

APOC INDUSTRIES

LIFT BLOCK INSTALL

- 1.** Jack up @ rear differential and place jack stands under Frame. Lower jack to let pressure of leaf springs.
- 2.** Chalk wheels to prevent axle from rolling once u-bolts are removed.
- 3.** Remove u bolts at this time on both sides. (A rust penetrant is recommended to ease removal)
- 4.** Place Bottle jack under leaf spring in front of the axle, lifting it from the axle. Continue to jack up leaf springs until you have clearance for new blocks.
- 5.** When installing the new block make sure to pin on the bottom of the spring is in the hole on the top of the block. Some blocks have multiple holes the center will be factory location, the other holes can be used to move axle location if needed.
- 6.** With block placed in desired location install u bolts and torque to specs. (Look Online for torque specs for the diameter of your u bolts.) It is recommended to tighten u bolts 200 miles after install.

LIFT BLOCK FAQ'S

Tapered lift blocks are designed to reduce u joint angles helping to reduce vibrations and premature wear. When Installing the lift blocks the short side should go towards the front of the vehicle causing pinion to point up to the rear of the transfer case.

Some of Apoc blocks will have multiple holes on top, the center hole is the factory location. If you need to move your axle forward or to the rear you can use the other holes, make sure both sides are in the same hole or the truck will not track straight.

The small hole on the outer edges of the blocks are for additional u bolts you can add to reduce leaf spring wrap. These are not Required, only for additional support if your springs tend to twist. If this is an issue traction bars would be recommended.

Apoc lift block are not meant to be stacked with any other blocks.

**PROUDLY MADE
IN THE USA**

**865-983-5004
M-F 8-5 EST**

