



2/20/03

**'95-'00 Tahoe/Yukon (Old Body Style)
IFS 4WD (6 LUG)
6" SUSPENSION SYSTEM
P/N: 10-41095**

INSTALLATION INSTRUCTIONS

NOTE: Each Lift Kit, and options to Lift Kits, are packaged separately. Therefore installation procedures are covered in separate instructions. Familiarize yourself with each specific set of instructions before beginning.

Parts List

<u>Item</u>	<u>Description</u>	<u>Qty</u>	<u>Illus.</u>
<u>Box 1 of 5</u>			
20-51089-1	Front Crossmember	1	
20-51089-2	Rear Crossmember	1	
<u>Box 2 of 5</u>			
20-51089-10P	Front Spindles (Pass.)	1	
20-51089-11D	Front Spindles (Drvr.)	1	
20-68708	Hardware Pack Containing: (Cotter Pin)		
13-90607	Cotter Pin, 1/8" x 1 1/2"	4	
<u>Box 3 of 5</u>			
20-51292-16	Lateral Compression Struts, Stainless	2	13
20-51099-22	Bracket, Strut Mount	2	13
20-67889	Hardware Pack Containing: (Compression Strut)		
15-11148	Bushing, Red	8	13
20-830918	Sleeve, 3/4" x 2 3/4" Lg.	4	13
20-832738	Sleeve, 3/4" x 1.00" Lg.	2	13
20-67902	Hardware Pack Containing: (Compression Strut)		
13-20069-Z	Hex Bolt, 1/2" 13 x 4" Lg. Gr. 5	4	13
13-21014-Z	Hex Bolt, 1/2" 13 x 3" Lg. Gr. 5	2	13
13-30034-Z	Flat Washer, 1/2" SAE	12	13
13-10038-Z	Nyloc Nut, 1/2" - 13	6	13
<u>Box 4 of 5</u>			
20-51095-4	Torsion Bar Drop	2	14
20-51089-7	Bracket, Differential Support	1	9
20-51089-8	Bracket, Differential Drop	1	10
20-830554	Cap, Frame	1	6
20-830658	Block, Tapered Rear - 4"	2	16
13-90646	U-Bolt, 9/16" - 18 x 12 1/2"	4	16
20-68188	Hardware Pack Containing: (U-Bolt Hardware)		
13-30330	Flat Washer, 9/16" Hrdn., Plain	8	16
13-10423	High Nut, 9/16" - 18 Fine, Plain	8	16
20-68305	Hardware Pack Containing: (RCD Universal)		
13-20447-Z	Unslot Hex, #10 x 1/2"	4	
15-10966	Clamp, 3/8" x 3/8" x .203"	4	
15-11395	Wire Tie, 6"	4	
15-11447	Wire Tie, 8"	2	
15-11460	Wire Tie, 11"	2	
20-68734	Hardware Pack Containing: (Front Brakeline)		
50-5189-1	Brakeline Kit, Chevy IFS	2	

50-5189-2	Brakeline Crush Washer	4	
20-65354	Hardware Pack Containing: (Cambolt Kit)		
20-51088-10	Cam-Bolt Rear Crossmember	2	
20-51088-15	Cam-Bolt Front Crossmember	2	
20-831867	Washer, Cam 2" OD	4	
13-10345-Z	Top Lock Nut, 5/8" - 11	4	
13-90490	Loctite, Compound	1	
20-68721	Hardware Pack Containing: (Sway Bar Extension)		
20-832777	Sway Bar Extension (9 1/2 ")	2	15
13-22743-Z	Button Head, 1/2 " - 13 x 3" Lg.	4	15
15-11629	Bushing, Sway Bar Link Outer	4	15
15-11616	Bushing, Sway Bar Link Inner	4	15
13-30681-Z	Washer, Bushing Retainer	4	15
20-67863	Hardware Pack Containing: (Differential Support & Drop)		
13-21144-Z	Hex Bolt, 9/16"-12 x 3 1/2 " Lg. Gr. 8	1	
13-22665-Z	Hex Bolt, 9/16"-12 x 1 3/4 " Lg. Gr. 8	2	10
13-22704-Z	Hex Bolt, 7/16"-14 x 3" Lg. Gr. 8	1	9
13-22639-Z	Hex Bolt, 10mm x 1.5 x 60mm Lg. Gr. 10.9	4	9
13-30395-Z	Flat Washer, 9/16" Hrdn.	4	10
13-30304-Z	Flat Washer, 7/16" Hrdn.	2	9
13-30642-Z	Flat Washer, 10mm Hrdn.	4	9
13-10397-Z	Top Lock Nut, 9/16"-12 Gr. C	2	10
13-10384-Z	Top Lock Nut, 7/16"-14 Gr. C	1	9
15-11148	Blushing, Red	2	9
20-832725	Sleeve, 3/4 " x 2.25" Lg.	1	9
20-68643	Hardware Pack Containing: (Upper Control Arm Alignment Tab)		
20-832933	Tab, Upper Control Arm Align.	8	11
13-22223-Z	Bolt, 9/16" - 12 x 3 3/4"	4	
13-30395-Z	Washer, 9/16" Hrdn.	8	
13-10397-Z	Top Lock Nut, 9/16" - 12 Gr. C	4	
20-68500	Hardware Pack Containing: (Drive Axle Spacer)		
13-22886-Z	Hex Bolt, 10mm - 1.5 x 70mm Gr 10.9	12	12
13-30642-Z	Flat Washer, 10mm Hrdn.	12	12
13-90490	Loctite, Compound	1	
20-51089-20	Spacer, Drive Axle	2	12
20-68513	Hardware Pack Containing: (Rear Bumpstop)		
20-51089-12	Rear Bumpstop Ext. Chevy 88-98	2	17
15-11031	Bumpstop, Medium Progressive	2	17
13-20142-Z	Hex Bolt, 7/16" - 14 x 1 1/4 "	2	17
13-30117-Z	Flat Washer, 7/16" SAE	4	17
13-30012-Z	Flat Washer, 3/8" SAE	2	17
13-10133-Z	Nyloc Nut, 7/16" - 14	2	17
13-10022-Z	Nyloc Nut, 3/8" - 16	2	17
20-68539	Hardware Pack Containing: (Existing Skid Plate Hardware)		
13-20081-Z	Hex Bolt, 3/8" - 16 x 1 1/4 "	4	
13-30012-Z	Flat Washer, 3/8" SAE	8	

