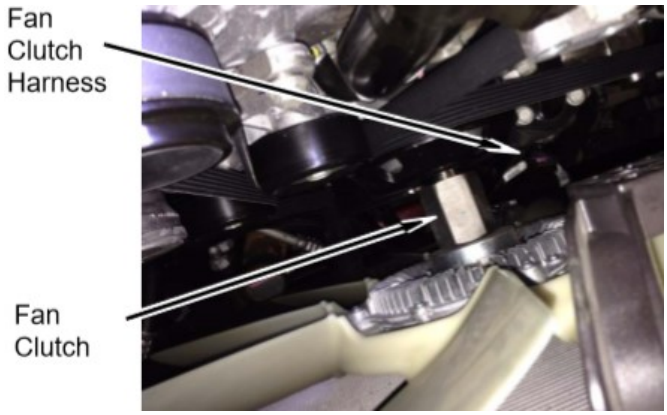
Top Fan Shroud Assembly

2. Reinstall fan/clutch, fan cage and secondary fan shroud as one assembly carefully back into vehicle.

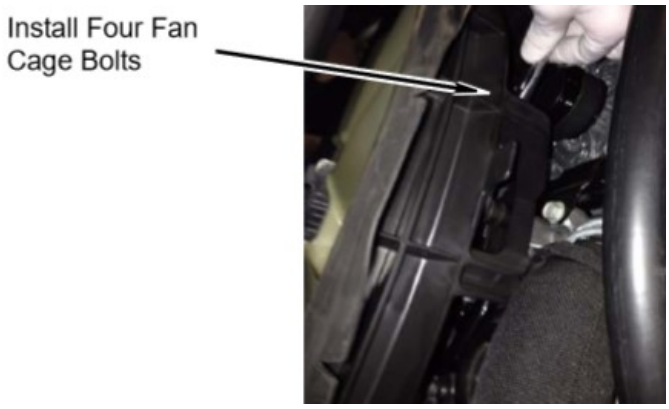



3. **Using fan clutch tool set, tighten fan clutch onto water pump pulley per OEM specs.