13-10022-Z	Nyloc Nut, 3/8" - 16	4	
11-15144	Tube, 1" x .219 x .31"	2	
20-68786	Hardware Pack Containing: (Rear Sway Bar Extension)		
20-51095-3	Sway Bar Extension	2	18
15-11083	Bushing, Hour Glass	4	18
20-831399	Sleeve, .62" x .120 x 1.48"	2	18
20-831451	Sleeve, .62" x 12mm x 1.48"	2	18
13-22912-Z	Hex Bolt, 7/16" - 14 x 2 3/4" Lg. Gr.8	2	18
13-22639-Z	Hex Bolt, 10mm x 1.5 x 60mm	2	18
13-20304-Z	Flat Washer, 7/16" Hrdn.	2	18
13-30642-Z	Flat Washer, 10mm Hrdn.	4	18
13-30694-Z	Washer, 1 1/4" x 7/16" x 14 Ga.	2	18
13-10384-Z	Top Lock Nut, 7/16" - 14 Gr. C	2	18
13-10839-Z	Top Lock Nut, 10mm x 1.5 Gr. C	2	18
20-68656	Hardware Pack Containing: (Rear Brake Line Extension)		
20-51089-13	Bracket, Rear Brake Line Extension	1	
13-20425-Z	Hex Bolt, 5/16 - 18 x 1 1/4"	1	
13-30187-Z	Flat Washer, 5/16 SAE	2	
13-10155-Z	Nyloc Nut, 5/16" - 18	1	
20-67850	Hardware Pack Containing: (Torsion Bar Drop)		
13-21118-Z	Hex Bolt, 7/16" - 14 x 1 1/4" Lg. Gr. 8	8	14
13-30304-Z	Flat Washer, 7/16" Hrdn.	16	14
13-10384-Z	Top Lock Nut, 7/16" - 14 Gr. C	8	14
15-11174	Bushing, Red	4	14
20-832257	Sleeve, .75" x .95 x 1.52"	2	14

Box 5 of 5

BE5-6139	Shock Absorber (Front)	2	
BE5-6254	Shock Absorber (Rear)	2	

INTRODUCTION

- ❑ Installation by a professional mechanic is recommended. Use of the appropriate power tools, a Chevrolet/GMC service manual and shop hoist can greatly reduce installation time.
- ❑ Prior to Installation, carefully inspect the vehicle's steering and drive train systems, paying close attention to the tie rod ends, Pitman and Idler Arms, Ball Joints and wheel bearing preload. Also check steering-to-frame and suspension-to-frame attaching points for stress cracks. The overall vehicle must be in excellent working condition; repair or replace worn parts.
- ❑ Read instructions carefully and study the illustrations before attempting installation. *RCD Suspension* is not responsible for damage, failure or injury resulting from improper installation or parts substitution of this kit.

- ❑ Check the parts and hardware against the parts list to assure that your kit is complete. Report any shortages to *RCD Suspension* at (1-619-588-4723). The parts and hardware supplied are of high-grade material and must not be replaced by inferior parts or failure may result.
- ❑ Separate parts according to the areas that they will be used. Placing the hardware with brackets before you begin will save installation time.
- ❑ All components in this kit come with protective coating. Do not plate (i.e. chrome, cadmium, zinc, etc.) or otherwise alter the finish in any way. This could weaken the structural strength of the components.
- ❑ Secure and properly block vehicle prior to beginning installation.
- ❑ Always wear safety glasses when using power tools.
- ❑ Foot-pound torque readings are listed on the Torque Specifications chart at the end of the instructions unless specifically stated in an instruction. **DO NOT USE AN IMPACT WRENCH TO TIGHTEN ANY OF THE BOLTS.**
- ❑ Thoroughly clean frame contact points where any new bolt on brackets contact frame. Frame coatings or grime can eventually melt away and reduce torque values.

PLEASE NOTE

- **WARNING:** DO NOT USE WHEEL SPACERS.
- **NOTE:** Crossover exhaust pipe may need to be modified to clear front drive shaft.
- Front-end realignment is necessary.
- Speedometer recalibration is necessary if bigger tires (10% more than stock diameter) are installed.
- Recommended Wheel size: 16”
- Maximum Wheel offset from the inward side: 4 ½”
- Maximum Tire Size: 33” tall
- Special tools are required for safe removal and installation of the Ball Joints, Tie-Rods, and Torsion Bars. These tools can be purchased from your GM Dealer.

Torsion Bar Unloading Tool # J 36202
Steering Linkage Puller #J 24319-B
Ball Joint Separator Tool #J 23742
Knockout Removal Tool #38794

FRONT DISASSEMBLY

1. **GETTING STARTED:** Measure ride height with vehicle supporting its own weight. Ride height is the measured distance from center of spindle-to-top of the fender well (**Illustration 1**). Raise the vehicle. If working without a shop hoist support vehicle with suitable safety jack stands. Put vehicle in gear, set emergency brake and block rear wheels, in front and behind tires. Loosen front wheel lug nuts. Place floor jack under the lower control arm's front Crossmember and raise vehicle. Place safety jack stands under frame rails, behind front wheel wells, and lower the frame onto the stands. Remove front wheels.

Ride Height Measurement

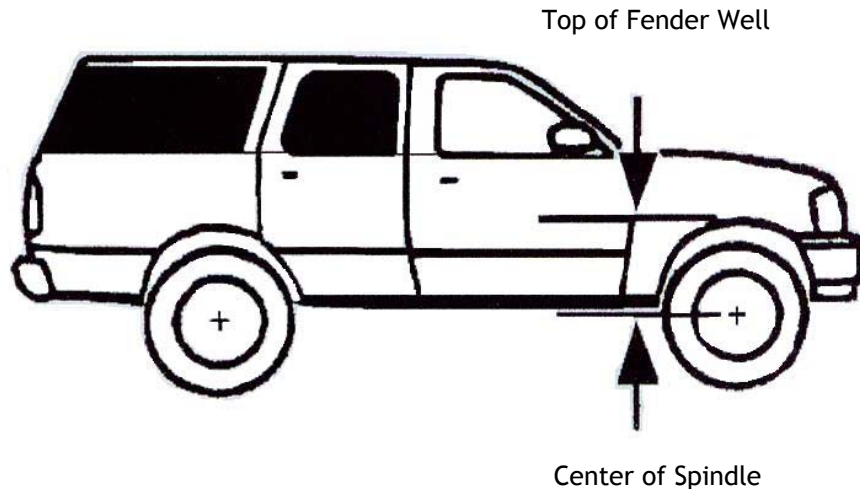


Illustration 1

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

2. Measure Torsion Bar Adjusting Screw depth for replacement of Torsion Adjuster Arm later. Mark bars and arms as an assembly for installation later. Remove the torsion bar adjusting screw. Apply a small amount of lubricating grease to the Torsion Bar Unloading Tool (J 36202) threads and the tool shaft-to-adjuster arm contact point. Position Unloading Tool and load adjuster arm until adjuster nut can be removed from the Crossmember (**Illustration 2**). With the bar unloaded, slide it further forward into the lower control arm. If the bar seems lodged, use a hammer to punch through the hole in the back of Crossmember. When bar shifts forward, the adjuster arm will fall.

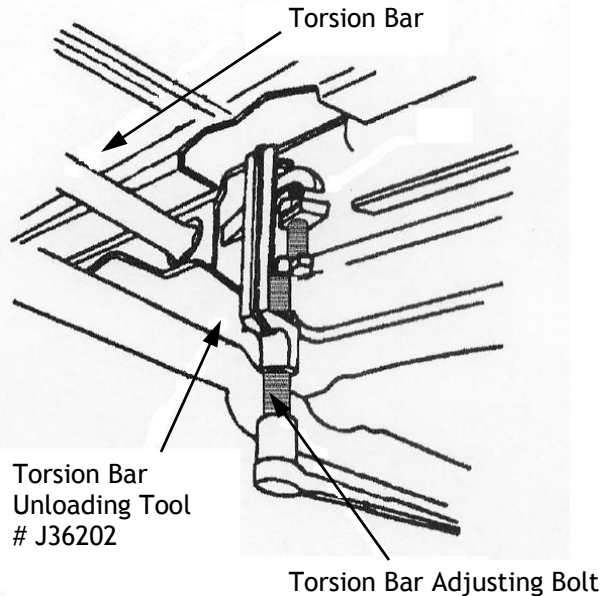
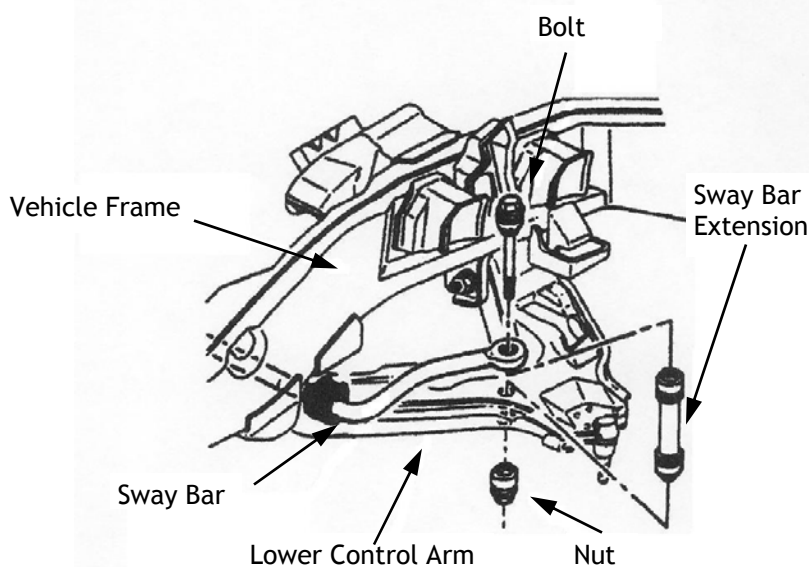


Illustration 2

3. Remove torsion bar Crossmember by removing bolts that connect Crossmember to the frame. With Crossmember out of the way, the torsion bars can be dislodged from lower control arms and removed. Mark or separate the bars, since each bar must be reinstalled on the same side that it was removed from.

NOTE: It may be necessary to raise exhaust up to allow clearance for crossmember removal.



4. Remove the front shock absorbers and detach existing front bumpstops from upper mounting cup.

5. Remove anti-sway bar drop links, which connect bar body to lower control arms (**Illustration 3**).

6. Locate and place an index mark, for installation reference, on both the differential flange and the drive axle flange.

Illustration 3

7. Remove the nut and washer from the hub (**Illustration 4**). Remove the six existing bolts fastening drive axle to differential. Pull drive axle out of the hub through lower control arm.

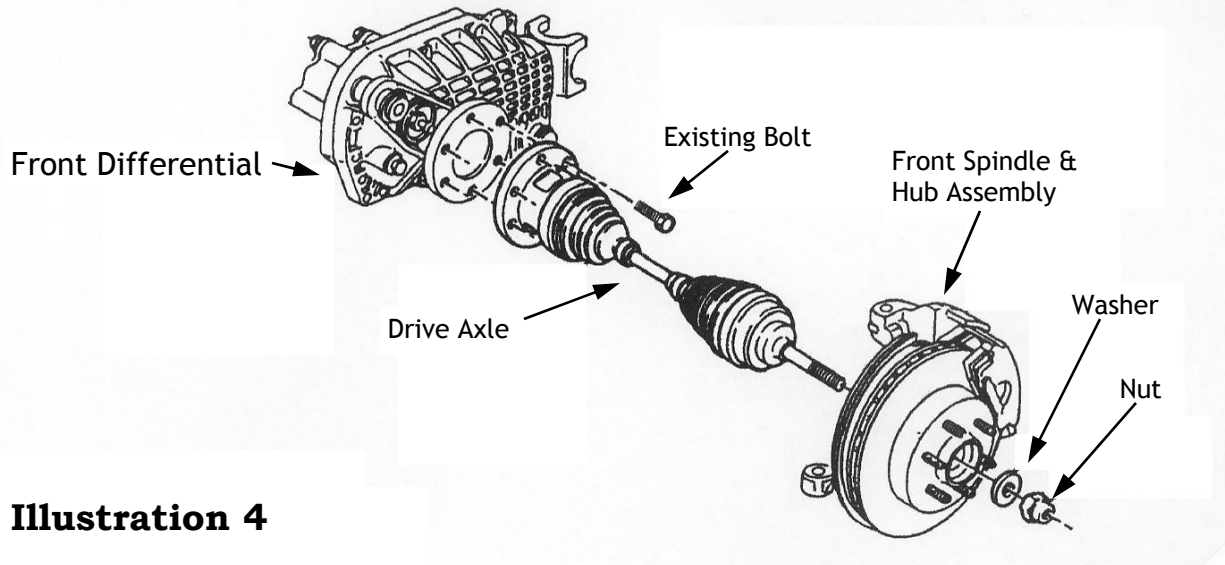
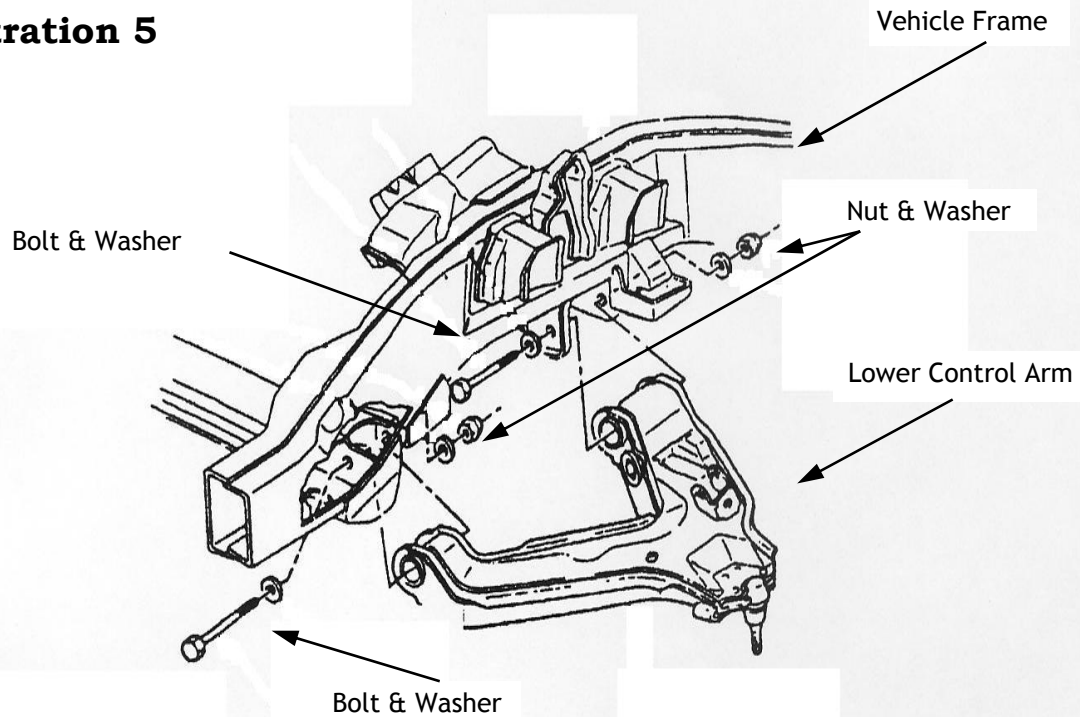


Illustration 4

NOTE: Be careful not to damage the drive axle boots.