4. Reconnect fan clutch harness

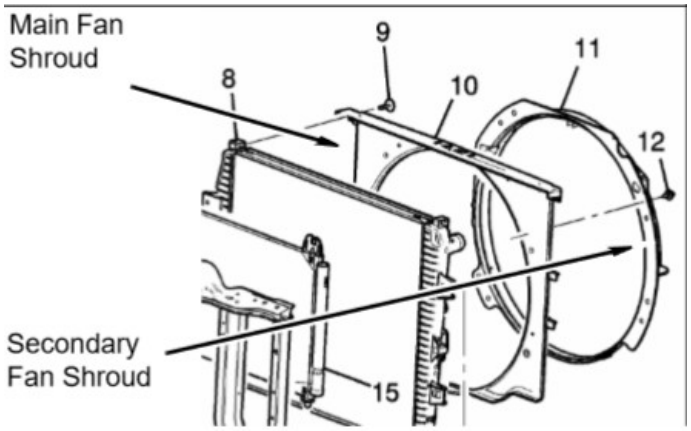



5. Reinstall four bolts into fan cage around front of engine.

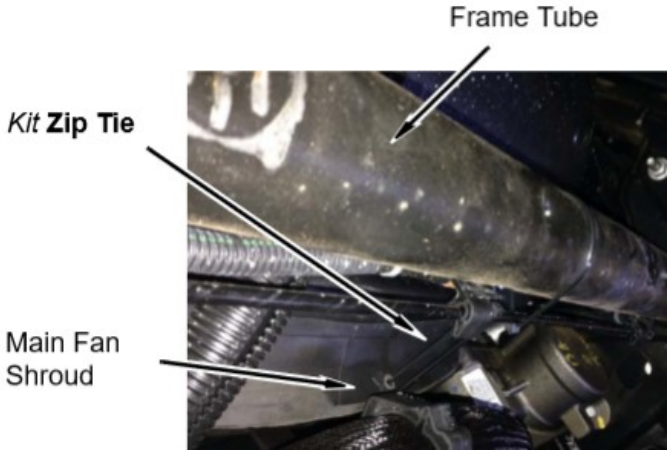



6. Install four fan shroud push clips(12) from secondary(11) into main(10) shroud.

**NOTE:** Be sure that the air gasket is reinstalled against main fan shroud properly to reduce air pressure loss.



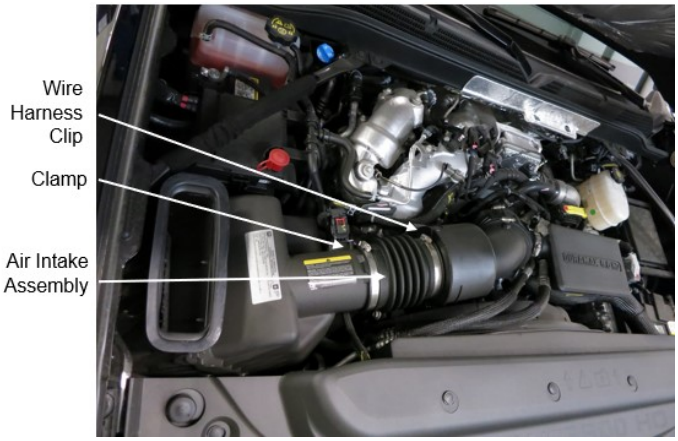

7. Mark & Drill one 1/4" hole into lower most center section for fan shroud and use one *kit* **zip tie** to secure lower section of fan shroud to frame tube. Doing so will prevent the lower section of the fan shroud from backing away from the radiator.