8. Locate the two bolts attaching the brake caliper-mounting bracket to the backside of front spindle and the brake line hose attached to the caliper. Disconnect the hose from the caliper and plug end of hose to prevent fluid loss. Next, remove the caliper mounting bracket bolts and lift caliper and bracket assembly off brake rotor (**Illustration 4**).
9. Remove brake rotor. Locate tie rod end and remove the nut. Attach Universal Steering Link Puller (J 24319-B) and separate tie rod end from front spindle.
10. If applicable, separate the ABS sensor cable at the frame and upper control arm.
11. Locate front lower ball joint. Remove nut from ball joint. Using Ball Joint Separate Tool (J 23742) apply pressure on tool until ball joint breaks loose from lower part of the front spindle.
12. Locate front upper ball joint. Remove nut from ball joint. Using Ball Joint Separator Tool (J 23742) apply pressure on tool until ball joint breaks loose from upper part of spindle.

Illustration 5



13. Remove front spindle with hub and bearing assembly attached, set aside. Remove the lower control arm pivot bolts and remove lower control arm (Illustration 5).

Repeat steps 4 through 13 on opposite side.

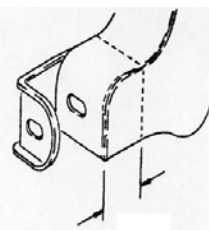
14. Remove the differential skid plate, if vehicle is so equipped.

15. Locate front drive shaft U-joint to differential yoke. Place an index mark for installation reference on both the drive shaft U-joint and differential yoke. Remove hardware from the yoke and slide the shaft rearward to disengage. Tape bearing cap assemblies and secure shaft out of the way.

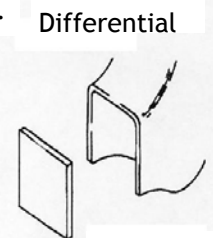
16. Disconnect the electrical connector and vent hose from differential assembly.

NOTE: Use Suitable Cutting Tool & Cut Off As Shown. Do Not Use Cutting Torch.

17. Using suitable cutting tool (Sawzall), cut off the rear lower differential mount bracket (driver's side), plus an additional 1-1/4" to 1-1/2" of the frame supporting the bracket. (Illustration 6).

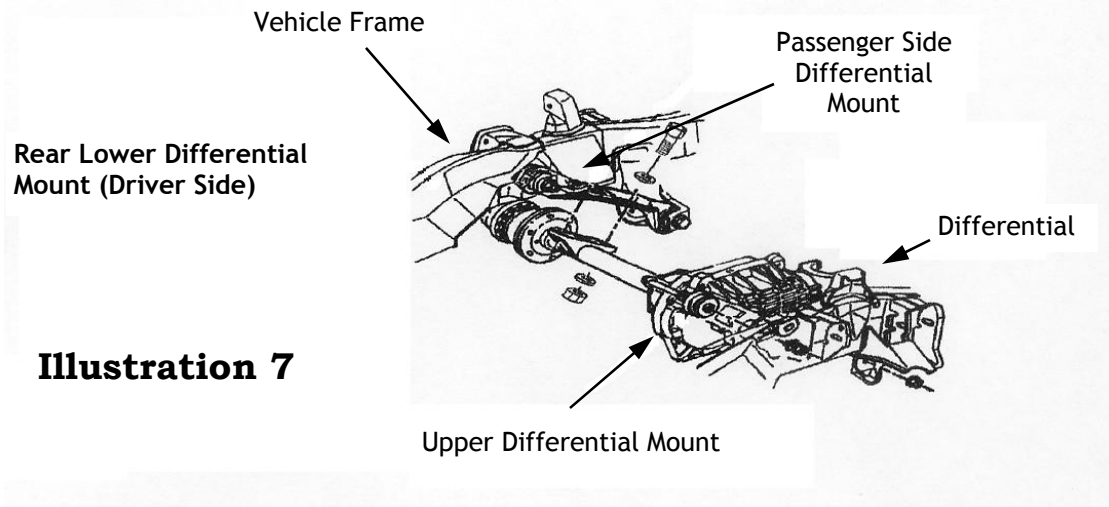


1-1/4" to 1-1/2"

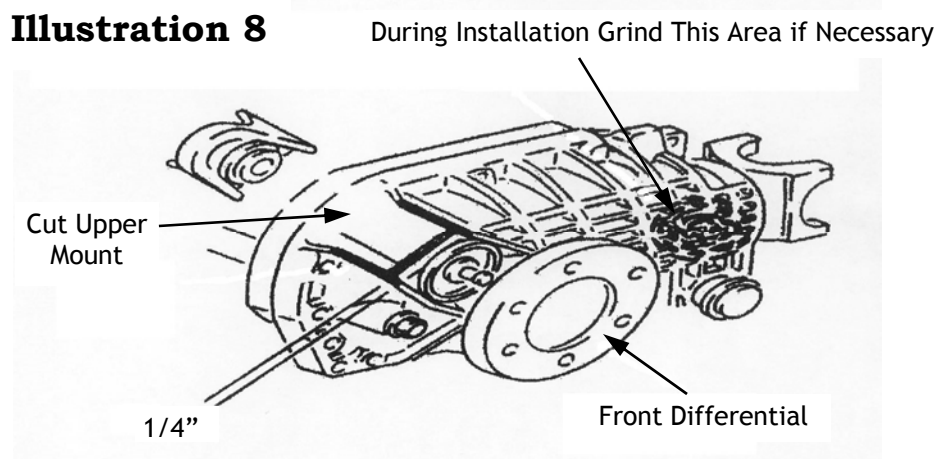


Weld Cap In Place 20-830554

Illustration 6



18. Support front differential assembly with a floor jack. Remove the upper mounting hardware and passenger side axle hardware (Illustration 7). Slowly remove the differential assembly from vehicle and lower it to the floor.
19. Once differential is out, weld in the provided Frame Cap (20-830554). File all sharp edges and paint exposed metal.
20. Locate the upper mount on front differential housing. Cut off upper mount flush to main case (Illustration 8). If the driver side lower differential mount bracket was properly modified grinding to clearance the case will not be necessary. If necessary, remove material from the left side of the differential to provide clearance for the lower control arm frame mount.

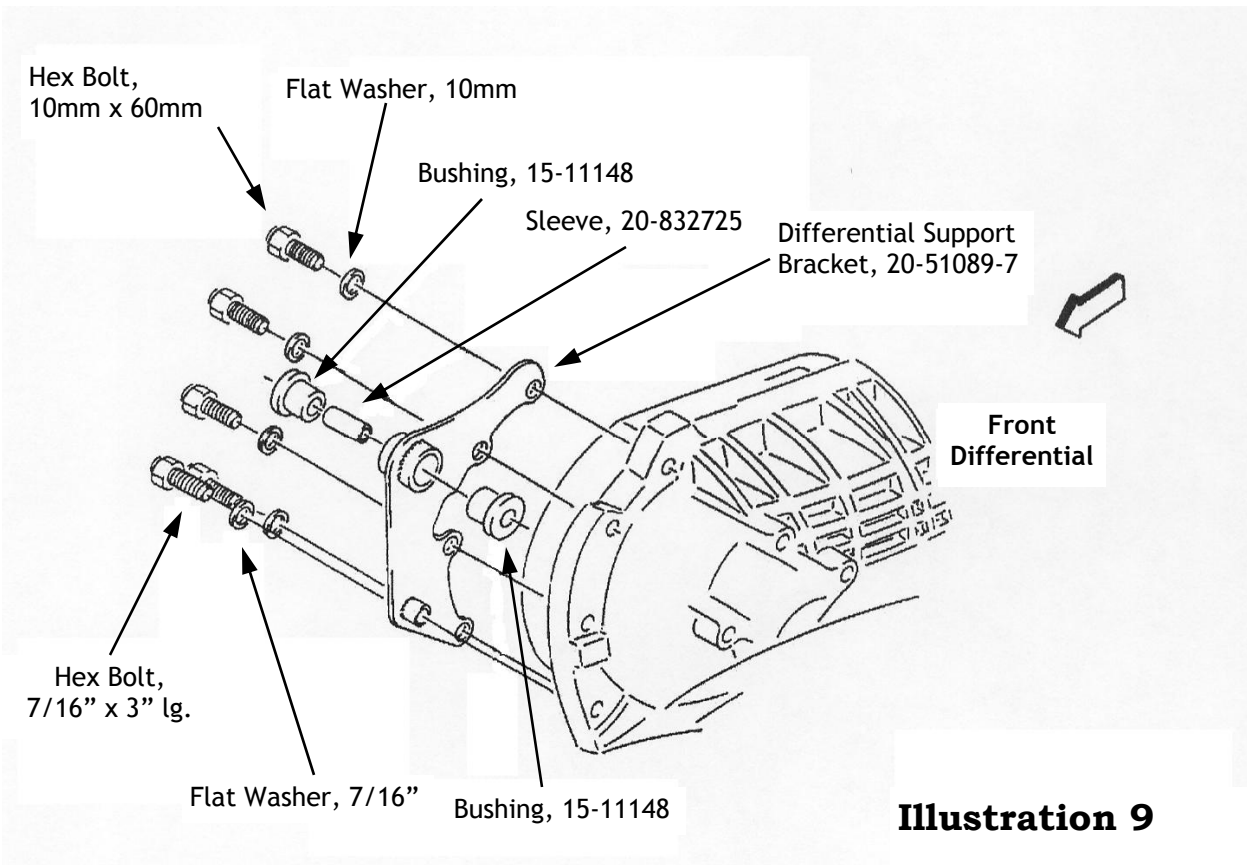


FRONT INSTALLATION

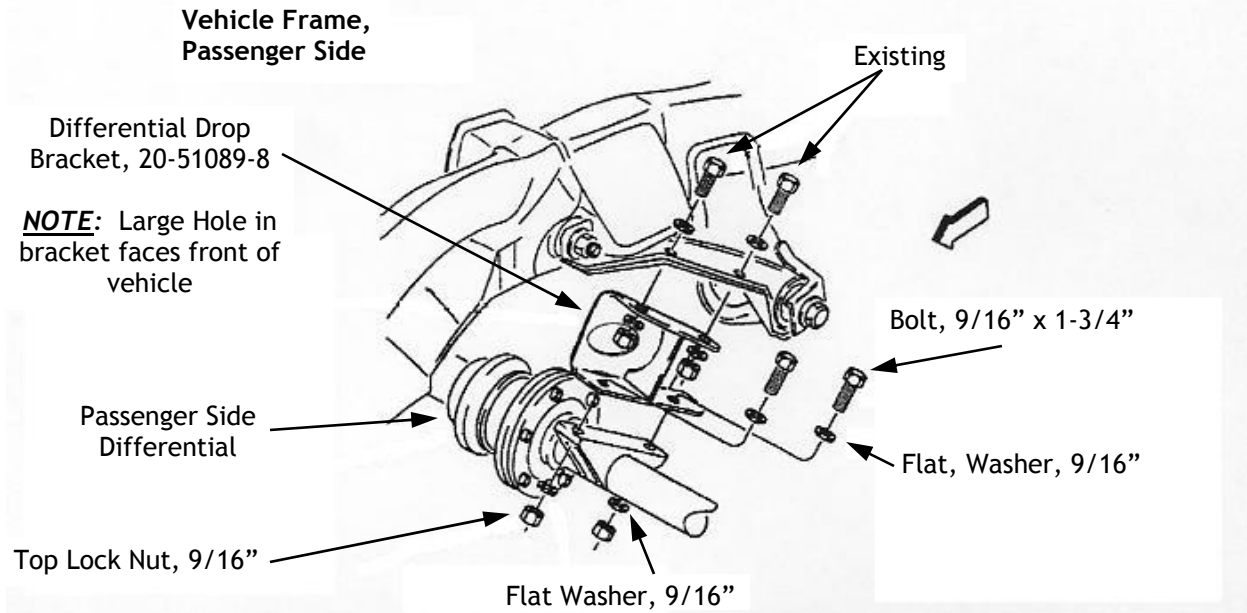
- 1) Install Bushings (15-11148) and Sleeve (20-832725), into Differential Support Bracket (20-51089-7). Attach Differential Support Bracket assembly to the front differential (**Illustration 9**). Use Loctite compound on hardware provided. Torque bolts to 45 ft. lbs.

NOTE: When attaching the Differential Support Bracket, gear oil may leak from case. To catch the spilled oil, place this assembly in a large oil pan before removing hardware. While on the bench add one pint of GM's recommended differential fluid before installing differential.

NOTE: Differential housing can vary. It may be necessary to grind outside edge of bracket to fit.



- 2) Loosely attach the passenger side Differential Drop Bracket (20-51089-8), to the differential axle with hole in bracket facing front of vehicle. Use hardware provided (**Illustration 10**).



- 3) Install Front Crossmember (20-51089-1) into existing front lower control arm mounting pockets using hardware previously removed. Make sure bolt heads face front of vehicle.
- 4) Install front differential (use hardware previously removed). The rear driver side differential mount attaches to rear crossmember. Install passenger side Differential Drop Bracket to frame (bracket hole faces front of vehicle). Place the front differential support bracket between tabs provided on front crossmember. Do not tighten at this time.
- 5) Support front differential assembly with suitable jack. Slowly raise differential into position and check for fit and clearance. If necessary, grind differential housing for clearance.
- 6) Install Rear Crossmember (20-51089-2) into existing rear lower control arm mounting pockets. Use existing hardware previously removed with bolt heads facing the front of the vehicle. Do not fasten at this time.
- 7) Check that differential is mounted square in frame. Take left-to-right as well as front-to-back measurements and adjust fit. Tighten differential hardware at this time. Reconnect differential vent hose and electrical connector.

NOTE: If differential contacts crossmember, grind crossmember for clearance.

- 8) Install lower control arms into the front and rear crossmembers using 5/8" Cam Bolt (20-51088-10 Rear), (20-51088-15 Front) hardware provided.