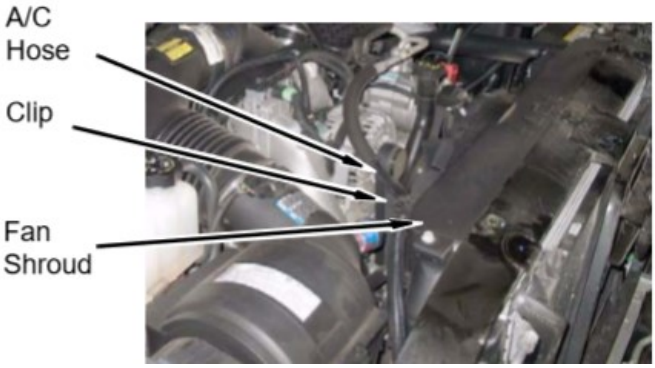
j. Air Intake

1. Install air box assembly in rubber grommets on fender and position air inlet hose on intake manifold.

2. Tighten clamp on air intake assembly. Install wire harness clip on sensor.




3. Install A/C hose from clip on upper fan shroud.

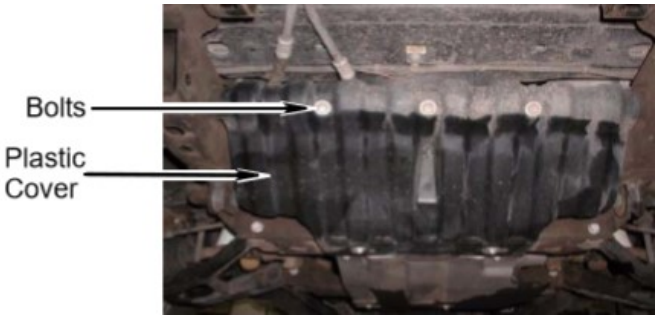



**17. Front of vehicle**

a. Plastic splash guard

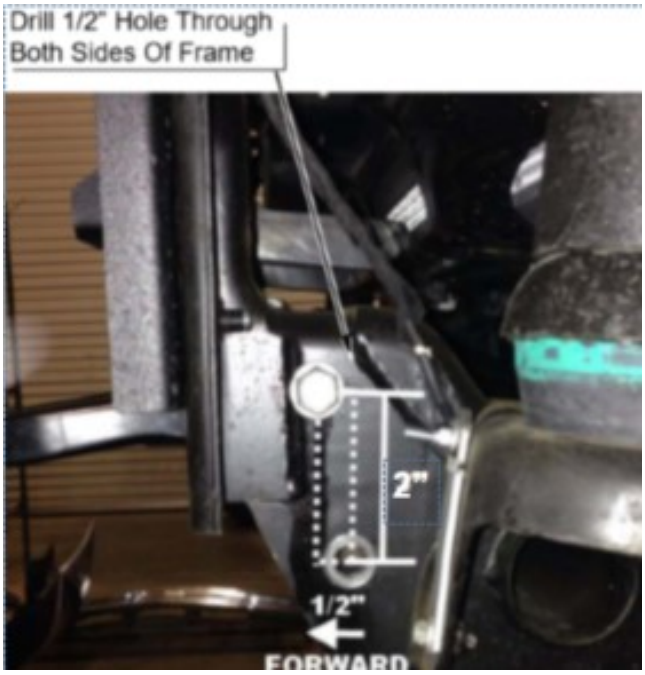
1. If removed, install clip and harness on air flap.

2. Install plastic cover on frame and core support with five bolts.




b. Front tow hook installation.

1. Measure and mark new tow hook 1/2" hole position before drilling; 3" higher and 1/2" forward as shown below:



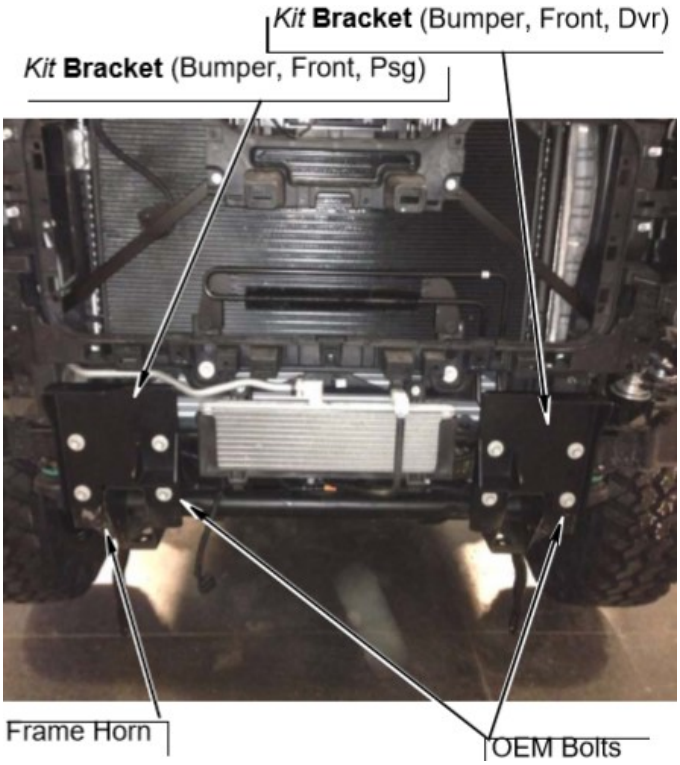

2. Install OEM 12mm bolt through newly drilled hole and tow hook.

3. Install one *kit* **sleeves** (.75" OD x .532" ID x 2.00" L), one *kit* **bolts** (M12-1.75 x 80mm), *kit* **washer** (12mm) through lower section of fame and tow hook. Align and tighten hardware as shown below:

c. Install front bumper

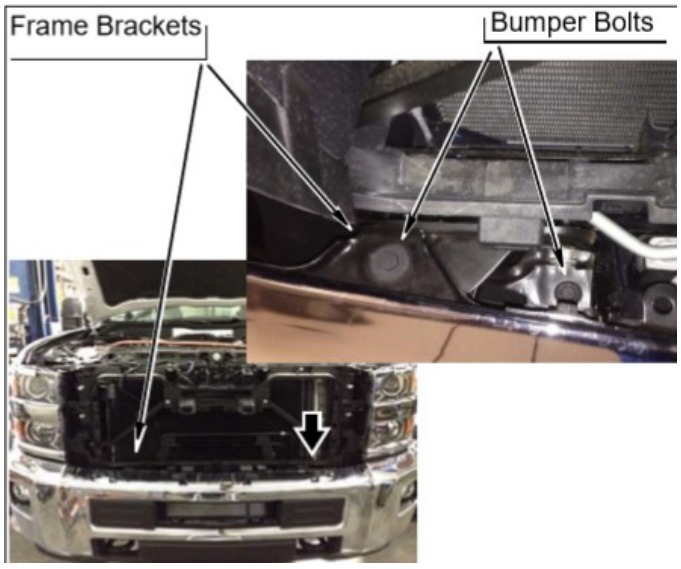
1. Place a few drops of *kit* **Loctite®** on threads of bolts.

2. Install *kit* **bracket** (bumper, front, Dvr) and *kit* **bracket** (bumper, front, Psg) onto frame horns with four OEM bolts each. Center each bracket evenly and TIGHTEN OEM hardware.

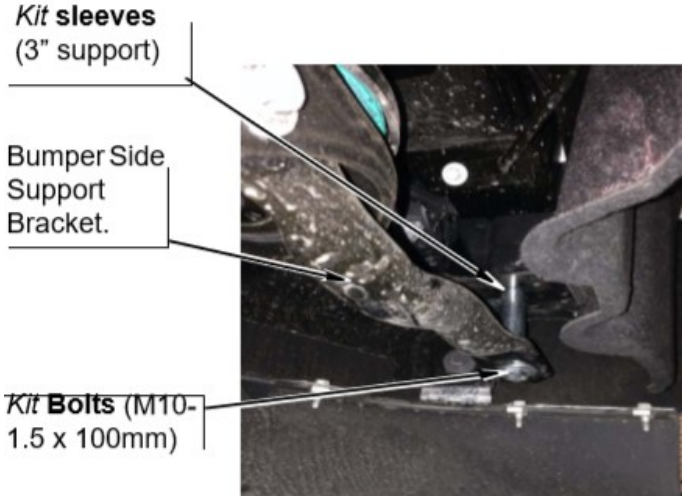



3. Repeat above sub steps for right frame horn.

4. Install bumper onto frame brackets with four O.E. bolts, two OEM nuts and two *kit* **nuts** (12mm). DO NOT TIGHTEN.

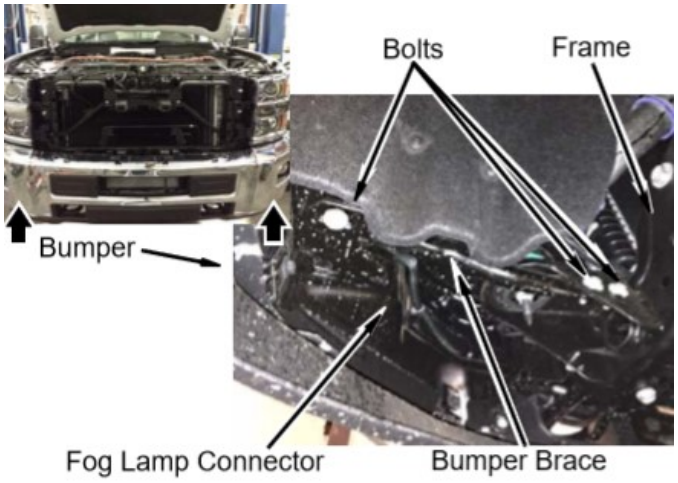



5. Install two *kit* **sleeves** (bumper, front, support) onto bumper with two *kit* **bolts** (M10-1.5 x 100mm) between bumper and OEM side support bracket. DO NOT TIGHTEN.




6. Adjust bumper to body clearance using measurements from removal section. Align bumper to previous measurements and TIGHTEN all bumper hardware.