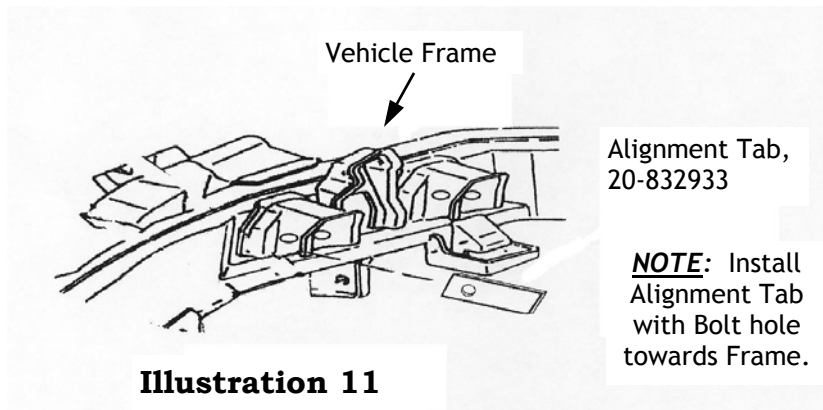
NOTE: Front crossmember Cam Bolt heads face forward and rear crossmember Cam Bolt heads face to the rear of vehicle. Do not tighten hardware at this time. To ad-

just lower cam bolts, adjust fixed cam side and tighten non-fixed cam unit.

- 9) Locate upper control arm frame mounting bracket on the frame. Use Tool #J 38794 to remove frame bracket knockouts. Be careful not to distort frame bracket when removing knockout. Before working with tool, apply extreme pressure lubricant to threads of T-Bolt on tool. Insert bolt through knockout hole in bracket and install the tool bridge onto T-Bolt. The bridge should span knockout without interference. The forward bracket requires the bridge to be installed between the legs of bracket for proper access.

NOTE: Do not apply more than 75 ft. lbs. Torque to prevent damage to tool and/or bracket. If torque limit is met and knockout does not break free, use an appropriate size die grinder to remove knockout.

- 10) Install Upper Control Arm Alignment Tab (20-832933) against upper control arm frame mounting bracket with bolt-hole in tab towards frame (**Illustration 11**) using 9/16" hardware provided. Torque bolts to 80 ft. lbs.



NOTE: Alignment Tab fixes the upper control arms. Alignment will now be made with the lower control arms.

- 11) Install front drive shaft, making sure alignment marks made during disassembly are matched.

NOTE: The exhaust crossover pipe may need to be modified to clear the front drive shaft.

- 13) Connect driver side front spindle assembly (20-51089-11D Drvr. and 20-51089-10P Pass.) to upper and lower arm ball joints. Install new cotter pins.

- 14) Remove hub and bearing assembly (also splash shield if applicable) from existing front spindles and install new front spindles (20-51089-11D and 20-51089-10P).

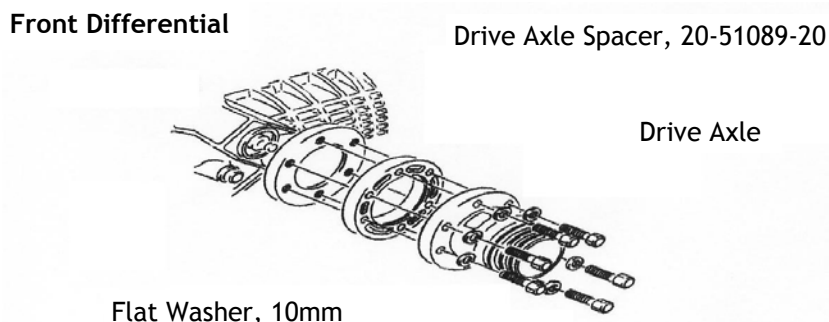
NOTE: Make sure hub and bearing assemblies are installed on the same side they were removed. Apply Loctite compound to existing hardware. Torque bolts to 133 ft. lbs.

- 15) Reinstall drive axle into front spindle and attach with hardware previously removed.

NOTE: Do not lubricate the drive axle splines and front spindle with grease.

16) To install Drive Axle Spacer (20-51089-20), apply thread locking compound to hardware provided. Place Drive Axle Spacer against differential flange (**Illustration 12**). Align reference marks on drive axle to those on differential flange. With mounting holes aligned, attach assembly and torque bolts to 58 ft. lbs.

17) Install brake rotor, caliper assembly and new longer Brake Line (50-5189-1) with Crush Washer (50-5189-2). Route brake line through upper control arm and attach to spindle with tie wrap. Torque Allen Head pins to 38 ft. lbs. If applicable, connect ABS connector.



18) Torque axle hub nut to 165 ft. lbs.

Hex Bolt, 10mm x 70mm

Illustration 12

19) Install front bumpstops.

20) Install new longer front shock absorbers (BE5-6139)

21) Cycle front suspension through full travel cycle and check for adequate clearance between shocks and brake line hoses.

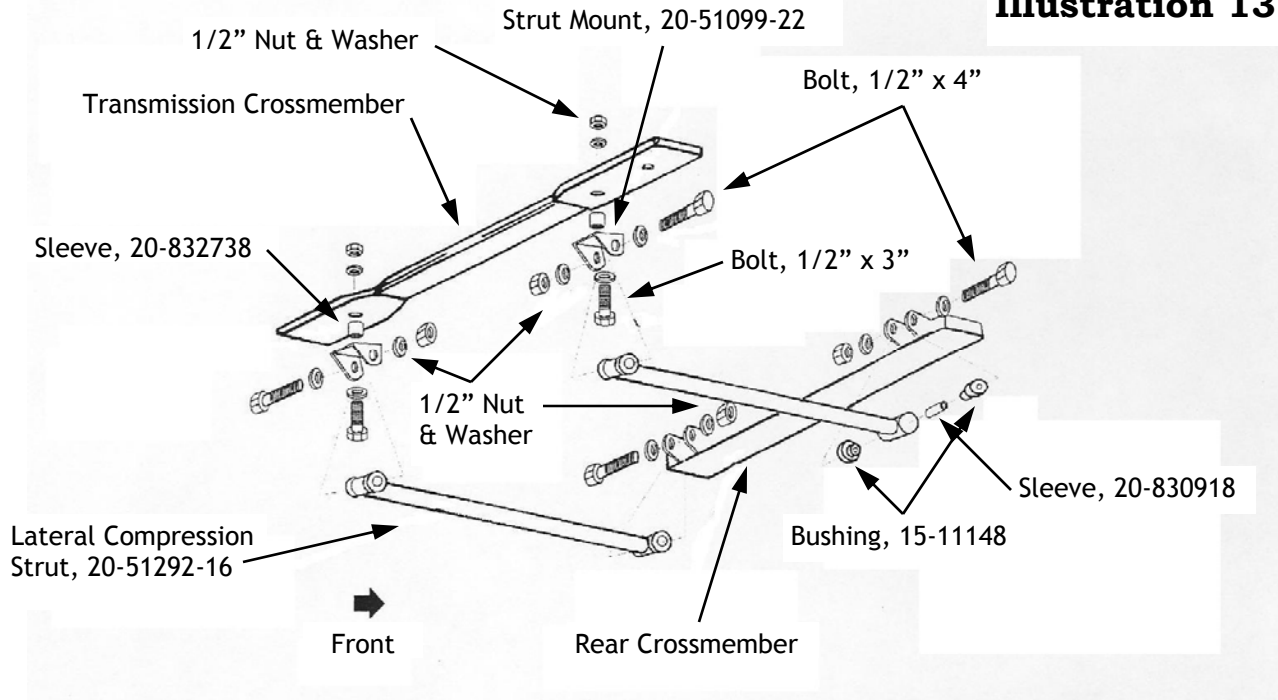
Repeat steps 13 thru 21 on opposite side.

22) Refer to Torque Specifications on last page and tighten all fasteners.