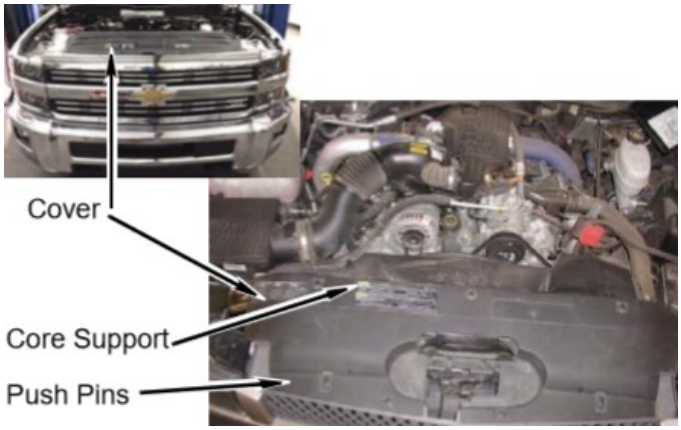
7. If so equipped, install connectors for fog lamps.




d. Install Front Grille

1. Position grill on core support and install six clips and four bolts in core support and front fender.

2. Install cover on core support with seven push pins.



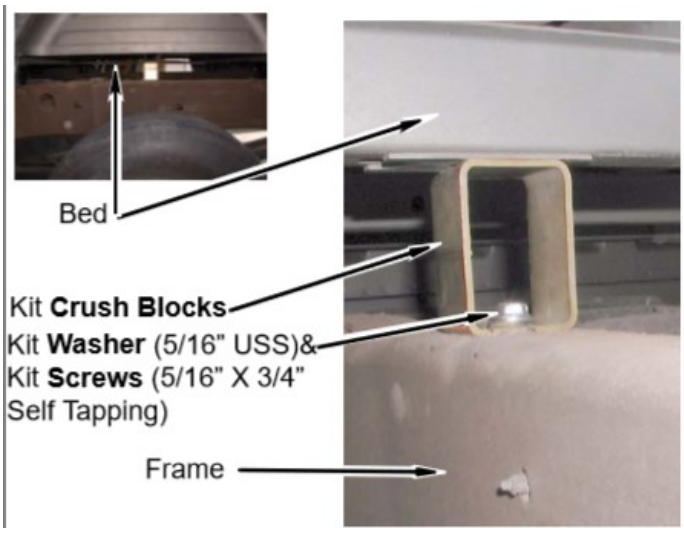

e. Install crush blocks

**NOTE**

Short wheel base trucks have two plastic disks and use two *kit* **crush blocks**.

1. Remove four plastic disks from frame.

2. Install four *kit* **crush blocks** on frame with four *kit* **washers** (5/16" USS) and four *kit* **screws** (5/16" x 3/4" self tapping).




**18. Torsion Bar Leveling Kit Installation**

**⚠ WARNING!**

Torsion bars have a tremendous amount of energy stored in them, even with the suspension at full extension travel. Safely loading / unloading the torsion bars requires a special tool. Refer to the factory service manual. Use extreme caution when working with torsion bars and wear all ap-

**NOTE**

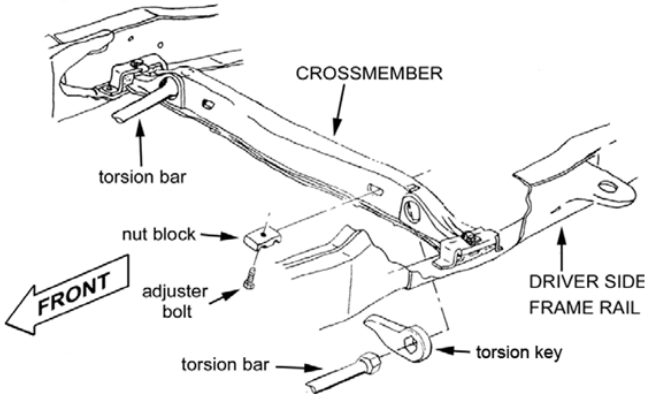
Installation requires a professional Mechanic. Have a factory service manual on hand for reference and for appropriate torque specifications. Read through all installation steps before proceeding. If you have questions, contact Daystar before beginning the installation.

a. Raise the front of the vehicle using a jack. Raise it enough to completely unload the front suspension. Place a jack stand under each frame rail just behind the lower control arms for the front suspension. Ease the frame down on to the stands, but leave a slight load on the jack as a safety precaution .

b. Verify the front tires are off the ground and that the suspension is unloaded, or at full extension travel

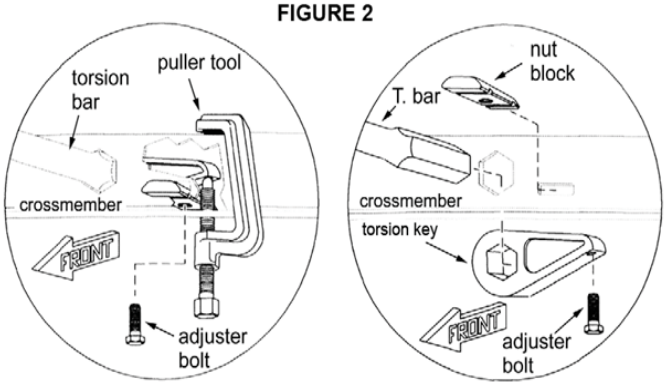
c Locate the torsion bar crossmember. There is a bolt on each side of the crossmember that adjusts torsion bar preload. Measure or mark the exposed length of the adjuster bolt for reference during reassembly. See Figure 1

**FIGURE 1 - TORSION BAR ASSEMBLY.**




d. Position the appropriate torsion bar puller tool on the crossmember. Be sure the top of the puller tool engages the recess present in most crossmembers. Also be sure the lower end of the puller tool engages a recess on the torsion key near the adjuster bolt. See Figure 2.

FIGURE 2




e. Locate the torsion bar crossmember. There is a bolt on each side of the crossmember that adjusts torsion bar preload. Measure or mark the exposed length of the adjuster bolt for reference during re-assembly. See Figure 1.

f. Position the appropriate torsion bar puller tool on the crossmember. Be sure the top of the puller tool engages the recess present in most cross-members. Also be sure the lower end of the puller tool engages a recess on the torsion key near the adjuster bolt. See Figure 2.

g. Using extreme caution, tighten the puller tool enough to take the load off the adjuster bolt. Remove the adjuster bolt and nut block, then unload the puller tool.

h. Note the orientation of the torsion bar key in relation to the end of the torsion bar. Slide the torsion bar forward, out of the torsion bar crossmember, and set the factory torsion bar key aside. It is not necessary to remove the torsion bars from the vehicle.

**NOTE:** the torsion key should slide easily off the end of the torsion bar. How- ever, depending on the age and use of the vehicle, rust and road debris may prevent easy removal. The installer can use a variety of methods to separate the torsion key if it is “stuck”, but using heat is ***not*** recommended.

i. Place the Daystar torsion key in the torsion bar cross- member, matching the same orientation as the original key. Slide the torsion bar back through the crossmember and into the torsion key. See Figure 2.

**NOTE**: Various types of puller tools are available, however, due to the extreme loads present in four-wheel drive suspension systems, we have found the two-jaw style tool that clamps to the crossmember tends to slip and damage the crossmember. A C-clamp style puller tool is preferred and available through tool companies such as OTC and Kent Moore

j. Using the same precautions and procedures that were used during removal, load the torsion bar enough to in- stall the nut block using the appropriate puller tool. Place the nut block back in the crossmember and start the adjuster bolt. Tighten the adjuster bolt to the same exposed length noted during disassembly. Unload the remove the pulled tool.

k. Disconnect the upper end of the front shocks. Place the supplied spacers over the studs that are pressed into the bar pin. Reinstall the upper end of the shock with the spacers in place and secure using the factory nuts. Tighten to factory specifications. Repeat these steps on the other side.

l. Lower the vehicle to the floor, manually bounce the front of the vehicle several times enough to settle the suspension.

m. Measure the ride height on each side. To raise the height, tighten the torsion bar adjuster bolt; to lower ride height, lessen the adjuster bolt. The torsion key is capable of increasing the ride height 1-1/2” (mid-size) to 2” (full-size) over *factory* specifications. Do not increase ride height above the specification.