23) Install Bushings (15-11148) and Sleeve (20-830918) into both ends of Lateral Compression Struts (20-51292-16). Attach lateral compression strut-to-strut mount bracket located on the rear crossmember using hardware provided (**Illustration 13**). Do not tighten assembly at this time.

24) Attach Strut Mount Bracket (20-51099-22) to opposite end of Compression Strut (**Illustration 13**). Compression struts attach to trans crossmember existing holes after the bottom existing hole is drilled out to 3/4". Insert Sleeve (20-832738) into drilled hole.

NOTE: The Sleeve fits inside the crossmember, preventing the frame from crushing when bolts are torqued. Use 1/2" hardware provided and torque nuts to 65 ft. lbs.

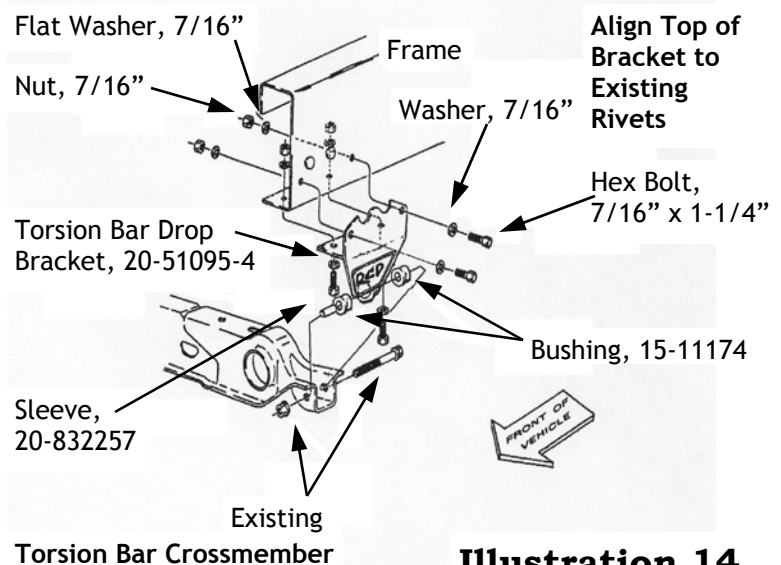
Illustration 13

25) Locate Torsion Bar Drop Bracket (20-51095-4) to outside frame. Align top of Bracket to rivets securing existing torsion bar bracket to frame (**Illustration 14**). Use the new Bracket mounting holes as a guide to mark, then drill, 7/16" mounting holes. It may be necessary to remove a rivet on some models.

26) Insert torsion bars into the lower control arms. The bar's rear facing ends are now hanging. Balance the crossmember with a suitable floor jack and raise it to mate with the hanging bar ends. Now locate the adjuster arms inside the crossmember and onto the bar ends.

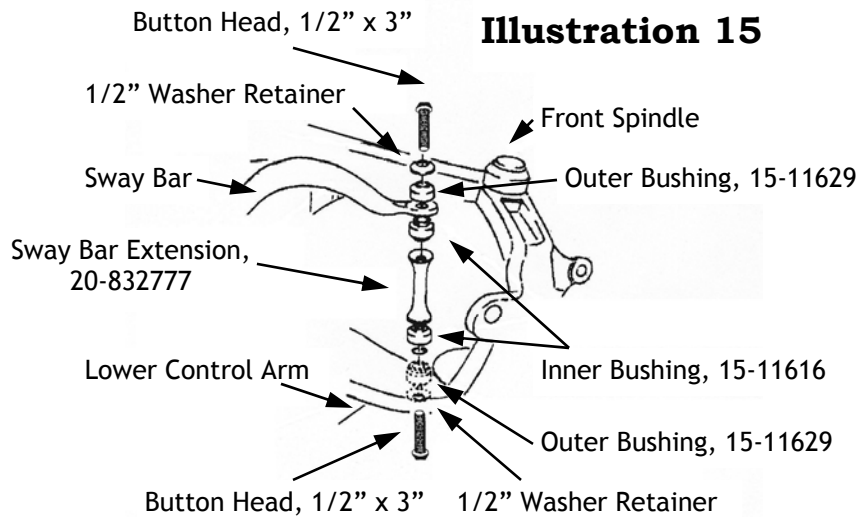
27) Install the torsion bar crossmember using the new Torsion Bar Drop. Install Bushing (15-11174) and Sleeve (20-832257) into Drop Bracket as shown in **Illustration 14**. Torsion bars are marked "Left" and "Right" and the torsion bar adjusting bolt's exposed length was measured during disassembly. This way the bars will be installed to the stock position.

28) Slide the torsion bar rearward through the torsion bar crossmember while holding the ad-

**Illustration 14**

justment arm in the proper position. Verify that the reference marks on adjustment arm and torsion bar match.

- 29) Install the Universal Torsion Bar Unloading Tool (J 36202). Again, be very careful when increasing the tension on the torsion bar.
- 30) Install the retainer plate and adjusting bolt. Thread in adjusting bolt until exposed length is at measured length taken during disassembly. This way, the bars will be installed in their stock position.
- 31) Have brake system bled to manufacturers specifications by a certified brake technician.
- 32) Install front tire/wheel assemblies and lower to the ground. Torque all lug nuts.
- 33) When vehicle is at proper ride height (Refer to Rear Intallation), torque the lower control arm to front and rear crossmember nuts to 100 ft. lbs., starting from the front to the rear.
- 34) Install existing sway bar to lower control arm using Sway Bar Extension (20-832777) and hardware provided (**Illustration 15**).



REAR INSTALLATION

- 1) Raise the vehicle. If working without a shop hoist, support vehicle with suitable safety stands. To do this put vehicle in gear, block front wheels, both in front and behind tires, then disengage emergency brake. Place floor jack underneath rear axle and raise vehicle. Place suitable safety stands under frame to support vehicle and lower vehicle onto safety stands. Remove rear tire/wheel assemblies.
- 2) With floor jack, raise the rear axle enough to relieve tension on the shock absorbers and remove shocks.
- 3) Disconnect sway bar link at sway bar and at frame. On driver side remove mount from frame.
- 4) Remove rear U-Bolts attaching rear axle to driver side leaf spring. Carefully lower rear axle.

CAUTION: Do not allow axle to hang by any hoses or cables.

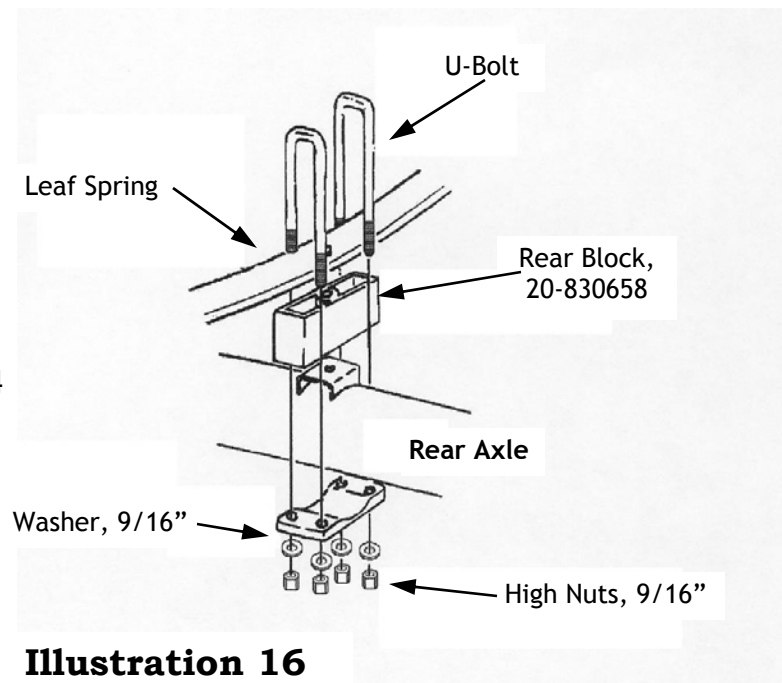
- 5) Insert new riser Block (20-830658) on axle pad. Make sure the pin in the Block indexes into the hole of the axle housing spring pad. The short end of the block faces toward the front of the vehicle. Carefully raise rear axle until Block makes contact with leaf spring. Make sure center bolt is aligned with hole in Block (**illustration 16**).