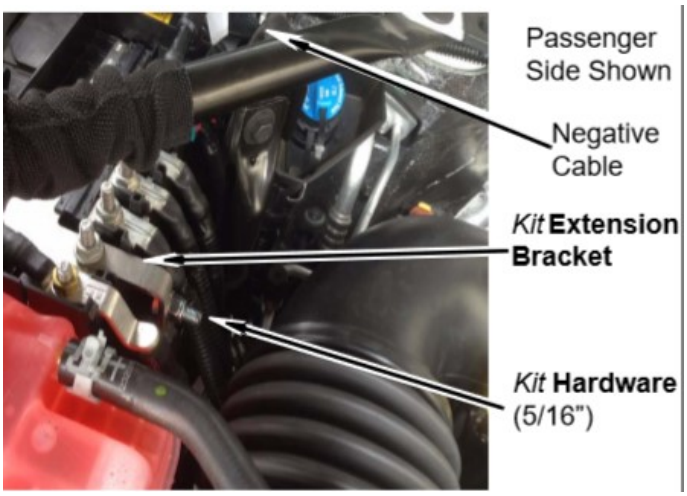
**17. After installation is complete**

a. Install airbag fuse in fuse panel. Install cover.

b. Connect Battery

1. Connect both battery cables to the battery. Be sure to reconnect the positive cables first, then the negative cables.

2. Install *kit* **extension bracket** (L-bent) using OEM nut onto battery terminal fuse junction and *kit* **hardware** (5/16") at positive cable end as shown below:




c Install Gap Guards (you did remember to order your Gap Guards, didn't you?).

d. Stick kit warning sticker on the dash in plain sight of all vehicle occupants.

e. Double check the vehicle.

**CAUTION**

Retorque all fasteners after 500 miles and after off road use. All body lift components should be visually inspected and fasteners re torqued during routine vehicle servicing.

1. Check all mounting hardware to ensure it is properly tightened.

2. Check all wires, hoses, cables, etc. to ensure they have been properly connected and there is ample slack. Check all belts and pulleys to ensure there is no rubbing or interference. With the number of hoses on this vehicle, it is vital that this be checked thoroughly.

3. Check vehicle electrical system.

4. Start vehicle and check the steering in both directions to ensure that there is no bind. Check clutch operation. Check the operation of the brake system and the parking brake. Check both shift levers' operation. Ensure that there is proper engagement in all gears and 4 wheel drive ranges.

**CAUTION**

Never open a closed cooling system after the vehicle has been started. Only fill the cooling system if the cap has been removed while the vehicle was still cold.

5. Check coolant level. Fill coolant to the proper level (refer to the Owner's Manual).

6. Test drive vehicle in all gears and 4 wheel drive ranges. Pay close attention to all vehicle systems. Check all hardware again in 500 miles and as part of your regular maintenance schedule.

**NOTE**

All warranty information, instruction sheets, and other documents regarding the installation of this product must be retained by the vehicle owner. Information contained in the instructions and on the warranty card will be required for any warranty claims. The vehicle owner needs to understand the modifications made to his vehicle and how they affect vehicle handling and performance. Failure to provide the customer with this information can result in damage to the vehicle and severe personal injury.

**⚠ CAUTION**

Daystar does not recommend any particular wheel and tire combinations for use with its body lifts and cannot assume responsibility for the customer’s choice of wheels and tires. Reference your owner's manual for recommended tire sizes and warnings related to the use of oversized tires. Larger wheel and tire combinations increase stress and wear on steering and suspension components, which leads to increased maintenance and higher risk for component failure. Larger wheel and tire combinations also alter speedometer calibration, braking effectiveness, center of gravity, and handling characteristics. Consult with an experienced local off road shop to find what wheel and tire combinations work best with your vehicle.