- 6) Re-mount axle to spring using new U-Bolts, washers, nuts and existing plates. Torque U-Bolts to 85-100 ft. lbs.

- 7) **Repeat steps 3 through 6 on opposite side.**

- 8) Install new longer Shock Absorbers (BE5-6254), using the existing hardware. Attach the shock to lower axle mount and torque nuts to 74 ft. lbs. Attach shock to upper frame mount and torque.

- 9) Disconnect brake line bracket from differential. In it's place install Brake



Line Extension (20-51089-13) to the differential using original hardware previously removed. Attach brake line to extension using 5/16" hardware provided.

- 10) Remove existing rear bumpstops from the bottom of frame rails.
- 11) Install Rear Bumpstops (15-11031) to rear bumpstop extension (20-51089-12) and install as an assembly to the frame rail at each of the original bumpstop locations. Use 3/8" and 7/16" hardware provided as shown in **Illustration 17**. If necessary, drill existing hole to 7/16" for extension.

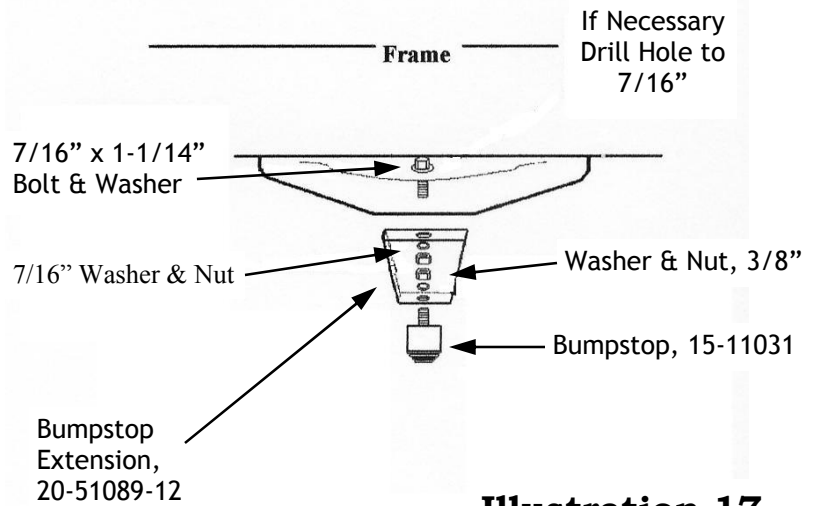


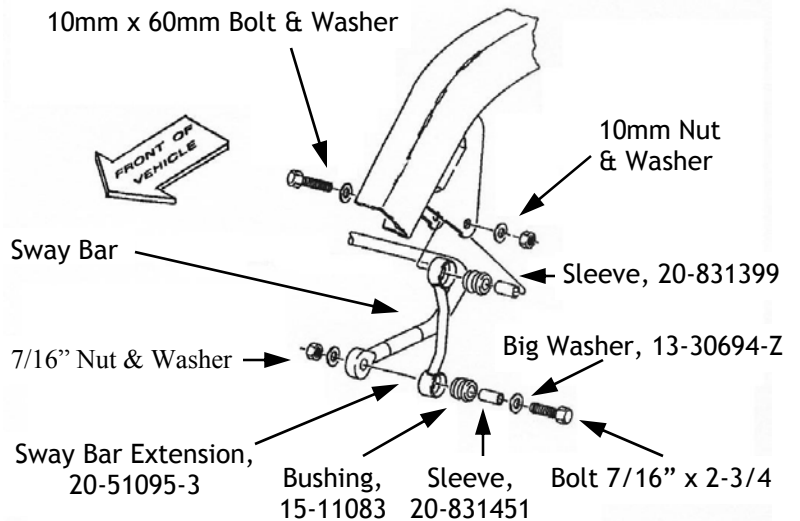
Illustration 17

- 12) Install rear tire/wheel assemblies and lower the vehicle.
- 13) Once the vehicle is supporting its own weight, adjust ride height (**Illustration 17**).

NOTE: To attain ride height add the lift kit height to the original ride height measurement previously taken in "GETTING STARTED". Example: Original ride height of 21" plus 6" for lift kit height, equals 27". Manually bounce the front and rear of vehicle to pre-set the bar and springs. Then, evenly adjust the torsion bar bolts until the front of the vehicle spindle-to-top of fender well measurement achieves proper ride height.

NOTE: Install 10mm bolt with head facing inside to avoid contact with fuel tank

Illustration 18



NOTE: Each torsion bar may require slightly different adjustment to level vehicle side to side.

- 14) Attach sway bar to new Sway Bar Extension (20-51095-3) and Extension to frame mount using Bushing (15-11083), Sleeve (20-831451 to frame), (20-831399 to bar) and existing hardware (**Illustration 18**).

SOME FINAL NOTES

- ◇ After installation is complete, double check that all nuts and bolts are tight. Refer to the torque specifications on last page.
- ◇ If new tires were installed that are more than 10% taller than original tires, the speedometer must be recalibrated for the Rear Wheel Anti-Lock Brake System to function properly. Contact an Authorized GM dealer for details on recalibration.
- ◇ With vehicle on the floor, cycle steering lock to lock and inspect steering, suspension and driveline systems for proper operation, tightness and adequate clearance. Recheck brake/hose fitting for leaks. Be sure all hoses are long enough.
- ◇ Have headlights readjusted to proper setting.
- ◇ Have front end aligned to factory specifications. Be sure vehicle is at desired ride height prior to realignment.

TORQUE SPECIFICATIONS *(Grade 8 & Class 10.9)*

5/16" NUTS	20 FT. LBS.	M6	9 FT. LBS.
3/8" NUTS	35 FT. LBS.	M8	23 FT. LBS.
7/16" NUTS	60 FT. LBS.	M10	45 FT. LBS.
1/2" NUTS	90 FT. LBS.	M12	75 FT. LBS.
9/16" NUTS	160 FT. LBS.	M14	120 FT. LBS.
5/8" NUTS	175 FT. LBS.	M16	165 FT. LBS.

EXISTING HARDWARE TORQUE SPECIFICATIONS

Caliper Allen Head Bolts	38 ft. lbs.
Differential Axle Bracket To Frame	75 ft. lbs.
Differential Support Bolt 10mm	45 ft. lbs.
Front Shock Nut (lower)	66 ft. lbs.
Lower Control Arm Nut	100 ft. lbs.
Rear Shock Nut (lower)	74 ft. lbs.